

WHANGANUI

PORT

REVITALISATION

ZONE 1 – MARINE ZONE REFERENCE GROUP

AGENDA – Meeting 4

Date: 17th March 2017

Time: 10:30am till 12:30 **Location:** Committee Meeting Room2

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, Apologies	Phil	5
2	Minutes of last meeting	Phil	5
3	The Port Revitalisation Project <ul style="list-style-type: none">- Progress to Date- Reference Groups Meetings (March 17)- Activity at the Port	Phil	5
4	Master Planning Process to date <ul style="list-style-type: none">o Public Briefingo Recreation & Marine Reference Group meetingso Training & Ferry Reference Groupo Public Release of the “Working Draft Masterplan”	Henry/Phil	10
5	Feedback to Masterplan <ul style="list-style-type: none">• Reference Group Feedback.• Third Party Feedback – FB, Website, Written• Open Discussion• Masterplan Amendments & Suggestions	Henry	30
7	Next steps - <ul style="list-style-type: none">- Rework of Masterplan- Presentation of final Masterplan Plan	Phil/Henry	10

Next meeting: TBC – (Estimate 3-4 weeks)

Whanganui Port Revitalisation – Zone 1 – Meeting 4

Marine Zone Reference Group

Minutes

Thursday 17th March 2017, 10:30 am

Committee Room 2, Whanganui District Council, 101 Guyton Street,
Whanganui

In Attendance:

Phil Wardale (Wardale Marine Industry Consulting) Henry Crothers (LandLab) Rowan McGregor (WDC, Special Projects Manager) Bill Carswell (WDC) Merle Benson (WDC) Bill Carswell (WDC Property Office)	Chris Heywood (Whanganui and Partners) Simon Brown (Sound Electrical) Bronwyn Paul (UCOL) Bryan Farrington (Wanganui Welding Services) Barry Edwards Myles Fothergill (Q-West)
Apologies	Adam Lamont

1. Welcome	<ul style="list-style-type: none"> • Phil welcomed everyone to meeting 4 of the Marine Reference Group and provided an outline of the agenda for the meeting. • The group introduced themselves and apologies were noted.
2. Minutes of last meeting	<ul style="list-style-type: none"> • The minutes of the previous meeting was tabled and accepted with Phil advising that all minutes were available on Council's website at www.whanganui.govt/port
3. The Port Revitalisation Project <ul style="list-style-type: none"> - Progress to Date - Reference Groups Meetings (March 17) - Activity at the Port 	<ul style="list-style-type: none"> • Phil advised that since the last meeting the new Transport Minister Simon Bridges has been appointed to the role. • The Project Team have been working on the Masterplan and Business Case and deciding what will be presented to government for funding. • The relocation of Q-West is the catalyst to revitalise the port. • One of the key infrastructure requirements for Q-West to be successful is the purchase and installation of a travel lift and hard stand, but acknowledging that any government funding sought is for the whole port area and not to the benefit of one business. The travel lift will be used by other operators. • The re-location of Q-West is a priority and will be identified as such in the business case. Q-West's timeline is another important factor as other businesses have approached the port for use of the area. • Phil informed the group that as a result of Council's staffing restructure, Mr Allan MacGibbon has been appointed to the role of Port Manager, whilst Rachel Haapu retains the role of Compliance Manager.

	<ul style="list-style-type: none"> Allan has been arranging a clean-up and tidy up of the Port area.
<p>4. Master Planning Process to Date</p> <ul style="list-style-type: none"> - Public Briefing - Recreation and Marine Reference Group meetings - Training and Ferry Reference Group - Public Release of the “Working Draft Masterplan” 	<ul style="list-style-type: none"> The demolition of the cement silos is estimated to cost around \$450K and a further \$50k to demolish the structure on the corner of Morrison/Tod Streets. The tender for this work has not been let as yet, so there is no date for completion of these two demolition jobs. However, the cost of these two jobs needs to be added to the Business Case to government for funding, but this won’t happen until all paper work is signed and the tender let. Myles informed the group that Q-West’s business relocation opens up an opportunity for the business to expand, by attracting boat refit work and growing employment opportunities. Myles added he would increase his staff immediately by 30 people and more in the medium term. Phil informed the meeting that the port was closed for 2 weeks due to a rare weather event of abnormally long period of nor westerly winds which caused a build-up of sand on the bar, so much so that the Anatoki was unable to access the port and was re-directed to Port Taranaki. This was disappointing, and of course poor timing, but fortunately it is not a regular occurrence and the depth on the bar has now returned to normal and the Anatoki is able to access the port again. The working draft Masterplan was released in December. Reference groups met during December and a Special Interest Ferry Group was formed and met at this time as well.
<p>5. Feedback to Masterplan</p> <ul style="list-style-type: none"> • Reference Group Feedback. • Third Party Feedback – FB, Website, Written • Open Discussion • Masterplan Amendments & Suggestions 	<ul style="list-style-type: none"> Phil informed the group that once the draft Masterplan was released in December a period of public submissions and feedback was asked for via Council’s website and the media. This worked very well, especially through social media means. The process has now concluded with very positive results. He added he was very pleased with the contributions from the community through social media using Facebook and the engagement of the Castlecliff community. This enabled the team to respond quickly to questions as they were received. The submissions have been grouped into a summary form and can be viewed on Council’s website at www.whanganui.govt.nz/port. Phil advised that discussions with Midwest Ferries Ltd, have resulted in agreement to fund two consultants who are working on a Feasibility Study and Business viability report which is due to be presented to the Project Team on 1st May 2017. Phil added this study will be most helpful as the Project Team have no information on the size of the proposed ships, or how many are intended to be used. The Masterplan has allowed for 150m long ships, but the project team need some answers as to whether the proposal is feasible, is there demand and if so where is the demand coming from. The Project Team is meeting regularly with Midwest Ferries team to make sure the right information will be received and guiding their team to make sure we are getting what we want from their report and that the project is scoped correctly. The media have indicated that the Masterplan did not allow for

	<p>a marshalling yard in the Wharf 1 area and that Wharf 1 is not suitable for a ferry to operate. However, the draft Masterplan did include a Ferry service operating at Wharf 1, for 150m ship. But if two ship locations are required then Wharf 1 would need to be extended (seaward) with a marshalling area located in Morrison Street.</p> <ul style="list-style-type: none">• Phil added that Midwest Ferries Limited have also advised that Maritime NZ have suggested that Wharf 1 is unsuitable for loading and unloading a ferry and that Morrison Street is unsuitable as a marshalling yard. The WPR Project Team have requested details of this report by Maritime NZ to Midwest Ferries Ltd, but to date no report has been provided.• Henry referred the meeting back to the overall vision for the project, which is about creating a “place”, having a “collaborative” approach and making the project “successful,” where the water’s edge and recreational areas come together in “blue and green”. Allowing good public access; it needs to be “sustainable”, “authentic”, and “complementary” and not detract from other projects such as the Castlecliff rejuvenation project and the Mainstreet regeneration project. There needs to be “mixed use” of the area, “curated” and “flexible. The plan is about managing the proposed access to the current coastal edge, inclusive of the M2C cycle trail and north mole. There needs to be “links” to the water with “view shafts” and “site lines” which create connections of land to sea. Re-establishment of the harbour basin and a working port, but also creating a recreational opportunity to remediate the environment.• Henry added, that the development needs to be using what we have to retain the identity of the port, the history, and the stories while maintaining links with Castlecliff.• The feedback received on the draft Masterplan was broken down into categories such as Traffic and Access, Recreation, Community and Culture, Port Activities and displayed with columns showing the comment, response, how it affects the Masterplan and any actions required and is available on Council’s website. Phil and Henry worked through the submissions showing the questions raised and their responses provided. <ul style="list-style-type: none">• A question was raised asking “What is stage 1”• In response, Phil said stage 1 is not devised as yet for this reference group, but added the Recreation and Community group have prioritised the swimming, diving pool area as first priority. Staging around the plan is slowly progressing around the recreation area and reclamation of land. <ul style="list-style-type: none">• The Tonkin Taylor report received has suggested filling in the hole in the training wall as keeping it open does not help reduce the sedimentation in the basin area. If the training wall is closed, there will be a need to dredge. Boat launching and or
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	<p>parking fees will help pay for the dredging costs which are estimated to be around \$200k per annum.</p> <ul style="list-style-type: none"> • The land reclamation could be staged in 3 -5 year period, 5-10 year or 10-15 year. <p><i>Kester Atkinson joined the meeting at 11:26</i></p> <ul style="list-style-type: none"> • In response to a question regarding the rail line, Phil advised that Wharf 1 is not wide enough to load modern containers. The railway line is at the present Q-West site, where 2 lines are available and this is the most logical place for loading containers and creating an inland port. • Midwest’s proposed plan was overlaid over the Masterplan drawings to show how the two plans correlate. • Phil referred to the extensive land reclamation that would be required for the Midwest plan and added that reclamation is a complex issue. • The significant size of the marshalling area shown on Midwest’s plan indicates the need to re-direct traffic away from the boat ramp area. • Phil advised the Project Team will only know the parking requirements once we know the full extent Midwest Ferries plan. Phil added that the Midwest Ferries latest overlay plan does not impact or influence in anyway other parts of the Port project. • Environmental effects consents will be required for each stage. • The legislation on the river becoming an identity will also create challenges. • Phil suggested that there is nothing either party is doing that impacts on the respective plans. <p><i>Bronwyn Paul left the meeting at 12:37</i></p> <ul style="list-style-type: none"> • A suggestion was made for a boat storage and repair business on the seaward end of the Victory shed as an ideal location for this type of business. • Another concern was swell mitigation, but Phil suggested the possible re-instatement of the Tanae Bank as mentioned in the Tonkin Taylor’s report may go a long way to reducing wave swell. • A sensor gate device across the river to reduce swell was also suggested by one of the participants. • Concern was raised about the boat ramp area and the water disturbance boat motors may cause due in the proposed Marina due to the close proximity of the ramp and the marina. Phil advised the marina is aspirational at this stage.
<p>6. Next Steps</p> <ul style="list-style-type: none"> - Rework of Masterplan - Presentation of final Masterplan 	<p>In review of what has been discussed the group were in agreement of the following:</p> <ul style="list-style-type: none"> • Stage 1 to include – the diving/swimming platform; • Relocation of Q-West; • 1st May, receive Midwest Ferries Ltd Feasibility Study.

Plan	
	The meeting closed at 12:45 pm.

DRAFT