

# **SECTION 32 REPORT - PROPOSED PLAN CHANGE 21 PRIVATE PLAN CHANGE – STADIUM COACH PARKING**

## **1. Introduction**

Section 32 of the Resource Management Act stipulates a requirement to consider alternatives and assess the benefits and costs of adopting any objective, policy, rule, or method in the District Plan.

This Private Plan Change is promoted to ensure that the stadium coach parking requirements contained in the District Plan accurately reflect the observed demand generated by the operation of the stadium. The Wellington Regional Stadium Trust seeks to reduce the coach parking requirement in the District Plan from 100 to 50, a level that more accurately reflects the level of coach parking observed during the stadium's first three years of operation.

## **2. Process & Consultation**

The proposed Plan Change is based on over three years monitoring work undertaken by the Stadium Trust to assess the level of coach parking generated by the operation of the stadium. Key documents used in the preparation of the Plan Change are outlined below, along with minutes of a meeting held with the stadium Community Liaison Group.

### ***Key documents***

- € **Request for Private Plan Change:** “*Assessment of the Effects on the Environment (June 2003)*” – Prepared by Urban Perspectives Ltd.
- € **Assessment of Coach Parking Provisions – Westpac Stadium:** Prepared by Traffic Design Group (April 2003)
- € **Proposed Operational Plan – Coach Parking:** Agreement entered into by Wellington Regional Stadium Trust and CentrePort Ltd (March 2003)

### ***Key discussions/briefings***

- € **14 February 2003:** Wellington Regional Stadium Trust, Community Liaison Group. Minutes of Meeting No.20 contain discussion of the proposal to reduce the District Plan stadium coach parking requirement from 100 to 50. The Liaison Group supported the proposed Request for Private Plan Change.
- € **23 July 2003:** Email comments from Wellington City Council's Transportation Group regarding the proposed reduction in coach parking. The e-mail supported the proposed change on the grounds that the traffic related effects of the changes would have no noticeable effect for the great majority of events. They were satisfied that the agreement between the Stadium Trust and CentrePort was sufficient to deal with one off events that generate additional demand for coach parking.

## **Consultation, in accordance with the First Schedule of the RMA 1991**

- € Ministry for the Environment
- € Greater Wellington Regional Council
- € Wellington Tenth Trust
- € Te Runanga O Toa Rangatira Inc

### **3. Appropriateness of Objectives**

Section 32(3)(a) requires that Council evaluate ‘*the extent to which each objective is the most appropriate way to achieve the purpose of the Act*’.

#### **Resource Management Act**

The purpose of the Resource Management Act 1991 (the Act) is to promote the sustainable management of natural and physical resources. Sustainable management includes managing the use and development of natural and physical resources to enable people to provide for their health and safety. With regard to this request for a private plan change, the Act requires that Council have particular regard to:  
*(b) the efficient use and development of natural and physical resources*  
*(c) the maintenance and enhancement of amenity values.*

#### **Wellington City District Plan**

Section 13C. Te Ara Haukawakawa Precinct – Stadium Site was incorporated into the District Plan via Variation 8. It sets the objectives, policies and rules for the development and operation of the Wellington Stadium:

**Objective 13.19.1**      *Encourage the development of a regional stadium which will contribute to the well-being of the local and regional community.*

*Policy 13.19.1.1*      *Promote the use of public transport and discourage vehicle use and parking which would have adverse environmental effects on the roading network and adjoining areas.*

*Policy 13.19.1.2*      *Ensure that any adverse environmental effects of activities associated with a stadium will be avoided, remedied or mitigated.*

The specific coach parking rule is as follows:

*Rule 13.20.1.4.5*      *A minimum of 100 coach parks must be provided in association with the use of a stadium on a site or sites with access from Aotea or Waterloo Quays, and not in excess of 1000 metres from the stadium site.*

#### **Summary**

It is not proposed to change any of the objectives in the District Plan. The current objectives remain relevant and are considered the most appropriate means of achieving the purposes of the Act in relation to the operation of a regional stadium.

#### 4. Appropriateness of Policies, Rules and Other Methods

##### **Analysis**

The following table assesses the efficiency, effectiveness and appropriateness of the proposed Plan Change. It considers the benefits and costs of the proposal to reduce the requirement to provide coach parks in association with the operation of Wellington Stadium.

**Table 1: Options for managing coach parking in association with Wellington Stadium**

OPTION	EVALUATION
<p><b>Option 1.1</b></p> <p><b>Do Nothing</b></p>	<p>This option is <b>not recommended</b>. Council is now aware that the level of coach parking generated by the large majority of stadium events is substantially less than the 100 coach parks required by District Plan Rule 13.20.1.4.5. At present the Stadium Trust has an agreement with CentrePort to provide the required coach parks. The area set aside by CentrePort for coach parking is substantial, and its unavailability for general port activities detrimentally impacts on CentrePort's operation.</p> <p>Benefits</p> <ul style="list-style-type: none"> <li>§ 100 coach parks is sufficient to meet all but the most coach dependent stadium events. Only one event in three years has generated more than 100 coach trips (Edinburgh Tattoo, March 2000)</li> <li>§ Would ensure that the stadium continues to have only a minor impact on the safe and efficient operation of the surrounding road network.</li> <li>§ Adjoining residential neighbourhoods would retain their existing levels of amenity in terms of the impact of coaches on the local road network</li> </ul> <p>Costs</p> <ul style="list-style-type: none"> <li>§ Only two events held at the Stadium (in operation since January 2000) have generated more than 45 coach trips. To require the stadium to maintain 100 coach parks is an inefficient and unsustainable use of the port land resource.</li> <li>§ Financial cost to the Stadium Trust of continuing to lease land from CentrePort for coach parking.</li> <li>§ The requirement to maintain sufficient land to accommodate 100 coach parks has a significant adverse impact on the ability of CentrePort to efficiently undertake port operations.</li> </ul>
<p><b>Option 1.2</b></p> <p><b>Reduce the requirement for coach parking from 100 to 50. Manage one off events that generate additional demand by way of the Operational Plan Coach Parking agreement between the Stadium Trust and CentrePort.</b></p>	<p>This is the <b>recommended option</b>. 50 coach parks would more accurately reflect the observed requirements for stadium operations, and would allow for more effective utilisation of CentrePort land. The potential adverse effect on the efficiency of the road network and the amenity of adjoining areas, is considered to be minor, as the requested plan change will continue to require coach parking at a level that is sufficient to meet the demand generated by stadium events.</p> <p>The requested plan change is consistent with Part II of the Resource Management Act in that it will promote the more efficient use of the physical resources of the port, while maintaining the amenity values of the surrounding area.</p> <p>The request is also considered to be consistent with the Objectives and Policies of section 13C of the District Plan in that it will continue to promote the use of public transport to stadium events in a manner that avoids adverse environmental effects on the roading network and adjoining areas.</p>

	<p><b>Benefits</b></p> <ul style="list-style-type: none"> <li>§ 50 coach parks more accurately reflects the observed demand for coach parking.</li> <li>§ A reduction in the coach parking requirement would release land on the Centre Port site for other activities and would be a more efficient use of port resources.</li> <li>§ Coach parking can be accommodated on Stadium land for majority of events. CentrePort land is only utilised for those events when Stadium parks are unavailable or inadequate to meet demand.</li> <li>§ The proposed change will have no more than minor impact on the efficient functioning of the surrounding road network and the amenity of adjoining residential areas.</li> <li>§ Proposed change is consistent with District Plan Objective 13.19.1, and Policies 13.19.1.1 and 13.19.1.2.</li> <li>§ Proposed change better achieves the requirements of Part II of the Act in that it promotes the sustainable and efficient use and development of the port land resource.</li> </ul> <p><b>Costs</b></p> <ul style="list-style-type: none"> <li>§ Possible adverse effects on the surrounding road network in the event that CentrePort land is not able to be released to accommodate coach parking required for an event. This scenario is considered to be of low probability as the Stadium Trust and CentrePort have entered into an Operational Plan agreement to managed the Stadium’s demand for coach parking</li> </ul>
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**Summary**

Both of the options outlined above have advantages and disadvantages. On balance it is considered that a requirement of 50 coach parks better balances the requirements of Part II of the Act, while remaining consistent with the Objectives and Policies of the District Plan. It is therefore considered to be the most appropriate method in terms of achieving the objectives of the District Plan.

**5. Recommended Proposed Private Plan Change**

The recommended approach is to accept the request for private plan change and notify the following District Plan change.

- € Amend Rule 13.20.1.4.5 as follows:
  - § Remove the existing minimum coach parking requirement of 100 coach parks, and replace it with a requirement for 50 coach parks.
  - § Add “Wellington Regional Stadium Trust – Operational Plan Coach Parking” to the list of Methods associated with Policy 13.19.1.1.

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