



### 3.0 Option 2 The Existing Carisbrook Stadium

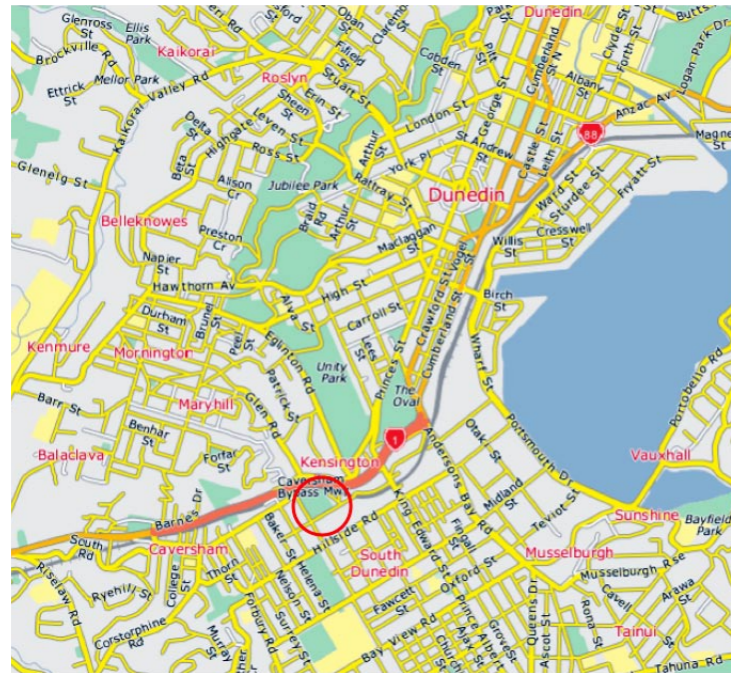


Figure 3-1. Site Location



Figure 3-2. Traffic Management Plan (see Appendices for larger scale image)

#### 3.1 Site location and context with the city

The existing Carisbrook Stadium is currently constrained by an elevated railway embankment to the north, Burns Street to the west, Neville Street to the south, and the railway embankment/ Murrayfield Street/ substation to the east. The site constraints limit access to the site into the stadium.

The electricity substation on the corner of Neville and Murrayfield Streets limits access into the east stand and obscures entry points. The main entry points are located off Murrayfield, Neville and Burns Streets. The railway embankment eliminates external access around the stadium and impedes internal access through the concourse. The ORFU own properties opposite the stadium on Burns Street and the vacant block of land on the corner of Neville Street and Burns Street currently used as a corporate car park for approximately 200 cars. On street car parking is available throughout the local neighbourhood. There is no dedicated provision for public transport or drop off zones.

#### 3.2 Connection with the City and Traffic Management

##### 3.2.1 Connection to the City

The existing Carisbrook Stadium is located in South Dunedin, adjacent to SH1 but with no direct access to the State Highway. It sits within an area bounded by Burns Street, Murrayfield Street and Neville Street (refer Figure 3-1).

Connection from the existing Carisbrook Stadium to the city and beyond is described below:

##### Central Dunedin i.e. Octagon area

The existing Carisbrook Stadium is located approximately 2.5km from the Octagon. There are a number of routes that can be taken between the stadium and the central area. However, the main route is along Princes Street onto King Edward Street, and down Hillside Road and onto Burns Street.

Princes Street, King Edward Street and Hillside Road are classified in the Dunedin City District Plan as District Roads and Burns Street is a local road from Hillside Road to Neville Street and a Collector Road from Neville Street to South Road (see Figure 2-12 – Road Hierarchy in Section 2.3.3).

##### City North i.e. North East Valley / North Dunedin

Access to the existing Carisbrook stadium from North Dunedin is along the SH1 one-way pair, onto Andersons Bay Road and then onto Hillside Road and Burns Street.

Andersons Bay Road is classified as a Regional Road from SH1 to Strathallan Street, and a District Road from Strathallan Street to Hillside Road.

##### City South i.e. South Dunedin / St Kilda / Caversham

People living in this area of the city generally walk to the stadium, due to its close proximity to these mainly residential suburbs.

##### City West i.e. Roslyn / Kaikorai / Mornington

There are a number of options to access the site from the western suburbs of Dunedin. These include:

- Via some of the east – west connector roads such as Stuart Street and High Street, onto Princes Street, King Edward Street and Hillside Road; and
- Along Highgate / Kenmure Road and onto Mailer Street / Eglinton Road, and then onto South Road.

Stuart Street is classified in the district plan as a Regional Road. High Street, Highgate, and Kenmure Road are classified as District Roads, and Mailer / Eglinton Road and South Road are classified as Collector Roads.

##### City East i.e. Andersons Bay / Waverley / Macandrew Bay

The city east suburbs connect with the existing site via Portobello Road, Portsmouth Drive, Orari Street and onto Hillside Road. Some traffic may also go along Portobello Road onto Andersons Bay Road or King Edward Street and then onto Hillside Road.

All of these streets are classified in the district plan as District Roads.

##### Port Chalmers / Aramoana

Access between the existing Carisbrook Stadium and Port Chalmers / Aramoana will be via SH88 onto the harbour arterial (turning off SH88 at St Andrew Street) and then onto Orari Street and Hillside Road.

The harbour arterial roads are classified in the district plan as Regional Roads.

##### North via SH1 i.e. Oamaru / Timaru / Christchurch

Connection with centres north of Dunedin is via Hillside Road, onto Andersons Bay Road and then onto the SH1 one-way pair. Some traffic may also continue on SH1 until the signalised intersection of SH1 and South Road.

##### South via SH1 i.e. Mosgiel / Invercargill / Queenstown

Connection with centres south of Dunedin, such as Mosgiel and further afield to Invercargill and Queenstown, will be via SH1 (Dunedin Southern Motorway) turning at the South Road signalised intersection.

##### 3.2.2 Traffic Management (refer Figure 3-2)

The existing Carisbrook stadium has no on-site parking. A VIP car park is located on the southeast corner of Neville Street and Burns Street and has access off Burns Street. Currently people park in the residential streets surrounding the site, which are accessed off Hillside Road, South Road, Macandrew Bay Road and King Edward Street.

Currently bus drop-off / pick-up occurs on Hillside Road, with bus parking along Helena Street (angled parking), Hillside Road, King Edward Street, Princes Street and Bridgman Street. In a lot of cases buses park in these streets and patrons walk to Carisbrook from these locations rather than using the drop-off / pick-up area.

During most events at the stadium some of the streets surrounding Carisbrook are closed off to general traffic, with access reserved for team buses, disabled access, and pedestrians. Road closures occur along Burns Street from South Road to just south of Neville Street, Neville Street / Wilkie Road from Burns Street to King Edward Street,

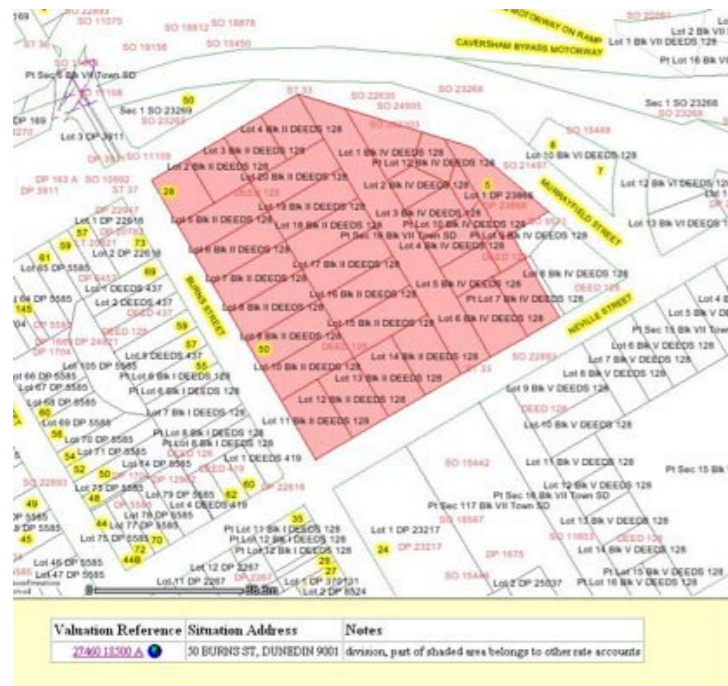


Figure 3-3 Valuation Reference Plan

and the entire length of Murrayfield Street.

The predominant pedestrian flows to and from the stadium during a large event occur between the city centre and the stadium. The main pedestrian flow path is along Princes Street, down King Edward Street and onto either Wilkie Road and Neville Street or Hillside Road. The other pedestrian route from the city is along Princes Street, down South Road and onto Burns Street.

### 3.3 Land

The existing Carisbrook stadium site occupies a number of certificates of title boundaries, as shown on the valuation reference plan in figure 3.3.

The legal owner of these titles is the Otago Rugby Football Union.

#### Existing Services

##### Sanitary Sewer

The existing stadium reticulates to a public 225/300mm diameter sanitary sewer located in Murrayfield and Neville Streets. This public sanitary sewer reticulation has been laid at very flat gradients (0.22%) and can accommodate the wastewater flows of 21 l/ sec for a capacity attendance of 30,000.

##### Storm water

The public storm water reticulation surrounding the existing stadium and servicing the area is inadequately sized to service the stadium. Further investigation is required to identify the options that may be available to provide a suitably sized storm water reticulation system for the site. This may include on site storm water detention and/or upgrading storm water reticulation down stream.

##### Water

The existing stadium has a number of water main connections to a public ring main located in the public roads that surround the stadium

##### Overhead Power Reticulation

Twin overhead 220 Kv power lines cross the northern corner of the site and any further development of the site will have to take into account the existence of these power lines. Figure 3.4 identifies the position and elevation of these lines.

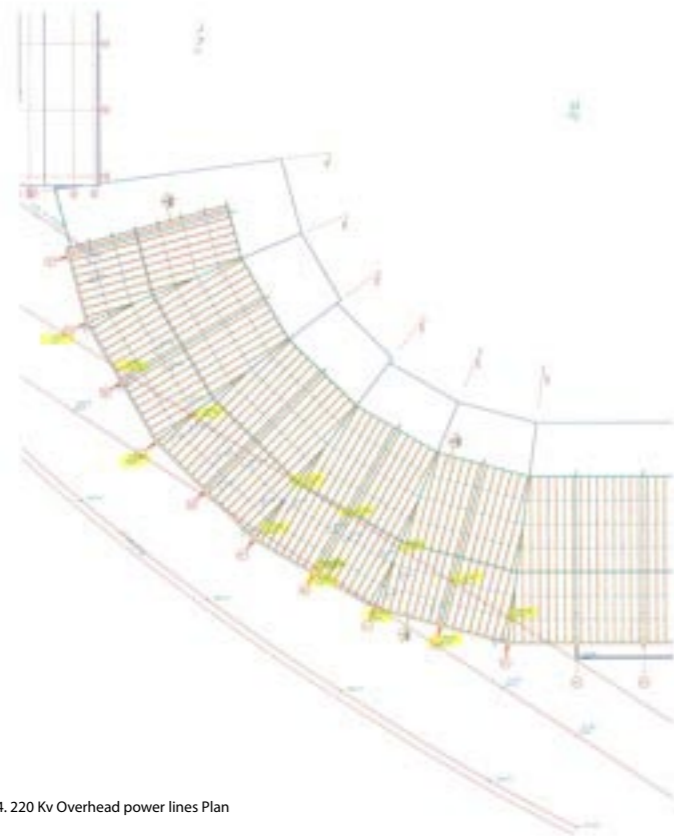


Figure 3-4. 220 Kv Overhead power lines Plan



### 3.4 Issues with Existing Stadium

The existing stadium has a number of significant failings due to age and location of stands. These issues are as follow:

- The circulation is not 360 degrees and includes dead ends and false turns which create serious issues for crowd circulation and management.
- The spectator and team facilities are sub-standard to what is expected in modern stadia, especially those that would like to be considered for top level International sporting events.
- Stadia are also being increasingly used for concerts and other live acts. The stadia require a high level of facilities for the spectators and performers, the existing stadium does not provide.
- Carisbrook Stadium is dilapidated through age and neglect.
- The corporate, media and other facilities are not up to modern stadia standards

### 3.5 Introduction to Options

The consultant team has been instructed to look into four possible options:

- Option 2a - A minimal upgrade to the existing South Stand including the installation of a new roof over the seating in front of the corporate suite stand to provide approximately 4,000 covered seats (retaining the current capacity of the stadium)
- Option 2b - Demolition of the existing South stand and construction of A new 9,500 capacity South Stand which will increase the current capacity of the stadium to approximately 30,900.
- Option 2c - Complete redevelopment of the entire site with the Awatea Street 25-30,000 seat proposal, with a fully enclosed playing field, as a single stage build. This option will exclude the intergration of the Univesrity activities.
- Option 2d - Complete redevelopment of the entire site with the Awatea Street 25-30,000 seat proposal, without a fully enclosed playing field, as a single stage build. This option will exclude the intergration of the Univesrity activities.



Figure 3-5. Existing Carisbrook Stadium images indicating poor facilities