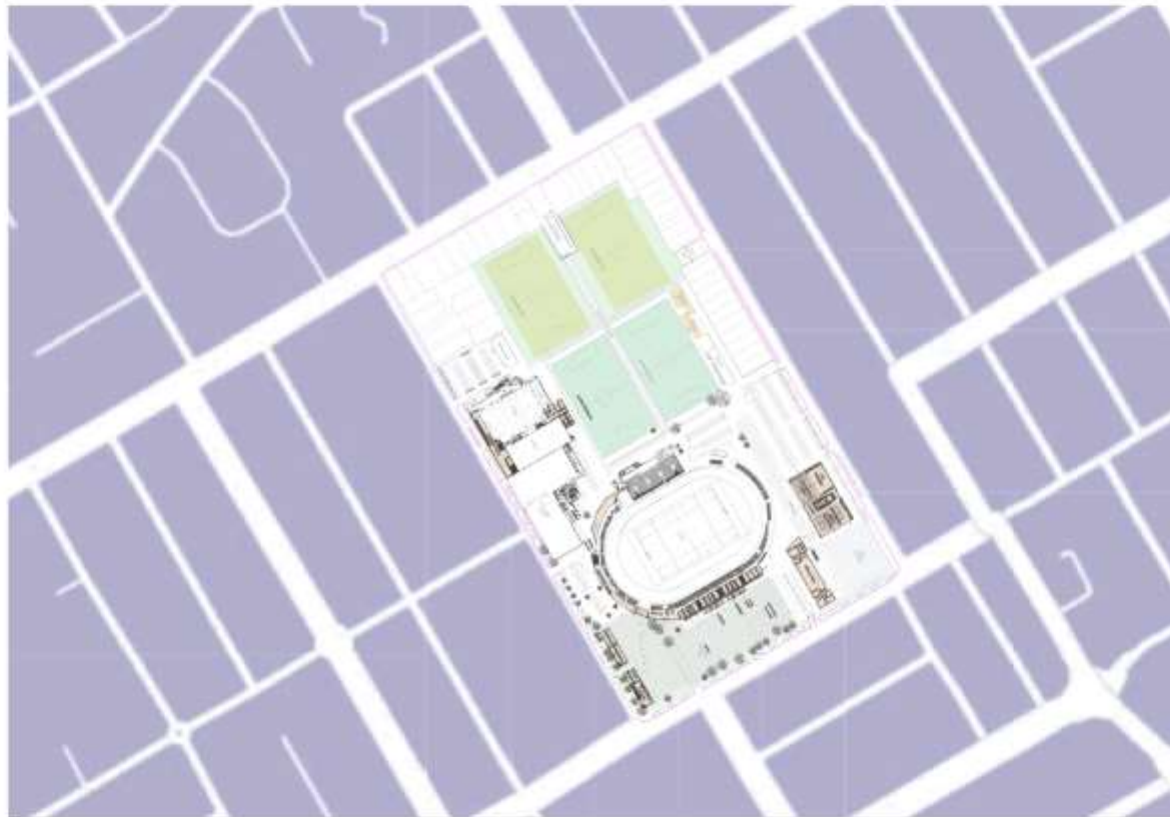


Central Energy
Trust **ARENA**



CENTRAL ENERGY TRUST ARENA

Masterplanning Study

McIndoe Urban

Executive Summary

Central Energy Trust Arena (CETA) is exploring masterplanning options to enhance and secure its future has a high quality, fit for purpose regional and city sporting hub.

VenuesPN commissioned McIndoe Urban to further develop earlier masterplanning work (2014/15) that resulted in updates to the Operative District Plan Section 15.8.6 and funding allocation within the Long Term Plan (LTP). This current study tested a range of concept options that addressed the site-wide requirements of CETA as a whole and Arenas 1, 2, 3, 4, 5 and 6 specifically. In addition, Robertson Holden International Speedway comprises a key activity within CETA and forms an important part of the study.

Sport Manawatu have initiated work to develop a new Sports House facility at CETA and the outcome of a feasibility study (2016) by Visitor Solutions and architects Pacific Environments has been incorporated in the masterplanning study. Discussions with Sport Manawatu confirmed those requirements.

Three options were developed that were grounded in the 2014/15 masterplanning work. A preferred plan was identified at a PNCC Councilor Briefing Workshop on 14th August 2017. The preferred plan offers the greatest benefits 'in the round' and enables optimal outcomes for speedway while delivering important upgrades and changes across CETA as a whole. Critical improvements are achieved to Arenas 2/3/4, the rear Fields are upgraded (Arena 6), the main Cuba Street entrance plaza and concourse is established and both Arena 5 and Sports House are optimally located. Arena 1 is provided with an enhanced western embankment concourse and a new South Grand Stand. Project costings have been provided by Rider Levett Bucknall.

It is recommended that preliminary design is advanced for:

- The main entrance plaza and north-south concourse;
- Arena 1 South Grand Stand;
- The western embankment concourse and bridge link;
- Sports House (by Sport Manawatu);
- Speedway facilities, pits relocation and track entry;
- Arena 6 Fields and associated sheds;
- Pascal Street Atrium and entry to Arenas 2/3/4.

PREPARED FOR

Venues Palmerston North

PREPARED BY

McIndoe Urban Ltd
Rider Levett Bucknall

ILLUSTRATIONS

All illustrations have been prepared by the consultant and Stantiall Studio unless otherwise stated.

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1

Introduction

1.1 Project Background, Scope and Purpose

In 2014 Palmerston North City Council (PNCC) and VenuesPN jointly undertook a high-level, concept masterplanning study for the then Arena Manawatu, now Central Energy Trust Arena (CETA). That study resulted in a framework plan and a series of 18 action projects (Appendix A.1) that together would define the future upgrade of the facility as a whole. The plan was carried forward and in August 2015 was embedded in the District Plan (section 15.8.6) with the council's Long Term Plan (LTP) identifying funding streams for the various projects.

This document comprises an update to the 2014/15 plan, and develops a preferred masterplan that emerged from a series of concept options, enabling an appraisal of development costs. In addition, the current document addresses the specific briefing requirements of particular activities and facilities (e.g. Speedway, Arena 5) which in turn influence the range of concept options and changes to the spatial planning of CETA as a whole. Nevertheless, the key outcomes of the 2014/15 plan, being to create a higher quality sporting destination with an improved street presence, stronger legibility and sporting visibility are carried over and underpin the masterplan.

The purpose of the project is therefore: To further develop and test the 2014/15 framework plan in light of changed conditions and specific briefing requirements; To engage with key stakeholders; To accommodate specific operational requirements and individual activity aspirations; To provide an accurate assessment of project costs; and, To present a comprehensive and robust masterplanning approach to Council for future adoption and funding.

1.2 Central Energy Trust Arena Vision

The overarching vision is **to make sport activity visible, accessible and inviting** within the City and the Manawatu Region.

Supporting this vision are the City's underlying Strategy Drivers around opportunities for active recreation. To this would be added the goals of: healthy lifestyles; sporting excellence; community capital; and, regional and local identity.

CETA is the focal point and key mechanism to deliver the vision. As such it is vital that the Arena as a whole presents a quality environment, attractive to a wide range of users with fit-for-purpose facilities and overlapping functions to ensure sport holds an active and vibrant place in the city.



Increasing participation in Active Recreation



Ensuring opportunities for Active Recreation

2

Context and Brief

2.1 CETA Context

CETA is the regional hub for sports in the lower North Island and the "City's central hub for sport" (Active Recreation Strategy, PNCC, 2013). It caters for some 36 different sporting codes in eight indoor and a number of outdoor facilities. In addition, CETA accommodates a range of community activities, trade shows, exhibitions, conferences, concerts and a host of other leisure and recreational functions.

National and international speedway events (some 23 meets per year) are held at Arena 1 and during those events occupy a large proportion of CETA overall, with extensive parking and pit requirements. The 'open pits' arrangement is one of the few available (internationally), allowing the public to come into close contact with the stock cars and teams.

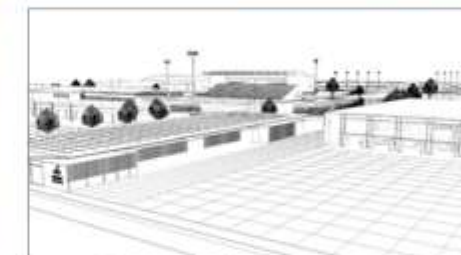
Whilst some of the Arenas and facilities are fit for purpose, others such as Arena 5 and aspects of the Pascal Street frontages to Arenas 2, 3 and 4 are in need of improvement. The rear Fields (Arena 6) suffer from flooding and the introduction of all-weather surfaces would dramatically enhance the usability of these spaces. Improved capacity of Arena 1 is also required along the southern and western embankments and re-use of modular seating no longer required within Arena 2 is to be utilised.

The sense of arrival at CETA is poor, with ill-defined entrances and entrance spaces onto Cuba Street and an unremarkable quality of design for the street interface, fencing, planting, gates and building frontages. Acquisition of the SE corner properties (Waldegrave/Cuba Streets) is important to align with the previous and current masterplan and to resolve this important corner as an entrance location.

Cuba Street streetscape upgrading is currently being investigated by PNCC, and would greatly enhance the quality of connection between the City Centre and CETA. Pavement, planting and parking changes to Cuba Street should be developed in tandem with the CETA masterplan.



Arena 1 (top) and fully occupied during a speedway event



Potential new developments: Sports House, South Stand, and Arena 5

2.2 Masterplan Site Boundary

The CETA site comprises some 158,511sq.m / 15.8ha (gross) that includes the additional SE Waldegrave/Cuba St corner (in the process of being acquired by PNCC and for the purposes of this masterplan is assumed to be part of CETA). Excluding the SE corner the gross site area is 154,865sq.m.

Site coverage is approximately 18% (incl. Arena 1 embankment seating or 14.7% excl. seating). Rear outdoor formal playing spaces (Arena 6 Fields) comprise some 44,846sq.m (29%) and green playable spaces to the Cuba Street frontage are 11,025sq.m (7%). Parking areas comprise 14,846sq.m (9.5%), and the remaining 36.5% comprises Arena 1 field, circulation, outdoor storage and servicing.

The site occupies the majority of a city block with extensive street frontages onto Cuba, Pascal and Waldegrave Streets. A potential street access connects into Oakley Street to the north. Primary site entrances (gates G1 - G5) are located along the western, eastern and southern street edges.



Context Plan: CETA in relation to The Square, Cuba St. - Image PNCC Geo Guide (<http://geoguide.palmerstonnorth.com/>)

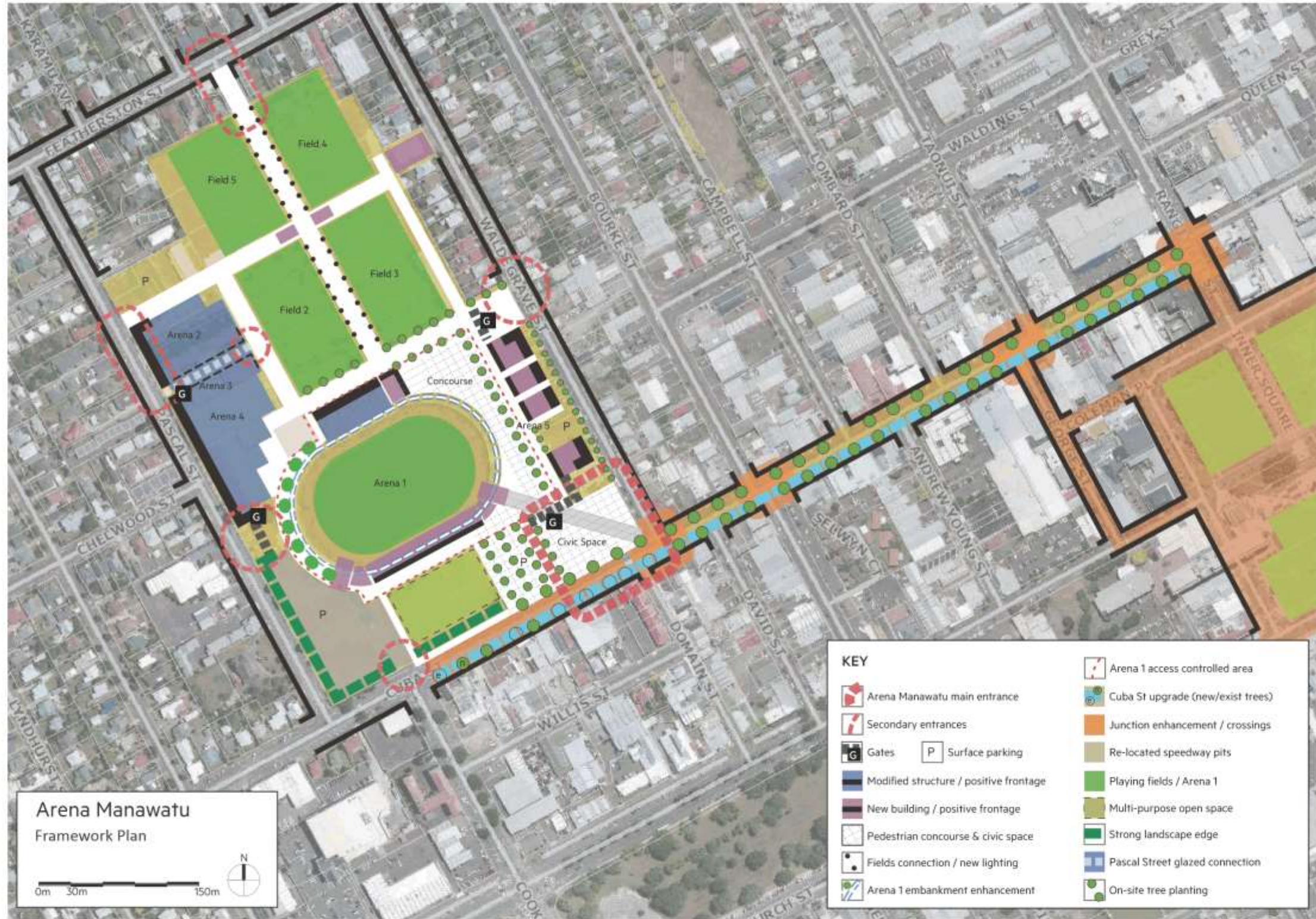
2.3 Previous Framework Plan

In 2014/2015 PNCC engaged a multi-disciplinary team led by McIndoe Urban to develop a high-level and Framework Plan for development of (then) Arena Manawatu (adjacent image) that informed changes to section 15.8.6 of the District Plan.

The work entailed reconfiguration of the site as a whole addressing spatial structure, legibility, gateways/entrances and Cuba, Pascal and Waldegrave Street frontages, as well as the upgrade and/or redevelopment of specific facilities.

A key projects list was established (Appendix A.1) that proposed a range of initiatives. The majority of those have been carried through into the current masterplanning study.

The wider Cuba Street streetscape upgrade project, that sits outside of the project boundary, is currently being taken forward as a separate initiative within PNCC and is not addressed further in the current study.



2014/2015 Arena Manawatu (now CETA) Framework Plan

2.4 Masterplan Brief

Briefing for the current masterplan study was informed by the 2014/15 framework plan and modified through discussions with VenuesPN, Robertson Holden International Speedway, Sport Manawatu, PNCC and Manawatu Gymsports on current needs and aspirations. Appendix A.3 provides a summary of requirements for key facilities.

A visual summary of the principal briefing matters is provided in the adjacent diagram.

Relocation of service structures:

Relocation of these facilities to the eastern side of the Fields, facilitating the reconfiguration of playing fields, and connections north/south.

Arena 2, 3, 4 new street frontage:

Potential to create a new frontage, entrance and atrium circulation space servicing Arenas 2, 3, and 4. This relocates changing, WC, and service areas to the eastern side of Arenas 2 and 3.

Expanded western concourse

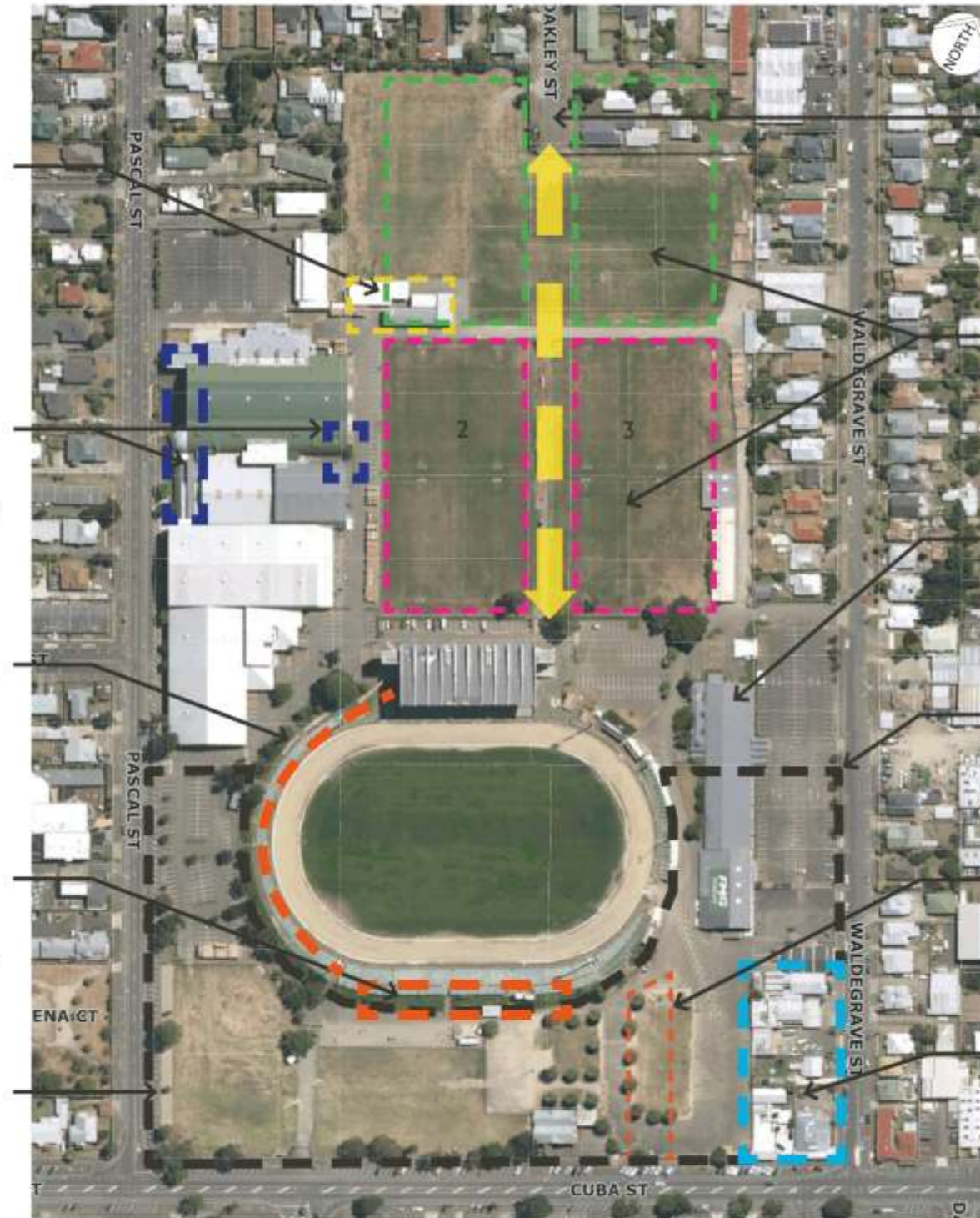
Potential to re-form the western embankment area to create a new, expanded concourse for seating, circulation, access and WCs below. Provide concourse-level connection into the CETA stand.

New covered south stand

Potential to create a new covered stand at the southern side of the Arena 1, allowing for additional seating, circulation, corporate boxes and speedway control box.

Enhanced site edges

Site edges that are comprised of open space to be reconsidered with improved landscape definition, fencing, planting. Potential to re-configure parking along the Pascal Street edge to improve street amenity adjoining residential areas.



Briefing summary - Base image PNCC Geo Guide (<http://geoguide.palmerstonnorth.com/>)

Entrance and connection through rear fields:
With land acquisition in the north eastern corner of CETA, a formal entrance at Oakley St is possible. A connection from this entrance through the Fields to Arena 1 is needed.

'All Weather Fields' and reconfiguration
All weather fields to be established on Fields 2 & 3. Also reconfiguration of the existing grassed fields 4 & (training / 5).

Arena 5:
Arena 5 to be replaced in the long term. This currently falls outside of the PNCC LTP. Masterplanning options to consider various site locations along Waldegrave Street.

Speedway Pits & Facilities:
Potential reconfiguration and reprovision to better meet operational requirements, and ensuring compatibility with any future development of CETA.

Sports House:
Investigating whether the current proposed location and configuration for Sports House is appropriate and consistent with the wider masterplan outcomes.

Entrance plaza and acquisition of land:
Acquisition of land is ongoing in the south eastern corner of the site. This has the potential to accommodate a new entrance plaza, creating a more positive and legible arrival experience.

2.5 Sports House Proposals

The future masterplan for CETA will need to include a new purpose-built Sports House facility, currently being investigated by Sport Manawatu. This will provide accommodation for its staff and a number of regional sports organisations that require office space.

A Feasibility Report prepared by Visitor Solutions for Sport Manawatu in October 2016 identifies three "high level facility layout options" for single and two-storey solutions that also test integrating accommodation for Arena Manawatu and Manawatu Rugby. We understand the preferred option is for a single-storey building that includes Manawatu Rugby.

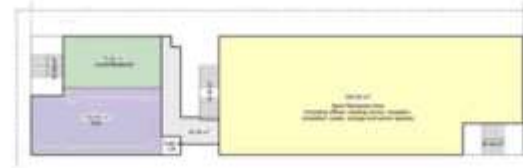
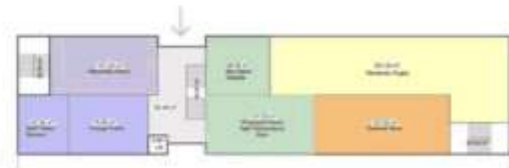
The principal accommodation requirements are:

- Administration space for Sport Manawatu;
- RSO office spaces;
- Community Hub for hire space;
- Arena Manawatu ticketing and staff space; and
- Manawatu Rugby administration space.

Subsequent discussions with Sport Manawatu have indicated some flexibility over building location and the potential for further sharing of space to support activation, potentially with Speedway and other cafe and ticketing space.



Sports House Proposal - indicative footprint for single storey option as identified in the feasibility study report



Sports House Options:
 Single Storey with/without Manawatu Rugby (top images)
 2-Storey including Manawatu Rugby (bottom images)



Sports House Proposal (Sport Manawatu Sports House Feasibility Study Report)



Sports House Proposal - Option 3

3

Current Site Conditions

3.1 Overview

The following chapter describes the nature and quality of built form and open space across the masterplan area. This includes a high level review of the existing building (Arena) stock that has informed the masterplan brief (see previous section 2.4).

Site-wide analysis was undertaken as part of the 2014 study (diagram below) and identified the need to significantly improve the facility's relationship and connection to the adjoining streets, including a new quality open space/plaza at the main Cuba Street entrance. All five Gates are of limited quality and in need of enhancement and built edges often create inactive/blank and uninviting street conditions.

Arenas 2,3 and 4 have a weak presence on Pascal Street and locate service areas (WC, changing) against the street edge. Arena 1 embankment presents an unremarkable landscaped edge visible from Cuba Street, and has a weak and uninviting street presence with no clear and direct 'front door'. Speedway arrangements are not optimised and facilities are poor quality.



Site Analysis (2014 study)



→ Site Entrances (Gates G1 - G5)

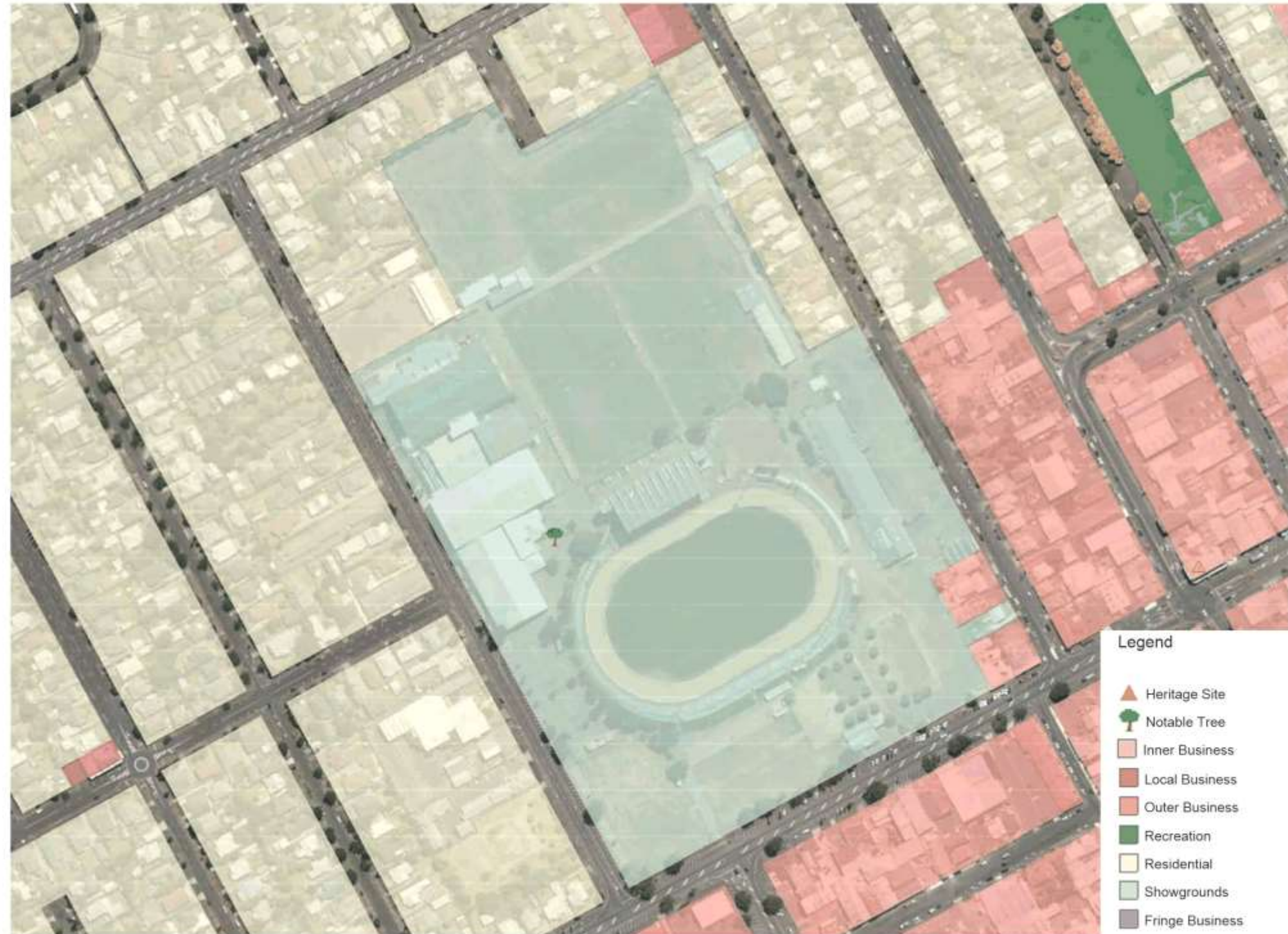
3.2 District Plan Zoning

CETA currently sits within the Showgrounds Zone (Section 15.8) that anticipates and provides for all the current functions of the site (including motor sport) as Permitted Activities. Operation is restricted before 8am and after 10:30pm. Residential Sunlight Access Planes apply along residential boundaries.

District Plan Change 21 has recently reviewed Section 15.8 in light of the Arena Master Plan and has proposed changes yet to be made operative. The proposed rules ensure that any buildings larger than 300m², the relocation of the speedway pits and any alterations to entrances (including ticket or gate booths) are assessed against the following matters:

- Parking needs
- Separation distances
- Entrance hierarchy
- Built frontages
- High quality civic spaces
- Connectivity
- Landscaping
- Identity
- Overall design quality
- Effects on neighbouring residential dwellings
- Operational needs for the facility

The site is adjoined by a mix of Outer Business, Residential, and Local Business Zones. To the south / south east the Outer Business Zone (OBZ) envisions large lot subdivision patterns, low rise development, and vehicle-based uses. On all other sides the site is bounded by Residential zoning (RZ), which envisages a smaller lot pattern with residential amenity being an important factor. Both the OBZ and RZ create potential reverse sensitivity issues for the site, whether that is maintaining amenity for the surrounding residential, or addressing visual effects from the OBZ for pedestrian movement and the general character setting of CETA as a regional destination and valued city-wide asset.



PNCC District Plan Zoning - Image sourced from PNCC Geo Guide (<http://geoguide.palmerstonnorth.com/>)

3.3 Built Form Patterns

The adjacent 'Figure-ground' diagram highlights a number of significant features of the site and context. These include:

- Contrast in building scale and lot grain between CETA and the surrounding residential areas;
- Large areas of 'leaky' and undefined street edge (often with poor quality landscape definition);
- No development frontage or enclosed arrival space along Cuba Street;
- Containment of the northern parts of the site (Arena 6 / Fields) by surrounding residential development;
- Setback of Arena 5 along Waldegrave Street does not reinforce the building line in this area and weakens streetscape quality; and,
- Open / unbuilt western CETA site edges create potential reverse sensitivity effects for residents in that area.

To the north the transition between the scale and grain is mediated (screened) by the residential lots that surround the northern and north-eastern boundaries of the site. The areas where the contrast is most noticeable is across the streets to the southwest and south east sides of the site. To the south of the site, the adjoining Outer Business Zone, provides a slightly coarser grain that helps to mitigate the change in scale and grain for Cuba Street. Further built form / partial enclosure of this southern CETA edge would assist in strengthening Cuba Street streetscape.

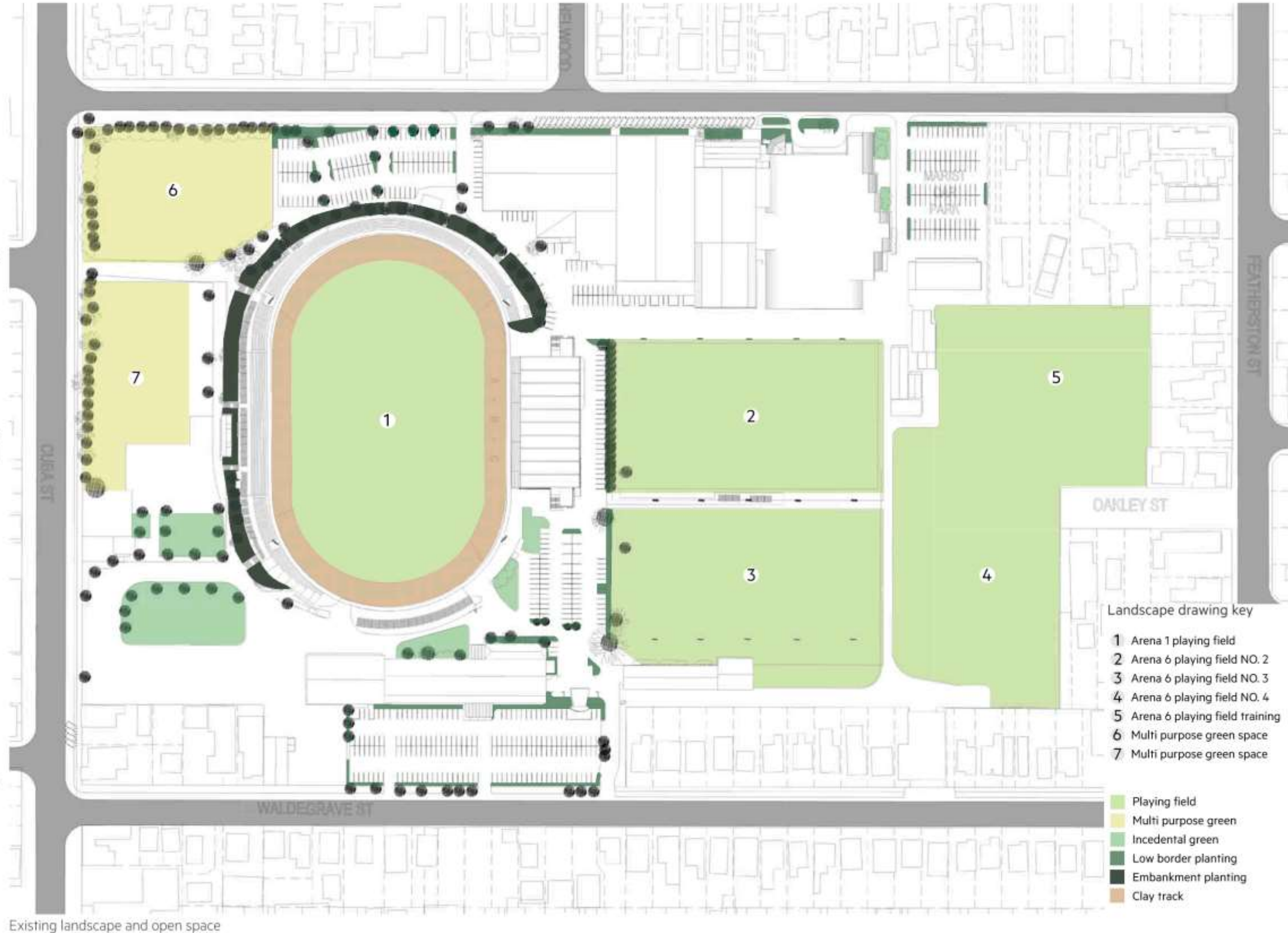


Figure Ground diagram

3.4 Existing Open Space

The range of open space and landscape types are described on the adjacent diagram and highlights the following:

- Large areas of poorly-defined open space to the front (south) of the CETA site, particularly towards the southeast corner;
- Formalised open sports spaces to the rear (north) of the site. Further, these are in the process of reorganisation with additional land purchases in that area;
- Lack of north-south links to Oakley Street (planned to be addressed as above);
- Several surface car parking areas at the site/street edges that create unattractive streetscape and poor quality views into the site;
- Existing Palm tree positions to the south that enclose grassed pockets but that serve little purpose and could be removed;
- Informal sports spaces (6 & 7) at the Cuba Street edge that could be better utilised, configured and surfaced to offer enhanced facility for activities;
- Planted embankment to Arena 1 of low landscape quality. This land form could offer improved circulation, seating and design outcomes for Arena 1.





Storage and changing sheds:
Light weight, low cost construction, generally fit for purpose. Potential to be relocated as needed.



Arena 2:
Primary (and most recent) indoor arena facility, fit for purpose and with planned retractable seating upgrade. Poor quality frontage/entry to Pascal Street.



Arena 3:
Older facility. Little to no relationship to the street other than small entry, with blank façades due to location of changing/WC against the street edge.



Arena 4:
Large multi-purpose facility. Entry oriented onto Arena 1 (no street entry or active facade). Blank walls to Pascal Street, Minimal street edge planting.



Food stall area:
Paved area accessed front of site, includes toilet block (permanent) and flexible area for food stalls/trucks to set up during events. Generally an isolated space not well-connected to Arena 1.

3.5 CETA Facilities and Issues

The adjacent diagram summarises the CETA facilities and associated key issues that need to be addressed in the masterplan and that have informed the masterplan brief.

The focus of any future changes should consider both built and opens space issues. A new main gate entrance at Cuba / Waldegrave Street enabled by acquisition of properties is to be pursued as part of the 2014/15 plan. The upgrading and better usability of outdoor spaces to the south of the site along with landscape enhancements to carparking and site edges generally is needed. Replacement of Arena 5 and the development of a new atrium frontage to Arenas 2, 3 and 4 is recommended. Speedway facilities including the pits are in need of significant upgrade and re-organisation at a site-wide level.



CETA key facilities

Rear Fields:
Sports fields 2, 3, 4 and training (5) following planned reconfiguration. A project has been identified to convert Fields 2 and 3 to all weather pitches.



Arena 1:
Includes a stadium, fit for purpose a multi-sport space. A project has been identified to provide additional seating and a new covered stand to the southern edge & potential to integrate with ground level functions.



Arena 5:
Poor quality building comprising several sport/community spaces, no longer fit for purpose. Large unattractive parking area to Waldegrave St. Building identified for replacement, however falls outside of PNCC LTP.



Speedway Pits (open access):
Currently occupying a variety of 'left over' / irregular spaces. Pits lack service facilities and are compromised by grassed areas.



Cuba St Grassed Areas
Currently used for: parking, informal sport/training and speedway pits. Generally under-utilised and presents a poor edge to CETA.



Cuba St Entry
Currently poorly expressed with low quality building and open space design. Acquisition of Waldegrave St properties will enable a new corner entry.



4

The Masterplan

4.1 Initial Options Overview

This section presents the range of initial options considered and the final preferred masterplan for CETA. Three options were established to respond to the specific briefing requirements for individual facilities, to enhance site-wide entrance and legibility concerns, and to support the overarching vision to make sport activity visible, accessible and inviting within the Manawatu Region. The three options are described in full at Appendix A.6.

Each option included a palette of component parts relating to specific Arena facilities and activities. These were considered both at the individual facility level as well as how each contributes to, and integrates with the overall whole.

Whilst some facilities and activities have a greater degree of inter-dependence, namely Arena 5, Speedway and Sports House, others such as the upgraded frontage to Arenas 2 and 3, the new south grand stand and western concourse, and the reorganisation of the rear Fields / Arena 6, can be undertaken as relatively independent projects.

Each of the options was assessed (pros & cons) and costed by RLB (see Section 5.2). The discrete nature of some of the initiatives within any given option resulted in some commonality across the three options. The components that are consistent across the 3 options are highlighted in blue text.

Option 1:

Option 1 includes:

- Speedway pits retained in current location with new built facilities
- Sports House as 2-storey option plus ticketing booth
- Arena 5 retained as existing
- New Cuba Street main entrance and plaza (SE cnr properties acquired)
- New South Grand Stand and western concourse to Arena 1
- Rear Fields (Nos. 2,3,4,5) reconfigured with new Oakley Street access
- Relocate service sheds
- Pascal Street frontage to Arenas 2 and 3 upgraded, new services, drop-off

Options 2 (& 2a):

Option 2 addresses speedway facilities, Sports House location and Arena 5. A sub-option 2a is proposed.

- Speedway Pits retained in current location but with new track entrance and new built facilities (2a integrated with Sports House)
- Sports House relocated (and sub-option 2a integrated with speedway)
- Arena 5 redeveloped into multi-sport and community facility
- New Cuba Street main entrance and plaza (SE cnr properties acquired)
- New South Grand Stand and western concourse to Arena 1
- Rear Fields (Nos. 2,3,4,5) reconfigured with new Oakley Street access
- Relocate service sheds
- Pascal Street frontage to Arenas 2 and 3 upgraded, new services, drop-off

Option 3: (preferred plan)

Option 3 proposes considerable change to the southern end of CETA addressing the speedway pits location. This includes:

- Speedway pits relocated to the west with new built facilities
- Sports House as proposed (Feasibility Study, 2016) plus ticketing booth
- Arena 5 redeveloped into multi-sport and community facility
- New Cuba Street main entrance and plaza (SE cnr properties acquired)
- New South Grand Stand and western concourse to Arena 1
- Rear Fields (Nos. 2,3,4,5) reconfigured with new Oakley Street access
- Relocate service sheds
- Pascal Street frontage to Arenas 2 and 3 upgraded, new services, drop-off



Option 3 (preferred plan): Indicative illustration of CETA looking towards the new plaza (viewed from the south)

Preferred Plan

4.2 The Preferred Plan (Option 3)

The preferred plan will:

Cuba Street Entrance

- Create a new quality plaza and main CETA site entrance and ticket gates.
- Create a new north-south hard-landscaped pedestrian concourse.

Arena 1 - South Grand Stand and Western Embankment Concourse

- Reconfigure the western embankment to create an extended concourse area.
- Connect the concourse (bridge link) into Level 1 of the CETA stadium (west).
- Create a new covered grand stand along the southern edge of Arena 1.
- Re-use temporary seating from Arena 2 (circa 16 modules/2,640 new seats).
- Create corporate boxes and speedway control box at upper level.
- Utilise ground level space beneath South Grand Stand for services, WC, food carts, Table Tennis.

Arenas 2,3,4

- Create a new high quality atrium space / frontage, canopy and combined entrance into Arenas 2, 3 and 4 facing Pascal Street. This space will include kitchen / bar, public toilets, first aid and ticketing facilities.
- Reorganises vehicle drop-off within the CETA site boundary to allow for the atrium addition.
- Reconfigure the eastern Pascal Street edge (non-CETA project) to enhance street amenity, improve planting to the blank Arena 4 facade, and create a more positive relationship to adjacent housing areas.
- Re-provide service areas (changing, WC, showers) for Arenas 2 and 3 to the rear (eastern) end with new internal concourse connection.

Arena 6

- Reconfigure Arena 6 to provide 2 No. new all weather pitches at Fields 2 and 3 and also establish 2 grassed pitches (drained) at Fields 4 and 5.
- Create new north-south pedestrian links to form a connection and new entry at Oakley Street.
- Provide new lighting to Fields 4 and 5 appropriate to the residential context.
- Relocate existing service sheds to the eastern side of Field 3.

Speedway & Pits

- Relocate track entrance to west side of Arena 1 embankment.
- Develop new admin, driver briefing building along Pascal Street.
- Develop new scrutineering and workshop along Pascal Street.
- Provide new multi-purpose surfaces to spaces 6 & 7 (see pg 10).

Sports House

- Develop Sports House as single-storey proposal in preferred location.
- Provide part glazed Cuba St elevation, plus CETA ticketing booth.
- Provision of associated hard and green space for sports and recreation.

Arena 5

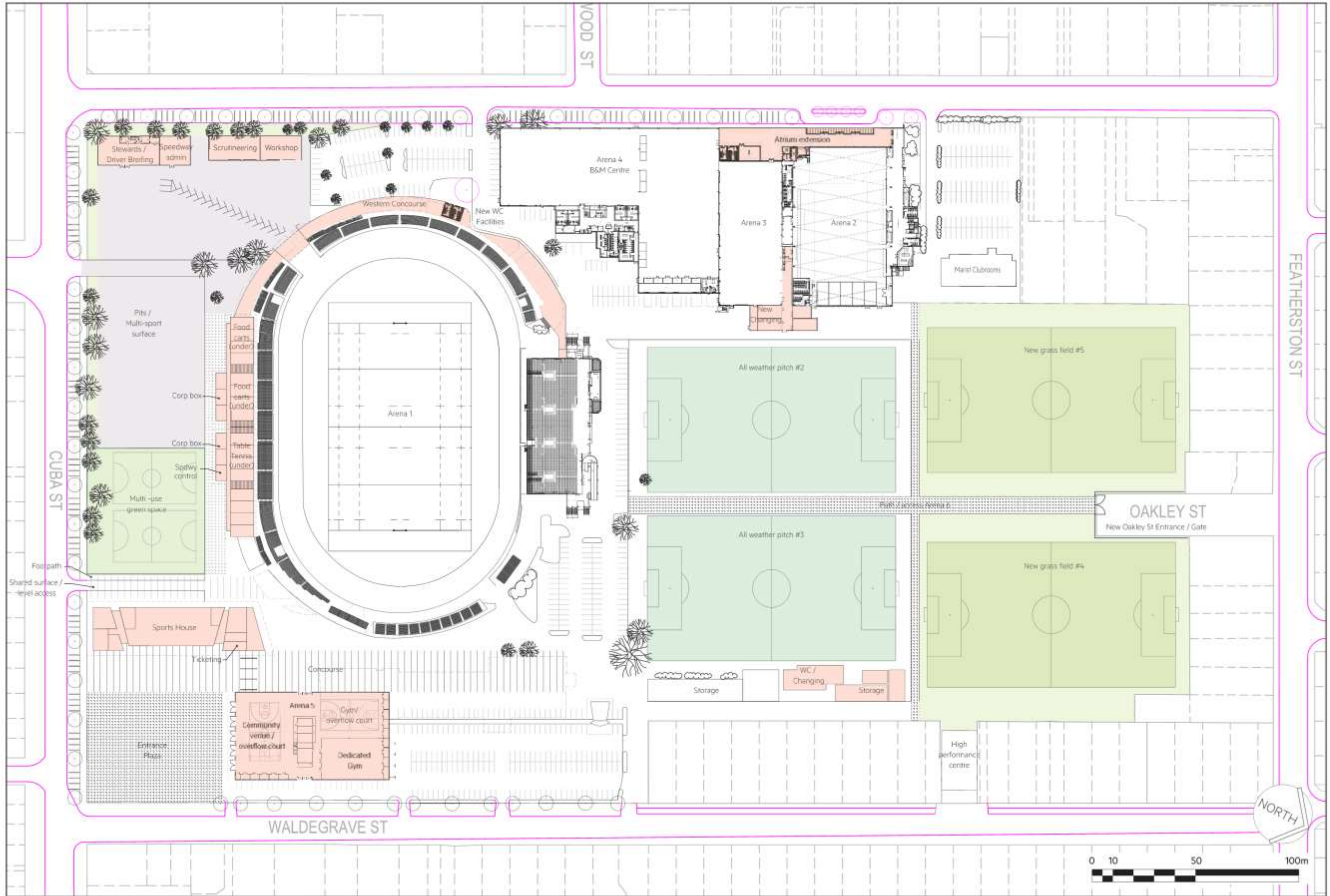
- Redevelop Arena 5 as new facility (multi-sport and community).

The preferred plan achieves a number of positive outcomes, including:

- A well defined entrance plaza 'contained' and activated by Sports House and Arena 5.
- Sports House in preferred location (Sport Manawatu Feasibility Study) with strong Cuba Street presence (note with minor facade adjustments and inclusion of ticketing facilities).
- Provision of new purpose-built facilities for speedway located away from conflicts with public arrival and CETA pedestrian access.
- New uncluttered speedway track access position
- Pre-start grid in efficient location with respect to pits, and avoids entrance conflicts.
- Speedway workshop & scrutineering spaces located to the western side of CETA offering flexibility.
- Speedway buildings can provide acoustic mitigation along Pascal St.
- Improved pits surface to areas 6,7.
- Improved Pascal Street frontage to Arenas 2,3,4.
- Resolves flooding and improves usability of Arena 6 / Fields.
- New South Stand creates stronger image for CETA and improved food / WC services at ground including new Table Tennis space.
- Western concourse upgrades embankment, providing usable seating areas, improved public circulation, level connection into 1st floor of stadium, and addresses low landscape quality issues.

Issues to be addressed through further design development include:

- Potential reverse sensitivity effects for Pascal Street residents (though motor sport is a permitted activity within the District Plan).
- Reduced Waldegrave Street built edge (but good parking provision).
- New hard surface to areas 6,7 reduces perception of 'green' identity of CETA (but offers multi-purpose spaces).
- Smaller overall gross area for pits (though can meet requirements - plan can accommodate 142 pit bays at 18m x 4m).



Preferred plan (Option 3)

South Grand Stand

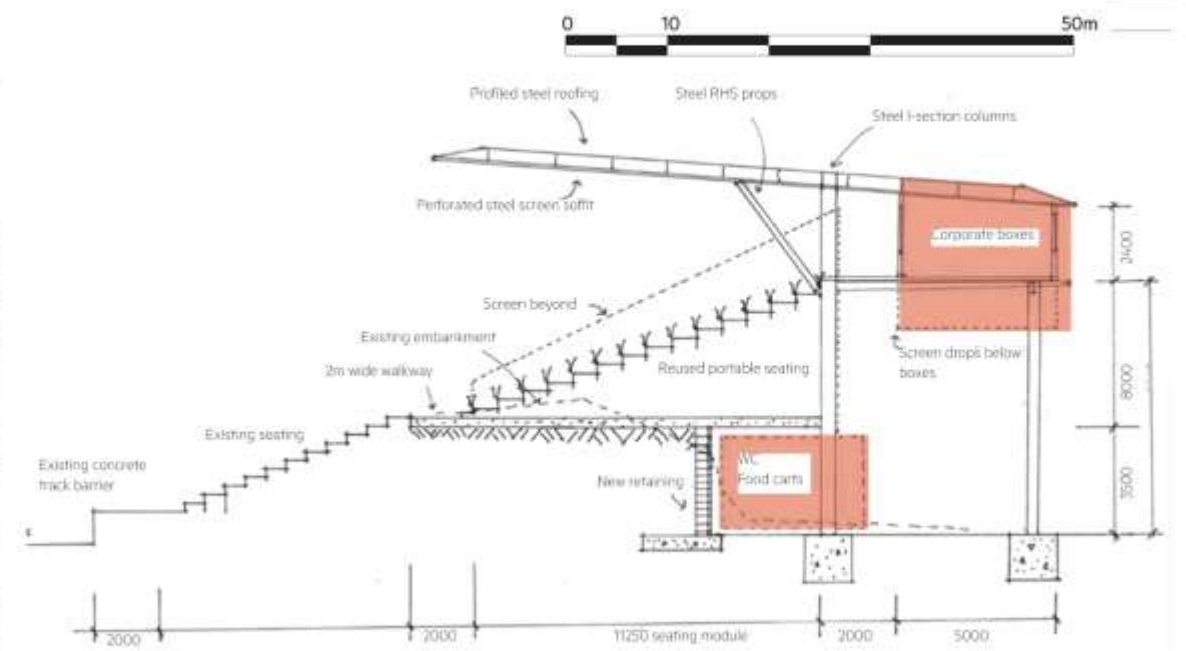
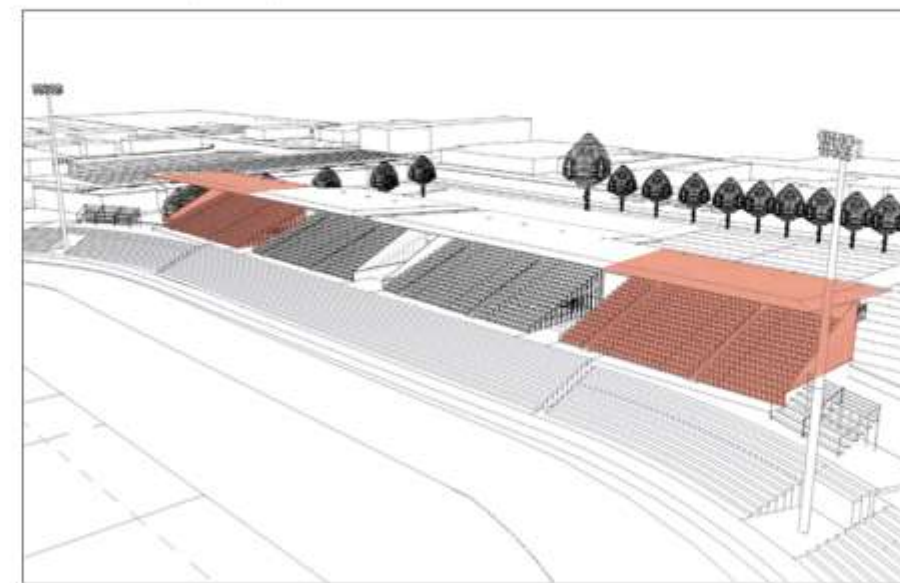
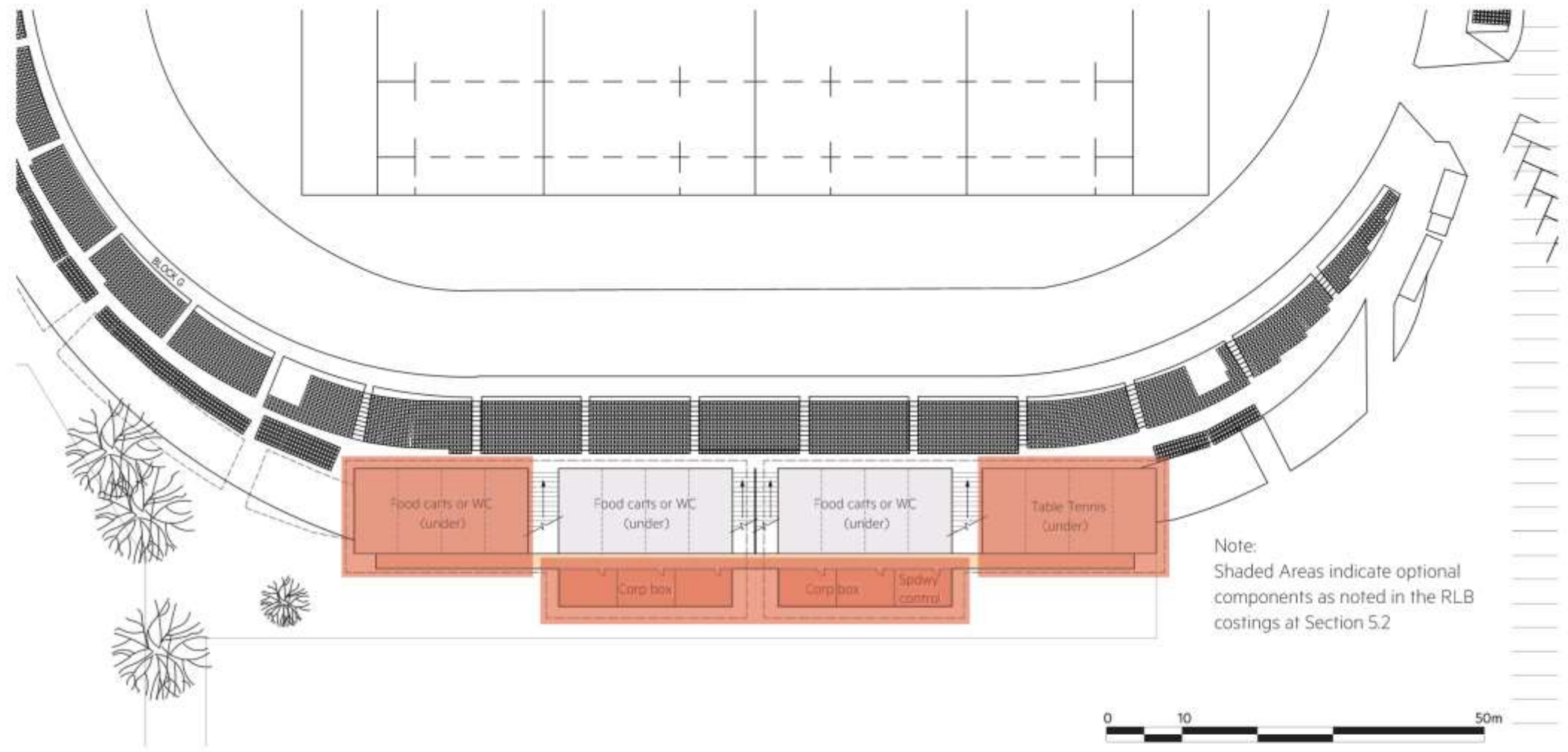
4.3 South Grand Stand Summary

The new South Grand Stand project proposes to re-form the embankment on the southern side of Arena 1, removing the existing upper level bench seating, and replacing it with a covered stand utilising existing portable seating from Arena 2. This provides an additional 2,640 new seats with a net change of 1,348 seats, however existing seating comprises poor quality wooden benches.

In re-forming the bank and creating the platform and retaining to support the seating, a ground level undercroft space will be created that can be used for public toilet facilities, food trucks or other facilities such as a table tennis facility or speedway workshop / scrutineering space.

The pictured option shows new corporate boxes and a speedway control box at the upper level, however the design of the stand allows for simpler construction without these clip-on 'boxes'. Similarly the modular nature of the design means that the stand could be shortened if required (and construction costs reduced, see section 5.2).

Appendix A.3 provides an accommodation budget for this facility.



Arenas 2,3,4 Frontage

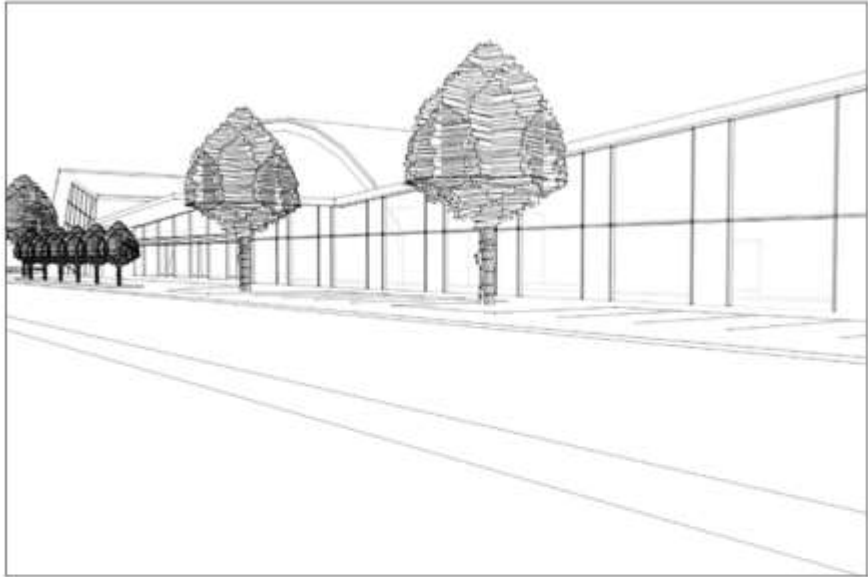
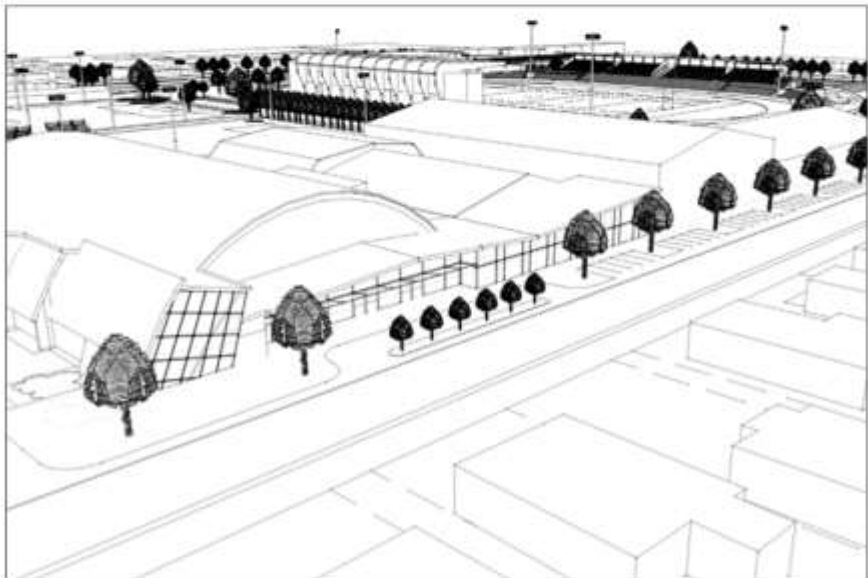
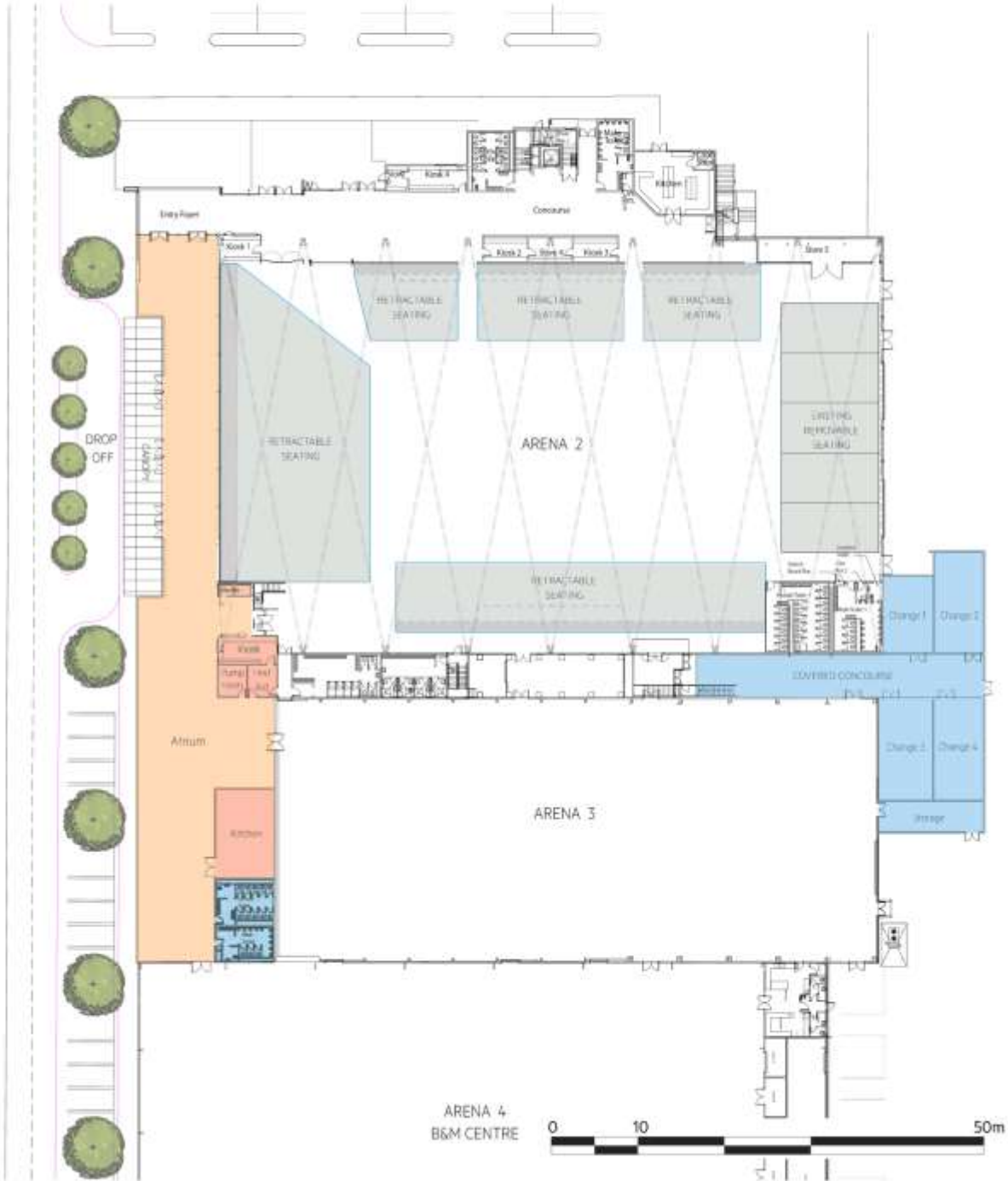
4.4 Arenas 2,3,4 Frontage Summary

This project creates a new atrium frontage and formal entrance onto Pascal Street for Arenas 2, 3 & 4. This new entrance improves the access between the facilities, as well as providing an atrium space for catering and other support services.

The existing frontage onto Pascal Street is 'closed' and inactive, with the entrances to the facility hard to discern. Service areas are currently located along the street edge. These will be redeveloped to the eastern/rear side of Arenas 2 and 3 connected via a new covered link.

Street drop off, pedestrian amenity and parking are also proposed to be reconfigured in a manner consistent with the planned streetscape upgrades around The Square.

Appendix A.3 provides an accommodation budget for this facility.



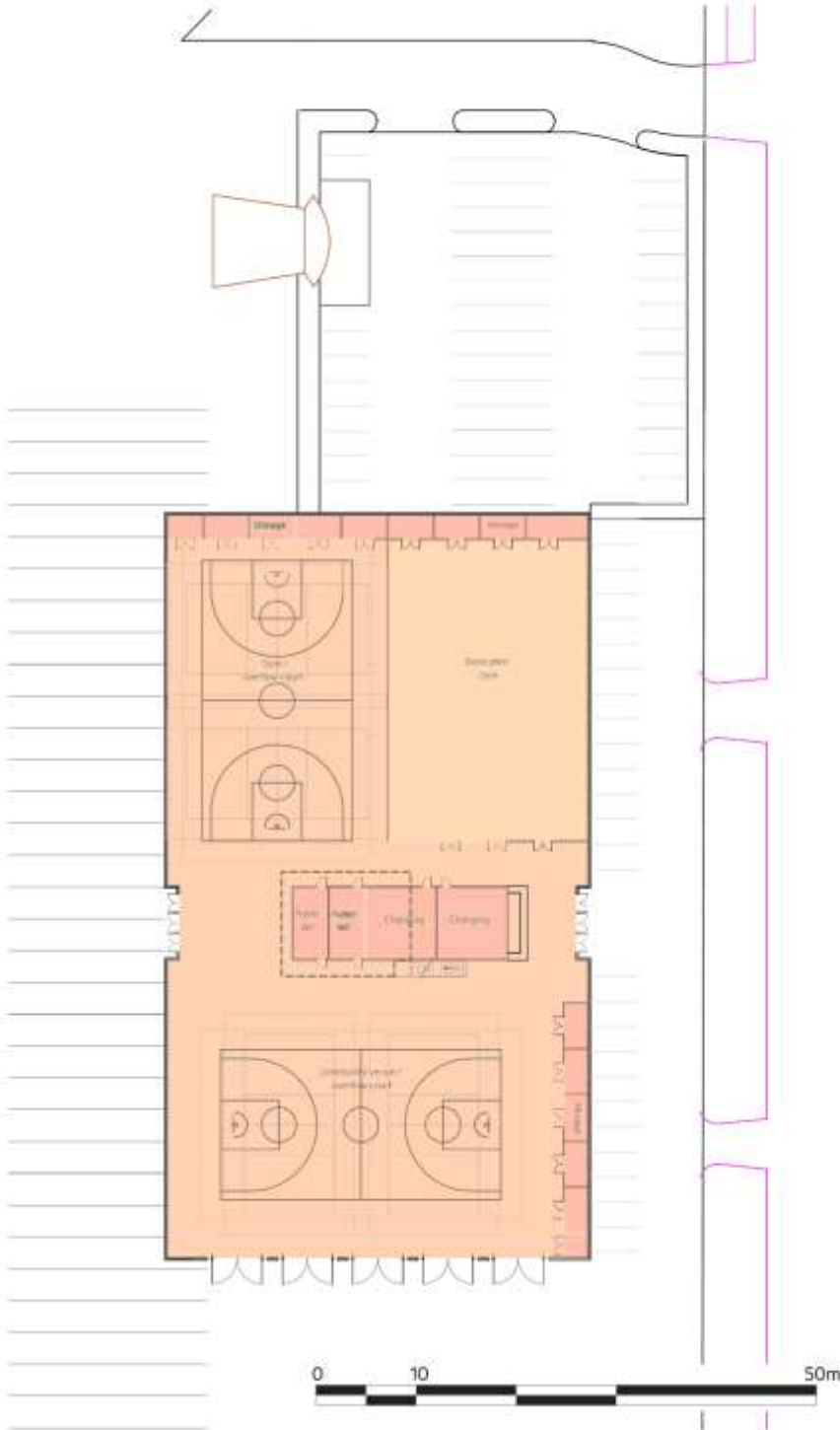
Arena 5

4.5 Arena 5 Summary

The existing Arena 5 buildings are no longer fit for purpose. The masterplan proposes redeveloping these built facilities, providing additional capacity for overflow indoor court space, as well as providing a dedicated facility for Manawatu Gymsports.

Importantly, the redevelopment of Arena 5 creates a positive relationship between the new entrance plaza, north-south concourse, Cuba and Waldegrave Streets. This relationship varies across Options 1, 2 and 3.

Appendix A.3 provides an accommodation budget for this facility.



Robertson Holden International Speedway

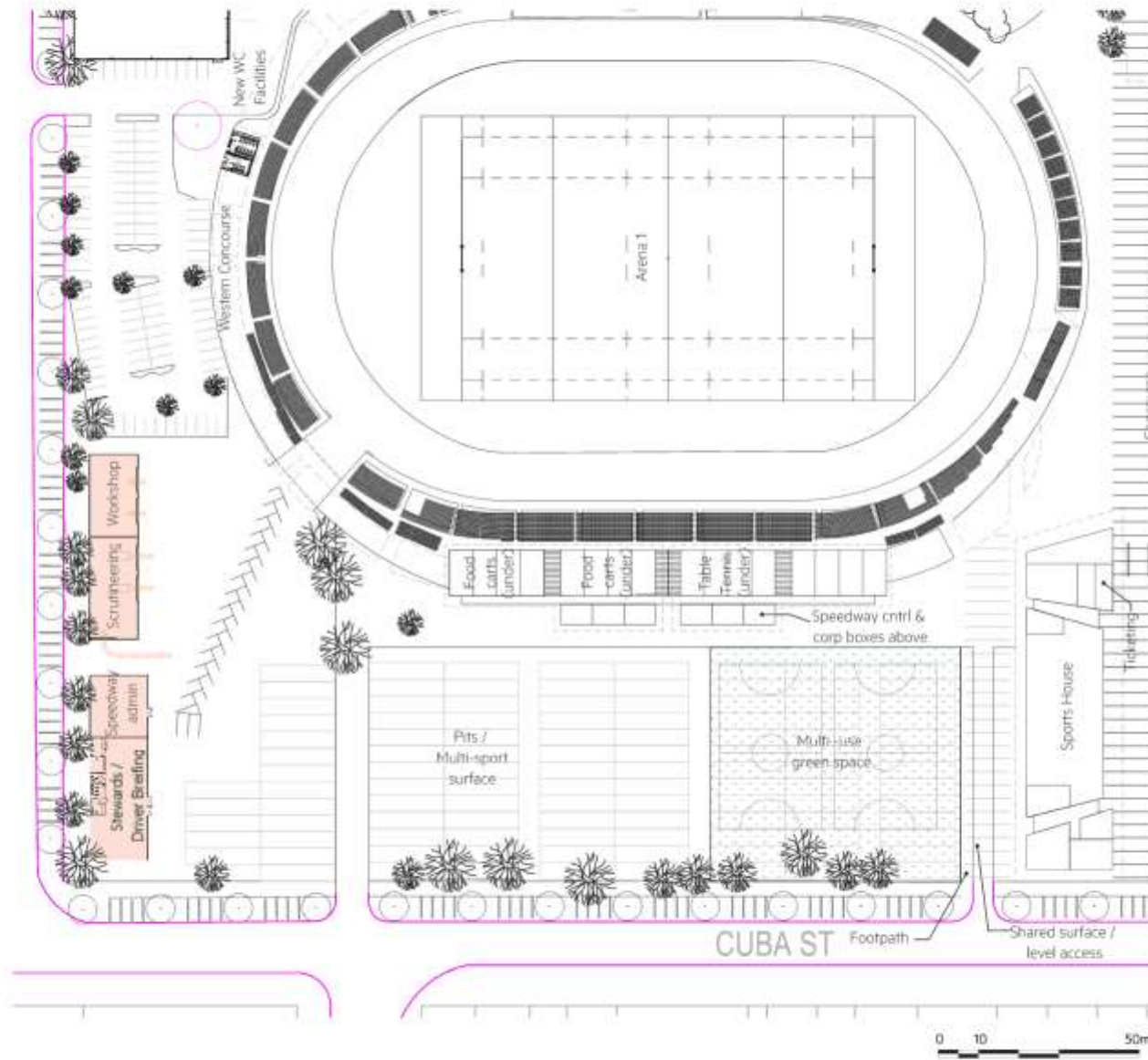
4.6 Speedway Summary

The Robertson Holden International Speedway is one of the larger activities at CETA and generates significant revenue for both CETA and the City. However, the current support facilities dedicated to speedway are poor quality and not commensurate with the level of revenue they generate.

Options 1, 2 and 3 explored several different arrangements for speedway. These include new purpose built workshop and scrutineering spaces, new administration, welcome and driver briefing spaces, and improved pit areas that ensure a suitable, safe surface is provided able to accommodate large Teams Champs events.

The preferred plan (Option 3 adjacent image) 'disentangles' speedway from the CETA entrance, sports and community facilities by locating all facilities to the west.

Appendix A.3 provides an accommodation budget for this facility.



Priorities and Costing

5.1 Project Priorities

Projects within the 2018-2028 LTP

Cuba Street Entry Plaza	\$4.45M
Sports House <i>Single level design as per existing feasibility study by Sport Manawatu Minor adjustments to include ticketing and glazed Cuba Street façade</i>	\$1.5M Grant
Arena 1 <i>South Grand Stand structure and roof Stairs, lift and upper level walkway Upper level corporate and speedway boxes Embankment bleacher platform Reuse of existing portable seating Ground level functions (WC, food carts, table tennis)</i>	\$8.8M
Western embankment concourse <i>Embankment remodelling, new platform and access stairs Bridge connection to main grandstand WC block under platform</i>	\$1.75M
Robertson Holden International Speedway <i>Relocate pits and track entrance Built facilities</i>	\$7M
Arena 6 <i>1 x all weather pitch</i>	\$1.4M

Projects beyond the 2018-2028 LTP

Cuba Street N-S pedestrian concourse	\$0.2M
Arenas 2,3,4 <i>Pascal St Atrium and Entrance Re-provision of service areas to east</i>	\$6.25M
Arena 5 redevelopment <i>Manawatu GymSports and other sporting and community uses</i>	\$21M
Arena 6 <i>1 x all weather pitch 2 x re-formed grassed fields Relocated service sheds Accessways, lighting</i>	\$4.5M

Costing Analysis

While undertaking the review of the Arena Master Plan, Rider Levett Bucknall (RLB) was engaged in early August 2017 to undertake indicative project costs based off base concept drawings. The Master Plan review was still under development at this time and final accommodation space requirements were still to be finalised.

In October 2017, WT Partnership (WTP) were engaged to undertake a peer review of the indicative costings supplied by RLB and were at this time supplied with the finalised accommodation space requirements for the Master Plan projects. Following the identification of some variances, RLB were then requested to review their findings and subsequently the two Quantity Surveying (QS) companies have submitted cost indications within 4% of each other.

The figures outlined in the Programme Summary for LTP 2018/28 are based off the information supplied by the two QS companies and include design contingency, build contingency, professional fees and consenting.

Full documentation from Rider Levett Bucknall and WT Partnership are on file as supporting documentation to the Arena Master Plan.

5.2 Indicative Project Costs

Programme Summary for LTP 2018/28

Programme Id:990 - Central Energy Trust Arena Manawatu - Covered Embankment (subject to part external funding)											
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Capital Cost	\$165,000	\$1,485,000	\$715,000	\$6,435,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
<i>South Stand Plinth</i>	\$165,000	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000
<i>South Stand Building</i>	\$0	\$0	\$715,000	\$6,435,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,150,000
Inflation	\$0	\$29,700	\$29,601	\$407,336	\$0	\$0	\$0	\$0	\$0	\$0	\$466,637
Total Capital Programme 990	\$165,000	\$1,514,700	\$744,601	\$6,842,336	\$0	\$0	\$0	\$0	\$0	\$0	\$9,266,637

Programme Id:1082 - Central Energy Trust Arena Manawatu - Masterplan Priority 2 Projects											
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Capital Cost	\$4,700,000	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,400,000
<i>Speedway / Pits Relocation</i>	\$3,300,000	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
<i>1 x Artificial Pitch</i>	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Inflation	\$0	\$74,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,000
Total Capital Programme 1082	\$4,700,000	\$3,774,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,474,000

Programme Id:1083 - Central Energy Trust Arena Manawatu - Masterplan Priority 3 Projects											
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Capital Cost	\$1,100,000	\$445,000	\$4,005,000	\$87,500	\$1,662,500	\$0	\$0	\$0	\$0	\$0	\$7,300,000
<i>Western Concourse</i>	\$0	\$0	\$0	\$87,500	\$1,662,500	\$0	\$0	\$0	\$0	\$0	\$1,750,000
<i>Land Purchase Entrance</i>	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000
<i>Entrance Plaza</i>	\$0	\$445,000	\$4,005,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450,000
Inflation	\$0	\$8,900	\$165,807	\$5,539	\$144,139	\$0	\$0	\$0	\$0	\$0	\$324,385
Total Capital Programme 1083	\$1,100,000	\$453,900	\$4,170,807	\$93,039	\$1,806,639	\$0	\$0	\$0	\$0	\$0	\$7,624,385

Total Capital All Programmes	\$5,965,000	\$5,742,600	\$4,915,408	\$6,935,375	\$1,806,639	\$0	\$0	\$0	\$0	\$0	\$25,365,022
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A

A.1 2014 PNCC Masterplan Projects List

Project	Description	Priority Group	LTP Funding Year	Budget (\$2015)	LTP Prog. #
1. Floodlights to rear fields	Improving lighting provision over the rear fields.	Priority 1	2015/16	\$250,000	1084
2. Way finding, nomenclature and new signage	Improvements to way finding and signage to overcome the limitations of the current facility and to make it more attractive and accessible to the public.	Priority 1	2016/17	\$256,000	1084
3. Retractable Seating for Arena 2	Adding retractable seats to Arena 2 to enhance the customer (hirer's) experience and increase operational efficiency.	Priority 1	2017/18	\$787,200	1084
4. Covering south stand	Covering the south embankment seating at Arena 1 and reorienting the stand to address both Arena 1 and Cuba Street. Subject to external funding.	Priority 4 (brought forward)	2017/18	\$2,000,000 (external funding \$1,000,000)	1194
5. Move Pits and separate cars from pedestrians	<p>Moving the stockcar pits to the western side of Arena 1. New pits to act as parking for non-Speedway related events. A new vehicle entrance to the oval will be required, a pedestrian overbridge over the vehicle entrance is assumed and the old entrance may be retained or developed as an embankment. This will enhance pedestrian safety through separating both modes of traffic, and improve on-site parking.</p> <p>Includes creation of a well-drained open grass area between the new Pits and redeveloped Cuba entrance that can function as a training field, overflow car park, or open space/event lawn depending on the requirements for whatever activity is on Arena 1. Consider providing a stronger street edge at relocated pits area.</p>	Priority 2	2018/19	\$646,140	990
6. Complete new entrance 1 Cuba Street	Develop the pedestrian concourse adjacent to new Plaza where the existing entrance and former Rugby Museum building is. This will keep the Arena an attractive and competitive destination.	Priority 2	2019/20	\$553,550	1082

7. Create pedestrian concourses	Creating direct pedestrian concourses around the north, south, and east of Arena 1 will enhance the customer experience during events and improve clear pedestrian circulation to and from various facilities. Enhancements behind Arena 4 to address better integration with new East-West connection improve space quality and restructure parking provision.	Priority 3	2019/20	664,260	1083
8. Arena 1 Embankment	Extend and improve access around Arena 1 embankment with enhanced landscape treatment.	Priority 2	2020/21	\$100,000	990
9. Arena 1 Stand enhancements	Extending the first floor catering and observation deck area to face north onto the rear fields to enhance the versatility of this stand. Improved ground level entrance.	Priority 2	2020/21	\$355,680	1082
10. Entrance 2: Cuba St / Waldegrave St – civic space	Acquisition and demolition of 78 and 80 Waldegrave Street and for the new civic space and new ticketing/offices building. Major realignment and enhancement of existing Cuba St entrance to reinforce the Cuba/Waldegrave Street corner. New civic space, landscape design, planting, signage, gateway facilities. This will require the acquisition of 103 Cuba Street and the demolition and redevelopment of 107, 107A, 107B Cuba Street, 84 Waldegrave Street.	Priority 3	2020/21	\$1,142,410	1083
			2021/22	\$1,173,400	
11. Improve the entrance to Arena 2	Consider redesign of parking and drop-off areas, new landscape treatment to street edge integrated with new Arena 2/3 link and ticketing.	Priority 3	2020/21	\$110,710	1083

12. Complete rear fields	Realigning the rear fields to establish four full sized fields and creating a north-south link between Oakley Street and Arena 1 to improve the use of outdoor facilities and provide better access from the north of the City.				
	This project will require the conversion of 7, 9 and 11 Oakley Street (which Council has already acquired) from residential use to Arena sportfields.	Priority 3	2023/24	\$1,210,900	1083
	Will require demolition & rebuild/ relocation of changing rooms and storage sheds to enhance the connection between Pascal Street and the fields.		2024/25	\$1,250,900	
	The installation of an all-weather pitch ¹ may be considered as part of this field development ² .				
13. New ticketing/offices/ Sportshouse next to Entrance 2	Relocating the ticketing and office facilities to the Waldegrave/Cuba Plaza and providing an sport-house facility in conjunction with Sport Manawatu.	Priority 4	2024/25	\$1,293,000	1194

Projects yet to be Funded in the Long-Term Plan

Project	Description
14. Atrium connecting Arenas 2 & 3	A new link to create a more positive 'front door' to Arenas 2 and 3 with new relocated ticketing facilities and to enhance the connection between Pascal Street and the rear fields and internal circulation.
15. Replace Arena 5 with a new building on Waldegrave Street	The replacement of indoor courts at Arena 5 with a new facility on Waldegrave Street, subject to a full cost benefit analysis. Demolish and rebuild Arena 5. Consider modular approach to break up on-site car park space along Waldegrave Street. New Arena 5 to address both Waldegrave Street and the new N-S Concourse beside Arena 1.
16. Open space connector to the central city	The development of a range of streetscape projects including tree planting, hard and soft landscape works, roading adjustments, junction enhancements, pedestrian facilities including pavement widening along south side, lighting, artwork. This project is intended to create a linear park connecting the Arena complex to the central City.

A.2 Key Facilities Requirements

Robertson Holden International Speedway

Specific and operational issues:

Issues to be addressed regarding the existing facilities and operational requirements of speedway

- Grass is unsuitable for pit areas due to the safety concerns of jacking cars up on an unstable surface
- Space for pits is currently tight at particular events/meets. More space is required. Grassed areas within pits lessens efficiency of that area, and provision of large areas of grass area an issue as above.
 - With the current race-day setup, the width of pit spaces are at a minimum, with little space remaining for pit crew to work on/maintain race vehicles
- Additional showers/toilet facilities for staff, pit crews and drivers are required (current provision: 2 toilets, no showers)
- Additional garaging space required for rollers, safety fencing, hoses etc (all support/maintenance vehicles removed during meets to allow for covered space within workshop area). Additional circa 70sq.m
- Ideally a separate space/building is needed for each of; workshop, scrutineering, and ambulance bay.
- Additional permanent toilets required (porta loos are brought in for the large race days)
- Insufficient seating for large meets, with some full to capacity, (turning people away)
- Pit lighting is insufficient, with generators and additional lighting brought in for race meets
- Racing occurs through to 10:30pm, some repairs continue after that, most competitors have left by 12-1:00am and clean-up until 3-4:00am (Note Council 10pm noise restriction)
 - Resulting noise implications from these activities, majority of noise generating activity finished by 10:30, some maintenance noise for repairs, hosing, sweeping etc for clean-up
- Public parking for Teams Champs currently occupies the entire Fields, with campervans (circa 200) occupying the far northern end of the Fields
 - There are implications for this parking with all-weather turfs going in as part of future planning.
- Open pits currently part of the attraction of arena speedway. This allows for more efficiency of space allocation, public access and pit areas shared but introduces some conflicts for access
 - Need to take into account changing health and safety laws (in 10 years' time open pits may no longer be an option. Implications on land usage/access to be considered)
- Current location of pits and race control activities allows for all essential functions to be located in close proximity for quick access by drivers, pit crew, staff and race officials.
 - 10minute limit for competitors to lodge a challenge, so pit/race control, race board, stewards, race referee must be close enough to all points of pits, staff and competitor facilities
 - This requirement limits the ability to 'split' the pits into different areas around arena

Requirements:

Facilities to provide in event of speedway pits moving to the south-western corner, at Pascal and Cuba Streets. This list is not exhaustive and tries to capture the main facilities that would move (informed by email from B Robertson)

Maintenance

- Maintenance workshop with space for hoist, lathe, welding bay.
- Hydrants for pit and public area wash down.

Requirements:

Facilities to provide in event of speedway pits moving to the south-western corner, at Pascal and Cuba Streets. This list is not exhaustive and tries to capture the main facilities that would move (informed by email from B Robertson)

Maintenance

- Maintenance workshop with space for hoist, lathe, welding bay.
- Hydrants for pit and public area wash down.

Pits management

- Vehicle wash down area with catch sumps.
- Race night welding bay for competitor use in the pits.
- Water and air connections for competitor use in pit area
- Pit Address system
- Pit lighting
- Competitor pit entrance.

Race Control

- Race Control centre for referees, stewards, SNZ, lap scorers, drivers' reps, pit grid and results board, commentators room, sound control.
- Race starter/ flagman tower.
- Video and filming towers.
- Big Screen and control room
- Provision for removable starting gates for Solos and Sidecars.
- Race control lights. Red/orange/green.
- Lap scoring electronics
- Driver pre-race sign in and meeting room, media room.
- Race vehicle scrutineering pad and certified in ground scales. (Scrutineering could be located with workshop or ambulance bay)
- Ambulance and First Aid bay

Pits parking

- Pit area for up to 150 race vehicles, with an overflow area that can be used when major championships are allocated to PN
- Deep pit allocations, with transport vehicle, race vehicle, and work area accommodated.
- Road, carpark and pit line marking.
- Dummy Grid area

Storage

- Garaging for track preparation vehicles, grader, water trucks, wobbly wheel roller, sheep foot roller, tow trucks, start vehicle, fire truck, tractors, lawn mowers, wash down hoses.
- Storage for signage, fire extinguishers.

Public facilities

- Public Toilets
- Areas for food and drink vendor outlets - food truck / food caravan style.
- Souvenir and memorabilia sales outlets

A

Robertson Holden International Speedway (cont'd)

- Corporate areas - multiple small areas
- Public Car Park, VIP Car Park, Staff Car Park
- Ticketing boxes for public entrance.
- Camping area. Palmerston North had 220 Campers / Camper Vans at the 2017 Teams Champs.

Speedway offices/club facilities

- Clubrooms with bar, kitchen and toilets.
- Office space and storage for Speedway
- Security Cameras and Security control room.
- Security Alarms
- Staff room.
- Competitors Showers
- Grandstand for pit crew and family to watch the racing.

Classes:

Classes of speedway cars driven at RHIN

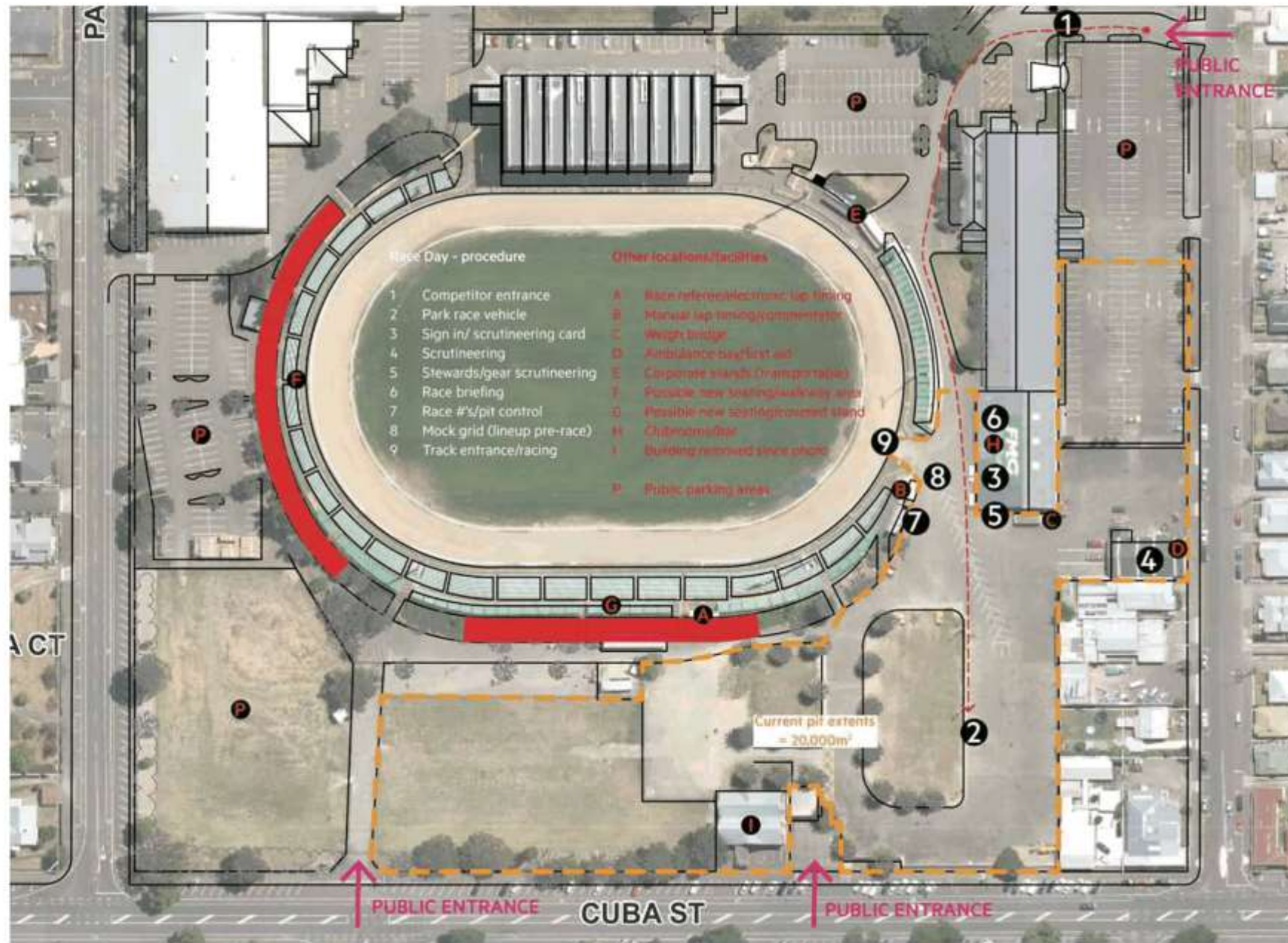
- | | | |
|-----------------|----------------|--------------|
| - Sprint | - Mini stocks | - Sidecars |
| - Mini sprint | - Modifieds | - Midgets |
| - Stock | - Saloon | - Derby Cars |
| - Super Stock | - Super Saloon | |
| - Street Stocks | - Solo Bikes | |



Image showing parking and spectator numbers at Teams Champs 2017



Images showing pit setup Teams Champs 2017



A

Arenas 2,3,4 services requiring re-provision

- First Aid Room, 12.7sqm
- 4 x changing rooms, total 270sqm
- 4 x storage rooms, total 55sqm (9.6sqm, 6.3sqm, 19.3sqm, 19.8sqm)
- Fire Sprinkler Pump Room, 14sqm (currently occupies an external freestanding shed structure)
- Plant Room, 5.6sqm
- Cleaner Room 5.2sqm
- Allow for access down from upper level viewing to the east of Arena 2
- Provide for cabling and access to Arena 2 for Television and broadcasting
- Retain access and where possible existing building penetrations into indoor sport areas / courts

Arena 5 (gymnastics component)

- 2 x areas of 600sqm (30m x 20m each)
- 1 would need to be set up permanently and the other area for more open floor exercise so could be multi use)
- They run school, pre school, Sport Mtu classes
- 65 classes per week
- 6 days a week
- 190sqm of gymnastics sprung floor that they own
- 4 ½ meter height
- 600 gymnasts per week
- Allow for Table Tennis space (are as per Arena 5 club room)

Sports House

See Visitor Solutions Feasibility Report

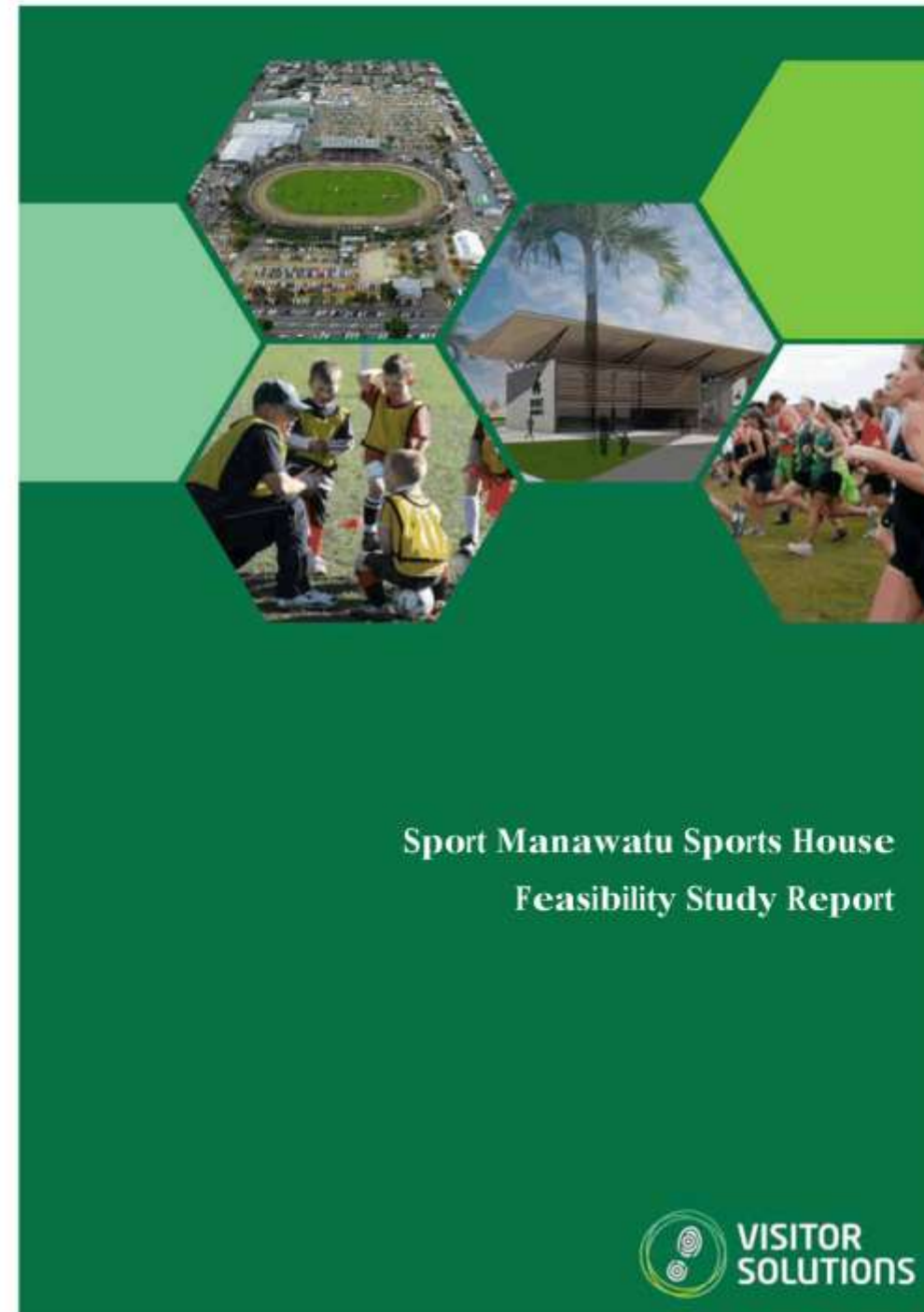
Potential to integrate speedway administration and driver briefing accommodation to 1st floor level.

6.0 PRELIMINARY SCHEDULE OF SPACES

6.1 Introduction

The preliminary schedule of spaces has been developed based on the 'themes' that were identified from the 'Stakeholder Requirements' section of this report and from ongoing discussions with Sport Manawatu. The preliminary outline of spaces should be seen as a starting point that will enable discussion between stakeholders and funders. The final schedule of spaces (and their associated sizes and functions) will continue to be developed in more detail as the next phases of planning are completed.

Proposed Space	Number of People
Open Plan Office	43
Meeting Rooms	8 People 4 People 3 People
Offices/Reception	CEO Manager Reception+ Waiting
Ancillary	Copier Storage Server
Toilets - 2 to 3 pan+1 shower each sex + unisex accessible toilet/shower	Toilets/Shower
Circulation	Lift Stairs Circulation
Sub Total	
Hub - Includes Kitchenette - Dividable Space will provide Seminar/Meeting Room	1
Lunch/Breakout	20
Non-Sports Tenants	2
Manawatu Rugby	25
Change/Toilets	Change
Change - 1 pan/1 shower/change and lockers per sex + unisex accessible pan/shower/change	Toilets
Toilets - 2 to 3 pans each sex + unisex accessible toilet	
Manawatu Arena	7
External Store	Sport Manawatu Rugby Other
Circulation	Lift Stairs Circulation



A

A.3 Accommodation Summary

Preferred Plan (Option 3)

Description	Area	Breakdown
New South Stand		
Demolition/reforming exist bank		
New rigid roof structure (x2)	1,892m ²	946m ² each
Reused bleacher sets of 5.7x11.2m each (x16)		
New retained concrete bleacher platform (x4)	1,040m ²	260m ² each
New stairs (x3)		
New ground level facilities (WC)	130m ²	
New ground level facilities (Table tennis)	260m ²	
New Corporate boxes inc speedway control box (x2)	230m ²	115m ² each
New upper level walkway	200m ²	
Arena 2,3,4		
Demolition exist change/toilet	585m ²	
New entrance foyer (inc kitchen, toilet, ticket kiosk, pump room, first aid)	560m ²	
New Kitchen Facilities (entrance foyer)	74m ²	
New Pub toilets (entrance foyer)	67m ²	
New canopy structure	96m ²	
New changing facilities at eastern side	496m ²	
Arena 6 (rear fields)		
New artificial turfs	Costed by V.P.N	
Form new fields 4 + 5	25,000m ²	
Relocate service buildings to eastern edge of field 3		
New path/paved surface between fields	1,520m ²	
New entrance and gate to Oakley St		
Entrance Plaza		
New paved entrance plaza	4,440m ²	
New paved concourse	3,350m ²	
New ticketing gates		
Speedway		
New Speedway Admin + Driver briefing	635m ²	
New Speedway Workshop + Scrutineering	540m ²	
Reformed asphalt area for speedway pits	12,600m ²	
Reform bank + fill in exist track entrance	665m ²	
New track entrance, retain + cut bank	260m ²	
New conc over pass above track entrance	125m ²	
Arena 5		
New Arena 5 building (total area)	3,150m ²	
Dedicated Gym space	605m ²	
Storage	175m ²	110m ² , 65m ²
Changing/toilets	160m ²	
Upper level viewing platform	206m ²	
Stair to viewing platform		
Sports/multi use surface	2,140m ²	

Sports House	
Sports House building, single storey option w/ additional ticket kiosk (Costed separately by Sport Manawatu)	1,540m ²
Roof structure/canopy	2,265m ²
New multi-use green space	3,380m ²
Concrete viewing platform (Arena 1)	
reform/retail existing bank	
New Concrete platform	1,640m ²
New over bridge to connect to Arena 1 grandstand stairs	
New WC under platform by gate 4	68m ²

Option 1

Description	Area	Breakdown
New South Stand		
Demolition/reforming exist bank		
New rigid roof structure (x2)	1,892m2	946m2 each
Reused bleacher sets of 5.7x11.2m each (x16)		
New retained concrete bleacher platform (x4)	1,040m2	260m2 each
New stairs (x3)		
New ground level facilities (WC)	130m2	
New ground level facilities (Table tennis)	260m2	
New Corporate boxes inc speedway control box (x2)	230m2	115m2 each
New upper level walkway	200m2	
Arena 2,3,4		
Demolition exist change/toilet	585m2	
New entrance foyer (inc kitchen, toilet, ticket kiosk, pump room, first aid)	560m2	
New Kitchen Facilities (entrance foyer)	74m2	
New Pub toilets (entrance foyer)	67m2	
New canopy structure	96m2	
New changing facilities at eastern side	496m2	
Arena 6 (rear fields)		
New artificial turfs	Costed by V.P.N	
Form new fields 4 + 5	25,000m2	
Relocate service buildings to eastern edge of field 3		
New path/paved surface between fields	1,520m2	
New entrance and gate to Oakley St		
Entrance Plaza		
New paved entrance plaza	3,700m2	
New paved concourse	3,940m2	
New ticketing gates		
Speedway		
New Speedway Admin + Driver briefing	635m2	
New speedway workshop + scrutineering	525m2	
Reformed asphalt area for speedway pits	8,155m2	
Arena 5		
Arena 5 retained		
Sports House		
Sports House building, two storey option w/ additional ticket kiosk (Costed separately by Sport Manawatu)	920m2	
New hard paved surface to western side of building	715m2	
Concrete viewing platform (Arena 1)		
reform/retail existing bank		
New Concrete platform	1,640m2	
New over bridge to connect to Arena 1 grandstand stairs		
New WC under platform by gate 4	68m2	

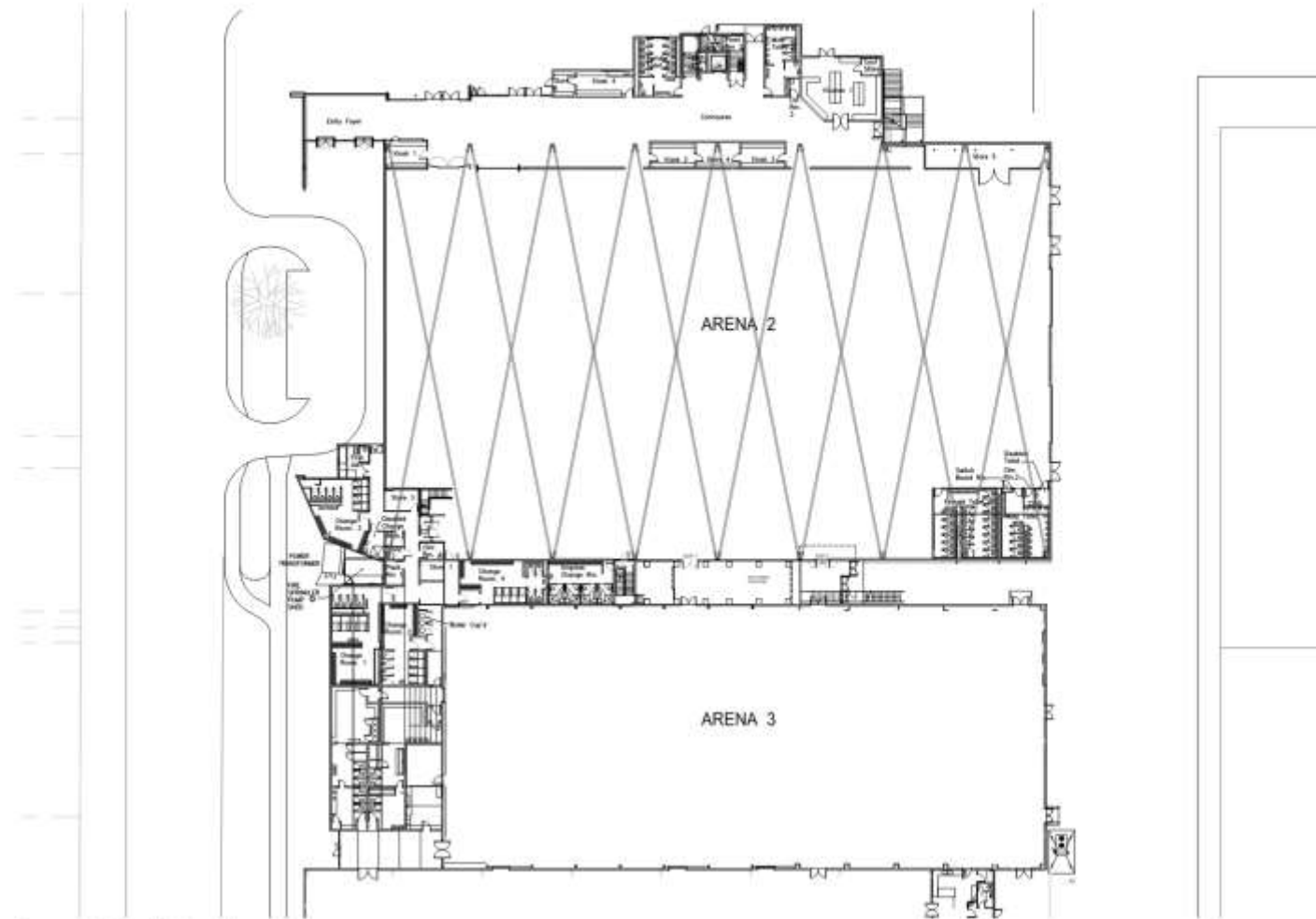
Option 2

Description	Area	Breakdown
New South Stand		
Demolition/reforming exist bank		
New rigid roof structure (x2)	1,892m2	946m2 each
Reused bleacher sets of 5.7x11.2m each (x16)		
New retained concrete bleacher platform (x4)	1,040m2	260m2 each
New stairs (x3)		
New ground level facilities (WC)	130m2	
New ground level facilities (Table tennis)	260m2	
New ground level facilities (speedway workshop)	193m2	
New Ground level facilities (speedway scrutineering)	300m2	
New Corporate boxes inc speedway control box (x2)	230m2	115m2 each
New upper level walkway	200m2	
Arena 2,3,4		
Demolition exist change/toilet	585m2	
New entrance foyer (inc kitchen, toilet, ticket kiosk, pump room, first aid)	560m2	
New Kitchen Facilities (entrance foyer)	74m2	
New Pub toilets (entrance foyer)	67m2	
New canopy structure	96m2	
New changing facilities at eastern side	496m2	
Arena 6 (rear fields)		
New artificial turfs	Costed by V.P.N	
Form new fields 4 + 5	25,000m2	
Relocate service buildings to eastern edge of field 3		
New path/paved surface between fields	1,520m2	
New entrance and gate to Oakley St		
Entrance Plaza		
New paved entrance plaza	2,810m2	
New paved concourse	3,295m2	
New ticketing gates		
Speedway		
New Speedway Admin + Driver briefing	635m2	
Reformed asphalt area for speedway pits	12,850m2	
Arena 5		
New Arena 5 building (total area)	3,150m2	
Dedicated Gym space	605m2	
Storage	175m2	110m2, 65m2
Changing/toilets	160m2	
Upper level viewing platform	206m2	
Stair to viewing platform		
Sports/multi use surface	2,140m2	
Sports House		
Sports House building, single storey option w/ additional ticket kiosk (Costed separately by Sport Manawatu)	1,645m2	
Roof structure/canopy	2,450m2	
New hard paved surface to western side of building	924m2	

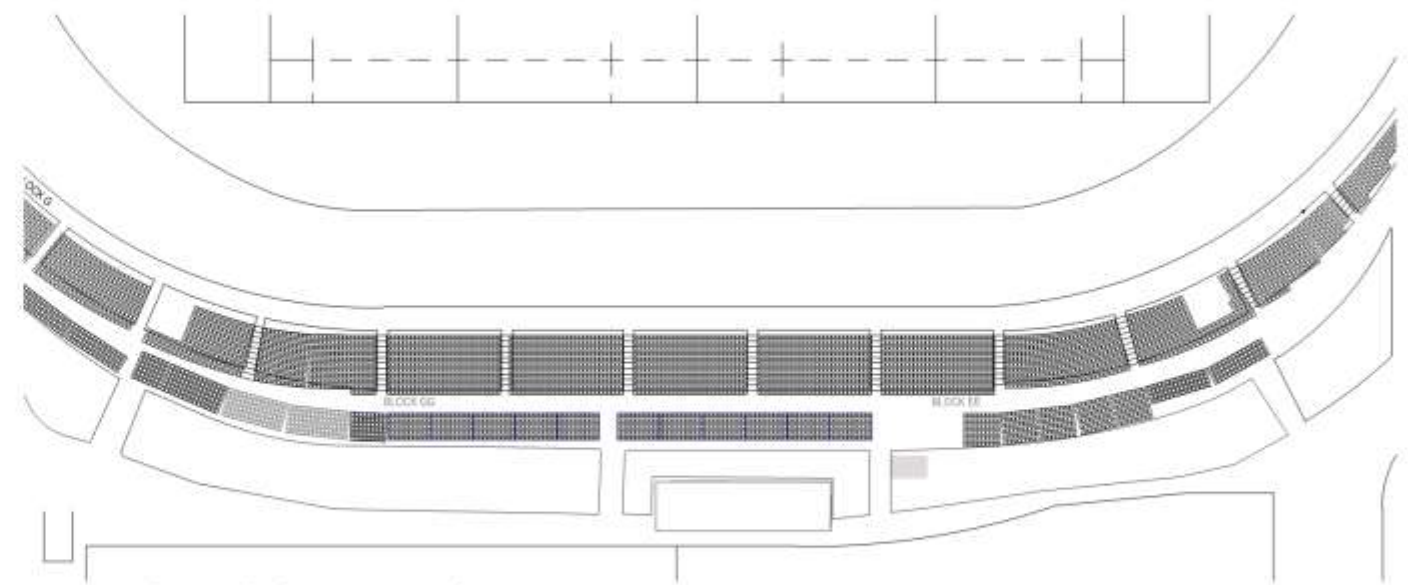
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A.4 Existing Plans

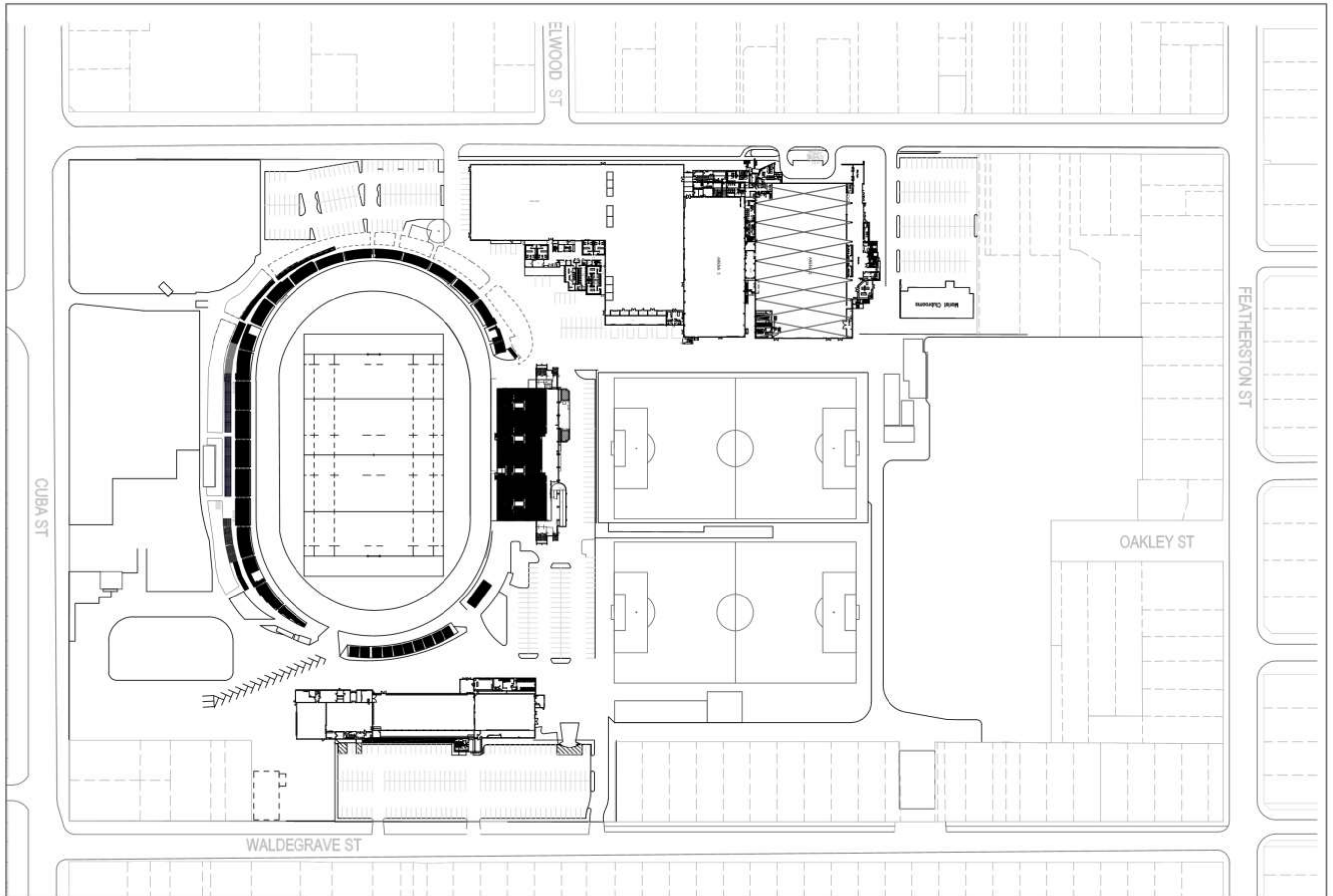
- Arenas 2,3,4 existing plan
- Arena 1 southern embankment existing plan
- Site-wide existing plan



Arenas 2,3 existing plan



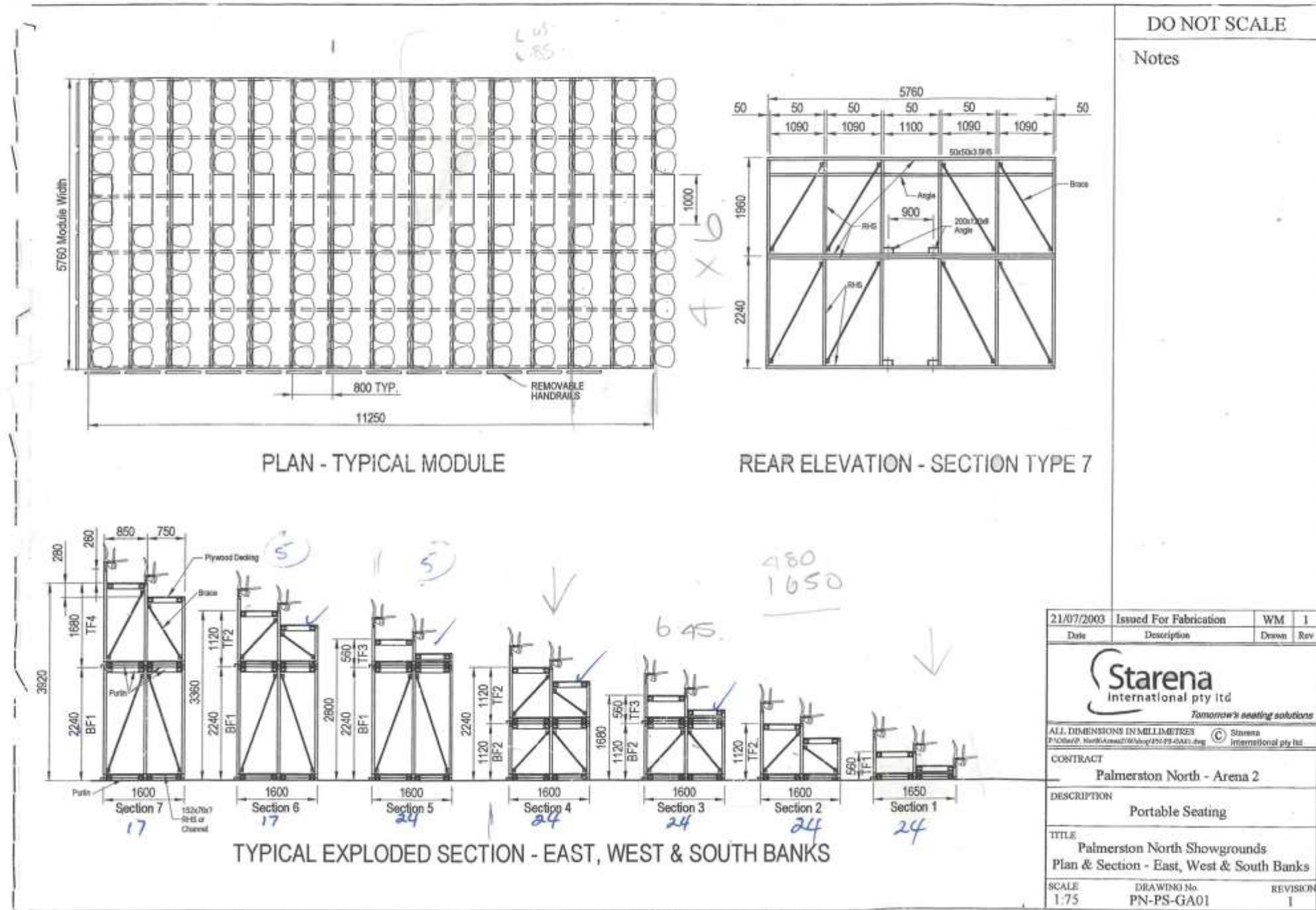
Arena 1 southern embankment existing plan



Site-wide existing plan

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A.5 Portable Seating



A.6 Options Development

The following pages provide a summary of the three Options 1, 2, 2a and 3.

Subsequent to the development of these options a revision to the sports house brief was requested of the consultant team. This was to explore the potential for dedicated open green and hard space alongside the Sports House building to provide activity space for sport and recreation. Specifically the revised brief includes:

Description of the activities intended to be undertaken on the green space;

Important that Sports House is seen not just as a building, but as the point from which adjacent spaces are activated. We want it to be the catalyst for frequent use by the public and those associated with Sports Manawatu along the Cuba St and Cuba/Waldegrave edges of the Arena site, giving physical expression to the 2017 Masterplan Vision 'to make sport activity visible, accessible, usable and inviting'. Without this activation Sports House becomes an internally-focused office block and there will be limited external expression of activity at those edges of Arena.

Description of the likely usage/uptake, i.e. how frequently the space will be used (we want to avoid unused areas at the street edge);

Some examples of likely usage/uptake given existing demand (depending on other tenants that come into Sports House this list will increase further):

Active Families

Fitness activities, sport games, fitness testing

Used at least 3 x week between 3-5pm (approx. 10 – 20 people on average)

Give Sport A Go

Weekly - outdoor session show casing different sports with a variety of equipment – tennis, football, netball etc (approx. 20 – 40 people)

Staff

Friday sport (weekly activity) – 25 people

Lunch time activities

Public

Options/Ideas: Outdoor Gym equipment/stations/running track lines

Multi-purpose lines for all sorts of sports

Goal/post system where the footing is in the ground and we can insert the different posts to create football, badminton, netball, tennis etc (Upright Solutions can help you out!)

Game time activations

Open discussion around pre game/event promotions using this space (and entry plaza) – ie Turbos games have rugby club mini events.

Family zone with bouncy castles etc

Cycling

Safe learn to cycle space – active transport with schools/groups of public

Have cones/squiggly lines painted on that people need to ride around/through.

Whether any spectator edge space is needed;

A spectator edge would depend on the overall size of the space. Not expecting large numbers of spectators, but need area for participants to wait and rest in-between activities. Will need area for gear to be placed, potentially 3 to 4 sets due to multiple activities occurring at the same time.

Security requirements of the space including gate positions / fencing and access from Cuba Street;

It is intended that it would be an open space for the public to use during the day and evening. Possibly a small fence and planting along Cuba Street to help contain balls etc.

Lighting requirements if any;

Floodlights would be ideal (needed).

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OPTION 1

Option 1 Summary

Option 1 proposes to:

Cuba Street Entrance

- Create a new quality plaza and main CETA site entrance and ticket gates.
- Create a new north-south hard-landscaped concourse.

Arena 1 - South Stand and Western Concourse

- Reconfigure the western embankment to create an extended concourse area.
- Connect the concourse (bridge link) into Level 1 of the CETA stadium (west).
- Create a new covered stand along the southern edge of Arena 1.
- Re-use temporary seating from Arena 2 (circa 16 modules/2,640 new seats).
- Create corporate boxes and speedway control box at upper level.
- Utilise ground level beneath South Stand for services, WC, food carts.

Arenas 2,3,4

- Create a new high quality atrium space/frontage, canopy and combined entrance into Arenas 2, 3 and 4 facing Pascal Street. This space will include kitchen/bar, public toilets, first aid and ticketing facilities.
- Reorganises vehicle drop-off within the CETA site boundary to allow for the atrium addition.
- Reconfigure the eastern Pascal Street edge (non-CETA project) to enhance street amenity, improve planting to the blank Arena 4 facade, and create a more positive relationship to adjacent housing areas.
- Re-provide service areas (changing, WC, showers) for Arenas 2 and 3 to the rear (eastern) end with new internal concourse connection.

Arena 6

- Reconfigure Arena 6 to provide 2 No. new all weather pitches at Fields 2 and 3 and also establish 2 grassed pitches (drained) at Fields 4 and 5.
- Create new north-south pedestrian links to form a connection and new entry at Oakley Street.
- Provide new lighting to Fields 4 and 5 appropriate to the residential context.
- Relocate existing service sheds to the eastern side of Field 3.

Speedway & Pits

- Retain track entrance and pits in current location.
- Develop new admin, driver briefing, scrutineering and workshop facilities.
- Provide a new multi-purpose surface to green space No. 7 (see pg 10).

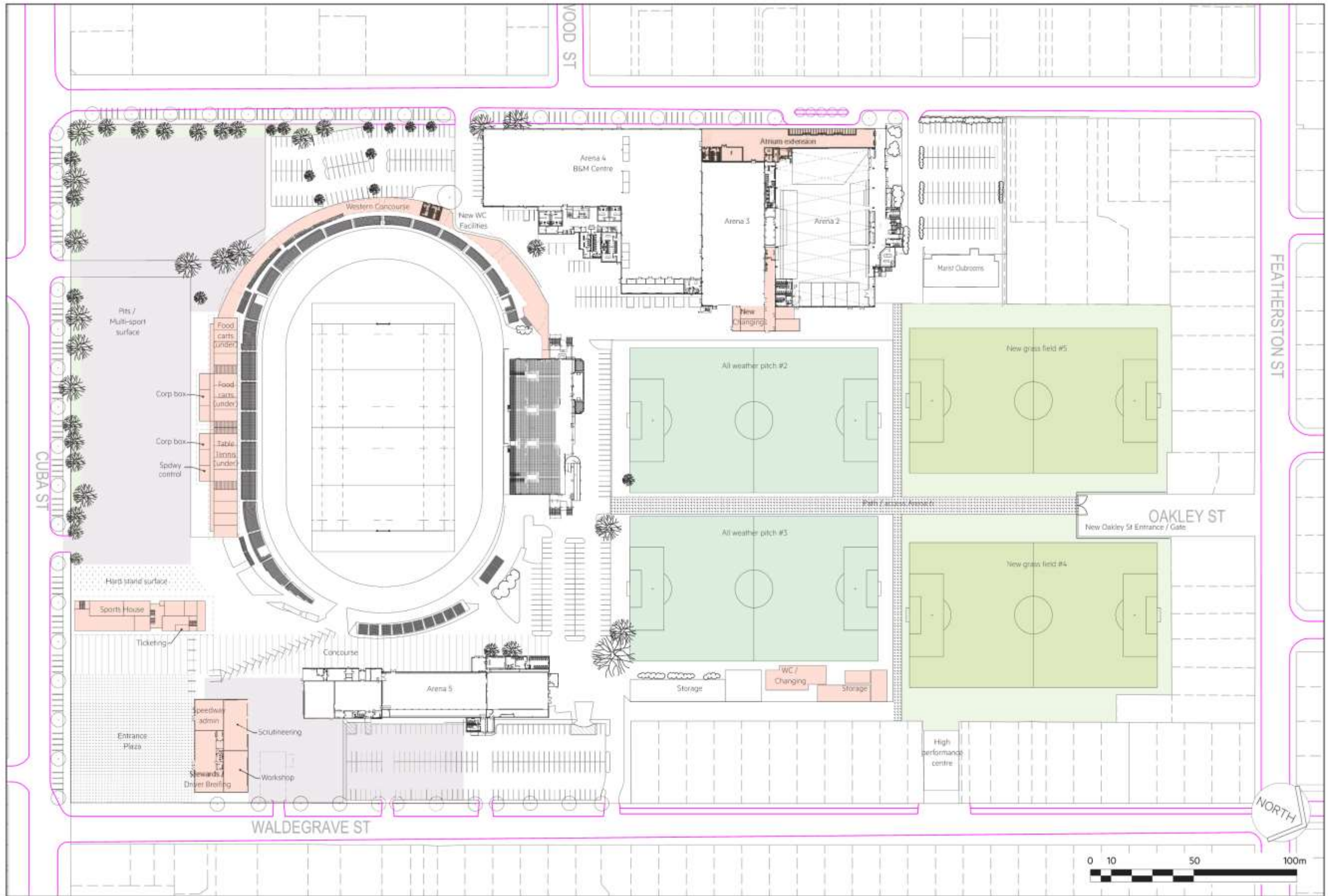
Sports House

- Develop Sports House as two-storey proposal.
- Provide part glazed Cuba St elevation, plus CETA ticketing booth.

Arena 5

- Arena 5 retained as existing.

Pros	Cons
<ul style="list-style-type: none"> • Well defined entrance plaza contained by Sports House and speedway. • Sports House in preferred location (utilising 2-storey design). • Provision of new purpose-built facilities for speedway with public profile/plaza-presence. • Improved pits surface to area 7. • <i>Retains existing speedway track entrance (minimises cost).</i> • Improved Pascal Street frontage to Arenas 2,3,4. • Resolves flooding and improves usability of Arena 6 / Fields. • New South Stand creates stronger image for CETA and improved food/WC services. • Western concourse upgrades embankment and addresses low landscape quality issues. 	<ul style="list-style-type: none"> • Sports House location conflicts with operational efficiency of speedway pits. • Potential pre-start grid conflict with new plaza entrance gates. • Fails to upgrade Arena 5 or Waldegrave Street edge. • New hard surface to area 7 reduces perception of 'green' identity of CETA (but offers multi-purpose space). • Sports House in non-preferred 2-storey configuration (to maintain pits access between S.House and embankment). • Weak relationship between Sports House and Arena 5. • Speedway does not provide 'best' activation onto plaza (re occupation).



Option 1

A

OPTION 2 (& 2a)

Option 2 Summary

Option 2 proposes to:

Cuba Street Entrance

- Create a new quality plaza and main CETA site entrance and ticket gates.
- Create a new north-south hard-landscaped concourse.

Arena 1 - South Stand and Western Concourse

- Reconfigure the western embankment to create an extended concourse area.
- Connect the concourse (bridge link) into Level 1 of the CETA stadium (west).
- Create a new covered stand along the southern edge of Arena 1.
- Re-use temporary seating from Arena 2 (circa 16 modules/2,640 new seats).
- Create corporate boxes and speedway control box at upper level.
- Utilise ground level beneath S.Stand for services, WC, food carts, Table Tennis and speedway scrutineering and workshop.

Arenas 2,3,4

- Create a new high quality atrium space/frontage, canopy and combined entrance into Arenas 2, 3 and 4 facing Pascal Street. This space will include kitchen/bar, public toilets, first aid and ticketing facilities.
- Reorganises vehicle drop-off within the CETA site boundary to allow for the atrium addition.
- Reconfigure the eastern Pascal Street edge (non-CETA project) to enhance street amenity, improve planting to the blank Arena 4 facade, and create a more positive relationship to adjacent housing areas.
- Re-provide service areas (changing, WC, showers) for Arenas 2 and 3 to the rear (eastern) end with new internal concourse connection.

Arena 6

- Reconfigure Arena 6 to provide 2 No. new all weather pitches at Fields 2 and 3 and also establish 2 grassed pitches (drained) at Fields 4 and 5.
- Create new north-south pedestrian links to form a connection and new entry at Oakley Street.
- Provide new lighting to Fields 4 and 5 appropriate to the residential context.
- Relocate existing service sheds to the eastern side of Field 3.

Speedway & Pits

- Relocate track entrance southwards (pits generally in current location).
- Develop new admin, driver briefing building onto plaza.
- Option 2a: admin/briefing within Sports House building.
- Develop new scrutineering and workshop under South Stand (east end).
- Provide a new multi-purpose surfaces to space No. 6 & 7 (see pg 10).

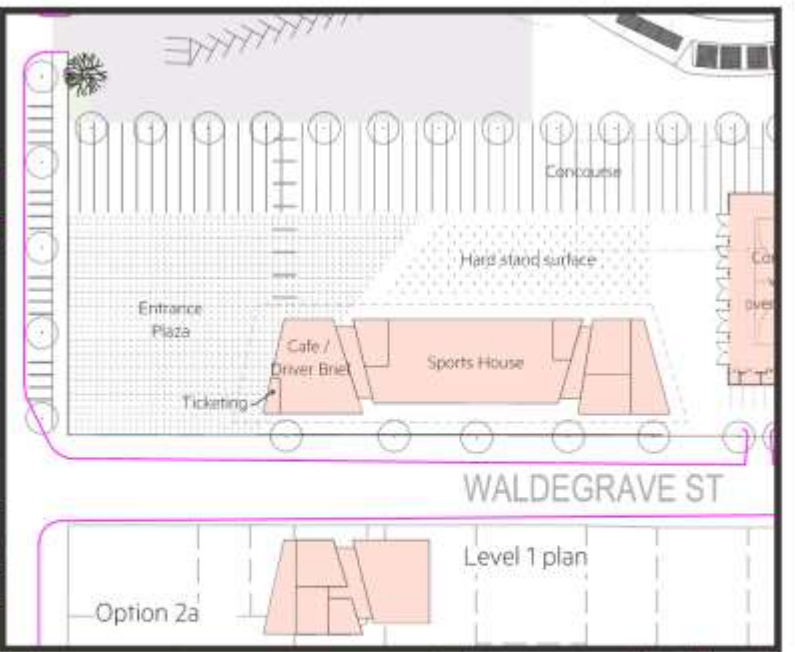
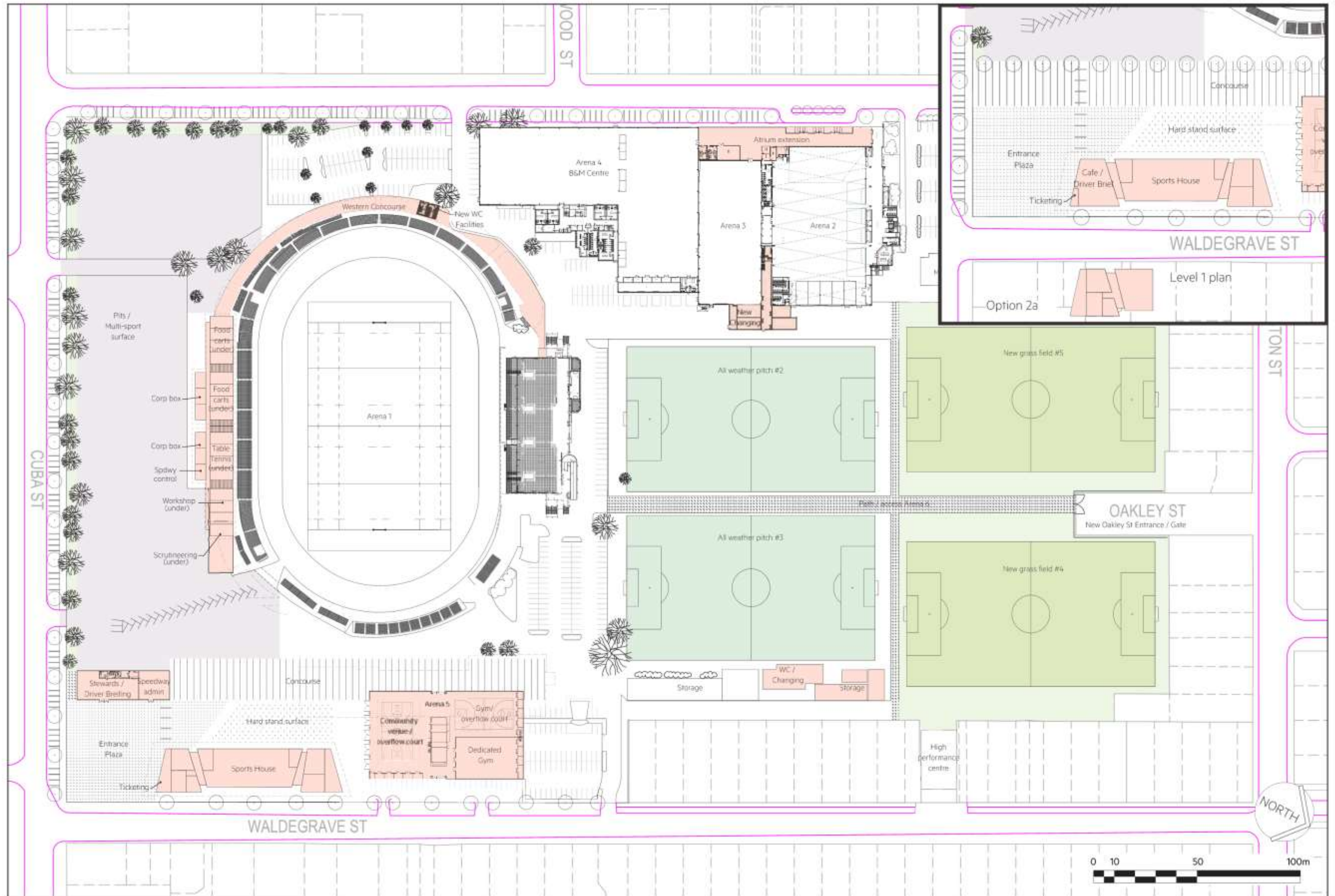
Sports House

- Develop Sports House as single-storey proposal but in alternate location.
- Provide CETA ticketing booth to part facade onto plaza.

Arena 5

- Redevelop Arena 5 as new facility (multi-sport and community).

Pros	Cons
<ul style="list-style-type: none"> • Well defined entrance plaza contained by Sports House and speedway. • Sports House location improves Waldegrave Street edge. • Provision of new purpose-built facilities for speedway with public profile/plaza-presence. • Improved pits surface to areas 6,7. • Improved Pascal Street frontage to Arenas 2,3,4. • Resolves flooding and improves usability of Arena 6 / Fields. • New South Stand creates stronger image for CETA and improved food/WC services. • Western concourse upgrades embankment and addresses low landscape quality issues. • Pre-start grid in efficient location wrto pits. Improves space around Sports House/Arena 5 and avoids crossing concourse. • Speedway workshop & scrutineering located under S.Stand (i.e. visually contains low spec bldgs). 	<ul style="list-style-type: none"> • North-south concourse does not connect through to Cuba Street edge. • Reduced Waldegrave Street car parking. • New hard surface to areas 6,7 reduces perception of 'green' identity of CETA (but offers multi-purpose spaces). • New Arena 5 does not have immediate presence onto the new plaza. • Less built Cuba Street presence given smaller speedway building.
<ul style="list-style-type: none"> • Option 2a: Taller Sports House presence onto plaza. 	<ul style="list-style-type: none"> • Option 2a: Less enclosure and activation of plaza entrance (no building to western edge). • Option 2a: Less well-defined entrance gates (relies on fencing). • Option 2a: Sports House preference for single-storey.



Option 2

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Option 3

Option 3 Summary

Option 3 proposes to:

Cuba Street Entrance

- Create a new quality plaza and main CETA site entrance and ticket gates.
- Create a new north-south hard-landscaped concourse.

Arena 1 - South Stand and Western Concourse

- Reconfigure the western embankment to create an extended concourse area.
- Connect the concourse (bridge link) into Level 1 of the CETA stadium (west).
- Create a new covered stand along the southern edge of Arena 1.
- Re-use temporary seating from Arena 2 (circa 16 modules/2,640 new seats).
- Create corporate boxes and speedway control box at upper level.
- Utilise ground level beneath South Stand for services, WC, food carts, Table Tennis.

Arenas 2,3,4

- Create a new high quality atrium space/frontage, canopy and combined entrance into Arenas 2, 3 and 4 facing Pascal Street. This space will include kitchen/bar, public toilets, first aid and ticketing facilities.
- Reorganises vehicle drop-off within the CETA site boundary to allow for the atrium addition.
- Reconfigure the eastern Pascal Street edge (non-CETA project) to enhance street amenity, improve planting to the blank Arena 4 facade, and create a more positive relationship to adjacent housing areas.
- Re-provide service areas (changing, WC, showers) for Arenas 2 and 3 to the rear (eastern) end with new internal concourse connection.

Arena 6

- Reconfigure Arena 6 to provide 2 No. new all weather pitches at Fields 2 and 3 and also establish 2 grassed pitches (drained) at Fields 4 and 5.
- Create new north-south pedestrian links to form a connection and new entry at Oakley Street.
- Provide new lighting to Fields 4 and 5 appropriate to the residential context.
- Relocate existing service sheds to the eastern side of Field 3.

Speedway & Pits

- Relocate track entrance to west side of Arena 1 embankment.
- Develop new admin, driver briefing building along Pascal Street.
- Develop new scrutineering and workshop along Pascal Street.
- Provide a new multi-purpose surfaces to space No. 6 & 7 (see pg 10).

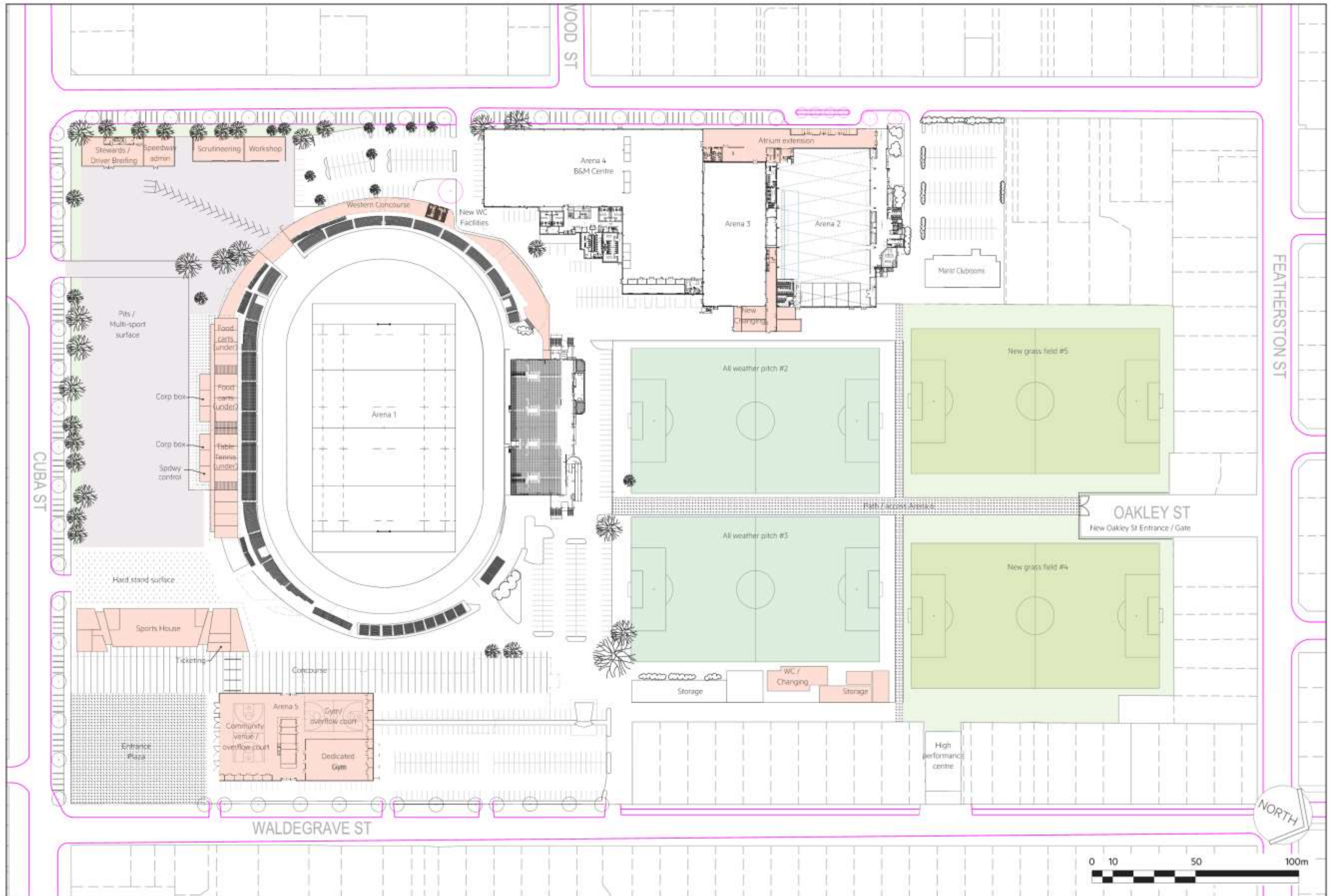
Sports House

- Develop Sports House as single-storey proposal in preferred location.
- Provide part glazed Cuba St elevation, plus CETA ticketing booth.

Arena 5

- Redevelop Arena 5 as new facility (multi-sport and community).

Pros	Cons
<ul style="list-style-type: none"> • Well defined entrance plaza contained by Sports House and Arena 5. • Sports House in preferred location with Cuba Street presence. • Provision of new purpose-built facilities for speedway away from conflicts with public arrival/access. • New uncluttered speedway track access. • Pre-start grid in efficient location wrto pits and avoids entrance conflicts. • Speedway workshop & scrutineering can be located as desired (western side of CETA offers flexibility). • Speedway buildings can provide acoustic mitigation along Pascal St. • Improved pits surface to areas 6,7. • Improved Pascal Street frontage to Arenas 2,3,4. • Resolves flooding and improves usability of Arena 6 / Fields. • New South Stand creates stronger image for CETA and improved food / WC services. • Western concourse upgrades embankment, providing usable seating areas and addresses low landscape quality issues. 	<ul style="list-style-type: none"> • Potential reverse sensitivity effects for Pascal Street residents (though motor sport is a permitted activity). • Reduced Waldegrave Street built edge. • New hard surface to areas 6,7 reduces perception of 'green' identity of CETA (but offers multi-purpose spaces). • Smaller overall gross area for pits (though can meet requirements).



Preferred plan (Option 3)