

NELSON CITY COUNCIL

## **Nelson Resource Management Plan**

Proposed Plan Change 21  
Parking and Related Changes

### **Proposed Plan Amendments**

**Notification Date**  
25 September 2010

**Submissions Close**  
5pm Friday 3 December 2010



## **1.0 Introduction (not part of the Plan Change)**

### **1.1 Background and Explanation of Plan Change**

This Plan Change consists of eight parts as described below.

The background, context and resource management issues and options are contained in the Section 32 Documentation report (document 941088) available from the Council, the public libraries, or on the website [www.nelsoncitycouncil.co.nz](http://www.nelsoncitycouncil.co.nz). The current Operative Nelson Resource Management Plan (NRMP) can be viewed at these locations.

#### **Plan Change 21.1 – New Policy and Methods - ‘On-site parking – reductions in mandated levels’**

This change proposes a new policy DO10.1.6A to go into Chapter 5 (District wide objectives and policies) of the Plan. The new policy applies district-wide across all zones. It is intended to give more guidance on when it may be appropriate, and under what circumstances, to allow (by resource consent) a reduction in the parking levels stipulated within the NRMP. The policy also indicates what the environmental bottom lines are (when a reduction below a certain level is not appropriate, particularly regarding potential impacts on road safety and efficiency).

#### **Plan Change 21.2 – Amendments to Inner City Zone – Objective IC1 (Form & Access) and Policy IC1.6 (Parking)**

These amendments reflect the proposed policy direction in Plan Change 21.1, as it applies to the Inner City Zone. The change also helps give effect to the Heart of Nelson Strategy (HONS). The amendments set the policy framework and new methods for:

- i) Regulating the location, design and appearance of private carparking areas, and the maximum size of such parks, dependant on their location within the City Centre.
- ii) Setting maximums on the amount of parking that can be provided voluntarily with an activity in the City Centre (parking is not mandatory within the City Centre).
- iii) A non-notified consent process for up to 10% reduction in parking where a site has a Travel Management Plan.

#### **Plan Change 21.3 – New rule ICr.31A – private car parking – City Centre Area**

A new rule (ICr.31A) is proposed to manage the amenity effects of new or expanded private car parks within the City Centre Area.

### **Plan Change 21.4 – Parking maximums – City Centre Area**

This plan change amends rule ICr.31 to establish maximum levels for parking where it is provided in association with a business or activity within the City Centre. Providing parking is not mandatory for activities within the City Centre, but where it is voluntarily provided, this Change proposes an upper level is placed on it. That level is set by the ratios in Table 10.3.1 in Appendix 10 of the Plan. This approach was proposed in the Heart of Nelson Strategy (item C39). As with Plan Change 21.3, the principal purpose is to support the amenity (pleasantness) objectives of the City Centre in the NRMP and HONS.

### **Plan Change 21.5 – Parking i) in area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St, and ii) reduction in other City Fringe areas by resource consent**

This change amends rule ICr.76.1 (parking & loading in City Fringe Area) to:

- i) exclude the Collingwood/Riverside/Malthouse/Harley/Hardy block from the mandatory parking provisions otherwise applying in the City Fringe Area, and state that the City Centre parking provisions apply to it. This change is consistent with the Heart of Nelson Strategy, item C38.
- ii) provide for applicants to apply, as a non-notified restricted discretionary activity, for up to a 10% reduction in the required parking if the application is accompanied by a Travel Management Plan that sets out, among other things, how use of public transport, cycling, walking, car-pooling etc will be encouraged for the site. This gives effect to the new method under Plan Change 21.1. This Plan Change makes similar changes to the parking & loading rule in the Residential Zone (REr.38), Suburban Commercial Zone (SCr.31), Industrial Zone (INr.35), Open Space & Recreation Zone (OSr.34) and Rural Zone (RUr.35).

### **Plan Change 21.6 – Design and External Appearance of buildings in area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St**

New rule ICr.76A, regulates the design and appearance of new or altered buildings in the Collingwood/Riverside/Malthouse/Harley/Hardy block. Without the need to provide parking, or parking to the current mandated levels, property owners will be able to develop their sites more intensively. The quid pro quo is that Council is seeking better quality development that contributes more to the streetscape.

### **Plan Change 21.7 – Amendment to Appendix 10 Standards & Terms for parking and loading**

This change reduces the parking requirements in Table 10.3.1 for a number of activities where Council-commissioned studies have shown the required levels were too high. It also replaces the current controlled activity rule for parking for Short Term Living Accommodation with a new

permitted standard. New definitions have been added to sections A10-2 and A10-3. New provisions have been added to Table 10.3.1 to encourage provision of bicycle parking (by providing the ability to swap car parking spaces for bicycle spaces).

Some consequential amendments have also been made to AP10.15 (assessment criteria for resource consents) and AP10.16 (reasons for the rules).

[Changes to other parts of Appendix 10 are being made by Plan Change 14 (Residential Subdivision, Land Development and Comprehensive Housing). The PC14 changes do not impact on the changes being proposed as part of this plan change, PC21, nor vice versa.]

### **Plan Change 21.8 – Amendment to Appendix 20 Signs & Outdoor Advertising**

This change clarifies the status of signs and panels erected by the Council on the road reserve or public land to assist with 'wayfinding' or to provide information to the public.

## **1.2 Format of the Plan Change provisions**

For the ease of the reader the full text of provisions to be changed have been used in this document.

**The reader should be aware that operative provisions that are not proposed to be changed are unable to be submitted upon.**

Within this Plan Change:

- 'Normal' text applies to operative provisions which are to remain unchanged.
- 'Underline' text applies to proposed new provisions.
- '~~Strikethrough~~' text applies to operative provisions proposed to be deleted or amended as described.
- '*Italic*' text applies to instructions (therefore are non statutory).

## 2.0 Proposed Plan Change 21: Proposed Amendments to the Nelson Resource Management Plan (Statutory Provisions)

### Plan Change 21.1 – New Policy and Methods - 'On-site parking – reductions in mandated levels'

**21.1 a)** Add new Policy DO10.1.6A to Chapter 5 District Wide Objectives, as follows:

**policy**

**DO10.1.6A on-site parking – reductions in required levels**

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Reductions in required on-site parking will be considered, having regard to:

- a) whether the reduction will support and facilitate the use of alternative modes of transport,
- b) the provision of on-site bicycle stands, and accompanying change and shower facilities proportional to the reduction in on-site parking,
- c) the proximity of the site to public transport, how the activity proposes to facilitate use of public transport, and the scope to provide additional bus stops in the vicinity,
- d) the existence of a travel management plan for the site that the Council considers is likely to result in a lower demand for commuter parking through such initiatives as car-pooling, a bus or taxi transport system provided for staff, and the encouragement of cycling or walking,
- e) the ability to establish an enduring and binding arrangement to share parking with a nearby site if the parking demands are complementary,
- f) the proximity, availability and ease of access to on-street and off-street public car parks, and taking account of the time of the expected parking demand,
- g) good evidence that the parking demand generated by the activity will be less than the on-site parking required by the Plan,
- h) whether the parking demand, particularly peak demand, is likely to be infrequent, having regard to the practicality, economic efficiency and amenity impacts of providing for occasional peak demand,
- i) any benefits in terms of improved urban design outcomes, including streetscape, more efficient use of land and a more compact city,

provided that there must be no resultant adverse effect that is more than minor on the safety or movement functions of any Classified Road<sup>1</sup>, or on the safety or residential character of any Unclassified Road<sup>1</sup> within the Residential Zone, and the safety and efficiency criteria in Policy DO10.1.6 (parking, loading and turning) are addressed.

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<sup>1</sup> defined in Plan Change 14

**21.1 b)** *Add new Explanation and Reasons (for Policy DO10.1.6A), as follows:*

**Explanation and Reasons**

**DO10.1.6A.i** The parking standards for different classes of activities in Appendix 10 are necessarily generic. There may often be good reasons to depart from them. For example, evidence may be provided that the particular activity will have a lower demand for parking than the generic class of activity. Alternatively, the parking demand may be at a time when on-street parking or parking on a nearby site is available.

**DO10.1.6A.ii** Required parking can occupy a lot of land or space within a building. As such it represents a significant cost, it can have significant effects on the economic viability of projects and the required parking can sometimes work against other objectives - for example, anti drink-drive objectives, urban design and amenity outcomes, heritage, a compact city, and promoting use of public transport, walking and cycling.

**DO10.1.6A.iii** There is no economic sense in having large areas of land paved for parking but largely unused, nor is there any environmental benefit in this. This policy provides guidance to reduce the required amount of parking. But doing so ought not be just for private or commercial convenience or gain, particularly if it creates a problem for someone else. Avoiding adverse effects on Classified Roads - the main vehicle movement corridors or feeders - is important. The key issue on these busier roads is to avoid effects that compromise traffic movement functions more than to a minor extent, or which create safety concerns. It is also important to avoid adverse effects on residential streets. That does not mean no effect, but the effect ought to be no more than minor. A once-a-year sports or entertainment event that results in parking on residential streets is unlikely to be an effect that is more than minor. Depending on the circumstances, an activity that has a brief parking demand once or twice a day may not have an effect that is more than minor. In other situations, the effect may be more adverse. Providing on-site parking to fully accommodate full peak or intermittent demand in all situations is often impractical and does not necessarily meet the purpose of the Resource Management Act (section 5(2)) nor the matters relating to efficiency and amenity values in section 7 of the Act.

**21.1 c)** *Add new Methods (for Policy DO10.1.6A), as follows:*

**Methods**

**DO10.1.6A.iv** Resource consent process to consider reductions in mandated parking requirements.

**DO10.1.6A.v** Rules providing for a 10% reduction in the required minimum level of parking as a restricted discretionary activity, if a travel plan forms part of the consent application and the Council considers the plan is likely to be effective in achieving that reduction in on-site parking.

**Plan Change 21.2 – Amendments to Inner City Zone – Objective IC1 (Form & Access) and Policy IC1.6 (Parking)**

**21.2 a)** Amend Objective IC1 (Form and Access) in Chapter 8, Inner City Zone, as follows (proposed text to be deleted is shown in strike-out, proposed new text is underlined):

**IC1 form and access**

A compact and convenient pedestrian oriented environment within the City Centre, which is supported and complemented by a ~~predominantly~~ more vehicle oriented City Fringe of ~~self-contained sites~~.

**21.2 b)** Amend Policy IC1.6 (Parking), as follows (proposed text to be deleted is shown in strike-out, proposed new text is underlined):

**IC1.6 parking**

~~Parking w~~Within the City Centre:

~~parking shall~~ will be provided publicly in parking areas defined for that purpose in locations which enhance vehicle and pedestrian access, and provision of private parking will be voluntary but will be regulated to support Policy IC1.3 (access – city centre), Policy 10.1.1 (environmental effects of vehicles) and Objective IC2 (street and public amenity).

~~while sites~~ Within the City Fringe sites will be required to provide for the parking demand they generate, subject to Policy DO10.1.6A (reduction in on-site parking).

**21.2 c)** Amend Explanation and Reasons to Policy IC1.6, as follows (proposed text to be deleted is shown in strike-out, proposed new text is underlined):

**Explanation and Reasons**

**IC1.6.i** Land in the City Centre is a scarce resource. Collective provision of car parking means that 100% of individual sites can be developed, making better use of the land resource. It also makes more efficient use of car parks. Car parking in central squares also increases the accessibility of the City Centre and ties the area together as an entity. Separate car parks tend to cause disaggregation of an area, and detract from the streetscape and amenity objectives being sought. ~~The policy does not rule out the option of i~~Individual sites can ~~providing~~ provide parking voluntarily for their own needs, but ~~means that~~ this is not a requirement. Where such parking is provided, a maximum level applies (equivalent to the minimum level required in zones where parking is mandatory).

**IC1.6.ii** The City Fringe ~~will be~~ is more dominated by traffic effects. Generally activities are required to provide for their parking demand, either on their site, or, subject to a resource consent, in some other way. ~~In order to minimise potential hazards created by traffic movement and traffic generation it is important that each site provides adequate space on site so that parking and manoeuvring of vehicles can be contained within the boundaries of the site.~~ Where Policy DO10.1.6A, which applies across the district, provides guidance for considering reductions below the required parking levels, ~~there is insufficient room on site,~~ flexibility can be provided for some or all of these facilities to be provided off site eg. by a legally binding agreement to lease parking elsewhere. ~~The proviso is,~~ however, that this arrangement should not lead to a hazard to traffic or pedestrians.

**21.2 d)** Amend methods for Policy IC1.6, as follows (proposed text to be deleted is shown in strike-out, proposed new text is underlined):

**Methods**

**IC1.6.iii** Maintain existing differential rates within the City Centre, with the Council providing collective parking ~~for new developments~~ in the City Centre.

**IC1.6.iiiA** Rules setting maximum parking ratios within the City Centre.

**IC1.6.iiiB** Rules controlling private carparking areas.

**IC1.6.iv** Rules in the City Fringe specifying requirements for parking according to broad types of activity.

**IC1.6.v** Resource consent process to consider departure from the parking rules.

**IC1.6.vi** Regular parking surveys in the inner city to monitor the demand for and availability of on-street and public car parks.

**Plan Change 21.3 – New rule ICr.31A – private car parking – City Centre Area**

**21.3 a)** Add a new rule ICr.31A to the City Centre Area part of the Inner City Rule Table, as follows:

Item	Permitted	Controlled	Discretionary/Non-complying
<p><b>ICr.31A</b>  <b>Private car parking</b>            (where the user of the parking is not associated with an activity on the site)</p>	<p><u>ICr.31A.1</u>            The use of land for private car parking whether leased, rented or without a fee, where the user of the parking space is not involved in an activity on the site (other than parking their vehicle), is permitted if:</p> <p>a) <u>the parking spaces meet the design and layout standards in Appendix 10 (standards and terms for parking and loading) including for manoeuvring, queuing, set down areas, and surfacing, and</u></p> <p>b) <u>the number of spaces provided for users not involved in an activity on the site does not exceed 10, and</u></p> <p>c) <u>the site does not have a boundary fronting a scheduled street as shown on Planning Map 1 or fronting onto Wakatu Square, except if there is a building along that frontage that screens the car parks from the street or square.</u></p>	<p><u>ICr.31A.2</u>            The use of land for private car parking whether leased, rented or without a fee, where the user of the parking space is not involved in an activity on the site (other than parking their vehicle), is controlled if:</p> <p>a) <u>the parking spaces meet the design and layout standards in Appendix 10 (standards and terms for parking and loading) including for manoeuvring, queuing, set down areas, and surfacing, and</u></p> <p>b) <u>the number of spaces provided for users not involved in an activity on the site does not exceed 10 and the parking is accessed from Montgomery, Buxton or Wakatu Square, or</u></p> <p>c) <u>the number of parking spaces provided for users not involved in an activity on the site is between 11 and 25, and the site does not have a boundary fronting Trafalgar, Hardy or Bridge Streets except if there is a building along that frontage that screens the car parks from the street.</u></p> <p><u>Control reserved over:</u></p> <p>i) <u>the design and appearance of the car park, including any fencing and signage, and the type and appearance of the surfacing, and</u></p> <p>ii) <u>landscaping, including its location, and</u></p> <p>iii) <u>access to and from the site (including reverse manoeuvring onto roads), and</u></p> <p>iv) <u>conditions relating to the safety of users and the public, and the prevention of crime.</u></p>	<p><u>ICr.31A.3</u>            Activities that contravene permitted condition a) or c), or controlled standard a), b) or c), are discretionary if:</p> <p>a) <u>the site does not have a boundary fronting Trafalgar, Hardy or Bridge Streets except if there is a building along that frontage that screens the car parks from the street</u></p> <p>Activities that contravene discretionary standard a) are non-complying.</p>

**21.3 b) Add a new Assessment Criteria ICr.31A.4 and Explanation ICr.31A.5 to the City Centre Area part of the Inner City Rule Table, as follows:**

Assessment Criteria	Explanation
<p><u>ICr.31A.4</u></p> <p>a) <u>how visually prominent the site is, and the impact of the parking area on the built environment, having regard to the character and desired character of the area.</u></p> <p>b) <u>opportunities to enhance the appearance of the site through landscaping, surface texture, control of signage, fencing and other infrastructure.</u></p> <p>c) <u>the location and the width of vehicle access to and from the site, having regard to pedestrian safety and the appearance of the site.</u></p> <p>d) <u>the safety of the users of the car park and of members of the public, particularly after dark, and ways to manage this such as lighting, avoidance of entrapment spots, locking the area or other means, while having regard to any potential adverse effects of these methods on the appearance and amenity of the City Centre.</u></p> <p>e) <u>the effects of the parking area on pedestrian safety, having regard to the level of foot traffic in the area.</u></p> <p>f) <u>the effects on pedestrian circulation patterns and/or continuity of weather protection for pedestrians.</u></p> <p>g) <u>the assessment criteria in Appendix 10.</u></p> <p>h) <u>in terms of parking of more than 25 spaces within any building or a dedicated parking building, the appearance of that building and how it contributes to the amenity objectives and policies for the Inner City Zone, and good urban design principles.</u></p> <p>i) <u>the effects of additional car parking on vehicle congestion in the Inner City and on roads to and from the Inner City.</u></p> <p>j) <u>the effects of additional car parking on Council's strategies and objectives to encourage public transport use, cycling and walking.</u></p> <p>k) <u>the cumulative impacts of additional parking on the City Centre.</u></p>	<p><u>ICr.31A.5</u></p> <p><u>Private car parking areas within the City Centre provide an important service for businesses and for people working in the City Centre. However, some parking areas can be unsightly and detract from the objectives to make the City Centre more attractive and vibrant. Some locations are potentially more sensitive than others, and this is recognised in the rules e.g. in the main retail streets (Bridge, Hardy and Trafalgar Streets), and those accessed off the public parking squares (Montgomery, Buxton and Wakatu). There can be adverse effects on visual amenity, pedestrian safety and amenity, and the continuity of the 'street edge' and verandah protection.</u></p> <p><u>Very large private car parks, or many smaller ones, can have significant visual impacts, break up the continuity of streets, and impact on the pedestrian-friendly objectives that are sought for the City Centre.</u></p>

## **Plan Change 21.4 – Parking maximums – City Centre Area**

**21.4 a)** Amend rule ICr.31.1 (parking and loading, permitted column) in the City Centre Area part of the Inner City Rule Table, as follows:

ICr.31.1

- a) parking spaces are not required in the City Centre, but:
  - i) any provided on a site must meet the design and layout standards in Appendix 10 (standards and terms for parking and loading) including for manoeuvring, queuing, and set down areas, and surfacing, and
  - ii) must not exceed as a maximum the number calculated for the activity or activities on the site in accordance with AP10.3 in Appendix 10, and
- b) except on sites with a boundary on any scheduled frontage shown on Planning Maps 1 and 10, loading must be provided and maintained on each site in accordance with the standards set out in Appendix 10, and
- c) for sites with a boundary on a scheduled frontage, any loading spaces voluntarily provided must meet the design and layout standards in Appendix 10 including manoeuvring and queuing areas, and
- d) no reverse manoeuvring is permitted onto the ring road from any site.

**21.4 b)** Add the following text to the end of discretionary rule ICr.31.3:

Where the parking proposed is more than 15 spaces, and exceeds the maximum in ICr.31.1a) ii) by more than 20%, the application must be accompanied by a Travel Management Plan that addresses the matters in Assessment Criterion ICr.31.4 h).

**21.4 c)** Add the following new assessment criteria to ICr.31.4, after existing criterion c):

In terms of exceeding the parking maximum:

- d) the effects of any additional parking on Council's objectives to enhance the appearance and the pleasantness of the City Centre, and to encourage use of public transport, cycling and walking.
- e) the timing of any planned public transport improvements serving the City Centre.
- f) evidence from similar developments in comparable circumstances with a similar quality of access by non-car modes, justifying a higher parking provision than permitted by the maximum rate. This should clearly distinguish between long stay/employee parking (if any) and visitor parking.
- g) the cumulative impacts from a number of activities providing additional parking.
- h) where the parking proposed for an activity is more than 15 spaces, and exceeds the maximum by more than 20%, consideration of the Travel Management Plan accompanying the application, that as a minimum addresses :
  - i) existing local and regional land use and transport strategies and plans applying to the Nelson City Centre.
  - ii) the transport system serving the site including any planned improvements, and the means by which employees and visitors will access the site.
  - iii) proposed means of encouraging more use of public transport, walking and cycling for travel to the site.

- iv) proposed means of encouraging higher vehicle occupancies for travel to the site particularly for trips to and from work.
- v) the proposed parking on-site for employees and visitors/customers and how this contributes to supporting iii) and iv) above.
- vi) the cumulative impacts from additional parking on the City Centre.

**21.4 d)** *Add the following new text after existing paragraph two in ICr.31.5 (Explanation):*

It must not exceed the maximum level determined from Appendix 10. This is to discourage congestion within the City Centre and on the roads to it, and to enhance the amenity within the City Centre.

**21.4 e)** *Add the following new text after the last paragraph in ICr.31.5 (Explanation):*

Reversing onto the ring road is not allowed for safety and efficiency reasons. These are busy roads with higher traffic volumes and vehicle speeds.

See also Policies IC1.6, DO10.1.6 and DO10.1.6A.

**Plan Change 21.5 –Parking i) in area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St, and ii) reduction in mandatory parking by resource consent (restricted discretionary activity)**

**21.5 a)** Amend rule ICr.76.1 (parking and loading, permitted column) in the City Fringe Area part of the Inner City Rule Table, as follows:

ICr.76.1

Parking, loading, manoeuvring, and queuing areas must be provided and maintained on each site in accordance with the standards set out in Appendix 10 (standards and terms for parking and loading).

except:

- a) for sites in the area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St where rules ICr.31 and ICr.31A apply as if the area were City Centre, and
- b) no reverse manoeuvring is permitted onto the ring road from any site.

**21.5 b)** Delete existing controlled activity rule ICr.76.2 (parking and loading, controlled activity for Short Term Living Accommodation) in its entirety, replacing the text with the following (and make the same change to Residential Zone (REr.38.2), Suburban Commercial Zone (SCr.31.2), Industrial Zone (INr.35.2), Open Space & Recreation Zone (OSr.34.2) and Rural Zone (RUr.35.2)):

not applicable

**21.5 c)** Amend rule ICr.76.3 (parking and loading, discretionary/non-complying column) in the City Fringe Area part of the Inner City Rule Table, as follows (proposed text to be deleted is shown in strike-out, proposed new text is underlined):

ICr.76.3

Activities that contravene a permitted condition ~~or a controlled standard~~ are discretionary.

except that an application to reduce the parking requirements in Appendix 10 is a restricted discretionary activity if:

- a) the proposed reduction in parking spaces is not more than 10% of the number required in Appendix 10, and
- b) the application is accompanied by a Travel Management Plan that addresses the matters in Assessment Criterion ICr.76.4 c).

Discretion restricted to:

- i) number of parking spaces (and any loading spaces) provided, and
- ii) the surfacing of the area, and
- iii) the location, dimensions and layout of parking, loading, manoeuvring and queuing areas, and
- iv) conditions relating to any parking off-site or any other methods or arrangements that are to be put in place to facilitate the reduction in parking.

Resource consent applications for restricted discretionary activities under this rule will be considered without notification and without service of notice.

**21.5 d)** Add new assessment criteria to ICr.76.4 in the City Fringe Area part of the Inner City Rule Table, as follows:

- b) for sites in the area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St the assessment criteria for rules ICr.31 and ICr.31A apply.
- c) where a Travel Management Plan is required under ICr.76.3, as a minimum the plan needs to address:
  - i) existing local and regional land use and transport strategies and plans applying to the Inner City Zone.
  - ii) the transport system serving the site including any planned improvements, and the means by which employees and visitors will access the site.
  - iii) proposed means of encouraging more use of public transport, walking and cycling for travel to the site.
  - iv) proposed means of encouraging higher vehicle occupancies for travel to the site particularly for trips to and from work.
  - v) the proposed parking on-site for employees and visitors/customers and how this contributes to supporting iii) and iv) above.
  - vi) the cumulative impacts from reduced parking in and around the Inner City Zone.

**21.5 e)** Amend the Parking and Loading rule, discretionary/non-complying column, in the following Zones – Residential (REr.38.3), Suburban Commercial Zone (SCr.31.3), Industrial Zone (INr.35.3), Open Space & Recreation Zone (OSr.34.3) and Rural Zone (RUR.35.3), as follows:

*[insert rule number for relevant zone].3*

Activities that contravene a permitted condition are discretionary.

except that an application to reduce the parking requirements in Appendix 10 is a restricted discretionary activity if:

- a) the proposed reduction in parking spaces is not more than 10% of the number required in Appendix 10, and
- b) the application is accompanied by a Travel Management Plan that addresses the matters in Assessment Criterion *[insert rule number for relevant zone].4 b).*

Discretion restricted to:

- i) number of parking spaces (and any loading spaces) provided, and
- ii) the surfacing of the area, and
- iii) the location, dimensions and layout of parking, loading, manoeuvring and queuing areas, and
- iv) conditions relating to any parking off-site or any other methods or arrangements that are to be put in place to facilitate the reduction in parking.

Resource consent applications for restricted discretionary activities under this rule will be considered without notification and without service of notice.

**21.5 f)** Add a new assessment criterion at the end of the list in Residential (REr.38.4), Suburban Commercial Zone (SCr.31.4), Industrial Zone (INr.35.4), Open Space & Recreation Zone (OSr.34.4) and Rural Zone (RUr.35.4), as follows, and renumber accordingly:

where a Travel Management Plan is required under the restricted discretionary activity rule, as a minimum the plan needs to address:

- i) existing local and regional land use and transport strategies and plans applying to the Nelson City.
- ii) the transport system serving the site including any planned improvements, and the means by which employees and visitors will access the site.
- iii) proposed means of encouraging more use of public transport, walking and cycling for travel to the site.
- iv) proposed means of encouraging higher vehicle occupancies for travel to the site particularly for trips to and from work.
- v) the proposed parking on-site for employees and visitors/customers and how this contributes to supporting iii) and iv) above.
- vi) the cumulative impacts from reduced parking.

**Plan Change 21.6 – Design and External Appearance of buildings in area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St**

**21.6 a)** Add a new rule ICr.73A to the City Fringe Area part of the Inner City Rule Table, as follows:

Item	Permitted	Controlled	Discretionary/Non-complying
<p><b>ICr.73A</b> <b>Design and External Appearance</b></p> <p>Area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St</p>	<p><u>ICr.73A.1</u> The erection or substantial exterior alteration of a building in the area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St is not a permitted activity.</p>	<p><u>ICr.73A.2</u> The erection or substantial exterior alteration of a building in the area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St is a controlled activity if:</p> <p>a) <u>the building is, or when altered will be, setback no more than 3m from the road boundary, and</u></p> <p>b) <u>no car parking or loading is located between the road boundary and building frontage (or a line extended from the building frontage to the side boundaries of the site).</u></p> <p>Control reserved over:</p> <p>i) <u>the design and external appearance of the building, and</u></p> <p>ii) <u>the width and location of access to and from the site, and the direction of traffic flow (including the control of reverse manoeuvring onto roads), and</u></p> <p>iii) <u>landscaping and maintenance of the site.</u></p>	<p><u>ICr.73A.3</u> Activities that contravene a controlled standard are discretionary.</p>

**21.6 b)** Add new Assessment Criteria ICr.73A.4 and Explanation ICr.73A.5 to the City Centre Area part of the Inner City Rule Table, as follows:

Assessment Criteria	Explanation
<p><u>ICr.73A.4</u></p> <p>a) <u>the extent to which the building relates positively to the street.</u></p> <p>b) <u>the maintenance of an existing pattern of setback from the street, or the need to establish a new pattern which is more consistent with good urban design principles.</u></p> <p>c) <u>the ability through planting or other landscaping to enhance the appearance of the site as seen from the street, having regard to the effectiveness of this in the longer term with respect to enforcement, maintenance, durability, and potential vandalism.</u></p> <p>d) <u>the safety of vehicle entering or leaving the site, and potential impacts on pedestrian and other road users.</u></p> <p>e) <u>the width of the vehicle access and potential impacts on the continuity of building facades and on the streetscape.</u></p> <p>f) <u>whether the configuration of the site, existing buildings, or other significant factors limit the ability to develop the site in a way that makes the greatest contribution to the streetscape.</u></p> <p>g) <u>the extent to which the building design and site layout promotes public safety by avoiding entrapment spots or areas with the potential to be used for anti-social behaviour (i.e. Crime Prevention Through Environmental Design).</u></p>	<p><u>ICr.73A.5</u></p> <p><u>The area bounded by Collingwood St, Riverside, Malthouse Lane, Harley St and Hardy St is signalled in the Heart of Nelson Strategy to become part of the City Centre. As an interim measure ahead of a more comprehensive review of the zoning to apply to the area, and the design rules and controls that are to apply to the City Centre, some design control has been reserved over the external appearance of new or significantly altered buildings, and layout of the site.</u></p> <p><u>In the past rules required significant levels of parking to be provided in this area (see ICr.76.5). This, coupled with a lack of control over building location and design, was resulting in buildings that often did not contribute positively to the streetscape, and that would affect this area long term. Sometimes buildings were setback a long way from the street with parking dominating the frontage, and in other cases the required parking was accommodated under the building. This can provide a poor, and sometimes unsafe, frontage to the street.</u></p> <p><u>Resource consent applications, where considered necessary, will be referred to the Council's Urban Design Panel for consideration and advice.</u></p>

**Plan Change 21.7 – Amendments to Appendix 10 Standards & Terms for parking and loading**

**21.7 a)** Add a new definition of Large Format Retail/Bulk Retail to AP10.2 (definitions) of Appendix 10 (standards for parking and loading) as follows:

**Large Format Retail/Bulk Retail:**

means a retail store with a minimum gross floor area of 1000m<sup>2</sup>, excluding any outdoor display area. For calculating parking requirements, any outdoor display area will be excluded provided the outdoor display area is associated with a retail activity in a building with a minimum gross floor area of 1000m<sup>2</sup>.

This definition excludes Large Format Retailing in Schedule N (Quarantine Road Large Format Retail), which is defined separately in Schedule N (N.3) and has specific parking provisions under Table 10.3.1.

**21.7 b)** Add a new definition of Shopping Centre/Shopping Mall to AP10.2 (definitions) of Appendix 10 (standards for parking and loading) as follows:

**Shopping Centre/Shopping Mall:**

means a collection of five or more retailing, commercial or retail service activities on a site, positioned around or in association with a common carparking area.

**21.7 c)** Add a new definition of Supermarket to AP10.2 (definitions) of Appendix 10 (standards for parking and loading) as follows:

**Supermarket**

means an individual retail shop with a gross floor area of not less than 500m<sup>2</sup> (or an equivalent area, including related back of house unloading, storage, preparation, staff and equipment space, within a larger store) and selling a comprehensive range of:

- a) fresh meat and produce, and
- b) chilled, frozen, packaged, canned and bottled foods and beverages, and
- c) general housekeeping and personal goods, including (but not limited to) cooking, cleaning and washing products, kitchenware, toilet paper, diapers, and other paper tissue products, magazines and newspapers, greeting cards and stationery, cigarettes and related products, barbeque and heating fuels, batteries, flashlights and light bulbs, films, pharmaceutical, health and personal hygiene products and other toiletries.

**21.7 d)** Add a new definition of Unit to AP10.2 (definitions) of Appendix 10 (standards for parking and loading) as follows:

**Unit**

In the case of Short Term Living Accommodation means:

- a) a room for sleeping guests let for a single tariff (for example, in a studio motel, hotel room, studio apartment, cabin), or a dormitory style room let to

multiple parties generally for individual tariffs (for example, some backpacker or hostel accommodation), or

b) a collection of rooms for sleeping guests which form an entity and which are usually let together for a single tariff (for example, a multi bedroom motel, hotel suite, or apartment).

**21.7 e)** Amend the title of Table 10.3.1 as follows:

Car parking and queuing space requirements (and car parking reductions where bicycle parking is provided)

**21.7 f)** In Table 10.3.1, add a new row for Large Format Retail/Bulk Retail, as follows:

<u>Activity</u>	<u>Car Parking or Queuing Spaces Required</u>
<b>Large Format Retail / Bulk Retail</b> <u>(other than within Schedule N – Quarantine Road)</u>	3.5 spaces per 100m <sup>2</sup> gross floor area  (For Schedule N, - see 'Activities defined in N.3 for Schedule N' above)

**21.7 g)** In Table 10.3.1, amend the Recreation Area row as follows:

<u>Activity</u>	<u>Car Parking or Queuing Spaces Required</u>
<b>Recreation Areas</b> a) <b>Passive Recreation Areas</b> b) <b>Cemeteries (also see Crematoriums under "Places of Worship")</b> c) <b>Sports Courts</b> d) <b>Sports Fields (including Golf Courses)</b> e) <b>Swimming Pools</b> f) <b>Golf Courses</b>	a) nil b) 10 parking spaces + 2 carparks for staff parking c) 1 space/ 50m <sup>2</sup> of court area + 1 space/ 200m <sup>2</sup> court area for staff parking. d) 15 spaces/ha of pitch area + 1 space for staff parking. e) 1 space/10m <sup>2</sup> pool area + 1 space/ 200m <sup>2</sup> pool area for staff parking f) <u>4 spaces per 100m<sup>2</sup> of gross floor area clubrooms</u>

**21.7 h)** In Table 10.3.1, amend the Restaurant and Taverns row as follows (proposed new text is underlined), and insert new text (underlined) for 'Car Parking or Queuing Spaces Required':

<u>Activity</u>	<u>Car Parking or Queuing Spaces Required</u>
<b>Restaurants, Cafes and Taverns</b>	<u>4 spaces per 100m<sup>2</sup> of gross floor area including all outdoor areas, garden bars (covered or uncovered), kitchen and toilet areas, but excluding storage rooms</u>  <del>1 space/100m<sup>2</sup> of gross floor area (where short term living accommodation, or another activity is also provided, the parking requirements for these activities will also apply).</del>

**21.7 i)** In Table 10.3.1, amend the Retail Activities and Retail Services row as follows:

Activity	Car Parking or Queuing Spaces Required
<p><b>Retail Activities, and Retail Services</b>  <u>(other than shopping centres/ shopping malls, and large format retail/bulk retail)</u>            (for illustrative purposes, retail services includes personal or household services such as hairdressers, dry cleaners, servicing or repair of appliances or equipment and <del>businesses and professional services such as lawyers and accountants.</del> Retail activity includes things such as vehicle sales).</p>	<p><u>4 spaces per 100m<sup>2</sup> gross floor area</u></p> <p><del>Premises or sites &lt;1000m<sup>2</sup> gross floor area:            1 space/30m<sup>2</sup> of gross floor area            + 1 space/40m<sup>2</sup> gross floor area for outdoor display area, except for vehicle sales yards where 1 space/80m<sup>2</sup> gross floor area is required            + 1 staff space/100m<sup>2</sup> gross floor area.</del></p> <p><del>Premises or sites &gt;1000m<sup>2</sup> gross floor area:            1 space/25m<sup>2</sup> of gross floor area            + 1 space/40m<sup>2</sup> gross floor area for outdoor display area, except for vehicle sales yards where 1 space/80m<sup>2</sup> gross floor area is required            + 1 staff space/100m<sup>2</sup> gross floor area.</del></p>

**21.7 j)** In Table 10.3.1, add a new row for Shopping Centres/Shopping Malls, as follows (added text is not underlined):

Activity	Car Parking or Queuing Spaces Required						
<p><b>Shopping Centres / Shopping Malls</b></p>	<table border="1"> <tr> <td data-bbox="667 1151 948 1187">0-10,000m<sup>2</sup></td> <td data-bbox="956 1151 1498 1187">5.0 spaces per 100m<sup>2</sup> gross floor area</td> </tr> <tr> <td data-bbox="667 1198 948 1234">10,000-30,000m<sup>2</sup></td> <td data-bbox="956 1198 1498 1234">4.75 spaces per 100m<sup>2</sup> gross floor area</td> </tr> <tr> <td data-bbox="667 1245 948 1281">&gt;30,000m<sup>2</sup></td> <td data-bbox="956 1245 1498 1281">4.5 spaces per 100m<sup>2</sup> gross floor area</td> </tr> </table>	0-10,000m <sup>2</sup>	5.0 spaces per 100m <sup>2</sup> gross floor area	10,000-30,000m <sup>2</sup>	4.75 spaces per 100m <sup>2</sup> gross floor area	>30,000m <sup>2</sup>	4.5 spaces per 100m <sup>2</sup> gross floor area
0-10,000m <sup>2</sup>	5.0 spaces per 100m <sup>2</sup> gross floor area						
10,000-30,000m <sup>2</sup>	4.75 spaces per 100m <sup>2</sup> gross floor area						
>30,000m <sup>2</sup>	4.5 spaces per 100m <sup>2</sup> gross floor area						

**21.7 k)** In Table 10.3.1, amend the Short Term Living Accommodation row as follows:

Activity	Car Parking or Queuing Spaces Required
<p><b>Short Term Living Accommodation</b>            (see Meaning of Words)  <u>(see definition of 'unit' in this appendix)</u></p>	<p><del>Parking (including coach parking) for Short Term Living Accommodation is a Controlled Activity</del></p> <p><u>1 space per unit, except where the unit can accommodate more than 6 guests, 2 spaces must be provided.</u></p> <p><u>1 space for a one bedroom manager's residence or 2 spaces where there are two or more bedrooms</u></p> <p><u>A loading zone for coaches if there are more than 30 units.</u></p> <p><u>(A double, queen or king bed counts as 2 guests)</u></p>

**21.7 l)** In Table 10.3.1, add a new row for Supermarket, as follows:

<u>Activity</u>	<u>Car Parking or Queuing Spaces Required</u>
<u>Supermarket</u>	5 spaces per 100m <sup>2</sup> gross floor area

**21.7 m)** In Table 10.3.1, add a new row for Reduction in carparking where bicycle parking is provided, as follows:

<u>Activity</u>	<u>Car Parking or Queuing Spaces Required</u>
<u>Reduction in carparking where bicycle parking is provided</u>	<p>The required carparking for an activity can be reduced where on-site bicycle stands are provided, the reduction being:</p> <p>a) 1 car parking space for every 5 bicycle spaces provided.</p> <p>i) For employee parking, where the bicycle stand(s) is secure and well-lit, and shower facilities for staff are provided, the above dispensation rate can be doubled (i.e. 2 spaces per 5 bicycle spaces provided).</p> <p>ii) The maximum reduction in car parking spaces under these provisions is 10% of the number of car parking spaces otherwise required (the rounding provisions in AP10.3 apply), or 10 spaces, whichever is the lesser.</p>

**21.7 n)** Add the following at the end of AP10.4:

AP10.4.ii These requirements apply when parking spaces are provided voluntarily for an activity in accordance with ICr.31 or SCr.31.

**21.7 o)** At the end of AP10.15.2a) (assessment criteria – parking, queuing and loading provision) add the following:

- xvi) Whether any reduction in the amount of parking would help support or achieve urban design, streetscape or heritage objectives, or objectives in relation to walking, cycling or public transport.
- xvii) Whether parking demand is so infrequent that it is impractical and an inefficient use of land to provide for all the demand on-site.

**21.7 p)** Delete in its entirety AP10.15.2c) (assessment criteria relating to Short Term Living Accommodation)

**21.7 q)** Add the following at the end of AP10.16.1.iii (reasons for rules – parking and loading requirements):

Also, some parking demand may be so occasional that it is not efficient or practical to meet all of the parking demand on-site. This can be particularly relevant to public entertainment activities, for example at Trafalgar Park or theatres. There may also be heritage, streetscape, amenity or other factors that come into play.

**Plan Change 21.8 – Amendments to Appendix 20 Signs and Outdoor Advertising**

**21.8** *In Appendix 20 (signs and outdoor advertising,) under AP20.1 (definitions), add the following to the list of exclusions from the definition of a sign:*

g) any directional sign or information sign or panel erected on roads or public land by or on behalf of the Nelson City Council.