

WHANGANUI PORT REVITALISATION

FREIGHT & LOGISTICS SPECIAL INTEREST GROUP MEETING MINUTES

Date: 7th June 2017

Time: 9:00 am

Location: BNZ Whanganui

Present: Bill McDonald, (Vapour Consultants), Phil Wardale (Wardale Marine)
Chris Miles (Vapour Consultants) Neville Johnson, (Midwest Ferries Ltd)
Bernard Corkery, Rowan McGregor (WDC, Manager, Special Projects)
Bill Carswell, (WDC), Rene Olmos (WDC, Strategic Lead, Innovation),

In attendance: Cass Alexander (WDC, Comms,) Merle Benson (Minutes)

Apologies: John Jarvis (Vapour Consultants) Doug Smith, Adrian Dickson,

Item	Discussion/Outcome
1. Welcome	Bill welcomed everyone to the meeting
2. Minutes & Matters Arising.	The Minutes of the last meeting held on 4 th May 2017 were accepted as a true and correct record. No matters were arising from the minutes.
3. Midwest Ferries Limited, Peer Review and technical reports	<p>Bill McDonald advised that after receiving Midwest Ferries Feasibility Study, the Project Control Group (PCG) instigated three peer reviews of the report itself as it was thought there were some gaps in the information received.</p> <p>The reviews were authored by Murray King & Francis Small Consultancy Ltd and Ian Wallis Associates Ltd on the economic development and commercial viability of the service. At the same time two technical reports were commissioned, one from Dr Tom Shand and Grant Pearce from Tonkin and Taylor on the lower reaches of the Whanganui River and one on navigation from Captain Jim Dilley, Master Mariner, Maritime Consultant and Harbourmaster.</p> <p>The reports were forwarded to Nik Zangouropoulos (Sofos) and Warwick Walbran (Walbran Transport) consultants for Midwest Ferries Ltd, offering time to consider and respond to the matters raised.</p> <p>Bill McDonald read the response received from Nik Zangouropoulos who</p>

	<p>stated there was nothing in the reports to negate or invalidate the potential feasibility of the proposed ferry service. Nik also agreed that the issues identified in the reports need to be addressed in order to demonstrate that the project is technically feasible, cost effective and overall commercially viable. In order to do this, Nik asked for some time to review the reports and respond accordingly.</p> <p>Bill McDonald advised that due to the issues raised in the peer review reports, the ferry is considered a “future stage” of the Port Revitalisation Project and is not therefore included in the business case. The reports will be available on Council’s website.</p>
Inland Container Port Expansion	<p>Bill McDonald continued speaking advising that with the relocation of Q-West to a new site, the old site opens up opportunities for commercial expansion.</p> <p>Bill said expressions of Interest have been received to expand an inland container port. Centerport, Wellington have also expressed in interest in investing in the Whanganui Port area.</p>
Masterplan	<p>Phil provided a presentation of the latest Masterplan to show the refinements that have been made to the plan after the robust public consultation process that has taken place over the past few months. Phil said that feedback received from the community is reflected in the latest Masterplan along with the staging process of the Masterplan. He added that the staging is most important as it needs to align with the business case and the opportunities that the port project provides.</p> <p>Phil began his presentation of the Masterplan commencing at the eastern end of the plan with the following being noted.</p> <p>(No 3) – Rail Terminus, Phil referred to the previous conversation regarding the Inland Container Port and explained that the rail terminus at the eastern end of the plan, has a dual siding which opens up opportunities. He said during the consultation period it was determined that there was no real “science” at the end of the rail terminus but it needed to be determined for this project and Council that there was no need to continue the rail into the port as it created too many constraints further west.</p> <p>(No 18) – Parking - additional car parking noted on the plan.</p> <p>(No 21) – Reclamation - the recreation area has not changed in size or shape, but the report received from Tonkin Taylor does mention the potential for a channel to remain or alternatively a culvert option be placed through the reclamation area if the community suggests the cost of dredging the port basin outweighs the opportunity to retain a natural flow through it. The recreation and community group have requested the area be dredged but the Masterplan also reflects drainage requirements or a bridge. A decision on this may not need to be made until around 2025.</p> <p>(No 8 & 29) – Boat Ramp & Dive Platform - the community asked for more improvements around the boat ramp with special focus to be placed on a recreational dive platform to attract people away from the boat launching area for safety reasons.</p>

(No 22) - Non motorised boating - Waka ama, paddle boarding and canoeist's area has not changed, but allowance has been made for storage and a small boat ramp in this area.

(No 6) - Access - a Right of Way purchased by Council some years ago has allowed for a new recreational access point to be recognised in the plan.

(No 9) – Club Buildings - a reduction of the number of buildings required for club activities has been recognised in the plan as the number of clubs has reduced.

(No 18 & 24) – Parking - parking for vehicles and boat trailer parking has increased, with dual storage allowed for businesses that have expressed an interest in occupying the end of Victory shed for boat trailer storage.

(No 30 & 18) – Downers Alliance - to the north, the long term view is if Downers and Alliance should vacate the site at some time in the future, then this will allow an opportunity for further business development of the site along with the ability to create more parking for empty trailers and cars to take pressure of the other two carparks. The community has expressed a desire to keep cars and boat trailers off Heads Road.

(No 24) – Victory Shed - marine businesses have the opportunity to occupy the Victory shed once the Dolomite has been removed as part of their support for the marine hub and Q-West when they relocate into this area. The Dolomite storage will be moved to the Port operations area.

(No 10) – Marina - although aspirational, the development of a marina will depend on demand as to what stage of the project it is developed.

(No 12) - Q-West site - will have a small hard stand available to allow suitable access to the launching infrastructure by the water's edge.

Port Operational area - The Port Operational area has been clearly identified by the new Port Manager, showing utilisation of Wharf 1, Wharf 2, and Shed 2. The area is identified on the plan with a black dotted line and will be fenced to clearly identify the area. An existing building on site will be the new site for the Dolomite once it comes out of the Victory shed when a new tenant is found for this space. Port access will no longer be through Tod Street as the access entrance will be Kirk Street and exit through Short Street. The Port Operations office will move to other premises within the fenced area to allow for better observation of the Wharves and operating areas.

(Wharf 1) - Phil referred to future commercial areas of the port advising wharf 1 can allow for cargo, a ferry service and future expansion opportunities for mid-sized vessels. Wharf 1 could also be extended as there is good deep water at this point. The coolstore building directly in line with wharf 1 allows for future under cover commercial use and dry store. There is a growing demand for grain storage at the port so some silos have been drawn on the plan for future development.

(Wharf 2) – will be used for charter boats and commercial fishing boats.

(No 23) - Morrison Street buildings – is an opportunity for further commercial enterprise. A fish processing company has shown interest in this site for processing of product.

(No 34) – Sensitive land - The Morrison Street area of land is recognised in the Masterplan as an area of “significance” for local Iwi and the plan has allowed for separation of this area in recognition of its cultural significance. The CCTV webcam for Horizons is located at this site which also provides a view shaft for port operations. It also creates an excellent buffer between the residential houses and the port.

Phil spoke of the staging of the Masterplan, with the following being noted.

Staging of the Masterplan

Stage 1, 1 - 2 years

- Stage 1 being 1 – 2 years and aligned to the business case to government and Q-West’s business relocation.
- Stage 1 will also see improvements to the boat ramp and the development of a dive platform.
- Phil said that if dredging occurs around Q-West and the Port Operations, Council will most likely seek consent for approval for the dredging’s to be placed to land, in which case the recreational area may be able to be advanced sooner.
- The “culturally significant sensitive land” area will also be recognised in stage 1.

Stage 2, 3 – 7 years

- The focus for this stage will be on the development of marine businesses around the Marine hub although some may be able to be developed in Stage 1.
- This stage will also be to get cars and empty boat trailers off the road, with parking availability being the main focus.

Stage 3, 7 – 10 years

- Further completion of the recreational area with community aspirations or Council to advance this option.
- This stage will also look at further opportunities within the port basin but will be driven by demand.
- Bill McDonald continued the conversation saying that the important point is that if the Midwest Ferries proves to be technically viable and commercially feasible then that will be factored into the various stages.
- The Masterplan will not preclude those things from happening. At the moment we are talking about the next stage to obtain government funding for the project.
- Bill added that some of the protective works around the lower reaches of the river around the north and south moles have been brought into the first stage in terms of advancing this with Horizons Regional Council to form part of the first package of work.

In response to a question from Mr Corkery regarding the north and south

	<p>moles, Rowan McGregor advised that Horizons Regional Council have engaged with Whanganui District Council and Tonkin and Taylor to develop an in depth report on the lower reaches of the Whanganui river infrastructure and the north and south moles.</p> <p>The report will assess the risk, priority and costs. The report will also finalise the funding requirements between Horizons Regional Council and Whanganui District Council. A favourable meeting was held at the end of May to inspect the structures from the water and since then Rowan and Bill McDonald have met with senior Horizons staff to discuss repairs to the moles. Tonkin Taylor have flown drones over the moles to give a 3D picture of the moles from above the water. A long reach digger will also be used to gather sediment to provide a cross-section of the riverbed. Once it is established what is needed, a design will then be developed. Matters such as climate change and rising sea levels will be taken into account along with Whanganui District Council’s ambitions for the north mole to have a community role in addition to an infrastructure role as it is the finish point for the Mountains to Sea cycle trail.</p> <ul style="list-style-type: none"> • Bill McDonald summed up the meeting advising that the Masterplan is proceeding to a business case, with a proposal for it to be socialised with government officials during June. • Bill said he intends to ask government for a contribution towards this project in early July but is still waiting on some businesses to sign up to agreements. • However, locally Bill noted that Council has made a commitment to invest some money in the project.
Meeting Closure	There being no further business the meeting closed at 9:40 am