

WHANGANUI

PORT

REVITALISATION

ZONE 2— RECREATION ZONE REFERENCE GROUP AGENDA — Meeting 1

Date: 7th November 16

Time: 5:30pm — 7:00pm

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	The Port Revitalisation Project <ul style="list-style-type: none">- Background- Progress to Date	Phil	15
3	Existing Proposals: Mid-West Ferries — Neville Johnston	Neville	10
4	Master Planning & Scope <ul style="list-style-type: none">- Master Planning Process- Constraints	Henry	10
5	Ideas collected to Date <ul style="list-style-type: none">- Public Workshop No 1 & UCOL Meeting- Marine Reference Group meeting 1 & 2- Training Reference Group Meeting 1- Ferry Reference Group Meeting 1	Henry/Phil	20
6	Attendees Ideas for the Port <ul style="list-style-type: none">- All of Port area- Zone 2 — Recreation Zone	Henry	20

7	Review of collated feedback Next Steps	Henry	10
---	---	-------	----

Whanganui Port Revitalisation – Zone 2 – Meeting 1

Recreation Zone Reference Group

Minutes

Monday 7 November 5:30

Cooks Gardens Event Centre, St Hill Street, Whanganui

In Attendance:

Phil Wardale (Wardale Marine Industry Consulting) Henry Crothers (LandLab) Rowan McGregor (WDC) Bill Carswell (WDC) Merle Benson (WDC) Pauline Haggerty Des Warahi Jamie Waugh Barry Edwards	Dave Kerwin Dave Kenning Rory Smith Tony Hodge Tahi Nepia Anna Te Rei Rod Trott Neville Johnson Margaret Scott Don Brown Jenny Duncan
Apologies	No apologies were received

1. Welcome	<ul style="list-style-type: none"> • Phil welcomed everyone to meeting 1 of the Recreation and Community Reference Group and introduced Councillor Jenny Duncan and staff from WDC. • Phil referred to the agenda saying that these meetings were intended to bring reference groups together to hear ideas from participants, wish lists and aspirations for their group. • The meeting process will be open and transparent with minutes from each meeting being recorded and available on Council’s website at www.whanganui.govt.nz/port. Phil urged attendees to read the minutes to keep up with progress on the project. • Phil introduced Neville Johnson and advised Neville has been invited to the meetings and asked to provide a presentation to each reference group about the proposal from Mid-West Ferries as it is one of the larger proposals being put on the table early on and there is little information available about it other than what has been reported in local media. • A Ferry Reference Group has also been established focussing solely on the proposal as we all need to fully understand it more. • Phil conveyed the importance that everyone understands any big proposals as the project progresses and we bring together in the masterplan. The project team and the community need to understand
-------------------	--

	<p>these types of projects, their significance and whether they are at Stage 1 or at a later stage in the port revitalisation project.</p>
<p>2. Introductions and Process</p>	<ul style="list-style-type: none"> • Phil introduced himself and his role as Marine Consultant facilitating a masterplan for the rejuvenation of the port. A marine component of this work will be focussing on the port and the port users. • Neville Johnson – Mid-West Ferries; • Rod Trott- recreation non paddling and on land opportunities; • Anna Te Rei – waka ama; • Tahu Nepia – waka ama, health and safety officer; • Tony Hodge – Whanganui River Developments, looking at business opportunities in Whanganui, including tourism in the tidal and lower reaches of the Whanganui river; • Rory Smith – Tourism opportunities from Port, also a board member of Chamber of Commerce; • Dave Kenning – member of Wanganui Cosmopolitan Fishing Club adjunct, keen boatie and liaising with other Sea Fishing Clubs; • Dave Kerwin – WDC worked on redevelopment of slipway and keen fisherman; • Barry Edwards – Industry and commercial. Group formed working on small recreational marine park, boat storage, maintenance, possibly boat building and support to Q-West; • Jamie Waugh – Progress Castlecliff, interested in how this project ties into Progress Castlecliff rejuvenation project and recreational uses for the community. Also keen to support board riders; • Des Warahi – Castlecliff Community Trust for 9 years. Interested in community development noting there are 20 recreational groups based in and around Castlecliff. • Jenny Duncan – Councillor WDC and Castlecliff resident. Interested in recreation and industrial sites working hand in hand and places for our kids along the river mouth. • Pauline Haggerty – recent arrival to Whanganui, just interested in what is happening in the area. • Don Brown – Not a Whanganui resident but does own a property in the Port area, is a keen fisherman so interested in the project. • Margaret Scott – Loves Castlecliff and interested in developing the river and Castlecliff Port. • Merle Benson – WDC Minute secretary. • Rowan McGregor - WDC Special Projects Manager. Rowan gave a brief outline of the purchase of the Port by WDC from River City Ports Ltd for \$2.75m. At the time of purchase a decision needed to be made as to what to do with the Port. Closing the Port was one option but eventually a decision was made to spend approximately \$2m from the Harbour Endowment fund to upgrade wharf 1 to keep the window of opportunity alive for heavier type uses that can take place. There has been modest growth at the port since the improvements to wharf 1, however there are now other opportunities for medium size vessels. • Rowan said he has been meeting with Horizons over the past 4 years and encouraging them to take a greater role in the maintenance of the river. This issue is progressing well with dialogue continuing.

	<ul style="list-style-type: none"> • To gain a better understanding of the river, a drone has flown over the north and south moles to establish where some of the structures are that have not been maintained since 1950. These structures do have ramifications for those people that use the harbour area and Rowan raised his concern about this if a no maintenance policy continues. The drone information will provide a 3D image of the areas. • Rowan is hoping to involve the Regional Council in more of the infrastructure upgrade work in the lower reaches of the river having just completed a 2D mathematical model of the lower river and how the water, tides and, waves react. This information will be used for future decision making around the hole in the wall or do we do something different. This science based model information can be used with any resource consents applications. • Bill Carswell – WDC Property Group said he is focussing on commercial property. Bill was also involved with the refurbishment of the slipway area and said he wants to get the best possible value out of the Accelerate25 programme to dove-tail into the funding for the Port rejuvenation project. • Henry Crothers – LandLab, Landscape Architects and Urban designers. Henry explained LandLab will work with Bill, Rowan and Phil to compile a masterplan for the port precinct. Henry will gather the feedback and submissions from the different reference groups to come up with a plan that will guide and develop the port over a number of years. • Henry will be looking to balance the conflicting interests of public access and working waterfront activities, to come up with sensible strategies of how to do that. He also referred to the synergies between the needs of the different users and zones, of marine, industry and recreational and each having a different function requirement as well as aspirational requirements and is seeking feedback from all involved. • Phil advised the purpose of the meetings are to listen and gather information for the Master Plan and how the Business Case will link into it but informed the meeting of the time constraint on Q-West’s business relocation and because of this we need to choose a shorter timeframe for this process.
<p>3. Accelerate25 Programme</p>	<ul style="list-style-type: none"> • Phil provided a power point presentation on the Accelerate 25 programme. The programme has a number of important KPI’s especially around jobs and associated business. However the project team recognises that recreation, public access and public realm goes hand in hand with those things. The way Government measures the KPI’s is through continuity and activity in the zone, so that is where some of the business, recreation and tourism opportunities including commercial activities such as Mid-West Ferries is very important to this project. • Phil said that one of the first questions asked around this project was, “is there an opportunity to move Q-West from their current location and put them in the port area”. • The port land looks like a large expanse of land, but in actual fact is not so large when housing a vessel of 40 metres. • An aerial map of the area showed the existing location of Q-West including lots of land, space, boats sheds, good office space, but a

	<p>single slipway which is creating limitations for the company when launching boats.</p> <ul style="list-style-type: none"> • The river is not managed in the sense that we don't dictate its flow, as its tide dependent. However a lot is being learned about the river through the work Rowan is doing with Horizons, but it is not something we can control. It is shallowing down so much on the northern side of the river, that Q-West have known that their location in that area has had a limited life span. • Another aerial photo showed the "sediment slug" which is growing slowly down river towards Q-West's premises and the training wall creating a shallowing of the area. • A large travel lift was also shown as the modern way to lift and launch boats of all sizes. • Phil added that Government has allocated \$500k to WDC towards a feasibility study for the Port Rejuvenation Project and advised that both a masterplan and business case will be a staged maybe over a 10 year period to obtain the Ministers sign on of the project. • WDC's recent investment made in the port area was mentioned with the purchase back of the port from River City Ports Limited, the acquisition of leasehold buildings and \$2m remedial work spent on Wharf 1 to make it fit for purpose. Also \$200k spent on the boat ramp turnaround area improvements. • However, dredging is a requirement for this port to operate. • There is also a need to align this project with other projects that maybe underway within the city, such as the M2C cycleway, the tram project and Castlecliff Rejuvenation Project to ensure there is a connection and alignment between these projects. Henry is working on this aspect. • The business case will be all about finance and the revenue to support the investment that WDC, Whanganui Holdings or Horizons makes to contribute if Government funding is sought. It is therefore important to show Government future revenue by looking at all possible business opportunities. • Looking in advance of relocating Q-West's premises, Geotech reporting has already been completed on the ground conditions in the area in readiness for the new premises. • A plan/map of the Port broken down into various zones was then shown to the group. <ul style="list-style-type: none"> a) Zone 1 – Tod Street area for big and small boats; b) Zone 2 - Wharf Street for commercial and recreational; c) Zone 3 – Morrison Street for Industrial; d) Zone 4 – Heads Road – Storage; e) Zone 5 - Taupo Quay – Commercial; f) Zone 6 – Education. • A suggestion was made to show the various zones on water as well for yachting, kayaks, waka ama etc
<p>MID-West Ferries Neville Johnson</p>	<ul style="list-style-type: none"> • Neville commenced with a power point presentation of his proposal to operate a ferry service from Whanganui to Motueka. • Neville informed the group he has been working on the project for a number of years, firstly investigating moving logs out of the port but this option proved to be not viable.

	<ul style="list-style-type: none"> • To cover the dredging costs in Whanganui, a ferry service connection from Whanganui to Nelson was considered, but unfortunately there was no room at Nelson port. That is when Neville started to look at Motueka port with an income stream coming from outside users and tourists. • Neville suggested new tourist route from Auckland travelling down the centre of the North Island then SH4 to Whanganui, and using the ferry service crossing from Whanganui to Motueka. This would result in a 120% savings in ferry crossing costs on mileage alone for a bus. • Pedestrian tourist foot traffic using a ferry service to the South Island would also make a significant contribution towards the total turnover of running the service. • Neville provided an over view of where he saw dredging requirements; proposed reclaimed land and a possible dry dock in the area of Wharf 3, adding that Mid-West Ferries would take care of the responsibility of dredging in return for no berthage fees. • Neville indicated an area of reclamation he would like to see which could perhaps support the development of a small boat marina. • However he indicated to a problem area between the north and south moles where soundings taken in January 2016 revealed a depth of 2m only in the area. Further soundings in April 2016 revealed a depth of 6m with no dredging having been done. It has been ascertained that weather conditions especially wind directions can play an important role in movement of sand and water depths in these areas. • Neville mentioned Gisborne as having a very successful dredging programme to a depth of 10m which enables a thriving log trade to operate with an economic spin off for Gisborne's economy. • Neville showed an artist's impression of the Moteuka port showing a proposed wharf, channels, small boat marina and reclamation land. Neville added that in Motueka his company would build the wharves required, with the same offer of paying for all the dredging, and using the dredged material to create dry land in return for no berthage fees. • A schematic plan of the Motueka port showed the channel area to be dredged, 2.4 kms beyond the end of the channel entrance to get the target depth of 7m. Dredging in Whanganui would need to be out 700m beyond the moles so the length of dredging for both ports would be similar. Dredging has been budgeted on 100 cu m per year. • In response to a question regarding the total investment in Mid-West Ferries and how this project would be funded, Neville was looking for a consortium of owners to fund up to \$70m to get the project off the ground which includes three months running costs. • Neville believes to progress the project he needs to get around the transport operators and get them on board plus a person would be required to promote the new proposed tourism corridor. • AUT have offered to do a pre- feasibility study and feasibility report for around \$35K. • International investors may find this project an attractive investment if the budget is favourable. • Costs are running at about 70% of turnover but this figure is yet to be finalised.
--	--

	<ul style="list-style-type: none"> • In conclusion Neville added that he wants to meet with the small boat owners regarding the design and location of a possible marina.
<p>Phil Wardale Wharf 1</p>	<ul style="list-style-type: none"> • Phil added to Neville’s presentation reflecting on the good news that Wharf 1 is in good condition now accepting big boats, with the width of the river being wide enough in that area but the exception being that the draft is not up to the depth that Neville was requesting. There is 4m of water draft at wharf 1 but added that in his opinion he would encourage Neville to first look at using a fast ferry as it would use less draft and even a side loading ferry which could start immediately without further capital expenditure at wharf 1. Phil has been working with Neville looking at areas for trucks, caravans and travellers vehicles, noting there is land available above wharf 1 for such opportunities. • On the subject of reclaimed land, Phil suggested that reclamation is often difficult to get consents for and really the cost of reclamation is economic only when land has been depleted or the adjoining land is very expensive. • He encouraged Neville to look at what’s there now at the port and see how that land can be best utilised in what might be stage one of the project with Wharf 1 and the first • vessel operating. • Neville will then need to review the ferry project scheduling, and decide at what point of the scheduling does he have more than one vessel, with one laid up or loading up and when does he buy the second vessel third or fourth vessel. • Rory commented that there is a tourist market now from Whanganui to Motueka and a circular route through New Zealand will not only be monumental for Whanganui but for tourism in general and NZ. • In summary, Phil said until the business case is submitted we are not sure what it will contain, but we are hopeful all the proposals around the table could be brought together and then evaluate at what stage those proposals are at as they are brought forward.
<p>Henry Crothers - LandLb</p>	<ul style="list-style-type: none"> • Henry explained that a Masterplan is a spatial framework, a framework that will meld over time, is robust, and will have longevity that will last over a long period of time. • To do this we need to extract the best possible information from the various groups. • We can’t just go out and build the ultimate vision for the port, we have to think about how we are going to get from where we are now and in three years, five years and ten years’ time. • The four stages to the process are: • Phase 1 – Immersion and site appreciation, understanding what dealing with, understanding the place and stakeholders involved in the project. • Phase 2 – Visioning and objectives – understanding aspirations and functional requirements, understanding how the activities work. Working between phase 1 and 2 at the moment and seeking feedback from these forums. • Will come back with suggestions and possibly some options from the information provided from these forums into a plan. • This is an iterative process including the process of engagement and talking to these forums as well. The end product will only be as good as

	<p>the information, ideas and suggestions provided by the reference groups. Henry and Phil stressed again the importance of submitting their comments.</p> <ul style="list-style-type: none"> • Phase 3 – is design iteration and exploration • Phase 4 – is to finalise the spatial framework • A project such as this is all about placemaking, hearing about the history and context of the place and storytelling, noting that the Whanganui Port was once a vibrant and thriving destination. The whole purpose of this project is to bring that back, not the same as it was as the world has changed but Henry is hopeful that some sense of vibrancy and activity to the Port can be brought back and will include the links between the rail, the port and industry. • The project is an economic catalyst to the town but acknowledges the need to get the right balance between the activities. • Henry showed a diagram of some initial thoughts around the project to stimulate thought and discussion; being the creation of a new destination, place and city making and its creation and curation with success being a key driver. Public access is a key driver; authenticity is about revealing those qualities of place. • The project needs to be complementary, as Whanganui is not a huge town and we need to be careful and sensitive to the context we are operating in in terms of the project and other projects that are identified in the city centre and Castlecliff and make sure this project is adding to and not taking away from the other places. • Henry showed zones across the port and advised the zones will overlap and interact but are a means to talk about the project with the various discussion groups. • Flexibility is important, we can't just build the ultimate outcome, we need to think carefully about staging the outcome, spending money in a sensible way with a long term goal in mind, sustainability and quality environment are also key drivers and if we can get a strategy in place that will hold up in the long term, then we will have the best chance of succeeding.
<p>Review of feedback received to date. Henry Crothers</p>	<ul style="list-style-type: none"> • A large range of comments have been received, including re-routing of the river out near the airport and south beach, feedback also received from big boat owners to small boat owners. • Henry touched on the connections to the infrastructure including the river, road and rail connection from the city centre to the port and the edge of the river for the M2C cycleway. These connections are about connecting the city to the sea. • Henry stated the cycleway is a great opportunity for Whanganui and the port, but asked what is the experience of moving along Heads Road; what is the opportunity of using the railway line to access the place and how can the river be used to connect the city to the port. • The idea of loops and circuits is important but the idea of going down to the mole one way on a ferry or cycle and then returning by cycle or ferry back to the city will provide tourism opportunities. • Henry referred to New Plymouth's successful coastal walkway/cycleway and suggested Whanganui could have a similar walkway.

	<ul style="list-style-type: none"> Henry said the idea is to connect the city to the sea and suggested a Whanganui River Park to capture movement infrastructures that run through the zones and what are those elements that stitch land and sea together. There is an existing side streets grid that punches through to the water between Heads Road and the edge of the river but there is difficulty in actually viewing the river. They potentially correspond with where other infrastructure on the water side interact with the river such as fishing platforms and boat ramps Integration of the parks and reserves, green spaces, associated with Castlecliff reserves, Lundo Park and Kokohuia wetland is a possibility. This will mean understanding and responding to the hydrology of the river and the wider catchment and the ecology of the catchment. The port project would become an umbrella project dealing with the bigger landscape issues and that may help and inform us about how we might approach the port itself. A linear landscape requires thought about how to choreograph that to make it interesting and develop different experiences and different opportunities. The port is fundamental to the wider context of connecting with the city. Attendees were asked to advise of their wants and needs with Phil advising not to take too much notice of the zonal shapes on the land, as just want to know how many boats there are and what people want and identify any partnerships that may be able to be aggregated such as Coastguard.
<p>Thoughts from the floor</p>	<ul style="list-style-type: none"> Waka ama – have their own plan but are disillusioned with the silt build up each day. Thought of a floating wharf, but need a safer all tide launching area with access to toilets. Safe access is the main concern, with a safety plan being developed. Will send an electronic plan to Bill Carswell.
	<ul style="list-style-type: none"> Sea Kayakers are launching in town and using both sides of the river. It is 4km to the river mouth.
	<ul style="list-style-type: none"> Tourism – Rory said he liked what Henry said about choreographing the cycle trail/walkway from the city to the moles as this forms part of the M2C Cycleway and Te Araroa Walkway which is a growing tourism area. Beautification of parts of this trail is important.
	<ul style="list-style-type: none"> Progress Castlecliff – Jamie indicated he would like to see a green area for recreation and referred to an adjacent area which is mainly mud at the moment, and asked if the area is not going to be dredged then that would change his thinking on the plan Phil added that we are not talking about not dredging but as Rowan indicated earlier we first need to understand the science of the water flow. However we need to think about if there was no water depth in the area you have identified, how would that affect your plans and then if the area is dredged and some water depth achieved, then how that would affect or change your proposal. Jamie suggested a tram run on the current rail gauge, out to Castlecliff and looping back to the city.

	<ul style="list-style-type: none"> • Beautify the industrial area by not hiding it but by making people realise how important it is to our functioning town with a suggestion of weaving patches through the industrial fences to emphasise the importance of the industrial area; • Anything that happens at the port will be beneficial.
Employment	<ul style="list-style-type: none"> • Phil added that it is fortunate that Government KPI's are focussed on employment growth and one of the simpler measures of economic development and prosperity is employment numbers, so driving a tram or river boat is great as it is a job. • Mid-West Ferries are encouraged to deliver their business plan as without it, it is difficult to understand and see what that might look like for Government. • Need to be careful not to cannibalise existing businesses by shifting businesses from one part of town to a new business hub in another part of town. • Henry commented that the government like to see commitment and buy in from key stakeholders and an organised common collective vision communicated through the masterplan process which filters through to the business case. • Henry explained that working through the process there would be different phases of the plan developed for the project as it progresses.
	<ul style="list-style-type: none"> • Fishing Club – There is huge potential for the recreational boating side and although paddling and waka ama are new to the area, they have the potential to bring in another 30-40 paddlers to the area when boat parking is already at capacity. There is nowhere to park and no room to expand now, and this is not taking into account additional users from waka ama and paddle clubs. We have run out of land already so reclamation therefore becomes a focus for moving forward. • May need to look at other areas currently tenanted in stage 2 as an example for boat storage. • There are 1000 boats registered with coastguard and 600 of those boats come from outside of Whanganui so huge potential/income stream already available now.
	<ul style="list-style-type: none"> • Education Reference Group –Des referred back to the Education and Training meeting recommended there is a need to engage with secondary schools to gain the stars and superstars for employment and training. • 10-15 jobs available now for 18 year olds; • Would like to see jobs for Castlecliff people. • Des tabled a submission which was circulated.
Boat Storage and Maintenance	<ul style="list-style-type: none"> • Dave Kenning suggested that if we can retain small boats in Whanganui, 300 of the 600 boats that come from outside of town, then local marine industry businesses will benefit. • Phil added that there are people who will pay to park their boat close to the boat ramp at the port. • There is an area available right now at the end of the Victory shed that could be used for this purpose once security and lighting has been improved and installed. This will create new business opportunities and creates jobs.

	<ul style="list-style-type: none"> • Phil advised the Port endowment land is working well but some Port assets might need external funding and can't be funded from the endowment fund. This is where Horizons, Council and Government may be asked to contribute. • Horizons recognise the boat ramp as being a ramp of regional significance.
	<ul style="list-style-type: none"> • Des referred to a previous conversation around a cycling loop, and suggested bike stations on the walkway/cycle trail allowing people to cycle to Castlecliff and take a boat back to town. • Would like to see an interactive Museum; and • Maori tourism developed. • Cr Duncan said recreational opportunities are already there. • In response to a question regarding the Victory shed, Henry advised that if the shed is considered for possible boat storage at the boat ramp end of the shed, then that would take a significant land area in stage 1. However, other options are, opening up the shed for use as possible, gallery/interactive museum, how that would happen, who manages it, who would fund it, how would it get started need to be discussed. • Other suggestions were a wharf restaurant overlooking the water and water education hub to educate what is happening with our waterways. • It was suggested that there are three big players in this proposal, Q-West, Mid-West Ferries and recreational boating people. How will the numbers be put around the recreational boating areas as part of the business case and is the Downers land leasehold? • Phil advised Downers land is leased from Council as part of the endowment land providing significant rental income to the Endowment fund. • Phil added that a representative from Downers attended the Marine Group meeting earlier today so they are aware of the situation and there are no surprises to them that we may be looking at using some of the area for boat storage in the future. On the other hand we do not want to lose the rental income so that has to be managed. • In terms of business opportunities we will look at pricing storage costs, add some sensitivity around that with more research so if there is opportunity for further investment when the time is right and the first boat yard is over flowing, then we can approach Downers advising we need this much land back from them if of course that is the focus of the framework of the masterplan. • Bill asked what the economic impact of recreational boaties is. • What is the value of people coming from outside of Whanganui being serviced and fuelled in Whanganui? • Phil added that the Anatoki brought in 800 cu tonnes of dolomite recently and left with timber poles to go to wineries in the South Island. This business is creating a cash flow for the Port at the moment. If we are to put the end of the Victory Shed into boat storage or other purposes, then we will need to find alternative storage for the dolomite. We would like to improve this business if we can.

	<ul style="list-style-type: none"> • The coastal shipping business has had some seasonal changes recently and industry pressure from the trucking industry which was undercutting the opportunity for the coastal freighter to run. This is important as it is a very good operation and the operator may be coming to live in Whanganui which is also a good move.
<p>Summary from Henry Crothers</p>	<ul style="list-style-type: none"> • Henry referred to the last slide of his presentation suggesting the re-establishment of the turning basin, getting more deep water and the opportunities that provides to all the users from recreation to fishing fleets. • This would mean closing the seawall and upgrading. It would mean dredging with possible reclamation for public use, parking, boat storage, club and community use. • The cycle path goes through and around the site, but will need to look at how this will interface with activities. We need to be flexible to change. • Providing deeper water will provide opportunities for waka ama, swimming and diving platforms; • There may be an opportunity to aggregate some of the clubs and Coastguard. • Re-think and Improve efficiency of access to recreational area. • Three key wharf heritage buildings, Wharf 1 with Red Shed, Victory Shed and the cool store. It is important to keep these sheds but find opportunities around these sheds. • Looking at opportunities to reorganise those roads that connect from Heads Road through to the water in terms of improving amenity and efficiency for car parking and boat parking in more detail. • There is a gradient from the biggest boat to the smallest boat which corresponds with the different zones and we are starting to see some of the synergies and interaction of what happens with land and sea. The idea of some sort of Marina associated with the basin, with boat parking hanging off the side of the Victory shed as a hub and other uses such as chandlery. • The surrounds of the Victory shed if the railway line does not run through there would allow space for parking and storage. • Initial thoughts are that the rail line should stop at the eastern end of the industrial zone on the Heads Road end of the plan. • However there could be an opportunity to run some sort of tram/train service to the Port area and then looping back to the town centre on a river ferry. • The broadest opportunity is a coastal edge experience that takes you all the way from the town centre through this waterfront, along past the fishing platforms to the north mole. In this area there is a lot of greenspace, but the contrast is provided in the Port environment in comparison with the urban and industrial feel and it is important to keep these qualities within the zone. • A question was raised whether Coastguard need to stay in their present location? • Will there be a lagoon developed at the water's edge for children to learn water skills in calmer water.

	<ul style="list-style-type: none"> Henry advised that the M2C cycleway will be managed with other industry around the wharf with options for different routes. Phil thanked everyone for their attendance and asked for submissions, ideas and thoughts from attendees be forwarded at any time. Dave Kenning to provide Fishing club membership numbers and style of boats to Phil.
Next Meeting	<ul style="list-style-type: none"> Early December.
Meeting Closed	<ul style="list-style-type: none"> The meeting closed at 8.12 pm

DRAFT