

26. 10. 2000

**REPORT BY THE CHAIRMAN OF THE  
STRATEGY AND RESOURCES COMMITTEE**

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. LYTTELTON MARINA**

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Corporate Plan Output: Public Accountability: Policy Advice	

The purpose of this report is to advise the Council on discussions with the Banks Peninsula District Council and other interested parties following the recent disastrous storm which affected the marina. The report seeks support for a study of options open to the Council to contribute to the public facilities which may arise from any redesign of the marina facility.

**BACKGROUND**

At the July Council meeting consideration was given to a report proposing an investment by the Council in the Lyttelton marina. While the Council declined to invest in the marina project the Council did resolve:

*“That the Council propose the separation of the commercial marina project incorporating private berths for displacement vessels, from public facilities such as a public boat ramp, associated jetties and breakwaters, car and trailer park, boat washdown, toilets etc, and indicate the Council’s willingness to invest in those latter facilities in partnership with other contributors.”*

The original plan for the marina facilities included a design for public facilities completely separate from the proposed yachting marina and this would have involved substantial expenditure on new rock breakwaters and ramps at an estimated cost of \$2.5 million.

The recent storm has devastated large sections of the commercial marina and it is apparent that if the marina is to be reconstructed then a significant redesign is likely to be required. This may well present an opportunity for the Council to pursue its stated interest in funding at least in part the public facilities needed in the same general area.

**MEETING WITH INTERESTED PARTIES**

In response to strong public pleas, following the storm, for Council involvement in the marina issue the Mayor called a meeting of interested parties last week to discuss the issue. Present at the meeting were representatives of the Banks Peninsula District Council, Christchurch City Council, Lyttelton Port Company, Environment Canterbury, boating interests and the prospective new owners of the marina.

The meeting was largely for the purpose of sharing information. Those present came to the conclusion that Canterbury does need a marina and that the most suitable site for it is at Magazine Bay because it is one of the few places that has flat land immediately adjacent.

Initial views expressed at the meeting were that the existing design for the breakwater was sound but that the damage occurred because the work was incomplete. There were strong views expressed, however, that in order to restore public confidence in the marina it would be necessary to seriously consider the construction of a fixed breakwater.

The Banks Peninsula District Council and Christchurch City Council representatives agreed to meet further to discuss a way forward. This meeting took place early this week and it was agreed that a report would be prepared by for consideration by the Council suggesting an investigation into a joint redevelopment of the marina where the Christchurch City Council could contribute on the basis of providing for the public facilities.

The Banks Peninsula District Council has offered to make available all the detailed reports and engineering designs previously produced.

## OTHER CONSIDERATIONS

Currently there are many detailed issues to be worked through amongst those who have been involved in the development, funding, insurance and acquisition of the marina. It can be expected to be some weeks before the financial picture is made clear.

In the meantime, there is an opportunity for the Council to consider its position and ascertain whether there is an opportunity to develop the public facilities in a co-operative way alongside the commercial marina so that some of the new protective works can be shared and create a "win-win" situation for the benefit of all parties. For example, an indicative design has suggested that the public facilities boating ramp could be incorporated into the existing marina facility and suitably separated from the sailing vessels thus reducing the need for building additional rock breakwaters specifically for the public facilities.

The cost of completely separate public facilities to the east of the current marina has been broadly estimated to be in the order of \$2.5 million. Clearly any investment of this magnitude would need substantial investigation before any commitment could be made. It would also be appropriate that before a final commitment is made that the expenditure be subject to public consultation in the Annual Plan process.

While many people have been advocating that the floating breakwater needs to be replaced by a fixed breakwater there are a variety of different design options most of which have been explored in earlier reports. One likely possibility is a piled fixed breakwater with concrete shutters at water level.

## PROPOSED STUDY

To provide a detailed evaluation of suitable redesign options which could incorporate public facilities it is proposed that the Council commission a study which reviews and evaluates the most suitable options for re-development of the marina.

The Banks Peninsula District Council has agreed to contribute to the study by providing staff resources and free access to all previous studies. This would enable the study to be more in the form of an independent technical peer review. If the technical review produced viable options then a further stage would be necessary to evaluate options for funding on a sound footing.

Funding of such a study could be from the project contingency fund.

- Recommendation:**
1. That staff be requested to prepare terms of reference for a study as outlined in this report and engage suitable independent experts to carry out the study.
  2. That a further report be brought back to the Council on the study and its findings by no later than February 2001.

**Chairman's**

- Recommendation:** That the above recommendation adopted.

**CONSIDERED THIS 26TH DAY OF OCTOBER 2000**

**MAYOR**