

# WHANGANUI

## PORT

### REVITALISATION

## ZONE 2 – RECREATION ZONE REFERENCE GROUP MINUTES – Meeting 4

**Date:** 7<sup>TH</sup> June 2017

**Time:** 5:30pm – 7:30pm

**Location:** Committee Meeting Room2

**Present:** Phil Wardale (Wardale Marine) Rowan McGregor (WDC, Manager, Special Projects) Bill Carswell, (WDC), Dave Kerwin, Dave Kenning, Brian Rhodes, Bill Russell, Steve Ratcliffe

**In attendance:** Merle Benson (Minutes)

**Apologies:**

<b>1. Welcome</b>	<p>Phil Wardale welcomed everyone to meeting 4 of the Recreation and Community Reference Group.</p> <p>Phil introduced himself advising he is tasked with providing his expert opinion in terms of the marine infrastructure and has been assisting with the production of the Masterplan, an overarching document that Henry Crothers (LandLab) and he have been working on.</p> <p>Phil advised that in conjunction with another 4 reference groups, we have had a total of 25 meetings with the reference groups. The reference groups were put together to provide a connection and a link direct to the various focuses of the groups.</p>
<b>2. Minutes of last meeting</b>	<p>The minutes from the last meeting held on 16 March were accepted as correct and are available on Council's website at <a href="http://www.whanganui.govt.nz/port">www.whanganui.govt.nz/port</a></p> <p>Phil explained that the last meeting held in March focused on the Masterplan and detailed the huge amount of community engagement that had taken place including comments received from the website, media comments and Facebook posts.</p> <p>From the March meetings the submissions received were shown to each group to gather thoughts and comments from each group to verify that the submissions received were logical and sensible to make refinements to the Masterplan.</p>

<p><b>3. Master Planning Process to date</b></p> <ul style="list-style-type: none"> <li>- <b>Refinements Explained: Post public feedback &amp; release of the “Working Draft Masterplan”</b></li> <li>- <b>Staging of the various components</b></li> <li>- <b>Release of the final Masterplan</b></li> </ul>	<p>Phil provided a presentation of the latest Masterplan to show the refinements that have been made to the plan after the robust public consultation process. He added that the staging of the Masterplan is most important as it needs to align with the business case and the opportunities that the port project provides.</p> <p>Phil began his presentation of the refined Masterplan commencing at the eastern end of the plan with the following being noted.</p> <p><b>(No 3) – Rail Terminus</b>, Phil referred to the Q-West site explaining that the existing site borders the railway line. He explained that in response to a submission regarding extending the railway to the port, Phil said the modern way of working a train is to have access to the whole train. If the rail track was extended further into the port area there would be no room to access a train. The port infrastructure is also not sound enough to take the weight of a train. However, an expression of interest has been received from an existing business to use the rail terminus at the eastern end of the plan, which has a dual siding. Phil also added that during the consultation period it was determined that there was no real “science” at the end of the rail terminus but it needed to be determined, both for this project and Council. It was determined that there was no need to continue the rail into the port as it created too many constraints further west.</p> <p><b>(No 18) – Carparking</b> - additional car parking noted on the plan.</p> <p><b>(No 21) – Reclamation</b> - the recreation area has not changed in size or shape, but the report received from Tonkin Taylor does mention the potential for the channel to remain or alternatively a culvert option be placed through the reclamation area if the community suggests the cost of dredging the port basin outweighs the opportunity to retain a natural flow through it. The Masterplan reflects the drainage requirements or a bridge. A decision on this may not be needed to be made until around 2025.</p> <p><b>(No 8 &amp; 29) – Boat Ramp, Dive Platform</b> - the community asked for more improvements around the boat ramp with special focus being placed on a recreational dive platform to attract people away from the boat launching area for safety reasons.</p> <p><b>(No 22) – Non Motorised boating</b> - Waka ama, paddle boarding and canoeist’s area has not changed, but allowance has been made for storage and a small boat ramp in this area.</p> <p><b>(No 6) - Access</b> - a Right of Way purchased by Council some years ago has allowed for a new recreational access point to be recognised in the plan.</p> <p><b>(No 9) - Club Buildings</b> - a reduction of the number of buildings required for club activities has been recognised in the plan as the number of clubs has reduced.</p>
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**(No 18 & 24) – Parking** - parking for vehicles and boat trailer parking has increased, with dual storage allowed for businesses that have expressed an interest in occupying the end of Victory shed for boat trailer storage.

**(No 30 & 18) – Downers Alliance** - to the north, the long term view is if Downers and Alliance should vacate the site at some time in the future, then this will allow an opportunity for further business development of the site along with the ability to create more parking for empty trailers and cars to take pressure off the other two carparks. The community has expressed a desire to keep cars and boat trailers off Heads Road.

**(No 24) – Victory Shed** - marine businesses have the opportunity to occupy the Victory shed once the Dolomite has been removed as part of their support for the marine hub and Q-West when they relocate into this area. The Dolomite storage will be moved to the Port operations area.

**(No 10) – Marina** - although aspirational, the development of a marina will depend on demand as to what stage of the project it is developed.

**(No 12) – Q-West** - the Q-West site, will have a hard stand available to allow suitable access to the launching infrastructure by the water's edge.

**Port Operational area** - The Port Operational area has been clearly identified by the new Port Manager, showing utilisation of Wharf 1, Wharf 2, and Shed 2. The area is identified on the plan with a black dotted line and will be fenced to clearly identify the area. An existing building on site will be the new site for the Dolomite once it comes out of the Victory shed when a new tenant is found for this space. Port access will no longer be through Tod Street, the access entrance will be Kirk Street and exit through Short Street. The Port Operations office will move to other premises within the fenced area to allow for better observation of the Wharves and operating areas.

**(Wharf 1)** - Phil referred to future commercial areas of the port advising wharf 1 can allow for cargo, a ferry service and future expansion opportunities for mid-sized vessels. The wharf is about 110 m in length, 85m of which has been rebuilt. The Anatoki works well from this wharf which could take a vessel up to 100m, but anything longer than that needs to be looked at. Wharf 1 could also be extended as there is good deep water at this point. The coolstore building directly in line with wharf 1 allows for future under cover commercial use and dry store. There is a growing demand for grain storage at the port so some silos have been drawn on the plan for future development.

**(Wharf 2)** – will be used for charter boats and commercial fishing boats.

**(No 23) - Morrison Street buildings** – is an opportunity for further commercial enterprise. A fish processing business has shown some interest in this site for processing their product.

	<p><b>(No 34) – Sensitive land</b> - The Morrison Street area of land is recognised in the Masterplan as an area of “significance” for local Iwi and the plan has allowed for separation of this area in recognition of its cultural significance. The CCTV webcam for Horizons is located at this site which also provides a view shaft for port operations. It also creates an excellent buffer between the residential houses and the port.</p> <p>Phil spoke of the staging of the Masterplan, with the following being noted.</p> <p><b><u>Staging of the Masterplan</u></b></p> <p><b><u>Stage 1, 1 - 2 years</u></b></p> <ul style="list-style-type: none"> <li>• Stage 1 being 1 – 2 years and aligned to the business case to government and Q-West’s business relocation.</li> <li>• Stage 1 will also see improvements to the boat ramp and the development of a dive platform. (Dive platform concept plan tabled).</li> <li>• Phil said that if dredging occurs around Q-West and the Port Operations, Council will most likely seek consent for approval for the dredging’s to be placed to land, in which case the recreational area may be able to be advanced sooner.</li> <li>• The “culturally significant sensitive land” area will also be recognised in stage 1.</li> </ul> <p><b><u>Stage 2, 3 – 7 years</u></b></p> <ul style="list-style-type: none"> <li>• The focus for this stage will be on the development of marine businesses around the marine hub although some may be able to be developed in Stage 1.</li> <li>• This stage will also be to get cars and empty boat trailers off the road, with parking availability being the main focus.</li> </ul> <p><b><u>Stage 3, 7 – 10 years</u></b></p> <ul style="list-style-type: none"> <li>• Further completion of the recreational area with community aspirations or Council to advance this option.</li> <li>• This stage will also look at further opportunities within the port basin but will be driven by demand.</li> </ul>
<p><b>4. The Port Revitalisation Project</b></p> <ul style="list-style-type: none"> <li>- Activity at the Port</li> <li>- Progress to Date on Project</li> <li>- Q-West Boatbuilders</li> <li>- Marine Businesses</li> </ul>	<p>Phil continued his presentation advising a new Port Manager has been appointed by Council and acknowledged that since the Kaikoura Earthquake on 14<sup>th</sup> November 2016, there has been increased business from coastal shipping at the port. However it was disappointing to hear that the Anatoki was kept out of the port for a period of 3 weeks due to a particular weather event at the time which meant the Anatoki was unable to enter the port area.</p> <p><b>Q-West</b> have signed a Heads of Agreement for a new site and the project team will be talking to government about funding for the travel lift and hard stand area in front of the premises.</p>

- **Freight and Logistics (Q-West Site)**
- **Mid-West Ferries**
- **Jim Dilley – Navigation**
- **Meetings**

Council staff are working towards securing lease options with various businesses for the port area for both land and berthage requirements.

The Project Control team is working closely with the Freight and Logistics group, a proposed Inland Container Port business and fish processing business.

**(Midwest Ferries Ltd ) –**

- Phil advised that Midwest Ferries Ltd approached the Project Team to establish and operate a ferry service from the port in Whanganui.
- Several meetings have been held with Midwest Ferries Ltd which culminated in a report that Midwest Ferries commissioned with some experts in terms of the feasibility of a ferry operation. The report is available on Council’s website.
- Phil referred to the Masterplan drawing attention to Wharf 1, where a 100m boat is drawn on the plan. He said this size vessel is considered to be the logical place for a ferry service to operate from. This is how the Masterplan saw Wharf 1 operating, before Midwest Ferries made an approach to the project team.
- However, Midwest Ferries have stated that in order for their service to be a viable operation, a 180m vessel is required as a 100m won’t work and a 150m vessel is not viable, so the only option is a 180m boat.
- A 180m boat is as big as the largest ferry currently operating across Cook Strait.
- Phil provided a comparative example on the plan of how a 180m vessel would look at the port and conveyed his concern at the size of turning circle required to turn a 180m vessel. To turn a vessel of this size a turning circle of between 250m to 300m is recommended although Tonkin Taylor have recommended in their report, a turning circle of 325m, or 1.8m x the length of the boat. In order to achieve a turning circle of this size, the training wall would need to be rebuilt to accommodate the vessel. The port can accept a vessel of 100m but more work is needed for a larger 180m vessel.
- Concerns have also been raised over the draft clearance requirements for a large vessel with the need to dredge to a depth of 7.5m and out to sea 900m from the end of the moles.
- Phil advised that at a further meeting with Midwest Ferries it was revealed in their plan that a second vessel would need to be tied to Wharf 2. Phil voiced his apprehension with this concept asking where the bow ropes would be tied and concern the prop wash from the boat could damage the public boat launching facility.

	<ul style="list-style-type: none"> <li>• Phil then mentioned that once the feasibility report had been received, it was thought that some more expert advice should be sought. The peer reviews were authored by Murray King &amp; Francis Small Consultancy Ltd and Ian Wallis Associates Ltd on the economic development and commercial viability of the service. At the same time two technical reports were commissioned, one from Dr Tom Shand and Grant Pearce from Tonkin and Taylor on the lower reaches of the Whanganui River and one on navigation from Captain Jim Dilley, Master Mariner, Maritime Consultant and Harbourmaster all based on a 180m vessel.</li> <li>• Phil spoke to the three peer review reports, explaining some of the detail around the turning circle and dredging requirements, advising that all three reports will be made available on Council’s website.</li> <li>• The Tonkin Taylor report has suggested reinstating the Tanae Bank but will require south spit upgrade work to be carried out. There will also be significant rebuilding required on the North Mole if substantial dredging is required. If a turning bay is required for 180m vessel then the mole edges will need reinforcing protection with around 3.75km of mole protection work to be undertaken.</li> <li>• The Masterplan does not preclude a ferry service in future stages, but if a 180m vessel is the vessel of choice, then the peer review reports have suggested a “blank sheet” of paper may be best to redesign and create a new port.</li> </ul>
<p><b>5. Next steps -</b></p> <ul style="list-style-type: none"> <li>- <b>Release of Masterplan</b></li> <li>- <b>Release of expert opinions and reports on large vessels into the Port</b></li> <li>- <b>Business Case filed with Government before end of June</b></li> <li>- <b>Public Presentation of the Masterplan to the Community</b></li> </ul>	<ul style="list-style-type: none"> <li>• The business case will not be taking a proposal to government for a ferry service in stage 1 of the masterplan, due to insufficient information available. However while there is no ferry proposal included in stage 1 of the plan this does not preclude a ferry service operating from the port in future stages.</li> <li>• The focus now is to take forward the stage 1 business case to government asking for support for economic development and employment growth by Q-West, and other fishing and marine industry businesses willing to relocate to the marine hub. Government will be asked to help support the shared infrastructure such as the travel lift runways, the hard stand pavement, and the portion that can be used by anyone. In total around a \$12m spend, \$4m from Council, \$4m from government, \$4m from private enterprise.</li> </ul> <p>Bill Carswell proposed a precise plan is needed for summer around the development of the dive platform along with further discussions around charging for parking at boat ramps.</p>

	<p>Dave Kenning recommended boat users be kept better informed regarding information around the issue of user pays fees for boat ramps.</p> <p>Phil showed a photograph of a travel lift to provide some idea of the size and lifting capacity of a travel lift.</p>
<b>Meeting Closure</b>	<p>Phil thanked everyone for attendance, and said if people have any questions to contact Rowan, Bill or himself.</p> <p>Bill Carswell proposed a vote of thanks to Phil for his advice and work on this project.</p> <p>There being no further business the meeting closed at 7:21 pm</p>

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