

4 August 2011

DRAFTPresident
The Architecture Centre Inc.
PO Box 24178
WELLINGTON**Attention: Christine McCarthy**

Dear Christine

BASIN RESERVE ROADING IMPROVEMENTS : OPTION X FEASIBILITY REVIEW

NZTA have selected two schemes (Options A & B), relating to traffic improvements around the Basin Reserve, for further public consultation as part of the overall Wellington Northern Corridor project.

Rider Levett Bucknall have been commissioned by The Architecture Centre Inc. to review and provide cost estimate feedback on a further scheme (Option X), developed by themselves, independent of the NZTA proposals.

All figures stated in this report are GST exclusive.

Information used for Review

We have referred to and reviewed the following information:

- All relevant publication information provided on the NZTA website relating to the Basin Reserve section of the overall Northern Corridor Project. Particular
- All relevant information on The Architecture Centre Inc. website relating to this project.
- Option X Scheme design information provided to us by The Architecture Centre.

Comparative NZTA Options

The comparative NZTA Options are as follows:

Option D – All roading on grade	\$40 - \$50m
Option F – 400m Tunnel under Memorial Park	\$160 - \$220m
Option A – flyover option	\$75 - \$100m
Option B – alternative flyover option	\$90 - \$120m

The Option costs above are based on the Base Estimate values plus Contingency allowances, but exclude the 95th percentile risk allocations noted within the NZTA Feasibility Estimates.

It is clear, from the proposed design, that the cost of Option X fits between Option D & F as noted above.

Option X – Estimate Methodology

In order to maintain a high degree of comparative analysis with the current NZTA Options, we have aligned our cost assumptions on those already provided for within the NZTA estimates.

As outlined in your scoping document to us, it is clear that NZTA Options D & F are the closest to the Option X proposal and we have taken the various components from these estimates in order to piece together an Option X comparison.

We have not attempted to price out any of the excluded items as noted in the NZTA reports as this would not provide the comparative analysis required.

We have taken the scope of Option X to include the following main aspects:

1. Cut and Cover tunnel between Sussex and Taranaki St
2. On grade roads throughout
3. Pedestrian overbridges at Sussex/Buckle St intersection

No allowance has been made for the development of War Memorial Park, Mt Victoria tunnels or roading generally beyond the Basin Reserve precinct.

We have included an estimate for the development of War Memorial Park as an option.

Option X – Estimate of Cost

Option X is generally NZTA Option D with adjustments for the short tunnel under Memorial Park and green pedestrian overbridges.

Option D base estimate -	\$40m
Tunnel between Sussex and Taranaki St	\$75m
Green pedestrian overbridges	\$15m
Comparative Estimate – Option X	\$130m base estimate
Contingency allowance	\$35m
Comparative Option X cost is therefore :	\$130 - \$165m

This estimate is inclusive of the Creche relocation to a suitable location in the same vicinity.

Additional Works Estimates

Additional cost for War Memorial Park (East/West) upgrade : \$20 - \$30m

*Scope assessed is from Sussex St to Taranaki St and full width of existing corridor
32,000m²*

Additional cost for 20m pedestrian footbridge : \$220,000

Additional cost to extend road tunnel under Taranaki St : \$75 - \$100m + GST

Yours faithfully



Grant Watkins

Director

Rider Levett Bucknall

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