

Media Release**4 November 2009****Winning Ideas in the BLUE SKY the Outer- T Competition**

Wellington Waterfront Ltd (WWL) called for creative ideas for the best use for the Outer-T of Queens Wharf, and 178 Wellingtonians replied.

Ian Pike, chief executive of WWL said today: "The Outer-T of Queens Wharf is at the heart of Wellington's waterfront is a unique site in a unique city. We know everyone has ideas on how they think it can be best used, and that is why we ran the Blue-Sky the Outer-T ideas competition – a call for creative and workable ideas from the people of Wellington.

"It is the first step towards shaping the master plan required to revitalise the Queens Wharf precinct," he said.

The competition attracted 178 entries from a wide-cross section of the Wellington community.

Mr Pike said: "We wanted to hear from as many people as possible, not just the experts. It was a competition for ideas not designs. Now the competition is over we will use the entries to help us understand how Wellingtonians would like to see the Outer-T used."

All entrants were asked to take into consideration the fact that Queens Wharf is at the heart of Wellington Waterfront and the Outer-T is a special and unique site. They were also asked to respect the principles of the Wellington Waterfront Framework including:

- protecting public access
- the importance of the view out to the harbour

The judges were to consider no idea too big or too small; they could be long-term, or short-term; with a commercial or community use, or no use at all.

The judging panel consisted of experts in various fields, and community and city representatives including: Michael Cashin, Chair WWL; Peter Biggs, Managing Director Clemenger BBDO Australia; Di Buchan, Social Impact Assessor; Alistair Cattach, Director Dunning Thornton; Michael Gould, Senior Associate Jasmx; Morrie Love, Raukura Consultants, Stuart Niven, Urban Planner Melbourne City Council; Ian Pike CEO WWL; Kerry Prendergast Mayor of Wellington; Fran Wilde, Chair Greater Wellington Regional Council.

To preserve the integrity of the process the entries were blind copied so the judges did not know who the entries were from.

Stuart Niven, speaking on behalf of the judges, said: "The criteria the judges used were drawn from the principles and objectives of the Wellington Waterfront Framework particularly relating to this site.

Wellington Waterfront Limited

“Of the 178 entries we received most fell into a mix of ten broad categories, ” he said.

These categories included:

- The status quo
- Restaurants
- Sports/recreation Centre
- Aquarium/water-based activities
- Conservatory structures
- Cruise ship terminal
- Park/sculptures
- Open space
- Educational/mixed community
- Accommodation/residential

Mr Niven said: “After an initial cull the entries left fell into three broad areas: Well thought-through, comprehensive ideas for the Outer-T and its wider Queens Wharf setting; specific ideas for use, events or places that could fit well within a wider strategy for the Outer-T and its setting; and ideas - more abstract in nature – that, nevertheless, had something to say to us about the spirit of the Outer-T and its potential.

“Throughout the judging process a number of themes kept reoccurring for us. And we summed these up as follows:

- The importance of acknowledging the maritime setting;
- Balancing the qualities of *continuity* and *change*;
- The importance of the physical place and the life it contains – the importance of both “stage” AND “performance”; and
- The nature of what would attract people to the Outer-T, keep them there and keep them coming back.

“While there were other themes as well as these, these were the ones we kept revisiting – prompted by the entries themselves.

“With these in mind, we finally selected six entries as the “winning ideas” – we felt that these six offered the most to the process of creatively imagining the future of the Outer-T,” Mr Niven said.

The six selected winning ideas included (see attached notes for details):

- Community- focused framework and an iconic beacon by Studio Pacific Architecture
- A contemporary maritime and nautical theme park by Martin Jenkins & Ben Brenton.
- A Sea Stage by David Craig, Matt Coltart & Stephen Moir
- Low Quay by Melling Morse Architects
- Wellington’s recreational Urban Playground by Michael Callaghan
- HELIPRO by Rick Lucas

Mr Pike said: "All the competition entries will help Wellington Waterfront understand how Wellingtonians would like to see the Outer-T used. However, one or more of the winning ideas may be used in the next phase in the development of the master plan for the Queens Wharf.

"In the meantime Wellington Waterfront will be continuing to review the entries and the themes the competition has revealed and use them to shape our thinking going forward.

"Once a clear plan has been developed, we will seek support for the plan from the Wellington City Council.

"Wellington Waterfront Ltd is very grateful for the time and effort put in by all the entrants, and today we met with most of them over breakfast so they could hear from the judges and take part in a panel discussion.

"We have a genuine desire to not only fulfil the obligation for a competition laid out in the Waterfront Framework document, but also to deliver a great outcome, and engage with the public in a broader sense than we have done before," Mr Pike said.

An exhibition of all the entries is now on at Wellington Waterfront's Project Information Centre, Ground Floor, Shed 6, Queens Wharf, or people can go to the website:
www.wellingtonwaterfront.co.nz

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For more information please contact:

Ian Pike

Chief Executive Officer

Wellington Waterfront Limited

Tel: 0274 965880

The winning ideas

Community- focused framework and an iconic beacon

Studio Pacific Architecture

The judges liked this entry for its modest, but comprehensive approach to the Outer-T and the wider Queens Wharf setting. The proposal includes: Shed 1 reconfigured into a community-focused facility; an open space at the southern end; "A Harbour Beacon - a contemporary public lighthouse – that acts as a viewing platform; and lower pontoon edges along the wharf at Shed 6 and at the northern end of the Outer-T.

These features, plus the creation of a "re-discovered" public space between the Outer-T and the Shed 6/5 cross axis marked this proposal as a deceptively modest, achievable, transformation of the Outer-T into a distinctive public destination.

A contemporary maritime and nautical theme park

Martin Jenkins & Ben Brenton

This entry proposes the creation of a Contemporary Maritime and Nautical Theme Park focused on a limited, interpretive facility on the northern end of the Outer-T (replacing Shed 1).

The Park would comprise a craft mooring area; a purpose built glass building, reminiscent of ships' containers, to house exhibits and events; and the preservation and creation of view shafts.

What struck the judges about this proposal is that it is a dynamic idea that translates the experience of Wellington's maritime history through a collection of boats representing past and current maritime associations with the city. These boats would be capable of being "sailed" within the immediate "blue park" of Wellington's inner harbour.

Sea Stage

David Craig, Matt Coltart & Stephen Moir

This was the "iconic object" entry the judges found most persuasive. It proposed: A small sea stadium (or large, dished viewing platform) set out as both a seating area for viewing water-based events on the harbour and as a special open public space; the removal of the southern end of the "T" and a new lower platform that sits below the iconic structure closer to the water's edge; and a suspended conference and business centre, hoisted on legs above a bar/restaurant underbelly – arranged to provide views through to the harbour beyond.

The proposal as a whole suggested a new hub of activity at the end of the "T", in part, feeding off the already established dining activity on Queens Wharf.

Low Quay

Melling Morse Architects

"Low Quay" clears the Outer-T of the existing Shed and transforms it into a contained series of spaces, physically integrated with the rest of the east-west spine of Queens Wharf, enabling a variety of associated uses. It is firmly based on an overarching principle of public use and access - to and around - the Outer-T.

The proposal includes: Two-storey pavilions sitting on both ends of the "T"; on each side of the "T" would be gently sloped and grassed public spaces; a series of free-standing kiosks are positioned on the edges of the two grassed areas; a suspended, double-decked "boardwalk" forms the entire sea-facing edge of the "T", offering people a lookout to the inner harbour and the central city behind; lower pontoons on both the "T"

and Shed 6 providing engagement with the water; Dockside gets a matching building on the other side of the stem of the "T"; and "cut outs" in this wharf axis further open the wharf and the "T" to the immediacy of the inner harbour waters. This was for the judges, a proposal that turns the Outer-T into a truly memorable place within the Waterfront and the central city.

Wellington's recreational URBAN PLAYGROUND

Michael Callaghan

What stood out for the judges with this entry was the thought given to how activity could be generated at the Outer-T, and sustained throughout the day, as a major, mixed-use, public destination.

This entry is about creating a raft of overlapping and complementary activities around health, individual sports, recreation and exercise.

It is a combination of in/out sports courts; a centrally located "green" park; a health club; personal grooming; water sports; squash and golf; an in/out climbing wall; gym; spa/sauna; and swimming pool, making it a multi-layered "health and recreation" destination.

The judges were attracted to the introduction of a pedestrian link from the southern end of the Shed 6 to the "T", which would break down the "cul de sac" nature of the area.

HELIPRO

Rick Lucas

The judges focused on this entry, not for its comprehensive approach, but for its careful analysis and proposed solution for the continuing presence of the helicopters on the Outer-T.

The proposal emphasised the strong tradition of public service represented by the helicopter operation and the public attraction and source of interest it represents for people using the waterfront. It also found a solution to the way the helicopter operations alienated much of the Outer-T from other uses.

It proposes to move the entire helicopter operation (helipad, storage and administration) to the southern end of the "T"s southern arm. This would leave the remainder of the "T", and its connection to Queens Wharf, free for other uses and redevelopment proposals.

This low key, but considered, proposal provided for stabilising the location of the helicopter operation and allowing for the introduction of more comprehensive ideas for the future development of the "T" as a whole.