

ZONE 1 – MARINE ZONE REFERENCE GROUP AGENDA – Meeting 2

Date: 7th November

Time: Midday – 2pm

Location: WDC

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	Phil	10
3	Minutes of last Marine Reference Group - Other Reference Group Minutes - Planned Meetings – Recreational Group Tonight	Phil	10
4	Master Planning, Scope - Reiterate - Master Planning Process - Constraints, Interfaces	Henry	10
5	LandLab Received Ideas to Date - Marine Reference Group No. 1	Henry	20
6	Attendees Ideas for the Port - All of Port area - Zone 1 - Marine Zone	Participants/Phil	40
7	Review & Next Steps	Henry/Phil	10

Next meeting: First week December

Whanganui Port Revitalisation – Zone 1 –

Marine Zone Reference Group Minutes

Monday 7 November 12:00 midday

Committee room 2, Council Building, 101 Guyton Street Whanganui

In Attendance:

Phil Wardale (Wardale Marine Industry Consulting) Henry Crothers (LandLab) Rowan McGregor (WDC) Bill Carswell (WDC) Merle Benson (WDC)	Barry Edwards (Property Developer) Neville Johnson (Mid-West Ferries) Bryan Farrington (Welding, Fabrication Business) Myles Fothergill (Q-West) Paul Chapman (Downers) James Newell (James Newell Marine Services) Don Robinson (ex Commercial Fisherman) Simon Brown (Sound Electrical)
Apologies	Adam Lamont

1. Welcome	<ul style="list-style-type: none"> Phil welcomed all to this second meeting of the Marine Reference Group.
2. Introductions and Process	<ul style="list-style-type: none"> Phil introduced himself to attendees who had not been to a previous meeting advising he is a Marine Consultant. His role is to facilitate a masterplan for the rejuvenation of the Port. A marine component of this work will be focussing on the Port and the Port users. Phil showed initial zoning maps Henry and himself have prepared are Marine Industry Zone 1, Recreation/Community Zone 2, Industrial Zone 3 (around the wharf area) and Industrial Zone 4 (Heads Road area). Phil continued explaining that these areas are not however set in concrete, they can be changed, and are simply a starting and discussion point. Phil explained Rowan will be working on the consents required, the dynamics of the river and the effect that has on the lower harbour basin port area. Rowan will be working closely with Horizons Regional Council for this part of the project. Bill Carswell will be working with the tenants at the Port and how future redevelopment may or may not affect their tenancy. Myles is looking at what is provided for and to make sure other interested parties are looked after as the masterplan is worked through and developed.
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 explained LandLab are the synthesisers in this project and will be working on how to interface the masterplan into the adjoining urban land and including the four zones or precincts identified so far as marine industry zone 1, recreation/community zone 2, industrial Zone 3 and industrial zone 4.

	<ul style="list-style-type: none"> Henry is keen to receive contributions and ideas from all attendees to enable him to understand the requirements and aspirations from each group and then sharing that information with everyone. This is an iterative process.
Neville Johnson	<ul style="list-style-type: none"> Mid –West Ferry Service
Simon Brown	<ul style="list-style-type: none"> General Electrical Services
Rowan McGregor	<ul style="list-style-type: none"> Rowan explained he is the Manager of Special Projects and took over the role of the Port area after Council took back the Port from River City Port Limited. Council has recently spent \$2m upgrading the Wharf 1 area of the Port. Horizons are responsible for the Whanganui River but river hydrology is a difficult science to understand and manage. Rowan advised that funding from Horizons is required to upgrade both the north and south moles, but to do this acknowledgment of the need is first required by Horizons to include these projects in their 10 year plan. Improvements to the river from the moles to the city would significantly assist the Port development.
Don Robinson	<ul style="list-style-type: none"> Previously a commercial fisherman and would return to that role if the infrastructure was in place. Is interested in bringing product in and out of Whanganui. Sees opportunities for other buildings around the Port area with opportunities for Iwi involvement.
Barry Edwards	<ul style="list-style-type: none"> Castle Developments, is keen on opportunities at the Port and has teamed up with Bryan Farrington. Does mostly recreational boat work, but also commercial work and support to Q-West. Barry lodged an apology from Adam Lamont who is unable to attend meeting. Barry added that Adam Lamont has a small Marine business and has teamed up with Bryan Farrington and himself looking at business opportunities.
James Newell	<ul style="list-style-type: none"> Marine Services
Bryan Farrington	<ul style="list-style-type: none"> Managing Director, Wanganui Engineering, servicing boats, aluminium fabrication.
Paul Chapman	<ul style="list-style-type: none"> Downer Alliance Group has tenancy with Council in Zone 1 Marine Industry. Interested in Port Development and how this may affect Downer's.
	<ul style="list-style-type: none"> Phil added that the zoned areas have some properties privately owned, some Council owned. Whatever happens as the Masterplan is developed all affected parties will be consulted so it's good to see Downer's represented.
Myles Fothergill	<ul style="list-style-type: none"> Q-West. Myles said this project is an opportunity to grow his business and also open up other business opportunities.

	<ul style="list-style-type: none"> Essentially this project in conjunction with central government, local government and Horizons is all about creating more jobs in the region under the Accelerate25 programme.
3. Minutes	<ul style="list-style-type: none"> Phil added that the process we are all travelling down must be open and transparent. A copy of the minutes of the last meeting was handed to meeting attendees. Phil wanted the minutes distributed widely and advised they will be available on Council's website under the Port Rejuvenation Project. www.whanganui.govt.nz/port Q-West is the anchor project for this project with all other businesses feeding into and around the project. Phil also advised of another meeting for recreational users to hear their side of what they want, their aspirations and needs from the clubs, coastguard, fishing and boating clubs and other ramp users, what is their desire for the future. From a public realm, how do we get people to Castlecliff? There will be an overlap between recreational use and marine use. Phil urged attendees to read the minutes of these meetings to keep up with information and progress on this project.
Process	<ul style="list-style-type: none"> Phil added that Neville Johnson, Mid-West Ferries has been invited to provide information at a specific meeting about the proposed ferry service between Whanganui and Motueka. Notification of that meeting will be advised. Rt Hon Steven Joyce is very interested in increasing employment in the area and encouragement of trades training under the Accelerate25 programme and was impressed with INTRANZ. Greg Fromont was elected as chair of the Education and Training group who met last week and Myles Fothergill was elected as chair of this group. We want Marine businesses talking to each other and surrounding businesses in the area taking part.
4. Master Planning, Scope	<ul style="list-style-type: none"> Henry Crothers presented a power point plan of the port area with the following comments being noted. A Business Case is being developed that will overlap the Masterplan. The Masterplan will involve the moles to the city, and Henry is wanting thoughts and ideas, drawings aspirations from everyone involved. Barry Edwards also tabled a map of the area with his ideas with a drawing showing reclaimed land, a marina both fixed berths and swing, expansion to the moles, a café, a museum, and recreational area. A marina could take 20 medium sized boats. The south island then becomes accessible from Whanganui as Nelson is only 120 nautical miles away. There would be a staged approach to providing marina berths, with perhaps some floating berths as well, depending on water depth. The science of water flows would need to be measured and understood if the area is to be closed off for a marina. The attenuator of substance would be to understand the swell within a marina and whether boat owners will be satisfied. There is a desire from the community to connect to the water, but this may not be possible in some areas. However the zone nominated for a marina looks able to do so.

	<ul style="list-style-type: none"> • Future public access to the wharf area maybe also be compromised depending on the amount of wharf space available. • Barry referred back to his plan and suggested the hole in the training would need to be repaired. • Henry mentioned the M2C cycle trail which runs to the North mole said that to get the balance right between public access and business access to the wharf area, the cycle trail’s location in this area will require some serious thought. • The old sheds at the wharf, have history and architectural qualities and could be retained to find other uses such as café, museum, chandlery, gallery. • Aggregate public boat users in the public use area and build on this with waka ama, perhaps even cohabitate club rooms. There is opportunity for growth over time and other marine activities. • The current boat ramp needs safety work around it, but possible second boat ramp could be developed for sailing, waka ama other water sports where they can return to deeper water. • It was noted the proposed plan presented does not include space for Mid-West Ferries at this stage other than use of the redeveloped Wharf One area • Henry referred to the proposed water’s edge walkway, the railway line and other site lines connections from side streets that link or have view shaft to the river and outlined and gave a brief overview of how these connections could be included in the overall plan. • Any new reclaimed land could be used for parking. • There is an opportunity to re-establish the training wall as a seawall for walking and fishing. • Henry opened the meeting for ideas and thoughts from attendees.
Boat storage security.	<ul style="list-style-type: none"> • Security for storage of boats is a must. Boat owners must know that their property is safe.
	<ul style="list-style-type: none"> • A boat storage yard needs to be in close proximity to parking. • Stage 1 of this project around the Victory shed on the eastern end of the shed may have space for this purpose. If a staged approach is taken, we may then be able to increase that space or find a larger space at a later date. Parking space requires good access. • Business opportunities may arise around storage facilities. • There is a possibility of multiple uses for the Victory shed and also allow public access to the water’s edge. • Other business opportunities may include, café, boat cleaning, wash down facility and a family type area. • There needs to be a balance between public and private areas. This can be achieved with good design and management. More people in an area also improves security. • Chandlery and a dive shop were mentioned and to design the security around what we have. • A swimming hole area could be developed away from boats and boat launching areas, but make it an exciting swim area. <p>Barry Edwards left the meeting at 1:22</p>

	<ul style="list-style-type: none"> • Don added that he would like to see increased lighting in the area which will attract more people to the area, but suggested security systems will still be required. • There is also a great opportunity with this development for boats to start at the wharf. • Neville commented that there is no area on the plan allocated for Mid-West Ferries. • It was suggested that if the training wall is extended around wharf 1, then this will result in more settled water around wharf 1. • Paul added that old NZTA maps showing the rock wall may determine the training wall costs. • Phil advised that modern trends now are to use port dredging's, for mud-creting which is a method of using dredging material with the addition of cement to build significant structures. However we would need to understand the quality of the material in the river and then scientifically investigate if it is suitable for mud-creting. • Phil advised that the wharf 3 area will require protection from adverse weather and an attenuator in this areas could address this – such an attenuator could be the debris collector. This will help reduce swells at the boat ramp and floating ramps, but we need to make sure the Port has public amenity benefits. • The whole project would be staged as the demand grows. • In response to a question regarding a marina as opposed to a dry stack, Phil said a marina berth can cater for 20m boats today, whereas in the bigger scheme he suggested it might be a little premature to suggest a dry stacker at this stage as vessels of all sizes could be removed from the water with the proposed travel lift and stored on the land. • Myles added that if a 250 tonne travel lift is purchased for the Port then a 12-20m boats could easily be lifted. • Phil added that the process for a marina needs to be staged but not be constrained by the fact that we have 10 boats now for a marina, but allow for future expansion. • In regard to the ferry proposal Neville added that he anticipated 40 trucks per ferry with 10 hour sailings and commented that the 0.8ha of land proposed behind wharf 1 is not sufficient for his proposal. • Phil noted that reclamation is a difficult activity to consent. The training wall structure is easier to administer but we need to look at all options before any reclamation is sought. By stage 4 if all is progressing well than maybe we can look at reclamation, but stage 1 may not include reclamation until all existing land is exhausted or dredging material needs to be used. • The 7m dredging will also need consent; this could be initiated today, the problem is where the dredging's are deposited. • Neville added that Mid-West ferries would need to dredge 700m beyond the moles in order to gain a continual dredged channel of 7m. • Phil indicated that Wharf 1 could be set up right now for a ferry service as there are no necessary constraints apart from the water depth. • Myles gave an overview of his proposal indicating where a travel lift would work from and showing where the adjacent boat wash down facility would be for boats coming into his business. Phil also suggested
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	<p>a proposal to perhaps stop the road in Tod Street. This would allow a better use of the land either side of Tod Street.</p> <ul style="list-style-type: none"> • Stage 2 of the Marine Precinct would extend the hard stand, offer short term rentals to allow for bigger buildings and show government that WDC has created a proposal that allows expansion of the Port over and above the Q-West business relocation. Supporting marine industry workshops could be located backing onto the hardstand area.
Railway	<ul style="list-style-type: none"> • The Government owns the rail line to a point adjacent the boat launching ramp. From there to Wharf 1 the line is on Council owned Endowment land. One businesses has suggested the rail line go to wharf 1 but if this were to happen it could be a game breaker around public access to the area.
Industrial Zone 4	<ul style="list-style-type: none"> • Phil referred to Zone 4 Industrial advising that as part of the commercialisation of this zone we need to allow for expansion for those users who would like to open another piece of the rail line. On Council owned Endowment Land this could be an attractive opportunity for leases as the railway line is attractive to the region. However if the rail line is extended further than this zone it will not work. The line is not currently operational, but one business has proposed loading from wharf 1. However there is not enough space for modern day loaders in Wharf 1 area but in Taupo Quay's Zone 5, there is ample space. The rail lines behind the Victory and Red Shed will never be used on the wharf. Since rail line use was proposed at wharf 1 no expression of interest has been received.
Summary	<ul style="list-style-type: none"> • Phil summarised the meeting by saying we need to show government where the immediate money will be spent, capture the broader plan of stages 1, 2 and 3 and how we intend to deliver, implement and process the Master Plan as this is what the government and Council wishes to see.
Appointment of Chair	<ul style="list-style-type: none"> • Phil discussed the intention of appointing a representative to chair these meetings going forward. Phil indicated that Myles Fothergill would serve the group well. Neville Johnson moved that Myles be appointed as Chair of Zone 1 Marine Reference group. Moved N Johnson/ Seconded by B Farrington.
	<ul style="list-style-type: none"> • The meeting closed at 2.12 pm