



SECOND GENERATION DISTRICT PLAN

Summary table of partial removal of minimum car parking requirements from the 2GP in accordance with the NPS-UD 2020

28 January 2022

This table details amendments made to the 2GP in accordance with the National Policy Statement for Urban Development 2020 (NPS-UD).

The NPS-UD requires that all plan provisions that have the effect of requiring a minimum number of car parks are removed from the 2GP. Car parking requirements for mobility car parks are not affected and will remain in the plan.

The amendments detailed in this table are the third and final batch required to give effect to the NPS-UD. Other amendments were made on 6 January 2022 and 3 February 2021, as detailed in separate tables.

| Plan section number | Plan section | Provision | Change made | Reason |
|---------------------|----------------------|----------------|--|---------------------------|
| 2 | Strategic Directions | Policy 2.2.4.2 | Encourage new residential housing development in the central city and larger centres, through rules that: a. provide for residential development in the central city and centres; and b. enable adaptive re-use of heritage buildings for apartments, including by exempting scheduled heritage buildings from minimum <u>mobility</u> parking requirements. | As required by the NPS-UD |
| 2 | Strategic Directions | Policy 2.3.1.5 | Identify key transportation routes, and protect the safety and efficiency of these roads from inappropriate subdivision or development through: a. rules that control the location and design of access points; and b. rules that require minimum on-site car parking and loading requirements. | As required by the NPS-UD |
| 2 | Strategic Directions | Policy 2.4.2.3 | Encourage adaptive re-use of heritage buildings through rules that: a. enable a wider range of activities to be undertaken in scheduled heritage buildings in the Warehouse Precinct and the Smith Street and York Place zones; b. exempt scheduled heritage buildings from minimum <u>mobility</u> parking standards; c. enable earthquake strengthening; and d. enable work required to comply with sections 112 and 115 of the Building Act 2004. | As required by the NPS-UD |
| 2 | Strategic Directions | Policy 2.7.2.1 | Support the safe and efficient operation of the multi-modal land transport network through rules that: ... e. require on-site <u>mobility</u> car parking where necessary to enable adequate accessibility and to avoid or adequately mitigate adverse effects on the safety and efficiency of the transport network; ... | As required by the NPS-UD |
| 2 | Strategic Direction | Policy 2.7.2.2 | Encourage cycling by: a. considering the need for and design of on-site cycle parking as part of consent applications where accessibility is a relevant consideration; <u>and</u> b. considering the safety of cyclists entering and exiting sites where effects on the safe and efficient operation of the transport network is a relevant consideration; 2 c. enabling parking spaces required through minimum parking standards to be used for bicycle parking; and <u>NA.</u> d. considering reductions in parking requirements where a travel management plan which encourages cycling has been implemented and/or a lower | As required by the NPS-UD |

| | | | | |
|---|----------------------|---|--|---------------------------|
| | | | requirement due to a shift to active modes and/or public transport has been demonstrated. <u>NA.</u> | |
| 4 | Temporary Activities | Rule 4.5.1 Development Standards | ... 2. Any temporary building or structure associated with temporary activities may be located on parking areas required to meet the performance standard for minimum <u>mobility</u> car parking for up to 90 days. | As required by the NPS-UD |
| 6 | Transportation | 6.1 Introduction | These provisions are linked to performance standards located in management and major facility zone sections, including minimum <u>mobility</u> car parking and minimum vehicle loading requirements, and design standards for parking and loading areas and vehicle access. | As required by the NPS-UD |
| 6 | Transportation | Policy 6.2.2.1 | Require land use activities whose <u>mobility</u> parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, to provide <u>mobility</u> parking either on or near the site at an amount that is adequate to: a. avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the availability of publicly available <u>mobility</u> parking in the vicinity of the site (including on-street parking and off-street facilities); and b. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children. | As required by the NPS-UD |
| 6 | Transportation | Policy 6.2.3.4 | Require land use activities to provide the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable adequately mitigated. | As required by the NPS-UD |
| 6 | Transportation | Rule 6.8.1 Subdivision performance standards - access | 1. Every resultant site must have a legal accessway, and where there is a minimum car parking required by the Plan, and where on-site car parking is provided, this must be in the form of a driveway except if the resultant site is: ... | As required by the NPS-UD |
| 6 | Transportation | Rule 6.9.1 Assessment of controlled activities | 6.9.1.1.b – Student Hostels (Campus) - Effects on the safety and efficiency of the transport network i. Objective 6.2.3. ii. The activity provides the amount of parking necessary to ensure s that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.4) iii. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. NA. iv. Although <u>Where</u> the activity may results in the need for the parking of vehicles on-street, this is unlikely to | As required by the NPS-UD |

| | | | | |
|---|----------------|--|---|---------------------------|
| | | | result in adverse effects on the safety and/or efficiency of the transport network. | |
| 6 | Transportation | Rule 6.10.3 Assessment of performance standard contraventions (performance standards located in zones) | 6.10.3.1.a – Access – Effects on accessibility i. Objective 6.2.2. <i>General assessment guidance:</i> ii. Council will assess contravention of the performance standard for access based on the related contravention of the minimum car parking standard see Rule 6.10.3.6. <u>NA</u> | As required by the NPS-UD |
| 6 | Transportation | Rule 6.10.3 Assessment of performance standard contraventions (performance standards located in zones) | 6.10.3.6 Minimum <u>mobility</u> car parking a. Effects on accessibility i. Objective 6.2.2. ii. Land use activities whose <u>mobility</u> parking demand cannot be met by the public <u>mobility</u> parking supply, or would significantly affect the availability of that supply for surrounding activities, to provide <u>mobility</u> parking on or near the site at an amount that is adequate to: 1. avoid, or if avoidance is not practicable, adequately mitigate adverse effects on the availability of publicly available <u>mobility</u> parking for existing or permitted activities; and 2. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1) <i>General assessment guidance:</i> iii. In balancing consideration of accessibility (Objective 6.2.2) with consideration of significant adverse effects on other values, Council will generally prefer to avoid significant adverse effects on land instability, heritage, streetscape amenity and the safety and efficiency of the transport network, in accordance with objectives 6.2.3 (safety, efficiency of the transport network and its affordability to the public), 11.2.1 (natural hazards), 13.2.1 to 13.2.3 (scheduled heritage items) 7.2.1 (significant trees), 15.2.3 (heritage streetscape character) and 15.2.4 (streetscape amenity). iv. Council will consider any <u>mobility</u> parking demand information, where required (see Special Information Requirements – Rule 6.14.1) <i>Potential circumstances that may support a consent application include:</i> v. The establishment of required <u>mobility</u> car parking would result in a net loss in the availability of on-street <u>mobility</u> parking in the vicinity of the site. vi. The applicant proposes to use the same space on-site to fulfil both minimum <u>mobility</u> car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that | As required by the NPS-UD |

| | | | | |
|--|--|--|--|--|
| | | | <p>both the <u>mobility</u> parking and loading demand of the land use activity will be met.</p> <p>vii. The proposed activity is taking place on an existing site that does not have a vehicle access and one or more of the following circumstances apply:</p> <ol style="list-style-type: none"> 1. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.4 because the site is located on or near an intersection; 2. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.7 because the site is located on or near a steep slope or cliff; or 3. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.1 because the site has no frontage to a legal road, and any existing access way is not wide enough to meet Rule 6.6.3.9. <p>viii. The applicant is proposing to provide a sufficient number of parking spaces to meet the minimum car parking performance standard, but some or all of these parking spaces are to be provided on a site other than the site on which the land use activity is taking place, and all of the other following conditions are met:</p> <ol style="list-style-type: none"> 1. all required mobility parking spaces will be provided on the same site as the land use activity; 2. all required parking spaces are within 250m of the site on which the land use activity is taking place. 3. all required parking spaces are legally available to users of the land use activity via a binding long term agreement; and 4. there are / will be adequate safe pedestrian crossing points for pedestrian moving between the parking area and the site, if there are roads to cross. NA. <p>ix. The applicant is able to demonstrate that, due to the current usage rates of public parking in the vicinity of the site, the parking demand of the activity will not result in parking occupancy within 250m of the site exceeding 80% average daily occupancy (9.00am to 5.00pm) in residential zones, or 85% average daily occupancy in all other zones (excluding rural and rural residential), after the activity is established (see Special Information Requirements – Rule 6.14.1) NA.</p> <p>x. If <u>mobility</u> parking spaces shared with other land use activities are not exclusively available to the activity during its hours or operation, the applicant is able to demonstrate that the shared <u>mobility</u> parking spaces will meet the parking demand generated by users of the activity.</p> <p>xi. The establishment of required <u>mobility</u> car parking would require significant earthworks that would cause land instability or result in costs that were disproportionate to the total value of the development.</p> | |
|--|--|--|--|--|

| | | | | |
|---|----------------|---|--|---------------------------|
| | | | <p>xii. The establishment of required <u>mobility</u> car parking would unavoidably result in significant adverse effects on:</p> <ol style="list-style-type: none"> 1. the safety or efficiency of the transport network; or 2. streetscape amenity values; or 3. heritage values. <p>xiii. The applicant is able to demonstrate that there will be reduction in car parking need due to the provision of secure and convenient cycle parking, in combination with other factors such as:</p> <ol style="list-style-type: none"> 1. the provision of other end of trip facilities; 2. cycle infrastructure in the vicinity of the development; and / or 3. a travel demand management programme; and/or 4. the characteristics of the activity and its predicted mode share. <u>NA.</u> | |
| 6 | Transportation | Rule 6.10.3 Assessment of performance standard contraventions (performance standards located in zones) | <p>6.10.3.6 – Minimum <u>mobility</u> car parking</p> <p>b. Effects on the safety and efficiency of the transport network</p> <p>i. Objective 6.2.3.</p> <p>ii. The activity provides the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequate mitigation is provided (Policy 6.2.3.4).</p> <p>iii. The parking demand likely to be generated by the activity means the number of parking spaces provided will be sufficient to avoid overspill parking. <u>NA.</u></p> <p>iv. Although <u>Where</u> the activity may results in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.</p> <p>v. The applicant is able to demonstrate that there will be a reduction in car parking need due to the provision of secure and convenient cycle parking, in combination with other factors such as:</p> <ol style="list-style-type: none"> 1. the provision of other end of trip facilities; 2. cycle infrastructure in the vicinity of the development; and / or 3. a travel demand management programme; and/or 4. the characteristics of the activity and its predicted mode share. <u>NA.</u> | As required by the NPS-UD |
| 6 | Transportation | Rule 6.10.3 Assessment of performance standard contraventions | <p>6.10.3.7.a – Minimum vehicle loading – Effects on the safety and efficiency of the transport network</p> <p>...</p> | As required by the NPS-UD |

| | | | | |
|---|----------------|--|--|---------------------------|
| | | (performance standards located in zones) | v. The applicant proposes to use the same space on-site to fulfil both minimum <u>mobility</u> car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that both the parking and loading demands of the land use activity will be met. | |
| 6 | Transportation | Rule 6.11.2 Assessment of restricted discretionary activities (activities located in zones) | 6.11.2.1.a. – All RD activities that are linked to Section 6.11... - Effects on the safety and efficiency of the transport network ... iv. For activities where no minimum car parking performance standard is specified. NA. 1. The activity provides the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety or efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.4). .. viii: Although Where the activity may results in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and /or efficiency of the transport network. ... | As required by the NPS-UD |
| 6 | Transportation | Rule 6.11.2 Assessment of restricted discretionary activities (activities located in zones) | 6.11.2.2.b – All high trip generators... - Effects on accessibility ... iv: If the activity contravenes a minimum <u>mobility</u> car parking performance standard or is not subject to a minimum <u>mobility</u> car parking performance standard, Council will also assess the activity against Policy 6.2.2.1 via Rule 6.10.3.6 or Rule 6.11.2.3. ... | As required by the NPS-UD |
| 6 | Transportation | Rule 6.11.2 Assessment of restricted discretionary activities (activities located in zones) | 3. All RD activities that are linked to Section 6.11, that have “effects on accessibility” as a matter of discretion and / or where no minimum <u>mobility</u> parking performance standards is specified including but not limited to activities listed below. a. Effects on accessibility i. Objective 6.2.2. ii. Where <u>mobility parking</u> demand either cannot be met by the public parking supply or would significantly affect the availability of that supply for surrounding activities, the activity will provide <u>mobility parking</u> either on or near the site at an amount that is adequate to: 1. avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the availability of publicly available <u>mobility</u> parking in the vicinity of the site (including on-street parking and off-street facilities); and | As required by the NPS-UD |

| | | | | |
|---|----------------|--|--|---------------------------|
| | | | <p>2. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1).</p> <p>iii. Enable the sharing of car parking areas by different land use activities, where adequate accessibility for all users is maintained (Policy 6.2.2.2).</p> <p>..</p> <p>v. The <u>mobility</u> parking demand likely to be generated by the activity means the proposed number of <u>mobility</u> parking spaces will be sufficient.</p> | |
| 6 | Transportation | Rule 6.11.2 Assessment of restricted discretionary activities (activities located in zones) | <p>6.11.2.4.b – Visitor accommodation...Supported living facilities... - Effects on the safety and efficiency of the transport network</p> <p>...</p> <p>ii. Land use activities provide the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.4).</p> <p><i>Potential circumstances that may support a consent application include:</i></p> <p>iii. The <u>mobility</u> parking demand likely to be generated by the activity means the proposed number of <u>mobility</u> parking spaces will be sufficient.</p> <p>iv. Although <u>Where</u> the activity may <u>results</u> in the need for the parking of vehicles on-street , this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.</p> | As required by the NPS-UD |
| 6 | Transportation | Rule 6.12.2 Assessment of discretionary activities in management and major facility zones | <p>6.12.2.1 – All discretionary activities that are linked to Section 6.12...</p> <p>iv. Where <u>mobility</u> parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, the activity will provide <u>mobility</u> parking either on or near the site at an amount that is adequate to:</p> <p>1. avoid, or if avoidance is practicable, adequately mitigate adverse effects on the availability of publicly available <u>mobility</u> parking in the vicinity of the site (including on-street parking and off-street facilities); and</p> <p>2. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1).</p> <p>...</p> | As required by the NPS-UD |
| 6 | Transportation | Rule 6.14.1 Special Information Requirements - | When land use activities do not meet performance standards for minimum <u>mobility</u> car parking, Council may require the following information, to demonstrate the likely <u>mobility</u> parking demand of the activity and | As required by the NPS-UD |

| | | | | |
|----|-------------------|---|--|---------------------------|
| | | Parking demand information | <p>potential effects of that demand on publicly available <u>mobility</u> parking near the site:</p> <p>a. Current usage rates (% usage) of all publicly available on – and off-street <u>mobility</u> parking spaces within 250m of the site.</p> <p>b. The accessibility of the site by public transport, and for <u>mobility impaired</u> cyclists and pedestrians.</p> <p>c. the predicted transport behaviour of users of the activity, including the number of <u>mobility impaired</u> people predicted to access the activity by private vehicle, carpool, public transport, cycle or foot.</p> <p>d. Details of any travel plan provided by the applicant, setting out targets for increased proportions of <u>mobility impaired</u> users accessing the activity by carpool, public transport, cycle or foot, and a detailed implementation plan for actions to achieve those targets.</p> | |
| 15 | Residential Zones | Rule 15.3.3 Land Use Activity Table Status | <p>15.3.3</p> <p>2.a. Minimum <u>mobility</u> car parking</p> <p>4.c. Minimum <u>mobility</u> car parking</p> <p>5.a. Minimum <u>mobility</u> car parking</p> <p>6.a. Minimum <u>mobility</u> car parking</p> <p>8.a. Minimum <u>mobility</u> car parking</p> <p>20.b. Minimum <u>mobility</u> car parking</p> <p>22.b. Minimum <u>mobility</u> car parking</p> <p>25.a. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |
| 15 | Residential Zones | Rule 15.7.4 Subdivision Performance Standards – minimum site size | <p>15.7.4.2</p> <p>c. the undersized resultant sites are large enough to contain a building platform of at least 7m by 10m that meets the performance standards of this Plan including, but not limited to:</p> <p>i. outdoor living space;</p> <p>ii. Minimum car parking space; <u>NA</u>;</p> <p>iii. setbacks from boundaries, water bodies, significant trees, National Grid transmission lines;</p> <p>iv. esplanade reserves and strips; and</p> <p>v. maximum building site coverage and impermeable surfaces.</p> | As required by the NPS-UD |
| 15 | Residential Zones | Rule 15.7.6 Subdivision Performance Standards - shape | <p>15.7.6.1</p> <p>b. Each resultant site that is intended to be developed must be of a size and shape that is large enough to contain a building platform of at least 7m by 10m that meets the performance standards of this Plan including, but not limited to:</p> <p>a. outdoor living space;</p> <p>b. minimum car parking <u>NA</u>;</p> | As required by the NPS-UD |

| | | | | |
|----|-------------------------|---|--|---------------------------|
| | | | c. setbacks from boundaries, water bodies, scheduled trees; and d. esplanade reserves or strips. | |
| 15 | Residential Zones | Rule 15.10.3 Assessment of land use performance standard contraventions | 15.10.3 8. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 15 | Residential Zones | Rule 15.10.5 Assessment of subdivision performance standard contraventions | 15.10.5.6.c ii. minimum car parking NA; | As required by the NPS-UD |
| 15 | Residential Zones | Rule 15.12.2 Assessment of discretionary activities | 15.12.2.4 d. The design or location of Amount of parking proposed is appropriate for the activity and will not result in impacts or parking pressure on the surrounding residential environment. | As required by the NPS-UD |
| 16 | Rural Zones | Rule 16.3.3 Land Use Activity Status Table | 16.3.3 4.i. Minimum <u>mobility</u> car parking 18.iv. Minimum <u>mobility</u> car parking 19.iii. Minimum <u>mobility</u> car parking 21.i. Minimum <u>mobility</u> car parking 30.i. Minimum <u>mobility</u> car parking 48.i. Minimum <u>mobility</u> car parking 49.i. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 16 | Rural Zones | Rule 16.8.2 Assessment of controlled land use activities | 16.8.2.1 Matters of control <ul style="list-style-type: none"> • Design, scale, location and number of dwellings • Design, scale and location of other buildings, structures and site development activities • Disposal of stormwater and wastewater • Vehicle access and parking NA | As required by the NPS-UD |
| 16 | Rural Zones | Rule 16.9.3 Assessment of land use performance standard contraventions | 16.9.3 6. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 17 | Rural Residential Zones | Rule 17.3.3 Land Use Activity Status Table | 17.3.3 6.iv. Minimum <u>mobility</u> car parking 15.i. Minimum <u>mobility</u> car parking 26.i. Minimum <u>mobility</u> car parking | As required by the NPS-UD |

| | | | | |
|----|--------------------------------|--|--|---------------------------|
| 17 | Rural Residential Zones | Rule 17.7.6 Subdivision Performance Standards - shape | 17.7.6 1. Each resultant site that is intended to be developed must be of a size and shape that is large enough to contain a building platform of at least 8m by 15m that meets the performance standards of this Plan including, but not limited to: a. minimum car parking NA; b. all setbacks from boundaries, water bodies and scheduled trees. | As required by the NPS-UD |
| 17 | Rural Residential Zones | Rule 17.9.3 Assessment of land use performance standard contraventions | 17.9.3 6. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 17 | Rural Residential Zones | Rule 17.9.5 Assessment of subdivision performance standard contraventions | 17.9.5.5 c. Non-compliance with the performance standard for shape will be assessed based on which performance standard(s) the shape of the resultant site does not provide for compliance with. See matters of discretion and assessment rules in relation to performance standard contraventions for: i. minimum car parking NA; ii. boundary setbacks; iii. setbacks from water bodies; iv. setback from scheduled tree; and v. setback from National Grid. General assessment guidance | As required by the NPS-UD |
| 18 | Commercial and Mixed Use Zones | Rule 18.3.3 Land Use Activity Status Table (Central Business District and Centres) | 18.3.3 3.i. Minimum <u>mobility</u> car parking 5.i. Minimum <u>mobility</u> car parking 6.i. Minimum <u>mobility</u> car parking (registered health practitioners) 7.i. Minimum <u>mobility</u> car parking 9.i. Minimum <u>mobility</u> car parking 12.ii. Minimum <u>mobility</u> car parking 14.i. Minimum <u>mobility</u> car parking 15.i. Minimum <u>mobility</u> car parking 16.i. Minimum <u>mobility</u> car parking 18.i. Minimum <u>mobility</u> car parking 19.i. Minimum <u>mobility</u> car parking 20. All activities in the residential activities category <u>Supported living facilities</u> 20.i. Minimum <u>mobility</u> car parking | As required by the NPS-UD |

| | | | | |
|----|--------------------------------|---|--|---------------------------|
| | | | <p><u>Y. Standard residential P P P</u></p> <p><u>Y.i. Location</u></p> <p><u>Z. Working from home P P P</u></p> <p><u>Z.i. Location</u></p> <p><u>Z.ii. Minimum mobility car parking</u></p> <p>22.i. Minimum <u>mobility</u> car parking</p> | |
| 18 | Commercial and Mixed Use Zones | Rule 18.3.4 Land Use Activity Status Table (CBD Edge and Mixed Use Zones) | <p>18.3.4</p> <p>3.i. Minimum <u>mobility</u> car parking</p> <p>4.i. Minimum <u>mobility</u> car parking</p> <p>7.i. Minimum <u>mobility</u> car parking</p> <p>9.i. Minimum <u>mobility</u> car parking</p> <p>11.i. Minimum <u>mobility</u> car parking</p> <p>15.i. Minimum <u>mobility</u> car parking</p> <p>18.ii. Minimum <u>mobility</u> car parking</p> <p>20.i. Minimum <u>mobility</u> car parking</p> <p>21.i. Minimum <u>mobility</u> car parking</p> <p>22.i. Minimum <u>mobility</u> car parking</p> <p>23.i. Minimum <u>mobility</u> car parking</p> <p>24.i. Minimum <u>mobility</u> car parking</p> <p>25.i. Minimum <u>mobility</u> car parking</p> <p>27.i. Minimum <u>mobility</u> car parking</p> <p>28.i. Minimum <u>mobility</u> car parking</p> <p>29. All activities in the residential activities category <u>Supported living facilities</u></p> <p>29.i. Minimum <u>mobility</u> car parking</p> <p><u>AG. Standard residential</u></p> <p><u>AG.a. P</u></p> <p><u>AG.b. X. P outside a hazard facility mapped area</u></p> <p><u>Y. NC within a hazard facility mapped area</u></p> <p><u>AG.c. P</u></p> <p><u>AG.d. X. P outside the Campus mapped area; or</u></p> <p><u>Y. RD in the Campus mapped area</u></p> <p><u>AH. Working from home</u></p> <p><u>AH.a. P</u></p> <p><u>AH.b. X. P outside a hazard facility mapped area</u></p> <p><u>Y. NC within a hazard facility mapped area</u></p> <p><u>AH.c. P</u></p> <p><u>AH.d. X. P outside the Campus mapped area; or</u></p> <p><u>Y. RD in the Campus mapped area</u></p> | As required by the NPS-UD |

| | | | | |
|----|--------------------------------|---|--|---------------------------|
| | | | AH.i. <u>Minimum mobility car parking</u> 30.i. Minimum <u>mobility</u> car parking 31.i. Minimum <u>mobility</u> car parking | |
| 18 | Commercial and Mixed Use Zones | Rule 18.3.5 Land Use Activity Zone (Trade Related Zone and CBD Edge Commercial Zones) | 18.3.5 3.i. Minimum <u>mobility</u> car parking 9.i. Minimum <u>mobility</u> car parking 12.i. Minimum <u>mobility</u> car parking 18.ii. Minimum <u>mobility</u> car parking 20.i. Minimum <u>mobility</u> car parking 21.i. Minimum <u>mobility</u> car parking 22.ii. Minimum <u>mobility</u> car parking 24.i. Minimum <u>mobility</u> car parking 25.i. Minimum <u>mobility</u> car parking 27.i. Minimum <u>mobility</u> car parking 29.i. Minimum <u>mobility</u> car parking 30.i. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 18 | Commercial and Mixed Use Zones | Rule 18.5 Land Use Performance Standards – minimum mobility car parking | 18.5.6 2. Land use activities other than standard residential must provide on-site mobility parking spaces as follows: | As required by the NPS-UD |
| 18 | Commercial and Mixed Use Zones | Rule 18.7 Subdivision Performance Standards - shape | 18.7.5 1. Each resultant site that is intended to be development must be of a size and shape that is large enough to contain a building platform of at least 100m2 that meets the performance standards of this Plan including, but not limited to: a. minimum car parking NA; b. setbacks from boundaries, water bodies, scheduled trees; and c. esplanade reserves or strips. | As required by the NPS-UD |
| 18 | Commercial and Mixed Use Zones | Rule 18.9.3 Assessment of land use performance standard contraventions | 18.9.3 5. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 18 | Commercial and Mixed Use Zones | 18.9.5 Assessment of subdivision performance standard contraventions | 18.9.5.5 – Shape c. Non-compliance with the performance standard for shape will be assessed based on which performance standard(s) the shape of the resultant site does not provide for compliance with. See matters for discretion and assessment rules in relation to performance contraventions for: i. Minimum car parking NA; | As required by the NPS-UD |

| | | | | |
|----|------------------|--|---|---------------------------|
| | | | <ul style="list-style-type: none"> ii. boundary setbacks; iii. setback from scheduled tree; iv. setbacks from water bodies; and v. setback from National Grid. | |
| 19 | Industrial Zones | Rule 19.3.3 Land Use Activity Table | <p>19.3.3</p> <ul style="list-style-type: none"> 2.i. Minimum <u>mobility</u> car parking 3.i. Minimum <u>mobility</u> car parking 4.i. Minimum <u>mobility</u> car parking 5.i. Minimum <u>mobility</u> car parking 9.i. Minimum <u>mobility</u> car parking 10.ii. Minimum <u>mobility</u> car parking 11.ii. Minimum <u>mobility</u> car parking 12.ii. Minimum <u>mobility</u> car parking 13.iii. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 19 | Industrial Zones | Rule 19.7 Subdivision Performance Standards - shape | <p>19.7.5</p> <p>1. Each resultant site must be of a size that is large enough to ensure the following performance standards can be met:</p> <ul style="list-style-type: none"> a. minimum car parking-NA; b. setbacks from boundaries, water bodies, scheduled trees; and c. esplanade reserves or strips. | As required by the NPS-UD |
| 19 | Industrial Zones | Rule 19.9.3 Assessment of land use performance standards | <p>19.9.3</p> <p>4. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |
| 20 | Recreation Zone | Rule 20.3.3 Land Use Activity Status Table | <p>20.3.3</p> <ul style="list-style-type: none"> 2.i. Minimum <u>mobility</u> car parking 3.i. Minimum <u>mobility</u> car parking 8.ii. Minimum <u>mobility</u> car parking 11.i. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 20 | Recreation Zone | Rule 20.9.3 Assessment of land use performance standard contraventions | <p>20.9.3</p> <p>3. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |
| 21 | Ashburn Clinic | Rule 21.3.3 Activity status table - land use activities | <p>21.3.3.2</p> <ul style="list-style-type: none"> a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 21 | Ashburn Clinic | Rule 21.8.3 Assessment of land use | <p>21.8.3</p> <p>3. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |

| | | | | |
|----|-------------------------------|--|---|---------------------------|
| | | performance standard contraventions | | |
| 22 | Dunedin Botanic Garden | Rule 22.3.3 Activity status table - land use activities | 22.3.3.2 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 22 | Dunedin Botanic Garden | Rule 22.9.3 Assessment of land use performance standard contraventions | 22.9.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 23 | Dunedin Hospital | Rule 23.3.3 Activity status table - land use activities | 23.3.3 2.a. Minimum <u>mobility</u> car parking 4.a. Minimum car parking | As required by the NPS-UD |
| 23 | Dunedin Hospital | Rule 23.8.3 Assessment of land use performance standard contraventions | 23.8.3 2. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 24 | Dunedin International Airport | Rule 24.3.3 Activity status table - land use activities | 24.3.3 2.i. Minimum <u>mobility</u> car parking 9.i. Minimum car parking | As required by the NPS-UD |
| 24 | Dunedin International Airport | Rule 24.7.3 Assessment of land use performance standard contraventions | 24.7.3 2. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 25 | Edgar Centre | Rule 25.3.3 Activity status table - land use activities | 25.3.3.2 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 25 | Edgar Centre | Rule 25.8.3 Assessment of land use performance standard contraventions | 25.8.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 27 | Mercy Hospital | Rule 27.3.3 Activity status table - land use activities | 27.3.3.2 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 27 | Mercy Hospital | Rule 27.9.3 Assessment of land use performance standard contraventions | 27.9.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |

| | | | | |
|----|------------------|--|---|---------------------------|
| 28 | Moana Pool | Rule 28.3.3 Activity status table - land use activities | 28.3.3.2 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 28 | Moana Pool | Rule 28.8.3 Assessment of land use performance standard contraventions | 28.8.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 29 | Otago Museum | Rule 29.3.3 Activity status table - land use activities | 29.3.3.1 d. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 29 | Otago Museum | Rule 29.9.3 Assessment of land use performance standard contraventions | 29.9.3 2. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 31 | Schools | Rule 31.3.3 Activity status table - land use activities | 31.3.3 2.a. Minimum <u>mobility</u> car parking 14.a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 31 | Schools | Rule 31.9.3 Assessment of land use performance standard contraventions | 31.9.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 32 | Stadium | Rule 32.3.3 Activity status table - land use activities | 32.3.3.2 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 32 | Stadium | Rule 32.8.3 Assessment of land use performance standard contraventions | 32.8.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 33 | Taieri Aerodrome | Rule 33.3.3 Activity status table - land use activities | 33.3.3.17 a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 33 | Taieri Aerodrome | Rule 33.9.3 Assessment of land use performance standard contraventions | 33.9.3 3. Minimum <u>mobility</u> car parking | As required by the NPS-UD |
| 34 | Campus | Rule 34.3.3 Land Use Activity Status Table | 34.3.3 2.a. Minimum <u>mobility</u> car parking 4.a. Minimum <u>mobility</u> car parking | As required by the NPS-UD |

| | | | | |
|----|-----------------|--|---|---------------------------|
| | | | <p>5.a. Minimum <u>mobility</u> car parking</p> <p>7.a. Minimum <u>mobility</u> car parking</p> <p>8.a. Minimum <u>mobility</u> car parking</p> <p>10.a. Minimum <u>mobility</u> car parking</p> <p>11.a. Minimum <u>mobility</u> car parking</p> <p>14.a. Minimum <u>mobility</u> car parking</p> <p>22.a. Minimum car parking NA</p> <p>24.b. Minimum <u>mobility</u> car parking</p> <p>26.b. Minimum <u>mobility</u> car parking</p> | |
| 34 | Campus | Rule 34.7.5 Subdivision performance standards - shape | <p>34.7.5</p> <p>1. Each resultant site that is intended to be developed must be of a size and shape that is large enough to contain a building platform of at least 100m² that meets the performance standards of this Plan, including, but not limited to:</p> <p>a. minimum car parking NA;</p> | As required by the NPS-UD |
| 34 | Campus | Rule 34.9.3 Assessment of land use performance standard contraventions | <p>34.9.3</p> <p>4. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |
| 34 | Campus | Rule 34.9.5 Assessment of subdivision performance standard contraventions | <p>34.9.5.5.c – Shape – General assessment guidance</p> <p>i. minimum car parking NA;</p> | As required by the NPS-UD |
| 35 | Wakari Hospital | Rule 35.3.3 Activity status table - land use activities | <p>35.3.3.2</p> <p>a. Minimum <u>mobility</u> car parking</p> | |
| 35 | Wakari Hospital | Rule 35.8.3 Assessment of land use performance standard contraventions | <p>35.8.3</p> <p>3. Minimum <u>mobility</u> car parking</p> | As required by the NPS-UD |