

THE DRAFT WHAKAMAHERE WHAKATŪ NELSON PLAN KEY INFORMATION

The Draft Whakamahere Whakatū Nelson Plan combines the current resource management plans for Nelson into one combined Plan that reflects Central government requirements and direction, current best practice, and the latest research and local information. Once notified, the Nelson Plan will guide how we use our natural resources, where and how we develop land, and how we protect our environment.

PARKING

What are the proposed Parking and loading provisions all about?

Proposed parking and loading provisions in the Draft Nelson Plan reflect recent central government direction of the National Policy Statement – Urban Development (NPS-UD 2020). There are no longer any requirements for on-site (private) parking associated with developments – except for ‘accessibility parking’ (e.g. disabled access parks). However, developers and landowners may choose to provide on-site parking. Where parking is included in the design for a subdivision or building, the Draft Plan sets out recommended numbers and design requirements. Public parking will continue to be provided for by the Council and is not a matter that is covered by the Draft Nelson Plan.

What are the Parking and loading provisions trying to achieve?

Where parking is provided, the draft provisions on parking and loading aim to encourage thoughtful location, design, construction and on-going maintenance of parking and loading areas. This can ensure that the road network functions well and that there are no safety issues.

This includes safety for pedestrians and cyclists, and other users of private transport that do not involve cars. The visual effect of parking, in the form of ‘streetscape quality,’ and the numbers of parking spaces to provide, is also a consideration.

What would be the requirements of the proposed Parking and loading provisions?

Across all zones, there are no longer any minimum requirements for private on-site parking. Where a landowner or developer chooses to provide on-site parking, the design and recommended numbers of parking is guided by Appendix 23 to the Draft Plan.

The recommended number of parking spaces are set out by activity, based on what might be needed for clients or customers. As an example, retail activities may generate demand for three spaces for every 100m² of indoor retail floor area and one space for outdoor display areas. In addition to the removal of minimum parking requirements, the Draft Nelson Plan proposes parking maximum requirements in key zones, the City centre zone and the Mixed use zone. No more than 6 parking spaces can be provided on-site in the City centre zone, and in the Mixed use zone parking numbers must be no greater than the recommended number of spaces outlined in Appendix 23.

The main driver behind the removal of minimum requirements and setting of parking maximum levels is to encourage the efficient use of land for residential and business activity. The changes also relate to encouraging other forms of transport and access including active transport like walking and cycling, and public transport.



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What changes does the Parking and loading chapter propose to the current Nelson Resource Management Plan (NRMP?)

The proposed Draft Nelson Plan parking provisions are significantly different than the current NRMP provisions. The NRMP uses minimum numbers based on the type of activity and expected parking demand associated with it. The Draft Nelson Plan has a 'no minimum' parking requirement across all Zones and activities, based on the directive from the NPS-UD 2020.

Further information on the Nelson Plan

This key information sheet is a summary of the provisions in the Draft Nelson Plan that relate to Parking and loading provisions. It should not be used as a definitive representation of content.

To view actual Draft Nelson Plan content, please go to shape.nelson.govt.nz. To find Parking and loading provisions refer to: Part 4 All Zones; Part 6 APP23 – Standards and terms for parking and loading

Related provisions include: Part 2 EIT – Energy, Infrastructure and transport; Part 2 UFD – Urban form and development; Part 3 EIT – Energy, infrastructure and transport; Part 3 EIT – Energy, infrastructure and transport; Part 3 SUB – Subdivision; Part 6 APP22 – Vehicle access and crossing standards; Part 6 APP24 – Tracking curves.

Parking dimension and design standards are also contained in the Nelson Tasman Land Development Manual.

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