

Appendix 1: Proposed Plan Change 5 Accessible Parking (PPC5) Tracked Changes – NPS reformatting

The National Policy Statement on Urban Development 2020 (NPS-UD) requires the removal of minimum carparking rates from District Plans. This was implemented in 2021 and as a result the Whakatāne District Plan currently contains no provision for accessible parking, but instead relies on NZS 4121:2001, which sets the number of accessible car parks as a ratio of the total number of car parks provided. Changes to the District Plan are needed to ensure accessible parking can still be required when appropriate. Changes to do this were notified in 2022 as Proposed Plan Change 5 Accessible Parking (PPC5).

Since PPC5 was notified, there have been several changes. PPC5 was renotified to ensure notification requirements were fully met and as part of renotification minor error corrections were made to PPC5, including numbering and spelling errors. Later, the District Plan was reformatted to comply with the National Planning Standards (NPS)¹ and converted to an ePlan. This means that while the content of the Whakatāne District Plan hasn't changed, the structure and form has, as well as zone, objective, policy, rule and assessment criteria locations and names/numbering. In addition some generic wording, like the preface to assessment criteria, has been standardised across the plan. PPC5 has been reformatted to the current, NPS-aligned version of the District Plan (see table below).

The **Item** column is the identification number for that proposed change. These are used for tracking purposes.

The **Original District Plan Format** column show the notified proposed changes (including error corrections). **Red** is for amended/new text and **red and struck through** is for deletions. Sections of the District Plan that were previously removed to meet the NPS-UD requirements and are being reinstated are in **red italic** with a note. Where they were reinstated with amendments, the amendments are **red underlined** for additions and **strikethrough** for deletion.

The **NPS Format** column shows PPC5 in the new, NPS format of the District Plan. The **Section** column shows where the provision is now located. NPS formatting changes are in **blue** and include standardised wording and numbering. PPC5 proposed changes are in **red** with **strikethrough** for deletion.

PROPOSED PLAN CHANGE 5 - TRACKED CHANGES			
Item	Original District Plan format	Section	NPS format
1	<p>Amend to read:</p> <p>3.6.1 Urupā and cemeteries</p> <p>Council shall restrict its discretion to:</p> <p>4. Transportation – including provision of adequate car parking that includes accessible parking, and traffic management measures to ensure the safe and efficient operation of the surrounding road network.</p>	<p>GRZ-AC6.d MDRZ-AC6.d GRUZ-AC7.d RPROZ-AC7.d CZ-AC4.d LFRZ-AC5.d MUZ-AC9.d TCZ-AC3.d LIZ-AC5.d GIZ-AC4.d OSZ-AC1.d FUZ-AC5.d RCZ-AC6.d</p>	<p>Urupā and cemeteries</p> <p>Activity assessment criteria: RDIS</p> <p>Council shall restrict its discretion to: ...</p> <p>d. transportation – including provision of adequate car parking that includes accessible parking, and traffic management measures to ensure the safe and efficient operation of the surrounding road network. ...</p>

¹ Excluding implementation of Section 14 Definitions Standard of the National Planning Standards.

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		ROZ-AC13.d	
2	<p>Amend to read:</p> <p>3.7.17 Traffic Effects</p> <p>3.7.17.1 Council shall have regard to;</p> <p>a. traffic volumes and traffic mix relative to existing and future traffic patterns, access, parking, accessible parking, and loading on-site;</p>	<p>TRAN-AC7.a</p> <p>TRAN-AC9.a</p>	<p>Traffic effects</p> <p>TRAN-AC7.a: Activity assessment criteria: DIS</p> <p>TRAN-AC9.a: Activity assessment criteria: NC</p> <p>Without limiting Council's discretion, the following criteria are a guide to the matters Council shall have regard to:</p> <p>a. traffic volumes and traffic mix relative to existing and future traffic patterns, access, parking, accessible parking, and loading on-site; ...</p>
3	<p><i>NB: 3.7.30.1(a-d) were deleted in the NPS-UD 2021 changes.</i></p> <p>Reinstate 3.7.30.1(c) and amend c. and e. to read:</p> <p>3.7.30 On-site car parking</p> <p>3.7.30.1 Council shall have regard to:</p> <p>e-a. <i>purchase of land for car-parking:</i></p> <p><i>i. whether an applicant has purchased land adjoining or in close proximity to the activity to provide the required <u>accessible</u> car-parking spaces; and</i></p> <p><i>ii. whether a legally binding agreement shall be entered into to ensure the relevant Certificates <u>Records of Title</u> are amalgamated or otherwise held together.</i></p> <p>e-b. modification of parking and loading standards;</p> <p>i. the degree of variance from the number of <u>accessible</u> parking spaces proposed and whether the parking demand likely to be generated by the proposed activity can be accommodated on the site;</p>	<p>GRZ-AC19</p> <p>MDRZ-AC19</p> <p>MUZ-AC16</p> <p>OSZ-AC7</p> <p>CCZ-AC5</p> <p>CPZ-AC5</p> <p>FUZ-AC11</p> <p>RCZ-AC17</p> <p>ROZ-AC24</p>	<p>On-site car Parking</p> <p>Activity assessment criteria: DIS</p> <p>Without limiting Council's discretion, the following criteria are a guide to the matters Council shall have regard to: ...</p> <p>a. modification of parking and loading standards:</p> <p>i. the degree of variance from the number of accessible parking spaces proposed and whether the parking demand likely to be generated by the proposed activity can be accommodated on the site; ...</p> <p>c. <i>purchase of land for car-parking:</i></p> <p><i>i. whether an applicant has purchased land adjoining or in close proximity to the activity to provide the required <u>accessible</u> car-parking spaces; and</i></p> <p><i>ii. whether a legally binding agreement shall be entered into to ensure the relevant <u>Records of Title</u> are amalgamated or otherwise held together.</i></p>
4	<p><i>NB: part of 3.7.32.1f was deleted in the NPS-UD 2021 changes</i></p> <p>Amend to read:</p> <p>3.7.32 Temporary Places of Assembly (See Activity Table 3.4 Item 42)</p> <p>3.7.32.1 Council shall have regard to;</p>	<p>TEMP-AC1</p>	<p>Temporary places of assembly (See Activity Table 3.4 Item 42)</p> <p>Activity assessment criteria: CON</p> <p>Council shall exercise its control over: ...</p>

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	f. traffic movement on and off of the site including access, accessible parking, and loading of vehicles for attendees and for emergency and security vehicles;		f. traffic movement on and off of the site including access, accessible parking and loading of vehicles for attendees and for emergency and security vehicles; ...
5	<p><i>NB: part of 3.7.32.1f was deleted in the NPS-UD 2021 changes</i></p> <p>Amend to read:</p> <p>3.7.36 Community Activities in the Light Industrial and Industrial Zones</p> <p>3.7.36.1 Council shall have regard to;</p> <p>a. whether the use of the community activity will be in conflict with the business activities on neighbouring sites and elsewhere in the Light Industrial or Industrial Zone. Particular regard will be given to the numbers of people to be accommodated, the intended hours of use, and the level of accessible parking provided;</p>	LIZ-AC8	<p>Community activities</p> <p>Activity assessment criteria: DIS</p> <p>Without limiting Council's discretion, the following criteria are a guide to the matters Council shall have regard to: ...</p> <p>a. whether the use of the community activity will be in conflict with the business activities on neighbouring sites and elsewhere in the Light Industrial Zone. Particular regard will be given to the numbers of people to be accommodated, the intended hours of use, and the level of accessible parking provided; ...</p>
		GIZ-AC9	<p>Community activities</p> <p>Activity assessment criteria: DIS</p> <p>Without limiting Council's discretion, the following criteria are a guide to the matters Council shall have regard to: ...</p> <p>b. whether the use of the community activity will be in conflict with the business activities on neighbouring sites and elsewhere in the General Industrial Zone. Particular regard will be given to the numbers of people to be accommodated, the intended hours of use, and the level of accessible parking provided; ...</p>
6	<p><i>NB: part of 3.7.44.1d was deleted in the NPS-UD 2021 changes</i></p> <p>Amend to read:</p> <p>3.7.44 Community Activities in the Large Format Retail Zone.</p> <p>3.7.44.1 Council shall have regard to;</p> <p>d. the maximum level of parking proposed, including the number of accessible carparks.</p>	LFRZ-AC10	<p>Community activities</p> <p>Activity assessment criteria: DIS</p> <p>Without limiting Council's discretion, the following criteria are a guide to the matters Council shall have regard to: ...</p> <p>e. the maximum level of parking proposed, including the number of accessible carparks.</p>
7	Amend to read:	CZ-AC1	New buildings and additions over 400m²

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	<p>5.3.3 New buildings and additions over 400m2 in the Business Centre, Commercial and Mixed Use Zones (see Rules in 5.2.9)</p> <p>5.3.3.1 Council shall exercise its control over:</p> <p>c. traffic matters – whether the:</p> <p>ii. development of a site includes the creation of additional car parking, accessible car parking, loading and unloading bays; and</p>	MUZ-AC4 TCZ-AC1	<p>Activity assessment criteria: CON</p> <p>Council shall exercise its control over:</p> <p>c. traffic matters – whether the:...</p> <p>ii. development of a site includes the creation of additional car parking, accessible car parking, loading and unloading bays; and...</p>
8	<p><i>NB: part of 5.3.5.1a was deleted in the NPS-UD 2021 changes</i></p> <p>Amend to read:</p> <p>5.3.5 Two or more dwellings per Lot (see Activity Status Table 3.4 Item 2)</p> <p>5.3.5.1 Council exercise its control over;</p> <p>a. the number of accessible car parks, location and design of access and parking space, and on-site vehicle manoeuvring to ensure the safe and efficient operation of the transport network;</p>	MUZ-AC1	<p>Two or three dwellings per lot</p> <p>Activity assessment criteria: CON</p> <p>Council shall exercise its control over: ...</p> <p>c. the number of accessible car parks, location and design of access and parking space, and on-site vehicle manoeuvring to ensure the safe and efficient operation of the transport network; ...</p>
9	<p>Amend to read:</p> <p>5.3.6 Places of Assembly of 10-50 people (see Activity Status Table 3.4 Item 11b)</p> <p>5.3.6.1 Council shall exercise its control over;</p> <p>b. traffic effects (including but not limited to access, on-site vehicle manoeuvring areas, the provision of accessible parking, bus bays, drop off zones, measures to separate pedestrians, buses, cyclists and vehicles, traffic volumes and traffic mix, parking and loading, pedestrian and cyclist safety, construction traffic, and the practicability of combining access ways serving more than one site or lot);</p>	MUZ-AC2	<p>Places of assembly of 10 to 50 people</p> <p>Activity assessment criteria: CON</p> <p>Council shall exercise its control over: ...</p> <p>b. traffic effects (including but not limited to access, on-site vehicle manoeuvring areas, the provision of accessible parking, bus bays, drop off zones, measures to separate pedestrians, buses, cyclists and vehicles, traffic volumes and traffic mix, parking and loading, pedestrian and cyclist safety, construction traffic, and the practicability of combining accessways serving more than one site or lot); ...</p>
10	<p>Amend to read:</p>	MUZ-AC3	<p>Educational facilities of 10 to 50 people</p> <p>Activity assessment criteria: CON</p>

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	<p>5.3.7 Educational Facilities of 10-50 people (see Activity Status Table 3.4 Item 12b)</p> <p>5.3.7.1 Council shall exercise its control over;</p> <p>b. traffic effects (including but not limited to access, on-site vehicle manoeuvring areas, the provision of accessible parking, bus bays, drop off zones, measures to separate pedestrians, buses, cyclists and vehicles, traffic volumes and traffic mix, parking and loading, pedestrian and cyclist safety, construction traffic, and the practicability of combining access ways serving more than one site or lot);</p>		<p>Council shall exercise its control over: ...</p> <p>b. traffic effects (including but not limited to access, on-site vehicle manoeuvring areas, the provision of accessible parking, bus bays, drop off zones, measures to separate pedestrians, buses, cyclists and vehicles, traffic volumes and traffic mix, parking and loading, pedestrian and cyclist safety, construction traffic, and the practicability of combining accessways serving more than one site or lot);</p>
11	<p><i>NB: part of 13.2.7.2 was deleted in the NPS-UD 2021 changes</i></p> <p>Amend to read:</p> <p>13.2.7 Traffic Flow Generation</p> <p>13.2.7.2 Any activity in the Business Centre, Mixed Use and Commercial Zone which provides or is required to provide more than 25 on-site parking spaces and 2 or more accessible parking spaces shall be a discretionary activity.</p>	TRAN-R5.3	<p>Traffic flow generation Activity status: DIS</p> <p>3. Any activity which provides more-than 25 on-site parking spaces and 2 or more accessible parking spaces.</p> <p><i>see DIS assessment criteria TRAN-AC8</i></p>
12	<p>Add new section:</p> <p>13.2.9 Accessible parking provision</p> <p>13.2.9.1 Accessible parking is not required for dwellings where there are less than four car parks per lot, or for business activities with frontage onto pedestrian streets in the Whakatāne or Kōpeōpeō Business Centre Zones.</p> <p>13.2.9.2 Accessible parking requirements do not apply to Permitted activities in the Rural Zones. These are identified in Rule 3.4.1.1 (Items 31-37c) and include farming, forestry, rural processing activities and quarrying.</p> <p>13.2.9.3 Where car parking is provided, and excluding dwellings where there are less than four per lot and business</p>	TRAN-R8	<p>Location and design of parking, accessible parking provision, and alternatives to on-site parking Activity status: PER</p> <p>5. Accessible parking is not required for dwellings where there are less than four car parks per lot, or for business activities with frontage onto pedestrian streets in the Whakatāne or Kōpeōpeō Town Centre Zones.</p> <p>6. Accessible parking requirements do not apply to permitted activities in the Rural Zones. These are identified in <u>the General Rural, Rural Production, Rural Ōhiwa and Rural Coastal Zone chapters</u> and include farming, forestry, rural processing activities and quarrying.</p>

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	<p>activities with frontage to a pedestrian street in the Business Centre Zone, accessible car park shall be provided in accordance with the following table:</p> <p>Table 13.7 – Number of car parks:</p> <table border="1"> <thead> <tr> <th>Total number of car parks</th> <th>Number of accessible car park spaces</th> </tr> </thead> <tbody> <tr> <td>0 – 20</td> <td>Not less than 1</td> </tr> <tr> <td>21 – 50</td> <td>Not less than 2</td> </tr> <tr> <td>For every additional 50 car parks</td> <td>Not less than 1</td> </tr> </tbody> </table>	Total number of car parks	Number of accessible car park spaces	0 – 20	Not less than 1	21 – 50	Not less than 2	For every additional 50 car parks	Not less than 1		<table border="1"> <thead> <tr> <th colspan="2">TRAN-R8.6 - Table 21 Number of Car Parks</th> </tr> <tr> <th>Total number of car parks</th> <th>Number of accessible car park spaces</th> </tr> </thead> <tbody> <tr> <td>0 – 20</td> <td>Not less than 1</td> </tr> <tr> <td>21 – 50</td> <td>Not less than 2</td> </tr> <tr> <td>For every additional 50 car parks</td> <td>Not less than 1</td> </tr> </tbody> </table> <p>7. Where car parking is provided, and excluding dwellings where there are less than four per lot and business activities with frontage to a pedestrian street in the Town Centre Zone, accessible car park spaces shall be provided in accordance with TRAN-R8.6 – Table 21 Number of car parks (below).</p> <p>Activity Status where compliance not achieved for TRAN-R8.5, TRAN-R8.6 and TRAN-R8.7: RDIS <i>see RDIS assessment criteria TRAN-AC11</i></p>	TRAN-R8.6 - Table 21 Number of Car Parks		Total number of car parks	Number of accessible car park spaces	0 – 20	Not less than 1	21 – 50	Not less than 2	For every additional 50 car parks	Not less than 1
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13	<p>Amend to read:</p> <p>13.2.10. Location and Design of Parking Areas</p> <p>13.2.10.2 Parking spaces are to have sufficient width and depth to enable the parking of a vehicle without any part extending into a manoeuvring area, accessway, over a boundary of the lot or into a common vehicle area (right-of-way, service lane, and common area for a cross-lease). A manoeuvring area shall include any part of the site that is used by vehicles to move from the access point to any parking or loading space and includes all driveways and aisles, and may be part of an accessway. Compliance with AS/NZS 2890:1:2004 shall satisfy this rule (See Appendix 13.7.2). Accessible parking spaces must comply with NZS 4121:2001.</p>	TRAN-R8.2	<p>Location and design of parking, accessible parking provision, and alternatives to on-site parking Activity status: PER</p> <p>2. Parking spaces are to have sufficient width and depth to enable the parking of a vehicle without any part extending into a manoeuvring area, accessway, over a boundary of the lot or into a common vehicle area (right-of-way, service lane, and common area for a cross-lease). A manoeuvring area shall include any part of the site that is used by vehicles to move from the access point to any parking or loading space and includes all driveways and aisles, and may be part of an accessway. Compliance with AS/NZS 2890:1:2004 shall satisfy this rule (See TRAN-APP2). Accessible parking spaces must comply with NZS 4121:2001.</p>																		
14	Amend to read:	TRAN-R7	<p>Service lanes or roads Activity status: PER</p>																		

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	<p>13.2.13 Service Lane or Roads</p> <p>13.2.13.1 All parking spaces, including for accessible parking, and manoeuvring areas shall be provided on-site, exclusive of land shown to be acquired for a service lane or road.</p>		<p>1. All parking spaces, including for accessible parking, and manoeuvring areas shall be provided on-site, shall be exclusive of land shown to be acquired for a service lane or road.</p>
15	<p>Amend to read:</p> <p>13.3.1 Alternatives to On-Site Vehicle Parking (see Rules in 13.2.17).</p> <p>13.3.1.1 Council shall exercise its control over:</p> <p>b. whether it will provide convenient parking, including accessible parking, for the permitted activity and whether there is appropriate access between the permitted activity and the associated vehicle parking area; and</p>	TRAN-AC1	<p>Alternatives to on-site vehicle parking</p> <p>Activity assessment criteria: CON</p> <p>Council shall exercise its control over:</p> <p>a. whether it will provide convenient parking, including accessible parking, for the permitted activity and whether there is appropriate access between the permitted activity and the associated vehicle parking area; and...</p>
16	<p>Amend to read:</p> <p>13.4.7 Roads and Property Access excluding State Highway (see Rules in 13.2.2), Sight Lines (see Rule 13.2.2.2 (i), Provision of Loading spaces (see Rules in 13.2.18), Restricted vehicle access Parking (see Rules in 13.2.15), Design Construction Private ways, Access Legs, Access Lots or Common Areas Utilised for Vehicle Access on a Cross or Company Lease or Unit Title (see Rules in 13.2.4), Design Construction of Vehicle Crossing Excluding State Highway (see Rules in 13.2.5) and Restricted Vehicle access to Loading spaces (13.2.21)</p> <p>13.4.7.1 Council shall restrict its discretion to;</p> <p>a. traffic volumes and traffic mix relative to existing and future patterns, access, parking, including accessible parking, and loading on-site;</p>	TRAN-AC2	<ul style="list-style-type: none"> - Roads and property access excluding State Highway; - Sight lines; - Provision of loading spaces; - Restricted vehicle access parking; - Design construction, private ways, access legs, access lots or common areas utilised for vehicle access on a cross or company lease or unit title; - Design construction of vehicle crossing excluding State Highway; and - Restricted vehicle access to loading spaces. <p>Activity assessment criteria: RDIS</p> <p>Council shall restrict its discretion to:</p> <p>a. traffic volumes and traffic mix relative to existing and future patterns, access, parking, including accessible parking, and loading on-site; ...</p>
17	<p><i>NB: 13.4.8 was deleted in the NPS-UD 2021 changes.</i></p> <p>Reinstate and amend to read:</p> <p>13.4.8 On-site Accessible Parking (see Rules in 13.2.9)</p>	TRAN-AC11	<p>NB: This tracked changes covers Items 17-19</p> <p>On-site accessible parking</p> <p>Rules(s): TRAN-R8.5 TRAN-R8.6 TRAN-R8.7</p>

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	<p><i>13.4.8.1 Council shall have regard to:</i></p> <p><i>a. the extent to which the following circumstances may apply, as the basis for being able to provide alternative parking provisions:</i></p> <p><i>i. multiple provision on one site – two or more owners may make joint provision for off-street accessible car parking so long as the total provision is no less more than the sum of the requirements for each individual activity except where vehicles will regularly be attracted to the site at times that seldom coincide. A legally binding agreement shall be entered into to ensure the relevant Certificates Records of Title are amalgamated or otherwise held together;</i></p>		<p>Activity assessment criteria: RDIS</p> <p>Council shall restrict its discretion to:</p> <p><i>a. the extent to which the following circumstances may apply, as the basis for being able to provide alternative parking provisions:</i></p> <p><i>i. multiple provision on one site – two or more owners may make joint provision for <u>accessible car</u> parking so long as the total provision is no <u>more</u> than the sum of the requirements for each individual activity except where vehicles will regularly be attracted to the site at times that seldom coincide. A legally binding agreement shall be entered into to ensure the relevant <u>Records</u> of Title are amalgamated or otherwise held together;</i></p> <p><i>ii. reduction in <u>accessible</u> car-parking requirements – where it is adequately shown that the <u>accessible</u> parking requirement need not be met because of such factors as;</i></p> <p><i>aa. the small number of persons likely to be attending the site;</i></p> <p><i>ab. the low volume of service delivery and visitor traffic likely to be generated by the site;</i></p> <p><i>ac. the ability of an adjoining site to provide additional <u>accessible</u> parking;</i></p> <p><i>ad. the amount, if any, of off-street <u>accessible</u> parking that is provided or is planned to be provided in the vicinity of the site,</i></p> <p><i>ae. any physical characteristics of the site that may affect its ability to accommodate off-street parking; and</i></p> <p><i>iii. modification of parking and loading standards: the number of <u>accessible</u> parking spaces proposed and whether the demand for <u>accessible</u> parking likely to be generated by the proposed activity can be accommodated on the site.</i></p>
18	<p><i>NB: 13.4.8 was deleted in the NPS-UD 2021 changes.</i></p> <p>Reinstate and amend section to read:</p> <p><i>13.4.8.1.a</i></p> <p><i>ii. Reduction in <u>accessible</u> car-parking requirements – where it is adequately shown that the full <u>accessible</u> parking requirement need not be met because of such factors as;</i></p> <ul style="list-style-type: none"> <i>• the small number of persons likely to be attending the site;</i> <i>• the low volume of service delivery and visitor traffic likely to be generated by the site;</i> <i>• the ability of an adjoining site to provide additional <u>accessible</u> parking;</i> <i>• the amount, if any, of off-street <u>accessible</u> parking that is provided or is planned to be provided in the vicinity of the site;</i> <i>• any physical characteristics of the site that may affect its ability to accommodate off-street parking; and</i> 		
19	<p><i>NB: 13.4.8 was deleted in the NPS-UD 2021 changes.</i></p>		

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	<p>Reinstate and amend section to read:</p> <p><i>13.4.8.1.a</i></p> <p>v. iii. Modification of parking and loading standards: –The Council shall have regard to:</p> <ul style="list-style-type: none"> the degree of variance from the number of accessible parking spaces proposed and whether the parking demand for accessible parking likely to be generated by the proposed activity can be accommodated on the site; 		