PURPOSE_
The purpose of this ‘Working Draft’ Spatial Framework summary is to facilitate additional public and stakeholder feedback following the public meetings and reference group workshops held in November and December 2016. Additional commentary and feedback will be sought between now and Friday 27th January 2017. Feedback will be incorporated into the ‘Final’ Spatial Framework which is scheduled for completion in early 2017.
Please provide feedback/responses to:
portrevitalisation@whanganui.govt.nz

VISION_
WHERE CREATIVITY, COMMERCE, EDUCATION AND RECREATION ARE WOVEN TOGETHER TO CREATE AN AUTHENTIC AND MEMORABLE DESTINATION THAT BUILDS ON THE MARITIME TRADITIONS, ECONOMIC VITALITY AND SENSE OF PLACE OF WHANGANUI AND ITS RIVER
**Design Principles**

- **Collaborative**: A place-based, design led and collaborative process. The creation of a new waterfront destination, that prioritises people through employment, recreation and access to the water.

- **Successful**: Use the port and its resources to generate economic and financial opportunity for Whanganui and its people. Support creativity, innovation and enterprise, use the marine industry as a catalyst for change.

- **Blue + Green**: Celebrate the landscape, iwi, cultural and historical interaction of land (whenua) and sea (moana) in this place. Stitch land and sea together, creating new opportunities to engage with and occupy the port and river.

- **Public**: Prioritise public access to the waters edge via a continuous waters edge promenade. Create new open spaces on wharves and on land. Provide for a wide range of recreational opportunities.

- **Sustainable**: Use landscape to remediate and restore the landscape of the Port Basin. Adopt, where appropriate, best practice environmental principles, improve the quality of the river/port environment.

- **Authentic**: Reveal and reinforce landscape and cultural narratives and marine activity. Use the existing wharf and sheds as catalysts for identity and transformation. Re-establish connections to and tell the stories of Castlecliff, the city and river.

- **Complementary**: Support the wider economic, social and recreational aspirations of the Whanganui region. Complement and support the City Centre, Castlecliff and the River.

- **Mixed Use**: Curate synergies between different uses and activities, a truly mixed-use precinct that supports visitation, productivity, recreation and social interaction.

- **Curated**: Manage and curate the port as a ‘place’ with a co-ordinated program of strategic activation and place making which re-establishes the port as a place for people and community.

- **Flexible**: A ‘loose fit’ strategy able to adapt to changes over time. Create flexible spaces and activities responsive to changing uses and supportive of phased implementation.
WHANGANUI PORT REVITALISATION
SPATIAL FRAMEWORK
WORKING DRAFT (DECEMBER 2016) - FOR COMMUNITY REVIEW BY 27.1.2017

001 RIVER, RAIL AND ROAD CONNECTIONS
Utilise existing and historical transport and infrastructure connections to reinforce the Port as a highly connected and accessible destination.
A. Create a new waters edge walking and cycling route between the City centre and North Mole.
B. Enhance Heads Road as the city’s primary ‘city to sea’ urban avenue.
C. Accommodate the ‘mountains to sea’ cycle path both through and around the Precinct.
D. Utilise access to the existing rail line, infrastructure and regional network.
E. Optimise the Port function and water based connections.

002 CITY TO SEA STITCHES
A. Reveal the historical relationship between Castlecliff and the Basin and River as the key connection between the Port and the City. Re-establish the relationship between the Town Centre and public activity on the wharves.
B. Reinforce the ‘City to River stitch’ by improving sight lines and connections between Heads Road and the River.
C. Create a new access that enables existing and proposed recreational activities.

003 REINSTATE THE PORT BASIN
Recreating the Port Basin unlocks the working and recreational potential of the port. This is achieved by:
A. Dredging the basin to enable deep water access adjacent the wharf edges and a fully wet basin at all tides for recreational activity.
B. Reinstate river training wall to separate the basin from the River.
C. Use the material from the dredging to reclaim new public park that supports recreational activity.
D. Reinstate North Mole as an important regional destination and landmark for the port.

004 HERITAGE AS A CATALYST
Use existing heritage and character features to build identity and seed activity.
A. Adaptive re-use of the Victory Shed creates a new public waterfront destination.
B. Heritage timber shed re-used as a waterfront destination.
C. Coolstore Building retained and re-used as a working waterfront facility.
D. Public access to the wharf edge is retained and enhanced.
E. Links to Castlecliff are reinforced.
F. Old fire station.
G. Mole structure refurbished.
H. North Mole refurbished.
E. Visual connections up and down the river are revealed from key vantage points.
KEY
01 Lower River Control Structures - Protect Economic Capability
02 Lower River Structures - Adverse Weather protection
03 Downtown Flood Protection (not shown)
04 Multi-Function Barge Management (Barge & Dredge Operations)
05 Coastguard East Launch D Clint
06 Community Integration including protecting/ enhance sensitive cultural area
07 Wharf 1 Extension
08 Wharf 1: Port Ops and freight
09 Wharf 1: Transition to Wharf 2
10 Wharf 2: Dredging large and mid-sized vessel berthing
11 Wharf 2: Transition above to Wharf 3
12 Wharf 3: Community Space
13 Boat ramp upgrade
14.1 New Dredging Dredge. (on hold)
14.2 New Cultural Building and Waikanae Launch Ramp.
14.3 Flexible Public Lawn.
14.4 Reinforced Training Wall + Public Walkway.
14.5 Channel/ waterway optional.
14.6 New Recreational Access
15 Port sale storage
16 Cool store
17 Red shed
18 Boat launch infrastructure: Hard-stand and travel lift bay.
19 Slip demolition
20 Victory shed
21 Rail port expansion.
22 Downtown Development (not shown)
23 Coastal bulk shipping
24 Freight processing facilities
25 RoRo ferry base
26 On-shore aquaculture processing facility
27 Marine Project
27.1 Boat Building Sheds
27.2 Boat Building front of house.
28 Boat Storage
28.1 Boat Trailer Parking / Car Parking
29 Marine project infrastructure
30 River Ferry berthing
31/32 Expanded Rail Port
33/34/35 Storage, processing and transport
36 Marine development
37 New Freight wharf / Barge Loading
38 Export Loops (potential future development not shown)
39 Ferry Port (potential future development not shown)

Public Realm Opportunities
40 Heads Road - Port to City linkage.
41 Future Coastalfit public space upgrades.
42 Future Public Greenspace upgrades.
43 London Park look out point
44 Coastalfit to port connection
**View 001**  Looking north-west along the existing wharves showing public access and occupation of and around the Victory Shed

**View 002**  Looking south-west towards the proposed Marine Industry precinct with adjacent wharf activity and public occupation

**View 003**  Looking north-west from proposed new park across the re-established Port Basin

**View 004**  Looking north-west from proposed Market Street to Shed 2 and Marine Precinct hardstand