

MEMO

To: Jason Holland, District Planning Manager, Kāpiti Coast District Council

From: Ellen Davidson, Intermediate Policy Planner, Kāpiti Coast District Council

Date: 16 February 2022

Subject: **Request for authorisation to remove minimum car parking rate requirements from the District Plan, in accordance with the National Policy Statement – Urban Development 2020**

Purpose of memo

This memo outlines the obligation on the Council under the National Policy Statement for Urban Development 2020 (NPS-UD)¹ to remove minimum car parking rate requirements (other than for accessible car parks) from the District Plan.

The memo also requests your authorisation under delegated authority to effect these changes under section 55 of the Resource Management Act 1991 (RMA).

Amendments to the District Plan necessary to remove the minimum car parking rate requirements are attached to this memo (Annexure A).

Obligation to remove minimum car parking requirements

The NPS-UD came into force on 20 August 2020. Section 74(1)(ea) of the RMA requires territorial authorities to prepare and change their district plans in accordance with any national policy statement.

Policy 11 of the NPS-UD requires in relation to carparking that:

...the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks...

Table 1 in the Appendix to the NPS-UD includes the Kapiti Coast District Council (Council) as a Tier 1 territorial authority.

Clause 3.38(1) of the NPS-UD further states:

If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.

This is relevant to Council, as the Operative Kapiti Coast District Plan 2021 (ODP 2021) has the effect of requiring provision of a minimum number of carparks for particular developments, land uses and activities.

¹ [National Policy Statement on Urban Development 2020 | Ministry for the Environment](#)

Clause 3.38(2) clarifies the change process to be followed to remove that effect. It states:

Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.

In practice, this means that the relevant provisions of district plans are to be deleted without going through the usual plan change formality and process that involves public consultation, submission and hearings.

Part 4 of the NPS-UD (Timing) requires Council to complete the aforementioned process of removal not later than 18 months after commencement date, which means not later than 20 February 2022.

Section 55(2A) of the RMA requires Council to give public notice of the amendments within 5 working days after making them.

Related matter

For completeness, while not directly relevant to the authorisation sought in this memo, Clause 3.38(3) states that:

Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:

- (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
- (b) relating to parking dimensions or maneuvering standards to apply if:
 - (i) a developer chooses to supply car parks; or*
 - (ii) when accessible car parks are required.**

An unintended consequence of removing the minimum car parking rate requirements in the ODP 2021 is to also affect the minimum accessible car parking rate and cycle parking rate requirements currently in the District Plan. This is because Rule TR-PARK-R18 calculates the number of required accessible car parks and cycle parks for a development based on the total number of mandatory carparks also required for that development.

Council is preparing two proposed plan changes to be notified on or near the date that the amendments in Annex 1 are made. The intent of these plan changes is to make standalone provisions for minimum accessible car parking and minimum cycle parking requirements. The Environment Court has considered and granted an application from Council, under s.86D of the RMA, for those changes that relate to minimum accessible parking to have immediate legal effect from the date of public notification (ENV-2021-WLG-000038).

The current parking design standards and minimum loading space requirements are not impacted by the NPS-UD and will be retained in the District Plan and remain applicable to new development proposals.

Authorisation sought

To the best of my knowledge, this memo, including the proposed amendments (Annexure A), are in order for your approval.

If you agree to sign this memo the proposed changes and deletions to the ODP 2021 will be made accordingly.

Please:

- **Note** the proposed amendments to the Operative Kapiti Coast District Plan 2021 to remove all text about minimum car parking requirements (draft attached as Annexure A)
- **Authorise** that, as directed by the NPS-UD, the amendments in Annexure A are made to the Operative Kapiti Coast District Plan 2021 no later than 20 February 2022
- **Authorise** that, as directed by section 55 (2A) RMA, a public notice about these amendments be published on the Council website and in local newspapers within five working days of the amendments being made.

Approved by:

Jason Holland
District Planning Manager
Strategy, Growth & Recovery



Date

16 February 2022

ANNEXURE 'A':

PLAN AMENDMENT NO. 1 - AMENDMENTS TO THE KĀPITI COAST DISTRICT PLAN TO REMOVE REQUIREMENTS FOR CAR PARKING AS DIRECTED BY THE NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

In the following District Plan provisions:

text that is struck through (**example**) is to be deleted from the District Plan

text that is underlined and bold (**example**) is to be inserted into the District Plan

1. TR-PARK Rules – Parking: Delete Rules TR-PARK-R19 to TR-PARK-R30 as follows:

TR-PARK-R19	<p>Residential activities including:</p> <ol style="list-style-type: none">1. Habitable buildings;2. Multi-unit residential;3. 1 bedroom units;4. Shared and group accommodation;5. Home business and home craft occupations;6. Boarding houses; and7. Papakāinga units at Whakarongotai Marae. <p>Excluding:</p> <ol style="list-style-type: none">1. Visitor accommodation that is not <i>temporary residential rental accommodation</i> (see TR-PARK-R20). <p>Qualifying criteria apply to this rule.</p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none">1. A minimum of 2 <i>carparks</i> (including garages or carports) per <i>residential unit</i> (as measured by the <i>residential unit measurement criteria</i>) except for in Precincts A1 and A2 and C in the <i>Metropolitan Centre Zone</i>, <i>Raumati Beach Town Centre Zone</i> and for Residential A and Mixed Use B areas in <i>Waimeha North Neighbourhood Development area</i> in the <i>Ngārara Development Area</i>. <i>Minor residential units</i> are exempt from this standard.

Qualifying Criteria:

In order to be self-contained a *minor residential unit* must contain a *kitchen* and *bathroom*. A *minor residential unit* has a gross floor area which is no greater than 54m² in the *Residential Zones* (excluding decks and *covered outdoor living areas*), and 60m² in the *Rural Zones* (excluding decks and *covered outdoor living areas*).

When measuring gross floor area for the purposes of a *minor residential unit*, include:

- covered yards and areas covered by a roof but not enclosed by walls

Exclude:

- uncovered stairways;
- floor space in terraces (open or roofed), external balconies, breezeways or porches;
- roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;
- *car parking* areas; and
- floor space of interior balconies and mezzanines not used by the public.

2.—A minimum of 1 car park per *residential unit* (as measured by the *residential unit measurement criteria*) in Precincts A1 and A2 and C in the *Metropolitan Centre Zone*, the *Raumati Beach Town Centre Zone* and Residential A and Mixed Use B areas in the *Waimeha North Neighbourhood Development area* in the *Ngārara Development Area*.

3.—An average of 1.5 parking spaces per *Papakāinga unit*. A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted.

4.—A minimum of 1 carpark per 2 beds in any *boarding house, shared and group accommodation*.

TR-PARK-R20

Temporary accommodation activities including:

- 1.—Hostels;
- 2.—Hotel;
- 3.—Motels; and

	<p>4.— <i>Visitor accommodation, excluding Temporary Residential Rental Accommodation (see TR-PARK R19)</i>.</p> <p><i>Residential unit measurement criteria, and qualifying criteria apply to some activities under this rule.</i></p>
<p>Permitted Activity</p>	<p>Standards</p> <p>1.— <i>A minimum of 2 carparks per residential unit (except where standard 2 applies, and as measured by the residential unit measurement criteria). Minor residential units are exempt from this standard; and</i></p> <p>2.— <i>1 carpark per bedroom/unit/guest room/campsite or motorhome site; plus 1 carpark per 2 staff; plus 1 carpark per 4m² bar space.</i></p> <p><u>Qualifying Criteria:</u></p> <p><i>In order to be self-contained a minor residential unit must contain a kitchen and bathroom. A minor residential unit has a gross floor area which is no greater than 54m² in the Living Zones (excluding decks and covered outdoor living areas), and 60m² in the Rural Zones (excluding decks and covered outdoor living areas).</i></p> <p><i>When measuring gross floor area for the purposes of a minor residential unit, include:</i></p> <ul style="list-style-type: none"> • <i>covered yards and areas covered by a roof but not enclosed by walls</i> <p><i>Exclude:</i></p> <ul style="list-style-type: none"> • <i>uncovered stairways;</i> • <i>floor space in terraces (open or roofed), external balconies, breezeways or porches;</i> • <i>roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</i> • <i>car parking areas; and</i> • <i>floor space of interior balconies and mezzanines not used by the public.</i>
<p>TR-PARK R21</p>	<p><i>Industrial activities including:</i></p> <p>1.— <i>Manufacturing and service;</i></p>

	<p>2.—Tradesmen's Workshops/ Service Station/Motor Garages;</p> <p>3.—Warehouses (Trading); and</p> <p>4.—Warehouses (Storage).</p> <p>Excluding:</p> <ul style="list-style-type: none"> •—<i>Extractive industries</i> <p><i>Measurement criteria</i> apply to activities under this rule.</p>
<p>Permitted Activity</p>	<p>Standards</p> <p>1.— Manufacturing and Service—2 <i>carparks</i> per 100m² <i>gross floor area</i>.</p> <p>2.— Tradesmen's Workshops/ Service Station/ Motor Garages—2 <i>carparks</i> per 3 employees, 2 <i>carparks</i> for any <i>ancillary</i> retailing, 4 <i>carparks</i> per workshop bay, 2 <i>carparks</i> for queuing for a carwash, 1 <i>carpark</i> for air hose/vacuum.</p> <p>3.— Warehouses (Trading)—3 <i>carparks</i> per 100m² <i>gross floor area</i>.</p> <p>4.— Warehouses (Storage)— 1 <i>carpark</i> per 150m² <i>gross floor area</i>.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> •—covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> •—uncovered stairways; •—floor space in terraces (open or roofed), external balconies, breezeways or porches; •—roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; •—<i>car parking</i> areas; and •—floor space of interior balconies and mezzanines not used by the public.
<p>TR PARK R22</p>	<p><i>Retailing, retail activities or retail outlets</i> and other activities involving <i>retailing</i>.</p> <p><i>Measurement criteria</i> apply to activities under this rule.</p>
<p>Permitted Activity</p>	<p>Standards</p> <p>1.— 3 <i>carparks</i> per 100m² <i>gross floor area</i> or display area (whichever is greater).</p>

	<p>2.— Roadside Stalls on <i>strategic arterial routes</i>, no greater than 30m² require 10 carparks per stall.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking areas</i>; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R23	<p><i>Large Format Retail</i> and supermarkets over 500m² in <i>gross floor area</i>.</p> <p><i>Measurement criteria</i> apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1.— 5 carparks per 100m² <i>gross floor area</i>.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking areas</i>; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R24	<p>Hospitality</p> <p>1.— Taverns/licensed premises; and</p>

	<p>2.— Restaurants.</p> <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1.— Taverns / licenced premises: 1 <i>carpark</i> per 4m² <i>gross floor area</i> served by the bar (excluding restaurants); plus 1 <i>carparks</i> per 2 staff.</p> <p>2.— Restaurants: 1 <i>carpark</i> per 5 persons; plus 1 per 2 staff.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking</i> areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R25	<p>Non-retail <i>commercial activities</i>.</p> <ul style="list-style-type: none"> • Excludes <i>industrial activities</i> (see TR-PARK-R21). <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1.— 3 <i>carparks</i> per 100m² <i>gross floor area</i> or display area (whichever is greater).</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches;

	<ul style="list-style-type: none"> • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking</i> areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R26	<p>Recreation areas including:</p> <ol style="list-style-type: none"> 1. Sports Fields (including lawn bowls); 2. Court Sports (including bowling alleys); 3. Clubrooms; and 4. Grandstands. <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 25 carparks per sports field, 4 carparks per court or 2 carparks per 10m² gross floor area (whichever is greater). <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking</i> areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R27	<p>Church, cinemas, hall, conference facilities, funeral homes, crematoriums and <i>entertainment activities</i>.</p> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 1 carpark per 10m² gross floor area or 1 carpark per 6 seats/patrons (whichever is greater).

	<p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof <i>car parking</i>, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • <i>car parking</i> areas; and • floor space of interior balconies and mezzanines not used by the public.
TR PARK R28	<p>Health care</p> <ol style="list-style-type: none"> 1. Doctors; 2. Hospitals; 3. Medical Centres/Health Specialists; and 4. Veterinary Surgeons.
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 7 <i>carparks</i> per 10 resident/patient beds; and 2. 4 <i>carparks</i> per full time equivalent specialist (doctor, vet etc); and 3. 1 <i>carpark</i> per 2 full time equivalent non specialist staff.
TR PARK R29	<p><i>Educational facilities</i> including:</p> <ol style="list-style-type: none"> 1. Kindergartens/day care centres/nurseries; 2. Primary/Secondary schools; 3. Tertiary establishments; and 4. Work skills training centres.
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 1 <i>carpark</i> per 2 staff. 2. For Tertiary Establishments, add 1 <i>carpark</i> per 5 full time students based on the maximum number of students on-site at any one time

TR-PARK-R30	<i>Supported living accommodation</i>
Permitted Activity	<p>Standards</p> <p>1. A minimum of 1 <i>carpark</i> per 4 beds and 1 <i>carpark</i> per 2 staff members on the <i>subject site</i>.</p>

2. In GRZ-P11 Residential Streetscape: Delete the requirement to provide on-site vehicle parking as follows:

GRZ-P11	Residential Streetscape
<p><i>Development, use and subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guideline₂.</p> <p>1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;</p> <p>2. minimum distance will be maintained between vehicle access ways, and where practicable;</p>	

3. In GRZ-P14 Minor Residential Units: Delete the following requirements for on-site carparking:

GRZ-P14	<i>Minor Residential Units</i>
<p>A <i>minor residential unit</i> will be provided for where it is <i>ancillary</i> to a <i>residential unit</i> and is undertaken in the following manner:</p> <p>1. it will be of a scale suitable to accommodate 1 or 2 persons;</p> <p>2. it will not compromise the provision of sufficient <i>outdoor living space</i> areas; and</p> <p>3. adequate on-site car parking (accessed from a common driveway) will be provided; and</p> <p>4. it will not unreasonably affect the privacy, outlook or <i>sunlight</i> access of the <i>primary residential building</i> or adjoining properties and public spaces.</p>	

4. In MUZ-P1 Outer Business Centre Zone: Delete the requirement for carparking as follows:

MUZ-P1	Outer Business Centre Zone
<p>1. <i>Subdivision, use and development</i> in the Mixed Use Zone will provide for high amenity commercial development in a manner which:</p>	

- a. remains compatible with the role and function of *Metropolitan Centre Zone Precinct A* as the primary retail and commercial core of the *Paraparaumu Sub-Regional Centre*;
 - b. is appropriate along an arterial *road environment*; and
 - c. is compatible with adjoining residential areas.
2. *Subdivision, use and development* in the Mixed Use Zone will be undertaken in the following manner:
- a. adverse *effects* that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;
 - b. apartment living and *medium density housing* developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to *Metropolitan Centre Zone Precinct A* and the rail interchange;
 - c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
 - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
 - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and
 - iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
 - d. *amenity values* of Kāpiti Road will be maintained or enhanced;
 - e. ~~vehicle parking and manoeuvring will be provided for on site and preferably at the rear of the subject site;~~

5. In GIZ-P11 Land Use and Built Form: Delete the requirement for on-site carparking:

GIZ-P1	Land Use and Built Form in the General Industrial Zone
<p>A range of <i>industrial activities</i> within the <i>General Industrial Zone</i> will be provided for in a manner which avoids or mitigates impacts on adjoining <i>sensitive activities</i> and areas.</p> <p>The location, type, scale and built form of <i>subdivision, use and development</i> in the <i>General Industrial Zone</i> will be managed to mitigate adverse <i>effects</i>, whilst meeting the District's economic needs.</p> <p><i>Subdivision, use and development</i> in the <i>General Industrial Zone</i> will be undertaken in the following manner:</p> <ol style="list-style-type: none"> 1. <i>building</i> entrances will be obvious from the street through <i>landscaping</i> design or the form of the <i>building</i>; 	

2. sufficient on-site service areas, ~~including parking~~, will be provided;
3. service areas will be screened and planting and *landscaping* will be provided for visual interest;

6. In DEV1-P6 Residential Streetscape: Delete the requirement for on-site carparking:

DEV1-P6	Residential Streetscape
<p><i>Development</i>, use and <i>subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guideline:</p> <ol style="list-style-type: none"> 1. on site vehicle parking will be provided to reduce demand for on street vehicle parking; 2. minimum distance will be maintained between <i>vehicle access</i> ways, and where practicable, the sharing of <i>vehicle access</i> ways will be encouraged; 3. direct pedestrian access will be provided from the street to the front entrance of the <i>primary residential building</i>, where practicable; 4. where practicable, at least one <i>habitable room</i> will be orientated towards the street; 5. the safety of <i>road</i> users, including pedestrians and cyclists, will not be adversely affected; and 6. on-site vehicle manoeuvring will be provided for rear <i>allotments</i>, <i>allotments</i> with significant sloping driveways and on <i>strategic arterial routes</i>. 	

7. In DEV1-P9 Minor Residential Units: Delete the requirement for on-site carparking:

DEV1-P9	Minor Residential Units
<p>A <i>minor residential unit</i> will be provided for where it is <i>ancillary</i> to a <i>residential unit</i> and is undertaken in the following manner:</p> <ol style="list-style-type: none"> 1. it will be of a scale suitable to accommodate 1 or 2 persons; 2. it will not compromise the provision of sufficient <i>outdoor living space</i> areas; and 3. adequate on-site car parking (accessed from a common driveway) will be provided; and 4. it will not unreasonably affect the privacy, outlook or <i>sunlight</i> access of the <i>primary residential building</i> or adjoining <i>properties</i> and public spaces. 	

8. In DEV1-P14 Non-Residential Activities: Delete the requirement for carparking:

DEV1-P14	Non-Residential Activities
<p>1. <i>Non-residential activities</i> other than activities managed under the Community Facilities chapter will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which:</p> <ul style="list-style-type: none">a. minimises the need to travel for daily goods and services;b. supports the resilience of the local neighbourhood;c. provides a service or function to the local neighbourhood; andd. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>. <p>2. In determining whether or not the scale of <i>effects of non-residential activities</i> is appropriate, particular regard shall be given to:</p> <ul style="list-style-type: none">a. the appropriateness of the scale, size and intensity of the proposed <i>buildings</i> and activities and visual or landscape mitigation proposed;b. the <i>effects</i> generated by the <i>buildings</i> and activities on the safety and efficiency of the local <i>transport network</i>, including the extent to which the activities make efficient use of the <i>transport network</i> by minimising the need to travel;c. the appropriateness – in the design and amount – of proposed access and parking for staff, customers, visitors and service/delivery vehicles;d. the hours of operation, including the timing and frequency of delivery/service vehicles;e. the <i>effects</i> on residential character and <i>amenity values</i> of the surrounding <i>environment</i> generated by the proposed <i>building</i> or activity;f. <i>nuisance effects</i> (including <i>noise</i>, odour, light, glare, smoke and <i>dust</i>) produced on-site;g. whether or not any proposed signage on the <i>subject site</i> is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding <i>environment</i>;h. whether the activities adversely affect the vitality of <i>centres</i>;i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; andj. any cumulative <i>effects</i>.	

9. In Rule DEV1-R4 Residential Buildings: Delete the requirement for carparking:

DEV1-R4	<p>New <i>residential buildings</i>, and <i>additions or alterations</i> to any existing lawfully established <i>building</i> (excluding <i>minor buildings</i> and any listed <i>historic heritage building</i>) within the Waimeha North Neighbourhood Development Area as identified in the Ngārara Development Area Structure Plan in Appendix 7.</p> <p><i>Measurement criteria</i>, and <i>height measurement criteria</i> apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>.....</p> <p>Residential A areas (<i>allotments</i> less than or equal to 350m²):</p> <p>1....</p> <p>2.</p> <p>3. ...</p> <p>9. A minimum of one carpark is required per allotment.</p>

10. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Delete the reference in the note to carparking:

DEV1-R5	<p><i>Home businesses and home craft occupations</i></p> <p><i>Qualifying criteria</i> apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1. <i>Home businesses and home craft occupations</i> must:</p> <ul style="list-style-type: none"> a. be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in DEV1-R4; b. not involve the use of any source of motive power other than electric motors of not more than 0.56kw; c. be limited to one <i>home business and home craft occupations</i> per <i>site</i>, excluding <i>home offices</i>; d. not have more than one non-resident person working on the <i>site</i> at any one time; and

- e. not have any deliveries related to the activity made to or from the *site* between the hours of 7pm and 7am.
2. The total floor area used for *home businesses* and *home craft occupations* must not exceed 40m².
3. In addition to Standards (1) and (2) above, for any *home business*:
 - a. any *retailing* must be an *ancillary activity* to the *home business*;
 - b. no goods on display shall be visible from outside the *building* in which the *home business* is undertaken; and
 - c. the maximum *retail floor space* or sales area must not exceed 10m².

Qualifying Criteria:

Home businesses and *home craft occupations* are performed entirely within a *residential building* or *accessory building*. *Home businesses* and *home craft occupations* shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, *heavy trade vehicles*, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, *visitor accommodation* or any process which involves repetitive use of power tools, drills or hammering or any *business activity*, trade, craft or profession which creates a *nuisance effect* at or beyond the *boundary* of the *property* on which the activity is occurring, and does not include *temporary residential rental accommodation*

Notes:

- For ~~on-site vehicle parking~~, requirements for ~~non-resident employees, deliveries and customers~~ refer to the rules and standards in the [Transport chapter](#).
- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

11. DEV2-P6 Residential Streetscape: Delete the requirement for carparking:

DEV2-P6	Residential Streetscape
<p><i>Development</i>, use and <i>subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guideline:</p>	

- ~~1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;~~
2. minimum distance will be maintained between *vehicle access* ways, and where practicable, the sharing of *vehicle access* ways will be encouraged;
3. direct pedestrian access will be provided from the street to the front entrance of the *primary residential building*, where practicable;
4. where practicable, at least one *habitable room* will be orientated towards the street;
5. the safety of *road* users, including pedestrians and cyclists, will not be adversely affected; and
6. on-site vehicle manoeuvring will be provided for rear *allotments*, *allotments* with significant sloping driveways and on *strategic arterial routes*.

12. In DEV2-P9 Minor Residential Units: Delete the requirement for carparking:

DEV2-P9	<i>Minor Residential Units</i>
<p>A <i>minor residential unit</i> will be provided for where it is <i>ancillary</i> to a <i>residential unit</i> and is undertaken in the following manner:</p> <ol style="list-style-type: none"> 1. it will be of a scale suitable to accommodate 1 or 2 persons; 2. it will not compromise the provision of sufficient <i>outdoor living space</i> areas; and 3. adequate on-site car parking (accessed from a common driveway) will be provided; and 4. it will not unreasonably affect the privacy, outlook or <i>sunlight</i> access of the <i>primary residential building</i> or adjoining <i>properties</i> and public spaces. 	

13. In DEV2-P14 Non-Residential Activities: Delete the requirement for carparking:

DEV2-P14	Non-Residential Activities
<ol style="list-style-type: none"> 1. <i>Non-residential activities</i> other than activities managed under the Community Facilities chapter will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which: <ol style="list-style-type: none"> a. minimises the need to travel for daily goods and services; b. supports the resilience of the local neighbourhood; c. provides a service or function to the local neighbourhood; and d. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>. 	

2. In determining whether or not the scale of *effects of non-residential activities* is appropriate, particular regard shall be given to:
 - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
 - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
 - c. the appropriateness – in the design and amount – of proposed access ~~and car parking~~ for staff, customers, visitors and service/delivery vehicles;

14. In APP2 – Medium Density Housing Design Guide: Delete the text that suggests on-site carparking is required as follows:

Access, ~~Parking~~, Cycling and Pedestrians

IMPORTANT TO ENSURE:

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

~~**District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.**~~

~~**Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.**~~

It is important to provide safe vehicle, cycling and pedestrian access ~~and parking~~ to developments whilst minimising the disruption of street



~~**Above: Pooled visitor parking areas can provide overflow parking but can also require long and illogical walks to units. Wherever possible dedicated and formed on-street bays**~~

frontages. ~~On street parking should be provided wherever practical because of the high degrees of re-use available, as well as the contribution to activity and interaction within the public realm. Parking in between buildings and the street should be avoided where possible.~~

Opportunities for cycling should be maximised including provision of bike parking and storage to encourage use of cycles.

Attached and multi-unit housing

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m.

Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.

.....

~~are preferable as they focus activity towards the street and also provide convenient parking adjacent to a visitor's destination.~~



~~Above: Providing stacked and overflow parking for each unit can effectively keep a narrow roading system free.~~

5 Town Centre Addendum

- ~~Parking and~~ Ground Floor Treatments

Appendix 2

Medium Density Housing Design Guide

URBANISMPPLUS LTD., PO BOX 99 965 NEWMARKET, AUCKLAND. PH: 09 529 0529, FAX: 09 524 6471

Summary of Key District Plan Controls	
The following outlines the key requirements of the District Plan relating to Medium Density Housing. They should kept in mind when reading this guide as they put the recommendations into a good context. For more detail, consult the District Plan.	

1. It is a **Restricted Discretionary** activity to develop Medium Density housing within any site of a minimum 1500m² area; if it is within 500m of either Paraparaumu Town Centre, or Paraparaumu Beach Commercial area, as identified in the District Plan Maps: Medium Density Overlay Area; has an average density no greater than 1:250m² with no individual unit 'site' smaller than 200m²; and can comply with all of the following standards:
 - A. The maximum height of any building or structure is 10m (except for beach front lots).
 - B. A minimum front yard of 4.5m shall apply allowing an intrusion no greater than 1.5m into the yard for the purposes of a feature entry or bay window provided a total (combined) width of such is no greater than 3.0m. A ground floor living room (lounge / dining / family / kitchen) must face the street in dwellings that front one.
 - C. Garages, irrespective of access, shall be recessed a minimum 1.0m behind the front façade of a dwelling (irrespective of whether the front façade fronts a street, an internal common lane, a rear boundary, etc.), and otherwise must be set back a minimum 5.5m from any front boundary.
 - D. A height in relation to boundary control of 2.1m + 45° shall apply from all boundaries facing the southern half of a compass including north-south faces, and one of 3m + 45° shall apply to all boundaries facing the northern half. Height in relation to boundary shall not apply from the Front Boundary.
 - E. A building mass plane of 6.5m + 45° shall apply inwards towards the centre of a site from the 4.5m front yard.
 - F. Maximum Building Length is 12m before a recess with a minimum dimension of 3m x 3m is required. This recess shall also have a maximum height of no less than 1 metre lower than the adjacent building mass. In addition, terraced houses are limited to avoid long repetitive rows of units.
 - G. The Maximum Height of a Front Boundary Fence, or any Fence within the Front Yard, is 800mm. Beyond this the maximum fence height is 1.8m, except when adjacent to a reserve.
 - H. Each unit must provide a private outdoor living space of at least 30m², with a minimum dimension of 2.5m and the ability to accommodate a circle with a 4m diameter. This space must be directly accessible from a living room (lounge / dining / family). The space must also provide sunlight access to an area of the space with a minimum radius of 3m that receives no less than 1 hour of continuous sunlight between the hours of 11:00am—2:00pm on June 21 (mid-winter solstice). Depending on orientation &

topography, an additional balcony may be required to provide minimum sunlight access to residents.

I. Site coverage shall not exceed 50%.

~~J. An average of 1.5 parking spaces per unit must be provided. A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted.~~

Applications to vary any of the above STANDARDS 'A' -'J' are **DISCRETIONARY** activities.

Applications to vary the location, density, or minimum site area of the land use are **NON- COMPLYING** activities.

1 Medium Density Housing

This section introduces medium density housing and outlines what it looks like, where it should go, and how to ensure the consent process works as efficiently for you as possible. It includes:

2 Site Design

This section addresses the aspects of site design that contribute to superior outcomes. It includes:

1. site analysis
2. minimum site area
3. street and reserve frontage
4. building fronts and backs
5. including the sun
6. open space
7. access, ~~parking,~~ cycling and pedestrians
8. servicing, deliveries, and waste

7. Access, Parking, Cycling and Pedestrians

IMPORTANT TO ENSURE:

creation of environments that are safe, interesting and easy to walk and cycle around;

- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

~~*District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.*~~

15. In APP9 – Waikanae North Design Guide: Delete the text that suggests carparking is required:

APP9 – Waikanae North Design Guide

3.7 Access Lane Codes

CHARACTERISTIC	REASON AND COMMENT
ROAD CHARACTER	These access lanes occur mid-block ...
RESERVE WIDTH	6m. this allows for 2 cars to pass ...
CARRIAGEWAY	6m width. Lane to have permeable surface materials. Lane access is to be continuous from one ...
PARKING	No on-street parking. Parking occurs within private allotments.
KERBING	No ...

4.9 Corner Walk-Up Codes

Corner Walk-Ups have been defined as a distinct typology because in the Precincts in which they are found, creating strong and legible corners is crucial to the development and legibility of that Precinct.

The Corner Walk-Up is different from the Normal Walk-Up typology because it normally exists as an independent parcel even within the perimeter block format, and requires particular attention in design. This typology allows the corner to have minimal setbacks regardless of the use. In most instances entrances should be designed with the corner element.

~~Because of the restrictions in size, the Corner Walk-Up will always feature semibasement parking~~

The Corner Walk-Up building must also be designed

4.11 Mixed Use Business Codes

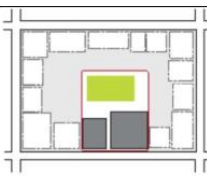

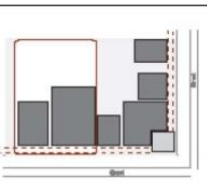
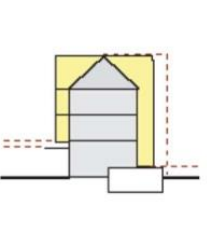
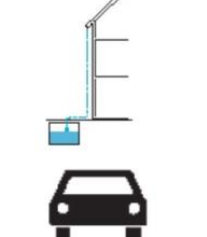
This typology covers a variety of built mixed use business types and uses, found in different areas within the development.

The Majority of the Mixed Use Business Typology are found within the Mixed Use Precinct and are designed to create a built form that adds to the local centre with retail or commercial frontages on ground floor and commercial/business above. **Where provided, Pparking** should be either behind the buildings or in one level basement parking areas, and the scale should encourage three-four storey design.

Expressive Solitary Buildings

Where buildings front ...

*Codes in blue indicate where there is a difference in comparison to the KCDC Best Practice guide

	OBJECTIVE	DETAIL	GUIDELINE		REASON & COMMENT	EXCEPTION
			Minimum	Maximum		
LOTS/COVERAG E		Business Unit Area	20m ²	1200n ²	<ul style="list-style-type: none"> To create a variety in ownable or rentable business units and lots, while maintaining 50% max built footprint. Permeable Surface to allow for natural dispersal of run-off water and to encourage use of permeable surfaces suited in parking courts. 	<ul style="list-style-type: none"> No more than 20% of the units within a development shall be less than 55m² (Refer to KCDC Best Practice Guide pg. 11-12 regarding site analysis and lot size)
		Business Unit street frontage	4m	12m		
		Lot width	40m	50% of block		
		Lot depth	40m	70m		
		Lot Area	40m ²	-		
		Building footprint	-	50%		
		Permeable surface	25%	-		
OFACADES		External wall run before articulation in all buildings sides	-	6 m	<ul style="list-style-type: none"> To encourage three storey dwellings To ensure each business unit has sufficient external area for parking and direct service access to the rear of the building. To ensure facades orientate towards the public street edge. 	<ul style="list-style-type: none"> Excl. external open space created on top of basements
		Ext. glazing at street frontage on GFL	75%	-		
		Ext. glazing per wall run	50%	-		
SETBACKSETBAC KSS		Building from street	0m	2m	<ul style="list-style-type: none"> To encourage a well-defined street frontage while providing recesses within the building façade. To articulate corner as distinct element. To allow continuous built facades while allowing covered access to onsite parking behind buildings. 	<ul style="list-style-type: none"> Verandahs and bay windows may project past minimum set back by 1m onto private open space only Eaves are included if they extend beyond 900mm
		Building from rear lane	N/A	-		
		Corner unit from street	0m	1m		
		Side yard setback	0m	2m		
HEIGHT & RECESION PLANES		Int. GFL at street front	0m	0m	<ul style="list-style-type: none"> To provide a flush entrance to business units at street fronts. 8m Total Height ensures min. a full 2 stories from ext GFL. Different Int GFLs allow provision for basement parking further back into the site To encourage towers on corners with pitched roofed loft-type spaces. To encourage optimum public walkway area on ground floor 	<ul style="list-style-type: none"> On corner features encourage a tower with a minimum footprint of max 3 x 3m which can exceed the 14m by 2m. Min. Building height from ext GFL to be maintained for 100% of footprint within 30m of street front. Thereafter Min. height may drop to 6.5m for single storey double volume buildings eg supermarkets.
		Int GFL not at street front	0m	1.5m		
		Basement GFL from flood plane	-	-1.5m		
		Ground Floor to floor	3.5m	4.5m		
		Upper Floor to floor	3.0m	3.5m		
		Total Height from ext GFL:	8m	12m		
		Basement floor to floor	2.7m	3.2m		
		Corner feature Total Height	8m	12m		
		Mandatory canopies when over footpaths	3m from ground	-		
PARKING & RESILIENCE		Insulation: External Walls	R 3.5	-	<ul style="list-style-type: none"> All external walls and floor to be insulated to a high standard to reduce energy and heating loads. Energy reduction technologies to be applied to mixed use business buildings All Business Units are to have car parking spaces accessible from a max. 100m from the building, accessed if on site from side or rear lanes, not street fronts. Parking may be allocated on site and/or on street. 	
		Roof	R 4.6	-		
		Floors	R 3.5	-		
		Mixed-Use-Business	2-parks/100m²-GFA			
		Disabled parking: <10 parks	1 disabled space			
		11-100 parking spaces	2 disabled spaces			
		100+ parking spaces	1 disabled / 50 spaces			

16. In APP20 – Centres Design Principles: Delete the text that suggests carparking is required:

Design principles:

1. Mixed use activities in *centres*

- a. a streetscape character with active ground-floor *business activities* will be developed and maintained;
- b. *residential activities* in mixed use developments will be designed to:
 - i. be located above or behind *business activities*;
 - ii. provide a high level of on-site amenity for residents and adequate private outdoor space;

- iii. minimise *nuisance effects* from *business activities*;
- iv. have good access to public transport and support the safety, accessibility and efficiency of the *transport network*;
- c. commercial and residential entrances will be clearly separated and distinguished with residential entries provided directly from the public street; and
- d. ~~on-site parking~~, loading and access and (where provided) on-site parking will be provided away from the street.