

6. REVIEW OF TEMPORARY ACCOMMODATION STANDARDS - REDUCING VEHICLE MOVEMENTS PERMITTED FOR TEMPORARY OFFICE ACTIVITIES



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| General Manager responsible: | General Manager Regulation & Democracy Services, DDI 941-8462 |
| Officer responsible: | Environmental Policy & Approvals Manager |
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PURPOSE OF REPORT

1. This report has been prepared in response to the following Council resolution of 24 November 2011:

"Request a report for 8 December on reducing vehicle movements permitted for temporary office activities."
2. This resolution stemmed from a recommendation in an earlier report on this subject that the provision for offices in Living Zones be removed from the current standards for temporary accommodation.

EXECUTIVE SUMMARY

3. The definition of "office" in the City Plan is very broad, and includes not only administrative offices, but also commercial offices (defined as a business where trade is transacted) and professional offices including surveying firms, engineering, medical practices, among other activities.
4. The current standard for temporary offices in Living Zones limits vehicle trips to 100 per day to and from a site accessed by a local road or 250 vehicle trips per day to and from a site accessed by a collector or arterial road. This is a generous standard compared with the standards in the City Plan for permitted activities in the Living Zones and was intended to facilitate the relocation of the full range of offices to Living Zone locations without formality. By way of comparison, the rules in the City Plan for "Other Activities" (i.e. permitted non residential activities) in the outer Living Zones are attached (**Attachment 1**) to this report.
5. The main issue with reducing the number of vehicle movements for offices relocating into Living Zones is that while it may reduce the potential for adverse traffic effects in some cases there is no guarantee it would reduce such impacts in most or all cases. In some locations, such as sites on narrow streets, or with right of way access or in high density areas where on street car parking is already an issue, even a reduced number of vehicle movements could still cause problems.
6. The staff view therefore is that removing offices from the list of activities which can establish as of right in Living Zones would be a more effective option for controlling traffic effects. Applicants wanting to establish office activities in Living Zones could still apply for a site specific approval.
7. It is important to remember that the site-specific approval process is quite different from the resource consent process. Applications for site-specific approval are required to be processed in five working days and are free of charge to applicants. They do, however, enable the Council to impose conditions designed to mitigate adverse effects. Such conditions can be tailored to the particular circumstances of each application.
8. If the Council considers that a reduction in the number of vehicle trips permitted for temporary office activities is a better option, staff recommend that an appropriate standard should be based on the rules in the City Plan for "Other Activities" in the outer Living Zones. Fifty vehicle trips per day for sites accessed by a local road and 100 vehicle trips per day for sites accessed by secondary and arterial roads are suggested as appropriate figures.

6 Cont'd

FINANCIAL IMPLICATIONS

9. Not applicable.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. Not applicable.

LEGAL CONSIDERATIONS

11. Not applicable.

Have you considered the legal implications of the issue under consideration?

12. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. Not applicable.

ALIGNMENT WITH STRATEGIES

15. Not applicable.

Do the recommendations align with the Council's strategies?

16. Not applicable.

CONSULTATION FULFILMENT

17. Not applicable.

STAFF RECOMMENDATION

That the Council authorise the standards for permitted temporary accommodation and depots and storage facilities to be amended to remove the provision for offices in Living Zones.

2.3.4 Traffic generation - other activities

Updated 14 November 2005

(a) Maximum number of vehicle trips per site shall be:

(i) Sites where access is shared with at least one other site:

Heavy vehicles 2 per week
Other vehicles 16 per day

(ii) Sites with frontage to local roads, other than (i) above:

Heavy vehicles 2 per week
Other vehicles 32 per day

(iii) All other sites:

Heavy vehicles 4 per week
Other vehicles 50 per day

except that

- on sites within community footprints, the maximum number of vehicle trips shall be:

Heavy vehicles 8 per week
Other vehicles 100 per day

- for educational, spiritual, daycare and health facilities the maximum number of other vehicle trips per site shall be:

Collector and arterial roads 100 per day
Community footprints 200 per day

(b) Vehicles, other than heavy vehicles, associated with any residential activity on the site shall be included in determining the number of vehicle trips to and from any site. Vehicles parking on the street or on any other site, in order that their occupants can visit the site, shall also be included in determining the number of vehicle trips to and from any site.