

EDEN PARK REDEVELOPMENT

COMPLETED STADIUM DESIGN



let the games begin!



1 INTRODUCTION

New Zealand was awarded the Rugby World Cup 2011 hosting rights in November 2005. A condition of the winning bid was the provision of a 60,000 seat stadium for the finals. New Zealand's successful bid recalled the history of New Zealand rugby of which Eden Park has been in integral part since the early 1900s. The acceptance of the bid was further conditional on the replacement of the existing South Stand at Eden Park.

The Eden Park Development Committee was established late 2005 to oversee the redevelopment plans. The committee includes representatives of –

- New Zealand Rugby Union (NZRU)
- Eden Park Trust Board (EPTB)
- Auckland Rugby Union (ARU), EPTB beneficiaries
- Auckland Cricket Association (ACA), EPTB beneficiaries
- Auckland City Council
- Auckland Regional Council

In late 2005 the Development Committee appointed HOK Sports Architecture in a joint venture with New Zealand firm JASMAX (HOK JASMAX) to lead the design and Beca project management to lead the delivery and management of the project.

This report contains a summary of the concept design following ten months brief development and design progression.

The proposed design for the stadium and its associated infrastructure sets out to improve the amenity of the facility, both visually and physically for the local community, while creating a modern venue with a high level of international standard facilities appropriate to hosting the 2011 RWC. In short, from a local community perspective, the aim of the design for the facility has been to 'bring back the park to Eden Park' whilst from an international perspective, the aim has been to redevelop one of the world's great rugby and cricket stadiums into a facility appropriate for hosting major international events.



2 HISTORY & CONTEXT

Eden Park, one of New Zealand's most important sporting grounds, sits in a context of rich geological and cultural history. It has a strong relationship to Mt Eden, one of the region's many volcanic cones that create Auckland's unique geography, and was once home to the Maungawhau Pa. It also sits within one of Auckland's most consistent heritage residential areas, giving Eden Park its unique residential setting.

Eden Park has been in existence as a sports ground since 1900 and became the home of Auckland Cricket in 1910. Further developments saw the stadium become home to rugby with Auckland Rugby Union leasing the Park in 1914 and Eden Park eventually becoming the home of Auckland Rugby in 1925. In 1926, Eden Park was put in a Trust

(Eden Park Trust Board). Trustees managed the Park primarily for the benefit of both Auckland Cricket and Auckland Rugby, and continue to do so to this day.

Today Eden Park, with a capacity of 48,000, remains the home of Auckland Cricket and Rugby providing the venue for international events for the region. It is New Zealand's premier sporting ground with a proud history and tradition that has served the city of Auckland for sporting and cultural events over the past 106 years. It has cultural and community benefits and standing, making it one of the great civic attributes of the city.

The stadium is now poised to cement its position as one of the great

cricket and rugby stadia in the world through the redevelopment and the success of New Zealand in hosting Rugby World Cup in 2011 and co-hosting Cricket World Cup in 2015. The redeveloped venue will continue the proud history and tradition of the ground into the future, reaffirming its place as a part of the civic infrastructure of the city and the country.



3 STADIUM DESIGN

3.1 Location

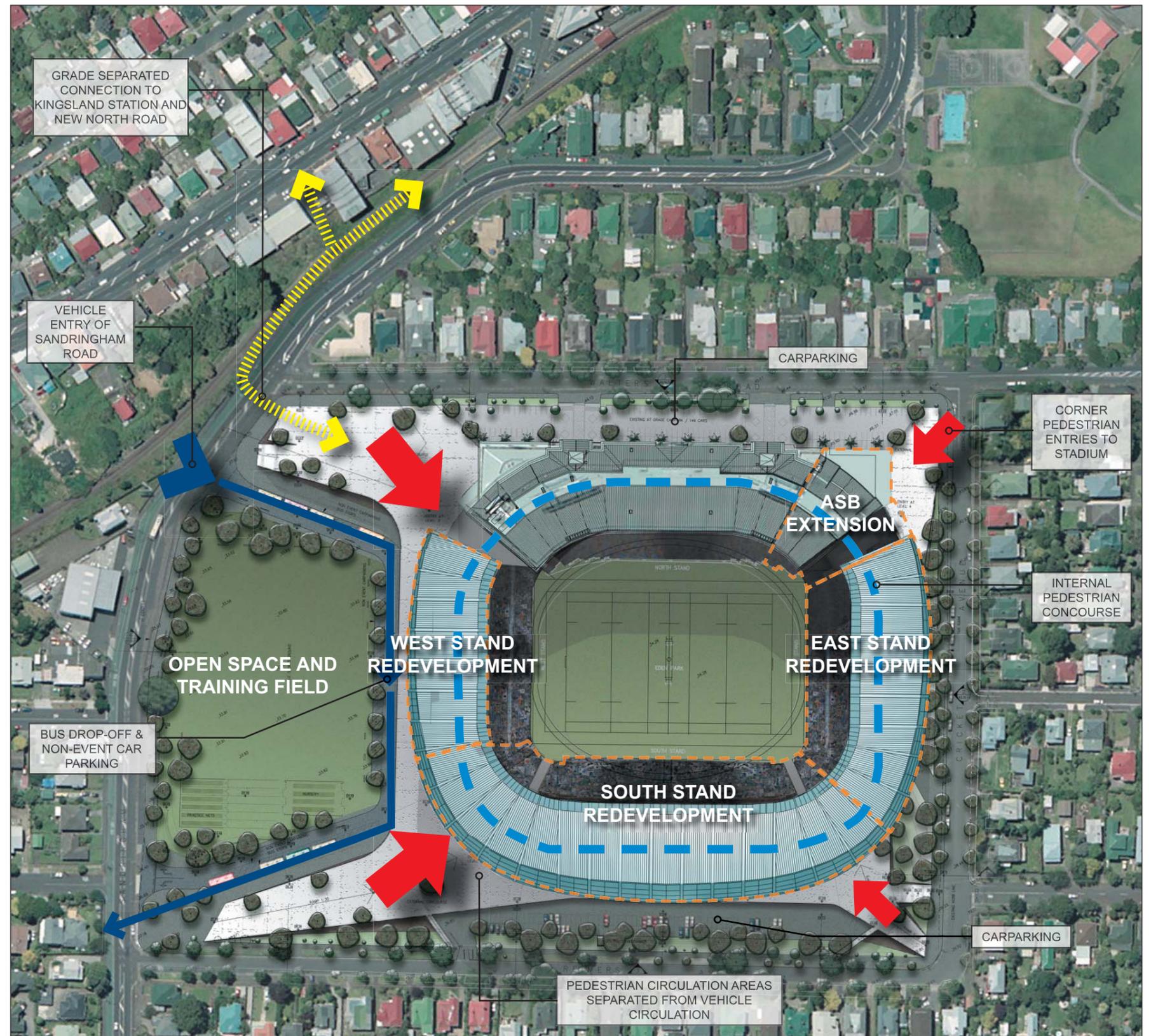
Eden Park is located in the heart of Auckland city approximately 3km south west of the CBD. It is well served by the North Western Motorway and the North Auckland Rail Line. The residential area directly circling Eden Park is of character/heritage importance and has a strong influence on the nature of the neighbourhood. Both Kingsland and Dominion Road centres are vibrant, expanding and adjacent to Eden Park, well within a five minute walking distance.

3.2 Land Use Strategy

The design for the stadium and its associated masterplan has developed the theme of "bringing the park back to Eden Park" by defining the stadium as a pavilion within a new revitalised urban park. The masterplan for the stadium visualises minimising the stadium security zone to maximise the open space around the stadium. Thus the barriers that currently separate the stadium from its surroundings are removed and replaced with open plazas and soft landscape containing native flora and fauna with unsightly fences and barriers removed. This approach has allowed us to reduce the apparent size of the stadium while maximising the amount of area available to the local community.

The stadium site is defined by the character residential streets of Walters Road, Cricket Avenue and Reimers Avenue, and the district arterial of Sandringham Road. In order to retain the character of the residential streets the 'front door' to the stadium has been located on the west of the site fronting Sandringham Road.

This notion of front door is enhanced by the large landscaped open green space that links the stadium to Sandringham Road. This frontage forms the primary event and non-event day entry to the stadium with all major vehicular access to the stadium being located off Sandringham Road on a loop road bordering the landscaped open green space. During event days, the loop road acts as a three lane bus loop servicing the shuttle bus platforms located in front of the stadium, which link directly to the major public entry plazas located in the north-west and south-west corners of the stadium.



3.3 The Stadium

The design proposal for the stadium includes:

- The completion of the existing ASB Stand with a two bay extension to replace the Panasonic Stand
- 4 tier South Stand to replace the existing South and Southwest stands
- 2 tier East Stand to replace the existing Terraces
- 2 tier West Stand to replace the existing West Stand
- A continuous internal pedestrian concourse linking all the stands allowing patrons to circulate around the stadium internally.

3.4 Transport Infrastructure

The design includes significantly improved transport services and infrastructure to enable a significant shift in the share of patrons accessing Eden Park via public transport. This includes a major bus station on the west of the site, a grade separated connection to an upgraded Kingsland Station, a coach lay-by on Sandringham Road, and a reduction in on-site parking for private vehicles.

A key strategy for developing the high quality efficient transport facilities has been to provide separation of the various transport modes, through either horizontal or vertical separation. Bus drop off is located on a loop road on the western side of the site accessed off Sandringham Road, taxis are located on the eastern side of the site in Cricket Avenue, car parking is located on the southern and northern sides of the site accessed off Reimers Avenue and Walters Road, and pedestrian access is from the corners of the site and is grade separated from the bus drop off area.

3.5 Loop Road

A loop road is proposed on the west of the site for site traffic with entry and egress points established along Sandringham Road.

The loop road is three lanes wide to maximise the efficiency of bus operations during events. The three lanes allows for a lay-by lane for pick-up and drop-off, a manoeuvring lane for entering and exiting the lay-by lane, and a passing lane to allow buses to move unimpeded around the loop road.

3.6 Bus Stops

Eighteen bus stops are provided on the loop road grouped into destinations to allow for ease of wayfinding and efficiency of bus operations.

The bus platforms, located at level 1, are connected to the level three north-west and south-west entry plazas by a combination of stairs, accessible ramps and lifts, designed in conjunction with the transport planners to ensure the efficiency of bus operations and pedestrian circulation.

3.7 Coaches

A full indented lay-by is proposed along the Sandringham Road frontage of the site accommodating approximately 10 coach stops. For small events, where no more than 10 coaches are required, these would act as coach parks, allowing the coaches to park in the lay-by for the duration of the event. For larger events, the coach stops would allow the coaches to drop-off patrons before the event and then proceed to an off-street parking area. After the event a shuttle service would operate from the coach stops to transfer people from Eden Park to the off-street coach park to transfer to their coach.



3.8 Train

For major events the transport design proposes utilising Kingsland Station for services operating to Britomart Station, and Morningside Station for services operating to the West. The design of the station and the station access facilities are still being developed and will be the subject of a separate consenting process. A number of options are being considered and modelled to determine the best option.

3.9 Car Parking

The redevelopment proposes retaining the majority of the northern car park and a redevelopment and reduction of the southern car park. It proposes introducing a new eastern car park below the eastern stand, which is accessed off the service road. During non-event periods the loop road on the west side of the site will accommodate angle parking along its length.

3.10 Service Road

The design of the stadium incorporates a dedicated service road running beneath the West and South stands giving direct access to the service areas of the stadium. All service vehicles will access the service road from Sandringham Road via the loop road. Servicing the stadium off Sandringham Road, and from a dedicated service road under the stadium minimises the impact of service vehicles on the surrounding residential neighbourhood.

3.11 Pedestrian facilities

Eden Park is currently accessed through multiple pedestrian entry points from Walters Road, Cricket Avenue and Reimers Avenue. The proposed design rationalises these into four major pedestrian entry plazas at each corner of Eden Park. These entrance plazas are designed to bring people immediately into the Park and off the local residential streets in order to minimise crowd disturbance. The scale and position of the entry plazas also help to provide a strong legibility to the pedestrian circulation as well as creating spaces to celebrate arrival.

The entry plazas connect directly to the corner stadium ticketed entries which give access to the internal pedestrian concourse at level three in the South, East and West stands and level four in the ASB Stand.



The corner ticketed entries help mitigate the impacts of the stadium in a sensitive neighbourhood by carefully locating the main entrances away from residential areas and to the corners of the stadium at the maximum distance from surrounding residential properties.

The entry plazas are linked by external concourses located on the south, west and north sides of the stadium. These allow patrons to move around the stadium externally without having to use the residential street system. The west external concourse connecting the north-west and south-west entry plazas provides grade separation between the bus and traffic movements occurring at ground level and the pedestrians accessing the stadium entry / exit points.

3.12 Public Open Space

A key strategy in 'bringing the park back to Eden Park' and improving public accessibility has been to remove the perimeter fence around the Eden Park boundary and position the security line for the stadium at the stadium building line. This allows the external open spaces, the concourse areas and the open green space to be accessed by the public outside event time.

The large landscaped open green space to the west of the stadium has been designed to support a number of possible activities including a sports training field and community recreational facilities. This is particularly important for the local community, which suffers from a distinct lack of access to open green space.

3.13 Outdoor Cricket Practice Nets & Portable Wicket Nursery

Six outdoor cricket practice nets for international test cricket and the portable wicket nursery containing four portable wickets are located within the landscaped green space to the west of the stadium. The location and configuration of these areas have been designed to maximise exposure to sunlight and allow easy access of the portable wicket transporter to the portable wickets and the cricket pitch.

This area will be designed as a secure landscaped area within the larger landscaped open green space, with the nets articulated as a 'designed' object within the landscape.

