



National Policy Statement on Urban Development 2020

Car parking

This is one of a series of seven fact sheets that give an overview of the National Policy Statement on Urban Development (NPS-UD). This fact sheet provides information on Policy 11 and subpart 8 of Part 3.

These provisions come into force on commencement of the NPS-UD.

Purpose

The NPS-UD car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. The purpose of this direction is 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. It will enable urban space to be used for higher value purposes other than car parking, and remove a significant cost for higher density developments. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand.

Requirements

The NPS-UD sets out the following direction for car parking.

- Tier 1, 2 or 3 territorial authorities must remove district plan rules, assessment criteria, policies and objectives that have the effect of setting minimum car parking rates.
- Territorial authorities must remove the provisions from their district plans without using a public plan change process (Schedule 1 of the Resource Management Act 1991 (RMA) per section 55 (2A) of the RMA.
- Territorial authorities must amend their district plans to remove car parking minimums as soon as practicable, no more than 18 months from the date of commencement of the NPS-UD.

What has changed from the National Policy Statement on Urban Development Capacity?

There were no policies in the National Policy Statement on Urban Development Capacity 2016 for car parking.

Things to be aware of

Territorial authorities can consider the effects of car parking supply and demand in resource consents.

- Removing car parking minimums from district plans will essentially permit new developments to be built without providing any car parks, allowing developers to determine the amount of parking necessary.
- Under section 104(2) of the RMA, when considering an application for a resource consent and forming an opinion on the actual and potential effects on the environment of allowing the activity, a consent authority has a discretion to disregard an adverse effect if a plan permits an activity with that effect.
- Territorial authorities considering a resource consent may therefore choose to disregard any effects associated with a lack of car parking, given that the district plan would permit development without any car parks being provided.
- Territorial authorities will have the ability to consider car parking effects using resource consents with a discretionary or non-complying activity status.
- The NPS-UD does not affect engineering standards or the ability of territorial authorities to provide on-street car parking spaces. The ability to consider travel demand effects is not affected by the car parking policy, and can continue to be managed by district plans.
- Any existing car parking minimum rules in district plans will continue to remain operative, until territorial authorities amend their district plans to remove them. However, territorial authorities considering resource consents must, under section 104(1)(b) of the RMA, have regard to the car parking provisions in the NPS-UD from the date of commencement of the NPS-UD. Therefore, the NPS-UD car parking provisions will influence resource consents before district plans have been amended to remove car parking minimums.

Using a district plan to manage other car parking matters

The car parking policy requires territorial authorities to remove rules, assessment criteria, policies and objectives that have the effect of setting minimum parking rates. However, it does not impact the following:

- rules and engineering standards that set dimensions for vehicle manoeuvring and car parking spaces when a developer chooses to supply car parks
- parking for vehicles other than cars, such as bus and bike parking
- short term parking for service and utility spaces, such as loading bays and drop-off areas
- rules and other standards held under other statutes and regulations, such as the Building Code as it relates to access for car parks, accessible car parking and fire service vehicle access
- rules which set the minimum rates of accessible car parks
- rules which set maximum parking rates
- managing the physical effects of car parking such as visual impacts, stormwater effects from impervious areas, and impacts on adjacent uses. Local authorities can continue to manage the effects in ways such as avoiding or managing surface level or front yard parking, and screening parking areas from adjacent activities.

District plans may contain a policy stating that comprehensive parking management plans, travel demand management and other methods are the appropriate means of managing the demand and supply effects of car parking. Policy 11(b) encourages the use of comprehensive parking management

plans. Maximum parking rates can be used and are a legitimate tool for demand management, and can support high density and public transport use objectives.

Continuing to provide for accessible car parking

District plans can continue to set minimum parking rates for parking designed and marked for use by people with mobility impairments. It is expected that only permit holders would be able to use the car parks, in accordance with New Zealand's official mobility parking permit scheme.

Many district plans refer to the New Zealand Standard *Design for Access and Mobility – Buildings and Associated Facilities* (currently NZS 4121:2001), which sets the number of accessible car parks as a ratio of the total number of car parks provided. The New Zealand Standard will continue to work in situations when a developer chooses to supply car parks. However, to provide for situations when car parking is not supplied, territorial authorities should consider setting an absolute minimum number of accessible car parks. An accessible car park rate, if necessary, will be dependent on local circumstances, including access to public transport and the use of on-street accessible parking spaces. An accessible parking rate may be based on floor area.

Potential consequential impacts on built design where parking is not provided

Territorial authorities should consider the effects a lack of car parking and manoeuvring areas may have on urban design outcomes. Car parking and manoeuvring may be a de-facto means of achieving building separation and outlook, which may be lost if there are no rules or assessment criteria to manage the relationship and separation between buildings, and a developer chooses not to provide car parking. This may be most evident in terraced housing developments.

Additional support

[Waka Kotahi New Zealand Transport Agency](#) has guidance for local authorities to produce parking management plans. This guidance is available on their website.

Fact sheets in this series

This is one of a series of seven fact sheets providing an overview of the National Policy Statement on Urban Development.

The full set of fact sheets is available on our website: www.mfe.govt.nz/about-national-policy-statement-urban-development.

Find out more

Contact the Ministry for the Environment by emailing npsurbandevelopment@mfe.govt.nz, or visit: www.mfe.govt.nz/contact.

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**MINISTRY OF HOUSING
AND URBAN DEVELOPMENT**

New Zealand Government