

## 9. LYTTTELTON MARINA - STUDY ON PROVISION OF PUBLIC FACILITIES

The Director of Finance reported on the outcome of a study into the provision of public boating facilities, in conjunction with the rebuilding of the Lyttelton Marina.

The report advised that Ove Arup, an international firm of specialists in the design of marinas, had been commissioned to undertake this study. Ove Arup had previously been engaged to peer review the design and so were familiar with the existing location characteristics and design prior to the October storm.

Part of the project involved an economic study of the demand for public boating facilities in the area and the public good benefit from, not only the establishment of public facilities, but also from the completion of the full marina facility. The terms of reference requested the study to analyse whether there were suitable planning options that allow for a win-win outcome for both the marina developer and the public good.

The key findings of the Ove Arup report are as follows:

### Demand

- There is a demand for both marina facilities and public boating facilities at Lyttelton as these are the only significant recreational and public marine facilities in the region.
- The Boating Industry Association estimates that residents of the Canterbury region have up to 40,000 water craft ranging from board sailers to larger vessels. The market is dominated by small, easily transportable craft with an estimated 20,000 to 30,000 trailer boats in Canterbury.
- Current usage of the existing run down and inadequate public boat ramp adjacent to the Lyttelton marina is 21,000 visits per year.
- Development of a new public boat ramp is necessary due to average waiting time at peak conditions of up to 45 minutes to launch and retrieve vessels.
- A safer and higher capacity boat ramp will result in an initial increase in patronage of 25%.

### Economic Benefits

- Creation of 15-20 jobs during construction
- Creation of 10 to 15 direct permanent jobs
- A substantial number of additional other jobs in boat construction, maintenance and other services.
- \$350,000 in additional annual maintenance expenditure on large boats alone, of which \$250,000 is expected to be spent directly in the regional boating industry.
- Recapture of marine related spending currently occurring outside the region.
- Probable freeing up of space at the Port with commensurate additional commercial potential.
- Up to \$3 million in additional annual economic activity in the region flowing from enhanced reinvestment in the marine industry.

### Public Benefits

- Increased safety for recreational boating, especially users of trailer boats, from Christchurch and other parts of the region.
- Opportunities for more access to recreational boating for a broad base of the population.
- Additional convenience for owners of large boats and trailer sailers.
- Enhanced visitor appeal.
- Improvement of the port's aesthetic qualities.
- Increased opportunity for marine related training and educational programmes.

### Proposed Development

- The successful redevelopment of both the private marina and public boating facility requires a fixed breakwater. A rock breakwater and two forms of skirt breakwaters were considered.
- There is a workable solution for combining the needed public boat ramp facilities with the commercial marina which will reduce the overall cost of the two projects by approximately \$3.2 million when developed together.
- The most suitable outer breakwater is a skirt breakwater with fixed concrete panels attached to a pair of raker piles with a concrete deck. The cost of constructing this breakwater is estimated by the consultants to be \$7 million.
- 40% of the outer breakwater can be attributed to protection of the proposed new public boat ramp facility.
- The other elements of the public boating facility (in addition to the outer breakwater) amount to approximately \$3.4 million for full development.
- If the public boating facility is built in conjunction with the commercial marina and there is reuse of some components then the public boating facility cost is approximately \$4.5 million.

The report noted that no budget provision had been made for this project and suggested it would be preferable for at least an indicative sum to be provided in the 2001 Financial Plan if it is the Council's intention to contribute to a solution.

The Committee endorsed the Director of Finance's recommendation that a subcommittee be established to assist staff evaluate the options and to guide negotiations with the various parties with a view to reaching a tentative agreement on a way forward for consideration by the Council.

The Committee **decided**:

1. That a subcommittee comprising Councillor Close (Chairman), the Mayor, Councillors Denis O'Rourke, Gail Sheriff and Ron Wright be established to work with Council staff on this issue in accordance with the resolution passed at the July 2000 Council meeting.
2. That the subcommittee investigate potentially viable options with the various parties and report back to a special seminar meeting of the Council in due course.
3. That the subcommittee work with the Annual Plan Working Party to make a recommendation to the Council on a provision in the 2002 Financial Plan for the project, if required.
4. That the views of the public be sought on the principle of Council involvement in the project and the options before any commitment is made.

(Note: Councillors Howell and Stewart abstained from the discussion and voting on the above clause.)