Annexure E

Traffic Impact Assessment

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Dear Hayden

Proposed Hotel – 45 and 47 Beach Road, Tahunanui, Nelson City
Transportation Assessment Report - Amended

Following our discussions and my site visits, I have completed my assessment of the traffic matters relating to the proposed hotel on the corner of Beach Road and Waikare Street in Tahunanui, Nelson. Nelson City Council have also provided feedback on the consent application.

This Transportation Impact Assessment ("TIA") will form part of the resource consent application for the development outlined above. The TIA sets out and describes:

- The existing transport environment in the vicinity of the site
- Crash history
- The development proposal
- Assessment of the development against the provisions of the Nelson Resource Management Plan (NRMP), and
- An assessment of the proposed layout, parking and access provisions of the proposed development.

The assessment below provides an analysis of the matters as set out above.

1. Site Location and Description

The site is located at 45 and 47 Beach Road in Tahunanui, Nelson which is to the west of the city centre of Nelson.

Figure 1 shows the site location and the surrounding road network.



Figure 1: Site Location and Road Network (Source: Top of the South Maps)

As shown, the site is located on the corner of Beach Road and Waikare Street across the road from the Tahunanui Park and Beach. To the east is State Highway 6 which provides connections to the wider road network. The site is a corner site with a frontage of around 25 metres along each road. There is a shared path that runs along the frontage of the site on Waikare Street.

The land uses in the area are a mixture of residential, recreational and commercial. There are schools, shops and industrial activities located nearby as well as Nelson Airport to the south of the development site.

2. Road Environment

The site consists of two properties being 45 and 47 Beach Road. They are located on the eastern side of the intersection of Beach Road/Waikare Street and Hounsell Circle.

Recently a large apartment building has been constructed to the east on the adjacent property.

Figure 2 shows the development site and adjacent road network.



Figure 2: Road Layout (Source: Google Maps)

Beach Road is around 12 metres wide (kerb to kerb) with parallel and angle parking. There are edge/parking lines, and a dashed centreline painted along the road. There is a footpath along the southern side of the road.

Waikare Street is around 12 metres wide with a footpath along both sides of the road. The footpath along the front of the development site is a shared path for cyclists and pedestrians. The road has kerb, channel and also unrestricted parallel parking along both sides of the road.

There is a vehicle crossing for 45 Beach Road from Beach Road. The vehicle access for 47 Beach Road is from Waikare Street.

The intersection of Beach Road and Waikare Street is a crossroad controlled by give way signs. There is unrestricted parking on the streets in the area which is set out as parallel parking against the kerb or angle parking next to the park. The posted speed limit is 50 km/h with operating speeds being lower in the vicinity of the site, due to the intersection and the raised crossing threshold for the shared path on Beach Road.

The on-street parking demand is very low, and council surveys placed the weekday demand for Beach Road around 50% and Waikere Street around 60%. The weekend parking demand is around 20% for Beach Road and around 50% for Waikare Street. The on-street demands on Beach Road were higher at the northern end of the road. Observations of the parking demand in the area showed lower parking demands in the immediate vicinity of the development site.

Figure 3 shows the general road environment along Beach Road.



Figure 3: Road Environment

As shown the road is relatively wide with angle parking along the northern side of the road and parallel parking on the opposite side along the site frontage.

3. Crash History

A detailed search of the NZ Transport Agency crash database was carried out for the five-year period from 2020 to 2024 and for the part-year of 2025. The crash search area included crashes within 50 metres of the site on Beach Road, Waikare Street and Hounsell Circle.

There has been one minor injury crash within the search area.

Table 1 provides the details of the crash.

Road	Location	Date	Collision Reference	Accident Description	Severity
Beach Road	At Waikare Street	01/02/2023	2023247082	A rider of a moped has slowed for the raised threshold and skidded on oil on the road.	Minor

Table 1: Reported Crashes 2020 to 2025 (Source: NZ Transport Agency)

The crash history does not highlight any deficiencies in the road geometry.

4. Proposed Development

It is proposed to demolish the existing two homes and construct a purpose-built hotel with access from Waikare Street. The hotel will have 47 rooms with a guest lobby and hotel offices on the ground floor.

Figure 3 shows the site plan for the proposed hotel.

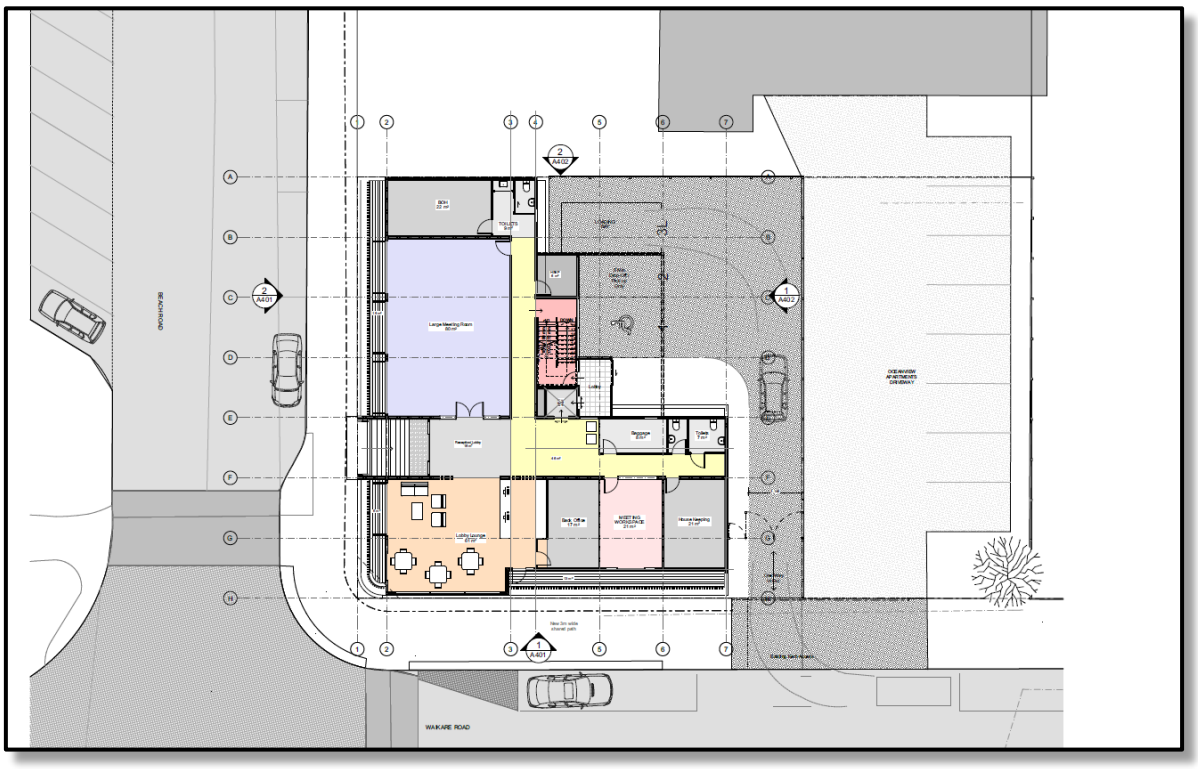


Figure 3: Site Layout (Source: Arthouse)

As shown there is one accessible park and one standard car park to be provided at the rear of the building. There is a small loading space at the rear of the building. The existing two vehicle crossings will be removed with a new vehicle crossing located on the southern boundary adjacent to the driveway for the apartment building next door.

5. Planning Framework

The development is located within the Suburban Commercial Zone as listed within the Nelson Resource Management Plan (NRMP). As such, the development parking, loading and access is considered against Chapter 9 Suburban Commercial Zone provisions of the Plan. In particular Rules SCr.31 and SCr.32. These rules provide details of the parking, loading and site access standards for developments in the Suburban Commercial Zone.

It should be noted that the Nelson Land Development Manual has been recently updated with the new Nelson Tasman Land Development Manual 2020 (NTLDM) formally adopted as the guiding document for engineering standards relating to land development. As a result of one set of requirements listed in the NRMP and a second set of requirements now in the new development manual, the assessment below assumes the more recent provisions within the NTLDM to be more appropriate to assess the design for compliance.

Table 2 provides an assessment of the proposed development against the relevant Standards framework from the NRMP (Appendix 10 and 11).

Standard	Requirement	Proposal	Compliance
Appendix 10	***Standards and terms for parking and loading*** ***Note all parking requirements were removed from the NRMP as required by the National Policy Statement for Urban Development. This was a resolution of Council on 17 December 2020. On-street parking requirements still apply.***		
AP10.3 - calculation of coach loading and queuing spaces	*Coach loading and queuing spaces must be provided as set out in Table 10.3.1.* *A loading zone for coaches if there are more than 30 units.*	The proposed hotel provides 47 one-bedroom units. The site is too small to provide coach parking.	**Does not comply**
AP10.4 - Parking Spaces for People with disabilities.	*The Building Act 2004 includes requirements for the provision of parking for people with disabilities. The Building Act 2004 provisions must be complied with.*	The NRMP refers to the Building Code for accessible parking. The Building Code requires accessible car parks based on the number of spaces **provided** on the site and not the potential parking demand. The provision of one accessible park meets the NRMP requirements as it meets the Building Code requirements.	**Complies**
AP10.5.i - dimensions – parking spaces and set down areas	*Every parking space must be of a useable shape and condition and must meet the following requirements:*	The car parks for the hotel have been designed to be useable and meet the Nelson and AS/NZS parking standards.	**Complies**
	a. An individual parking space must have the minimum dimensions of 3m wide and 5m 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, and *b. For two or more parking spaces (side by side) carparking spaces and access thereto must comply with one of the two methods.*	The car parks have a minimum width of 2.5 metres and are 5.0 metres long. The aisle width is 8.1 metres. This meets Table 10.5.1. as required under Rule 10.5.i (b). The car parks will meet AS/NZS 2890.1 for size and manoeuvring as an acceptable alternative.	**Complies** Note: Complies with accepted AS/NZS 2890.1

Standard	Requirement	Proposal	Compliance
	Applicants must state which of the two methods below has been used to achieve compliance: c. *The internal minimum height for any private parking space and access thereto shall be at least 1.85m from the finished floor level and 2.3m from the finished floor level for all other parking spaces available to the public.*	All the car parks are external and have no height restrictions.	
AP10.6 - Loading Spaces	*Loading spaces must be provided within the net area of every site in accordance with Table 10.6.1.* *A commercial activity with a floor area between 200m² and 2000m² requires a loading area that is 6.0 metres long by 3.0 metres wide and 2.6 metres high.*	The floor area of the building is around 1,900m². A loading space is provided at the rear of the building. It is six metres long and three metres wide with an 8.1-metre-wide aisle. The loading area is external and there are no height restrictions.	**Complies**
AP10.7 - loading spaces - special provisions for sites with more than one activity or tenant	*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.*	There is one activity on the site.	**N/A**
AP10.8 - surfacing of parking spaces and loading spaces	***AP10.8.i*** *In Inner City, Suburban Commercial, Industrial, and Open Space and Recreation Zones the whole of the parking and loading spaces, vehicular entrances, access drives and aisles must be formed, surfaced and maintained to a permanent surface (see Figure 10, Appendix 11 – Tracking curves).*	All parking and access areas will be sealed.	**Complies**
AP10.9 location of parking and loading areas	***AP10.9.i*** *All parking and loading spaces required by these rules must be located on the site of the activity they are intended to serve.*	On-site parking is not required (NPS – UD).	**Complies**

Standard	Requirement	Proposal	Compliance
		All parking is contained within the development site.	
	AP10.9.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.*	The activity is an hotel.	**N/A**
	AP10.9.iii *No part of any parking or loading space or associated manoeuvring area may be located between a road widening designation as shown on the Planning Maps, and defined in Appendix 24 - Designations, and the road boundary.*	No road widening designations exist on the site.	**N/A**
AP10.10 availability of parking and loading areas	***AP10.10.i*** *All required parking and 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.*	Parking areas and circulation aisles will be kept clear for motor vehicle use.	**Complies**
	AP10.10.ii *Except as exempted below a motor vehicle occupying any parking or loading space must have ready access to a road at all times without the necessity of moving any other vehicle occupying a parking or loading space.*	No stacked parking is proposed.	**Complies**
AP10.11 - manoeuvring/non -reversing streets	***AP10.11.i*** *Every off street parking, loading and queuing space must be 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.*	On-site manoeuvring is provided within the site. All vehicles can enter and exit the development in a forward direction.	**Complies**

Standard	Requirement	Proposal	Compliance
	AP10.11.ii *The design of all required parking spaces and loading spaces must be such that manoeuvring is provided for the design vehicle of the vehicles in Appendix 12 (tracking curves).*	The car park layout is designed to Table 10.5.1 and will meet the AS/NZS 2890.1 provisions. Loading area meets the requirements.	**Complies** Note: Complies with accepted AS/NZS 2890.1
	AP10.11.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.*	There are more than three car parks on the site. All car parks can use non-road reserve land for manoeuvres.	**Complies**
AP10.11.1. tracking curves for carparking	***AP10.11.1.i*** *Carpark manoeuvring must comply with the 85-percentile car tracking curve shown in AP12.1. Compliance with Table 10.5.1 (parking layout) of this appendix, will be deemed to be compliance with the 85 percentile car tracking curve.*	The on-site parking layout has been designed to meet Table 10.5.1 and the alternative AS/NZS 2890.1.	**Complies**
AP10.11.2 - tracking curves for loading:	***AP10.11.2.i*** *Where loading spaces are required or voluntarily provided they must comply with the particular tracking curve identified in Ap10.8 (surfacing of parking and loading spaces), Table 10.6.1 (loading space, size, and design vehicle specification) and that tracking curve specification in Appendix 12 (tracking curves).*	All loading requirements will be met on the site. All vehicles will be able to enter and exit in a forward direction.	**Complies**

Standard	Requirement	Proposal	Compliance
	AP10.11.2.iii *Activities or sites covered by a. – d. above must provide on-site turning complying with the appropriate tracking curve (85 percentile design car, minimum).*	Servicing vehicles can turn on the site.	**Complies**
AP10.12. gradient of parking spaces	***AP10.12.i*** *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.*	The parking areas will comply as the site is flat.	**Complies**
AP10.13. Access Design	***AP10.13.i*** *Refer to Appendix 11 (access standards) for access design, location, gradients, and break over angles.*	The new access will meet the requirements and meet Appendix 11.	**Complies** See assessment below
Appendix 11 -	***Access Standards***		
AP11.1 minimum distance of vehicle crossing from intersections	***AP11.1.i*** *Vehicle crossing spacing from intersections shall be in accordance with Section 4.10 Private Access and Crossings Nelson Tasman Land Development Manual 2019.*	Beach Road is a sub collector and Waikare Street is a local road. The NTLDM requires 10 metres separation. The access is more than 20 metres from the intersection.	**Complies**
AP11.2 maximum number and minimum spacing of vehicle crossings	***AP11.2*** *The maximum number of vehicle crossings permitted for each site shall be in accordance with Section 4.10 Private Access and crossings of the Nelson Tasman Land Development Manual 2019.*	The site will have one five-metre-wide crossing.	**Complies** See Table 3 and Assessment of Effects.
AP11.3 design of vehicle access	***AP11.3.1*** *Any access must comply with the relevant design and construction standards specified in Chapter 4, Section 4.10 Private Access and*	The existing crossings will be removed.	**Does not comply**

Standard	Requirement	Proposal	Compliance
	Crossings of the Nelson Tasman Land Development Manual 2019.	The new crossing is within one metre of the adjacent boundary. All other requirements are met.	See Table 3 and Assessment of Effects.

Table 2: Nelson Resource Management Plan Standards Compliance Table

A review of the NRMP indicates that the proposed development complies with the rules noting that there are some non-compliances with the NTLDM which is assessed below.

The development is also expected to meet the provisions of the NTLDM which sets out engineering guidance and standards for land development, noting that there is some duplication with the analysis in the table above.

The land development manual is separated into a number of sections dealing with different engineering matters. The relevant section of this assessment is set out in Chapter 4-Transportation. The NTLDM has a number of engineering requirements that land development is expected to meet. For the purpose of the assessment a brief analysis of the key matters has been undertaken as the development complies with the NTLDM.

Table 2 below provides a statement of compliance against the relevant requirements of the NTLDM being Section 4.10 – Private Access and Crossings.

Private Access - Section 4.10			
Section 4.10.2.1	*Private access must:* *a) Be designed in accordance with the minimum specifications in Table 4-13.*	*The site access has been specifically designed to meet the proposed redevelopment.* *The site has one user and is in the suburban commercial zone. The vehicle access width is more than 2.75 metres.*	**Complies**
	b) Only serve up to six units.	*The development will provide access for an hotel only.* *It is one user.*	**Complies**
	f) Be located at least one metre from any side boundary.	*The proposed vehicle crossing is within one metre of the adjacent boundary to the south of the site.*	**Does not comply**
Section 4.10.2.3	*Not more than one crossing is provided per site*	There are two existing approved crossings for the site. These will be removed with a new crossing to be constructed on Waikare Street. The site has two separate titles.	**Complies**

Section 4.10.2.5	*Passing Bays - any passing bay will be constructed to a minimum width of 5.5m (includes carriageway) and have a minimum length of 6.0m with a 4.0m long taper at each end.*	There is only one user, and the driveway is less than 50 metres long.	**N/A**
Section 4.10.2.9	*The berm or shoulder adjacent to a private access with more than one user will be designed to incorporate collection areas for waste and recycling wheelie bins without blocking the footpath.*	Rubbish collection areas will be provided on the site.	**Complies**
Section 4.10.3.	*Critical aspects of private access design and crossings in relation to gradient are set out in Table 4-13 with details on transitions shown in SD406 to SD409 and Figure 4-119.*	The gradient for the accesses easily meets these requirements with the site being flat.	**Complies**
Section 4.10.4	*The minimum sight distance that must be available from any vehicle access point along the frontage road is shown in Table 4-14.* *The fronting road has an operating speed of around 30km/h which requires a sight distance of 23 metres.*	The site accesses for the development have more than 20 metres of sight distance to the north and more than 90 metres to the south.	**Complies**
Section 4.10.5	*For all vehicle access points, a minimum visibility splay with the dimensions shown in Figure 4-11 must be provided. Items may be located within the visibility splay provided they do not obstruct visibility to pedestrians. Generally, this means avoiding objects and vegetation with a height of more than 0.9m.*	The new vehicle crossing goes across a shared path. The visibility splays are provided. The crossing to the south already has a cut down for the fence that was approved as part of the consent for that new development.	**Does not comply**
4.10.6	*Section 4.10.6.2* *Tracking paths and turning circles on private land will be provided in accordance with AS/NZS 2890.1 "off-street carparking" 2004.*	The car park design meets the NRMP and AS/NZS 2890.1:2004. Car parks are at least 5000mm long by 2500mm wide. The circulation aisle is more than eight metres.	**Complies**

	Section 4.10.6.3 *Vehicle access points must be located so that no part of the access, nor tracking path crosses any part of another site except where there is a right of way or other similar legal easement over those parts of the other site see Figure 4-12.*	The access and associated vehicle tracking is contained within the development site. No tracking across adjoining properties is required.	**Complies**
4.10.7	*The minimum distance of a vehicle crossing for a sub collector road with a speed limit of 50 km/h is covered in Table 4-15.* *Beach Road is a Sub Collector Road and Waikare Street is a local road. The NTLDM requires 10 metres.*	The new access is more than 20 metres from the intersection with Beach Road.	**Complies**

Table 3: Nelson Tasman Land Development Manual Compliance Table

As shown, there are two areas of non-compliance which include the provision of pedestrian splays and crossing being within one metre of the adjacent crossing.

The next section considers this development and assesses any other matters where there may be adverse effects.

6. Assessment of Effects

This section of the report considers the proposed development, analyses the transportation matters, and provides an assessment on the impacts. The main areas that require careful consideration relate to the site access and parking layout.

6.1. Road Environment

The site is located on the corner of Beach Road and Waikare Street which is controlled by give ways signs and a recently installed raised threshold. Sight lines at the intersection, along with the other features, creates an environment with a low operating speed.

Vehicles moving past the site are likely to be travelling around 30 km/h which allows all road users to move past the site in safety.

6.2. Site Access

The site access is located clear of the intersection and complies with the separation requirements of the NTLDM. The access provides for the one-way traffic flows and will operate as two-way access. There are two car parks and one loading area on the site.

The number of vehicle movements will be low and can be easily managed across the one lane driveway.

The access does not provide separation form the adjacent vehicle crossing. The standard relating to the one metre separation, usually relates to the need to provide services such as power box pillars. The power box pillar and other services will not be located on this boundary. Accordingly, the effects of this non-compliance are managed.

The access does not provide the required splay provisions set out in the NTLDM for an access across a shared path. The driveway adjacent which already is fenced does not meet the splay requirements. This is most likely because the shared path was constructed after the construction of the apartments. The access will not be able to comply with the splay requirements even if it could, due to the neighbouring fence and its current construction. The splays to the north will meet Figure 4:10 but not Figure 4:11. The access provides limited parking and will have a very low flow. It is recommended that a judder bar is installed 1.5 metres from the back of the footpath to reduce the speeds of vehicles exiting the access. This will mitigate the effects, so they are less than minor.

6.3. On-site Loading (Servicing and Coaches)

The loading arrangements have been designed around the small corner site. As noted above the site frontages are around 25 metres by 25 metres.

The on-site loading requirements for the 1,900m^2 hotel are the provision of a loading space that is six metres long by three metres wide with a height clearance of more than 2.6 metres. The on-site loading area is 6.6 metres long by at least 3.5 metres wide with no height clearance issues. The loading area easily meets the requirements of NRMP.

The NRMP also requires a coach park as there are more than 30 units on the site (47 units provided). The hotel is not proposing to have coaches, and a coach park is not being provided for this reason.

It should be noted that this boutique hotel is on a small corner site (25 metres by 25 metres), and it is not practicable to provide a coach park or on-site manoeuvring. Furthermore, the provision of coach parking on this site would require very wide vehicle crossings of which one would be across the shared path on Waikare Street.

The non-provision of a coach park requires an assessment under AP10.15.2.i.c which is provided below, noting that it is not possible to provide on-site coach parking that is safe and practical. The applicant has also confirmed that coach services are not proposed for the boutique hotel.

As required by the NRMP and requested by the council an assessment against AP10.152.i.c is provided below.

> ***AP10.15.2 i. c. Particular Assessment Criteria relating to Short Term Living Accommodation***

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.

i. *The type of person catered for at the accommodation and the type of transport they use and the frequency of use.*

Guests are expected to arrive by taxi, Uber, shuttle van and private car. No coaches are proposed for the hotel operation.

ii. *The type, size and frequency of vehicles (including buses, taxis, service and staff vehicles) used to service the accommodation.*

The site will be serviced by vans for laundry and goods, with rubbish from a small rigid vehicle. Laundry services will be once daily. The rubbish is likely to be twice weekly. The number of taxis is not known but there is ample space on-street to provide for pick-up and drop-off, as well as on the site in the car park provided. Staff will mostly park on-street.

iii. *The extent to which safe loading and unloading of coach passengers is capable of being provided whether coach parking is provided on or off site.*

No coaches are proposed to service the hotel. The criteria require an assessment even though no coaches are proposed. There is on-street parking outside the site on Beach Road, on the opposite side and also in Waikare Street. Observations and historical photographs show trucks parking along the angle parking further north of the site.

Parking surveys show that on-street parking in the area is mostly in low to moderate demand. Passengers can be loaded on and off the bus, clear of the live traffic lanes.

iv. *The extent to which there is adequate and safe parking for coaches without adversely affecting traffic and pedestrian function and/or safety (including adequate sight distance to or from the site) of the surrounding road network.*

No coach parking is provided on the site. The traffic and pedestrian functions are not affected, as coaches will not cross the road or footpath. As noted above, parking is available on the street.

v. *The extent to which the traffic and pedestrian function and/or safety of the surrounding road network will be adversely affected by extra parked and manoeuvring vehicles and coaches.*

No coaches are proposed for the hotel operation. As noted above, parking is available on the street.

Further to the above assessment, the council has developed a Parking Management Plan (PMP) for the small area of Tahunanui that was completed by Stantec. The PMP included current parking patterns, surveys and an implementation plan to manage the parking resource. The surveys conducted as part of the PMP showed vacant spaces were available.

In summary the site cannot provide on-site parking and manoeuvring for a coach as it is too small and the effects of providing a facility are more than minor and impractical. The applicant has confirmed that coaches are not proposed for the hotel.

6.4. Parking and Loading Layout

The proposed hotel will provide three on-site spaces with one accessible park, one drop-off and pick-up park and a loading space. Due to the location and size of the site it is not possible to provide additional practicable parking.

The accessible car park is 3.6 metres wide by 5.0 metres long. The drop-off space is 2.5 metres wide by 5.0 metres long. The loading bay is 3.0 metres wide by 6.6 metres long. All spaces have an aisle width of 8.4 metres. The loading bay also has an additional 1.5 metres of width to provide a generous blind aisle width and manoeuvring area.

The loading space has been designed to provide for a small rigid vehicle, noting that the requirement is only for an 85th percentile car.

All vehicles can enter and exit in a forward direction via Waikare Street.

6.5. Parking Demand

The Government direction set out in the National Policy Statement for Urban Development (NPS-UD) is clear. All parking requirements were required to be removed from the District Plans. Nelson City has followed this direction and removed the standards relating to the provision of car parking.

The purpose of the NPS-UD was to reduce vehicle ownership and car use with greater focus on more sustainable transport options. Nelson City Council was an early adopter of this change in focus and actively encourages the use of sustainable transport options. The NPS-UD did not provide councils the mechanism to assess the effects of not providing on-site parking. The NPS-UD did also strongly encouraged councils to manage effects associated with the supply and demand of car parking through comprehensive parking management plans. Nelson City have completed a Parking Management Plan (PMP) for the immediate area of the proposed hotel.

The PMP states the following:

> *The Future Development Strategy (FDS) developed by NCC and TDC in 2019 identifies Tahunanui as a suitable location for residential intensification, given it is one of the City's main activity centres and is located on a main transport corridor. The FDS estimates that more than 300 dwellings could be added to Tahunanui through residential intensification over the next 30 years, with development focusing on Tahunanui Drive and the flatter residential areas to the west of the town centre area. However, parts of Tahunanui are prone to flooding, sea level rise and liquefaction meaning the suitability of development capacity in the area is uncertain.*
>
> *Changes to parking requirements means new developments are no longer required to provide off-street parking. With increasing land use intensification there will be growing pressure for on-street parking to meet this demand. However, the biggest impact to access and parking in the town centre will stem from forecast growth in the Tasman District, such as Richmond and Wakefield. As*

Nelson is the region's main employment centre, residential growth in these areas will increase commuter demands on SH6 through Tahunanui's town centre.

While some of the analysis may have changed around the main employment centres for the future due to the growth in Tasman, the underlying assumptions around the growing pressure for the use of on-street parking is still likely to occur. The PMP recognises these changes as a result of the NPS-UD, land use change and intensification within this area.

The Implementation Plan in the PMP clearly sets out a process to manage the parking resource over time. As the demand increases the PMP addresses the issues in stages from unrestricted (current) to parking fees in the future, depending on the demand and supply needs. The Implementation Plan will use parking management tools to optimise existing parking supply to ensure the public parking resources are managed efficiently and equitably. It is council's role to manage and control the parking resource as needed.

Most importantly, the public parking resource is available for anyone to use on a first come first served basis. No person has the right to a particular space on the road and councils cannot provide road reserve car parks for individuals. The management of the parking supply and demand by vehicle type (coaches, loading vehicles, etc), by time restrictions, or special permit (accessible parking/residents parking) is provided for in the legislation.

Council have asked for an assessment of the effects of the parking demand created by the proposed development. While specifically not required under the NPS-UD, an assessment has been provided below.

The first part of completing this assessment is to understand what the hotel parking demand will be. This is difficult because the amount of information and the quality of the demand data is poor. For example, RRR453 sets out a generic parking demand rate of 1.8 cars per unit and around 1.2 parks per 100m^2. The proposed hotel has 47 units and a floor area of around 1,900m^2. Based on the research, the parking demand would fall between 23 spaces and 85 spaces. This is a significant variance. Furthermore, the parking demand rates in RRR453 are based on surveys from the late 1990's and specifically four hotels in Auckland with conference facilities. The research data is not comparable to the proposed hotel due to its location and lack of conference facilities.

Before the removal of minimum parking requirements, the proposed hotel would have been required to provided one space per unit or 47 parks under the NRMP. This rate assumed 100% occupancy as the design demand and was not based on any research. Visitor accommodation is very rarely at 100% occupancy with general rates between 60% and 80%. Based on these figures the parking demand would be around 28 and 38 spaces using the NRMP rate.

None of these parking demand rates reflect the likely demands from this boutique hotel with a number of guests coming off the plane via taxi or Uber.

As noted also above, the council have conducted on-street parking surveys in the vicinity of the development site, as part of mapping the parking resource and developing strategies to manage the resource over time. Separately observations have been carried out of the current parking demands in the area which have been documented with photographs that are included in the application.

Generally, the site observations align with the parking surveys carried out by the council which shows the demand for on-street spaces is low to moderate. Both data sets show that there are visibly a large number of vacant spaces in the vicinity of the proposed hotel.

The hotel is likely to have demand for the on-street parking, but as with all users of this resource it will operate on a first come first serve basis. The increase in competition for the on-street spaces will lead to the on-street parking demand extending into an area where the demand is lower. The actual change in demand will be indiscernible to other road users in the overall road environment.

7. Conclusion

The proposed redevelopment of the site will see a new purpose-built hotel operate from the site. The development will provide two on-site car parks and on-site servicing. Generally, the development meets the various rules and standards in the NRMP and NTLDM apart from pedestrian splays, coach parking and access separation.

The assessment above concludes that the effect of these non-compliances is less than minor, subject to the installation of a judder bar on the exit of the driveway.

The assessment and surveys show that any increase in on-street parking demand can be accommodated within the surrounding road network. The council have a PMP for this area which clearly sets out strategies in managing the parking resource due to land use change. Any effects are indiscernible with the council having the ability to manage should a need arise.

Overall, any effects from the proposed development are less than minor and will be indiscernible to other road users.

We are happy to provide any further clarification if required.

Regards



Gary Clark

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