



# Aide memoire: Going for Housing Growth - Car parking management in New Zealand

Date submitted: 14 August 2024

Tracking number: MfE: BRF-5117 | HUD: HUD2024-005137

Security level: Classification

Actions sought from Ministers	
Name and position	Action sought
To Hon Chris BISHOP <b>Minister Responsible for RMA Reform</b> <b>Minister of Housing</b>	For noting only
CC Hon Simeon BROWN <b>Minister of Transport</b>	For noting only

Appendices and attachments
Nil

Key contacts at Ministry for the Environment			
Position	Name	Cell phone	First contact
Principal Author	Jym Clark	-	
Responsible Manager	Sarah McCarthy	s 9(2)(a)	✓

Key contacts at Ministry of Housing and Urban Development			
Position	Name	Cell phone	First contact
Principal Author	Olivia Burnett	-	
Responsible Manager	Fiona McCarthy	s 9(2)(a)	✓

## Purpose

1. This aide memoire reports back on the Cabinet recommendation to “direct officials to explore options to enable better management of car parking” (CAB-24-MIN-0228.01 refers).
2. Officials consider that councils have a range of methods and tools to effectively manage on-street car parking. These enable an effective response to the National Policy Statement on Urban Development (NPS-UD), which removed the ability to set minimum car parking rates. We note that the Ministry of Transport is leading work to address legislative/regulatory limits on parking infringement fees and charges for residential permits. These are outlined in this aide memoire.

## Background

3. Policy 11 of the NPS-UD removed the ability for Tier 1, 2 and 3 councils (see Annex 1 for list) to set minimum parking requirements (other than for accessible car parks) in their district plans. Councils were given until February 2022 (18 months) to remove their parking minimums from their district plans. Some councils had already removed minimum parking requirements in their CBDs and other locations prior to this policy.
4. Not having minimum parking requirements in district plans means that while developers can (and mostly still do) provide car parks in developments, councils cannot have rules in their planning documents which *require* car parks in developments.
5. The intent of not allowing councils to set minimum parking requirements is to:
  - reduce development costs;
  - achieve more efficient land use;
  - enable more competitive urban land markets;
  - enable more housing typology options on sites; and
  - ensure parking is more responsive to actual demand.
6. This is achieved by shifting the provision of car parking from a heavily-regulated approach, to a market-led approach.
7. Despite the strong rational and economic evidence supporting the policy (outlined below), concerns have been raised about:
  - developers providing fewer off-street car parks than the number of cars owned by residents in new developments, resulting in an increase in cars parked on the street and in some cases greater competition for parking spaces; and/or
  - the impact of councils taking a more active approach to managing on-street car parking, for example by introducing or increasing on-street parking restrictions or charges.

## Rationale for removal of minimum car parking rates

### *Removing car parking requirements presented a high benefit to cost ratio*

8. A cost benefit analysis (CBA) was undertaken to support the NPS-UD<sup>1</sup>. The CBA estimated that removing minimum parking requirements across five New Zealand cities would result in indicative benefits of \$670 million, compared with indicative costs of around \$78 million. Depending on the city, benefits ranged between 2 to 13 times compared to costs. The overall benefit-cost ratio was 8.6 to 1. The benefits were estimated to be greatest in Auckland, Queenstown and Hamilton.
9. The NPS-UD CBA noted that removing minimum parking requirements would have the benefit of improving the value of land, while making individual houses more affordable. It does this by unbundling housing from car parks, and giving choice to developers, buyers and renters about whether to provide or live in a dwelling with off-street car parks or not. The CBA's methodology took a wide scope to evaluate the benefits and costs, including opportunity costs and the agglomeration benefits.<sup>2</sup>
10. The cost of constructing car parks in a new development varies significantly depending on the city and the type of parking (ie, surface, undercroft<sup>3</sup> or basement). One source indicates that in Auckland, in a location outside the CBD, basement parking construction costs are \$90,000 – \$105,000 per car park. Costs for undercroft parking (a possible proxy for townhouse parking) are \$54,000 – \$69,000 per car park.<sup>4</sup> These costs do not include land costs which are more variable than construction costs.
11. By making the provision of off-street car parking optional, the NPS-UD makes some developments more viable, particularly those in higher density areas, by removing the costs of car parking from developments where they are not sought by prospective residents.
12. Notable costs of removing the minimum parking requirements include increased time for people to find car parking (when active parking management is low), and increased resource needed to manage parking, both on councils and some businesses (i.e. shopping centre parking management). The CBA noted that the costs on councils can be reduced to near zero when councils implement a full 'user pays' system.
13. The CBA also noted that the policy should apply to both large and smaller urban areas across Tier 1, 2, and 3 council areas. While benefits are highest in higher density areas, there are still strong benefits for removing the rates in lower density areas.

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<sup>1</sup> PwC, *Cost - benefit analysis for a National Policy Statement on Urban Development*, (July 2020).

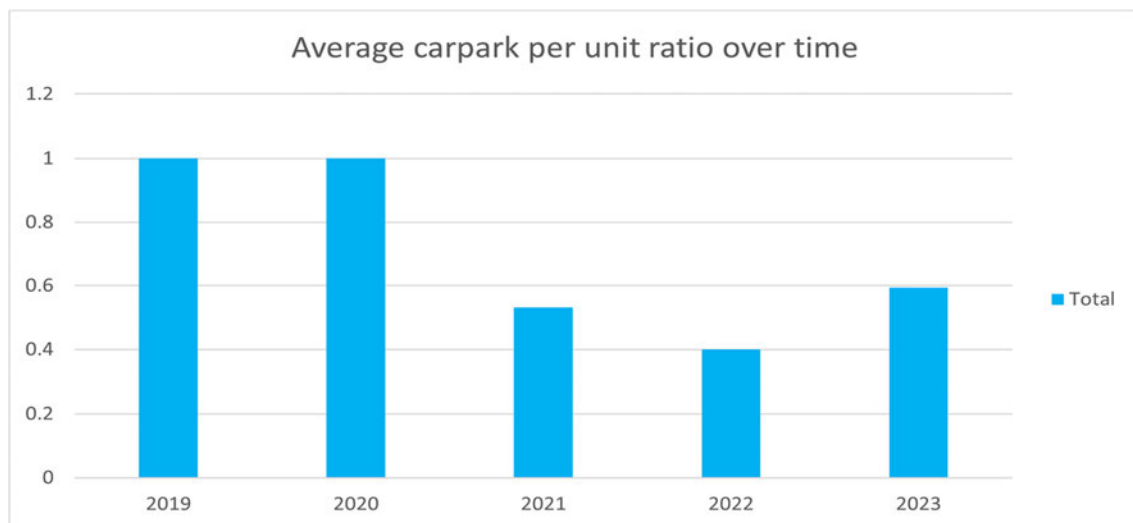
<sup>2</sup> Agglomeration benefits is a term to describe productivity gain that arise through the co-location of firms including by sharing indivisible assets (public infrastructure) and knowledge spillover (firms learning from each other).

<sup>3</sup> Undercroft is a term used to describe unenclosed parking that occupies the area below the footprint of a building or plaza.

<sup>4</sup> Rider Levett Bucknall (RLB) Intelligence, *Construction Cost Indicator*, (accessed online 12 August 2024). RLB is a global quantity survey consultancy with an office in Auckland.

*We are seeing evidence that the market is responding to demand*

14. Since the removal of car parking minimum rates, some new developments have provided fewer car parks than they would have been required to under previous council rules, and in some cases developers have chosen not to provide any off-street parking at all.
15. Hutt City Council was one of the first councils to remove minimum parking rates, choosing to implement the policy a month after the NPS-UD was enacted in 2020. This coincided with a separate plan change that enabled greater intensification, more development capacity, and additional housing typologies, including terraced housing.
16. The collective impact of upzoning and removal of parking minimums has been estimated to have resulted in a three-to-four-fold increase in building consents per capita in Hutt City.<sup>5</sup> Multi-unit developments in Hutt City are now providing about 0.6 car parks for every unit, whereas this was one per unit under the previous rules (in 2018 the requirement was reduced from two to one car parks per residential unit). Car parking provision dropped to 0.4 car parks per unit in 2021, before increasing again (see Figure 1). This is likely because developers have noted there is a greater market demand for off-street parking and are responding to that demand.
17. Overall, officials consider that the NPS-UD settings relating to parking remain appropriate for the reasons above.



**Figure 1: Average car park per unit ratio over time for Lower Hutt multi-unit development (McCracken, 2023)**

## Tools for managing car parking

18. While the NPS-UD prohibited councils from setting minimum off-street parking requirements, if a resource consent is sought for a development which could be declined (ie, a discretionary or non-complying activity), then the council may consider the adverse effects of a lack of car parking.

<sup>5</sup> Maltman & Greenaway-McGrevy, 2024.

19. Alongside removing the ability for councils to set minimum parking rates, the NPS-UD strongly encourages councils to manage effects associated with the supply and demand of car parking through comprehensive parking management plans. These plans are used for determining whether and how parking management methods and tools could be used to manage parking in a particular place.
20. The New Zealand Transport Agency Waka Kotahi (NZTA) published National Parking Management Guidance in December 2021 to support councils to develop parking strategies and parking management plans<sup>6</sup> by outlining a range of parking management tools and methods including:
  - allocating specific space for types of parking (eg, resident parking, loading zones, mobility parking);
  - providing new parking spaces;
  - requiring payment of a fee for parking;
  - restricting how long a vehicle can be parked for; and
  - utilising different parking technologies (for example, apps that make it easier to find available parking spaces, or use dynamic demand-based pricing).
21. Parking infringement fees help to ensure that on-street parking management tools, such as pricing and residential parking area allocations are complied with, ensuring efficient operation of the kerbside space.

## Opportunities to enable more effective parking management

22. The key issues that councils face in implementing effective and efficient parking management methods are:
  - pressure at a local level from some residents to not change parking settings, such as parking fees and restrictions; and
  - councils being limited by how much they can effectively charge for parking management.
23. Councils are best placed to engage with residents on local parking changes. Councils set local parking rates, but central government sets the offences and associated infringement fees.<sup>7</sup>
24. Parking infringement fees set by government through regulations under the Land Transport Act 1998 have not increased since 2004. These fees have not kept up with inflation rates. Councils have therefore raised concerns that current penalty levels are

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<sup>6</sup> Parking strategies are council wide documents that set out an approach to managing parking in their jurisdiction including intervention tool and approaches. Parking management plans are area specific interventions appropriate to the place and circumstance.

<sup>7</sup> The Land Transport (Road User) Rule 2004 sets out the majority of New Zealand's parking offences. The Land Transport (Offences and Penalties) Regulations 1999 sets the corresponding fee amounts.

too low to enable effective parking enforcement. The Minister of Transport is aware of these concerns and is working to increase parking infringement fee to restore their value in-line with inflation, by 1 October 2024.

25. The Land Transport Act 1998 also limits the fees that councils can charge for residential parking permits, by limiting the fee to only recover administration costs of the scheme. Wellington City Council and Auckland Transport have raised concerns about this legislation, as it means councils can only charge relatively low fees for residential parking permits.
26. In May 2022, the Ministry of Transport consulted on changing the cost recovery restriction for resident's parking, as part of Regulatory Systems (Transport) Amendment Bill, but this was not progressed. Changes to these restrictions will be considered as part of a transport modernisation Bill next year.

## Engagement

27. The Ministry of Transport, the Treasury, Infrastructure Commission, Department of Internal Affairs, Land Information New Zealand, Ministry of Business, Innovation and Employment and Te Puni Kōkiri were consulted in the preparation of this paper.

## Next steps

28. We are happy to discuss this aide memoire at an upcoming meeting.

## Signatures



Sarah McCarthy  
Manager – Urban Policy

**Ministry for the Environment**

14 August 2024



Fiona McCarthy  
Manager – Land Use and Land Markets

**Ministry of Housing and Urban  
Development**

14 August 2024

Hon Chris Bishop  
**Minister Responsible for RMA Reform**  
**Minister of Housing**  
**Date**

## Appendix 1

List of all tier 1, 2 and 3 councils. These councils were required to remove minimum parking rates from their district plans in accordance with Policy 11 of the NPS-UD.

### Tier 1 councils

- Auckland Council,
- Christchurch City Council,
- Hamilton City Council,
- Hutt City Council,
- Kāpiti Coast District Council,
- Porirua City Council,
- Selwyn District Council, and
- Tauranga City Council,
- Upper Hutt City Council,
- Waikato District Council,
- Waimakariri District Council.
- Waipā District Council,
- Wellington City Council,
- Western Bay of Plenty District Council,

### Tier 2 councils

- Dunedin City Council.
- Hastings District Council,
- Napier City Council,
- Nelson City Council,
- New Plymouth District Council,
- Palmerston North City Council,
- Queenstown Lakes District Council, and
- Rotorua District Council,
- Tasman District Council,
- Whangārei District Council,

### Tier 3 councils

Tier 3 councils are a flexible list defined as councils that have or intended to have an urban environment with housing and labour market of at least 10,000 people. The current list is:

- Ashburton District Council,
- Gisborne District Council,
- Gore District Council.
- Horowhenua District Council,
- Invercargill City Council,
- Manawatu District Council,
- Marlborough District Council,
- Masterton District Council,
- Matamata-Piako District Council,
- South Taranaki District Council,
- South Waikato District Council,
- Tararua District Council, and
- Taupō District Council,
- Timaru District Council,
- Waitaki District Council,
- Whakatāne District Council,
- Whanganui District Council,

## Briefing

GOING FOR HOUSING GROWTH: CAR PARKING OPTIONS			
<b>To Minister</b>	Hon Chris Bishop	<b>Portfolio</b>	Minister Responsible for RMA Reform; Minister of Housing
<b>Date</b>	27 September 2024	<b>Priority</b>	Medium
<b>Tracking number</b>	HUD2024-005265; MfE BRF-5288		

ACTION SOUGHT	
<b>Action sought</b>	Agree to an option in this briefing. Forward this briefing to Hon Simeon Brown, Minister of Transport and Minister of Local Government Forward this briefing to Simon Court, Parliamentary Under-Secretary for RMA Reform
<b>Deadline</b>	2 October 2024, to enable officials to develop content for a Regulatory Impact Statement if you decide to consult on options to allow councils to set minimum car parking requirements.

CONTACT FOR DISCUSSION			
Name	Position	Telephone	1st contact
Fiona McCarthy	Manager, Land Use and Land Markets, HUD	s 9(2)(a)	✓
Sarah McCarthy	Manager, Urban Policy, MfE	s 9(2)(a)	

OTHER AGENCIES CONSULTED
Ministry of Transport; Treasury; Department of Internal Affairs; Te Waihanga – Infrastructure Commission; New Zealand Transport Agency; Department of the Prime Minister and Cabinet; Kāinga Ora; Housing Expert Advisory Group



<b>RECOMMENDED ACTIONS</b>		
It is recommended that you:		
1.	Note that on 24 June 2024, Cabinet directed officials to explore options to enable better management of carparking [CAB-24-MIN-0228.01 refers].	<i>Noted</i>
2.	Agree to either: <ul style="list-style-type: none"> <li>a. retain current policy as provided for in the National Policy Statement on Urban Development (NPS-UD) which constrains councils from setting minimum parking requirements (<b>HUD and MfE recommendation</b>); OR</li> <li>b. consult on options to amend the NPS-UD to re-introduce the ability for councils to set minimum car parking requirements in some or all areas as part of the national direction work programme.</li> </ul>	<i>Agree/Disagree</i>  <i>Agree/Disagree</i>
3.	Note you can provide initial feedback on the three options outlined in this paper to amend the NPS-UD to set minimum car parking requirements at the Going for Housing Growth Officials meeting on 30 September 2024.	<i>Noted</i>

PP

Fiona McCarthy  
**Manager, Land Use and Land Markets**  
Ministry of Housing and Urban Development  
27/09/2024

Sarah McCarthy  
**Manager, Urban Policy**  
Ministry for the Environment  
27/09/2024

Hon Chris Bishop  
**Minister Responsible for RMA reform; Minister of Housing**  
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## Purpose

1. To provide advice on minimum car parking requirements, including options to allow for these to be reintroduced to the National Policy Statement on Urban Development (NPS-UD).

## Background

2. Policy 11(a) of the NPS-UD removed the ability for tier 1, 2 and 3 councils (see **Annex A** for list of councils) to set minimum car parking requirements, other than for accessible car parks, in their district plans. The policy does not prevent developers from choosing to provide car parks in developments, and many still do.
3. On 24 June 2024, in the context of decisions on Going for Housing Growth, Cabinet directed officials to explore options to enable better management of car parking [CAB-24-MIN-0228.01 refers]. On 14 August 2024 we provided an aide-memoire on the rationale for removing car parking minimums, which identified work underway to improve car parking management [MfE: BRF-5117 | HUD: HUD2024-005137 refers]. You have subsequently requested further advice on options to change the rules around minimum car parking requirements.

## Rationale for removing minimum car parking requirements

4. There is strong economic evidence supporting the current policy which constrains use of minimum car parking requirements in district plans. In brief:
  - a. a cost benefit analysis estimated that removing minimum parking requirements in five major urban centres would **result in a benefit-cost ratio of 8.6 to 1**<sup>1</sup>
  - b. the cost of constructing car parks in a new development can be high – for example, in Auckland outside the CBD, **basement parking construction costs may be \$90,000 – \$105,000 per car park** and in a **townhouse development, the cost of land per car park can be around \$60,000**<sup>2</sup>
  - c. making the provision of off-street car parking optional **makes some developments more viable**, particularly those in higher density areas
  - d. **we are seeing evidence that the market is responding to demand** – for example, in Lower Hutt, estimates suggest car parking provision initially dropped to 0.4 car parks per unit for multi-unit developments (from the previous

<sup>1</sup> Crow C. 2020. *Cost - Benefit Analysis for a National Policy Statement on Urban Development*. Prepared for the Ministry for the Environment by PricewaterhouseCoopers Consulting, New Zealand. Wellington: Ministry for the Environment. p 14.

<sup>2</sup> For example, Malcolm McCracken recently compared two completed developments in Te Atatū Peninsula in Auckland, one with 8 homes and 8 car parks, and one with 10 homes and no car parks, and concluded that the land cost for each car park was around \$60,000: 9 September 2024. *Managing on-street parking for local benefit; the case for Parking Benefit Districts*

requirement of 1 per unit) after car parking minimums were removed and then increased to 0.6 per unit.<sup>3</sup>

## On-street parking

5. We understand concerns have been raised about developers providing fewer off-street car parks than the number of cars owned by residents in new developments, resulting in an increase in cars parked on the street and in some cases greater competition for parking spaces. Further analysis would be required to understand the scale and drivers of these issues.
6. Councils are responsible for managing on-street car parking. While there are costs associated with providing on-street parking, historically councils have not charged people for parking and storing vehicles on streets in most residential areas. Instead, before Policy 11 of the NPS-UD was implemented, councils often set minimum off-street car parking requirements for new developments to help manage the number of vehicles being parked on streets.
7. Councils have tools to manage demand for on-street parking, including the ability to restrict parking (e.g. to designated residents) and to use pricing tools (e.g. parking fees). However, councils are sometimes reluctant to use these tools, especially in areas where residents have become accustomed to storing their vehicles on the street for free. The costs of providing and maintaining these on-street parks are then borne by ratepayers and the National Land Transport Fund (through the local road operations and improvements activity classes) instead of being directly recovered by the people parking their vehicles in these spaces. There is also an opportunity cost of on-street parking; this is space that could be used for additional vehicle lanes, bus lanes, or outdoor seating for cafes.

## Options to re-introduce the ability for councils to set car minimum parking requirements

8. Given the benefits of the current policy, our first best advice is to retain the existing policy that prevents councils from setting minimum car parking requirements, while continuing to strongly encourage councils to adopt comprehensive parking management plans to manage demand for on-street car parks, as per Policy 11(b) of the NPS-UD. This is a market-demand driven approach which reduces red tape or regulation. Minimum parking requirements would not be consistent with a user-pays approach to recover the costs of on-street parking.
9. However, should you want to make changes, we have identified three initial options to amend the NPS-UD to allow councils to set minimum car parking requirements in some or all locations. In identifying options, we have given consideration to the fact that minimum car parking requirements have different impacts in different suburbs,

<sup>3</sup> MRCagney, 2022. *Development Insights – Lower Hutt housing and the removal of parking minimums.*

towns and cities, depending on factors such as access to public transport, employment, education and amenities. Allowing them in areas where there is greater amount of medium and high-density housing is likely to have the most significant impact as it could increase development costs and make land use less efficient. Low-density housing is more likely to have garaging and off-street parking available.

10. The three initial options are as follows (we will provide further advice on these options if you decide to progress changes):
  - a. **Option 1:** Retain the constraint on minimum car parking requirements for tier 1 councils only (allowing tier 2 and 3 councils to set minimum car parking requirements)
  - b. **Option 2:** Retain the constraint on minimum car parking requirements in intensification areas<sup>4</sup> in tier 1 councils (allow councils to set minimum car parking requirements everywhere else)
  - c. **Option 3:** Remove any constraint on councils to set minimum car parking requirements.
  
11. While we would seek to test the impact of these options further, our initial views on these options are:
  - a. Option 1 would ensure our main growth centres are not subjected to the added costs of minimum parking requirements. However, it would likely have a limited impact on developer provision of parking, as lower density developments, which are more likely to provide parking, are more common in tier 2 and 3 councils, while higher density developments, which are less likely to provide parking, are more common in tier 1 councils.
  - b. Option 2 would reintroduce the ability to set minimum parking requirements in areas that are less accessible to city and metropolitan centres and are less likely to be well-served by public transport. Retaining no minimum parking requirements in intensification areas would support efficient land use for medium and high density housing.
  - c. Option 3 would enable councils to set minimum car parking requirements in all areas, but could have significant impacts on the viability of some developments, particularly in medium and high intensification areas.

## Requirement to consult before making changes

12. There is a requirement under the Resource Management Act 1991 (RMA) to consult when preparing or changing national direction. If you want to adjust the current policy you will need to consult and follow the process set out in the RMA. Subject to your

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<sup>4</sup> Intensification areas are areas where the NPS-UD requires councils to enable medium or high density development (i.e. in city centre zones, metropolitan centre zones, and within a walkable catchment of rapid transit stops, and any other specific areas where enabling medium or high density development is directed in the future).

feedback, options 1-3 could be considered as part of the consultation process for the national direction work programme. This would allow for further information on the problem to be explored and for feedback from stakeholders on the potential solutions. We see benefits in consulting on a range of options to help identify the costs and benefits of possible solutions. The discussion document could test the impacts of different options on both addressing pressures on on-street parking, and the impacts different options could have on the viability of housing developments and any impacts on housing affordability.

## Consultation

13. The Housing Expert Advisory Group (HEAG) recommended that retaining current policy settings is preferable to allowing minimum parking requirements. HEAG provided feedback that:
  - a. reintroducing car parking minimums is likely to have economic costs that exceed their benefits by a significant margin
  - b. studies, from New Zealand and overseas, have found that minimum car parking requirements increase the costs of housing, which can have flow on impacts of reducing housing supply and housing affordability<sup>5</sup>
  - c. other costs of minimum car parking requirements include increased social support (e.g. social housing / accommodation supplement), increased congestion (due to implicit subsidies for car ownership and use), and reduced agglomeration benefits (due to reduced density)
  - d. minimum parking requirements are a blunt and relatively inefficient way to manage excess demand for public parking because requiring off-street parking does not mean it is used as such.<sup>6</sup>
14. HEAG recommended further strengthening councils' parking management tools (such as enabling higher parking fees) instead of re-permitting use of minimum parking requirements. The Ministry of Transport (MoT) has noted that work on some of the options suggested by HEAG is already underway, and does not consider there are other clear legislative barriers that limit councils from effectively managing parking.
15. MoT, Te Waihanga – Infrastructure Commission and Kāinga Ora support retaining the existing policy that prevents councils from setting minimum car parking requirements. In addition, Kāinga Ora recommended that councils should further investigate on-street car parking management tools. The Department of Internal Affairs (DIA) raised concerns about the robustness of the evidence in favour of retaining constraints on

<sup>5</sup> See, e.g., Donald Shoup, 2005. *The High Cost of Free Parking*.

<sup>6</sup> Recent research from Auckland Council on life in medium density housing found that "of those who reported having a garage, 50% reported parking a car in their garage" - Ovenden and McKelvie, 2024. *Life in Medium Density Housing in Tāmaki Makaurau / Auckland*. p 318



minimum parking requirements, and noted the challenges councils face in both providing and managing on-street carparking.

16. New Zealand Transport Agency noted that minimum parking requirements may result in lower density developments, making it more difficult to serve these areas by public transport cost effectively, which can make it more difficult to recover operating costs from users.

## Next steps

17. If you decide to consult on options to allow councils to set minimum car parking requirements, we will work to include these options in the national direction discussion document as part of Phase 2 of the Resource Management reforms, which is due to be considered by Cabinet in December.
18. We don't anticipate the proposals in this paper raise any substantive Treaty of Waitangi issues at this stage, but will provide further advice as required in following briefings.

## Annexes

Annex A: List of tier 1, 2 and 3 councils

## Annex A: List of tier 1, 2 and 3 councils

These councils were required to remove minimum parking rates from their district plans in accordance with Policy 11 of the NPS-UD.

### Tier 1 councils

- Auckland Council,
- Christchurch City Council,
- Hamilton City Council,
- Hutt City Council,
- Kāpiti Coast District Council,
- Porirua City Council,
- Selwyn District Council, and
- Tauranga City Council,
- Upper Hutt City Council,
- Waikato District Council,
- Waimakariri District Council.
- Waipā District Council,
- Wellington City Council,
- Western Bay of Plenty District Council

### Tier 2 councils

- Dunedin City Council,
- Hastings District Council,
- Napier City Council,
- Nelson City Council,
- New Plymouth District Council,
- Palmerston North City Council,
- Queenstown Lakes District Council,
- Rotorua District Council,
- Tasman District Council,
- Whangārei District Council

### Tier 3 councils

Tier 3 councils are defined as councils that have or intended to have an urban environment with housing and labour market of at least 10,000 people. Councils self-identify themselves as tier 3.

The current list is:

- Ashburton District Council,
- Gisborne District Council,
- Gore District Council,
- Horowhenua District Council,
- Invercargill City Council,
- Manawatu District Council,
- Marlborough District Council,
- Masterton District Council,
- Matamata-Piako District Council,
- South Taranaki District Council,
- South Waikato District Council,
- Tararua District Council, and
- Taupō District Council,
- Timaru District Council,
- Waitaki District Council,
- Whakatāne District Council,
- Whanganui District Council

Classification

Out of scope

- 14 **direct** officials to explore options to enable better management of carparking as part of the policy development of National Policy Direction, National Standards and Standardised Planning Provisions in the new planning system.

Out of scope

Authorised for lodgement

Hon Chris Bishop

Minister Responsible for RMA Reform

Minister of Housing

Classification

Classification

CAB-26-MIN-0037

Out of scope



- 14 **directed** officials to explore options to enable the provision and management of carparking as part of the policy development of National Policy Direction, National Standards and Standardised Planning Provisions in the new planning system;

Out of scope



Diana Hawker  
for Secretary of the Cabinet

Classification