



## **Appendix 2: Clyde Quay Boat Harbour Design Brief**

### **Consultation Draft 16 November 2010**

In 2006 Wellington City Council and Royal Port Nicholson Yacht Club signed a memorandum of understanding. One of the three objectives of the memorandum of understanding is to implement a partnership relationship for the preparation and implementation of a master plan for the development, upgrading and ongoing maintenance of the Clyde Quay Boat Harbour.

In 2010 a joint working group was established to start work on developing the master plan for the Clyde Quay Boat Harbour. This design brief records the outcomes of the working group's initial research and consultation as to what should be included in the master plan for the harbour. The design brief is a precursor to detailed design work for the Clyde Quay Boat Harbour Restoration Project proposed to take place during 2011-2012, and includes answers to the following questions:

- Why is the Clyde Quay Boat Harbour Restoration Project being undertaken?
- What are the goals and aims of the project?
- What is required of the project?
- What are the key phases of the project?
- Who will ultimately own, govern and manage the various aspects of the Clyde Quay Boat Harbour?

### **Why is the Clyde Quay Boat Harbour Restoration Project being undertaken?**

One hundred years ago the Clyde Quay Boat Harbour was one of Wellington's go to places, a purpose built state of the art gateway to Wellington harbour, a gathering place for people, a key recreational facility for Wellingtonians. Fast forward one hundred years and it is now the missing tooth in the smile of the Wellington Waterfront, an outdated marina facility, a neglected backwater that has fallen into disrepair, a recreational facility that has been superseded as more contemporary open spaces have been created either side of it, a heritage precinct in need of reinvigoration.

The project is a social restoration in that it will turn the Clyde Quay Boat Harbour back into a 'go to' place for Wellingtonians and update its facilities so it is fit for its twentieth century purpose. The project will change the perception of ownership of the Clyde Quay Boat Harbour from being seen as a private enclave to being known as a public space full of activities and people. The project aims to position the Clyde Quay Boat Harbour as both a 'destination' and as a place where people simply 'pass by'.

The project will enhance the Clyde Quay Boat Harbour's exceptional heritage value in order to reestablish the harbour as the 'jewel in the crown' of the Wellington Waterfront. The project will create a unique central city boat harbour environment that is recognised both nationally and internationally as iconic because of its strong visual appeal, because of its celebration of heritage items and because of the mix of sporting, recreational, social and business activities that it efficiently and effectively accommodates.

### **What are the goals and aims of the project?**

The goals of the Clyde Quay Boat Harbour restoration project are to:

1. Improve access to the boat harbour and to create more open public space
2. Create opportunities for other ocean water sports to have a presence in the boat harbour
3. Encourage greater public use and enjoyment of the boat harbour
4. Upgrade the infrastructure so that the usefulness of the boat harbour for the recreational sport of yachting is enhanced
5. Make changes to the boat harbour that enhance its heritage value

The project aims to create an internationally unique inner city harbourside environment that welcomes people, and gives them things to do when they are there, through facilities and activities including;

- Open space to stroll along at a gentle pace by the sea
- Places to stop, sit, watch, eat, socialise and play in
- A café for casual dining
- A restaurant for fine dining
- A high quality venue for meetings, seminars, parties and civic occasions
- A Harbour Sails attraction
- A Remote Control Yacht attraction
- A Royal Yacht Club with facilities for running local, regional, national and international sailing races, regattas and events
- A home for the Wellington Spirit Sailing Team and its fans
- A base for running learn to sail and boating education programmes
- A base for running ocean water sports events
- A base for running talent development programmes for ocean water sports athletes
- A base for running ocean water sports programmes for Wellington schools
- A 'powered by the wind' education centre for Wellington schools
- A set of working heritage boat sheds and moorings
- A set of contemporary walk on marina berths
- A floating pontoon network for temporary parking of boats
- Rescue boat storage facilities

## **What is required of the project?**

There are four interrelated aspects to the project

1. Access and Open Public Space
2. Wellington Ocean Water Sports Centre
3. Royal Port Nicholson Yacht Club Civic Amenities
4. Boat Harbour functions

### **1. Access and Open Public Space**

Access into the Clyde Quay Boat Harbour is difficult. The area is perceived as a private enclave and does not invite people in. At high tide the available pathway is narrow. At low tide the concrete boat ramps are slippery and dangerous. After dark the area is poorly lit and has an unsafe feel. The area is the most graffiti tagged space on the Wellington waterfront. The path from the yacht club to the Sailing Academy is broken by the decommissioned slipway which provides a significant hazard for pedestrians. There are no purpose built spaces for people to stop and rest along the waters edge. The path around the Freyberg pool is inadequate. The Clyde Quay Boat Harbour is not integrated into the overall Wellington waterfront.

It is proposed that the master plan for the Clyde Quay Boat Harbour respond to the following open space needs:

- Need to improve the capacity for people to walk from one end of the harbour to the other in front of the historic sheds and the yacht club along the water edge between Oriental Bay and Chaffers Dock
- Need public resting places along the waters edge
- Need an entrance into the harbour at the Eastern end that naturally draws people off Oriental Parade into the space as their 'slow' pedestrian pathway of choice and clearly connects the boat harbour to Oriental Bay
- Need a walkway that allows people to promenade around the Freyberg pool with enough room for sails to be folded and small craft such as dinghies and canoes to be maneuvered while people are walking by (3 to 4 metres wide)
- Need a walkway around the Northern end of Freyberg pool that clearly connects the boat harbour to Oriental Bay beach and therefore back to Oriental Parade.
- Need a network of floating pontoons at the waters edge to allow easy shore based access to tied up boats
- Need to be able to launch and retrieve dinghies from sheds, either through the use of strategically placed slipways, or dinghy davits, or both
- Need an entrance into the harbour at the Western end that naturally draws people into the space as their 'slow' pedestrian pathway of choice
- The Western entrance needs to connect the Clyde Quay Boat Harbour tightly into the overall Wellington Waterfront

- The Western entrance needs to clearly integrate the Clyde Quay Boat Harbour with Chaffers Marina as one precinct
- Need to ensure historic form and function of the area is reflected in the adaptations made to improve functionality and safety of the area

## **2. Wellington Ocean Water Sports Centre**

There are a group of ocean water sports which operate out of the Oriental Bay area who lack facilities for their programmes while concurrently there is spare capacity in the amount of time the existing sailing academy facilities are used. These two factors lead the Royal Port Nicholson Yacht Club to consult with the sport and education sectors in order to explore how the club could collaborate with other water sports and with schools to increase the amount of activity taking place within the Clyde Quay Boat Harbour.

The outcome of these discussions is the proposal to establish the Wellington Ocean Water Sports Centre in the Clyde Quay Boat Harbour. The centre is a "Sportsville" initiative aimed at creating a shared facility for the delivery of Ocean Water Sports programmes on Wellington Harbour. The centre is a collaborative initiative lead by Wellington City Council in partnership with Royal Port Nicholson Yacht Club and involving Wellington Ocean Water Sports clubs, Wellington schools, Sport Wellington and the New Zealand Academy of Sport.

The Wellington Ocean Water Sports Centre has three sport goals and one education goal:

1. More Wellington kids involved in Ocean Water Sports
2. More Wellingtonians participating in Ocean Water Sports
3. More Wellingtonians winning on the world stage in Ocean Water Sports
4. More Wellington students developing technological, mathematical and scientific literacy

The five key activities that will take place in the Wellington Ocean Water Sports Centre are:

- a) The RPNYC Sailing Academy
- b) Ocean Water Sports Talent Development Programme
- c) Ocean Water Sports Schools Programme
- d) Ocean Water Sports Events Programme
- e) Powered by the Wind Education Programme

The existing combination of old club rooms and sheds are inadequate and will not be able to serve this new purpose. It is therefore proposed that the Wellington Ocean Water Sports Centre be housed within a purpose built facility whose architecture is as iconic as the boat sheds and the Freyberg Pool that surround it. It is proposed that the architecture utilise existing heritage items in this corner of the boat harbour so that clear reference points to the significant sailing and wartime history of the place are emphasised for the public. In order to further address the heritage issues it is proposed that a

partnership with the American Embassy be established to ensure the significant war time history of this corner of the harbour is revived and reflected in and around the new facility. Furthermore it is proposed that the facility will be called the Coene centre as a direct reference to Lieutenant-Commander Ed Coene who oversaw the requisition of the boat harbour during the second world war.

It is proposed that the facility take up a similar footprint to that covered by the existing sailing academy, Coene sheds and the slipway and that it link directly to a contemporary floating marina providing easy access from land to sea for all those that participate in the centre's programmes. The design of the facility will need to take cognisance of seawater rise predictions for the boat harbour, a phenomenon that is already causing the existing structures to flood during high water events.

A schedule of required accommodation for this facility is available in appendix one.

The establishment of the Wellington Ocean Water Sports Centre will mean the existing sailing academy workshop and sail storage areas will disappear while the Ocean Water Sports Schools Programme means more storage space for dinghies and other water craft will be required. Furthermore the Wellington Spirit Yacht Racing team requires a workshop and storage space.

The existing rescue boat shed will disappear as a result of the establishment of the Wellington Ocean Water Sports Centre so a new home is required. Similarly the requirement to bring the Youth Scheme fleet into the boat harbour has established a need for storage for the youth scheme rescue boat.

It is therefore proposed that the master plan for the Clyde Quay Boat Harbour respond to the following resource storage needs:

- Storage Sheds X 4
  - Each shed needs to be approx 8 metres long by 3 metres wide
  - Sailing Academy, Youth Yachting Scheme, Wellington Spirit Yacht Racing team sheds require 5m long shelves to store sails and a 5m long work bench
  - The Ocean Water Sports Schools Programme shed requires space for canoes, dinghies and other craft
- Rescue Boats shed
  - Need a floating shed with hydraulic boat raising system for housing the Youth Scheme and RPNYC rescue boats out of the water
  - The RPNYC rescue boat is approx 8 metres long by 2.5 metres wide.
  - The Youth Scheme Rescue boat is approx 6 metres long by 2 metres wide
  - The shed needs to house anchors, buoys and other equipment used for running yacht racing and the youth scheme programme
  - 11 square metres

### **3. Royal Port Nicholson Yacht Club Civic Amenities**

A key aspect of the project is providing civic amenities for people to use and interact with in the Clyde Quay Boat Harbour. Part of this process involves changing the physical and cultural perception of the Royal Port Nicholson Yacht Club from being perceived as a private enclave to being known as a place that welcomes the general public. In order to achieve this change it is proposed that the following physical and cultural needs be addressed through the Clyde Quay Boat Harbour master plan.

- Culture of openness
  - Need an entrance way into the Yacht Club from Oriental Parade that draws people into the club and makes them feel that they are welcome
  - Need membership categories for general public to join the club
  - Need rules that allow general public to use club cafe and bars

In order for the public to increase their use of Royal Port Nicholson Yacht Club it is important to reconfigure some of the facilities so they cater more effectively for public use alongside club use. Public use of the club has been encouraged with the function centre and restaurant both available for general hire and dining by the public respectively. The Board of Governors would now like to create a quality café facility that encourages more of the general public to utilise the club. It is proposed that the master plan take account of the following aspirations of the club.

- Café stage one:
  - Need to reconfigure existing wardroom and deck area to create a café that is open to the public in the weekends
  - Need to make sure the space is flexible enough to operate as a club room for members, a venue for social occasions, a facility for business meetings and a weekend café for the public
- Café stage two:
  - Need to reconfigure deck space to create a Café which is highly visible to the public and can operate separately from the function centre and clubrooms
  - Café should be easily accessible from the boat harbour open space and be able to 'open up' to the elements or 'close in' from the elements depending on weather
  - Needs to integrate with Harbour Sails and Remote Control Yachts
  - Café needs to be open to the public seven days

In order to further encourage public use of the Clyde Quay Boat Harbour it is important to create recreational activities in the area for the general public. The club has established a Harbour Sails service, which enables the public to go for a sail on the Wellington harbour. The club intends to establish a Remote Control Yacht attraction, which will provide an activity in the Clyde Quay Boat

Harbour itself. It is proposed that the master plan take account of the following aspirations of the club.

- Harbour Sails
  - Need to establish a Harbour Sails base in sheds to the west of the club
  - Establish space for wet weather gear and life jackets
  - Establish space for booking and administering Harbour Sails
  - Harbour Sails will need a stern on berth outside the club for people to get on an off the yachts
  - This needs to be 11 metres long and 3 metres wide
- Remote Control Yachts
  - Need to establish a Remote Control Yacht base in sheds to west of club
  - The remote control yachts will need their own designated space to sail in.
  - The remote control yachts will need a section of the pathway at the waters edge left clear for sailors to control the yachts from - at least 20 metres long

#### **4. Boat Harbour Functions**

The mooring and pontoon systems in the boat harbour are long overdue for upgrading. The existing mooring systems are outdated and the positioning of boats is inefficient. The breast work installed by the Americans is inadequate and is now often under water at high tide. A plethora of unused mooring blocks and flotsam is spread across the harbour floor. There are no areas deep enough in the marina to accommodate large ocean racing yachts. The existing pontoon arrangements in the sailing academy are unable to house the ten yachts it manages. The opportunity to establish walk on marina berths along the breakwaters has not been realised.

It is proposed that the master plan for the Clyde Quay Boat Harbour provide for the following on the water upgrades.

- Sailing Academy berths
  - Need space to berth six sailing academy yachts on a walk on marina
  - Each yacht approx 10 metres long by 2.5 metres wide.
  - Stern on access required to floating dock for each yacht
  - Either Port or Starboard side access also required from floating dock
- Youth Scheme berths
  - Need space to berth four youth scheme yachts on a walk on marina
  - Each yacht approx 6 metres long by 1.5 metres wide
- Central Pontoon
  - Need to establish a central floating pontoon that protrudes off the front of the yacht club into the middle of the boat harbour
  - Pontoon needs to be approx 2 metres wide

- Used for visiting boats to tie up and for their crew to alight from
- Used as central point for tying up official boats and competing yachts during major regattas and civic functions
- Must be capable of berthing visiting ocean racing yachts which draw up to 4.5 metres and are up to 20 metres long and 5 metres wide
- Mooring facilities
  - Need to remove old mooring blocks and tidy up other general flotsam on boat harbour floor
  - Need to establish contemporary mooring systems in boat harbour to ensure a more efficient yacht mooring configuration
  - Need to establish a breakwater adjacent to harbour entrance to stop surge entering the boat harbour.
- Walk on marina berths
  - Need to establish contemporary walk on marina berths along Eastern and Western breakwaters
  - West to hold 20 yachts, East to hold 14 yachts

**What are the key phases of the project?**

**Who will ultimately own, govern and manage the various aspects of the Clyde Quay Boat Harbour under the memorandum of understanding?**

The answers to these questions are contained in the following implementation matrix.



## Clyde Quay Boat Harbour – Implementation Matrix

Issue				
1. Open Space	Responsibility under MOU	Short term: Before July 2013	Medium term: Before July 2014	Long term: Before July 2015
<p><b>Public Walkway</b></p> <ul style="list-style-type: none"> <li>• Provide a continuous walkway that allows people to walk from one end of the Clyde Quay Boat Harbour to the other in front of the historic sheds and the yacht club along the water edge from Chaffers Dock past Freyberg Pool to Oriental Bay Beach</li> <li>• Provide public resting places along the waters edge</li> <li>• Provide legible entrances at both the eastern and western end of the Clyde Quay Boat Harbour</li> <li>• Connect the Clyde Quay Boat Harbour tightly into the overall Wellington Waterfront as one precinct</li> <li>• Ensure occupiers of sheds have the ability to launch and retrieve dinghies from sheds, either through the use of strategically placed slipways, or dinghy davits, or both</li> <li>• Ensure historic form and function of the area is reflected in the adaptations made to improve functionality and safety</li> </ul>	<p>The responsibility for funding and designing the Open Space aspects of the project rests with the Wellington City Council, with RPNYC providing input into the design, particularly around the integration of the public space with functions that take place within the boat harbour. The ongoing maintenance of the public space will be managed and funded by WCC.</p>	<p><b>Central section of public walkway</b></p> <ul style="list-style-type: none"> <li>• This is the first priority for the overall project along with the establishment of the central pontoon. Create central section of walkway extending from breastwork outside shed 28 to breastwork at bottom of entrance stairs on eastern side of RPNYC clubrooms.</li> </ul> <p><b>Eastern Entrance</b></p> <ul style="list-style-type: none"> <li>• Entrance way created that directs slow foot traffic from Oriental Bay beach, past Freyberg pool and down into the boat harbour, including a pathway along the western side of Freyberg Pool.</li> </ul>	<p><b>Eastern public walkway</b></p> <ul style="list-style-type: none"> <li>• Walkway from entrance way at eastern side of RPNYC clubrooms to Freyberg pool providing a connection from the Eastern entrance to the central walkway</li> </ul> <p><b>Eastern resting places by water's edge</b></p> <ul style="list-style-type: none"> <li>• Build spaces for people to stop and rest along the walkway</li> </ul>	<p><b>Connection of boat harbour to overall Wellington Waterfront and western entrance way</b></p> <ul style="list-style-type: none"> <li>• By removing storage dump and reconfiguring park on western end of the boat harbour it will be clear to all that the boat harbour links to the Wellington Waterfront and integrates with Chaffers Marina. An entrance way will be created that directs slow foot traffic down into boat harbour rather than around the footpath on Oriental Parade.</li> </ul> <p><b>Western public walkway</b></p> <ul style="list-style-type: none"> <li>• Walkway connecting central walkway at shed 28 to shed 14. Existing concrete hard and slipway in front of sheds 1 to 14 remains 'as is' to provide an aesthetic connection to the historical form and function of harbour.</li> </ul> <p><b>Western resting places by water's edge</b></p> <ul style="list-style-type: none"> <li>• Build spaces for people to stop and rest along the walkway including tables and picnic areas</li> </ul>

2. Wellington Ocean Water Sports Centre	Responsibility under MOU	Short term: Before July 2013	Medium term: Before July 2014	Long term: Before July 2015
<p><b>The Wellington Ocean Water Sports Centre</b></p> <ul style="list-style-type: none"> <li>• This includes: <ul style="list-style-type: none"> <li>○ The RPNYC Sailing Academy</li> <li>○ Ocean Water Sports Talent Development Programme</li> <li>○ Ocean Water Sports Schools Programme</li> <li>○ Powered by the Wind Education Programme</li> </ul> </li> </ul> <p><i>(Specific Schedule of Accommodation details for the Ocean Water Sports Centre can be found in appendix 1.)</i></p> <p><b>Storage Sheds X 4</b></p> <ul style="list-style-type: none"> <li>• Each shed needs to be approx 8 metres long by 3 metres wide. Sailing Academy, Youth Yachting Scheme and Wellington Spirit Yacht Racing team sheds require 5m long shelves to store sails and a 5m long work bench. The Ocean Water Sports Schools Programme shed requires space for canoes, dinghies and other craft.</li> </ul> <p><b>Rescue Boats Shed</b></p> <ul style="list-style-type: none"> <li>• Need space to house two rescue boats. Yacht Club rescue boat is approx 8 metres long by 2.5 metres wide. Youth Scheme Rescue Boat is approx 6 metres long by 2 metres wide. The shed needs to house anchors, buoys and other equipment used for running yacht racing. Both boats need to be raised out of the water using a hydraulic lifting system</li> </ul>	<p>The Wellington Ocean Water Sports Centre will be a new building constructed on the area currently covered by the Sailing Academy, the slipway and the Coene sheds. Currently WCC owns the Coene sheds and RPNYC owns the Sailing Academy building. RPNYC leases the Coene sheds and the slipway from the WCC. RPNYC has equity invested in the reconfiguration of the Coene shed as changing rooms, meeting rooms, boat storage space and as a rescue boat shed.</p> <p>A governance board will be established to oversee the ongoing funding, implementation and maintenance of the Wellington Ocean Water Sports Centre. Representation on the board will be drawn from WCC, RPNYC and other water sport users of the facility. RPNYC and WCC will hold the majority of the positions on the board. RPNYC will be contracted to manage the facility on behalf of the management board.</p> <p>Internal configuration of the Wellington Ocean Water Sports Centre will be driven by RPNYC with external design driven by WCC.</p>	<p><b>Storage sheds</b></p> <ul style="list-style-type: none"> <li>• The four storage sheds will be constructed under the existing overhang on the western side of the Freyberg pool. These will be built at the same time as the eastern entrance to the boat harbour.</li> </ul> <p><b>Rescue Boat shed</b></p> <ul style="list-style-type: none"> <li>• The rescue boat shed will be constructed on a floating pontoon in the North East corner of the boat harbour. The shed will need to be in place before the existing rescue boat shed is reconfigured to make way for the construction of the Ocean Water Sports Centre.</li> </ul>	<p><b>Ocean Water Sports Centre</b></p> <ul style="list-style-type: none"> <li>• The sailing academy will need to continue to operate out of old clubrooms during construction. The section of the centre from the existing Te Ruru shed through to the entrance way from Oriental Parade at the western end of the Coene sheds can be constructed while the academy operates out of existing facilities. Once completed the sailing academy can move into this building while the second half of the centre is constructed. Once the sailing academy has moved into the western section of the centre the old clubrooms can be demolished to make way for the construction of the second half of the centre. Once construction is complete then the sailing academy will move into its new space and the other sports will take their place in the overall centre.</li> </ul>	

3. Royal Port Nicholson Yacht Club Functions	Responsibility under MOU	Short term: Before July 2013	Medium term: Before July 2014	Long term: Before July 2015
<p><b>Culture of Openness</b></p> <ul style="list-style-type: none"> <li>• Need an entrance way into the Yacht Club from Oriental Parade that draws people into the club and makes them feel that they are welcome. Need membership categories for general public to join the club. Need rules that allow general public to use club cafe and bars</li> </ul> <p><b>Café Stage One:</b></p> <ul style="list-style-type: none"> <li>• Create a quality café facility that encourages more of the general public to utilise the club. Reconfigure existing wardroom and deck area to create a café that is open to the public in the weekends. Need to make sure the space is flexible enough to operate as a club room for members, a venue for social occasions, a facility for business meetings and a weekend café for the public</li> </ul> <p><b>Café Stage Two:</b></p> <ul style="list-style-type: none"> <li>• Create new purpose built café adjacent to Yacht Club building. Café should be highly visible to the public. Café should be easily accessible from the boat harbour open space. Able to 'open up' to the elements or 'close in' from the elements depending on weather. Needs to integrate with Harbour Sails and Remote Control Yachts. Café needs to be open to the public seven days.</li> </ul> <p><b>Harbour Sails</b></p> <ul style="list-style-type: none"> <li>• Need to establish a Harbour Sails base in sheds to west of club. Establish space for wet weather gear and life jackets. Establish space for booking and administering Harbour Sails. Harbour Sails will need a stern on berth outside the club for people to get on an off the yachts. This needs to be 11 metres long and 3 metres wide.</li> </ul> <p><b>Remote Control Yachts</b></p> <ul style="list-style-type: none"> <li>• Need to establish a Remote Control Yacht base in sheds to west of club. The remote control yachts will need their own designated</li> </ul>	<p>All Royal Port Nicholson Yacht Club functions will be funded and managed by RPNYC.</p> <p>The club and WCC will share design responsibility for an entrance to the club that represents a gateway to Te Whanganui a Tara including two pillars representing Ngake and Whataitai.</p> <p>RPNYC has already completed the establishment of membership categories for the general public use of the club.</p> <p>RPNYC will be responsible for design and management of the Café stage one. RPNYC and WCC will share design responsibility for Café Stage 2 with RPNYC responsible for the management of café stage 2.</p> <p>RPNYC will lease shed 28 and 29 from WCC as the base for the Harbour Sails and the Remote Control Yacht activities. RPNYC will be responsible for the management of the Harbour Sails and the Remote Control Yacht activities.</p>	<p><b>Café Stage one</b></p> <ul style="list-style-type: none"> <li>• Complete refurbishment of the wardroom and existing deck area so that it can act as a café on Saturday and Sundays</li> </ul> <p><b>Harbour Sails Base</b></p> <ul style="list-style-type: none"> <li>• Once central pontoon and central section of walkway is in place then harbour sails departure base will move to shed 29</li> </ul> <p><b>Remote Control Yachts Base</b></p> <ul style="list-style-type: none"> <li>• Once central pontoon and central section of walkway is in place then the remote control yachts base will established in shed 29.</li> </ul>		<p><b>Café Stage two</b></p> <ul style="list-style-type: none"> <li>• If business case permits then the existing deck tent will be extended onto the western deck in front of the Yacht Club to form the basis of a seven days a week café operation.</li> </ul> <p><b>RPNYC entrance way</b></p> <ul style="list-style-type: none"> <li>• This is the final part of the project to be completed. Its commissioning will represent the establishment of the Clyde Boat Harbour as the gateway to Wellington harbour and will signify the completion of the restoration project.</li> </ul>

space to sail in. The remote control yachts will need a section of the pathway at the waters edge left clear for sailors to control the yachts from - at least 20 metres long				
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4. Boat Harbour Functions	Responsibility under MOU	Short term: Before July 2013	Medium term: Before July 2014	Long term: Before July 2015
<p><b>Central Pontoon</b></p> <ul style="list-style-type: none"> <li>Need to establish a central floating pontoon that protrudes off the front of the yacht club into the middle of the boat harbour. Pontoon needs to be approx 2 metres wide. Used for visiting boats to tie up and for their crew to alight from. Used as central point for tying up official boats and competing yachts during major regattas and civic functions. Must be capable of berthing visiting ocean racing yachts which draw up to 4.5 metres and are up to 20 metres long and 5 metres wide.</li> </ul> <p><b>Floating Pontoon Network</b></p> <ul style="list-style-type: none"> <li>A network of floating pontoons at the waters edge to allow easy access to the sea from the land</li> </ul> <p><b>Ocean Water Sports Centre Berths</b></p> <ul style="list-style-type: none"> <li>Need space to berth six sailing academy yachts on a walk on marina. Each yacht approx 10 metres long by 2.5 metres wide. Stern on access required to floating dock for each yacht. Either Port or Starboard side access also required from floating dock for each yacht. Need space to berth four youth scheme yachts on a walk on marina. Each yacht approx 6 metres long by 1.5 metres wide.</li> </ul> <p><b>Mooring Facilities</b></p> <ul style="list-style-type: none"> <li>Need to remove old mooring blocks and tidy up other general flotsam on boat harbour floor. Need to establish contemporary mooring systems in boat harbour to ensure a more efficient yacht mooring configuration. Need to establish a breakwater running at right angles to western breakwater to stop surge entering the boat harbour.</li> </ul> <p><b>Walk on Marina Berths</b></p> <ul style="list-style-type: none"> <li>Need to establish contemporary walk on marina berths along Eastern and Western</li> </ul>	<p>WCC will be responsible for funding the remedial work, the reconfiguration work and the new walk on marinas in the boat harbour.</p> <p>RPNYC will be responsible for coordinating the design of the new walk on marinas and the reconfiguration of the moorings, including the breakwater at the boat harbour entrance.</p>	<p><b>Central Pontoon</b></p> <ul style="list-style-type: none"> <li>This is the first priority for the whole project along with the central section of the walkway. Both tasks need to be completed in parallel. The pontoon will be a temporary berthing space for academy and youth scheme yachts while the Ocean Water Sports Centre berths are being created so it needs to be in place before this aspect begins.</li> </ul> <p><b>Boat harbour entrance breakwater system</b></p> <ul style="list-style-type: none"> <li>This is also an early task in the project. The breakwater will stop the surge entering the harbour and will need to be completed before the ramp and eastern berths are developed.</li> </ul> <p><b>Ocean Water Sports Centre Berths</b></p> <ul style="list-style-type: none"> <li>These will be established once the eastern entrance way is completed.</li> </ul> <p><b>Walk on Marinas</b></p> <ul style="list-style-type: none"> <li>Construction of these berths will also be an early task in the project as they will provide a facility which will allow yachts to be moved around within the harbour as others parts are brought up to standard.</li> </ul>	<p><b>Floating pontoons in front of eastern walkway</b></p> <ul style="list-style-type: none"> <li>Once eastern walkway is in place then these pontoons can be commissioned</li> </ul> <p><b>Eastern Mooring Facilities</b></p> <ul style="list-style-type: none"> <li>Boats moored in the eastern section of the marina will be moved to the western and eastern walk on berths as this section of the harbour is upgraded.</li> </ul>	<p><b>Western Mooring Facilities</b></p> <ul style="list-style-type: none"> <li>Boats moored in the western section of the marina will be moved to the western and eastern walk on berths as this section of the harbour is upgraded.</li> </ul> <p><b>Floating pontoons in front of Western section of walkway</b></p> <ul style="list-style-type: none"> <li>Once western walkway is in place then these pontoons can be commissioned</li> </ul>

breakwaters. West to hold 24 yachts, East to hold 18 yachts				
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## Project phasing in timeline view

	July 2013			July 2014			July 2015		
Café stage one	■								
Central pontoon	■								
Central section of walkway	■								
Eastern entrance way	■	■	■						
Breakwater and walk on marinas	■	■	■						
Wellington Ocean Water Sports Centre berths		■	■						
Remote control yachts and harbour sails base			■						
Rescue boat sheds			■						
Wellington Ocean Water Sports Centre storage sheds			■						
Wellington Ocean Water Sports Centre				■	■	■			
Eastern section of walkway				■	■				
Eastern walkway pontoon					■				
Eastern moorings reconfiguration					■				
Western section of walkway							■	■	
Western entrance way							■	■	■
Western moorings reconfiguration								■	
Café stage two								■	■
Western walkway pontoon									■
RPNYC entrance way									■

## **Appendix 1 – Wellington Ocean Water Sports Centre Schedule of Accommodation**

### **Two changing rooms**

- Capable of holding 20 people at a time
- Two showers in each changing room
- One toilet in each changing room
- Wet floor system

### **Instructor's room**

- Capable of holding 5 people at a time
- 10 Lockers
- Wet floor system

### **A drying room**

- Capable of housing 40 sets of wet weather gear and 40 life jackets
- Dehumidifier to pump moisture outside
- Wet floor system
- Space for people to change into wet weather gear

### **Two seminar/meeting rooms**

- Each room capable of sitting 20 people at tables
- Each room to have large wall mounted TV linked to sound, computer, dvd, and video systems
- Each room to have a large whiteboard
- Dividing wall system between the two rooms so that the space can be turned into one room

### **Reception area**

- Office space for 4 people and a reception counter
- Space for up to thirty bags to be locked away
- Waiting area for up to 20 people

### **Storage space**

- Cupboard space for files
- Cupboard space for resources
- Cupboard space for fitness gear

### **Kitchen**

- Tea and coffee facilities for up to forty people
- Dishwasher
- Fridge
- Connected to reception area and to seminar rooms

### **Disabled/Unisex toilet**

- One disabled and one standard toilet and washbasin facilities

### **Ocean Water Sports shared office space**

- Capable of housing 6 people at one time
- 'Hot desk' facilities for sports administration
- Large meeting table
- Able to be used for administering ocean water sport events in Oriental Bay area including entry, results and enquiry desk functions

**Powered by the Wind Education Programme Classroom**



- Capable of holding 15 students and a teacher
- Works benches and tools for designing and testing solutions
- Area for interactive science and technology demonstrations
- Large wall mounted TV linked to sound, computer, dvd, and video systems
- Large whiteboard
- Four computers in a pod

## **Appendix 2 - Supporting documentation**

This brief should be read in conjunction with ...

1. Memorandum of Understanding between WCC and RPNYC
2. RPNYC Statement of Intent 2009-2015
3. RPNYC Strategy and Policy Committee deputation submission
4. Clyde Quay Boat Harbour Conservation Plan
5. RPNYC One Hundred Years 1883 – 1983
6. A Summary History of Clyde Quay Boat Harbour
7. WCC Clyde Quay Heritage comments
8. Craig & Coltart Clyde Quay Boat Harbour concept sketches
9. Harrison Grierson Clyde Quay Boat Harbour concept sketches
10. Royal Port Nicholson Yacht Club Café feasibility study
11. Remote Control Yacht attraction feasibility study
12. WCC 50 Year Seawater Rise Prediction Chart
13. WCC Clyde Quay Boat Harbour Project Charter