

WHANGANUI PORT REVITALISATION

ZONE 1 – MARINE ZONE REFERENCE GROUP AGENDA – Meeting 3

Date: 20th December 16
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Time: 1:00PM – 2:00PM

Location: Committee Meeting Rooms

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/Rowan	5
2	Minutes of last meeting	Phil	5
3	The Port Revitalisation Project <ul style="list-style-type: none"> - Progress to Date - Registrations of interest and other Reference Groups - Activity at the Port 	Phil	5
4	Master Planning Public Process to date <ul style="list-style-type: none"> o Public Workshop No 1 & UCOL Presentation o WD Holdings Presentation o Recreation Reference Group meeting 1, 2 o Marine Reference Group meeting 1, 2 o Training Reference Group Meeting 1 o Ferry Reference Group Meeting 1 o Commercial Business Reference Group 	Henry/Phil	5
5	Ideas collected to Date <ul style="list-style-type: none"> - Working Draft Masterplan – explanation - Constraints - Timing of such a plan - Staging - Open Discussion, Questions 	Henry	30
6	Next steps in early 2017	Phil/Henry	5

	<ul style="list-style-type: none"> - Timing of Feedback - Presentation of final Draft Plan 		
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Whanganui Port Revitalisation – Zone 1 –

Marine Zone Reference Group Minutes

Tuesday 20th December 2016, 1:00 pm

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)	Neville Johnson (Mid-West Ferries) Myles Fothergill (Q-West) Jamie Williamson (Garmac Engineering) Dough Smith (Coastal Bulk Shipping) Gary Spindler (Water and Farr)
Apologies	Rebecca Dixon (Waters & Farr) Simon Brown (Sound and Electrical)

1. Welcome	<ul style="list-style-type: none"> • Phil welcomed all to this third meeting of the Marine Reference Group and noted Rowan McGregor’s apology for lateness.
2. Minutes of last meeting	<ul style="list-style-type: none"> • Phil referred to the minutes of the last meeting and asked if there were any amendments. No amendments were received
3. Progress to date	<ul style="list-style-type: none"> • Phil mentioned the meetings held with other reference groups; the Industrial and Commercial reference group and the Education and Trades Training focus group. A special Ferry Focus group has also been formed and met. • Phil added that In order to make this project a success skilled labour will be required if businesses are to grow. The Education and Trades Training Reference group are very aware that an available resource will be required for training and upskilling to provide the necessary skills for a successful workforce, so this group has been working closely with INTRANZ. • The Industrial/Commercial Reference group located in the Heads Road area have met and are keen to share information from what is occurring in neighbouring zones, including what “will the Q-West site look like after their relocation”.
4. Master Planning Public Process to date	<ul style="list-style-type: none"> • Phil explained that through the reference group meetings ideas and thoughts have been gathered which form a vision and aspirations from the community in the development of a Masterplan. • Once the Working Draft Masterplan has the support of the community, then a business case will be developed to present to government. • Phil informed the group that this presentation was first presented to the Recreation and Community Group on 19th December 2016. It was the first time it had been presented to any group and the first time any

	<p>Council staff had seen the presentation, and emphasised the point that the presentation is not something Council staff have put together.</p> <ul style="list-style-type: none"> • Phil expressed the importance of a staging process in the Masterplan along with timing which is another matter of great importance and will be considered in the next phase of works. • He noted that there are not a great deal of constraints to the project. • The aspirational ideas need to last 15 years or longer but timelines have not been formulated as yet. • Phil added that the use of the area has to be balanced, and we are looking to share thoughts and discussion with all stakeholders. • Henry’s presentation will be available on the website at www.whanganui.govt/port
	<ul style="list-style-type: none"> • Henry commenced his power point presentation showing various concept drawings of ideas and community aspirations gathered from the various reference group meetings. • Henry spoke of “making a place” under economic development and creating employment. The port project is about retaining the heritage, the character of the buildings and increasing employment opportunities. • It’s also about the connection between the city and the sea and the context of the M2C cycle trail travelling from the city to the sea. • To gain an overall perspective of the port area, zones were created and the activities that occur within those zones noted. From this came the opportunity to form a marine industry cluster around the port marine area providing supporting businesses to the Marine industry. • This also strengthened recreational boating opportunities with suggestions of boat storage and servicing and the sale of chandlery. • Access to the water’s edge was also noted as being important for the community.
RE-Engineering of the River	<ul style="list-style-type: none"> • Phil spoke on the subject of re-engineering the river exit advising that the idea arose in the 1980’s with a report being prepared at that time. The matter has also been raised recently at previous public meetings. However at no time did this project feasibility study look at this option as we would need to realistically justify the time taken to review the options. The process as backed by government is not in a position to wait for months for such a review, so a determination was made early on in this project not to consider this part of the scope. • Re-routing the river would create two exists for the river and would extend the scope too much at this stage but that is not to say that Council could look at this as a separate project at a later date but there is nothing at this stage to justify re-routing the river.
	<ul style="list-style-type: none"> • Henry continued with his presentation reflecting on how the port sits in relation to the city. He mentioned the need to work with the Castlecliff rejuvenation group, the town centre regeneration group as these projects need to be complementary with each other and not work in isolation to each other. • Henry spoke of the port movements and connections in the Heads Road area including the Railway line, the M2C cycleway and where to stop the railway and perhaps create a terminus.

	<ul style="list-style-type: none"> • Henry would like to see the stitching of the side streets of Castlecliff that lead towards the river as this will give a greater connection to the water and open up view shafts, improve the amenity of these streets with trees and this may lead to improvements to the Stormwater issues that are present in the area. Henry suggested this could happen over a period of time. • Henry would also like to see a triangular connection between the Castlecliff Hotel, the church, the port and the water's edge. • He suggests another access point to the port area be created at the eastern end of the zones. • Another slide provided a concept view of the re-establishment of the port basin, by closing the hole in the training wall. The basin would need to be dredged, but the dredging's could be used to create a recreation area. Dredging would provide an opportunity for both work and recreation. • The three "old buildings" are "key buildings" in this project, but they could be added to or built on to or developed for re-use. • It is important to retain view shafts. • There have a few ideas about "how to make better use of the Victory Shed" as part of it is currently used to store Dolomite, but many other uses have been suggested including café and chandlery supplies. • Trailer boat storage needs to be close to the boat ramp along with other marine support businesses servicing trailer boats, and supporting hard stand areas. • Henry showed the marina area on the plan with a suggested wave attenuation device fitted along the seaward side of the marina which would provide debris collection and protection from wave surges for boats in the marina. • Phil referred to Tod Street saying it could be narrowed up to enable businesses to extend their buildings out onto the road edge. • The training wall was shown on the plans to be extended past the end of the shipwreck to create a breakwater with the effect of reducing surges and debris affecting wharf 1. • Public access is proposed to be re-instated to the training wall. • Phil referred to the south side of the river and informed the meeting that walls were once in place on the airport side of the river. These walls collected sand and assisted swell and other impacts on the turning basin. Port Engineers Tonkin and Taylor are assisting the project team and WDC on reviewing the river dynamics at this time. • In response to a question regarding the reclaimed greenspace shown in the plans, Henry advised the shape of the area may change, but it could become an ecological recreation area with a flat recreation area and a beach. • A question was asked that in view of future growth, has any thought been given to using a large trailer to move boats as well as a travel lift. A trailer also provides flexibility. Phil explained the use of the travel lift and the opportunities if needed to drive vessels from the boat ramp to the marine zone. • Henry showed a slide "making a place" around the Victory shed with a marina in front and perhaps another group of future buildings behind the Victory shed creating a sheltered area or community space.
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	<ul style="list-style-type: none">• Will the weighbridge be re-located to a new site. Yes, the unit will be retained and relocated if required.
	<ul style="list-style-type: none">• The meeting closed at 2.03 pm