



Westhaven Marina Users June 2019 Newsletter:

You must wonder at what we do during the year, to justify the annual fees we charge. So, here is a long overdue update:

Annual General Meeting:

Please save the date: Tuesday 16th July at 7:30 pm at the Ponsonby Cruising Club.

Recreational Marina Strategy:

We, along with AMUA (Auckland Marina Users Association) have been competing with Panuku and their favoured developers to ditch the Panuku-designed marina strategy and to work with Auckland Council to develop a much better, more encompassing strategy.

FULL CIRCLE

Timeline	Marinas Addressed	Approach
Panuku Board Paper 30 May 2018	Westpark; Gulf Harbour; and Half Moon Bay; - Westhaven - identified for future report	In absence of Council strategy – Panuku strategy is to extract asset value in line with Sol. Recommends non-contestable land transfer/sale with lessees at Gulf Harbour and Westpark. Supported by Auckland Transport, Lessee at Half Moon Bay interested in freehold. No assessment of regional and local needs and issues. Public information process – no consultation.
Committee Workshop 22 August 2018 – concluded “broader strategic approach needed” that should “reflect public feedback” Stakeholders - Not invited		
Report to Committee 4 September 2018	Westpark; Gulf Harbour; and Half Moon Bay; and Westhaven marinas incl Viaduct and Silo	“Principles” based on Auckland Plan. Details to be developed. No assessment of regional and local needs and issues. Targeted community & stakeholder engagement.
Committee Workshops, 30 October 2018 and 20 February 2019 Stakeholders - Offered to contribute - Excluded		
Report to Committee 5 March 2019	Westpark; Gulf Harbour; and Half Moon Bay; Westhaven - identified as having a plan. Para 53 – “Delaying all decisions on marinas poses a risk, particularly for Panuku and Auckland Transport, as there are current issues that need to be dealt with.”	Two levels of “Principles” based on Auckland Plan. No assessment of regional and local needs and issues. Targeted community & stakeholder engagement. (No stakeholder engagement on approach.)

This slide is a summary of what we have been through with Council since May 2018. Panuku have made it clear that, without a Council strategy, they will sell marina land. Our battle has been to force Council to design a strategy. We have since combined with many other stakeholder groups to establish an inaugural Steering Committee which will actively engage with all stakeholders and ascertain the public feedback on what a marina is, and what it should deliver for the public and what should be included in a Council strategy.

The Marina Village at Westhaven:

Panuku have been pushing ahead with a full head of steam to lease the conceptual building and to begin construction. They held a Westhaven Forum recently, where they made it clear that a promise made to Notify this new construction would be broken as the earlier promise formed no part of their presentation and they were unaware of the earlier commitment which had been made to berth holders.

The Panuku Project Team have still to submit to the Board of Panuku before final approval is given to proceed. It is clear that this project is an Auckland Council initiative to enhance the appearance of Westhaven and encourage Public participation in the coastal area of Westhaven. It would seem that we will end up with a net loss of 138 carparks, with 47 being reserved for tenants and customers of the new Marine Centre.

Westhaven Carparking:

Panuku have been planning things around the carparking available to berth users. We decided to become involved in this project and Panuku have accepted our presence at their planning table.

The whole concept is to better manage car parking spaces. At the moment there is no system and we know that Council pressure will be applied to open up our under-utilised car parking areas. We want to move away from the eternal argument over the number of car parks available at Westhaven, and move to a measured utilisation of the carparks with no reduction in availability for berth holders and renters.

At this stage the overall concept is to align car parking access with berth access and use the same system to control both. This cannot happen for a couple of years, until Westhaven management update their current marina management systems to accommodate such a move.

Using number plate recognition, each berth holder and renter, will be received into the carpark and not bothered at all. Visitors, for an extended cruise, can register their number plates and be awarded an extended stay. Hopefully all of this can be managed over the website and outside of the Marina Office hours.

Crew can be accommodated in a similar manner but they will have to buy an App to allow them to register their number plates for parking and also to give them berth access. Other users include Yacht club members who will have 120 minutes access to parking. This will probably require number plate registration as well.

The only customer not yet addressed is the all-day customer attending a seminar at a local club. We need to give this some consideration but may introduce a charge for parking for this type of activity.

As part of the utilisation we may then offer to lease selected carparks, not used during business hours, to local

businesses, once again on a number plate recognition access.

At the end of the day, we will want to communicate, by text messaging, to all people using the carparks and berthing facilities at Westhaven. Especially when there is a major event happening or the available carparking is under pressure.

It is by introducing these requirements today that we get the complete system built rather than a set of piecemeal solutions.

There are, however, some existing solutions to try, and Panuku will probably look closely at those over the next year.

Capex and Rental Increases:

There was a general 8% increase in berth rentals last year and, it seems a similar increase in Capex for berth holders, this year. There is an even bigger increase for Extension Trust berth holders which we are currently investigating. We were given about 7 day's notice of these increases which is quite inconsiderate of Westhaven Marinas.

Transfer of Assets to Auckland Council:

We have had two discussions with Council over the total assets they are transferring and the value against which they determine rates and fees for occupancy. In spite of many promises, we have heard nothing further on the matter, since late March. We understand their reasoning behind the transfer but it is what they are including in the schedule and how they are valuing these assets which concerns us.

Identity Confirmation:

Berth holders and renters have been asked by Panuku to front up with their driver's license in order to uplift their carpark entitlement stickers. Apparently this new practice will satisfy the requirements to have identified the berth holder or renter, who holds the entitlement to car parking.

This seems very vague and we are opening conversations with Westhaven Marina over this requirement.

Please come to the Annual General Meeting and tell us what you want to have done.

Kind regards

[Euan Little](#)

Chairman

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