

Background Information

Proposed Private District Plan Change 21 – Wellington Stadium Coach Parking.

Background

The District Plan requires that a minimum of 100 coach parks be provided in association with the operation of the Wellington Regional Stadium (more commonly known as Westpac Stadium). A private plan change request has been lodged by the Wellington Regional Stadium Trust to amend Rule 13.20.1.4.5 of the District Plan to reduce the requirement to a minimum of 50 coach parks. The 50 coach parks would be managed in accordance with an Operational Plan – Coach Parking entered into by the Wellington Regional Stadium Trust and CentrePort Ltd.

When the District Plan provisions were set for stadium coach parking, Council was guided by the transport patterns observed during the operation of Athletic Park. Athletic Park was located in a residential area, serviced by narrow streets, away from major public transport facilities. There was little or no public parking provided, so the majority of patrons relied on buses to get to and from events. This generated significant congestion on the streets surrounding Athletic Park, and was a source of significant nuisance to local residents.

Wellington Stadium is located on the edge of the city centre, adjacent to the railway station, and between an arterial and a principle road. Monitoring over the past four years has shown that travel patterns to events at the Stadium are significantly different to those observed at Athletic Park. The majority of patrons arrive at the stadium either via the railway station, or on foot through the city centre. With the exception of two events held in 1998, the actual number of coaches parking during Stadium events is significantly less than the 100 required by the District Plan.

The current coach parking arrangement impacts on CentrePort's ability to undertake its port operations. A reduction in the coach parking requirement, to more accurately reflect observed demand, would release land on the CentrePort site for other activities and would be a more efficient use of port resources.

Proposed Plan Change

Overall it is considered that the reduction of the coach parking requirement to 50 is appropriate. 50 coach parks would be more in line with the observed requirements for operating the stadium, and would allow for more effective utilisation of CentrePort land, without affecting the efficiency of the road network or the amenity of adjoining areas.

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