

**PRESENTATION TO PC71 NPS-UD
REMOVAL OF CAR PARKING
MINIMUMS HEARING
12TH OCTOBER 2022**

Business North Harbour Incorporated
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Presentation To PC71 NPS-UD Removal Of Car Parking Minimums Hearing

Introduction

Business North Harbour (BNH) representing the North Harbour Business Improvement District (BID) welcomes the opportunity to present to the hearing panel for PC71 NPS-UD Removal of Car Parking Minimums.

BNH is a significant commercial and industrial BID, representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which remains one of the fastest growing areas in the country, in both absolute and percentage population terms, which brings both challenges and opportunities to the North Harbour business district.

BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University, Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand.

Background

The Government's National Policy Statement on Urban Development ('NPS-UD') required Auckland Council and a number of other 'urban' councils to remove provisions that have the effect of requiring developments to provide a minimum number of car parks ('car parking minimums') from their plans without going through a plan change (Non-Schedule 1) process. That is, without the usual plan change public consultation process. In Auckland, the removal of minimums occurred on 11th February 2022.

The purpose of the Government's NPS-UD was to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities. The Government believed it would enable urban space to be used for higher value purposes other than car parking and remove a significant cost for higher density developments. Developers could still choose to provide car parking in many areas, said the Government, but the number of car parks would be driven by market demand.

Further consideration to that noted above must be given to areas such as the BNH BID where the use of private vehicles to access the area is essential due to the lack of other efficient, effective and affordable transport modes.

Additional Business North Harbour Feedback

1. Within and surrounding our BID there are a significant number of residential developments which without the provision of car parks, will adversely affect access to and around the BID and surrounding area. This will result in delays in the transport of goods and services, reduced access to business for customers and employees, all of which will have a detrimental effect on our businesses.

2. BNH understands that as a result of removing car parking minimums under the NPS-UD, there are a number of consequential changes required to the Auckland Unitary Plan. Additionally, Council says that the proposed changes are necessary to ensure that the Unitary Plan continues to function as intended following the removal of car parking minimums.

However, BNH believes that there does not appear to have been a thorough analysis of the implications for businesses of the removal of car parking minimums under the NPS-UD, especially businesses in commercial and industrial zones and it also appears that to date, the business community has not been consulted.

This belief is based upon the fact that for any proposed plan change, the Council must undertake an evaluation required by section 32 of the Resource Management Act 1991 ('RMA'). A section 32 Evaluation Report must contain an assessment of the environmental, economic, social, and cultural effects of the plan change, including the opportunities for economic growth that is anticipated to be provided or reduced and employment that is anticipated to be provided or reduced.

Auckland Council has prepared a section 32 Evaluation Report for this plan change.⁵ However, because Plan Change 71 only concerns the consequential amendments necessary following the removal of car parking minimums, the section 32 Evaluation Report does not really address the effects of the removal of car parking minimums on business and local economies

BNH therefore requests that a more thorough Evaluation Report be commissioned to assess the economic effects of the plan change, more specifically, those related to economic and employment growth or reduction.

3. Although government legislation and the proposed changes to the AUP would not require it, in a commercial / industrial area such as the BNH BID, we would ask that due consideration be given to sufficient car parking being included in any new development applications on a case-by-case basis. BNH believes that a blanket 'no minimums' approach to applications would result in a number of current problems being exacerbated, including but not limited to:

- Increased on-street parking due to employees attending new workplaces
- Insufficient on-street parking for the increased number of employees accessing their workplace
- Increased on-street parking causing access difficulties for emergency vehicles
- Increased on-street parking causing access difficulties for delivery vehicles, particularly large trucks requiring space to manoeuvre

This request is increasingly important given the impending changes which could be implemented in the Auckland Transport Parking Strategy and the Reshaping Streets initiative, both of which could severely reduce the amount of on-road parking available in our BID area.

4. BNH would also ask that on a case-by-case basis, Council considers whether or not the provision of other mode opportunities and services available for commuters to, from and around the area involved are adequate, before granting development applications with no parking requirements. Some people simply have no choice but to use their vehicles to get to their place of work and anyone cruising around in an attempt to find a parking space will add to our emissions at a time when the emphasis is on reducing them, as per Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

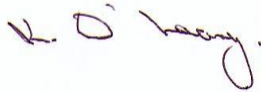
5. As the number of electric vehicles increases in response to climate change reduction targets, serious consideration needs to be given to where people will charge these vehicles if there are no parking spaces at their homes or their places of work.

6. Parking, which is already at a premium in our BID area, will become even more difficult for everyone as any new local residents, particularly those who own more than one vehicle, seek to park their additional vehicles near to their homes. This will become an issue for those people who already use the available parking spaces and will also result in the area being less attractive to visit, thus adversely affecting businesses in the area.

Conclusions

BNH asks that Council take the actions requested above and would also ask that Council give due consideration to the needs of businesses in the vicinity of any new development applications, especially if the developer does not intend to include any provision for parking.

Yours sincerely,



Kevin O'Leary
General Manager