

# Planning Report

## Plan Change 61 – Parking Provisions for Dwellings in Town Centres

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### 1.0 Introduction

- 1.1 The purpose of this report is to provide recommendations on submissions to Plan Change 61 – Parking Provisions for Dwellings in Town Centres.
- 1.2 Plan Change 61 introduces new parking requirements for dwellings in the town centre which take the size of the dwelling into consideration. It is acknowledged that most dwellings in town centres are small apartments and the current requirement of two car parks per dwelling is excessive.
- 1.3 For a full background to the Plan Change and the proposed provisions please refer to the Section 32 Report. For a list of the proposed provisions only, please refer to the document titled 'Summary of Recommendations – All Section 32 Reports'.
- 1.4 Any recommended amendments to rules in this report will be shown as follows; existing District Plan text in black, proposed changes as included in the Section 32 Report in red, and recommendations as a result of this Planning Report in blue.

### 2.0 Topic: Parking Provisions for Dwellings in Town Centres

#### 2.1 Background

The requirement for two on-site car parks for a small apartment in the Commercial Zone may be considered excessive when compared to the Medium Density Zone requirements. It may also result in inefficient use of a site as car parking would be provided at ground level so there is potential for a significant portion of a site being required for on-site parking that may not actually be needed.

Plan Change 61 recommends that the Medium Density Zone car park provisions for residential dwellings be adopted in the Commercial Zone. These provisions are as follows:

The required minimum parking for dwellings shall be:

<b>Activity</b>	<b>Parking Spaces Required</b>
<u>Dwellings (being one household unit) of less than 55m<sup>2</sup></u>	<u>1 space for each dwelling</u>
<u>Dwellings (being one household unit) of between 55m<sup>2</sup> and 85m<sup>2</sup></u>	<u>1.5 spaces for each dwelling</u>

<u>Dwellings (being one household unit) of 85m<sup>2</sup> or greater</u>	<u>2 spaces for each dwelling</u>
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**Explanatory Note:**

Where more than one car park is required, one may be stacked provided it does not interfere with shared access.

**2.2 Submission Points**

One submission point was received in opposition of the proposed change.

**2.2.1** Toi Te Ora Public Health Service opposed the provisions and sought that Council:

- amend proposed Plan Change 61 to remove minimum parking requirements in town centres and
- identify other suitable responses to parking requirements.

**2.3 Option 1 – Retain parking provisions for dwellings in town centres as notified in Plan Change 61**

<b>Benefits</b>	<ul style="list-style-type: none"> <li>▪ The level of car parking required aligns more closely with the expected need.</li> <li>▪ Allows developer to better utilise land area for any development.</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
<b>Effectiveness/ Efficiency</b>	<ul style="list-style-type: none"> <li>▪ This is effective at meeting the Plan’s objectives. It is also efficient as it sets the minimum amount of car parking, and therefore cost, to the expected need.</li> </ul>
<b>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</b>	<ul style="list-style-type: none"> <li>▪ N/A – sufficient information is available.</li> </ul>

**2.4 Option 2 – Identify other suitable responses to parking requirements in town centres**

Toi Te Ora Public Health Service is of the opinion that current and proposed parking provisions undermine sustainable development and result in inefficient use of commercial land. However, no alternative provisions were suggested by the submitter.

Council is already applying a different approach towards the provision of parking in town centres through cash in lieu. This encourages developers to utilise their land for commercial purposes and in exchange pay Council for the development of public parking.

<b>Benefits</b>	<ul style="list-style-type: none"> <li>Unknown as no alternative provisions were suggested by the submitter.</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>Unknown as no alternative provisions were suggested by the submitter.</li> </ul>
<b>Effectiveness/ Efficiency</b>	<ul style="list-style-type: none"> <li>Unknown as no alternative provisions were suggested by the submitter.</li> </ul>
<b>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</b>	<ul style="list-style-type: none"> <li>Unknown as no alternative provisions were suggested by the submitter.</li> </ul>

## 2.5 Recommendation

That the proposed parking provisions for dwellings in town centres be retained as notified.

The following submission is therefore:

### Rejected

Submission	Point Number	Name
20	5	Toi Te Ora Public Health Service

## 2.6 Reason

The size of dwellings that are likely to be built in the Commercial Zone will be similar to those that can establish in the Medium Density Zone. It is therefore appropriate that dwellings in the Commercial Zone have the same minimum car parking requirements to those in the Medium Density Zone. This reduces the requirement for car parking in the Commercial Zone to that which is appropriate rather than the blanket minimum two car parks per dwelling regardless of size. It also does not prevent a developer from providing more car parks in response to market needs.

## 3.0 Plan Change 61 - Recommended Changes to the District Plan First Review

**3.1** The purpose of this part of the report is to show the Proposed Plan Change in full including any recommended changes in response to the submissions and further submissions.

**3.2** Recommended changes to the District Plan First Review are shown as follows; existing District Plan text in black, proposed changes as included in the Section 32 Report in red, and recommendations as a result of this Planning Report in blue.

**3.3 Amend the parking provisions for dwellings in town centres as follows;**

The required minimum parking for dwellings shall be:

<b>Activity</b>	<b>Parking Spaces Required</b>
<u>Dwellings (being one household unit) of less than 55m<sup>2</sup></u>	<u>1 space for each dwelling</u>
<u>Dwellings (being one household unit) of between 55m<sup>2</sup> and 85m<sup>2</sup></u>	<u>1.5 spaces for each dwelling</u>
<u>Dwellings (being one household unit) of 85m<sup>2</sup> or greater</u>	<u>2 spaces for each dwelling</u>

**Explanatory Note:**

Where more than one car park is required, one may be stacked provided it does not interfere with shared access.

- 3.4** Note: According to the Section 32 Report, the proposed provisions are to be included in the Commercial Section, Rule 19.4.1(e)(iii). However, all parking provisions should be included in 4B.4.7.