

5.0 - THE TWO OPTIONS UNDER REVIEW

“In simple terms there are two options – a ground-level facility used only for community sports and a facility four floors up on the Concourse which is for multi-use, including community sports, corporate sports, concerts, events, etc.”

5.1 The Brief for the new Indoor Community Sports Centre

The confirmed June 2008 overarching brief for the new ICSC is as follows. This was developed as a result of extensive consultation with the Wellington sporting codes.

Objective

For indoor sports facilities to be successful they must ultimately provide an environment that people enjoy, while at the same time meeting the functional needs of users. The facility will give Wellington a greater chance of securing regional, national and international sports tournaments while enhancing the flexibility of the sports centre to have multiple sports groups using the facility simultaneously.

It is essential that it has sufficient appeal to compete with other sport, recreation and leisure attractions. This facility may operate up to 15 hours per day, seven days per week, and 365 days per year. Therefore, it is vital that it is built to a high standard, utilising robust, easily maintainable finishes that are fit for purpose.

The objective for building an indoor sport facility in Wellington of this size is so that it will:

- Improve the playing and training conditions for indoor sports participants at all skill levels
- Alleviate current problems facing, netball, basketball and volleyball in securing quality usable space for their sports on a regular basis
- Encourage growth in indoor sports because of the increased indoor court space and the improved quality of the facility
- Attract more regional, national and international sports events to be held in Wellington with the potential of bringing economic benefit to the city
- Provide an ideal base for targeted physical activity programmes catering for a wide range of groups in the community, with particular emphasis on pre-school, school-aged children, youth and older adults
- Improve the health and well-being of the community by increased participation in sport, recreation and leisure
- Complement other indoor public and private facilities in the city such as the TSB Arena, Wellington Indoor Sports and other the Council Recreation facilities and services
- Provide a facility Monday to Friday during the day (term time) for Wellington schools to participate in structured recreation and physical activity/sports programmes
- The centre is to have 12 courts all built to meet national sports code standards for netball, volleyball and basketball. In addition there must be at least one court for each code that meets the international standards for these sports codes. Seating must be for up to 2500 people and be able to cater for two banquets per year for up to 4000 guests each.

5.2 Overview of the two options under consideration

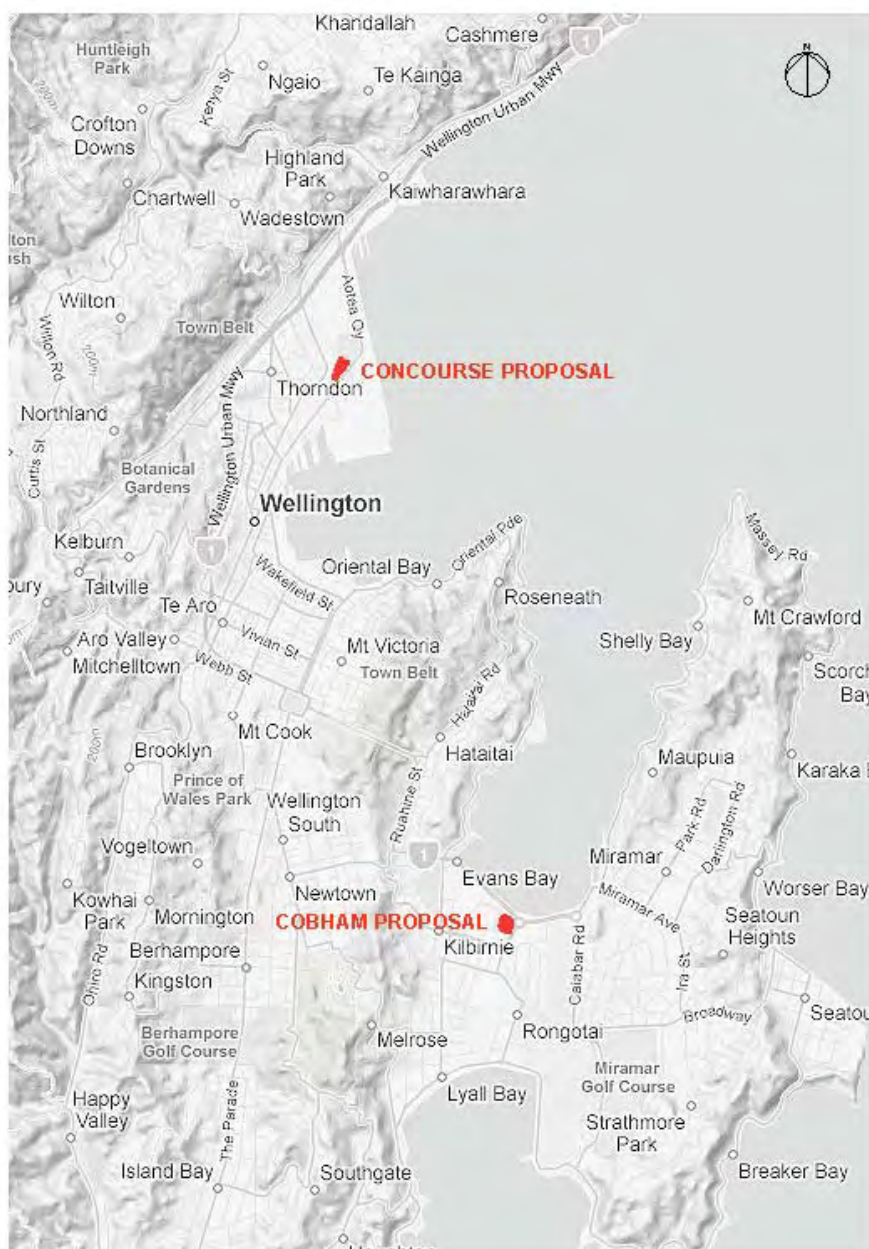
“The size of the proposed ICSC building is enormous – it is over twice the size of a rugby field.”

The two options under consideration are:

- Cobham Drive Park
- Concourse at the Westpac Stadium

Figure 1 shows the locations of both options.

Figure 1 – Wellington City Plan – The Two Options



WELLINGTON CITY PLAN - THE TWO OPTIONS

The floor area required to accommodate 12 netball/basketball courts (or 8 volleyball courts) and associated support spaces is approximately 14,000m². This equates to the size of approximately two rugby fields.

The amenities provided in the Cobham proposal are:

- Two administration offices adjacent sports reception area
- Drugs testing and first aid space
- An area of 379m² for combined function/meeting, social space, including kitchen
- Facility reception and office
- Storage areas
- Toilet/change facility including 38 WCs, 6 disabled WCs, 27 wash hand basins, 2 wall hung urinals, 20 showers, 4 disabled showers, cleaner's room and 4 drinking fountains
- Spaces prepared ready for future construction to allow further meeting, administration and socialising space

The Concourse proposal considered by the Independent Experts was "sized" to include just the amenities listed above so that a "like with like" cost comparison could be made with the Cobham option. The actual Concourse proposal included amenities greater than those listed above.

Both design options as presented to the independent review provided for the same number of sports courts.

5.3 Overview of the Cobham Option

"Current use of this extremely exposed site is as a community sports field. The proposal enables much more intensive use of the land for a variety of community sports."

5.3.1 PROPOSED USE

The proposed use of the Cobham option is single purpose use as a 12-court community sports centre for use by a significant number of different codes. A maximum of two banquets per annum, with up to 4000 attendees is a consent condition to ensure continuity of access for sport.

5.3.2 THE DESIGN CONSULTANTS

The design team for the facility are:

- Architects - Sinclair Knight Merz Pty Ltd joint venture with Tennent Brown Architects Ltd
- Structural Engineers - Sinclair Knight Merz Pty Ltd
- Civil Engineers - Sinclair Knight Merz Pty Ltd

5.3.3 STATUS OF DESIGN/SPECIFICATIONS

The design has been produced specifically in response to the Design Brief (PD3 Revised Brief dated 20 June 2008) produced by the Council in consultation with the community and sports

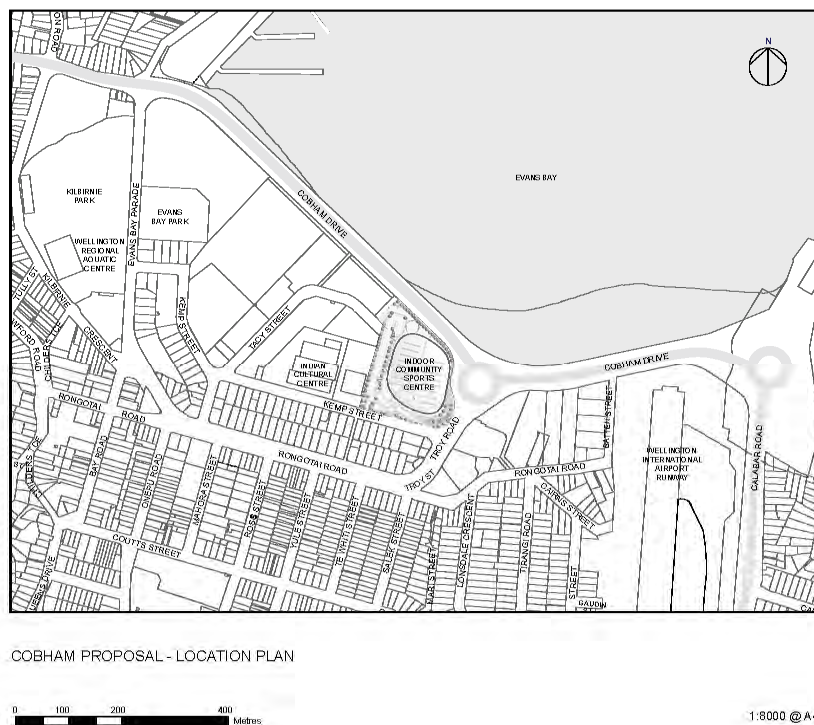
code representatives. As the design has progressed it has evolved through significant ongoing consultation and feedback from the stakeholders. The building design meets this brief.

The project is now at the very advanced stage – resource consent has been obtained, and construction documentation has largely been completed. Building consent application has been made, and tenders have been invited and received, enabling construction to commence in 2009, once the outcome of the Environment Court appeal is known.

5.3.4 LOCATION

The ICSC is to be constructed on a prominent flat site on the western side of the intersection of Cobham Drive and Troy Street, Kilbirnie. The present use of the site is as playing fields. Figure 2 shows the location.

Figure 2 – Cobham Proposal – Location Plan



5.3.5 OWNERSHIP

There are five separate titles making up the Cobham Park site. For many years the Council owned some of the land and leased some from the Crown.

The Cobham Park site is owned by the Council. In 2005 the Council purchased the leased from Land Information New Zealand for \$3.324 million (excl. GST). The current book value of Cobham is \$5.5 million (excl. GST).

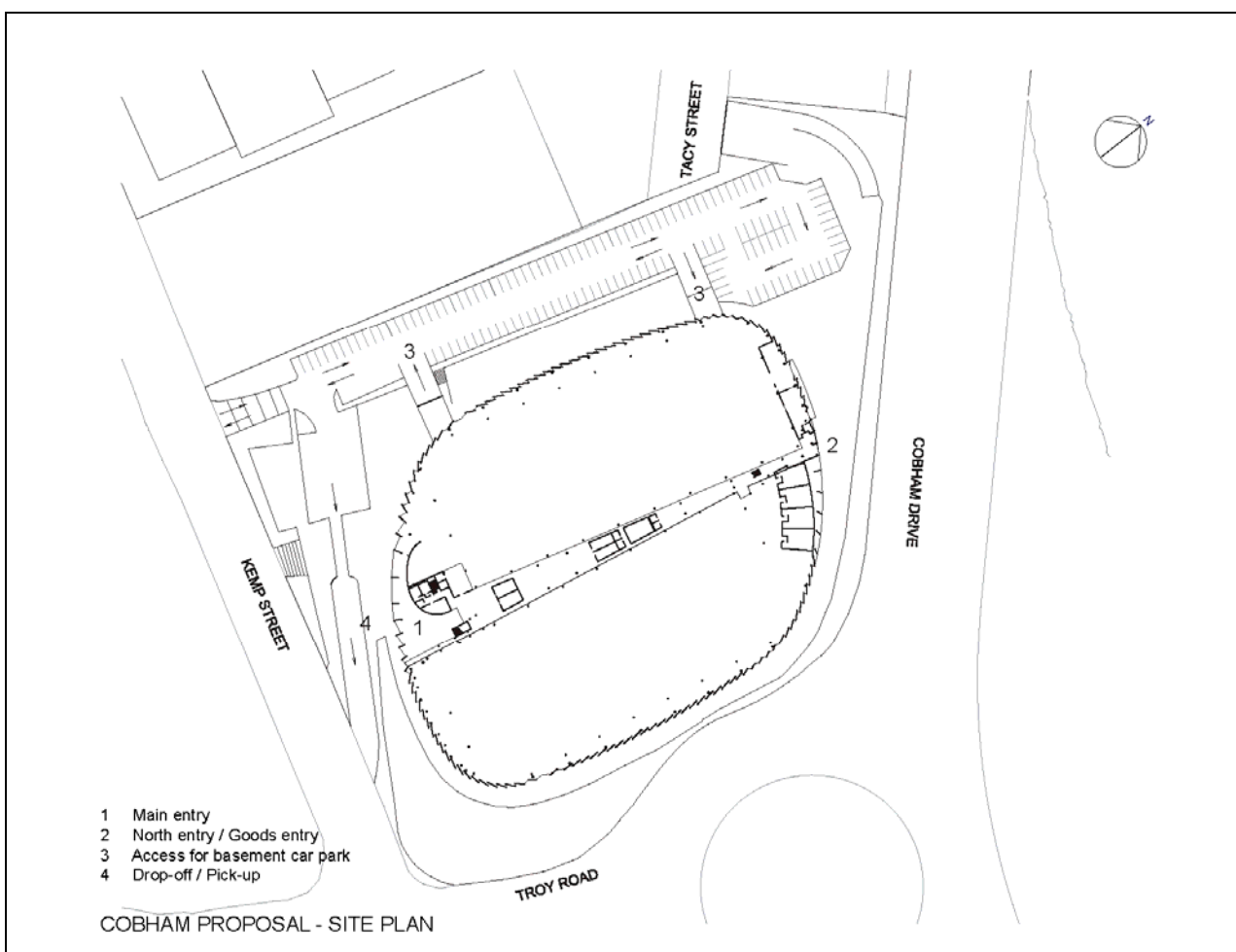
The land is zoned “Suburban Centre” under the Council’s District Plan. This means the land could be used for a wide range of commercial uses, although some retail activity would need to demonstrate that it complements the neighbouring town centres.

5.3.6 SHAPE

The proposed Cobham ICSC is oval-shaped.

The building is a long span structure with the external facade designed to reduce the scale, bulk and impact of the building as it adjoins a residential area. The perimeter of the site is to be landscaped. Figure 3 shows the shape of the proposed building.

Figure 3 – Cobham Proposal – Site Plan



5.3.7 SITE ENVIRONMENT

The site is on the reclaimed land connecting the Miramar with Kilbirnie and is located near the sea at the southern end of Evans Bay.

The site is exposed to salt laden winds from the prevailing northerly direction. To a lesser extent the site is also exposed to salt laden air under southerly wind conditions.

The site is within 5 kilometres of the Wellington fault and 9 kilometres of the Ohariu Valley fault. The Building Code requires no special consideration to be given to the structure to be constructed on the site as a result of this proximity to these active fault lines.

The main seismic hazard on this site is "seismic liquefaction" in the event of a major earthquake.

5.3.8 CARPARKING

Total carparking of 318 parks is provided on site including 169 parks outside (including 5 disabled) and 139 parks in an underground carpark (including 5 disabled).

5.3.9 CLOSENESS TO PUBLIC TRANSPORT

The site is served by buses with the nearest bus stop being approximately 200m walk from the centre entrance.

5.3.10 SELECTION OF THE DESIGN TEAM

The design team was selected as a result of a two stage process. The first being public registration of expression of interest, which produced a short list of designers who were invited to participate in Stage 2 being the design competition.

5.3.11 ACCESS

General access is via a drop-off/pick-up directly in front of the main ground level entrance doors and/or via stairs or lift from the underground car park. Service access is separate from public access.

5.3.12 SELECTION OF THE PREFERRED CONSTRUCTION COMPANY

Wellington City Council undertook a robust process for selection of a "Preferred Main Contractor" for the construction of the Indoor Community Sport Centre at Cobham Drive. This started with a nationwide advertised Registration of Expression of Interest (REOI) in July 2007, concluding with three parties being invited to tender. Mainzeal were subsequently awarded the status of "Preferred Main Contractor".

Mainzeal then worked with the design team through the remaining design period, providing construction expertise and scheduling advice. The sub-trade tendering commenced in September 2008. The sub-trade tender itself went to market at the completion of detailed design on December 19 2008 and closed on 12 February 2009. At the conclusion of sub-trade tendering, Mainzeal submitted a "Lump Sum Fixed Price" on 10 March 2009 for the construction of the Indoor Community Sport Centre to the Council for its consideration and acceptance. At the time of the review the Council has not accepted Mainzeal's price as there are still outstanding tender clarifications to be resolved.

Mainzeal's tender information was provided to the independent review Quantity Surveyor.

5.4 Overview of the Concourse Option

“City-based indoor centre proposal, close to public transport, intended to be used for both sport and commercial activities.”

5.4.1 PROPOSED USE

Councillor Foster expects the Concourse option to be for multi-use, including community sports, corporate sports, concerts and events, etc. However, his design team noted that the design to date was for a stand-alone single-purpose use 12-court community sports centre with a maximum of two banquets per annum with up to 4000 attendees.

5.4.2 THE DESIGN CONSULTANTS

The design team for the concept proposal are:

- Architects - Stephenson and Turner NZ Ltd
- Structural Engineers - Dunning Thornton Consultants Ltd

In addition, Mr Ian Maskell is an independent project manager working with the design team.

5.4.3 STATUS OF DESIGN/SPECIFICATIONS

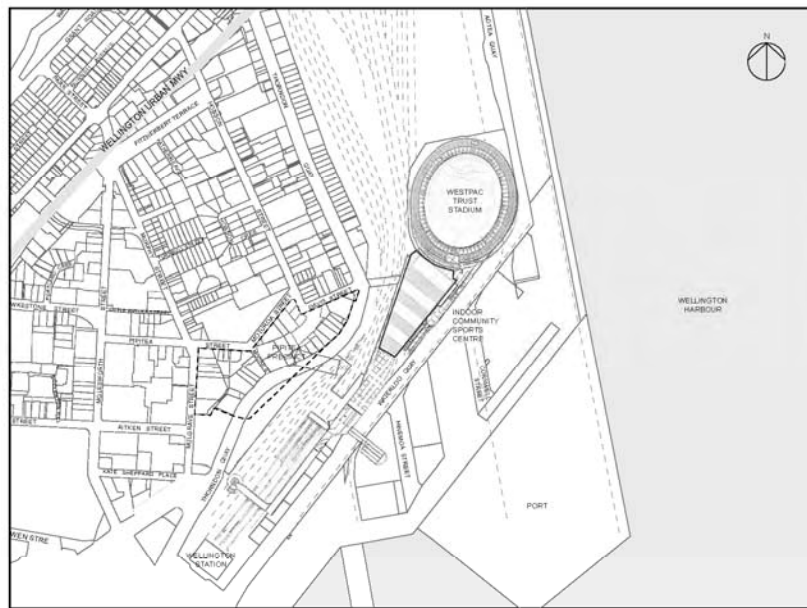
The Concourse design was initially produced in 2002 to an earlier brief, then adapted to the formal Council 2006 amended brief, and then “resized” for the independent review to meet the PD3 revised brief 20 June 2008. The design has not been developed beyond “concept stage”. This means many of the design details and engineering issues have not been finalised.

The design team and independent project manager consultants supporting this proposal were able to provide clarification on their proposal to the independent experts in regards to areas that did not contain enough details in the “concept design”. These points of clarification were included as part of the design for evaluation by the independent review.

5.4.4 LOCATION

The proposal is for the construction of an ICSC, providing equivalent facilities to the Cobham ICSC, on columns above the concourse of the Westpac Stadium. The floor level of the ICSC is to be 4.5 metres above the level of the existing Concourse so that the Concourse walkway to and from the Westpac Stadium can be retained. Figure 4 shows the location.

Figure 4 – Concourse Proposal – Location Plan



CONCOURSE PROPOSAL - LOCATION PLAN

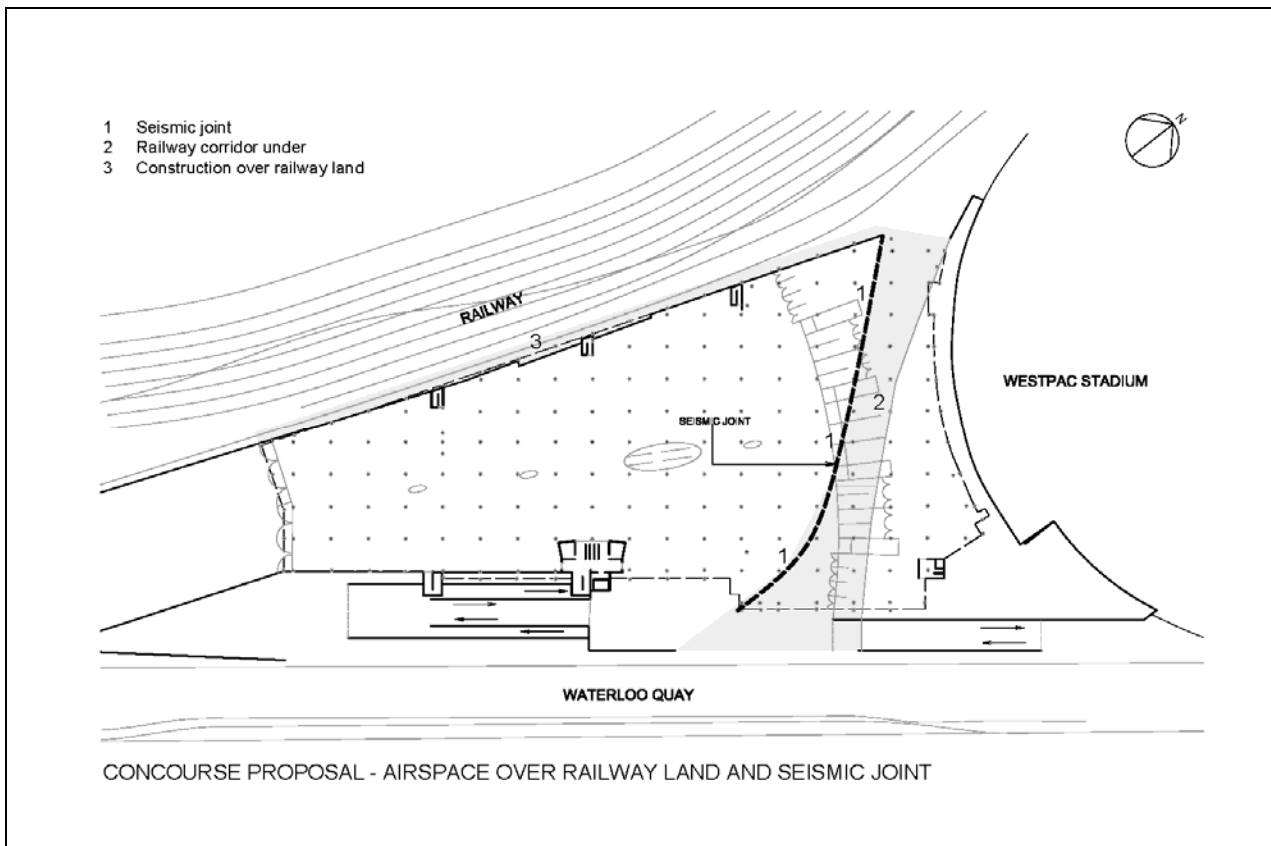


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The Westpac Stadium concourse structure was designed in 1997 by a consortium of Dunning Thornton Consultants Ltd and Holmes Consulting Ltd. The structure forms an integral part of the Westpac Stadium development and was constructed for the purpose of providing essential access and egress from the Westpac Stadium, including emergency egress. It was never designed or built to have another major structure built on it.

The concourse structure over this area consists of two separate buildings with a “seismic joint” as shown in Figure 5.

Figure 5 – Concourse Proposal – Airspace Over Railway Land and Seismic Joint



5.4.5 OWNERSHIP

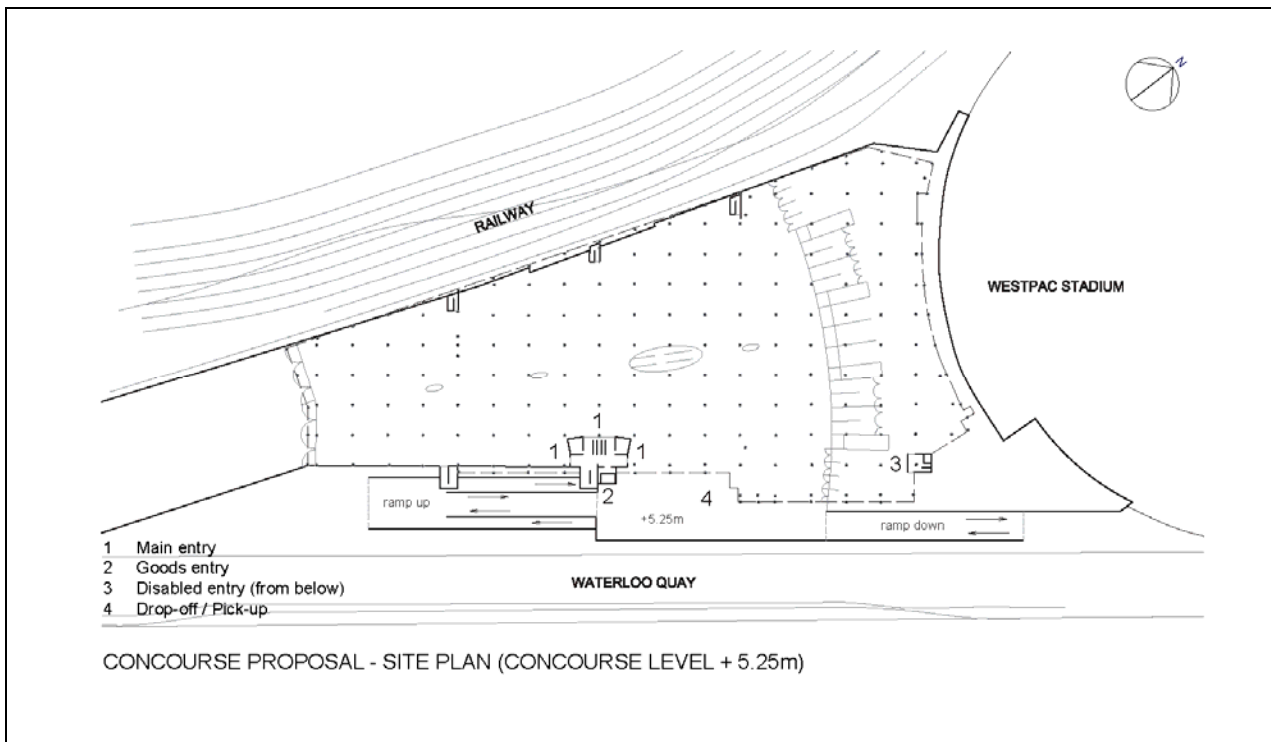
The airspace above the concourse is owned principally by the Wellington Regional Stadium Trust (WRST). The WRST is settled by the Council and the Greater Wellington Regional Council. The beneficiaries of the Trust are the public of the Wellington region. However, a small area of the Concourse air space is owned by RailCorp, being the airspace above the railway line that runs west-east across at ground level to provide access to CentrePort. This is shown in Figure 5 above. The airspace is zoned “Central Area” under the Council District Plan. This zoning gives the site the nature of “active” public open space, enabling a range of community activities.

5.4.6 SHAPE

The Concourse proposal is to be constructed over the northern end of the existing Westpac Stadium concourse, which is an irregular trapezoidal shape designed to provide smooth pedestrian flows through the ticket booths of the Westpac Stadium. The northern wall of the building is curved to interface with the curved profile of the Westpac Stadium.

The floor of the indoor stadium is elevated 4.5 metres above concourse level. The interior layout is in three sports halls divided by support columns for the roof, each with a mezzanine along the western side. Figure 6 shows the shape of the proposed building.

Figure 6 – Concourse Proposal – Site Plan



5.4.7 SITE ENVIRONMENT

The site is located on reclaimed land on the western side of Waterloo Quay immediately south of the Westpac Stadium. The site is recorded as having been reclaimed using rock fill in three stages from 1876 to 1913. The site is likely to be prone to liquefaction.

The site is relatively exposed to the north-westerly winds in the Wellington region. Due to the site's proximity to Wellington Harbour, the site will be exposed to salt laden air and the indoor stadium will be located in a relatively severe corrosive environment.

Wind speeds at the site will be significant as the indoor stadium is to be constructed three storeys above ground level in a zone that is wind affected by the presence of the Westpac Stadium.

The site is located within 1kilometre of the Wellington fault line.

5.4.8 CAR PARKING

The facility has no car parking of its own but would make arrangements to utilise 250 of the "commuter" car parks owned by WRST. It is assumed only 250 car parks are needed (compared to the 318 at Cobham), as more people would travel to this location by bus or train.

5.4.9 ACCESS

Access is via a drop-off area by the lift and stairs on the ground floor (i.e. three floors below the actual centre), or by walking via the concourse and then up the 3rd floor stairs and/or lift to the sports floor. No drop-off is available at the concourse level lift/stairs entrance.

5.4.10 CLOSENESS TO PUBLIC TRANSPORT

The location is approximately 6 minutes walk from the city train and 10 minutes walk from the bus hub.

5.4.11 SELECTION OF THE DESIGN TEAM

The process leading to the “concept design” considered by the independent review commenced in 2000. The 10 sports organisations putting the case to the Council in 2000 for the need for an indoor facility were supported by local architect Ross Brown of Stephenson and Turner.

In October 2007 Ian Maskell, Independent Project Manager, approached the Council with a request to revisit the Concourse proposal (by this stage Cobham had become the preferred option). As a result, the Council undertook a review process on the Concourse option, but the Council resolved not to proceed with this option, given the significant unresolved design issues and associated risk with the designs submitted by Mr Maskell and his team. The Council again in June 2008 confirmed to continue to develop the Cobham proposal.

Should the Concourse be the preferred option following the independent review, the procurement process requirements for the Council would mean that the selection of design consultants would have to go through a contestable process prior to proceeding with the design stage. This would have significant timeline implications for the project.