

ZONE 1 – MARINE ZONE REFERENCE GROUP

AGENDA – Meeting 1

Date: 1st November 16

Time: Midday – 2pm

Location: Cooks Garden

Facilitators & WDC Staff:

Henry Crothers (LandLab), Phil Wardale (Wardale), Rowan McGregor (WDC), Bill Carswell (WDC)
Minute/Note taker: Merle Benson

Apologies:

No.	Item	Lead by	Mins
1	Welcome	Phil	2
2	Introductions and Process	Phil	10
3	Existing Proposals: - Mid-West Ferries - Q-West Boat Builders	Phil	10 Each
4	Master Planning & Scope - Master Planning Process - Constraints	Henry	10
5	Ideas collected to Date - Public Workshop No 1 & UCOL - Comments	Henry	20
6	Attendees Ideas for the Port - All of Port area - Zones other than Marine - Zone 1 - Marine Zone	Henry Phil W	40
7	Review of collated feedback Next Steps	Henry	10

Next meeting: TBC – (Estimate 1/2 weeks)

**Whanganui Port Revitalisation – Zone 1 –
Marine Zone Reference Group Minutes
Tuesday 1 November 10:00am
Cooks Garden’s Event centre**

In Attendance:

Phil Wardale (Wardale Marine Industry Consulting) Henry Crothers (LandLab) Rowan McGregor (WDC) Bill Carswell (WDC) Steve Thompson (Central Glass) Simon Brown (Sound Electrical)	Barry Edwards (Property Developer) Neville Johnson (Mid-West Ferries) Bryan Farrington (Welding, Fabrication Business) Adam Lamont Jamie Williamson (Garmac Engineering) Myles Fothergill (Q-West)
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1. Welcome	<ul style="list-style-type: none"> Phil welcomed all to the meeting and thanked them for taking time out of their day to attend.
2. Introductions and Process	<ul style="list-style-type: none"> Phil advised he will be facilitating a masterplan for development in the marine zone and Henry will be working on how the layout will interface with the adjoining urban land. Rowan will be working on the consents required, the roles taking place within the harbour basin along with marine and land based operations and how they all fit into the masterplan.
Henry Crothers - LandLab	<ul style="list-style-type: none"> Henry introduced himself and gave a background to LandLab and the work they do as urban designers and place makers. Henry will be working on how to interface the masterplan into the adjoining urban land, including the multiple zones or precincts identified, to re-establish a vibrant Port area that works between the ranges of different users in the area. To achieve the best outcome for the Port it is important to hear the aspirations from all the various groups.
Neville Johnson	<ul style="list-style-type: none"> Provided background information to his proposal to operate ferry services from Whanganui to Motueka. The business is called Mid-West Ferries and Neville explained that he hopes to create a business that will see the Port open again at all times. To achieve this, the Port area will need serious dredging to a depth of 7 metres. The costs of dredging and all infrastructure needed for the service would be paid for by the ferry service.
Adam Lamont	<ul style="list-style-type: none"> Works at Tasman Tanning but is interested in the recreational side of the Marine Industry.
Bryan Farrington	<ul style="list-style-type: none"> Managing Director, servicing boats, aluminium fabrication with 10 FTE
Barry Edwards	<ul style="list-style-type: none"> Teamed up with Bryan and does mostly recreational boat work, but also commercial work and support to Q-West.
Bill Carswell	<ul style="list-style-type: none"> Works for the Property Group in Council looking after Commercial property and the recreational boating area.

Simon Brown	<ul style="list-style-type: none"> • General Electrical Services and maintenance to Q-West with 6FTE
Jamie Williamson	<ul style="list-style-type: none"> • Garmac Heavy Engineering, looks after infrastructure side of industry with some boat repairs but mainly small river going jet boats. Employs 12 FTE
Steve Thompson	<ul style="list-style-type: none"> • Central Glass and Home Plus, provides Marine work for Q-West and has 22FTE. • Also interested in promoting tourism, the river and the coast.
Rowan McGregor	<ul style="list-style-type: none"> • Rowan explained that the revitalisation of the Port is an opportunity for Whanganui to show Government under the Accelerate25 Regional Growth study that if job numbers can be grown built in Whanganui then central Government will assist with funding options. The Port revitalisation project offers real prospects to do this.
	<ul style="list-style-type: none"> • Phil added that attracting tradesman can be difficult and although FTE seem to be fairly static at the moment, these meetings are all about jobs, initiatives and ideas. • The Cycleway and Q-West's aspirations to move business premises are the certainties for the project.
Phil Wardale	<ul style="list-style-type: none"> • Mid -West Ferries proposal is a significant matter for the Port development. • The project is in its very early stages of a business case, and so will need to be prioritised alongside other activities, some of which have new future funding streams across the Port. • Three ferries proposed in the concept plan would take out much recreational space at Wharf 1. • We therefore need to understand all user's wants and needs and then explain any compromises required to make it work.
	<ul style="list-style-type: none"> • Neville then provided an updated concept plan of the Port area showing a "ferry harbour" within the Port at No 3 wharf. He explained there are safety issues at No 1 wharf. • The concept plan drawn would involve considerable reclamation of up to 5 ha • All tides dredging would need to be carried out to a depth of 7m, a possible dry dock for ferry servicing and a small boat marina
Phil Wardale	<ul style="list-style-type: none"> • This new ferry plan would affect everyone in the Port area • Some assessment would need to be done as to who is putting the money up front and where the support is coming from. • Henry will look at the continuum • Government has asked for a Masterplan for the port looking at all opportunities • The business case for the project will run parallel to the Masterplan but it must be real for today, with who is investing and how much. • In response to a request from Neville, Phil agreed to Neville making a presentation of his project at the recreational boat owners meeting next Monday 7th November at 5:30 pm at Cooks Gardens Event Centre.
Rowan McGregor	<ul style="list-style-type: none"> • Rowan presented a map of the Port explaining the area had been split into four precincts of, business, marine service recreational/community, education/training areas.

	<ul style="list-style-type: none"> • Phil added that these precincts were established in an early feasibility study of the area requested by Government, but if these areas are not right, then they can be amended. • The mapping of the various precincts is what has been done to date from information received from the reference groups.
Henry	<ul style="list-style-type: none"> • A Masterplan is a spatial framework containing visions, aspirations, pathways and thoughts • A Master plan is a staged process and understanding the requirements of what we are dealing with and where. • The precincts may change from the original plan as the process is worked through after gaining thoughts from each group and what will work for everyone
	<ul style="list-style-type: none"> • Phil advised that a previous concept offered the river mouth to exit closer to the airport. • If the South Beach airport river mouth plan is to be considered in the mix, then professional advice will be sought on the plan and it will be brought back to the groups to either reject completely or add to the overall picture. • Some thoughts to date are: • More reclamation; • The continuation of the rail link to Wharf 1, or stop rail at the eastern end of the precinct; • Improve the boat ramp or increase number of ramps; • A Marina in the harbour basin and if so a feasibility study will be needed as to size and layout of a Marina; • Other activities on the wharf include storage of boats, dry stack, marine activities and chandlery; • For the community it will be important to retain access to port area and the water's edge, with both safety and lighting to be improved. • Additional open space, parks, and an informal swimming hole area may be required along with public access to the old wharf sheds which may find other uses or activities within the revitalisation project. • The M2C cycle trail is also key to this project, running in parallel to the masterplan; • How will the cycle path find its way through the precinct and the important role the Port plays in taking people from the city to the sea. • Education plied trades, will need smart growth which is tied into the Regional Growth Study.
Rowan	<ul style="list-style-type: none"> • Provided background information on the Harbour Endowment land owned by Council. • Council is working with Horizons Regional Council on the management of the river and river infrastructure. • Horizons: June 2016, 52 page report "Lower Whanganui River Flood Protection Investigations" provides a detailed study of the bed of the river from Upokongaro to the sea. • Tonkin Taylor's May 2016, 85 page report provides a very detailed study of the river between the Cobham Bridge and the sea covering the period from the early 1900's until today.

	<ul style="list-style-type: none"> • Tonkin Taylor are also putting that information into a 2D model of river flows and the action that that in the harbour. It is a very complex environment to understand and model.
Myles Fothergill joined the meeting at 11:15	<ul style="list-style-type: none"> • Q-West is an anchor project. • Myles gave an overview of some of the difficulties he experiences with his business. • In the last 20 years he has noticed increased silting of his slipway resulting in less depth which is a major concern and cost. This is black sand as opposed to silt and needs to be constantly dug out. • To give an example, in 2014, Q-West launched a 34m boat and it cost the company \$40k in dredging to manage the launch of that one boat. It is not feasible as a business to be constantly moving this amount of material. Compliance costs under RMA and disposal of dredged material is also a concern. If additional dredging is required then this would also be an issue and add to the costs. • The slipway is designed for a 3m draft but even with dredging it only gets to a 2m draft. • Eighteen months ago Council approached Q-West with a proposal that the business move to a new location within the Port. • In response to Council's suggestion Myles who is a member of the Marine Industry Association spoke with Minister Joyce about the region and the Council's idea for a Marine or Industrial port. Minister Joyce is supportive of the idea as it fits into the region's growth study. • Myles continued noting that Council's role is to tidy up the Port area and provide infrastructure, the government supports the project and has provided \$500k for a feasibility study and to create a masterplan. • Myles then outlined Q-West's future options to either move to a new area of the Port or move to Taranaki or Tauranga. • Taranaki is a great option for Q-West but he would like to turn Whanganui Port into the best option for the company. • Whanganui would then benefit from more jobs. The revitalisation will lift the image of the whole area including lifting property values and in turn increase the rating base for Whanganui. • Due to Whanganui's stable workforce, businesses can remain cost competitive. Staff also enjoy a good quality of life in Whanganui • Other opportunities for his company are boat refits for existing boats which is presently about 10% of his business but he could increase that to around 70% by offering refits to ferries, police boats fishing boats etc. • If a 250 tonne travel lift was installed, Q-West could also attract overseas boats for refits. • In conclusion, Myles said this project is an opportunity to grow business now and he anticipates construction of Q-West's new premises to commence in mid-2017.
	<ul style="list-style-type: none"> • In response to a question regarding conversations with Iwi, it was mentioned that conversations are progressing very amicably.
	<ul style="list-style-type: none"> • Neville Johnson provided more background information to his Mid-West Ferries project saying that the plan was real, but progress was slow.

	<ul style="list-style-type: none"> • No boats have been purchased as yet and the business plan has not been completed at this stage. • Neville has been focussing on getting budgets in order and marketing of the proposal through liaison with the transport industry. • \$35k is required for a pre-feasibility study. • He is also wanting to liaise with local Iwi to have them join him in talking to the transport industry personnel. • The tourism potential from having a ferry service needs to be developed further and Neville conveyed his concern that more time and staff is required to do this.
General Discussion	<ul style="list-style-type: none"> • In response to a question, the existing buildings at the Port will be assessed on their need now and then costings on what the outcome would be of that need. • There is a benefit in keeping some of the old buildings as they are iconic, but they do need to be presentable and safe. • The outcome of the buildings will be dependent on the needs of the tenants and businesses requirements. • The Red Shed is presently open and available for new tenants. • The Victory Shed is 2/3 used for storage including Dolomite, but this storage function is under review. • Future meetings with the group suited them from 12 midday to 2:00pm • The group was encouraged to talk to others as public support and enthusiasm for this project is needed if the project is to be successful. • Meeting attendees are encouraged to provide and feedback to: • portrevitalisation@whanganui.govt.nz
Next Meeting Dates	<ul style="list-style-type: none"> • The Education and Trades Training Reference Group meet 5:30 pm on Wednesday 2nd November in Committee Room 2 at Council. • The Zone 2 Recreational Zone meeting will be held on Monday 7th November from 5:30 pm to 7:00 pm at Cooks Garden’s Event Centre.
	<ul style="list-style-type: none"> • The meeting closed at 12:07 pm