

Ref: McLean/22930

06 May 2022

Sam Wilkie  
Principal Transport Planner  
Tonkin + Taylor

By Email to: cc [sarah.banks@kapiticoast.govt.nz](mailto:sarah.banks@kapiticoast.govt.nz)

Dear Sam,

## **RM220070 – CAR PARKING, 240 KAPITI ROAD, PARAPARAUMU**

Please find attached a response prepared by Principal Transportation Planner, Jamie Whittaker to the further information request dated 26 April 2022.

As noted in Mr Whittaker's assessment, a parking demand of 1.2 vehicles per property is appropriate for this density of development.

Notwithstanding this, I also wish to draw your attention to the National Policy Statement for Urban Development 2020 (NPS-UD) which required the Council to remove all references to minimum car parking rates including all rules, assessment criteria, policies and objectives relating to the provision of car parking. The Kāpiti Coast District Plan was amended on 17 February 2022 to remove all references to minimum car parking requirements in accordance with section 74(1)(ea) of the RMA.

The purpose of that direction was to enable more housing development. Development may still choose to provide car parking, but this will be driven by market demand.

This effectively means the Council has discretion to disregard effects that are permitted by the plan including in this case effects associated with overflow parking. When disregarding effects permitted by the plan, being no on-site car parking resulting in significant overflow parking, I consider the effects to be less than minor to negligible, as the proposal does provide significant on-site car parking when none are required by the District Plan.

While the Council has discretion to disregard effects of not providing car parking, the Council can still consider the effects of providing car parking such as traffic generation, and whether the car parking provided is safe and accessible.

In this regard, Mr Whittaker has confirmed that the immediate surrounding road network can accommodate additional vehicles without compromising the function or safety of the network, and that the parking and manoeuvring accords with the relevant AS/NZS2890.1.

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As outlined in our Assessment of Environment Effects, and in consideration the addition advice from Mr. Whittaker, we conclude that the overall effects on the environment of providing car parking are predominately internal to the development and when disregarding effects permitted, consider the effects on the external person and transport network to be less than minor.

On balance, the on-site car parking will result in acceptable levels of service for private vehicles, appropriately supporting the functioning of a new residential development and its future occupants. The overall proposal will support an increase in density and efficient use a land resource within proximity to the full range of retail, commercial, recreational and transport options within Paraparaumu. This in turn increases the viability of existing centres by locating density within the established urban area and reducing the reliance on fossil fuel transportation by strategically locating increased housing in well serviced areas.

Yours faithfully



Emma McLean  
Senior Planner  
**CUTTRISS CONSULTANTS LTD**

Enclosed:  
J. Whittaker, personal communication, 4 May, 2022.