

**Drafting notes:**

1. Additions are underlined and deleted text is in ~~strikethrough~~ (Black text changes record amendments proposed in Primary evidence (either pre or post mediation))
2. Green text changes record amendments proposed and agreed in mediation.
3. blue highlighted changes record amendments proposed by the Key Retailers Group

PART 3 - REGIONAL AND DISTRICT RULES »Chapter H: Auckland-wide rules»1 Infrastructure»

**H1.2 Transport Rules**

**1.2 Transport**

**1. Activity table**

The rules in this section implement the objectives and policies in Chapter C Section 1.2 Transport.

These rules do not apply to precincts where there are corresponding transport and traffic provisions in the applicable precinct (NOTE: Subject to outcome of relevant Hearing topics)

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

The following table specifies the activity status of transport activities in all zones. A site may contain more than one of the listed activities.

Activity	Activity Status
Parking, loading and access which is an accessory activity and complies with the development controls for parking, loading and access	P
Parking, loading and access which is an accessory activity but which does not comply with the development controls for parking, loading and access	RD
Any activity or subdivision which exceeds the <u>trip traffic generation development controls threshold</u> set out in clause 3.1 in any zone other than those listed below: <ul style="list-style-type: none"> <li>- City Centre</li> <li>- Metropolitan Centre</li> <li>- Town Centre</li> <li>- Terrace Housing and Apartment Buildings</li> <li>- City Centre Fringe Office Area</li> </ul>	RD
<u>Use of an existing vehicle crossing (established or consented before the date of notification of the plan) where a Vehicle Access Restriction applies under clause 3.4.1.2 and 3.4.1.3 to service existing activities</u> <del>(established or consented before the date of notification of the plan)</del>	P
Construction or use of a vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.2 and 3.4.1.3	RD
<u>Use of an existing vehicle crossing (established or consented before the date of notification of the plan) where a Vehicle Access Restriction applies under clause 3.4.1.1 to service existing</u>	P

Activity	Activity Status
activities <del>(established or consented before the date of notification of the plan)</del>	
<u>Use of an existing vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1 to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity or where a building(s) is constructed, substantially reconstructed, altered or added to.</u>	RD
<u>Construction of a new vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1 and the establishment of the vehicle crossing is to:</u> a.) <u>relocate and/or amalgamate an existing vehicle crossing or crossings serving the site, that will reduce or otherwise not increase either the number of crossings or width of crossings serving a site; OR</u> b.) <u>there is no other means of accessing a site</u>	RD
Construction of a <u>new</u> vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1 <u>and it is not provided for in this Activity Table</u>	NC
Any building or structure located within an area subject to sightline for level crossings as identified on the planning maps	RD
Off-road pedestrian and cycling facilities	RD-P
Park-and-ride	RD
Public transport facilities	RD
Short-term parking (non-accessory) in these zones and locations: - City Centre - City Centre Fringe <u>Parking (Auckland-wide controls maps) overlay</u> - Metropolitan Centre - Town Centre - Local Centre - Mixed Use	D
Long-term parking (non-accessory) in these zones and locations: - City Centre - City Centre Fringe <u>Parking (Auckland-wide controls maps) overlay</u>	NC
Long-term parking (non-accessory) in these zones: - Metropolitan Centre - Town Centre - Local Centre - Mixed Use	D
Off-site parking	D
<u>Construction of new road and pedestrian rail level crossings on the rail network</u>	NC

## 2. Notification

1. The following activities will be subject to the normal tests for notification under the relevant sections of the RMA:
  - a. applications to exceed the parking maximums specified in Table 2 for the City Centre zone
  - b. ~~public transport facilities~~

- c. park-and ride exceeding 200 parking spaces

1A. Public transport facilities will be considered on a non-notified basis

1B Park and ride less than 200 parking spaces will be considered on a non-notified basis

1C. Vehicle access not meeting 3.4.1.2 and 3.4.1.3 Vehicle Access Restrictions will be considered on a non-notified basis

### 3. Development controls

#### 3.1 Traffic Trip Generation

1. In all zones, other than those listed in clause (iii)(e) below, resource consent as a restricted discretionary activity is required where:

a(i). new development ~~total development~~ on a site exceeds the New Development Thresholds:

(ia) activities not identified in Table 1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone and generating more than 60 100v/hr (any hour) where there are no requirements for an assessment of transport or trip generation effects in the applicable zone.

Table 1:

Activity		<u>New Development</u> Threshold
Residential	Dwellings	<del>30</del> <u>60 100</u> dwellings
	Retirement villages	<del>30</del> <u>100 500</u> units / apartments
	Visitor Accommodation	<del>30</del> <u>60 100</u> units
Education facilities	<u>Primary</u>	<u>400 167</u> students
	<u>Secondary</u>	<u>200 333</u> students
	<u>Tertiary</u>	<u>300 500</u> students
Office		<del>3,000</del> <u>1250 5,000</u> m <sup>2</sup> GFA
Retail		<del>1000</del> <u>500 1667</u> m <sup>2</sup> GFA
	<u>Food and beverage- Drive through</u>	<u>200 333</u> m <sup>2</sup> GFA
Industrial activities	Warehousing and storage	<del>12,000</del> <u>20,000</u> m <sup>2</sup> GFA <del>5,000</del> m <sup>2</sup>
	Other industrial activities	<del>6,000</del> <u>10,000</u> m <sup>2</sup> GFA <del>2,500</del> m <sup>2</sup>

~~'Total development' includes new development and existing development.~~

- ii. a proposed subdivision involves land which has capacity under the Unitary Plan to accommodate more than ~~30~~ 60 additional dwellings.
- iii. this rule does not apply in the City Centre, Metropolitan Centre, Town Centre, ~~or Terrace Housing and Apartment Buildings zones and~~ City Centre Fringe Office area.

1B this rule does not apply where:

- i. development is being undertaken with trip generation characteristics in accordance with a consent or provisions previously approved on the basis of an Integrated Transport Assessment.
- ii. activities involve the operation of major recreation facilities for their primary purpose as identified in the applicable precinct.
- iii. there are requirements to assess transport, traffic or trip generation effects in the applicable zone rules for any Controlled or Restricted Discretionary land use activities (Note: subject to IHP recommendations in each zone)

### 3.2 Number of parking and loading spaces

Parking and loading spaces and associated manoeuvring and access must be provided for all activities in accordance with the minimum rates specified unless otherwise stated in the Unitary Plan. ~~In some locations, maximum parking rates apply. For some activities, such as offices, both maximum and minimum rates apply in some locations.~~

#### 1. Parking

In some locations, maximum parking rates apply. For some activities, such as offices, both maximum and minimum rates apply in some locations.

- a. the number of parking spaces required or permitted accessory to any activity are set out in Tables ~~2-5~~ 2-4. These controls apply unless the Unitary Plan specifies otherwise. The number of parking spaces must:
  - i. not exceed the maximum rates specified in Tables ~~2-4~~ 2 and 3 in the locations where these apply
  - ii. ~~meet the minimum rates specified in Table 4 in the locations where these apply~~
  - iii. meet the minimum rates and not exceed the maximum rates specified in ~~Table 4~~ Tables 4 and 5 in locations where both apply.
- b. Table 3 sets out the parking rates which apply in the City Centre Fringe Parking (Auckland-wide controls maps) ~~following zones and locations:~~
  - i. City Centre Fringe Parking (Auckland-wide controls maps) overlay (as identified on the planning maps by the Infrastructure overlay – Parking)
  - ii. Metropolitan Centre zone
  - iii. Town Centre zone – excluding the following town centres where Table 4 applies: Helensville, Kumeu-Huapai, Pukekohe, Warkworth and Wellsford.

- iv. ~~Local Centre zone – excluding the following local centres where Table 4 applies: Karaka, Kaukapakapa, Leigh, Matakana, Riverhead, Snells Beach, Te Hana, Waimauku and Waiuku.~~
- v. ~~Mixed Use zone (excluding where the Mixed Use Zone is adjacent to the town centres or local centres identified in iii and iv above)~~
- vi. ~~Terrace Housing and Apartment Buildings zone.~~
- c. Table 4 sets out the parking rates which apply in the following zones and locations:
  - i. Metropolitan Centre zone
  - ii. Town Centre zone - excluding the following town centres where Table 4 applies: Helensville, Kumeu-Huapai, Pukekohe, Warkworth and Wellsford.
  - iii. Local Centre zone - excluding the following local centres where Table 4 applies: Karaka, Kaukapakapa, Leigh, Matakana, Riverhead, Snells Beach, Te Hana, Waimauku and Waiuku.
  - iv. Mixed Use zone (excluding where the Mixed Use Zone is adjacent to the town centres or local centres identified in iii and iv above)
  - v. Terrace Housing and Apartment Buildings zone.
- d. where Table ~~4-5~~ applies and a site supports more than one activity, the parking requirement of each activity must be separately determined.
- di. for the purposes of meeting the requirements of the vehicle parking rules, a parking space includes those provided for in a garage or car port or any paved area provided for the sole purpose of parking a motor vehicle.

2. The vehicle and cycle parking rates set out in Tables 2 – ~~6-5~~ do not apply to:

- a. The operation of major recreation facilities for their primary purpose as identified in the applicable precinct. The vehicle and cycle parking rates in Tables 2 – ~~6-5~~ apply to the redevelopment, expansion and intensification of existing major recreation facilities or establishment of new major recreational facilities if the provision of parking is not specifically identified in the applicable precinct.

Table 2: Parking rates for City Centre zone

Activity/site		City Centre zone maximum rate
Sites subject to a Vehicle Access Restriction – general (as identified on the planning maps)	All activities where vehicle access to the parking would be within a Vehicle Access Restriction – general	No parking permitted
Dwellings	Dwellings <75m <sup>2</sup> GFA	0.7 per dwelling
	Dwellings ≥75 and < 90m <sup>2</sup> GFA	1.4 per dwelling
	Dwellings ≥90m <sup>2</sup> GFA	1.7 per dwelling

Activity/site		City Centre zone maximum rate
	Visitor spaces	0.2 per dwelling
All other activities		1:200 m <sup>2</sup> GFA

Table 3: Parking rates for sites within the City Centre Fringe Parking (Auckland-wide controls maps) overlay and the Metropolitan, Town, Local Centres, Mixed Use and Terrace Housing and Apartment Building zones

Activity		Applies in the following zones: Metropolitan Centre, Town and Local Centre (other than those centres listed as excluded in clause 3.2.1b), Mixed Use, Terrace Housing and Apartment Buildings zone. Applies in the City Centre Fringe Parking (Auckland-wide controls maps) overlay
		Maximum rate
<del>Sites subject to a Key Retail Frontage (Zone controls, Building Frontage Maps) overlay</del>	<del>All activities where vehicle access to the parking would be within a Key Retail Frontage (Zone controls, Building Frontage Maps) overlay</del>	<del>No parking permitted</del>
	Dwellings - studio or 1 bedroom	1 per dwelling
	Dwellings - two or more bedrooms	2 per dwelling
	Visitor spaces	0.2 per dwelling
Residential	Retirement villages	1 per unit / apartment plus 0.2 visitor space per unit / apartment plus 0.3 per bed for rest home beds within a retirement village
	Supported residential care	0.3 per bed
	Visitor accommodation	1 per unit. Or, where accommodation is not provided in the form of units, 0.3 per bedroom
	Boarding houses	0.5 per bedroom

Activity		<p><del>Applies in the following zones: Metropolitan Centre, Town and Local Centre (other than those centres listed as excluded in clause 3.2.1b), Mixed Use, Terrace Housing and Apartment Buildings zone.</del></p> <p>Applies in the City Centre Fringe Parking (Auckland-wide controls maps) overlay</p>
Offices		<p>1 per 60 m<sup>2</sup> GFA <del>within the City Centre Fringe Parking (Auckland-wide controls maps) overlay</del></p> <p>1 per 30 m<sup>2</sup> GFA elsewhere</p>
Retail	Food and beverage (excluding taverns)	1 per 10m <sup>2</sup> GFA and outdoor seating area
	All other retail (including taverns)	1 per 20m <sup>2</sup> GFA
<u>Entertainment facilities and community facilities</u>		0.2 per person the facility is designed to accommodate
Care centres		0.10 per child or other person (other than employees) plus 0.5 per FTE (full time equivalent) employee
Education facilities	Primary and secondary	0.5 per FTE employee plus 1 visitor space per classroom
	Tertiary	0.5 per FTE employee plus 0.25 per EFT (equivalent full time) student the facility is designed to accommodate
Medical facilities	Hospital	1 per 40 m <sup>2</sup> GFA
	Healthcare services	1 per 20 m <sup>2</sup> GFA
All other activities		1 per 20 m <sup>2</sup> GFA

Table 4: Parking rates for sites within the Metropolitan, Town, Local Centres, Mixed Use and Terrace Housing and Apartment Building zones

Activity		Applies in the following zones: Metropolitan Centre, Town and Local Centre (other than those centres listed as excluded in clause 3.2.1b), Mixed Use, Terrace Housing and Apartment Buildings zone.
	Dwellings	Minimum 1 per dwelling
Residential	Retirement villages	Minimum 0.7 per unit / apartment plus 0.2 visitor space per unit / apartment plus 0.3 per bed for rest home beds within a retirement village
	Supported residential care	Minimum 0.3 per bed
	Visitor accommodation	Minimum 1 per unit. Or, where accommodation is not provided in the form of units, 0.3 per bedroom
	Boarding houses	Minimum 0.5 per bedroom
Offices		Maximum 1 per 30 m <sup>2</sup> GFA
Retail	Food and beverage (excluding taverns)	Minimum 1 per 30m <sup>2</sup> GFA and outdoor seating area Maximum 1 per 10m <sup>2</sup> GFA and outdoor seating area
	Supermarkets	Minimum 1 per 30m <sup>2</sup> GFA Maximum 1 per 17 m <sup>2</sup> GFA
	All other retail (including taverns)	Minimum 1 per 30 m <sup>2</sup> GFA Maximum 1 per 20m <sup>2</sup> GFA
Commercial services		Minimum 1 per 30 m <sup>2</sup> GFA Maximum 1 per 20m <sup>2</sup> GFA
Recreation facilities		Minimum 1 per 50 m <sup>2</sup> GFA Maximum 1 per 20m <sup>2</sup> GFA
Entertainment facilities and community facilities		Maximum 0.2 per person the facility is designed to accommodate
Care centres		Maximum 0.10 per child or other person (other than employees) plus 0.5 per FTE



<b>Activity</b>		<b>Applies in the following zones: Metropolitan Centre, Town and Local Centre (other than those centres listed as excluded in clause 3.2.1b), Mixed Use, Terrace Housing and Apartment Buildings zone.</b>
		(full time equivalent) employee
<b>Education facilities</b>	<b>Primary and secondary</b>	Maximum 0.5 per FTE employee plus 1 visitor space per classroom
	<b>Tertiary</b>	Maximum 0.5 per FTE employee plus 0.25 per EFT (equivalent full time) student the facility is designed to accommodate
<b>Medical facilities</b>	<b>Hospital</b>	Maximum 1 per 40 m <sup>2</sup> GFA
	<b>Healthcare services</b>	Maximum 1 per 20 m <sup>2</sup> GFA
<b>All other activities</b>		Maximum 1 per 20 m <sup>2</sup> GFA

Note: The minimum car parking rates will not apply in any of the following circumstances:

- a. where the activity is located within an identified heritage or character building;
- b. where the activity is located within a special character overlay or where a character statement applies;
- c. where the activity involves a change in use from:
  - i. one retail activity (as defined in the nesting table) to another;
  - ii. one commercial service to another; or
  - iii. one retail activity (as defined in the nesting table) to a commercial service or vice versa
- d. where the activity does not involve either:
  - i. the construction of a new building not exceeding 100 m<sup>2</sup>; or
  - ii. an addition not exceeding 100 m<sup>2</sup> GFA to an existing building.

Table 4.5: Parking rates - all other areas

Activity			<b><u>Neighbourhood Centres and All other areas</u></b> <b>(minimum rate unless otherwise specified)</b>
<del>Sites subject to a Key Retail Frontage overlay (applies only to identified sites in Helensville, Kumeu/Huapai, Pukekohe, Warkworth and Wellsford Town Centres)</del>	<del>All activities where vehicle access to the parking would be within a Key Retail Frontage (Zone controls, Building Frontage Maps) overlay</del>		<del>No parking required or permitted</del>
Residential	Mixed Housing Suburban zone	Dwellings - studio or 1 and 2 bedroom	1 per dwelling
		Dwellings - three or more bedrooms	≥ 1 per dwelling
	Mixed Housing Urban zone	<del>Dwellings - studio or 1 bedroom</del>	<del>A minimum and maximum of 1 per dwelling</del>
		<u>Dwellings - 1 bedroom</u>	<u>A minimum and maximum of 1 per dwelling</u>
		Dwellings - two or more bedrooms	A minimum of 1 per dwelling A maximum of 2 per dwelling
	<u>Sites within the historic character overlay</u>	<u>Site area 500m<sup>2</sup> or less</u>	<u>No minimum</u>
		<u>Site area greater than 500m<sup>2</sup></u>	<u>As per the underlying zoning</u>
	All other areas	<del>Dwellings - studio or 1 bedroom</del>	1 per dwelling
		<del>Dwellings - two or more bedrooms</del>	2 per dwelling
	<u>Conversion of dwelling into two dwellings (in the single housing, mixed housing suburban and mixed housing urban zones)</u>		<u>1 carpark per additional dwelling</u>

Activity		<b><u>Neighbourhood Centres and All other areas</u></b> <b>(minimum rate unless otherwise specified)</b>
	Home occupations	1 per dwelling except no additional space  is required where both of the following apply: - all employees live on the site of the home occupation - goods and services are not sold from the site (except electronically or by mail/courier)
	Retirement village	0.7 per unit / apartment plus 0.2 visitor space per unit  / apartment plus 0.3 per bed for rest home beds within a retirement village
	Supported residential care	0.3 per bed
	Visitor accommodation	1 per unit Or, where accommodation is not provided in the form of units, 0.3 per bedroom
	Boarding houses	0.5 per bedroom (except that parking is not required for boarding houses which accommodate school students within the School zone)

<b>Activity</b>		<b><u>Neighbourhood Centres and All other areas</u> (minimum rate unless otherwise specified)</b>
Offices		A minimum of one per 45 m <sup>2</sup> GFA  A maximum of one per 30 m <sup>2</sup> GFA
Commercial services, excluding the following: veterinary clinics, storage and lockup facilities		1 per 25m <sup>2</sup> GFA
Retail	Motor vehicle sales	1 per 10 vehicle display spaces, plus 1 per additional 50m <sup>2</sup> GFA
	<del>Taverns</del>	<del>1 per 20m<sup>2</sup> GFA</del>
	Trade suppliers	1 per 50m <sup>2</sup> GFA plus 1 per 100m <sup>2</sup> of outdoor storage or display areas
	<u>Large Format Retail (excluding supermarkets and department stores)</u>	<u>1 per 45m<sup>2</sup> GFA</u>
	All other retail (including food and beverage)	1 per 25m <sup>2</sup> GFA
Industrial activities and storage and lock-up Facilities	Repair and maintenance services	4 per repair / lubrication bay, plus 1 per additional 50m <sup>2</sup> GFA
	<del>All other industrial activities and storage and lock-up facilities</del>	<del>1 per 50m<sup>2</sup> GFA, or 0.7 per FTE employee (where the number of employees is known), whichever is the lesser.</del>
	<u>Warehousing, storage and lock up facilities</u>	<u>1 per 100m<sup>2</sup> GFA, or 0.7 per FTE employee (where the number of employees is known), whichever</u>

Activity		<b><u>Neighbourhood Centres and All other areas</u></b> <b>(minimum rate unless otherwise specified)</b>
		is the lesser.
	<u>All other industrial activities</u>	1 per 50m <sup>2</sup> GFA, or 0.7 per FTE employee (where the number of employees is known), whichever is the lesser.
Entertainment facilities, clubrooms and community facilities		0.2 per person the facility is designed to accommodate
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	1 per 40m <sup>2</sup> GFA
	Healthcare services	1 per 20m <sup>2</sup> GFA
	Veterinary clinics	1 per 20m <sup>2</sup> GFA
Land used for organised sport and recreation		12.5 spaces per hectare
<u>Clubrooms</u>		<u>0.2 per person the facility is designed to accommodate</u>
Water transport	Land adjacent to a public boat launching ramp	No minimum rate for

Activity		<b>Neighbourhood Centres and All other areas (minimum rate unless otherwise specified)</b>
		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 facility at any one time
All other activities, except for activities within rural zones		1 per 50m <sup>2</sup> GFA
All other activities where located in rural zones		No minimum rate

3. Cycle parking (for bicycles)

- a. the activities specified in **Table 5 Table 6** must provide the minimum number of cycle parking spaces specified.

Table **5 6**: Required cycle parking rates

**The following cycle parking rates apply to new buildings.**

Activity		<b>Visitor (short-stay) Short-stay (visitor) Minimum rate</b>	<b>Secure (long-stay) Long-stay Minimum rate</b>
Residential	Developments of 20 or more dwellings	1 per 20 dwellings within a single building	1 per dwelling without a dedicated garage
	Visitor accommodation and Boarding houses	1 space + 1 per 20 rooms/beds	1 per 10 rooms / beds FTE employees
	Retirement and residential care	1 space + 1 per 30 units / apartments	1 per 10 FTE employees
Offices		<200m <sup>2</sup> GFA: nil required 200m <sup>2</sup> GFA - 1000m <sup>2</sup> GFA: 1 space + 1 per 4000m <sup>2</sup> GFA of office >1000m <sup>2</sup> GFA: 1 space + 1 per 3000m <sup>2</sup> GFA	1 per 300m <sup>2</sup> 600m <sup>2</sup> of office

Activity		<u>Visitor (short-stay) Short-stay (visitor)</u>		<u>Secure (long-stay) Long-stay</u>
		Minimum rate		Minimum rate
Retail	Food and beverage	<350m <sup>2</sup> GFA	Nil required	1 per 2300m <sup>2</sup> GFA
		≥350m <sup>2</sup> GFA	1 per 350m <sup>2</sup> GFA	
	All other retail	<500m <sup>2</sup> GFA	Nil required	1 per 300m <sup>2</sup> GFA of <u>office</u>
≥500m <sup>2</sup> GFA to 5000m <sup>2</sup>		1 per 500m <sup>2</sup> GFA		
		≥5000m <sup>2</sup>	1 per 750m <sup>2</sup> GFA	1 per 300m <sup>2</sup> GFA of <u>office</u>
Industrial activities and storage and lockup facilities		1 space + 1 space per 750m <sup>2</sup> GFA of office space		1 per 40300m <sup>2</sup> GFA of <u>office</u>
<u>Care centres</u>		1 space + 1 per 50 children usually on site		1 space per 10 FTE <u>employees</u>
Educational facilities	Primary and intermediate schools	1 plus 1 space per 400 students and FTE employees		1 per 30 students in Year 1 to 5 plus 1 per 15 students in Year 6 to 8 plus 1 per 20 employees
	Secondary schools	1 plus 1 space per 400 students and FTE employees		1 per 15 students in Year 9 to 13 plus 1 per 20 FTE employees
	Tertiary education facilities	1 per 800 m <sup>2</sup> GFA office, to be located outside the main entrance of each department		1 per 20 EFT students and FTE employees on site at the peak times  Spaces should be distributed around the campus
Medical facilities	Hospitals	1 per 30 beds		1 per 15 beds
	Healthcare services	1 per 4 FTE Practitioners  1 space + 1 per 10 FTE practitioners		1 per 8 FTE practitioners
	Veterinary clinics	-		1 per 15 FTE employees

Activity		<del>Visitor (short-stay)</del> <del>Short-stay (visitor)</del> Minimum rate	<del>Secure (long-stay)</del> <del>Long-stay</del> Minimum rate
Entertainment and community facilities	Entertainment facilities	Either: 1 per 50 seats Or: 2 plus 1 per 1500m <sup>2</sup> GFA	Either: 1 per 15 FTE employees Or: 1 per 1500m <sup>2</sup> GFA
	Major recreation facility	<del>1 per 150 people (other than employees) at the facility at any one time,</del> <del>up to a maximum of 200 spaces</del> 1 space + 1 per 1000m <sup>2</sup> GFA of office and other accessory activities	<del>1 per 10 FTE employees</del> <del>1 per 300m<sup>2</sup> GFA of office and other accessory uses</del>
	Community facilities	1 per 200m <sup>2</sup> GFA	1 per 500 m <sup>2</sup> GFA
	<u>Organised Sport and recreational facility</u>	<u>3 per hectare distributed in groups of 3-5 racks</u>	<u>1 per hectare</u>

Note: The minimum cycle parking rates will not apply in any of the following circumstances:

- a. where the activity is located within an identified heritage or character building;
- b. where the activity is located within a special character overlay or where a character statement applies;
- c. where the activity involves a change in use from:
  - i. one retail activity (as defined in the nesting table) to another;
  - ii. one commercial service to another; or
  - iii. one retail activity (as defined in the nesting table) to a commercial service or vice versa
- d. where the activity does not involve either:
  - i. the construction of a new building not exceeding 100 m<sup>2</sup>; or
  - ii. an addition not exceeding 100 m<sup>2</sup> GFA to an existing building.

Note: Further guidance on cycle parking can be found in Auckland Transport’s Code of Practice.

- b. \_\_\_\_\_ all cycle parking must:
  - i. \_\_\_\_\_ be able to support the cycle without damaging it.
  - ii. \_\_\_\_\_ provide for the frame and rear wheel to be locked to the same stand, without removing the rear wheel



- iii. ~~be secure~~
- iv. ~~be located so that a parking or manoeuvring cycle does not block pedestrians~~
- v. ~~be located so that a parked or manoeuvring cycle is not impacted by a parking vehicle (eg opening a car door) or a moving vehicle~~
- vi. ~~include enough manoeuvring space to allow a cycle to be moved without damaging other cycles.~~
- e. ~~in addition to (b) above, long stay cycle parking must:~~
  - i. ~~be located in a secured area that is not open to the general public preferably behind a locked access gate or similar.~~
  - ii. ~~be located close to the employee entrance to the building.~~
  - iii. ~~be located where the cycle does not need to be carried up or down stairs.~~
- d. ~~in addition to (b) above, short stay cycle parking must:~~
  - i. ~~be located close to the customer entrance.~~

Further guidance on cycle parking can be found in Auckland Transport's Code of Practice.

4. End-of-trip facilities

- a. the activities specified in **Table 7 Table 6** must provide end-of-trip facilities as listed below.

Table **6 7**: Required end-of-trip facilities (intended for staff use)

The following end-of-trip requirements apply to new buildings.

Land use	Secure lockers	GFA	No. of showers and changing facilities required
<b>Offices,</b> <b>eEducation</b> facilities, hospitals	1 per long stay cycle park	≤1000m <sup>2</sup>	<del>one unisex shower where the shower and associated changing facilities are provided independently of gender-separated toilets; or</del> <del>a minimum of two showers (one separate shower per gender) with associated gender-separated changing facilities</del>
		≤500m <sup>2</sup>	No requirement
		501m <sup>2</sup> – 2500m <sup>2</sup>	One shower and changing area with space for storage of clothing.
		2501m <sup>2</sup> – 7500m <sup>2</sup>	Two showers and changing area with space for storage of clothing.
		Every additional 7500m <sup>2</sup>	One additional shower Two additional showers and changing area with space for storage of clothing

5. Number of loading spaces

- a. all activities must provide loading spaces as specified in **Table 7Table 8**.

Table 7.8: Minimum loading space requirements

Location	Activity	GFA	Minimum rate
<del>Sites where all of the road frontages are subject to:</del> <del>a Vehicle Access Restriction – general in the City Centre zone</del> <del>a Key Retail Frontage overlay (as identified on the planning maps)</del>	All activities	-	No loading permitted
All other sites	Retail and industrial activities	<4300m <sup>2</sup>	No loading required
		≥4300 and <5000m <sup>2</sup>	1
		≥5000 and <10,000m <sup>2</sup>	2
		≥10,000m <sup>2</sup>	3 plus 1 for every additional $\frac{10,000m^2}{7,500m^2}$
	All other activities	<5000m <sup>2</sup>	No loading required
		≥5000 and <20,000m <sup>2</sup>	1
		≥20,000 and <90,000m <sup>2</sup>	2
		≥90,000m <sup>2</sup>	3 plus 1 for every additional 40,000m <sup>2</sup>

6. Assessment of GFA

- a. where provided within a building, the area of any of the following activities is excluded from the assessment of GFA for the purpose of calculating the total number of parking or loading spaces permitted or required:
  - i. any permitted or required parking space or spaces, vehicle accesses and manoeuvring area or aisle

- ii. any required cycle parking and end-of-trip facilities any required loading space or spaces.

7. Fractional spaces

- a. where the calculation of the required or permitted parking results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. For example, if the number of parking spaces is between 12.1-12.4, the actual number of spaces required or permitted must be rounded down to 12. If the calculation is between 12.5-12.9 spaces, the number of spaces required or permitted will be rounded to 13. If there are different activities within a development, the parking required or permitted for each activity must be added together prior to rounding.

8. Accessible parking

- a. where parking is provided, the Building Code requires parking spaces to be provided for people with disabilities and accessible routes from the parking spaces to the associated activity or road. The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS 4121-2001).

### 3.3 Design of parking and loading spaces

#### 3.3.1. Size and location of parking spaces

- a. every parking space must:
  - i. comply with the minimum dimensions given in ~~Table 8~~ **Table 9** and Figure 1.  
Note - All dimensions are in metres (m)
- b. be located on the same site as the activity to which it relates unless one of the following criteria is met:
  - i. the parking is located in a Public Open Space zone and the reserve, park or recreation area consists of more than one adjoining Certificate of Title. In that case, the parking must be located within the same reserve, park or recreation area as the activity to which it relates
  - ii. resource consent is granted to an alternative arrangement, such as shared parking, off-site parking, or non-accessory parking
- c. not be used for any other purpose
- d. be kept clear and available at all times the activity is in operation, except where stacked parking is permitted by clause 3.3.3.2 below
- e. be located outside any area designated for road widening:
  - ~~i. required yard on the site~~
  - ~~ii. area designated for road widening~~
- e1. parking located in part of any yard on the site (where it is permitted in the zone) must not:
  - i. impede vehicular access and movement on the site

- ii. infringe any open space and landscape requirements for the relevant zone
- f. not to be sold or leased separately from the activity for which it provides parking required under a resource consent or permitted parking.

Table 8.9: Minimum Car parking space and manoeuvring dimensions

Car parking angle	Width of parking space	Depth of parking space		Manoeuvring space***	Total
		From wall*	From kerb**		
90 degrees (regular users)****	2.4	5.0	4.0	7.1	12.1
	2.5			6.7	11.7
	2.6			6.3	11.3
	2.7			5.9	10.9
90 degrees (casual users)****	2.5m	5.0m	4.0m	7.7m	12.7m
	2.6			7.0	12.0
	2.7			6.7	11.7
75 degrees	2.5	5.2	4.2	6.3	11.5
	2.6			5.2	10.4
	2.7			4.2	9.4
60 degrees	2.5	5.2	4.2	4.1	9.3
	2.6			3.5	8.7
	2.7			3.3	8.5
45 degrees	2.5	5.0	4.2	3.0	8.0
	2.6			3.0	8.0
	2.7			3.0	8.0
30 degrees	2.5	4.0	3.4	2.8	6.8
	2.6			2.8	6.8
	2.7			2.8	6.8
0 degrees (parallel)*****	<del>2.4</del> 6	<del>6.0</del> 2.4	<del>-</del> 2.1	3.7	-

Notes

\* Where a parking space adjoins a wall or high kerb that does not allow vehicles to overhang.

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

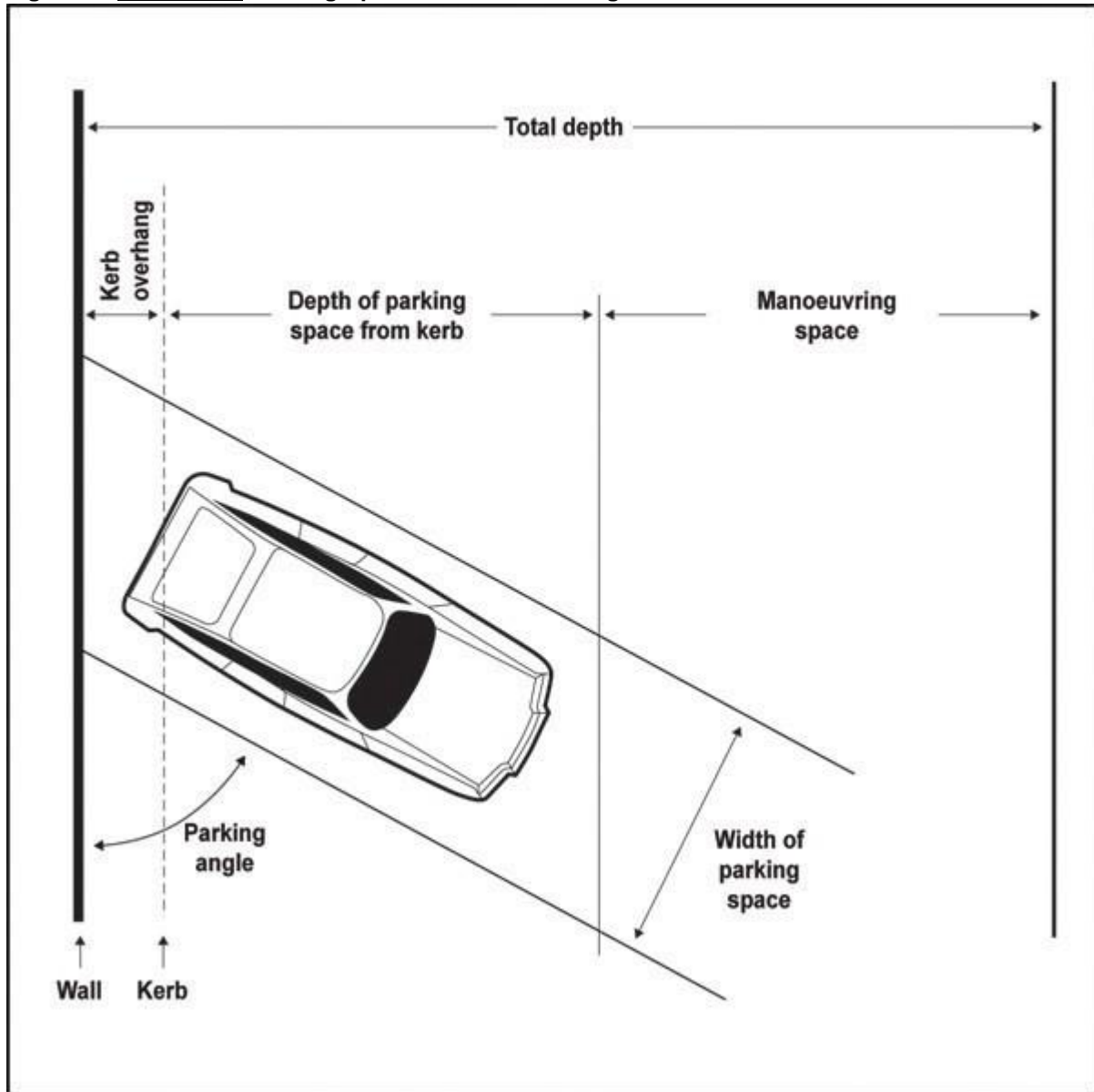
\*\*\* One way traffic is assumed for all angled parking spaces, excluding car parking at a 90 degree angle. The manoeuvring space dimensions are the minimum one way aisle width allowed for the particular angle of parking used.

\*\*\*\* Regular users are people whose regular use gives them a familiarity with the parking area that permits smaller safe clearances about the parking spaces (for example residents,

employees, long term parking users). Casual users are people, typically short-term visitors, who would not be familiar with the parking layout

\*\*\*\*\_ Where a parallel end space has direct access through the end of the space, the depth of space can be reduced to 5.4m

**Figure 1: Minimum Parking space and manoeuvring dimensions**



3.3.2. Size and location of loading spaces

1. Every loading space must:

- a. comply with the minimum dimensions given in **Table 79** **Table 10**.

Table **9 10**: Minimum Loading space dimensions

Activity	Length of loading space (m)	Width of loading space (m)
Retail and industrial activities	11	3.5

All other activities	8	3.5
All sites and developments designed to accommodate articulated vehicles	18	3.5

- b. ~~be located on the same site as the activity to which it relates, and be available at all times while the activity is in operation., be located adjacent to an area for goods-handling.~~
- c. ~~be located outside any area designated for road widening~~
  - i. ~~required yard on the site (excluding residential activity)~~
  - ii. ~~area designated for road widening.~~
- d. comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone)
  - i. ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time
  - ii. the use of the loading space does not create a traffic hazard on the road at any time

### 3.3.3 Access and manoeuvring

1. Every parking ~~and/or loading~~ space must:
  - a. have driveways and aisles for entry/exit of vehicles to/from the road, and for vehicle manoeuvring within the site. Access and manoeuvring areas must accommodate the 85 percentile car and ~~99 percentile truck~~ tracking curves in Figure 2 and ~~Figure 3~~ with the exception of:
    - i. ~~dwelling, where only the 85 percentile car tracking curve will apply.~~
    - ii. ~~in the Heavy Industry, Light Industry, and General Business zones where access and manoeuvring areas must accommodate a tracking curve for an appropriately sized truck for the type of activities to be carried out on the site. Tracking curves are set out in the following NZTA guidelines: RTS 18 New Zealand On Road Tracking Curves for Heavy Motor Vehicles 2007.~~
  - ai. Every loading space and where access and manoeuvring areas must accommodate heavy vehicles, a tracking curve for an appropriately sized truck for the type of activities to be carried out on the site must be assessed. Heavy vehicle tracking curves are set out in the following NZTA guidelines: RTS 18 New Zealand On Road Tracking Curves for Heavy Motor Vehicles 2007.

#### Notes

Proprietary software packages may be used for tracking assessments of more complex situations

2. Where a dwelling provides more than one parking space, one space per dwelling parking may be stacked.

Stacked parking means access is required through another parking space.

### 3.3.4 Reverse manoeuvring

1. Sufficient space must be provided on any the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:
  - a. rear site (excluding residential)
  - b. other site where any of the following apply:
    - ai. four or more required parking spaces are served by a single access
    - bii. there is more than 30m between the parking space and the road boundary of the site
    - cii access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in clause 3.4.1.

### 3.3.5 Vertical clearance

1. To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure overhead clearances to access any parking and loading spaces must be:
  - a1. 2.1m where access and/or parking for cars is provided for residential activities
  - a. 2.3m where access and/or parking for cars is provided for all other activities
  - b. 2.5m where access and/or accessible parking for people with disabilities is provided
  - c. 3.8m where loading is required ~~4.5m where access and/or loading for a heavy vehicle is required.~~
  - ~~d. 2.1m above parking spaces for dwellings~~

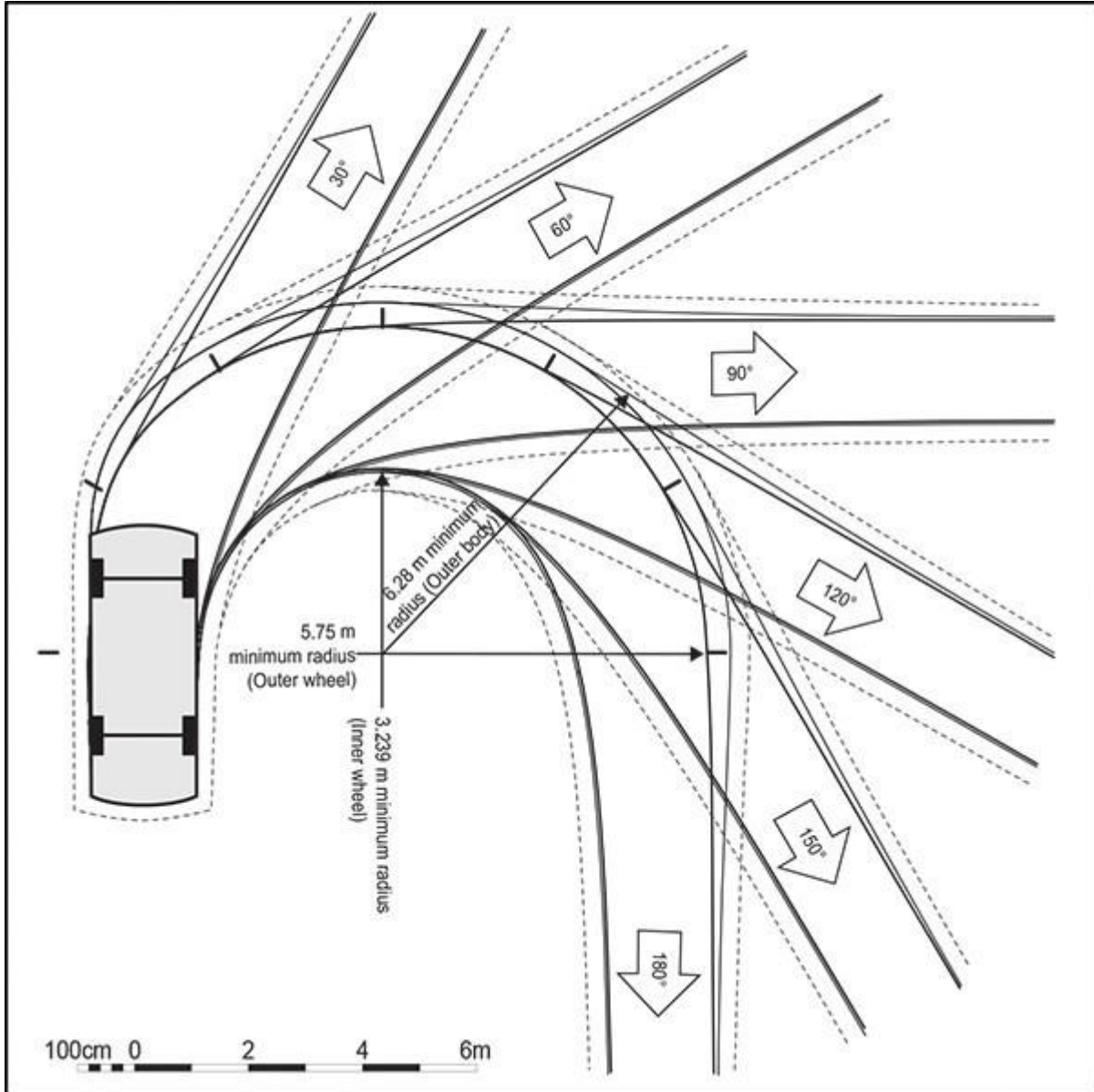
### 3.3.6 Formation and gradient

1. Except for clause 2 below, the whole area of parking and loading spaces, and manoeuvring areas and aisles must be formed, drained, provided with an all-weather surface to prevent dust and nuisance, and be marked out or delineated. This must be done before the activity to which those parking and loading spaces relate commences, and maintained for as long as that activity is continued.
2. Parking and loading spaces and manoeuvring areas and aisles do not need to be provided with an all- weather surface in the following zones:
3. Rural Conservation zone
  - a. Rural Coastal zone
  - b. Mixed Rural zone
  - c. Rural Production zone
4. The gradient for the surface of any parking space must not exceed:
  - a. 1 in 25 in any direction for accessible spaces for people with disabilities
  - b. 1 in 20 (5 per cent) in any direction for other spaces.
5. The gradient for the manoeuvring area must not exceed 1 in 8.

3.3.7 Lighting

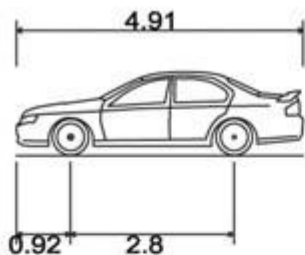
1. Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with Auckland-wide lighting rules.

**Figure 2: 85 percentile car tracking curve**



Note: the dotted line about the vehicle depicts a 300mm clearance about the vehicle  
See following key



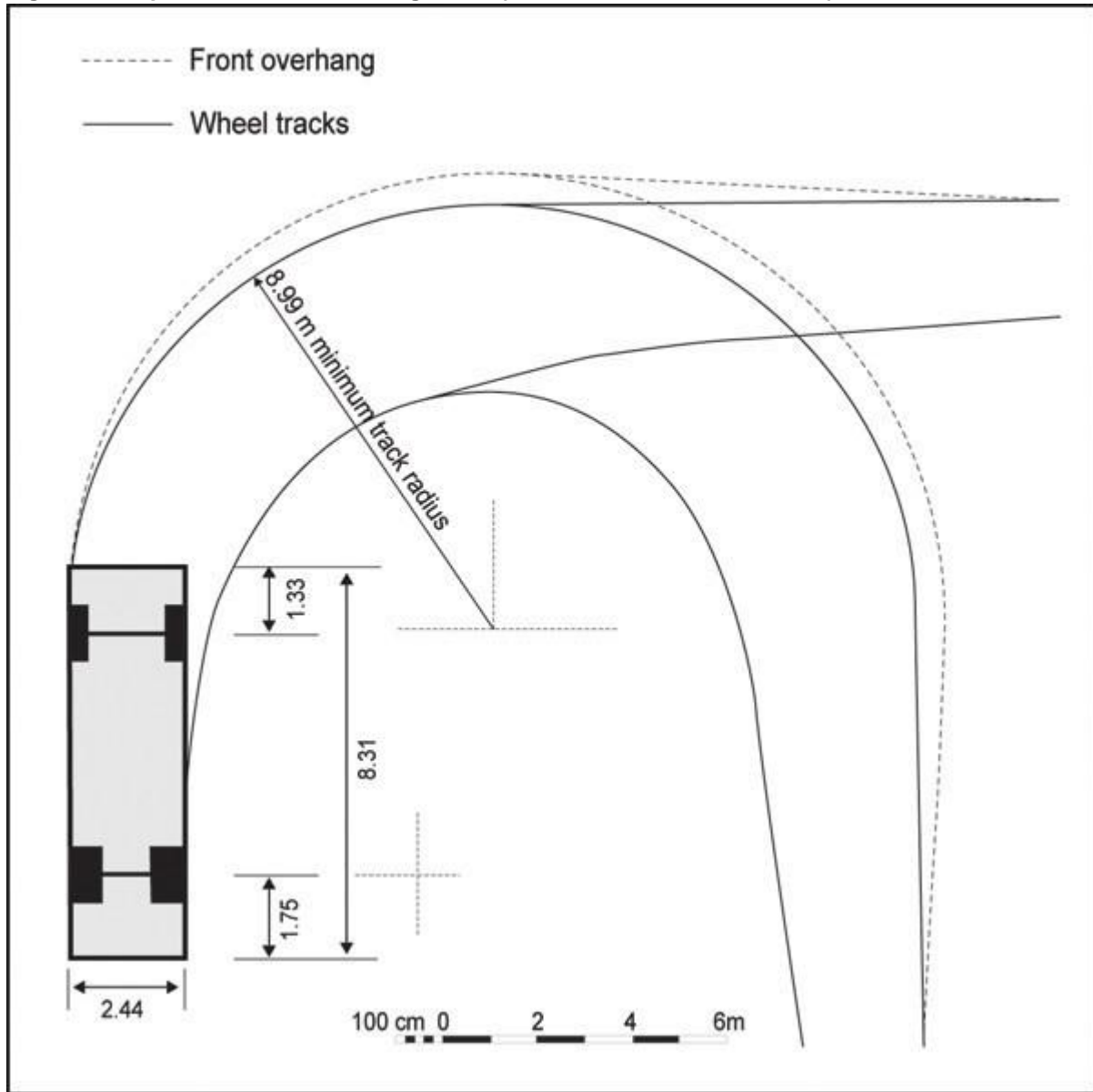


**B85 Vehicle (Realistic min radius) (2004)**

Overall length	4.910m
Overall width	1.870m
Overall body height	1.421m
Min body ground clearance	0.159m
Track width	1.770m
Lock to lock time	4.00sec
Curb to curb turning radius	5.750m

Key for 85 percentile car tracking curve

Figure 3: 99 percentile truck tracking curve (NOTE: TO DELETE FIGURE 3)



### 3.4 Access

#### 3.4.1 Vehicle Access Restrictions

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

- a. a Vehicle Access Restriction - General in the City Centre zone
- b. a Key Retail Frontage (Zone controls, Building Frontage Maps) ~~overlay~~

Infringing this control is a non-complying activity unless the application involves:

- i. the use of an existing vehicle crossing to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity or where a building(s) is constructed, substantially reconstructed, altered or added to.
- ii. the construction of a new vehicle crossing and the establishment of the vehicle crossing is to relocate and/or amalgamate an existing vehicle crossing or crossings serving the site, that will reduce or otherwise not increase either the number of crossings or width of

crossings serving a site; or there is no other means of accessing a site.

Where i. and ii. are a restricted discretionary activity

2. Clause 3 below applies in any of the following circumstances:
  - a. a new vehicle crossing is proposed
  - b. ~~an~~ new activity is established on a site
  - c. there is a change of type of activity
  - d. a building(s) is constructed, or extended by more than 10% of the existing GFA or 250m<sup>2</sup>, whichever is the lesser ~~substantially reconstructed, altered or added to.~~  
 Except that this does not apply in the case of a dwelling where the reconstruction, alteration or addition does not increase the number of dwellings on a site.
  
3. ~~E~~except where consent has been granted by means of a restricted discretionary activity, Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which:
  - a. is located within 10m of any intersection, as illustrated in Figure 4 as measured from the property boundary
  - b. is subject to the following types of Vehicle Access Restriction (as identified on the planning maps) in the zones listed below:

~~Table 12-~~ **Table 11:**

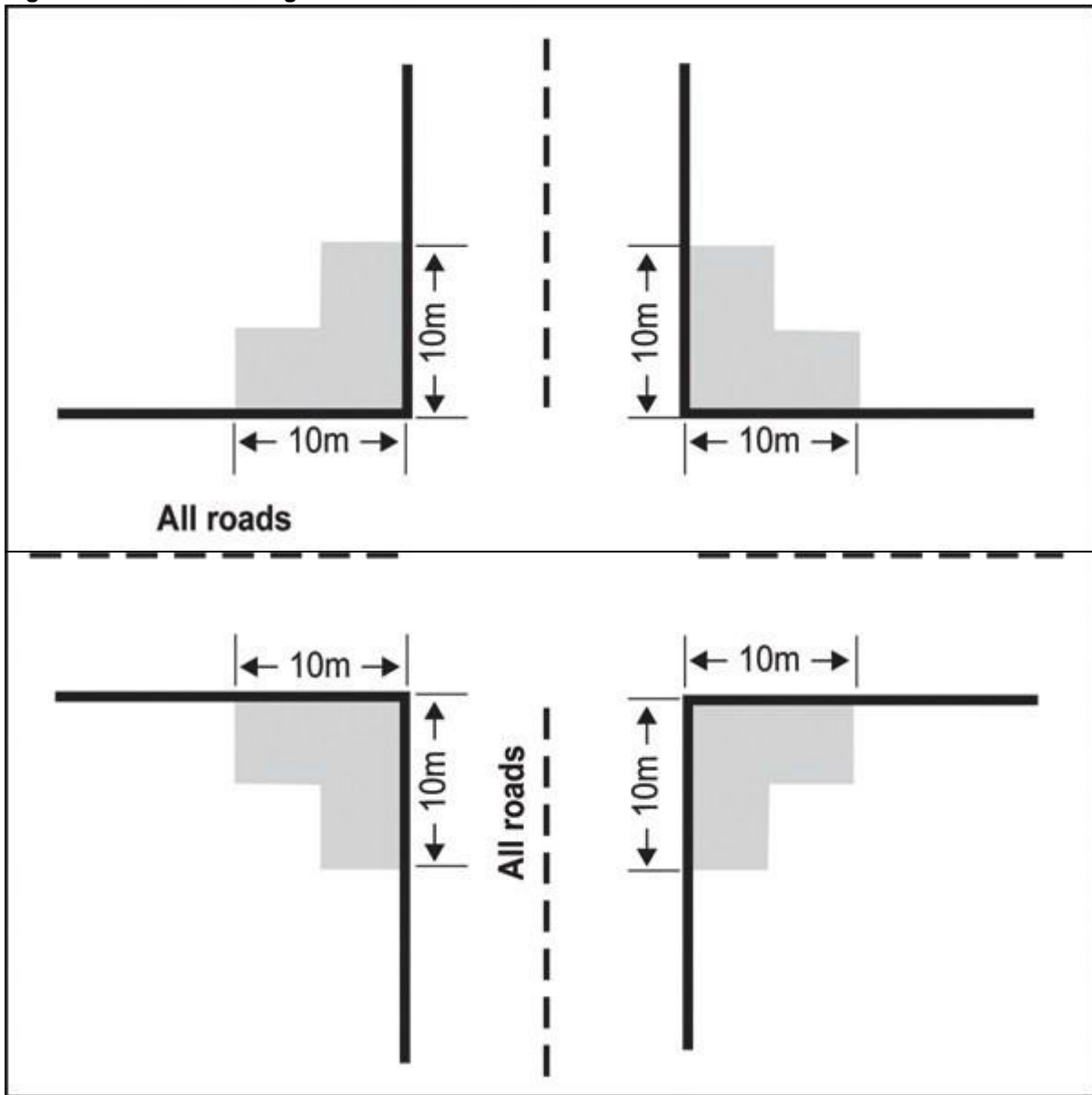
Type of Vehicle Access	Zone
Vehicle Access Restriction - General	All zones except the City Centre which is covered in clause
Vehicle Access Restriction - Motorway	All zones
Vehicle Access Restriction - Level	All zones

- ~~e. has frontage to a state highway other than a motorway and one of the following apply:~~
  - ~~a. a new vehicle crossing is proposed~~
  - ~~b. use of an existing vehicle crossing does not meet the development controls in clause 3.4.5 for access to a state highway~~
  
- ~~d. has frontage to an arterial road as identified on the planning maps other than a state highway which is covered in clause (c) above.~~
  
- ~~di. is located closer than 30m from a railway level crossing limit line~~

Note: All access to the State highway network (including changes to existing access and subdivision or change in land use utilising an existing access) require the approval of the New Zealand Transport Agency under the Government Rounding Powers Act 1989. This approval is

separate and additional to any land use or subdivision consent approval required. Applicants are advised to contact the New Zealand Transport Agency's Auckland Office.

**Figure 4: Vehicle crossing restrictions - 10m**



3.4.2. Width and number of vehicle crossings

1. The maximum number of vehicle crossings permitted for any site and separation distance between crossings is specified in ~~Table 13~~ **Table 12** below.

**Table 12: Maximum number of vehicle crossings and separation distance between crossings**

Location	Maximum number of vehicle crossings per road frontage of the site	Minimum separation from crossings serving adjacent sites	Minimum separation between crossings serving same site
Any <del>That</del> part of a site subject to: <ul style="list-style-type: none"> <li>• a Vehicle Access Restriction - general in the City Centre zone</li> <li>• a Key Retail Frontage (Zone controls, Building Frontage Maps) overlay</li> </ul>	No crossings permitted	No crossings permitted	No crossings permitted
Any <del>That</del> part of a site subject to: <ul style="list-style-type: none"> <li>• a Vehicle Access Restriction under clause 3.4.1.2 and 3.4.1.3 (see additional limitation below for site at 71-75 Grafton Road)</li> <li>• a General Commercial Frontage (Zone controls, Building Frontage Maps) overlay</li> </ul>	1 per 50m of frontage or part thereof	2m provided that two crossings on adjacent sites can be combined where they do not exceed a total width of 6m at the property boundary	<del>Only one crossing permitted 6m</del>
Site at 71-75 Grafton Road	1 - located within the area identified on Figure 5	No limitation	Only one crossing permitted
All other sites	<del>Either 2 crossings per frontage or 1 per 25m of frontage or part thereof</del>	2m provided that two crossings on adjacent sites can be combined where they do not exceed a total width of 6m at the property boundary	6m

Figure 5: Location of vehicle crossing at 71-75 Grafton Road



2. The width of a vehicle crossing(s) must meet the minimum width and not exceed the maximum width as specified in [Table 15 Table 14](#).
- ~~3. Where a site has frontage to both an arterial and non-arterial road, the vehicle crossing must be on the non-arterial road.~~
4. With the exception of vehicle crossings on unsealed roads, all vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority.
5. Vehicle crossings on unsealed roads:
  - a. where the vehicle crossing is served by an access steeper than 1 in 8, the vehicle crossing must be sealed for 6m between the site boundary and the unsealed road.
  - b. vehicle crossings not covered by (a) above must be formed using materials similar to the existing road surface or better.
6. Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, must be reinstated as berm and/or footpath and the kerbs replaced. The cost of

such work will be borne by the owner of the site previously accessed by the vehicle crossing.

### 3.4.3. Width of vehicle access and queuing requirements

7. Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards for width:
  - a. meeting the minimum formed access width specified in **Table 14**
  - b. passing bays are provided in accordance with **Table 13** for any access which is:
    - i. greater than 100m long, and less than 5.5m wide in a Rural zone, or greater
    - ii. than 50m long, and less than 5.5m wide in any other zone.

**Table 14: Table 13: Passing bay requirements**

Zone	Length of access	Width of access	Minimum Maximum intervals between passing have	Passing bay width
Rural	Exceeds 100m	Less than 5.5m	100m	Increase formed width of access to 5.5m over a 15m length (to allow two vehicles to safely pass each other)
All other zones	Exceeds 50m		50m	

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

**Table 15: Table 14: Vehicle crossing and vehicle access widths**

Location of site frontage	Minimum width of crossing at site boundary	Maximum width of crossing at site boundary	Minimum formed access width	
Residential zone	<del>3.5m (for sites where access is from a state highway other than a motorway)</del> 2.75m for other sites (one way)	3.5m (one way)	Serves nine or less parking spaces or 1 – 5 dwellings	2.5m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3m
	5.5m (two-way) <u>This may be narrowed to 2.75m if there are</u>	6.0m (two-way)	Serves ten or more car parking spaces or six or more	5.5m (providing for two-way movements) <del>1.5m pedestrian</del>

Location of site frontage	Minimum width of crossing at site boundary	Maximum width of crossing at site boundary	Minimum formed access width	
	<u>clear sight lines along the entire access and passing bays at 50m intervals can be provided</u>		dwelling	<u>access for rear sites</u>
Centres, Mixed Use and all other zones not listed below	<del>3.5m (for sites where access is from a state highway other than a motorway)</del> 3.0m for other sites (one way)	3.5m (one way)	Serves nine or less parking spaces or two or less loading spaces	2.5m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3m
	5.5m (two-way)	6.0m (two-way)	Serves ten or more parking spaces or three or more loading spaces	5.5m (providing for two-way movements) <u>1.5m pedestrian access for rear sites</u>
	<u>6.0m (two-way)</u>	<u>9.0m (two-way) *</u>	<u>Exceeds the trip generation threshold in Table 1.</u>	<u>6.0m (two-way)</u> <u>1.5m pedestrian access for rear sites</u>
General Business, Business Park or Industrial zone	3.7m (one way)	4.0m (one way)	Serves nine or less parking spaces or two or less loading spaces	<del>2.5m</del> <u>3.0m</u> provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of <u>3.5m</u>
	<del>5.5m</del> <u>6.0m</u> (two-way)	<del>6.7m</del> <u>7m</u> (two-way)*	Serves ten or more parking spaces or three or more loading spaces	<del>5.5m</del> <u>6.0m</u> (providing for two-way movements)
	<u>6.0m (two-way)</u>	<u>9.0m (two-way) *</u>	<u>Exceeds the trip generation threshold in Table 1.</u>	<u>6.0m (two-way)</u>
Rural zones	<del>3.5m (for sites where access is from a state highway other than a motorway)</del> 3.0m for other sites	6.0m	No minimum specified	

\* Provided that a maximum width of 9.0m is permitted where the crossing needs to accommodate the tracking path of large heavy vehicles. For crossings that are required to accommodate the tracking paths of large heavy vehicles, a default width of 9m is permitted. Greater widths may be permitted if swept path analysis using recognised tracking software demonstrates that the additional width is necessary.

Minimum vehicle crossing widths to the State highway network may be greater than those above. All access to the State highway network requires the approval of the New Zealand Transport



Agency under the Government Roading Powers Act 1989. Applicants are advised to contact the New Zealand Transport Agency's Auckland Office.

### 3.4.4. Gradient of vehicle access

1. The gradient of the access must not be steeper than specified in ~~Table 16~~ **Table 15**.

~~Table 16:~~ **Table 15: Gradient of vehicle access**

Access type	Maximum gradient
Vehicle access serving <u>Dwellings residential</u>	1 in <del>4</del> <u>5</u> ( <del>20</del> <u>25</u> %)
Vehicle access used by <u>Heavy vehicles</u>	1 in 8 (12.5%)
Vehicle access serving all other activities	1 in <del>6</del> <u>8</u> ( <del>16.7</del> <u>12.5</u> %)

Note

For curved ramps and driveways, the gradient is measured along the inside radius (refer to Figure 6).

2. To avoid the underside of the car striking the ground, as illustrated in Figure 7, access with a change in gradient exceeding 1 in 8 (greater than 12.5 per cent change) at the summit or a 1 in 6.7 (15 per cent change) at a sag must include transition sections to achieve adequate ground clearance, refer to Figure 8. Typically, a transition section requires a minimum length of 2m.
3. All vehicle access must be designed so that where the access adjoins the road there is sufficient space on-site for a platform so that vehicles can stop safely and check for pedestrians and other vehicles prior to exiting. This is illustrated in Figure 9. The platform must have a maximum gradient no steeper than 1 in 20 (5 per cent) and a minimum length of 4m for residential activities and 6m for all other activities.

**Figure 6: Curved ramp diagram**

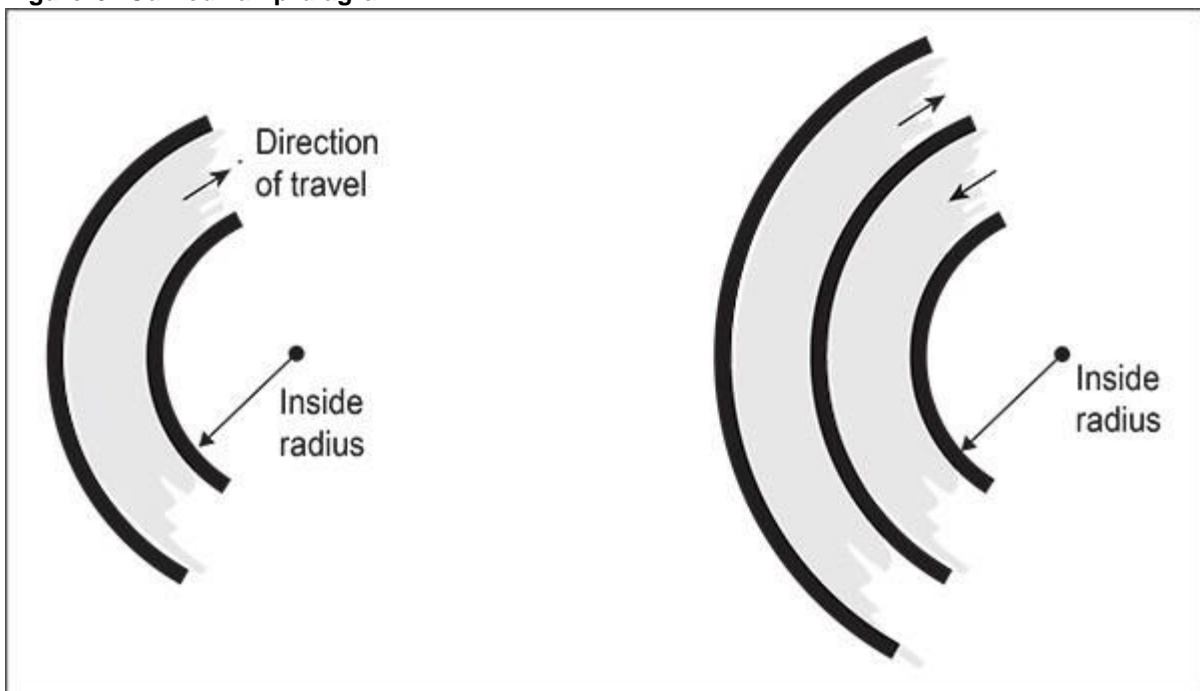
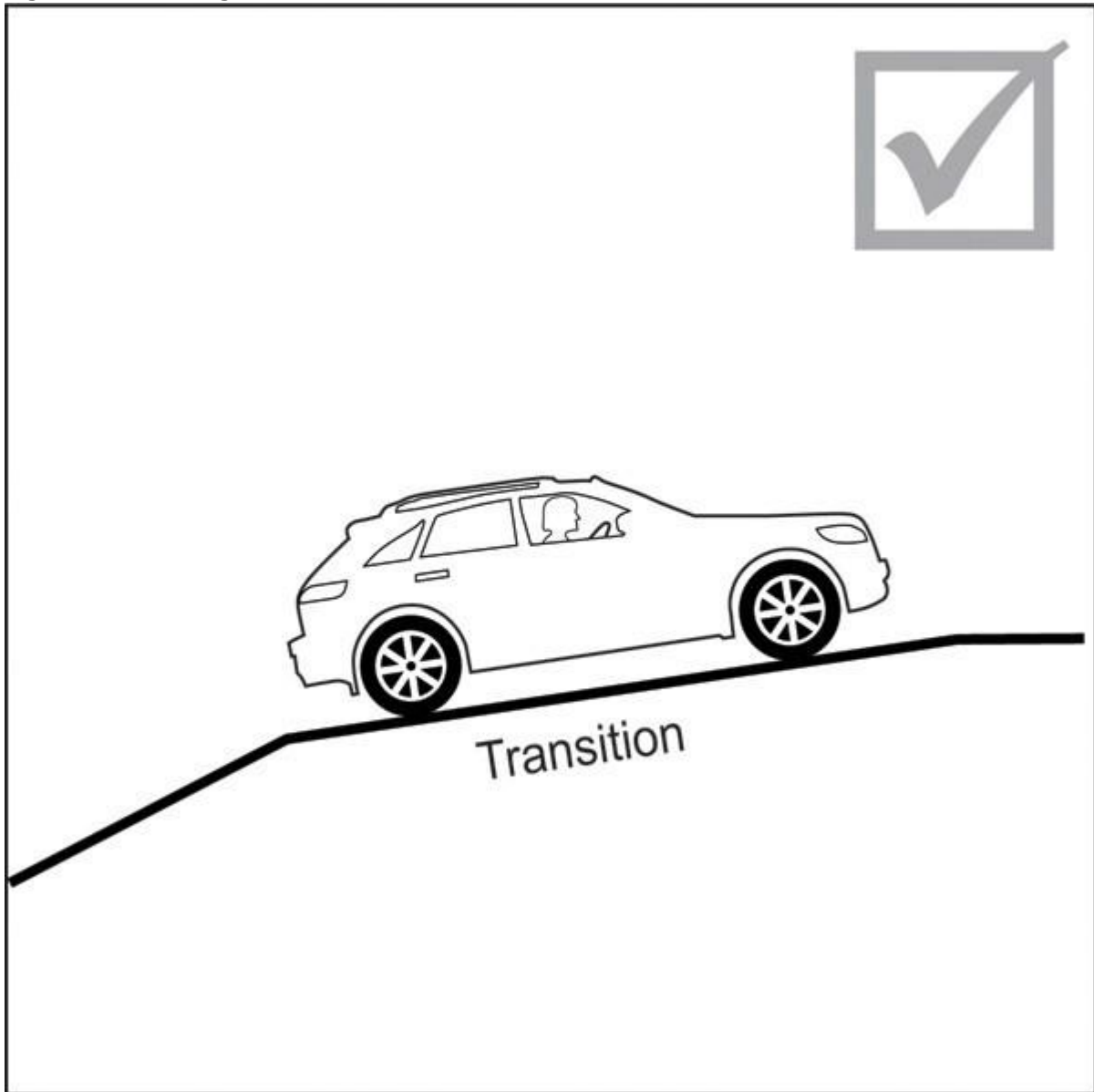
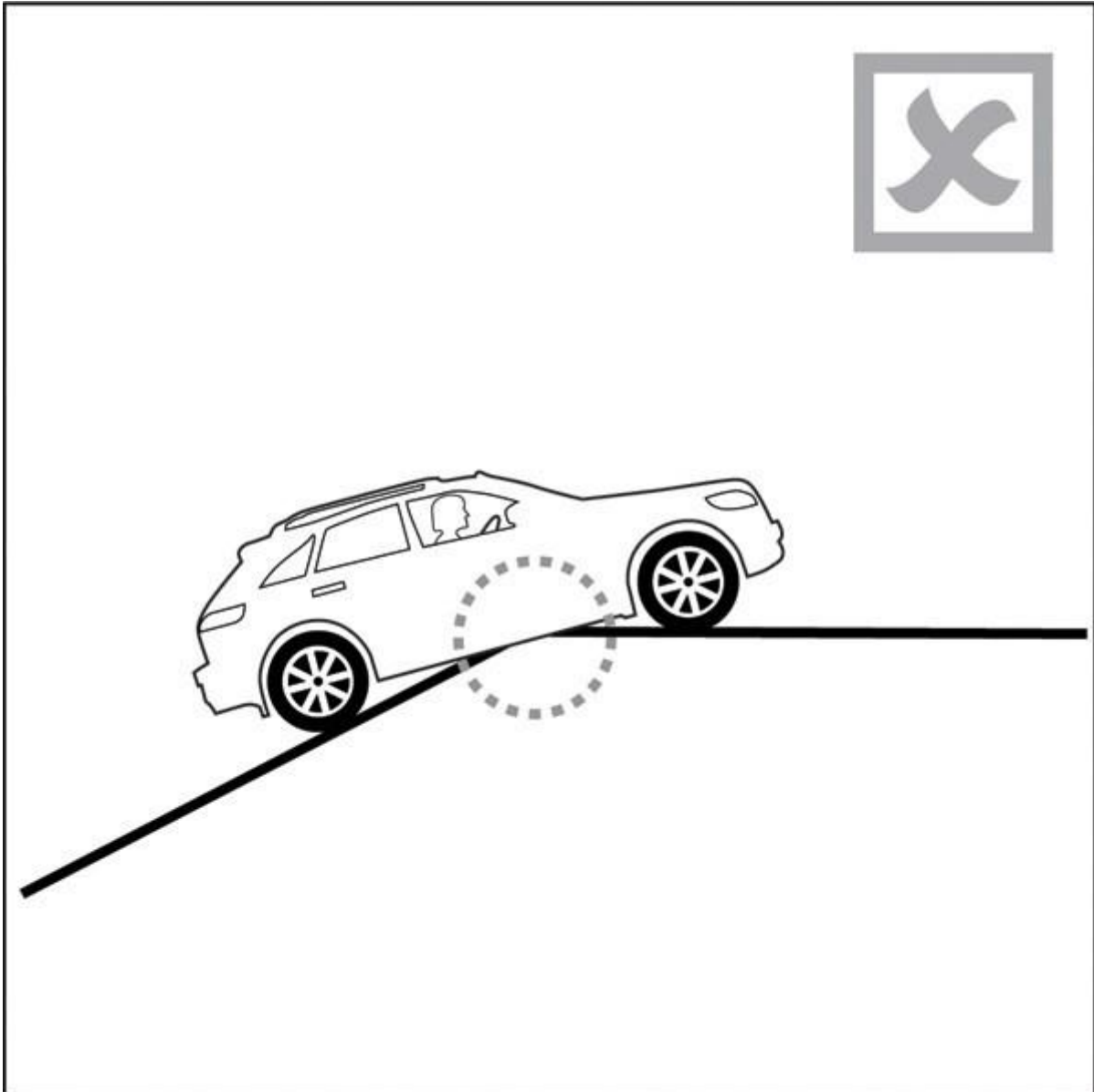


Figure 7: Illustrating the benefit of transitions

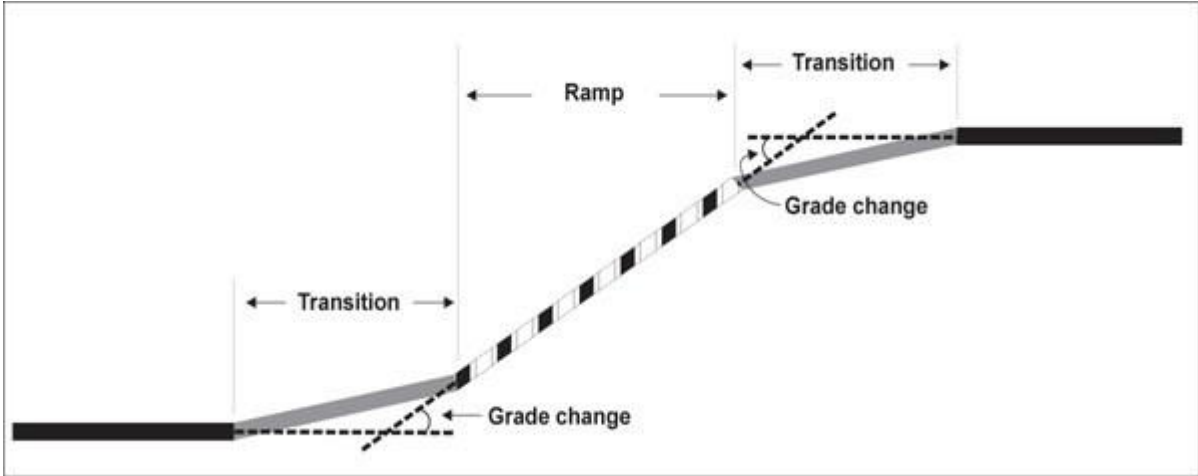


Correct



Incorrect

**Figure 8: Gradient transition**

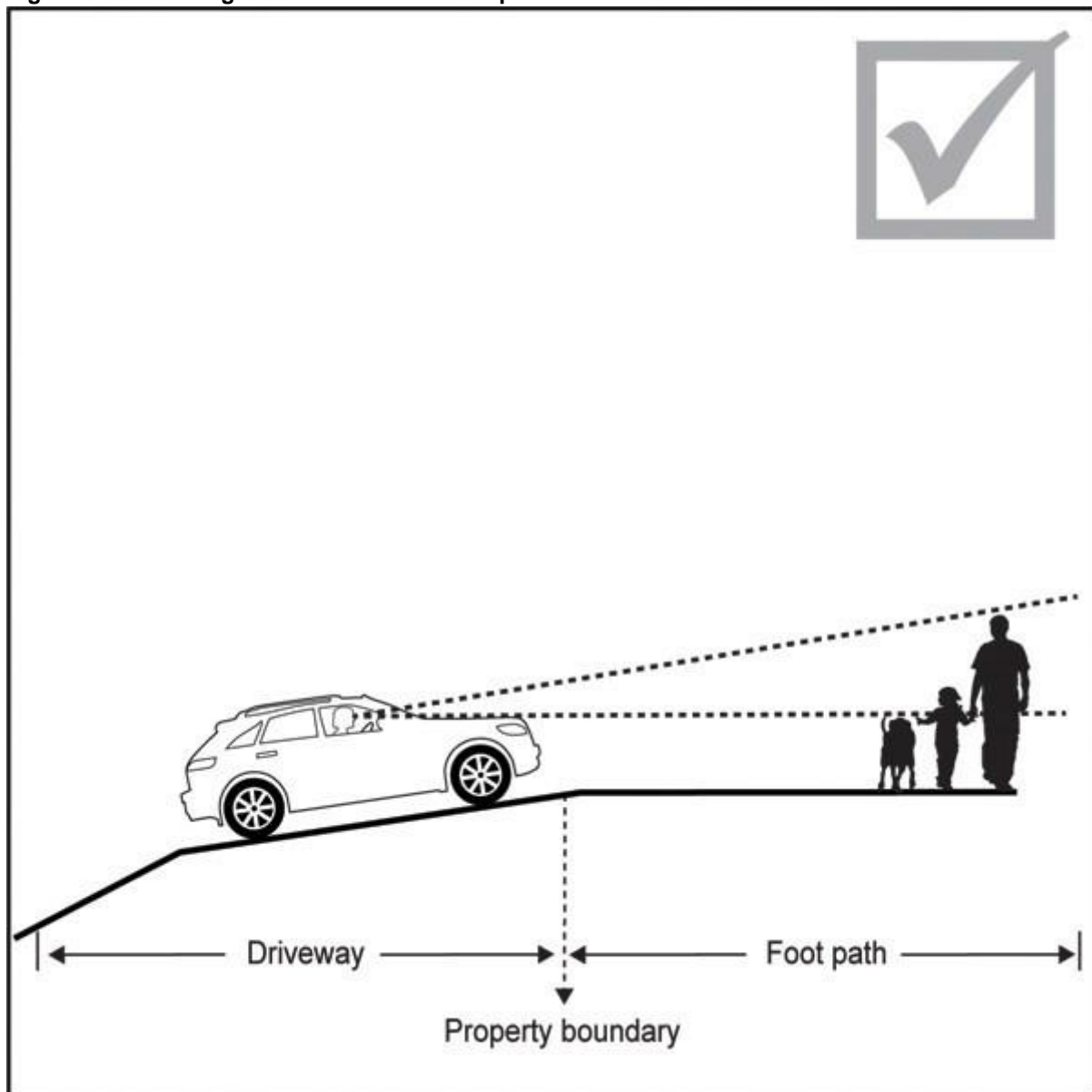


Note

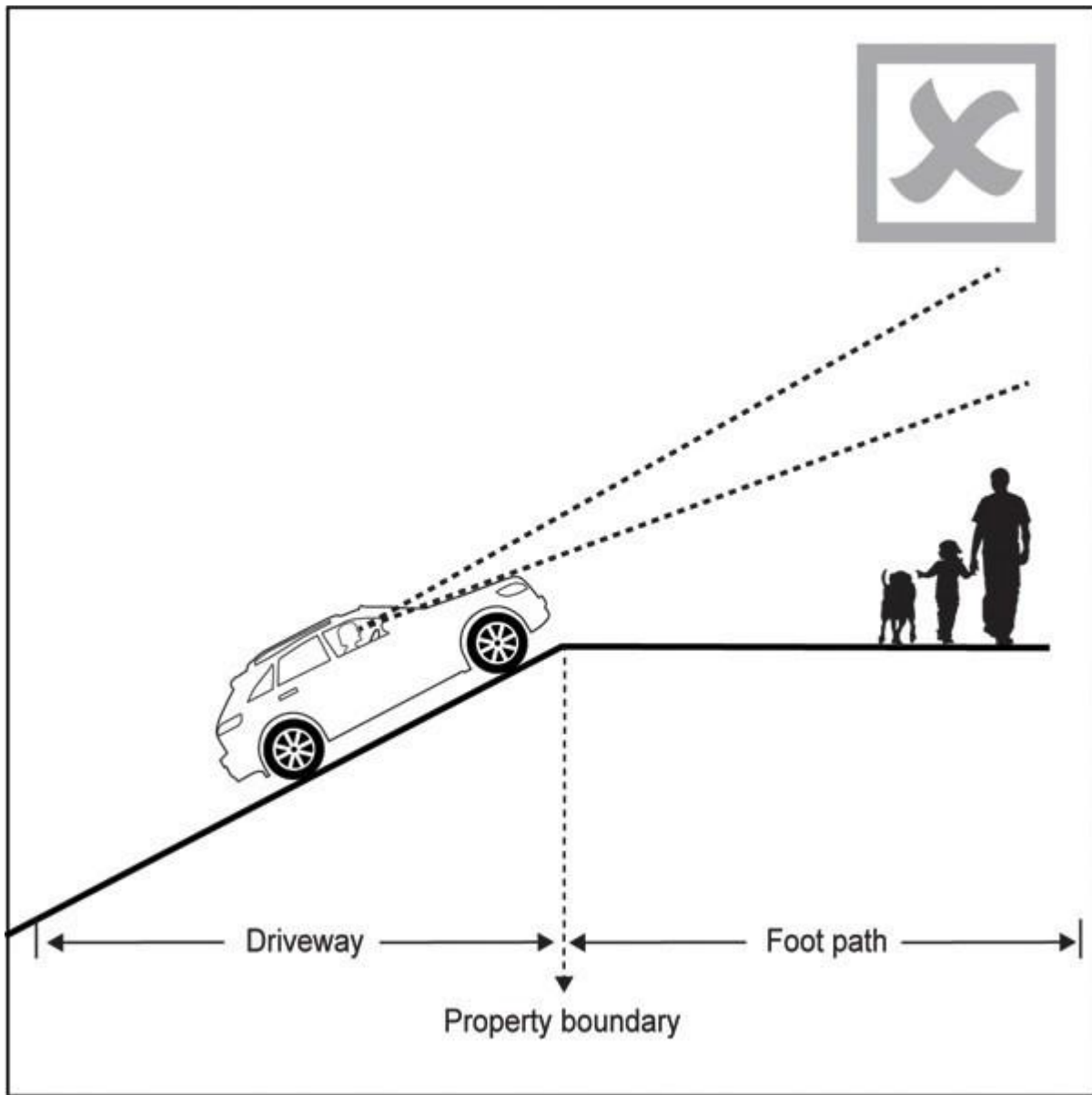
The gradient change is determined by subtracting one gradient from the adjacent gradient, both

expressed as percentages; if this is greater than a 12.5 per cent change, then a gradient transition will be required.

**Figure 9: Illustrating the benefits of a level platform**



Correct



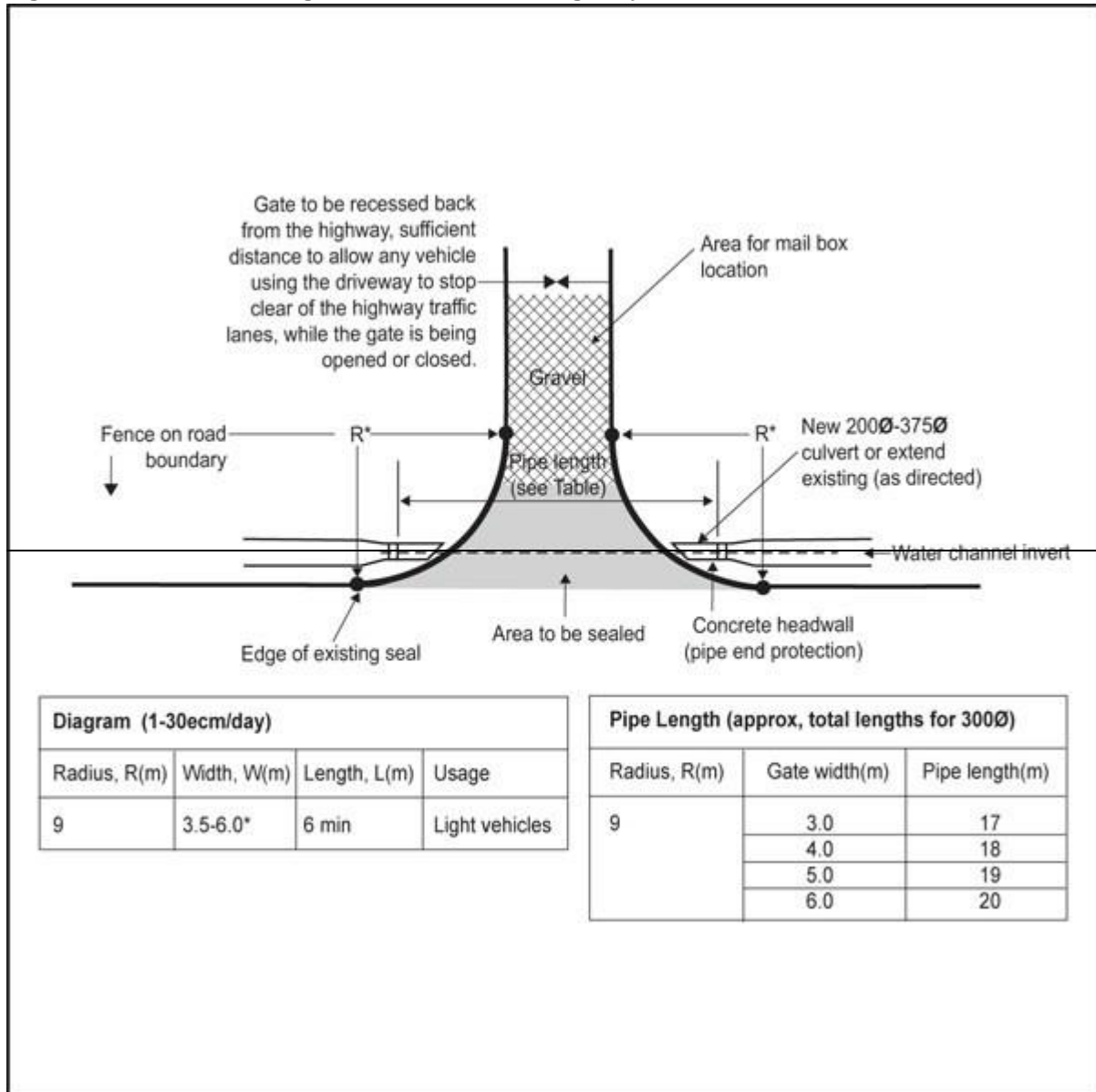
Incorrect

~~3.4.5. Vehicle crossings and access for state highways, excluding motorways~~

~~2. Vehicle access to a state highway, excluding motorways, is permitted where all of the following criteria are met:~~

- ~~a. the access is an existing authorised crossing place pursuant of s. 91 of the Government Roading Powers Act 1989~~
- ~~b. the access serves dwellings only~~
- ~~c. the access serves no more than three sites and no more than three dwellings~~
- ~~d. the vehicle crossing is constructed in accordance with Figure 10~~
- ~~e. the stopping sight distance is in accordance with Tables 17 and 18~~
- ~~f. compliance with (d) and (e) is confirmed in writing by a chartered professional engineer at the time of resource, subdivision or building consent application, whichever is lodged first.~~

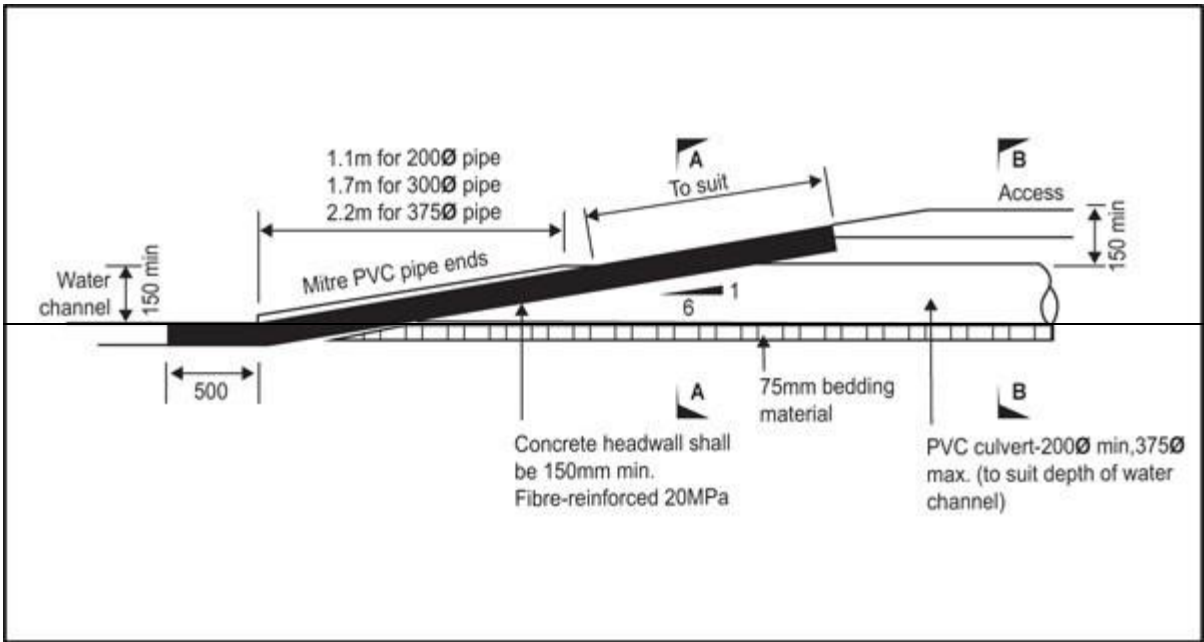
**Figure 10: Vehicle crossing standards for State highways**



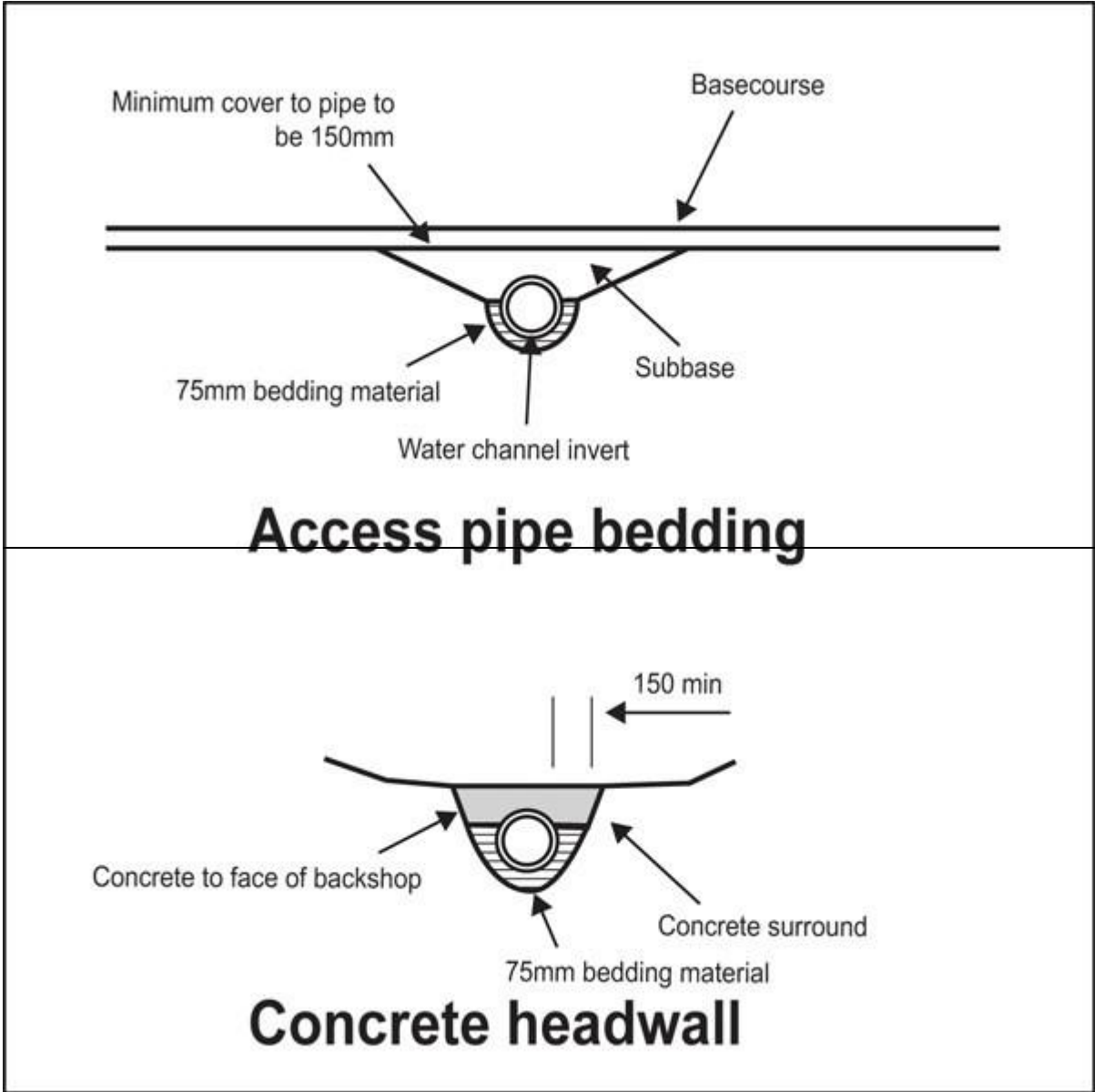
Notes for Figure 10:

1. ~~R\* is the radius of the curve~~
2. ~~The dimension 3.5-6m refers to the width of the vehicle crossing. Appropriate width between these dimensions will depend on use.~~

Tables 17 and 18 must be used to determine whether a vehicle access to a state highway has safe stopping sight distances for approaching vehicles.



Access culvert headwall detail



Note: Access pipe bedding shows the cross section for B – B in Access culvert headwall detail diagram above.

Concrete headwall shows the cross section for A – A in Access culvert headwall detail diagram above.

**Table 17: Stopping sight distances for cars on state highways**

Design speed (km/h)(1)	Minimum values(2) (stopping sight distances measured in metres)
40	67
50	90
60	144
70	144
80	170
90	204
100	234
110	270



Notes

- (1) The design speed is the 85th percentile approach operating speed. The default value for this is the speed limit.
- (2) The minimum values in this table are based on a general minimum reaction time of two seconds.

**Table 18: Corrections to stopping sight distances due to grade**

Corrections due to grade	-8% gradient	-6% gradient	-4% gradient	-2% gradient	4% gradient	6% gradient	8% gradient
40 km/h	5m	3m	2m	1m	-2m	-2m	-3m
50 km/h	8	5	3	2	-3	-4	-5
60 km/h	11	8	5	2	-4	-6	-7
70 km/h	15	11	7	3	-5	-8	-10
80 km/h	20	14	9	4	-7	-10	-13
90 km/h	25	18	11	5	-9	-13	-16
100 km/h	31	22	14	6	-11	-16	-20
110 km/h	38	26	17	8	-13	-19	-24

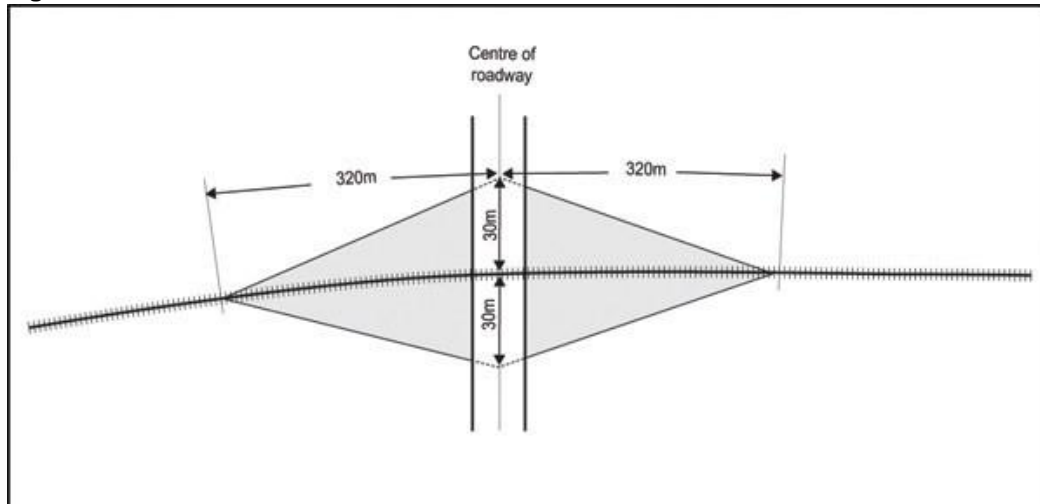
Note

This table sets out the distance (m) to be added or subtracted from the stopping sight distances in Table 17 to correct for gradient.

**3.4.6** — **3.4.5** Sightlines for road/rail level crossings

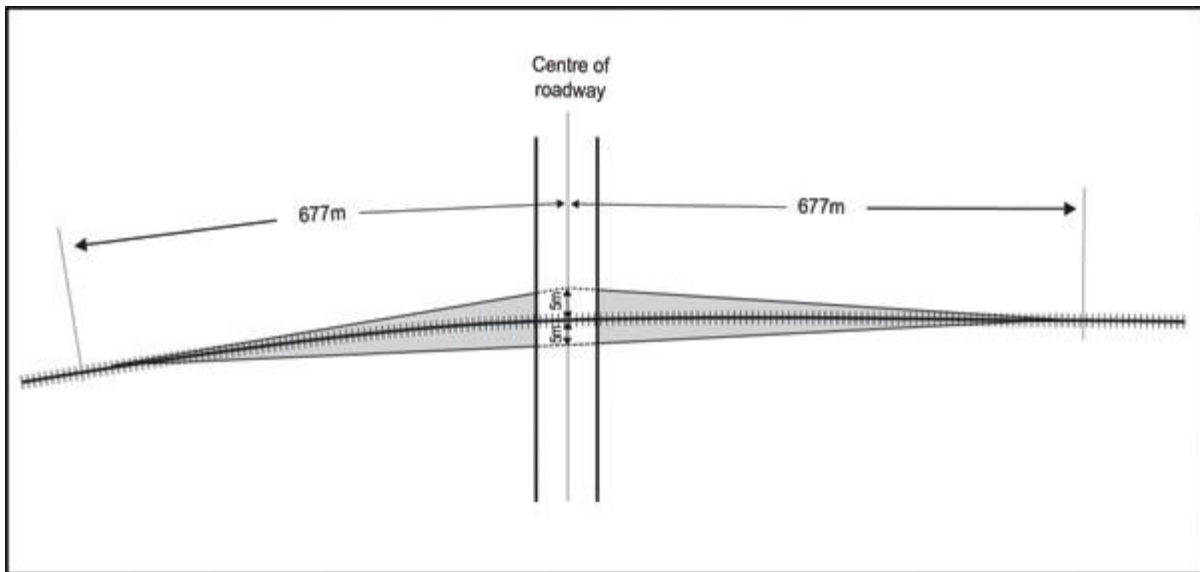
1. Sites subject to sightlines for level crossings are identified on the planning maps by the Auckland- wide restrictions, Infrastructure overlay - Level crossings with sightline controls. Level crossings with sightline controls are controlled by Stop or Give Way signs, rather than by alarms and/or barrier arms. If alarms and/or barrier arms are subsequently installed at these locations, the rules below cease to apply.
2. Approach sight triangles (refer to Figure 11)
  - a. on sites adjacent to the level crossings with sightline controls, buildings or structures or vegetation exceeding 1m in height cannot be located within the approach sight triangles identified on the planning maps.

**Figure 11: Approach sight triangles for rail level crossings with “stop” or “give way” signs**



- b. the approach sight triangles are calculated by reference to Figure 11. For a single set of railway tracks, the sight triangles are defined by a triangle taken 30m from the outside rail and 320m along the railway track. For each additional set of tracks, 25m is added to the 320m along the railway track.
3. Restart sight triangles (see Figure 12)
- a. on sites adjacent to the level crossing with sightline controls, buildings or structures or vegetation exceeding 1m in height cannot be located within the restart sight triangles identified on the planning maps.

**Figure 12: Restart sight site triangles for rail level crossings**



- b. the restart sight triangles are calculated by reference to Figure 12. For a single set of tracks, the sight triangles are defined by a triangle taken 5m from the outside rail and 677m along the railway track. For each additional set of tracks, 50m is added to the 677m along the railway track.

3.4A Design and location of off-road pedestrian and cycling facilities

- 1. the design and location of the proposed facility to ensure good connections to existing facilities
- 2. the width of the path is designed to accommodate the anticipated number and type of users
- 3. the surface of the path is designed to safely provide for the anticipated number and type of users

**4. Assessment - Restricted discretionary activities**

**4.1 Matters of discretion**

The council will restrict its discretion to the matters is listed below for the activities listed as restricted discretionary in the activity table.

- 1. Off-road pedestrian and cycling facilities
  - a. Location, design and external appearance

- b. Compatibility with surrounding activities
- 2. Park-and-ride
  - a. Effect on the transport network
  - b. Location, design and external appearance
  - c. Compatibility with surrounding activities
- 3. Public transport facility
  - a. Effect on the transport network
  - b. Location, design and external appearance
  - c. Compatibility with surrounding activities

#### 4.2 Assessment criteria

The council will consider the relevant assessment criteria below for the restricted discretionary activities listed above.

- 1. Off-road pedestrian and cycling facilities
  - a. Location, design and external appearance
    - i. the location, design and external appearance of any off-road pedestrian and cycling facility:
      - is legible and designed to provide for safe and convenient access for users, including safe connections with the existing road network
      - creates minimal adverse effect on the vegetation, landform and character of the surrounding environment.
  - b. Compatibility with surrounding activities
    - i. the facility is compatible with surrounding activities with particular regard to residential uses.
 

This includes:

      - ensuring that the design and operation of any lighting meets the Auckland-wide -  
Lighting rules.
- 2. Park-and-ride and public transport facility
  - a. Effect on the transport network
    - i. any proposed facility will be located and designed to support the public transport system by:
      - locating in close proximity to public transport stations, stops and terminals
      - growing public transport patronage, especially to assist in relieving congested corridors by encouraging commuters to shift to public transport for their travel
      - making public transport easier and more convenient to use, thereby

attracting new users

- improving the operational efficiency of the public transport system, particularly the Rapid and Frequent Service Network
  - extending the catchment for public transport into areas of low demand where it is not cost-effective to provide traditional services or feeders
  - reinforcing existing and future investments on the Rapid and Frequent Service Network
  - providing free, secure and covered parking for cycles.
- ii. the scale, design, management and operation of the facility and its access points will not have an adverse effect on the effective, efficient and safe operation of the transport network, including:
- the safety of pedestrians and cyclists
  - amenity for pedestrians
  - avoiding queuing onto the road and conflict at access points to the facility
  - avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity
  - the operation of public transport services and related infrastructure
- b. Location, design and external appearance
- i. the location, design and external appearance of any park and ride or public transport facility:
- ~~• complements adjacent uses and developments with any buildings or structures to be of similar or compatible scale to those existing or provided for in the surrounding area~~
  - compatible with and meets the planning and design outcomes identified in this Unitary Plan for the site and / or location generally
  - provides appropriate screening on the facade of any building so vehicles are not visible from the public realm
  - is accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths
  - provides an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets and public open spaces. Depending on location and scale, this includes:
    - maintaining an active frontage through sleeving and / or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts
    - planting and other landscaping
    - provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.
- c. Compatibility with surrounding activities

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

This includes:

- ensuring that the design and operation of any lighting meets the Auckland-wide lighting rules.
- ensuring that the design and operation of any park-and-ride or public transport facility meets the Auckland-wide noise rules.

## 5. Assessment - Development control infringements

### 5.1 Matters of discretion

In addition to the general matters of discretion in clause 2.3 of the general provisions, the council will restrict its discretion to the matters below for the listed development control infringement.

#### 1A. Any activity or subdivision which exceeds the trip generation thresholds under clause 3.1

##### a. Effects on the transport network

1. Any activity or development which provides more than the maximum permitted number of parking spaces under clause 3.2.1.
  - a. Adequacy for the site and the proposal
  - b. Effects on intensification
  - c. Effects on the transport network
2. Any activity or development which provides fewer than the required minimum number of parking spaces under clause 3.2.1.
  - a. Adequacy for the site and the proposal
    - a1. Effects on adjacent activities and on the adjoining transport network
    - a2. Availability and suitability of alternative parking supply and management arrangements

#### 2A. Any activity or development which infringes the development controls for cycle parking and end-of-trip facilities in clause 3.2.2 and 3.2.3.

##### a. adequacy for the site and the proposal.

3. Any activity or development which provides fewer than the minimum number of loading spaces under clause 3.2.4.
  - a. Adequacy for the site and the proposal
  - b. Effects on the transport network
4. Any activity or development which infringes the development controls for design of parking and loading areas or access under clause 3.3.
  - a. Adequacy for the site and the proposal
  - b. Design of parking, loading and access

- c. Effects on pedestrian and streetscape amenity
- d. Effects on the transport network
- 4A. Use of an existing vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1
  - a. Effect on the transport network
  - b. Street and pedestrian amenity
- 4B Construction of a new vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1
  - a. Effect on the transport network
  - b. Building frontage, pedestrian priority, pedestrian safety, street and pedestrian amenity
- 5. Construction or use of a vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.2 and 3.4.1.3
  - a. Adequacy for the site and the proposal
  - b. Design and location of access
  - c. Effects on pedestrian and streetscape amenity
  - d. Effects on the transport network
- 6. Any building or structure located within a sightline area applying to a road/rail level crossing with sightline controls under clause ~~3.4.6~~ 3.4.5.
  - a. Effects on the transport network
- ~~7. Any activity or subdivision which exceeds the traffic generation thresholds under clause 3.4~~
  - a. ~~Effects on the transport network~~

## 5.2 Assessment criteria

~~When considering an application for a restricted discretionary activity for a proposal listed below, the council will consider the whether the proposal meets the criteria listed below.~~

The council will consider the relevant assessment criteria below for the restricted discretionary development control infringements listed above:

- 1A. Exceeding the trip generation threshold
  - a. the effects on the function and the safe and efficient operation of the transport network including pedestrian movement, particularly at peak traffic times.
  - b. the implementation of mitigation measures proposed to address adverse effects which may include measures such as travel planning, providing alternatives to private vehicle trips including accessibility to public transport, staging development, or contributing to improvements to the local transport network.
- 1. Providing more than the maximum permitted number of parking spaces:
  - a. the effects additional land used for of the parking on the will not undermine efficient use of land and the growth and intensification provided for in the Unitary Plan in the following zones and locations: City Centre, Metropolitan Centre, Town

Centre, Local Centre, Mixed Use, Terrace Housing and Apartment Buildings zones; and the City Centre Fringe Parking (Auckland-wide controls maps) overlay.

- b. ~~the unique nature and/or operation of the trip characteristics~~ of the proposed activities on the site requiring additional parking spaces.
  - c. ~~the effects of the vehicle movements associated with the additional parking spaces will not have a more than minor adverse effect on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times.~~
  - d. ~~the availability of whether there is insufficient alternative parking in the surrounding area, including on street and public parking, to provide the additional parking sought for the proposal.~~
  - e. the availability adequacy of parking provision in the immediate vicinity to accommodate parking demands from surrounding activities
  - f. ~~there is a lack of access to the Rapid and Frequent Service Network, because the site is not within walking distance of a stop or station on the Rapid and Frequent Service Network. Walking distance is generally considered to be 1km for a stop on the rapid transit network and 800m for other stops on the Rapid and Frequent Service Network. However, walking distance will vary depending on the slope, terrain, attractiveness of the pedestrian network, and the type of pedestrian~~
  - f1. the adequacy and accessibility of public transport and its ability to serve the proposed activity.
  - g. ~~the applicant has demonstrated that it is not practicable mitigation measures to provide the additional parking which may include measures such as by entering into a shared parking arrangement with another site or sites in the immediate vicinity~~
  - h. ~~the applicant has demonstrated that the extent to which the demand for the additional parking can not be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may need to be supported by a detailed travel plan outlining measures and commitments for the activity or activities on-site will to minimise the need for private vehicle use and make efficient use of any parking provided.~~
2. Providing fewer than the required minimum number of parking spaces
- a. the amount of parking proposed is sufficient for the proposal having regard due to:
    - i. the nature of the operation including the interaction between activities on the site
    - ii. the availability and accessibility of ~~the site by~~ public transport servicing the site
    - iii. the measures and commitments outlined in a ~~detailed~~ travel plan for the site which will reduce the need for vehicle use to a level where parking demands can be satisfactorily addressed through efficient use of the proposed parking.
      - iiiA. the extent to which activities on the site have complementary parking demands.
  - b. the effects of parking overspill from the reduction in parking on adjacent activities and on the transport network will not result in more than minor adverse effects from parking overspill on adjacent activities and the safe and efficient operation of the adjoining transport network.

- c. ~~the extent to which~~ there is public parking on-street or off-street in the immediate vicinity with capacity and availability at the times required to serve the proposal.  
~~The council must have a reasonable expectation that the parking will continue to be available to provide for the proposal.~~
- d. ~~the extent to which~~ ~~whether~~ the parking requirements of the proposal will be met by entering into a shared parking arrangement with another site in the immediate vicinity that has available parking spaces which are not required at the same time as the proposed activity. ~~For example, the proposed activity operates outside of normal business hours and the activity on the other site only operates during normal business hours. In such a situation, the council will require a legal agreement between the applicant and owner and occupiers of the site confirming the arrangement.~~
- di ~~the extent to which~~ it is physically practicable to provide the required parking on the site including in terms of the existing location of buildings and the availability of access to the road.
- dii. ~~if a character overlay applies to the site, the extent to which~~ the provision of a minimum carparking requirement would detrimentally affect the character and features of the area or site identified by the overlay.

3. Infringing the development controls for cycle parking and end-of-trip facilities

- a. sufficient provision is made for cyclists and active modes and changes in demand for such facilities can be accommodated if the operation or use changes over time, having regard to:
  - i. the nature of the operation and the likely demand for long and short-term cycle parking and end-of-trip facilities
  - iA. the extent to which the cycle parking facilities are designed and located to match the needs of the intended users.
  - iB. the extent to which adequate alternative, safe and secure cycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, are available in a nearby location that is readily accessible.
  - iC. the extent to which the parking can be provided and maintained in a jointly used cycle parking area.
  - ii. ~~the availability of adequate public cycle parking for short stay use in the vicinity. The council must have a reasonable expectation that the public cycle parking will continue to be available.~~

~~iii. the accessibility of the site to cyclists and pedestrians.~~

- b. the provision made for cyclists and active modes is practicable and adequate given site limitations and layout, arrangement of buildings and activities, users and operational requirements.

4. Providing fewer than the required number of loading spaces

- a. ~~effects of~~ the loading arrangements proposed for the site ~~will not adversely affect on~~ the safe and efficient

~~operation of adjacent transport network, including public transport and pedestrian, cycle and general traffic movements.~~

- b. the specific business practice, operation or type of customer associated with the proposed activities ~~mean that the site will not need the standard number of loading spaces.~~



- c. the extent to which an accessible and adequate on-street loading space is available nearby or can be created while having regard to other demands for kerbside use of the road. ~~The council must have a reasonable expectation that the loading space will continue to be available to provide for the proposal.~~
- d. the extent to which loading can be provided informally on site or on another site in the immediate vicinity, ~~that has available spaces which are not required at the same time as the proposed activity. In such a situation, the council will require a legal agreement between the applicant and the owner and occupiers of the other site confirming the arrangement.~~
- 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 the Unitary Plan ~~in the following zones and locations: City Centre, Metropolitan Centre, Town Centre, Local Centre, Mixed Use, Terrace Housing and Apartment Buildings zones; and the City Centre Fringe overlay~~

4A. Use of an existing vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1

a. Effect on the transport network

- i. effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:
  - visibility and safe sight distances
  - existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring
  - proximity to and operation of intersections
  - existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Unitary Plan
  - existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.

b. Street and pedestrian amenity

- i. the effects on the continuity of activities and pedestrian movement at street level in the City Centre, Metropolitan, Town and Local Centre zones.
- ii. the extent to which the existing crossing is to be upgraded as a part of the development so as to improve the visual amenity of the street

4B. Construction of a new vehicle crossing where a Vehicle Access Restriction applies under clause 3.4.1.1

a. Effect on the transport network

- i. effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:
  - visibility and safe sight distances
  - existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring
  - proximity to and operation of intersections
  - existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Unitary Plan

- existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.

b. Street and pedestrian amenity

- The new crossing should be part of a site redevelopment that increases the proportion of a site's frontage developed as an active edge.
- The new crossing should enhance, or at least maintain, the appeal of the street as an environment where pedestrians have priority and are likely to enjoy spending time in.
- Any new or relocated crossing should be accompanied by mitigation measures to enhance overall pedestrian amenity this could include:
  - A reduction in overall vehicle crossing width
  - weather protection for pedestrians
  - significant enhancement to the visual interest of the site's frontage visible from the street
  - where appropriate, significant improvement in the width and or quality of the footpath

5. Infringing the development controls for design of parking and loading areas or access;

- ~~the modification will not have an adverse~~ effects on the safe and efficient operation of the adjacent transport network, ~~including public transport, pedestrians, cyclists and general traffic,~~ having regard to:
  - the effect of the modification on visibility and safe sight distances ~~particularly the extent to which vehicles entering/exiting the site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway;~~
  - existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring ~~in all weathers~~
  - existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Unitary Plan
  - existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.
- ~~the modification will not have an adverse~~ effects on pedestrian amenity or the amenity of the streetscape, having regard to:
  - the effect of additional crossings or crossings which exceed the maximum width
  - effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the City Centre, Metropolitan, Town and Local Centre zones.
- the ~~modification results in practicality and adequacy of~~ parking, loading and access arrangements ~~which are practicable and adequate~~ having regard to:
  - site limitations ~~and layout, and~~ configuration of buildings and activities, users requirements and operational requirements.
  - the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:

- comply with the tracking curve applicable to the largest site vehicle anticipated to use the site regularly
  - accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes
    - the desirability of separating truck movements accessing a site from customer vehicle movements
    - ~~whether the extent to which~~ reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users.
  - iii. any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary.
  - iv. any stacked parking is allocated and managed in such a way where access is through another parking space and does not comply with the development controls, is:
    - ~~for vehicles being serviced at a vehicle repair premises; or~~
    - ~~• within residential development where stacked parking spaces are held in common ownership, under a single title, and cannot be offered or allocated as individual parking spaces; or~~
    - ~~• for regular users such as staff, and are clearly marked, defined and separated from other parking; and~~
    - located so that it does not compromise the operation and use of the remainder of the parking area.
6. Construction or use of a vehicle crossing where a Vehicle Access Restriction applies
- a. This applies where a Vehicle Access Restriction is identified in 3.4.1.2 and 3.4.1.3, other than a Vehicle Access Restriction - Level Crossing or a Vehicle Access Restriction – Motorway Interchange.
- i. effects of the location and design of the access ~~will not have an adverse effect~~ on the safe and efficient operation of the adjacent transport network, ~~including public transport, pedestrians, cyclists and general traffic,~~ having regard to:
- visibility and safe sight distances ~~particularly the extent to which vehicles entering/exiting site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway~~
  - existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers
  - proximity to and operation of intersections
  - existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Unitary Plan
  - existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.
- ii. the effects on access will not have an adverse effect on pedestrian or streetscape amenity. This includes considering the continuity of activities and pedestrian movement at street level in the City Centre, Metropolitan, Town and Local Centre zones.

iii. ~~the practicability and adequacy of the~~ access arrangements ~~are practicable and adequate~~ considering site limitations ~~and layout~~, arrangement of buildings and activities, users ~~requirements~~ and operational requirements, proximity to and operation of intersections, having regard to:

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

~~for any proposed access within a Vehicle Access Restriction - Motorway Interchange Control, the intensity, scale and traffic generating nature of activities on the site are such that any adverse effects on the safe and efficient operation of the motorway interchange are avoided, remedied or mitigated.~~

~~v. whether, when considered against other access opportunities for the site, comparable or better outcomes are achieved in terms of effects on the safe and efficient operation of the transport network, including public transport and the movements of cyclists, pedestrians and general traffic.~~

b1. for any proposed access within a Vehicle Access Restriction - Motorway Interchange Control;

- i. the intensity, scale and traffic generating nature of activities on the site are such that any adverse effects on the safe and efficient operation of the motorway interchange are avoided, remedied or mitigated.
- ii. the extent to which, when considered against other access opportunities for the site, comparable or better outcomes are achieved in terms of effects on the safe and efficient operation of the interchange

7. Construction or use of a vehicle crossing where a Vehicle Access Restriction - Level Crossing, applies

- a. ~~the access will not have an adverse~~ effects on the safe and efficient operation of the ~~adjacent transport network, particularly the road/rail level~~ crossing
- b. the ~~practicability and adequacy of the~~ access arrangements ~~are practicable and adequate~~ having regard to site limitations ~~and layout~~, arrangement of buildings and activities, users ~~requirements~~ and operational requirements.

8. Buildings ~~or visual obstructions~~ ~~structures~~ within a sightline area applying to a level crossing with sightline controls

- a. ~~the proposal will not have an adverse~~ effects on the safety of the level crossing for vehicles and pedestrians
- b. ~~the proposal will not adversely a~~ effects ~~on~~ visibility and safe sight distances - ~~particularly to the extent vehicles entering/exiting the level crossing can see trains.~~

~~9. Exceeding the traffic generation threshold~~

- a. ~~the proposal integrates with the transport network and mitigates the adverse effects of traffic generated on that network by measures such as:~~

~~development and implementation of a travel plan which will reduce the need for vehicle use-  
staging of development to match with improvements to the transport network~~

~~undertaking or funding local improvements to the transport network.~~

## 6. Special information requirements

1. Parking plans submitted to council must show:
  - a. the locations and dimensions of any pillars and/or other structures that may restrict parking space, or inhibit access and manoeuvring, as well as clearances between parking spaces and vehicle tracking curves and those pillars and/or other structures
  - b. the proposed gradients of parking, manoeuvring and access areas.

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

2. Travel plan
  - a. a travel plan may be required as part of an assessment of environmental effects where a proposal exceeds the traffic generation threshold, provides more parking than the maximums specified or fewer than the minimums specified. A travel plan will not be required where the infringement of the parking standards is minor in relation to the scale of the activity and associated parking proposed.
3. Applications for off-site parking must include information to demonstrate that:
  - a. the proposal provides off-site parking which is related exclusively to the parking requirements associated with activities located on other donor site(s) in the area
  - b. the off-site parking arrangements will be formalized on the land titles of all sites involved, including extinguishing the ability to provide accessory parking on the donor site(s)
  - c. the parking has been transferred from the donor site(s) and the donor site(s) are required or permitted by the parking standards of the Unitary Plan to provide the number of parking spaces proposed.
4. The council may require applications which affect the transport network system, including proposals which exceed the traffic trip generation threshold, to include a transport assessment prepared by suitably qualified transport planner or traffic engineer.

4A. Any activity which is not specifically provided for in the zone, and which will generate 100 vehicles or more (any hour) **may must** include an Integrated Transport Assessment prepared in accordance with the Auckland Transport ITA Guidelines in force at the time of the application

### **G1.4B Integrated Transport Assessments (ITAs)**

1. Integrated Transport Assessments provide a holistic assessment of a proposal, looking at accessibility for pedestrians, cyclists, public transport users, freight and motorists. They provide a feedback loop to zoning or spatial decisions and include information on funding and implementation which is highly important to transport agencies to enable their forward planning. As such, it is considered important that ITAs are prepared for large scale proposals which introduce new zoning or new activities not anticipated by the Unitary Plan.
  
2. Auckland Transport has prepared ITA guidelines which recommend when an ITA should be prepared. Auckland Council supports these recommendations and in general will require that an ITA be lodged in the following circumstances:
  - a. Any of the following proposals where more than 100 vehicles per hour (any hour) will be generated:
    - i. a plan change
    - ii. a notice of requirement
    - iii. a structure plan
  - b. where a provision in the plan specifically requires an Integrated Transport Assessment in the framework plan or precinct plan provisions.
  
3. Instances where an Integrated Transport Assessment would be required as part of a resource