



Removing Car Parking Minimums

National Policy Statement on Urban Development 2020 (NPS-UD)

- The NPS-UD requires Councils to remove rules from district plans that require the provision of a minimum number of car parks when undertaking development.
- The NPS-UD sets national direction under the Resource Management Act 1991 (RMA) on matters of national importance, in this case the supply of housing and commercial development in urban areas.
- The NPS-UD does not prevent car parks being voluntarily provided.
- The NPS-UD requires that parking minimums be removed without following the normal public notification, submission or hearing process.
- Councils had 18 months from 20 August 2020 to remove parking requirements from the District Plan. Queenstown Lakes District Council undertook this removal on 17 December 2021.

What the District Plan used to require

- QLDC is currently reviewing its District Plan. Most of the District's land has been reviewed and is now managed by the Proposed District Plan (PDP). However, some land is yet to be reviewed and is still managed by the Operative District Plan (ODP). Therefore, both the PDP and the ODP contain rules that are affected by these changes.
- Different minimum parking rates are applied to different types of activities in Rule 29.8 of Chapter 29 of the PDP and Rule 14.2.4.1(i) of Section 14 of the ODP.
- Both the ODP and the PDP contain rules requiring mobility/ accessibility parking spaces. They also have controls for the loading and manoeuvring of vehicles, and requirements for the size and layout of parking spaces.

What has changed

- All minimum parking requirements within the PDP and the ODP have been removed except those spaces required for mobility and heavy/large vehicles, such as coaches and buses.
- Zone chapters containing matters of control, matters of discretion and assessment matters referencing 'parking' have been amended to ensure they do not have the effect of requiring a minimum number of car parks.
- Matters of control, matters of discretion and assessment matters have been amended to ensure factors such as the safety, manoeuvring, location and screening of parking can still be assessed when spaces are voluntarily provided, or when it is a type of parking that is required, such as coach/bus parking.

What has stayed the same?

- Where businesses, developers and landowners voluntarily provide car parking, and resource consents are required, QLDC has retained the ability to manage the physical effects of the parks, such as visual, safety, screening, and stormwater effects, as well as impacts on neighbours.
- Current standards that set minimum dimensions for vehicle manoeuvring and sizes of car parking spaces, including those of Council's Land Development and Subdivision Code of Practice.
- Current requirements relating to loading bays, drop-off areas, heavy vehicle/bus, bike and mobility parking.
- Rules relating to high traffic generating activities such as large residential, visitor accommodation, commercial or office developments.
- Standards held under other statutes and regulations, such as the Building Code.

Providing mobility car parking

- The NPS-UD separates mobility parking (also known as accessible parking) from traditional parking. It does not require councils to remove their minimum mobility parking rules.
- A plan change to the ODP and variation to the PDP was notified on 28 October 2021 to ensure the continued provision of accessible parking.
- The proposal sets an absolute minimum number of accessible car parks for the land use and activities currently identified in PDP Standards 29.8.1-29.8.40 and ODP Site Standard 14.2.4(i).

Summary

- The NPS-UD sets out mandatory directions - council's cannot ignore them.
- The NPS-UD will enable activities and developments to be established without car parking spaces.
- Minimum requirements for mobility and bus/coach parking remain.
- Businesses, developers and landowners may continue to provide car parking spaces if they wish to do so and councils can continue to manage their size, location, safety and appearance when resource consents are required.
- QLDC is considering preparing a formal plan change to address travel demand management controls and other consequential changes that are not specifically enabled by way of the NPS-UD.
- QLDC has a range of existing initiatives and ongoing work programmes underway to address parking challenges in the district. These include:
 - > The Traffic and Parking Bylaw 2018 and its residential permit parking scheme framework
 - > Masterplans and Integrated Transport business cases for Frankton, Queenstown and Wānaka
 - > The Queenstown Parking Strategy
 - > The roll out and enhancement of alternative transport options in partnership with Otago Regional Council, including public and active transport.

Want more information?

You can view the full NPS-UD on the Ministry for the Environment's (MfE) website:

<https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-urban-development/>

MfE have also prepared a range of factsheets on the NPS-UD which can be viewed on their website. Their factsheet specific to the required car parking amendments can found here:

<https://environment.govt.nz/assets/Publications/Files/car-parking-factsheet.pdf>

Any other questions can be directed to the QLDC Planning Policy team:
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