

WHANGANUI

PORT

REVITALISATION

ZONE 2 – RECREATION ZONE REFERENCE GROUP AGENDA – Meeting 2

Date: 19th December 16

Time: 5:30pm – 7:00pm

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/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 Process to date <ul style="list-style-type: none">o Public Workshop No 1 & UCOL Meetingo Recreation Reference Group meeting 1o Marine Reference Group meeting 1 & 2o Training Reference Group Meeting 1o Ferry Reference Group Meeting 1	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
7	Next steps in early 2017 <ul style="list-style-type: none">- Timing of Feedback- Presentation of final Draft Plan	Phil/Henry	5

Whanganui Port Revitalisation – Zone 2 – Meeting 2
Recreation Zone Reference Group
Minutes
Monday 19 December 2016, 5:30pm
Committee Room 2, Whanganui District Council, 101 Guyton Street,
Whanganui

In Attendance:

Phil Wardale (Wardale Marine Industry Consulting) Henry Crothers (LandLab) Rowan McGregor (WDC) Bill Carswell (WDC) Merle Benson (WDC) Des Warahi (Castlecliff Community Charitable Trust) Lauren Tamehana (WDC) Anna Te Rei (Te Kaihau O Kupe W.A)	Tony Hodge Whanganui River Developments) Tahi Nepia (Te Kaihau O Kupe W.A) Brian Rhodes Rod Trott(WRD) Margaret Scott Don Brown
Apologies	No apologies were received

1. Welcome	<ul style="list-style-type: none"> Phil welcomed everyone to meeting 2 of the Recreation and Community Reference Group but observed that Coastguard and Clubs and adjuncts to fishing clubs were not in attendance.
2. Introductions and Process	<ul style="list-style-type: none"> Phil provided a brief outline of the process to date, around meetings held with the various groups and the information, ideas and aspirations gathered and recorded from those meetings. The minutes of the previous meeting held on 7 November were handed to attendees with Phil raising the importance of the minutes in recording what was said and discussed at the meeting. The minutes from each meeting were available on Council’s website at www.whanganui.govt.nz/port. Phil reminded everyone to read the minutes to keep up with progress on the project and to also see what other reference groups have said.

<p>3. The Port Revitalisation Project</p> <ul style="list-style-type: none"> - Progress to Date - Registrations of interest and other Reference Group - Activity at the Port 	<ul style="list-style-type: none"> • Phil informed the group that a status update of the project will be provided to government in February 2017. • Phil and Henry have met multiple times with the other reference groups, but added that the Marine reference group have met twice already as there are more businesses in that particular zone. • The Marine services group ideas are now starting to dovetail into the recreation and community group ideas. • The trades training group and businesses in the port area are supportive of the project and acknowledge that the port project has brought these training providers together as a cohesive group. A trades training facility may occur in the port area but will not require land area in the first instance. • The freight and inland port ideas of the Industry/Commercial zone is being considered particularly for the current Q-West site and Taupo Quay staging areas. • Phil said discussions with Iwi are important with a meeting being held tomorrow, 20th December. • Phil added that timing and staging of the project is most important with funding availability playing a key role in this process. • Phil spoke of the few constraints around the project noting that one of the benefits of this project is the number of small land holdings in the area which is very helpful. However working with some of the older infrastructure and buildings at the port may be challenging. • Phil acknowledged Bill and Rowan’s effort in getting the public boat ramp into good working order, so the process going forward will now be deciding what should go first from the Draft Masterplan and what will follow.
<p>4. Master Planning Process to Date</p>	<p>Phil handed the meeting over to Henry who provided a power point presentation of draft concept drawings and perspectives of what the port area could look like.</p> <ul style="list-style-type: none"> • Henry said the process is an iterative process. Henry said he has listened to comments from the various reference groups and put those comments into plans. The best outcomes for a plan comes from an iterative process. • Henry said the project is about a vision of bringing together the port, the community, the recreational areas and “making a place” with the importance of revealing and keeping the history of the port. • It’s also about the bigger connection of the city to the sea with the various “zones” overlapping one another and interacting. The project is about employment growing businesses and creating jobs. • Some of the feedback received from the various groups to date is <ul style="list-style-type: none"> ○ the importance of public access to the water’s edge, ○ the regional importance of having a public boat ramp facility, ○ more opportunity for fishing, ○ more opportunity for open spaces, ○ creating new areas of access to water, ○ the opportunity to create a swimming and diving platform ○ increased support for recreational boating capacity including boat storage,

- an opportunity to increase tourism, fishing charters, waka ama, kayaking, paddle boarding,

Henry confirmed that all of this will help create a connection of the port to the city centre. He referred to the history of the port and the need to keep it authentic by retaining and re-using the old existing sheds.

- Phil continued his presentation advising that one of the earlier suggestions had been the re-routing of the river mouth through to south beach.
- Phil took the discussion from here adding that preliminary advice from Tonkin Taylor on the science of re-directing the river was one step too far for this project in 2016. Re-routing would result in a major re-zone of the area resulting in two different areas in two different zones.
- Phil said that WDC was gaining a better understanding of the river from Port Engineers Tonkin and Taylor and a decision needed to be made very early on in the process of this project as to whether the possible re-routing of the river was justifiable and achievable. There is a thought that if the river was re-routed, then maybe it could prevent future flooding. Phil suggested the consent costs would be enormous and he felt this is not what the government nor WDC is looking for right now. Phil advising that Horizons Regional Council (HRC) will have a report available in March on flooding issues in the Whanganui River.
- Henry continued with more Working Draft concept drawings which he said are flexible and by no means set in concrete.
- He showed a concept plan outlining the connectivity between the river, rail and M2C cycle trail and how to use that in the Master Plan.
- The stitching of the side streets of Castlecliff that lead towards the river will give a greater connection to the river and open up view shafts, improve the amenity of these streets which 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 connection between the Castlecliff Hotel, the church, the port and water's edge.
- There is also a need to improve access or create another access point to the recreational boating area for users.
- Henry showed a view of the harbour basin with an idea of creating a significant reclaimed land area from dredging which could be done on a staged basis over a number of years.
- To do this the training wall would need to be re-established to create a wet deeper water basin. This is seen by Tonkin Taylor as a positive action for the port development as everything in the harbour basin changed once the training wall was opened up.
- Henry referred to the significance of the heritage buildings on the wharf and the possibility of retaining them and re-using them for both community use and other businesses such as chandlery. It is important to retain and protect view shafts along the way.
- There is a need to maximise the land use and wharf structures from the marine zone wharf edge and all the way along the wharf to the eastern end.
- The overall plan is about capturing marine, recreational and wharf use.

	<ul style="list-style-type: none"> • Henry described the significant green space shown in the concept plans allowed for other considerations such as new access points to the water's edge but stated that both the marine and public function of the area will need to work well together. • To make this happen, staging of the project is very important and will be determined by priorities and availability of funding. • Phil continued the presentation referring to Wharf 1 area which showed a 120m boat berthed at the wharf. This was to give some indication of how a ferry service could easily operate from this area right now, with the only constraints at the moment being some car and truck staging areas above the wharf, and consideration of the depths required for the proposed ferry. If in the future an extension of this wharf was required for a further ferry or competing uses of the existing wharf, then the drawing showed an extension to wharf 1 leading out into deeper water. • Phil spoke of the economies of dredging or not dredging all the way into the harbour basin, but acknowledged that deeper water will be required by bigger boats berthing in the wharf 1 area. • Wharf 3 may deliver an opportunity for fishing from the wharf enabling people to connect with the water. This in turn will reactivate this area for the community. • A drawing showing a wave attenuation barrier was suggested to protect a marina from swell and wave action and also act as a collector of debris. • Trailer boat storage could be made available in and around the wharf 3 area and a further boat ramp could be part of a staged process if demand requires. • Behind the Victory shed is an opportunity to build smaller sheds to create a destination that could become a community focal point, an area for a market, provide shelter from adverse weather and create a "connection" to Castlecliff. • Alongside the proposed marina attenuation wall is an opportunity for a small passenger ferry to be located which could ferry people from Castlecliff along the river and back to the town centre wharf. • Henry continued referring to the recreation area where he suggested aggregating clubs with shared services, the development of a swimming and diving park from reclaimed land with a flat space for events with an ecological zone and dunes. • Sectional drawing perspectives were provided in the presentation to give a view of what the developed area might look like as the finished product including the Victory shed, a marina, recreational park developed from reclaimed land, an area for charter boats within the marina, the refurbishment or re-use of the Victory shed with suggestions of café, chandlery, art, market place or community open space. • Henry provided a concept perspective of a diving platform which he suggested needed to provide a challenge for the users and therefore needed to be raised up above the water. • Q-West's old site could be utilised as a possible rail terminus and container port for rail. • The M2C trail must not conflict with the boat ramp.
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	<ul style="list-style-type: none"> The reclamation of land will depend on the science behind dredging and low tide usability.
5.	<ul style="list-style-type: none"> A comment from an attendee that the dive platform may be in the wrong place as she thought it's proposed location was too close to the boat ramp, where children are already jumping into the water and causing concern to people launching their boats. Henry responded noting the need to engage with the users but provide a challenging dive board for them to use, but still within close proximity to a public area. Lauren Tamehana (Safer Whanganui) advised she has been working with schools in the area asking that they convey to the children to use the area safely and felt if a new safe swimming area is made with a challenging dive platform then this may well just tick the box for a lot of kids and keep them away from the boat launching area. In response to a question regarding ownership of the land, most of the land in the area is Harbour Endowment land and the responsibility of WDC . A question was raised on who will own the reclaimed land? An additional comment was made that the reclaimed land could create an opportunity to tell a story about the harbour, about water quality, and an environmental improvement for the community. In conclusion, Phil commented that the business owners in the area are very interested in the port development. He said Q-West is the catalyst for the project to grow and other businesses are supporting this opportunity. Phil stated that if the infrastructure is built, businesses will come. He added the government want hard numbers and hard commitment from all involved including the community. A media release will be made shortly with further information available at www.whanganui.govt.nz/port
6.	The meeting closed at 7:18 pm.