

Part 6

EIT – Energy, infrastructure and transport

APP23 – Standards and terms for parking and loading

1. Introduction

This appendix deals with all requirements or recommended standards relating to parking and loading.

2. Application of APP23 – Standards and terms for parking and loading

- a. Loading must be provided and maintained on each site in accordance with APP23 – Standards and terms for parking and loading where:
 - i. a building is constructed or substantially reconstructed, altered or added to; or
 - ii. it is proposed to construct, or alter one or more buildings or other works in stages and the total proposed construction or alteration would if carried out other than in stages constitute a substantial reconstruction, alteration or addition. Provided that stage works that occurred two calendar years prior to the current proposal need not be counted; or
 - iii. there is a change in the use of any land or building; or
 - iv. it is otherwise required by a rule in the Nelson Plan.
- b. Parking spaces and queuing spaces may be provided and the recommended number of spaces for activities is set out in APP23 – Table 2: Car parking and queuing space recommendations.

3. Calculation of parking spaces

- a. Where parking spaces and queuing spaces are provided, they shall be provided in accordance with APP23 – Table 2: Car parking and queuing space requirements, within the net area of every site at which the activity listed in APP23 – Table 2: Car parking and queuing space recommendations takes place.
- b. Whenever a building is increased in floor area, or undergoes a partial or total change in activity, car parking or queuing requirements for the existing part of the building (if any) or that part remaining in the existing activity, shall remain unaltered. In this case the requirements relevant when the original activity, or part of it, shall continue to apply. Car parking and queuing recommendations for the increased floor area or that area with a new or altered activity shall be calculated in accordance with APP23 – Table 2: Car parking and queuing space recommendations.

APP23 – Table 1: Activity category from APP23 – Table 2

Part of building or site	Activity category from APP23 – Table 2: Car parking and queuing space recommendations
For the selling/display area	Retail activity
Workroom	Industrial activity

Ancillary storage	Storage ancillary to the principal activity
Circulation areas and tea-rooms	Ancillary activity i.e. retail activity

c. Where the activity on the site involves more than one category of use listed in APP23 – Table 2: Car parking and queuing space recommendations, the number of on-site parking spaces recommended on that site will be the sum of the recommended number for each category.

For example, a retail shop, although the principal activity is a “Retail activity”, may comprise selling areas, ancillary storage, a tea-room, workroom and circulation spaces (e.g. corridors).

d. When the assessment of the total number of parking spaces or queuing spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space. However, the minimum amount of parking recommended for any activity shall be one parking space.

For example, 3.2 parking spaces will be rounded down to 3 required parking spaces but 3.5 parking spaces will be rounded up to 4 required parking spaces and for 0.4 of a parking space, one parking space will be required.

e. When the parking recommendation is stated as the number of parks per 100m² or similar, the number of parks provided is to be calculated on a proportional basis.

For example, at a recommended parking rate of 4 parks per 100m² gross floor area a 455m² development will provide $(455/100) \times 4$ parks, this equals 18.2 parks. Using the rounding provisions explained above the development is recommended to provide 18 car parks.

APP23 – Table 2: Car parking and queuing space recommendations

Car parking and queuing space recommendations (and car parking reductions where bicycle parking is provided)	
Activity	Car parking or queuing spaces
Ancillary areas including circulation areas (e.g. corridors), conveniences, tea-rooms etc.	The rate required for the principal activity.
Commercial garages and service stations	1 space per 40m ² of gross floor area or 2 spaces per site whichever is the greater, plus 4 spaces per workshop bay, 2 spaces per 3 employees on the site, 3 spaces per car wash, and 1 space per air hose.
Cool stores including controlled atmosphere storage	1 space per 2000m ² of gross floor area.
Drive-through activities	1. On sites gaining drive-through access off a road or roads classed as a SH, Arterial, Principal or a Proposed SH, Proposed Arterial

	<p>or Proposed Principal road in Council's Road Hierarchy: 8 queuing spaces per site.</p> <p>2. On all sites other than those sites gaining drive-through access off a road or roads classed as a SH6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Council's Road Hierarchy: 4 queuing spaces per site shall be provided.</p> <p>Where a site gains drive-through access off more than one road and such roads fall in the Road Hierarchy category covered in both 1. and 2. above then 6 queuing spaces shall be provided on-site.</p>
Education facilities (Pre-school and primary)	1 space per staff member + 1 space per 12 students.
Education facilities (Secondary)	1 space per staff member + 1 space per 50 students + 1 space per 12 full time students over 15 years of age.
Tertiary education facilities 1. Nelson Marlborough Institute of Technology 2. Other tertiary education facilities	<p>1. 350 parking spaces; or 1 space per 7 EFTS (Equivalent Full Time Staff and Students) whichever is the greater.</p> <p>2. 1 space per 5 EFTS.</p>
Farming	Nil.
Health facilities (excluding hospitals), and Veterinary clinics	3 spaces per practitioner providing the service + 1 space per assistant.
Home business	<p>The residential standard will apply. In addition:</p> <p>1. Where the home business is an activity involving tuition to, instruction of or counselling of clients, in which case 2 spaces per principal providing the service + 1 space per assistant will also apply.</p> <p>2. Where the home business is a Health facility or Veterinary clinic, in which case the standards for Health facilities will also apply.</p>

Hospitals, and homes for the aged	1 space per 5 beds + 1 space per 2 staff members (calculated from the staff numbers on the largest shift).
Industrial activity	1 space per 100m ² of gross floor area.
Large format retail/Bulk retail	2.5 spaces per 100m ² gross floor area.
Offices	2.25 spaces per 100m ² of gross floor area.
Outdoor storage yards	1 space per 500m ² of site area used.
PREC16 – Port operational precinct	1 space per 30m ² of gross floor area used for administrative offices plus 1 space per 2000m ² of site area used thereafter.
Places of entertainment, buildings for private or public assembly, buildings for community use, clubs and places of worship (includes funeral chapels, and crematoriums)	1 space per 20m ² of gross floor area or 1 space per 10 seats provided whichever is greater.
Recreation areas 1. Cemeteries (also see crematoriums under “Places of Worship”) 2. Sports courts 3. Sports fields 4. Swimming pools	<ol style="list-style-type: none"> 1. 10 parking spaces + 2 carparks for staff parking. 2. 1 space per 50m² of court area + 1 space per 200m² court area for staff parking. 3. 15 spaces per ha of pitch area + 1 space for staff parking. 4. 1 space per 10m² pool area + 1 space per 200m² pool area for staff parking.
Reduction in car parking where bicycle parking is provided	<p>The total required car parking for an activity is reduced where on-site bicycle stands are provided, the reduction being:</p> <ol style="list-style-type: none"> 1. 1 car parking space for every 5 bicycle spaces provided. <ol style="list-style-type: none"> a. 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). b. 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 APP23 – Table 2: Car parking and queuing space recommendations apply), or 10 spaces, whichever is the lesser.
Restaurants, cafes and taverns	8 spaces per 100m ² of public floor area.
Residential activity	<p>1 space per residential unit.</p> <p>For residential units contained within a development of 3 or more residential units:</p> <ol style="list-style-type: none"> 1 space per residential unit. 1 visitor space for every 5 residential units for developments with 5 or more residential units. <p>Provided only 1 parking space per residential unit shall be counted in the building coverage.</p>
Residential activity (Heritage streetscape overlay)	<p>For residential units in Heritage streetscape overlays:</p> <ol style="list-style-type: none"> No spaces are required for the South Street, Alton Street, Elliot Street and Dear Cottages Precincts. All other precincts must provide 1 space per residential unit.
Retail activities, and retail services (other than supermarkets and large format retail / bulk retail) (for illustrative purposes, retail services includes personal or household services such as hairdressers, dry cleaners, servicing or repair of appliances or equipment. Retail activity includes things such as vehicle sales)	3 spaces per 100m ² gross floor area + 1 space per 100m ² for outdoor display areas.
Visitor accommodation (see definition of ‘unit’ in this appendix)	<p>Permitted Activity:</p> <ol style="list-style-type: none"> 1 space per unit, except where the unit can accommodate more than 6 guests, 2 spaces must be provided. 1 space for a one bedroom manager’s residence or 2 spaces where there are two or more bedrooms.

	<p>3. A loading zone for coaches if there are more than 30 units.</p> <p>4. (A double, queen or king bed counts as 2 guests).</p>	
Unstaffed network utility buildings	Nil.	
Service stations	<p>For service station buildings refer to Retail activities in this table.</p> <p>Queuing requirements:</p> <ol style="list-style-type: none"> 1. On sites where drive-through access to the pump islands are gained off a road or roads classed as a SH6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Councils Road Hierarchy: 2 queuing spaces per entrance into the site. 2. On sites where drive-through access to the pump islands are gained off a road or roads other than roads classed as a SH 6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Council's Road Hierarchy: 1 queuing spaces per entrance into the site. <p>3 queuing spaces per car wash or drive-through vehicle service or inspection facility.</p>	
Storage ancillary to the principal activity	1 space per 100m ² of gross floor area for the first 200m ² and 1 space per 200m ² thereafter.	
Supermarket	4 spaces per 100m ² gross floor area.	
Vehicle parking facilities	Number of parking spaces provided at facility	Number of queuing spaces required
	less than 20	Nil
	21 – 4	1
	49 – 99	2
	100 – 199	4

	greater than 199	4 spaces for the first 199 parking spaces plus 1 space per 25 parking spaces thereafter.
	Provided where there is more than 1 vehicle access entry on which service to customers is to be provided, queuing spaces must be provided at every such vehicle entry. The amount of queuing spaces at every such vehicle entry shall be the total amount of required queuing spaces divided by the number of such vehicle entries, with a minimum of 1 queuing space for any facility with 20 or more parking spaces.	
Warehouses including storage as the principal activity	1 space per 100m ² of gross floor area.	
Activities other than listed above	Indoor areas: 1 per 50m ² . Outdoor areas: 1 per 500m ² of site used in the activity.	
	<i>Advice note</i> <i>Parking for residential units in the City Centre zone may be provided but is not required. Parking for residents will not be provided by the Council.</i>	

4. Parking spaces for people with disabilities

The Building Act 2004 includes requirements for the provision of parking for people with disabilities

5. The Building Act 2004 includes requirements for the provision of parking for people with disabilities. Dimensions – parking spaces and set down areas

- a. Where provided, every parking space must be of a useable shape and condition and must meet the following requirements:
 - i. an individual parking space must have the minimum dimensions of 3 metres wide and 5 metres long which provides sufficient space for the doors of an 85 percentile design car to be opened to allow a person to enter or exit the design car;
 - ii. for two or more parking spaces (side by side) car parking spaces and access thereto must comply with one of the two methods described below. Applicants must state which of the two methods below has been used to achieve compliance:
 - A. **Parking layout method:** Compliance with the parking layout provisions of APP23 – Table 3: Parking layout below; or

- B. **85 percentile car method:** Compliance with the 85 percentile car tracking curve detailed in APP24 – Tracking curves. Provided these minimum parking space dimensions must apply:
- I. **Side by side carparks:** 5 metres long and 2.5 metres wide each, or parallel carparks: 6 metres long and 2 metres wide each; and
 - II. the internal minimum height for any private parking space and access thereto shall be at least 1.85 metres from the finished floor level and 2.3 metres from the finished floor level for all other parking spaces available to the public.

APP23 – Table 3: Parking layout

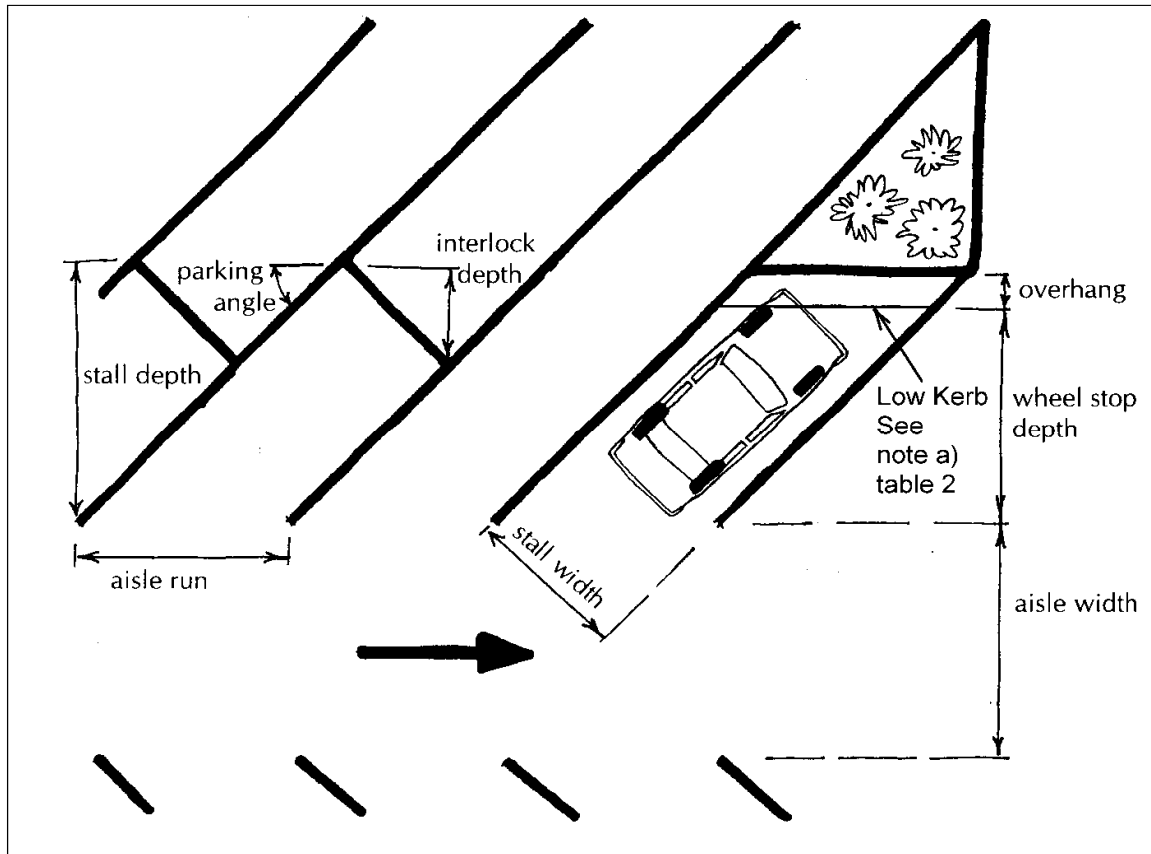
See APP23 – Figure 1: Parking layout example of use, below									
Parking angle		Stall width (m)	Aisle width (m)	Aisle run (m)	Stall depth (m) (see note a)	Overhang (m)	Wheel stop depth (m)	Interlock depth (m)	Stall depth (interlock only) (m)
90°	Class of User 1	2.4	7.0	-	-	-	-	-	-
		2.5	6.6	-	5.0	0.8	4.2	-	-
		2.6	6.2	-	5.0	0.8	4.2	-	-
	Class of User 2	2.5	8.0	-	5.0	0.8	4.2	-	-
		2.6	7.0	-	5.0	0.8	4.2	-	-
		2.7	6.6	-	5.0	0.8	4.2	-	-
People with disabilities		3.6	8.0	-	5.0	0.8	4.2	-	-
60°		2.5	4.5	2.9				1.2	5.5
		2.7	4.0	3.1				1.3	5.6
		2.9	3.5	3.4	5.4	0.8	4.6	1.4	5.7
		3.0	3.5	3.5				1.5	5.8
45°		2.5	3.8	3.5				1.8	5.3
		2.7	3.5	3.8				1.9	5.4
		2.9	3.5	4.2	5.0	0.7	4.3	2.0	5.5
		3.0	3.5	4.2				2.1	5.6

30°	2.5	3.5	5.0	4.4	0.6	3.8	2.1	4.6
	2.7	3.5	5.4				2.3	4.8
	2.9	3.5	5.8				2.5	5.0
	3.0	3.5	6.0				2.6	5.1
Parallel parking (except on St)		Stall length = 6.0		Stall width = 2.0		Aisle width = 3.7		

6. Notes

- a. Stall depth: this is the distance to an obstruction or potential obstruction including a wall, a fence, required landscaping, another vehicle or a place where a vehicle could stand, but does not include a low kerb over which an 85 percentile design car could overhang without contact to the design car.
- b. Class of User 1: long term parking, including tenant and employee parking (but not visitor parking) where regular use gives the motorist a familiarity with the building or parking area.
- c. Class of User 2: short to medium term parking, including visitor parking, parking associated with traveller accommodation and general town centre parking, and where goods can be expected to be loaded into vehicles.
- d. Intermediate values may be interpolated from the values listed in the table above.
- e. Two way flow is permitted with 90° parking.
- f. Aisle run distances are approximate only.
- g. Stall widths shall be increased 300mm where they abut obstructions such as walls or columns.
- h. Minimum one way aisle width 3.7 metres (this requirement does not apply to residential activities).
- i. Minimum two way aisle width 5.5 metres (this requirement does not apply to residential activities).

APP23 – Figure 1: Parking layout example of use



7. Loading spaces

- a. Except as exempted below, loading spaces must be provided within the net area of every site in accordance with APP23 – Table 4: Loading space, size, and design vehicle specification. Whenever a building is increased in floor area, or undergoes a partial or total change in activity, loading requirements for the existing part of the building or that part remaining in the existing activity, shall remain unaltered. In this case the requirements relevant when the original activity, or part of it, was obtained shall continue to apply. Loading requirements for the increased floor area or that area with a new or altered activity shall be calculated in accordance with APP23 – Table 4: Loading space, size, and design vehicle specification.
- b. Loading spaces need not be provided for any of the following activities, unless otherwise required by a resource consent:
 - i. residential activities (including Home business); and
 - ii. farming; and
 - iii. activities in the Coastal marine area or Conservation zone; and
 - iv. Small unstaffed network utility buildings.
- c. Loading spaces need not be provided in any of these localities:-
 - i. on any public road or square in the Inner city core area; and

- ii. on sites with frontage to any public carpark at the Stoke Centre; and
- iii. on sites with frontage to any roads, other than Main Road Stoke, at the Stoke Centre.
- d. Where loading is voluntarily provided, or required by a resource consent, it must comply with the standards in the Nelson Plan.
- e. Advisory note: Council may control loading on roads and in public carparks by bylaws.

APP23 – Table 4: Loading space, size, and design vehicle specification

Gross floor area of activity	No. of loading spaces required	Minimum loading space size	Design vehicle
Commercial, Educational, Health facilities and other similar non goods handling activities			
Activities with gross floor area of 30m ² up to 200m ²	1	6 metres length 3 metres wide 2.6 metres high Provided this loading space may be positioned behind an existing parking space on-site as long as it does not obstruct any other required parking or loading space or required vehicle access or manoeuvring	85 percentile car tracking curve
Activities with gross floor area over 200m ² up to 2500m ²	1	6 metres length 3 metres wide 2.6 metres high	85 percentile car tracking curve
Activities with gross floor area > 2500m ²	1	8 metres length 3.5 metres wide 4.4 metres high	85 percentile 2 axle truck tracking curve
Retail, Retail services, Industrial and similar goods handling activities			
Activities with gross floor area of 10m ² up to 100m ²	1	6 metres length 3 metres wide 2.6 metres high	85 percentile car tracking curve

Activities with a gross floor area 100m ² to 2500m ²	1	8 metres length 3.5 metres wide 4.4 metres high	85 percentile 2 axle truck tracking curve
Activities with a gross floor area >2500m ²	1	20 metres length 3.5 metres wide 4.4 metres high	Semi-trailer tracking curve
Freight depots, Carrier depots, Land transport terminals, Bulk stores, Warehouses, and similar activities			
Activities with gross floor area up to 200m ²	1	8 metres length 3.5 metres wide 4.4 metres high	85 percentile 2 axle truck tracking curve
Activities with a gross floor area >200m ² to 2500m ²	1	20 metres length 3.5 metres wide 4.4 metres high	Semi-trailer tracking curve
Activities with a gross floor area > 2500m ²	1/2500m ² (1 space min)	20 metres length 3.5 metres wide 4.4 metres high	Semi-trailer tracking curve

8. Notes

- a. For the purpose of APP23 – Table 4: Loading space, size, and design vehicle specification, where the principal activity does not take place within a building the term ‘gross floor area’ includes the ground area directly involved in that activity.
- b. Where an activity involves more than one of the above categories, the loading requirement must be determined on the principal activity of the site. Where the principal activity cannot be determined the higher loading requirement will apply.
- c. When the assessment of the number of loading spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space.
- d. Notwithstanding the above:
 - i. where articulated trucks are used in connection with any site, sufficient space not less than 20 metres in length and not less than 4.4 metres high shall be provided; and
 - ii. each loading space required by the Nelson Plan shall have unobstructed vehicular access to a road or service lane; and

- iii. parking spaces and loading spaces may be served in whole or in part by a common manoeuvre area which shall remain unobstructed; and
- iv. where a coach parking space is required sufficient space not less than 14 metres in length, 3.5 metres in width and 4.4 metres high shall be provided.

9. Loading spaces - special provisions for sites with more than one activity or tenant

- a. Where more than one tenancy or separate use is contained on a site then each individual tenancy or activity shall be provided with direct access to the loading space on that site. When it is necessary to provide such access within a building such access shall be a useable passageway not less than 1.2 metres wide (including any doorways measured between the door jambs).

10. Surfacing of parking and loading spaces

a. Inner city, Suburban commercial, Industrial, and Open space and recreation zones

- i. The whole of the parking and loading spaces, vehicular entrances, access drives and aisles required by these rules must be formed, surfaced and maintained to a permanent surface (see APP22 – Figure 6: Typical examples of complying permanent surface).

b. Residential zone

- i. The following areas shall be permanently surfaced (See APP22 – Figure 6: Typical examples of complying permanent surface):
 - A. all vehicular access from a public road from the sealed carriageway of the road to a point at least 5 metres into the site measured from the road boundary (Note: The purpose of this clause is to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.); and
 - B. all vehicular access which serves more than one household unit or site, and
 - C. all vehicular access with a gradient steeper than 1 in 5.
- ii. For the purpose of this clause the grade of a curve shall be measured around the inside edge. The minimum inside radius of curves shall be 4 metres.
- iii. Except as provided above, all vehicular access in the Residential zone shall be formed to an all-weather surface.

c. Rural zone

- i. All vehicular access from a public road shall:
 - A. be permanently surfaced (see APP22 – Figure 6: Typical examples of complying permanent surface) from the sealed carriageway of the road to a point at least 5 metres into the site measured from the road boundary, and
 - B. comply with the requirements contained in APP23 – Standards and terms for parking and loading.

d. General

- i. Sites sloping towards the street will require stormwater to be controlled on-site by a sump or other mechanism.

- ii. The site must comply with these standards before the activity commences and be maintained to this standard for as long as the activity continues.
- iii. Compliance with the following mandatory access standards in section 4 Transportation of the Nelson Tasman Land Development Manual 2019 is required:
 - A. 4.8.1 – 4.8.5 (Road Geometry); and
 - B. 4.10.1 – 4.10.7.2 (Private Access and Crossings); and
 - C. 4.20.1 (Formation of Residential Lanes, Service Lanes and Private Ways) 4.21.1 – 4.21.2 (Kerb and Channelling).

e. Location of parking and loading areas

- i. All recommended parking and required loading spaces provided for in these rules must be located on the site of the activity they are intended to serve.
- ii. Any activity involving the sale, hire, servicing, or repair of vehicles shall be carried out entirely within the site to which the activity relates. No road, or part of a road, shall be used for carrying out any activity associated with the business, including the storage, repair, grooming or washing of vehicles, or parking of vehicles other than for the purposes of delivery, relocation, drop-off, or pick-up.
- iii. No part of any recommended parking or required loading space or associated manoeuvring area may be located between a road widening designation as shown on the Nelson Plan Maps and the road boundary.

f. Availability of parking and loading areas

- i. All recommended parking and required loading spaces, manoeuvring areas, access drives and aisles must be kept clear at all times for the purpose of motor vehicle use and may not be used for any other purpose.
- ii. Except as exempted below a motor vehicle occupying any required parking or loading space must have ready access to a road at all times without the necessity of moving any other vehicle occupying a required parking or loading space.
 - A. In the Residential zone, residential activities (excluding Home business) may have no more than 2 parking spaces located one behind the other, and may include spaces within a building.
 - B. On sites in all Commercial and mixed use and industrial zones which are less than 1000m² net site area, activities may have no more than 2 staff parking spaces located one behind the other provided:
 - I. Such parking spaces do not include accessible car parking spaces (for use by people with disabilities); and
 - II. as otherwise permitted under APP23 – Table 4: Loading space, size, and design vehicle specification.

g. Manoeuvring/non-reversing streets

- i. Any off street parking, loading and queuing space are provided with such access drives and aisles as are necessary for the access of vehicles to and from the vehicular entrance to the road and for any required manoeuvring of vehicles within the site.
- ii. The design of any parking spaces and loading spaces must be such that manoeuvring is provided for the design vehicle of the vehicles in APP24 – Tracking curves.
- iii. No reverse manoeuvring onto or off a road is permitted where:
 - A. the site has vehicular access to a Classified road, or
 - B. where any vehicle entrance serves more than 3 required car parking and/or loading spaces, or
 - C. a rear site has access provided by a mutual right of way, or
 - D. vehicular access to the site is from a road with a legal speed greater than 50kmh.

h. Tracking curves for car parking

- i. Carpark manoeuvring must comply with the 85 percentile car tracking curve shown in APP24 – Figure 1: Car tracking curves for 85 percentile. Compliance with APP23 – Table 4: Loading space, size, and design vehicle specification of this appendix, will be deemed to be compliance with the 85 percentile car tracking curve. Where a Coach parking space is required manoeuvring must comply with the Tour coach tracking curve (See APP24 – Figure 4: Tour coach tracking curve).

i. Tracking curves for loading

- i. Where loading spaces are required or voluntarily provided they must comply with the particular tracking curve identified in, APP23 – Table 4: Loading space, size, and design vehicle specification and that tracking curve specification in APP24 – Tracking curves.
- ii. Where a Coach parking space is required manoeuvring must comply with the tracking curve for the Tour coach (See APP24 – Figure 4: Tour coach tracking curve).
- iii. Activities or sites covered by a. and d. above must provide on-site turning complying with the appropriate tracking curve (85 percentile design car, minimum).

j. Gradient of parking spaces

- i. Where provided, parking spaces must have a gradient of no more than 1 in 16 in any one direction except in the Residential zone where the maximum gradient is 1 in 8.

k. Access design

- i. Refer to APP22 – Vehicle access and crossing standards for access design, location, gradients, and break over angles.

11. Queuing

a. Application

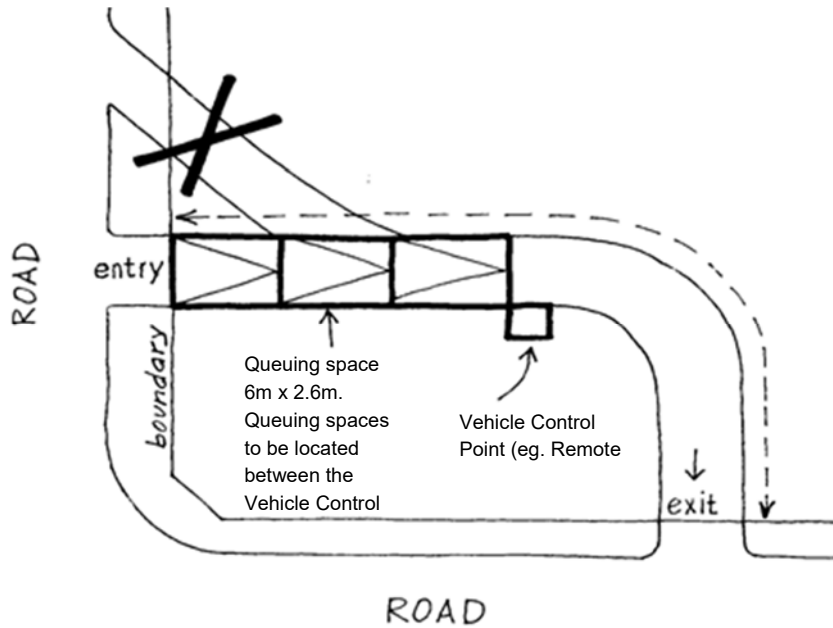
- i. Where parking spaces are provided, provision for queuing facilities on-site is required for 3 classes of activities: Drive-through activities, Service stations and Vehicle parking facilities with 20 or more parking spaces.

- ii. The number of queuing spaces provided must be in accordance with APP23 – Table 2: Car parking and queuing space recommendations. The number of queuing spaces may be reduced to 1 space, for service stations or drive-through facilities, if:
 - A. There is an adjacent vehicle moving lane which:
 - I. is served by an adjacent vehicle control point; and
 - II. allows vehicles to move in the same direction as in the main queuing lane; and
 - III. has a minimum width of 2.6 metres; and
 - IV. complies with manoeuvring, access, formation and marking standards for a queuing lane;
 or
 - B. the amount of parking provided is increased by 10%.

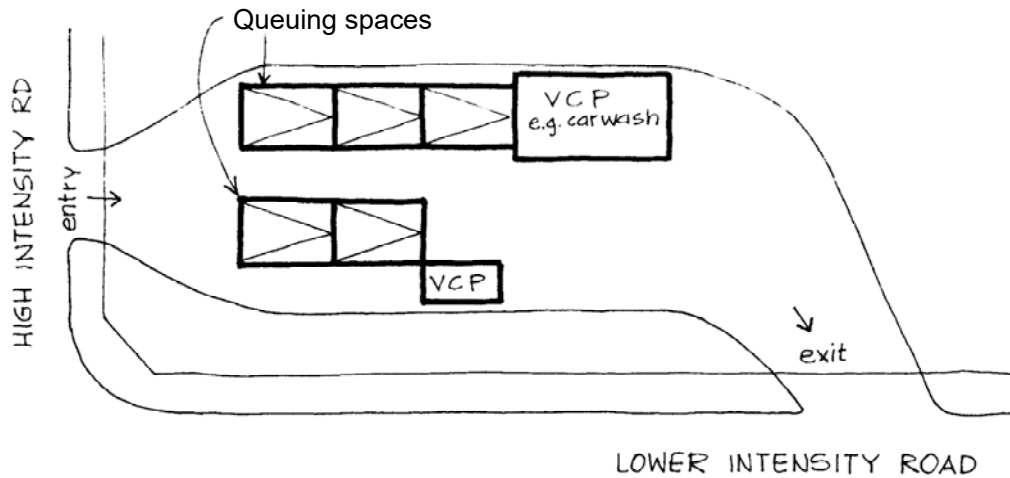
b. Queuing space and queuing lane on-site layout

- i. Every queuing space must be of a useable shape and condition, be wholly contained on the site it is intended to serve, within a queuing lane and comply with the following requirements:
 - A. a queuing space must be not less than 6 metres long and 2.6 metres wide; and
 - B. all queuing spaces must be located in a nose to tail fashion in the queuing lane between the vehicle entrance on the site boundary and the nearest vehicle control point and but shall not obstruct parking, required loading or other required queuing areas and access thereto; and
 - C. all queuing spaces and the queuing lane must be formed and maintained to a permanent surface; and
 - D. the queuing lane is to comply with the 85 percentile car tracking curve (see APP24 – Figure 1: Car tracking curves for 85 percentile) or any larger tracking curve which may be required under H. below; and
 - E. the traffic direction in the queuing lane is to be one way only provided this shall not apply to fuel dispensers in service stations. However, no reverse manoeuvre on or off any road is permitted; and
 - F. traffic conflicts which may impede traffic flow to or from the vehicle control point along the queuing lane are not permitted i.e. many access lanes to one vehicle control point is not permitted (e.g. a merging lane) but one access branching to many vehicle control points will be permitted (eg: multi island fuel dispensers); and
 - G. with the exception of queuing lanes associated with fuel dispensers in service stations, the queuing lane is to be permanently marked on the pavement surface together with such traffic control direction as will contribute to its safe use; and
 - H. where the drive-through activity or vehicle parking facility is intended predominantly for vehicles larger than cars then the queuing space, manoeuvring area, formation and marking must be adequate to suit the predominant vehicle to be used. In such cases the minimum standard is the 85 percentile 2 axle truck shown in APP24 – Figure 2: Two axle truck tracking curves.

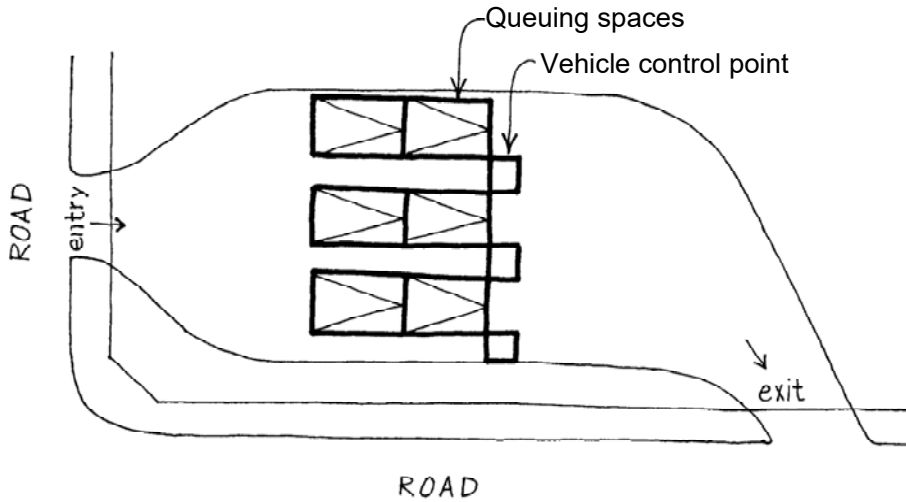
APP23 – Figure 2: Queuing lane and queuing space showing required on-site arrangement



APP23 – Figure 3: One to many type queuing lane of the type permitted under APP23-11



APP23 – Figure 4: Example of queuing layout for a Service station activity



12. Assessment criteria for resource consents

a. General

- i. In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant assessment criteria set out below.

b. Assessment criteria

- i. In considering whether or not to grant consent or impose conditions, the Council shall have regard to but not be limited by the following specific assessment criteria.

c. Parking, queuing and loading provision

- i. Whether it is physically practicable to provide the loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.
- ii. Whether there is an adequate alternative supply of loading spaces in the vicinity which:
 - A. is clearly associated with the development through signs or other means; and
 - B. has a legal agreement bonding the loading spaces to the development; and
 - C. is surrounded by appropriate land use activities with which the loading is compatible.
- iii. Whether there is another site in the immediate vicinity that has available loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated loading spaces to be secured in some manner.
- iv. Whether a demonstrably less than normal incidence of loading will be generated by the proposal, such as due to specific business practice, type of customer, the particular characteristics of the intended residential occupants, vehicles servicing the site or vehicles servicing the occupants of the site, bus transportation.
- v. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required amount of loading space.

- vi. The extent to which the safety of pedestrians, particularly children, will be affected by the reduction or non provision of loading spaces or by being set down on-street.
- vii. The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by manoeuvring vehicles on the roads.
- viii. Any cumulative effect of the lack of on-site loading spaces in conjunction with other activities in the vicinity not providing the required number of loading spaces or by reducing the required manoeuvring space.
- ix. The extent to which activities proposed will generate more or less loading demand than is required by the Nelson Plan and the adequacy of the proposed facilities to meet the demand.
- x. Whether loading can be provided and maintained in a jointly used area where the number of loading spaces provided is equivalent to the sum of requirements for each activity.
- xi. Where the development is located in a Residential zone or an Open space and recreation zone, the effect the provision loading has on the purposes of these zones and on their environmental results anticipated.
- xii. The extent to which the reduction in the amount of loading spaces will affect the ability of future activities on-site to meet loading spaces requirements.

d. Loading area and entranceway design

- i. Any adverse effects on the safety and security of people and vehicles using the facility.
- ii. The extent to which the safety of pedestrians, both on and off the site will be affected.
- iii. Any adverse effects on the amenity and character of surrounding properties and public areas.
- iv. The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
- v. The extent to which any reduction in the design characteristics could result in the loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles or pedestrians.
- vi. Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

e. Particular assessment criteria relating to short term living accommodation

- i. In considering a controlled or restricted discretionary activity and whether or not to impose conditions, the Council shall, in addition to the above, have regard to but not be limited by the following specific assessment criteria:
 - A. the type of person catered for at the accommodation and the type of transport they use and the frequency of use; and
 - B. the type, size and frequency of vehicles (including buses, taxis, service and staff vehicles) used to service the accommodation; and
 - C. the extent to which safe loading and unloading of coach passengers is capable of being provided

f. Loading spaces - location, method and appearance

- i. Conditions may be imposed to ensure that loading spaces are:
 - A. clearly associated with the development through signage or other means; and
 - B. bonded to the development by a legal agreement; and
 - C. surrounded by appropriate land use activities with which or loading is compatible; and
 - D. landscaped to an appropriate standard; and
 - E. bonded to the user by a covenant or some other legal protection where loading spaces are to be off-site to ensure continued availability; and
 - F. less likely to detrimentally affect the safety of the roading network or pedestrian safety; and
 - G. available at times when the loading demand for the activity occurs.

g. Queuing spaces and queuing lanes - location, method and appearance

- i. Where parking is provided, conditions may be imposed to ensure that any queuing spaces and queuing lanes are:
 - A. suitable for the character, intensity and scale of development; and
 - B. less likely to detrimentally affect the safety of the roading network or pedestrian safety; and
 - C. bonded to the user or development by a covenant or some other legal protection where parking or loading spaces are to be off-site to ensure continued availability; and
 - D. available at times when the demand for the activity occurs.

13. Reasons for rules

a. Loading space requirements

- i. The provision of off-street loading for each activity minimises the adverse effects on the safety and efficiency of the road from on-street loading and manoeuvring vehicles.

b. Parking and loading area

- i. The design of the parking where provided and required loading areas are based on 85-percentile design vehicles. The dimension of these vehicles and their associated turning circle requirements are such that the majority of vehicles in New Zealand comply with their requirements. Critical manoeuvre areas have been calculated to allow 99% of vehicles to use them. These areas are bounded by immovable objects such as walls and columns and it is, therefore, important to provide the space to allow vehicles to manoeuvre easily.
- ii. Controls over the surfacing of parking and loading areas have been included to protect the amenity of surrounding properties and public places from noise and dust nuisance. The controls are also intended to avoid deterioration of road and footpath surfaces or vehicle and pedestrian safety through loose surfacing material being carried onto footpaths, roads or service lanes.
- iii. Controls on the gradient of parking areas have been included so that it is safe and easy for people to get into and out of their vehicles.

c. Reverse manoeuvring

- i. On-site manoeuvring is required for all sites on Classified roads, shared accesses, and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of roads that are desirable through routes by minimising the number of vehicles required to reverse onto or off a site. It is not permitted to reverse manoeuvre onto Classified roads as their main function is as a through route accommodating a variety of mode and trip lengths with access to adjacent land having less importance than Unclassified roads.

d. Queuing spaces

- i. Where parking is provided, queuing spaces and queuing lanes are required at the entrance to vehicle based service areas for Drive-through activities, Service stations and Vehicle parking facilities to provide an area off the street for vehicles to queue while waiting for goods or services, or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring to queue on the street, blocking traffic lanes, or causing pedestrians to leave the footpath in order to move across queued traffic.