
BRIEFING PAPER: WORSER BAY BOATING CLUB PROPOSAL

Purpose

1. The purpose of this report is to:
 - update the committee on the Worser Bay Boating Club Incorporated (the Club) proposed redevelopment plans,
 - advise the Committee of officer's landowner consent to the proposed redevelopment, and
 - advise the Committee of a change of Required Use under the existing lease.

Summary

2. The Club is proposing to replace its clubrooms. The proposed new building largely fits within the existing building envelope.
3. In addition, the Club proposes to broaden the Required Use of the clubrooms under the current lease. This would allow better utilisation of the building outside of the Club's normal hours of use.
4. Both the building replacement and use change are captured within the existing lease consent provisions, which can be approved at officer level.
5. The proposed new building and broadening the use (as outlined above) are consistent with the leases policy and relevant reserve management plan. Officers have determined that public notification is not required.

Recommendations

That the Community, Sport and Recreation Committee:

1. Receives the information.
2. Notes officers have provided landowner consent to the proposed Worser Bay Boating Club Incorporated (the Club) clubroom redevelopment.
3. Notes officers have provided consent to broaden the Required Use under the Club's current lease to include "...community activities and hire and any other commercial activities which are consistent with the *Leases Policy for Community and Recreation Groups*".
4. Notes the Club has signalled a request for Council to pay for work around the building including refurbishment of sea walls, the hard stand and the boat ramp. In the first instance, the Club has a Council grant to complete a wave study. The outcome of the wave study will determine the final design (and cost) of both the club building and the refurbishment work surrounding the building. The Club's current estimate for the sea walls, hard stand and boat ramp work is \$350,000. There is no funding in the Long Term Plan for this - this will be the subject of a future Annual Plan bid.

Background

6. The Club has been in existence, in one form or another, since incorporation under the Incorporated Societies Act 1908 on 18/10/39. It occupies part of Council's Worser Bay

coastal reserve under a 10 year ground lease, with a 10 year right of renewal. Final expiry is 2032 (assuming the right of renewal is exercised).

7. The leased area is shown highlighted orange on attachment 1.
8. According to the Club's 2014 financial statements, it has approximately \$180,000 cash on hand, an average monthly income of nearly \$16,000, a monthly operating surplus, and membership of 319.
9. The existing clubroom building is reaching the end of its useful life. It no longer complies with aspects of the building code and is increasingly susceptible to climate change impacts and sea-level rises.
10. In 2015, the Club obtained resource consent to effectively demolish the existing clubrooms and to rebuild a new building, within the existing building footprint.
11. The proposed rebuild is shown on attachment 2.
12. Clause 9 of the lease allows building alterations and extensions, without Council approval. Ordinary alterations can be approved at officer level. However, given the building is being entirely replaced, officers are advising Committee of the proposal.
13. In keeping with its existing lease, the Club proposes to use the new building primarily for club rooms, boat storage and sailing activities. However, the Club is also seeking to diversify the use to include:
 - Community activities eg community meetings, use by Worsler Bay School etc
 - Social activities eg Summerfest
14. In addition to the above, in order to assist funding the redevelopment, the Club proposes to introduce a small element of commercial activities. The Club has provided assurance that the redevelopment project does not rely on income from this type of activity.
15. Approval for short-term commercial activities are decided on a case by case basis, dependent upon whether they meet the criteria in 8.8 of the *Leases Policy for Community and Recreation Groups* (the Policy).
16. Section 8.8 of the Policy states that *"The Reserves Act allows commercial activities on recreation reserve provided that the activity is necessary to enable the public to obtain the benefit and enjoyment of the reserve...any approval will only be permitted to the extent that:*
 - *the commercial activity is ancillary to the group's primary community or recreational activity*
 - *any excess funds generated by the group are in the first instance applied to any maintenance obligations the group has under the lease and then to the group's community or recreational activity..."*
17. Officers propose to amend the Required Use provision in the lease to include "...community activities and hire and any other commercial activities which are consistent with the *Leases Policy for Community and Recreation Groups*".
18. Officers have considered these amendments in the context of relevant policies. The proposed new building and broadening the use as outlined above are consistent with the leases policy and relevant reserve management plan. Officers have determined that public notification is not required.

Discussion

19. The leased area is located on the small rocky peninsula that separates Worsler Bay from Karaka Bay.
20. The clubrooms are located on the coastal edge within the public reserve.
21. The building is one of a cluster of recreation facilities at the northern end of Worsler Bay including the Surf Lifesaving Club, a storage and toilet/changing room building, a new storage shed, the Scouts building, car parking areas and a public toilet.
22. There is also a Council pavilion nearby, to the south of the surf lifesaving club, which provides storage for the boat club and public toilets and changing rooms.
23. In June 2015, the Club obtained Resource Consent to demolish and replace the building and expand the activities on site.
24. The approval provides for “non-Club activities” Monday – Friday 7.00am to 10.00pm.
25. The proposed non-Club activities involve hiring to community groups, businesses and schools for meetings, workshops and education sessions.
26. There are conditions of consent including Council approval of the final building design and a construction management plan.
27. The planner considered the effects of the proposal to be no more than minor and that no parties will be adversely affected.
28. The application was not publically notified.
29. The Resource Consent specifically includes the requirement for Land Owner Approval (LOA) prior to beginning any work. Resource Consent and LOA are each required under different legislation and cannot be considered interchangeable.
30. If funding is secured, the construction period would be approximately one year (including demolition period). This does not include any works around the building (upgrading the boat ramp, hardstand and seawall refurbishment).
31. The design cannot be finalised until a wave study has been completed. Construction is tentatively scheduled to commence on April 2017.
32. The club has provided assurance that the building replacement project can go ahead and function without any work to the area surrounding the building (ie the boat ramp, hardstand area and seawall refurbishment).
33. The Club has indicated a Council contribution will be needed towards the cost of work around the building including refurbishment of sea walls, the hard stand and the boat ramp. These costs will not be known until completion of the previously mentioned wave study.
34. The outcome of the wave study will determine the final design (and cost) of both the club building and the refurbishment work surrounding the building. The Club’s current estimate for the sea walls, hard stand and boat ramp work is \$350,000. There is no funding in the Long Term Plan for this - this will likely be the subject of a future Annual Plan bid.

Next Actions

35. Officers propose to amend the lease and provide landowner approval in relation to this building project.

Attachments

Attachment 1. Lease Plan	Page 113
Attachment 2. Proposed Redevelopment	Page 114

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SUPPORTING INFORMATION

Consultation and Engagement

Public consultation will be undertaken as required under the Reserves Act 1977.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

There are no substantial financial implications at this stage. As outlined in the report, if the Club makes a request for funding, this will form part of future Annual Plan deliberations.

Policy and legislative implications

The proposed licence variation will be consistent with the objectives of the Leases Policy for Community and Recreation Groups.

Risks / legal

The proposed Required Use variation will be subject to the provisions of the Reserves Act 1977.

Climate Change impact and considerations

The proposed building redevelopment seeks to improve resilience and guard against rising sea levels. The proposed Required Use variation will have no substantial climate change impacts.

Communications Plan

Not required.





Laying the foundations for the next 60 years



New clubrooms rebuild project

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Cover photo illustrates what the rebuilt clubrooms will look like.

Contents

Introduction	4
How we got to where we are today	5
Where we want to be in the future	9
1. Sailing first and foremost	13
2. Helping people learn to sail	17
3. Developing world class youth sailors	21
4. Providing a facility for community activities	25
5. Developing water safety awareness with schools	29
6. Helping Wellington businesses thrive	33
7. Delivering world class sailing events	37
Preliminary designs	41
Anticipated construction costs	51
Funding for the new building	52
Ongoing operational budget	54
Ongoing governance and operational structure	56
Next steps	57

Introduction

Worser Bay Boating Club is embarking on a clubrooms rebuild project.

The existing building is reaching the end of its useful life. The shed walls were damaged in the July 2013 storm and will only continue to be susceptible to similar events. The building cladding is deteriorating to the point where it needs replacing. The roofing system includes asbestos and is becoming increasingly vulnerable in high wind events.

The building no longer complies with many aspects of the building code and is likely to require significant remedial work to bring it up to the new earthquake code. This work will be expensive and not add any new amenity value.

Sea level rise over the next 50 to 100 years is anticipated at the rate of 100 mm per ten years. This, when coupled with the effects of storm surges, means that the building is increasingly susceptible to flooding and water damage.

The list goes on and will only get longer!

‘More than a Club’

But more than all this, the most important reason for rebuilding is that we want to create a community facility that is *‘more than a club’*.

We want to make sure we are prepared for the next half century with state of the art facilities that help make the Eastern Suburbs and Wellington a great place to live.

We have completed initial feasibility investigations, community consultation, have created a set of preliminary designs, and have received a resource consent for the new building.

As a result of a remit at 2015 AGM, the club has committed to the rebuild project.

The purpose of this document is to outline how the new facility will be used once built.

It grounds us in our history, making sure we don't lose what is great about the club as we prepare for the next 60 years in a new facility.

The document is our blueprint for what we intend to be.

We hope you enjoy reading about where we are headed and choose to come with us on this journey.

How we got to where we are today

Residents of Worser Bay, Karaka Bay, and Seatoun met recently and decided to form a Boating Club for the boys. Mr. A. C. Kitto presided, and there were over forty residents present. It was decided that the name of the club be "The Worser Bay Boating Club," and the objects to be the fostering of sailing in the district. The following officers were elected:— Patron, Mr. R. A. Wright, M.P.; presi-

Evening Post, Volume CXI, Issue 35, 10 February 1926, Page 4

How we got to where we are today

The clubrooms rebuild project is the latest initiative in a series of infrastructure developments that the club has undertaken throughout its history.

Each new development has built on past projects in order to support changes and growth in the club's activities. The clubrooms rebuild project is the next step in this ongoing process.

90 years of ongoing development ... and we haven't finished yet!

IT'S GETTING WORSER AND WORSER

One of the first regular boaties in the bay was not actually a sailor ... it was the pilot.

Back in 1883 every time a ship came to the heads of the harbour the pilot and his crew would row out to meet it and help it find its way safely into town.

The name for the bay came from one of the first pilots James Heberley. When he was asked to report on the weather he often said ... 'its getting worser and worser'.

Nowadays, you are more likely to hear the saying ... 'the worser the bay the better the sailing'.



Pilot Holmes and his men beside their boat at Worser Bay (1883)

HUMBLE BEGINNINGS

The first Worser Bay Boating Clubrooms were not where the clubrooms are today.

Initially the boating club occupied the site where Worser Bay Surf Life Saving club now stands.

A utilitarian boat shed was erected with a ramp onto the North end of Worser Bay beach and served as the first clubrooms.

It was from this humble beginnings that the club operated for the first 30 years of its existence.



The first clubrooms in the background of a crowded Worser Bay beach (1933)

OUT TO THE ROCKS WE GO

Following a period of recess during the second world war the club sprang back into action and quickly outgrew its beach clubrooms.

A decision was made to build a new clubrooms out on the rocks of Watts Peninsula. In 1955 a project started to construct the building which still operates today as the clubrooms.

Life member Pat McIntyre remembers the army coming every week to blow up the rocks in order to make a flat area, followed each weekend by club members arriving to move the rock, before the process would repeat again the next week.

EXPAND TO THE NORTH

With club activity expanding during the 1950s and 1960s pressure began to mount on the club to find more storage space for the growing fleet of sailing boats.

An area to the north of the club seemed an ideal place to build a new storage shed.

By 1970 the plans had been drawn up, funding arranged and the membership swung into action to build the North Shed.

This shed has served the club well and to this day is full to the gunwales with sailing boats stacked three high on racks.

MORE HARDSTAND AND CHANGING ROOMS

By the late 1970s the club was starting to outgrow the available rigging area, while having changing rooms inside the main clubrooms was limiting space there as well.

A plan was hatched to fill in the Northern slipway to create more rigging area and at same time convert a decommissioned prefabricated classroom into new changing rooms.

By 1980 the extra rigging space was in use by the fleet and in the mid 1980s the club opened its new rescue boat shed and changing rooms.



Clubhouse under construction out on the rocks (1955)



Members putting up the walls of the North shed (1970)



Building changing rooms, rescue boat shed and extra hardstand (1980-1985)

A HOME FOR THE LEARN TO SAIL BOATS

The club has always focused on introducing young people to sailing. In the late 1970s the club built twelve learn to sail optimists for use by the community and local schools.

In the 1990s this fleet was replaced by more durable plastic optimists and a fleet of six sunbursts was purchased for use in adult learn to sail programmes.

This placed yet further demand on storage space so the club took on a lease of the pavilion on the Worser Bay beach and this became (and still is) the home of the learn to sail fleet.

WE NEED SOME MORE SPACE

By the time the new millennium came around the club was again looking for more storage space for the growing number of sailing boats.

The club formed an alliance with the Surf Life Saving Club, the Sea Scouts and the Wellington City Council to build a set of new facilities for each group including the PD shed for the club.

Some might think the shed was called the PD shed to reflect the many hours of hard labour put in by club members but the real reason is that it is named after the driving force behind the project ... Paul DeLisle!

BETTER FIX UP THOSE CHANGING ROOMS!

After 30 years the club's changing rooms were starting to show the effects of thousands of sailing sessions.

In the tradition of years past a group of members took on the task of fundraising and rebuilding the changing rooms.

And in what seemed like no time at all sailors were once again enjoying warm showers and a tidy place to change after a day on the water.

And that brings us up to date, which means it is time to turn our attention to our next project ... the clubrooms rebuild.



The club fleet of learn to sail boats are moved to the pavilion (1990s)



The PD shed and walkway to the beach is constructed (2009)



The changing rooms are refurbished after 30 years of hard use (2013)

Where we want to be in the future



Where we want to be in the future

As time marches on, and as society changes, the role of clubs in the sport and recreation landscape and in the community also changes.

It is important therefore, before embarking on such a significant initiative as the clubrooms rebuild project, to take stock of the club's purpose, values, vision and goals to guide where we want to be in the future.

In preparing this organisational plan the club's general committee and building project team developed an organisational backbone.

The general committee believes that a clear and strong organisational backbone is a key to engaging members with the clubroom rebuild project.

Members want to make sure we don't lose what is great about the club as we prepare for the next 60 years in a new facility.

Just like a human backbone, an organisational backbone provides structure and support and gives flexibility and strength.

As well as being an organisational asset, a strong backbone will be an invaluable leadership tool for the club as it will help inform the club's strategic decision-making and guide its actions and behaviours as we rebuild the clubrooms.

An organisation's backbone is made up of the essential elements that define it - including its purpose, values, reputation, vision and goals.

Our Purpose is the reason why the club exists - the difference it wants to make in the world.

Our Values are the core beliefs that govern how the club goes about its work - with members, with the community, with partners and with stakeholders.

Our Reputation is what the club wants to be known for in the hearts and minds of the community, partners and stakeholders.

Our Vision is the ambitious future the club is working toward.

Our Goals are the clear and bold targets that we are aiming at as a club.

Providing a community where people can share the joy of sailing and become world class.

PURPOSE

(why we are here)

To provide a community where people can share the joy of sailing and become world class.

OUR VALUES

(from the past and present, guiding us forward)

Family friendly Fostering excellence
Having fun Helping out

OUR REPUTATION

(what we want others to say about us)

WBBC is a great club. It's really well run, it's welcoming and friendly, and consistently producing top-notch people.

VISION 2020

(what we want to achieve by opening day 2020)

We are a strong and thriving club with a reputation for producing top-notch volunteers and sailors in a supportive and family friendly environment. We have healthy levels of participation at all levels. There are clear pathways of progression for volunteers and sailors - from new beginners to old salts. It's easy to join but hard to leave!

We cherish our really strong connections with the community, businesses, the council and national organisations and they value the access they have to our awesome facilities and their involvement in our programmes. We are proud of the contribution we make to the wider community.

We are recognised nationally and internationally as a Centre of Excellence for dinghy sailing. We attract, train and retain great volunteer and sailing talent. Our sailors are consistently performing well in national and international regattas. Our volunteers are well-regarded for the contributions they make.

We regularly host national and international regattas. Our facilities are world class and our event management is exemplary. We are known for being well organised, friendly and welcoming.

GOALS 2020

(what we will measure)

Facilities, Financial and Programme Goals

- Our new facilities are up and humming
- We are operating a sound and sustainable balance sheet
- We are delivering an award winning water safety education programme
- We are delivering a successful learn to sail programme
- We are delivering a successful youth development programme

Regatta Goals

- We have a three-year forward calendar of major National championships
- We have hosted our first World championship regatta

Participation Goals

- Membership growth is 10% and retention of members is 105 % per annum
- We are enjoying increased levels of participation in club sailing
- We have 200 businesses that are involved with our club
- Community groups regularly hold their activities at our club
- Our volunteers are continuously recognised through qualifications and awards

High Performance Goals

- Our sailors podium in at least three national championship regattas each year
- Our sailors are represented in at least three NZ teams each year
- Our sailors podium in at least two international events each year

Creating a community facility

When complete the facility will be a base for 7 community focused activities.

We intend to do more than just rebuild a clubrooms ... we are creating a community facility.

7 KEY USES OF THE FACILITY

- 1 Sailing first and foremost**
The facility will first and foremost be a sailing club catering for recreational sailing in dinghy classes for young and old alike
- 2 Helping people learn to sail**
The facility will be a base for Wellingtonians to learn to sail including junior learn to sail courses, adult learn to sail courses and school courses
- 3 Developing world class youth sailors**
The facility will be the regional base for Yachting New Zealand's youth and talent development programme and national youth sailing camps
- 4 Providing a facility for community activities**
Community service and recreational groups will use the facility for their meetings, activities and gatherings
- 5 Developing water safety awareness with schools**
Wellington schools will use the facility to help students develop recreational boating skills including water safety awareness
- 6 Helping Wellington businesses thrive**
Local business will use the facility mid week for workshops, meetings and seminars aimed at improving their business practices
- 7 Delivering world class sailing events**
The facility will be a venue for major national and international sailing events as outlined in Yachting New Zealand's strategic sailing events framework

Sailing first and foremost

1



Sailing first and foremost

Although committed to building a community facility, the clubrooms will first and foremost be a base for the club's sailing programme.

On any Saturday from September though to May hundreds of people gather at the club to go sailing.

The day typically begins around 8.00am with the first volunteers arriving and launching the rescue and coach boats in preparation for the day of sailing.

Parents and sailors in the optisquad head to the pavilion on Worser Bay beach and get the club's fleet of learn to sail boats out of the shed ready for the optisquad activities.

Meanwhile sailors that have progressed to the learn to race squad get their boats rigged, get changed and meet with their coaches for a briefing while sailors in the opti race squad get rigged and ready for their day's racing.

Sailors in the youth development squad also rig up their boats in preparation for their morning of racing.

While the coaches get the optisquad and learn to race squads groups underway with their

activities, a group of volunteers spring into action to lay marks in the outer bay for the morning's junior racing programme.

Typically the juniors will complete two races on the outer bay in the morning while the opti squad and learn to race squads have 2 hours of fun activities close to Worser Bay beach.

As this action is going on the senior sailors start to arrive and another group of volunteers get to work in the kitchen preparing lunch.

After rigging and derigging respectively the seniors and the juniors mingle over lunch ahead of the afternoon's senior racing programme.

The size of the course is extended and the volunteer race officers make decisions about which fleets will race where and when.

Many of the older-junior sailors jump onto senior boats as crew or take out one of the youth classes for the afternoon racing.

Generally three or four rescue boats are manned by two volunteers each to support the 30 to 50 yachts that hit the start line for the afternoon of racing.

After two races the fleets head to shore, derig and put away the rescue boats. Sailors then gather in the clubrooms to relive the day's action and tell stories about the glamour

moment of their race, or the things that didn't quite go so well!

By 7.00pm the clubrooms are generally quiet again with everyone on their way home.

On Sundays the sailing action continues although no formal programme is organised. Sailors from the various senior and junior fleets will come down to the club to practice or simply just to muck around in boats.

Tuesday and Thursday evenings are also busy sailing nights throughout the spring, summer and autumn months. On these nights sailors gather for coaching as they build towards regional, national or international championship events.

All of this activity needs some pretty specialist facilities as reflected in the sailing club infrastructure requirements table.

SAILING CLUB

Infrastructure requirements

- NEW BOAT CLUB BUILDING AND STORAGE
- NEW HARDSTAND AND BREASTWORK
- CHANGING ROOMS (leave as is)
- RESCUE BOAT SHED (leave as is)
- CAR PARK TO REMAIN (leave as is)

BOAT CLUB BUILDING AND STORAGE

Boat Shed

- Rescue boat storage (X3)
- Club members boat storage (3 boats high)
- Raise floor level above highest tide
- No windows
- Good access
- Security
- Ground floor walls precast concrete
- Foundations Insitu concrete

Start Box

- Race management equipment
- Lock up VHF's
- Signaling system

- Opening sliding windows
- Open start box
- Can be closed off
- Space for 4-6 people to oversee racing
- Flag pole
- Clear view of the full sailing area and bay

Club Room/Wet Area

- Wheelchair access
- Heating/gas
- Waterproof floor with drainage
- Water resistant walls
- Able to be extended onto north deck
- All club areas suitable as wet areas except lounges and kitchen
- Flexible spaces
- Able to accommodate catered functions
- Suitable for large meetings
- Briefing facilities to be included

Storage

- Trophy storage
- Cleaning storage
- Store furniture

Toilet Facilities

- Toilet to meet code
- Minimum 2 urinals and 2 WC men
- Minimum 3 WC for women
- Disability toilets
- Cleaning facilities/storage

Kitchen/Bar

- Semi commercial
- Meet bar and kitchen regulations
- Commercial oven/dishwasher/glasses
- Stainless steel
- Impervious wall and floor linings
- Refrigeration
- Food storage and preparation areas
- Gas hobs/water heating

Lounge

- Slightly larger capacity
- Maintain sailing clubhouse feel

SAILING CLUB

Infrastructure requirements

Entrance

- Accessible
- Under cover
- From ground level enclosed
- Flag pole
- Canopy
- Fire egress

Dining

- Fold up tables and chairs

Lounge/Dry

- Dry lounge
- Protect area
- Soft furnishings

Services

- Sewerage by gravity
- Gas/water
- Stormwater
- Access for disabled
- Rubbish/recycling

Decks

- North and south decks
- South deck 50% bigger
- North deck smaller

Medical

- Medical room with first aid/protest room
- Emergency Hub

General

- Similar bulk and location
- Robust materials
- Precast concrete ground floor walls
- First floor concrete
- Timber above
- Weatherboards
- Aluminum roof
- Exposed timber trusses
- Robust materials appropriate to environment
- Low maintenance
- Meets all current Building codes
- Blend in with surrounding environment
- Building to respect its heritage

NEW HARDSTAND AND BREASTWORK

Hardstand

- Wash down
- Level inclined surface
- Concrete/non slip
- The hardstand area needs to be raised to accommodate the level of the new boat shed floor.
- In 75 years time it is predicted that sea level will be 750mm higher than it currently is
- Ground floor plans and building height set to accommodate 75 year prediction
- Initial hard stand raised to accommodate half of this sea level rise now i.e. 375 mm
- In 35 years time re assess and adjust hardstand and shed floor levels accordingly

Breastwork

- Extend wooden breastwork back to slipway

Helping people learn to sail

2



Helping people learn to sail

The club runs a learn to sail programme each summer as a means of introducing people to sailing and inducting them into the club. The majority of courses are for young people taking them from no experience through to sailing in national championship regattas. A similar set of courses is provided for adults as well. Both young people and adults learn to sail in boats provided by clubs.

LEARN TO SAIL

Each season the club runs a series of learn to sail courses for young people. The courses are run during the September school holidays and again during the Christmas school holidays. The courses are delivered by qualified club coaches who are often in their late teens and have been through the course themselves.

Level 1: Start ... Sailing. Topics covered include:

- Safety first
- Getting to know your boat
- Capsizing
- Getting your boat in and out of the water,
- On the land, get set.... go!
- Tacking
- Gybing
- Points of sail
- Rules and Meanings

OPTI SQUAD

Once young sailors have completed the level 1 course the next step is to join Opti Squad. Sailors in Opti Squad can continue to use the club optimists for half of the season, but after that they need to buy their own boat if they are going to carry on with sailing. The club provides coaching support for sailors in Opti Squad to take the next steps with their sailing.

Level 2: Sailing ... Fast. Topics covered include:

- Learn more lingo
- Safety advanced
- Knot knowledge
- Weather, tides and currents
- Balance essentials
- Points of sail - advanced
- Launching and retrieving - more tips
- Tacking technique
- The art of gybing
- Boat handling

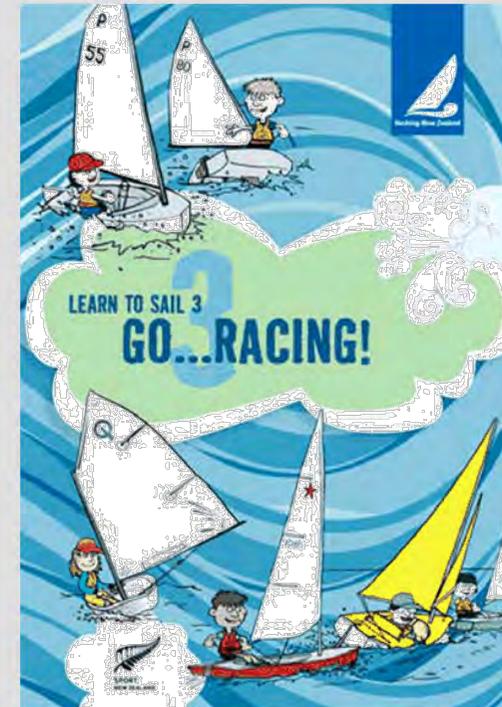
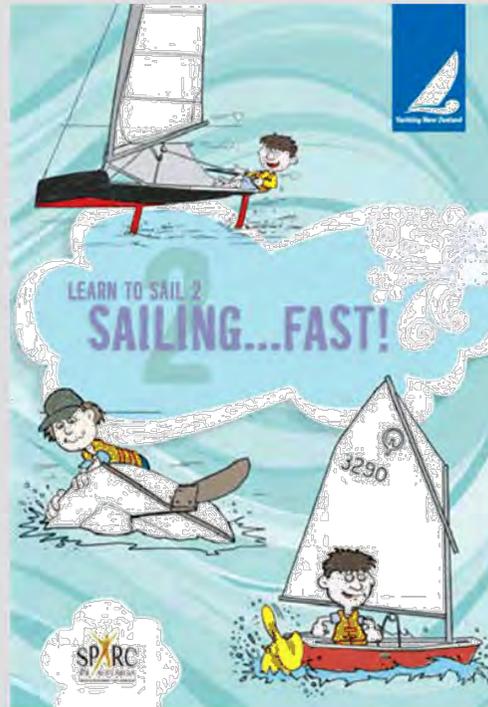
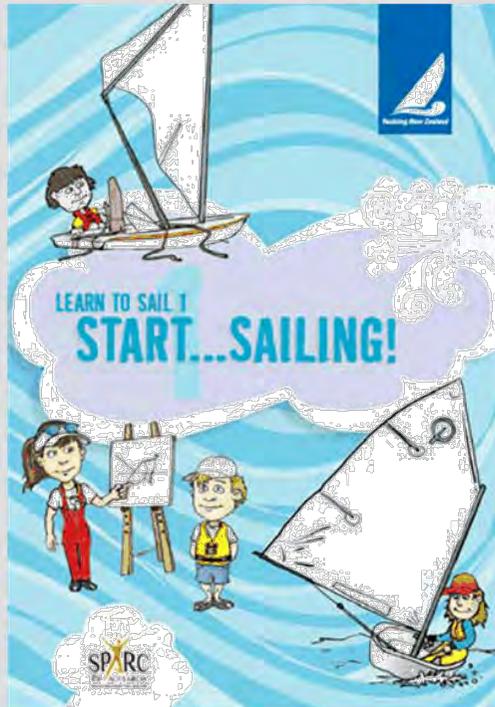
LEARN TO RACE

Once young sailors have completed the level 2 course they are ready to go racing. The club continues to provide coaching support for sailors as they try out their skills in short races whilst also having heaps of fun.

Level 3: Go ... Racing. Topics covered include:

- The basics of racing
- Boat balanced and speed
- How wind, water and weight affects your boat
- How to start and finish like a pro
- Thinking smart and planning ahead
- Good technique and positioning for clear mark roundings
- Understand the forecast and what this means for your race
- Preparing yourself for the regatta
- The most common rule situations racers encounter

LEARN TO SAIL COURSES



The club utilises Yachting New Zealand's learn to sail syllabus for its learn to sail courses for young people and for adults. Each year the club provides opportunities for members to participate in the coach education programmes in order to ensure we have a steady supply of qualified learn to sail coaches and assistant learn to sail coaches. We also support members to become race coaches and regatta coaches.

OPTI RACE SQUAD

The Opti Race Squad is for young sailors who have progressed through the Learn to Race programme and are intending to compete in optimists at the regional or national level. The Opti Race Squad operates on Saturday mornings, Sundays (informal, unless noted in the programme) as well as Tuesdays and Thursdays for after-school coaching.

The club subsidises coaching for the Opti Race Squad including coaching support at regional and national championship regattas. Coaching is varied to suit the conditions but takes the form of specific drills to upskill a range of aspects of racing in regattas.

Level 4: Regatta ... Ready. Topics covered include:

- Sailing in a major sailing regatta
- Regatta racing techniques
- Boat handling for big fleets
- Tacking and gybing for speed
- Mark rounding in big fleets
- Starting in big fleets
- Introduction to nutrition
- Getting fit
- Using rules at big events.

LEARN TO SAIL PROGRAMME

Infrastructure requirements

- Space and equipment for administration of programme
- A classroom for briefing and debriefing
- Make sure this room has plenty of drainage holes and can be mopped out
- Tap outside room
- Room needs to be able sit 15 or so sailors
- Make sure it is OK for sailors to eat in the room
- Have facilities to make hot drinks and warm up food in the room
- Have a really good heating system in the room
- Provide plenty of white-board space in the room
- Large magnetic boats on hand
- Fleet of fifteen learn to sail optimists
- 35 life jackets
- Changing rooms including showers and toilets
- Three coach boats

Developing world class youth sailors

3



Developing world class youth sailors

In collaboration with Yachting New Zealand we intend to establish a regional base for a youth development programme aligned to the national sailing performance pathway.

The building will be used as a Wellington regional base for youth and talent development initiatives designed to give sailors the best possible chance of developing the skills and understandings required to be selected for ongoing support from the YNZ high performance pathway support structure.

The programme will deliver coaching and sport science input for sailors so that they have the best chance of being invited to apply for the Aon Fast Track national sailing talent development squad.

As sailors move further up the ranks of the high performance structure they will be increasingly working out of Auckland and sailing on the global stage. The regional programme will provide ongoing support when they are in Wellington.

The key focus of the regional youth development programme will be to help sailors to the point where they are 'consistently sailing fast and the right way'.

PERFORMANCE PATHWAY
Yachting New Zealand

OPTIMIST
8-15 YEARS UP TO 50KG

ABLE TO RACE OPTIMIST UNTIL 15 YEARS UNDER 50KG

AT 13-14 YEARS GETTING TOO BIG FOR OPTIMIST OVER 45KG

LOVE WINDSURFING AND GOING FAST

LEARN TO SAIL IN OPTIMIST OR LEARN TO WINDSURF

SAILING P-CLASS IS A GREAT OPTION WHILST STILL RACING AN OPTIMIST TO INCREASE SKILLS AND ADD VARIETY.

START WINDSURFING ON A TECHNO WHILST RACING AN OPTIMIST. IT'S IMPORTANT TO GET A GOOD GROUNDING IN RACING.

420 OR 390
IDEAL COMBINED WEIGHTS: 420 = 110-130KG, 390 = 105-130KG
IDEALLY ENTER NO LATER THAN 15 YEARS.

STARLING
55-63KG

ENJOY DOUBLE HANDED SAILING.

TALL AND BIG FOR AGE ENJOY PHYSICAL EXERCISE.

TECHNO 1
DEDICATED TECHNO RACING AND TRAINING AT 14-15 YEARS.

LASER RADIAL
IDEAL WEIGHT: MEN 60-73KG, WOMEN 63-70KG
IDEALLY ENTER NO LATER THAN 16 YEARS.

LASER 4.7
IDEALLY ENTER NO LATER THAN 15-16 YEARS.

NZL YOUTH TEAM - ISAF YOUTH WORLDS CLASS ASSOCIATION YOUTH WORLDS UNDER 19 YEARS

420 MEN AND WOMEN, OPEN, YOUTHWORLD, LASER RADIAL MEN AND WOMEN, LASER 4.7 MEN AND WOMEN

KEELBOAT RACING, ANZL RACING TEAM, OLYMPIC CAMPAIGN

PROFESSIONAL SAILOR

OCEAN RACING, AMERICA'S CUP, OLYMPIC MEDAL

www.yachtingnz.org.nz

The youth development programme will provide parents and sailors with a logical path after the Optimist. It will encourage them to move onto Starlings if they are sizing out of the optimist (i.e. likely to be over 50KG in the next season).

The programme will focus on youth classes that work well for Wellington and will steer sailors into these classes by explaining how they fit into the bigger picture.

The laser radial will be the single handed class as there are good senior fleets, they are sailed by both genders, and Wellington is a great place to learn to sail a laser. They are also the best boat to really learn how to sail fast and helm correctly.

The 29er will be the two handed class because it is sailed by both genders, has two opportunities for selection for the youth team, is one design, and a progression into the 12 ft skiff class in Wellington is available.

Item 2.3 Attachment 2

Consistently sailing fast and the right way has been identified by Yachting New Zealand as what it takes to win regattas.

In order to help sailors develop the skills to sail fast and the right way, the youth development coaching programme will focus on the following 'golden skills'.

- Speed Upwind
- Speed Downwind
- Starting
- Tactics

The youth development sports science programme will include four sport science modules.

- Sail Smart
- Hike Hard
- Eat Well
- Sail Fit

<p>A. SAIL SMART Developing understanding of the impact of planning and review on performance</p>	<p>B. HIKE HARD Developing understanding of sailing biomechanics</p>
<p>C. EAT WELL Developing understanding of the impact of nutrition on performance</p>	<p>D. SAIL FIT Developing understanding of strength and conditioning requirements</p>



Coach development is the final ingredient of the regional youth development programme. Coaches involved within the programme will become involved in the national coach development programme led by Yachting New Zealand. They will be supported to make the most of coach development opportunities provided by Yachting New Zealand at events such as national youth development camps.

Implementation

Worser Bay Boating Club, in collaboration with Yachting New Zealand, will appoint a head coach for the region. Part of their role will be overseeing the youth development programme including administration, management of coaches for the starling, laser and 29er classes, and coordination of sport science provision. The coach will be based at the club and will operate out of a purpose built classroom.

Each year the head coach will establish a calendar of Yachting New Zealand regional clinics for youth sailors from the lower North Island and South Island.

The club will work with the Wellington 12ft Skiff Squadron and the Wellington Laser Master Sailors Group to establish a fleet of 29ers and lasers that sailors can charter in the early years of transitioning from junior classes into youth classes.

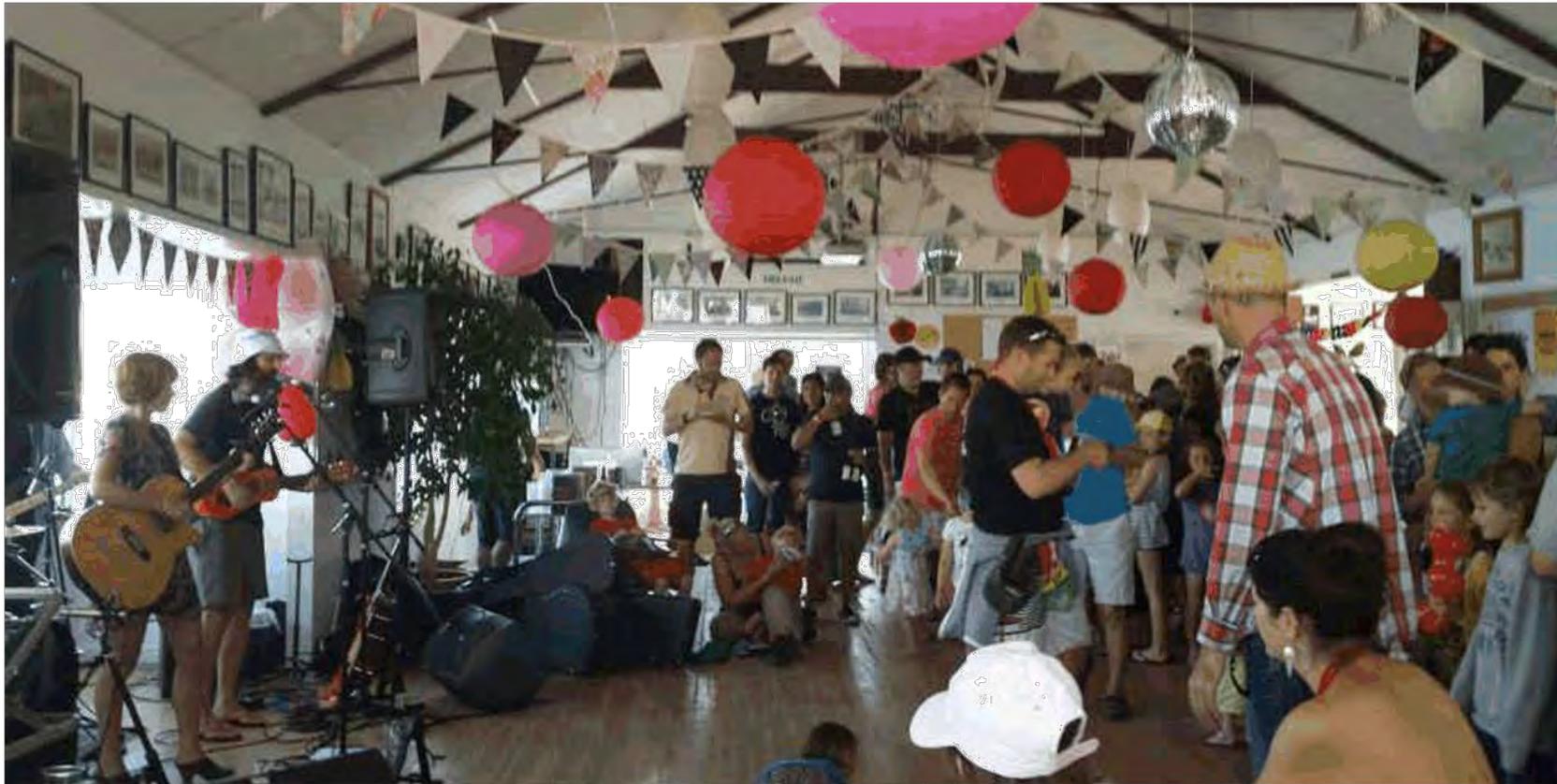
YOUTH DEVELOPMENT PROGRAMME

Infrastructure requirements

- Space and equipment for administration of programme
- A classroom for briefing and debriefing
- Make sure this room has plenty of drainage holes and can be mopped out
- Tap outside room
- Room needs to be able sit 15 or so sailors
- Make sure it is OK for sailors to eat in the room
- Have facilities to make hot drinks and warm up food in the room
- Have a really good heating system in the room
- Provide plenty of white-board space in the room
- Large magnetic boats on hand
- Make it easy to plug directly from a video camera into a large TV screen
- Provide good quality cameras and camera charging systems
- Provide break out space adjacent to room for clinics which involve large groups of sailors
- Provide good quality coach boats and storage for these boats
- Provide easy launching, retrieval, mooring and docking systems and infrastructure for coach boats
- Provide hard stand space so two handed classes can be left rigged up

Providing a facility for community activities

4



Providing a facility for community activities

Operating on the current site for 60 years and in the area for 90, the club has been an integral part of the community over this time.

The facilities have been used on an ad-hoc basis over these years by other sports groups, schools and community groups for a wide range of activities.

We intend to formalise and extend this usage in the new facility.

The Eastern Suburbs has a distinct shortage of community meeting spaces and with the new building designed to cater to a wide range of activities, many groups will be able to use the facilities.

Our plans have been discussed with City Councilors, Wellington City Council Officers, and with the Seatoun and Bays Progressive Association.

All have been very supportive of our rebuild plans and are keen to formalise community access to a much needed amenity.

“We wish to strongly support the Club’s intention to invite other community groups to use the rebuilt rooms as a venue for meetings and activities”

Seatoun and Bays Progressive Association.

The Club is very aware that while the primary usage of the facility is for the sport of sailing, its position and low usage at certain times during the week make it ideal for other groups to have access to the facility.

It is envisaged that the activities will generally involve low impact daytime usage and would be a logical and sensible usage of the facility.

The Resource Consent issued by the Council has identified external usage between 7am and 10pm as being appropriate for Community Service and Recreational groups.

The design process has looked at providing a facility that will be multi-functional and, if required, be able to operate with the flexibility for different groups using separate spaces in the club at the same time.

Implementation

The Club is a volunteer organisation and does not have any paid employees. In setting up a booking/management plan for future usage we are aware that the strength of the Club is in its volunteers. We therefore need to make sure systems are streamlined and simple so that they don’t overburden our volunteers.

With this in mind we will set up a two-tier structure to administer community usage of the facility.

Regular usage by community groups

Working with the Seatoun and Bays Progressive Association we intend to identify and invite local community organisations to use the facilities for their regular meetings, activities and gatherings.

Once suitable operation terms have been agreed with each group they will be allocated their regular usage ‘slots’ and have direct and full access to the facilities.

We estimate that 80% of community usage would fall into this category.

CASE STUDY 1

Summerfest

In its fifth year at Worser Bay Boating Club, Summerfest is a family-friendly afternoon of great tastes - matching great food from the Peninsula such as Huckle & Co's boutique fish & chips and Mexican tastes from La Boca Loca with the best of New Zealand beers: Tuatara, Garage Project and Parrot Dog.

Each year Summerfest is fueled by fabulous sounds such as easy-listening alt-country ballads of Wellington indie band Claude Rains.

The Club is the perfect setting to soak up the views and enjoy Summerfest's celebration of great summer tastes. For children there are always snacks and drinks available and fun beach activities as well to join in.



CASE STUDY 2

Worser Bay School

Worser Bay School is within easy walking distance of the club. The school does not have its own hall and often uses the clubrooms for school activities. The building is being designed with the school's ongoing usage in mind.

Some typical uses could be:

- As a classroom base for rocky shore science investigations
- As a hall for syndicate activities
- As a space for the school community to view whole school art exhibitions and science fairs
- As a base for the school's beach sports programme
- As a place for school community social gatherings



Occasional usage by community groups:

The Club intends to establish a community partners coordinator as a member of the house committee. Part of their responsibility will be to oversee occasional community usage of the facility.

We estimate that 20% of community usage would fall into the 'occasional usage' category.

COMMUNITY ACTIVITIES SPACE

Infrastructure requirements

- A clean space not encumbered or over cluttered with sailing club paraphernalia
- Flexibility to set up the space in a variety of ways - i.e. as a hall with seating, or as a hall with table and chairs, or as just a bare hall
- Access to catering equipment including fridges, ovens, dishwashers, plates, cups, glasses and utensils
- Access to ample and easy parking
- Good toilet facilities
- Good heating systems
- Ability to use smaller rooms for committee meetings
- Storage space to put away specific equipment that might be used regularly by specific community groups
- Access to audiovisual equipment
- Ability to maintain autonomous activity when mid week afternoon sailing sessions or all day school group sessions are underway

Developing water safety awareness with schools **5**



Developing water safety awareness with schools

Education Outside the Classroom (EOTC) provide students with access to hands-on experiences that are not available inside the classroom and that are aligned with the national curriculum.

The club currently provides primary and intermediate school students in the eastern suburbs with the opportunity to 'have a go' at

sailing as an EOTC activity in the later weeks of term four each year.

The club now intends to expand the schools programme to include a focus on water safety awareness within the context of recreational boating.

The club will work with local schools, Yachting New Zealand, Water Safety New Zealand and the Worser Bay Surf Life Saving Club to develop the expanded programme.

It is envisaged that the expanded programme will involve elements of Yachting New Zealand's 'Sail Safe' initiative and Surf Life Saving New Zealand's 'Beach Ed' initiative.

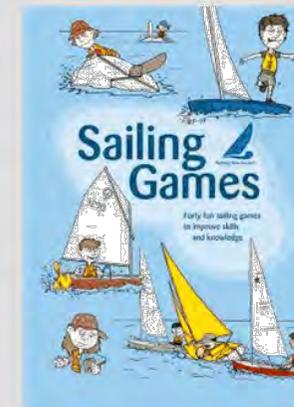
The resultant programme, which will be tailored to Wellington's unique environment, will be more comprehensive than the current learn to sail offering and will include a greater emphasis on water safety awareness and general recreational boating skills.

The objective of the new programme will be to increase student confidence in the marine environment through the development of recreational boating skills and the promotion of water safety principals.

The intention is that the programme will be in place by the time the new building is completed.



The club began its partnership with schools in the early 1980s when Eastern Suburbs schools and the club built a dozen wooden optimist sailing dinghies and started the sailing in schools programme. The club is now expanding the programme to include a broader focus on water safety awareness.



Implementation

The programme will cater for Wellington schools students in years 5 to 10.

It is intended that the programme will have three levels with delivery being game and activity based.

The three levels will be:

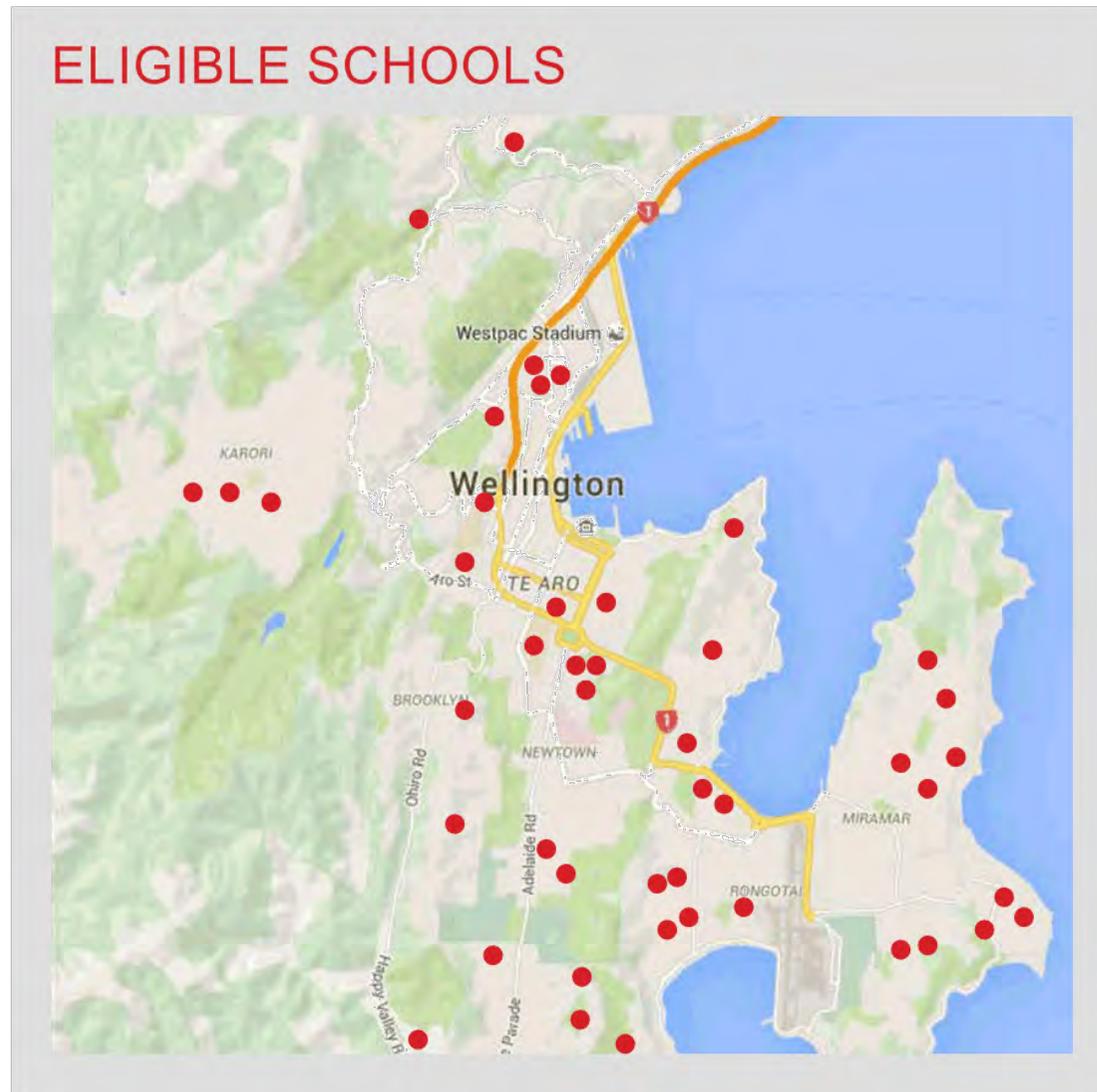
- Years 5 and 6
- Years 7 and 8
- Years 9 and 10

At the end of the programme students will:

- be aware of water safety principals
- be aware of safe boating principals
- understand the effects of weather and tides
- appreciate the physics of sailing
- know how to launch and retrieve a boat
- be able to right a boat upon capsize
- know basic sailing techniques
- be cognisant of basic sailing rules

The programme will relate to the following aspects of the New Zealand curriculum:

- Learning Areas - health and physical education, maths, science and technology
- Key Competencies - thinking, managing self, relating to others and participating & contributing



The programme can be delivered as an intensive session (say, during EOTC week) or throughout the year (as part of a school's enrichment programme).

Qualified instructors will deliver each level of the programme and students will be awarded certificates of completion at each stage.

Students will be provided with written material covering the information they have learned during the programme.

The programme will feed into the Worser Bay Boating Club's 'Learn to Sail' structure and Worser Bay Surf Life Saving Club's 'Junior Surf' structure.

Worser Bay Boating Club is committed to helping Wellington children become confident and safe in the waters that surround us while instilling in them a love of the beach, the sea and sailing.

“We look forward to creating the water safety programme with the Club”

Worser Bay School + Seatoun School

SCHOOLS PROGRAMME

Infrastructure requirements

- Fleet of fifteen learn to sail optimist dinghies
- Fifteen surf paddle boards
- Ten stand up paddle boards
- Ten kayaks
- 35 life jackets
- 35 spray jackets
- Space for briefings, leaving bags, and for gathering before and after sessions
- Access to changing rooms including showers and toilets
- Access up to three rescue boats and programme instructors
- Three parent volunteers per session
- Provision of training for parent volunteers

Helping Wellington businesses thrive

6



Helping Wellington businesses thrive

Throughout the country there are a plethora of sports clubrooms that lie idle for much of the time.

These clubrooms have often been designed and built many years ago as single purpose spaces and are seldom suitable for use by anyone other than the club that owns them.

Starting afresh provides the Worser Bay Boating Club with an opportunity to design a space for alternative and complimentary use.

One such use is business use.

We believe we can create a unique experience on the Miramar Peninsula that will help Wellington businesses thrive ... and we are consulting with the Miramar Business Improvement District group and others to help bring this vision to reality.

We are establishing a Business Partners Network as a key part of the club. The network will facilitate opportunities for businesses to get together and will include access to a high quality venue along with alignment to our community programmes.

“We are right behind the Club’s vision of establishing a facility on the Miramar peninsula that helps Wellington businesses thrive”

Miramar Business Improvement District

The concept

The club is reaching out to Wellington businesses to partner with it long term to help fund the club’s learn to sail, school water safety and regional youth development programmes.

As part of this partnership, these companies will be able to use the new facilities to support their business activities.

They will also receive regular invitations to business partner functions, celebrations and business networking opportunities designed to help like minded businesses expand their business opportunities.

Finding a great venue for planning sessions, team days, or product launches in Wellington is hard.

The new clubrooms will provide businesses with the very rare combination of a great facility, on a spectacular site, with loads of free parking within 20 minutes of the CBD and five minutes of the airport.

Having good disabled access makes the new building disability friendly and means businesses can easily and quickly load in equipment, props and products.

Another essential for a great business venue is having excellent food and coffee! The Miramar Peninsula is blessed with an abundance of top quality cafes and restaurants. Catering arrangements with a select number of these establishments means we will offer businesses top quality food to match the top quality venue.

We will also secure arrangements with audio-visual companies to provide businesses with whatever they need in terms of sound and vision equipment.

Research tells us it’s important to provide businesses with a “clean space”. Storage facilities in the new building mean we can easily move non-fixed club gear out of sight and give businesses a space they can make their own for the day.

Some possible business uses

Planning meetings

Off site meetings where small groups of people come together away from the office environment to work collaboratively on strategic and other business planning processes.

Product launches

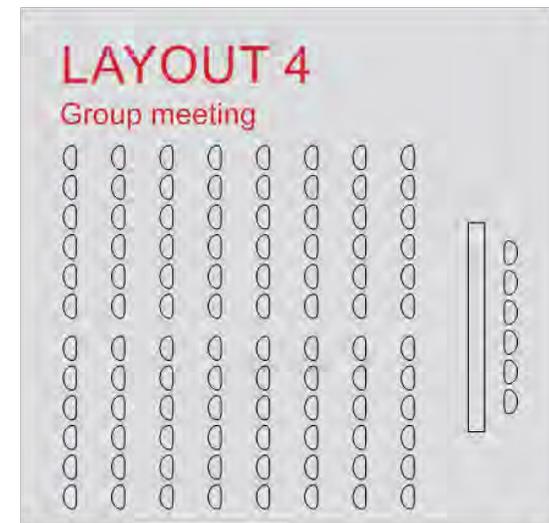
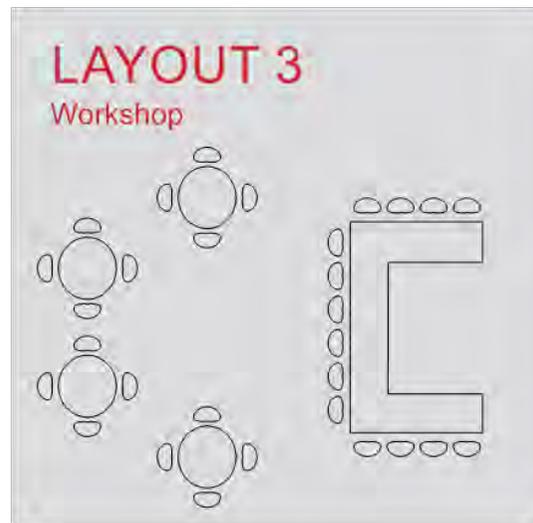
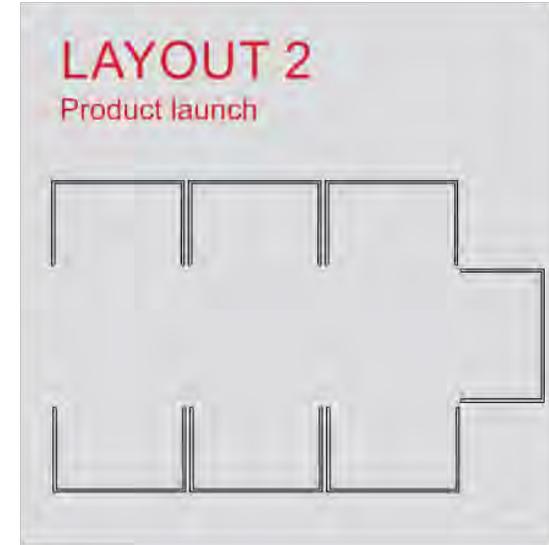
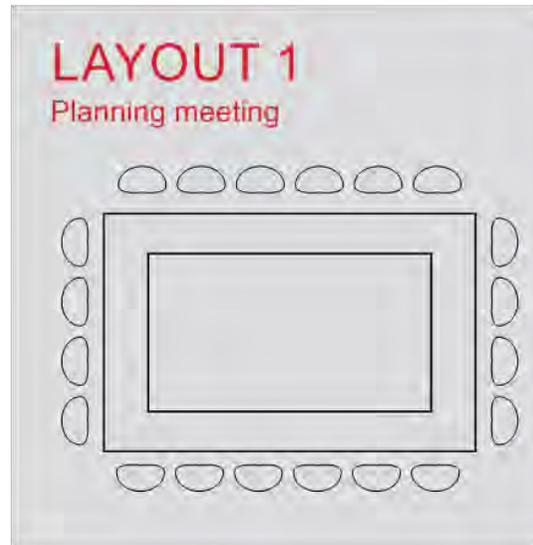
Product launches are intended to create awareness and publicity for a particular product or brand.

Workshops

Short educational programmes designed to teach or introduce participants to practical skills, techniques, or ideas which they can then use in their work. Most workshops are generally small, often designed for people who are working together, and are conducted by a facilitator.

Group meetings

Meetings where medium sized groups of people (50 to 200) gather to hear a common message around a topic or theme.





Establishing the Business Partner Network

A core group of business owners within the club has been established to help grow the business partner network. Currently we have around 50 businesses who form the nucleus of the business partner network. The aim is to grow the number of businesses in the network to 160.

HELPING BUSINESSES THRIVE

Infrastructure requirements

- A clean space not encumbered or over cluttered with sailing club paraphernalia
- Flexibility to set up the space in a variety of ways - i.e. for planning meetings, for product launches, for workshops, for group meetings etc
- Access to catering equipment including fridges, ovens, dishwashers, plates, cups, glasses and utensils
- Access to ample and easy parking
- Good toilet facilities
- Good heating systems
- Access to audiovisual equipment
- Access to white-boards
- Access to turn key catering solutions
- Ability to maintain autonomous activity when mid week afternoon sailing sessions or all day school group sessions are underway

Delivering world class events

7



Delivering world class sailing events

Running regattas is a key part of what all yacht clubs do. Often these regattas involve the class of yachts sailed at the club and have a regional or national focus.

Over the years, Worsler Bay Boating Club has proven itself capable of running some of the country's largest and most successful regattas including the Laser National Championships and the Optimist National Championships.

In developing the clubrooms the plan is to establish a venue that can continue to deliver an annual programme of regional and national events while at the same time being capable of delivering world championship sailing events.

Each of the major sailing dinghy, youth and Olympic classes has an annual world championship event. The club intends to work with Yachting New Zealand, the Wellington City Council, Sport New Zealand, and New Zealand Major Events to identify, pitch for, and host world class sailing events on a regular basis.

The first opportunity that the club is exploring in partnership with Yachting New Zealand is the ISAF World Youth Sailing Championships. This event is the world's leading championship for youth sailing, and has attracted thousands of young sailors since its introduction in 1971.

Over that time nations from Africa, Asia, Europe, Oceania, North, South and Central America have all left their mark on the championships. Around 400 sailors from 70 countries compete in the ISAF Youth Sailing World Championships.

The Nations Trophy is awarded to the best overall nation at each ISAF Youth Sailing World Championship. Scores towards the Nations Trophy standings are taken on a race-by-race basis from the top four performers of each nation across all competing events.

The scores are added up as the championship progresses with the Nations Trophy going to the nation with the highest number of points at the end of racing. The standings can alter rapidly from one race to another, making the battle for the Nations Trophy one of the most exciting and keenly fought contests of the championship.

There are 9 classes at the ISAF Youth Sailing World Championships, four for men, four for women and one for mixed crews. Each class sails eleven races over a week.

The first opportunity to host the ISAF Youth Sailing World Championships is 2020. The club is working with Yachting New Zealand to complete the preliminary feasibility investigations. Should the investigations signal that the event is feasible then a pitch to host the event will be delivered to ISAF in October 2016.

The club is also investigating opportunities to host world championships events for youth, Olympic and other dinghy classes with the view to putting in place an annual calendar of events with a five year horizon.

Add to this the ongoing programme of regional and national championship events and the vision of delivering world class sailing events will become a reality for Wellington.

The following pages illustrate a typical layout and describe the infrastructure required for a national or world championship level event.

EVENT LAYOUT EXAMPLE

ISAF Youth World Sailing Championship

Spectator, Race Management, Hospitality, 420-Windsurfer-Laser Base

- 29ers and catamarans to be based at Scorching Bay
- Rescue boats to be based at Seatoun Beach

Fleet Bases and Courses

- Spectators, race management, hospitality
- Base for 29ers and catamarans
- Base for 420s, windsurfers and lasers
- Rescue and race control boat launching
- 1 Course area 1: Trapezoid
- 2 Course area 2: Trapezoid
- 3 Course area 3: Windward - Leeward

“We are working hard with the club to make the youth development hub and major events plans become a reality. We look forward to the impact these initiatives will have on yachting in New Zealand at both the national and international levels”

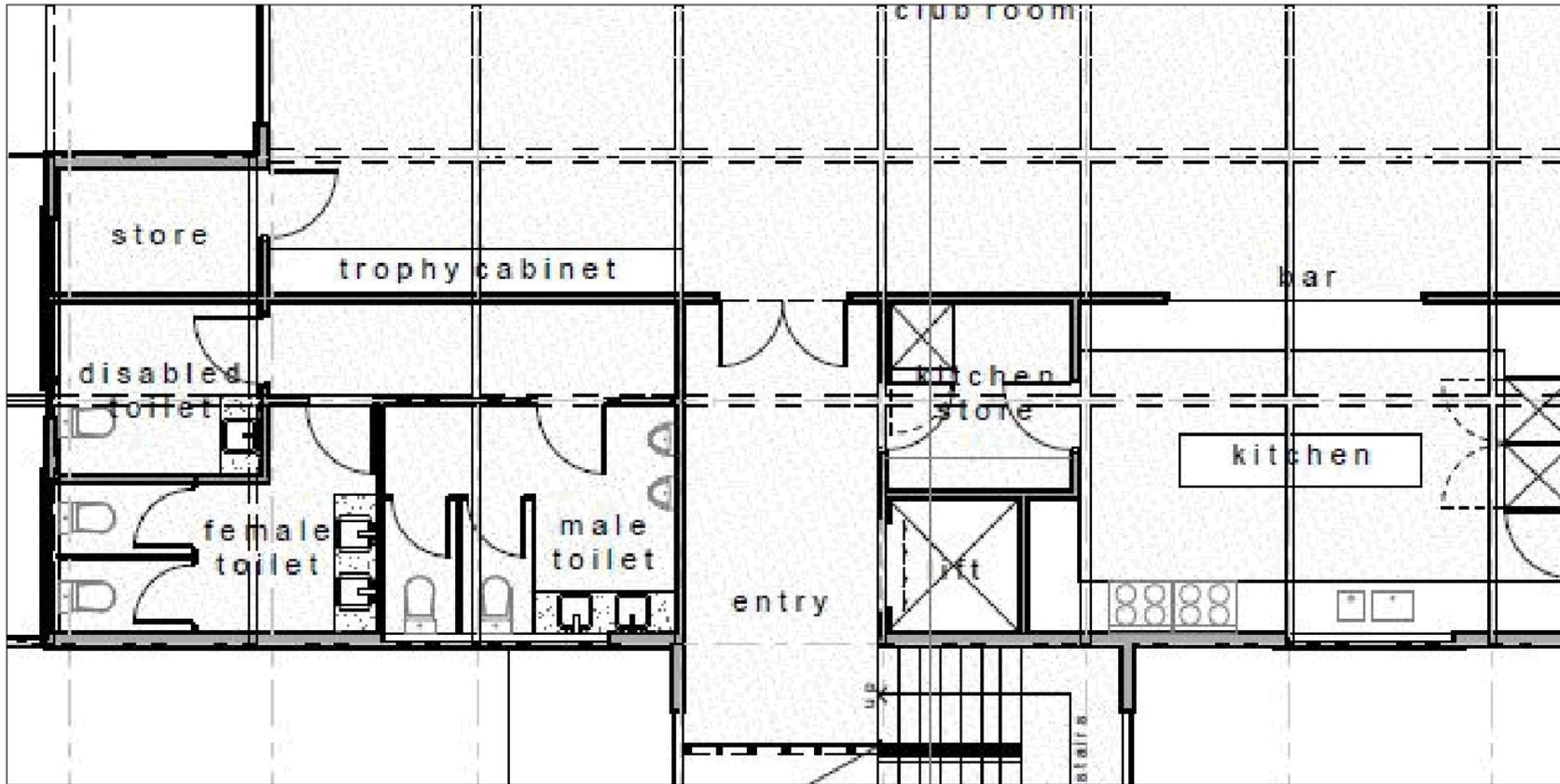
Yachting New Zealand.

MAJOR SAILING EVENTS VENUE

Infrastructure requirements

- Ability to enclose northern deck area to make it become seamlessly part of the overall hall
- Ability to change classroom space into cafe facilities for the duration of events to provide a secondary area for selling food and beverage
- Observation space for the event safety team to see whole race track area
- Access to catering equipment including fridges, ovens, dishwashers, plates, cups, glasses and utensils including ability to cater for around 400 people
- Access to ample and easy parking
- Ample toilet facilities including changing and showering
- Good heating systems in the hall and outdoor deck area
- Access to audiovisual equipment including public address system on the beach
- Access to surf club building for race management
- Access to scouts building for the jury
- Access to grass area across the road for parking and/or competitor boat storage and rigging
- Access to grass area on the beach for boat storage and rigging including temporary ramps to the beach and hose down facilities
- Access to the launching ramp at Seatoun beach for safety, official and spectator boat launching

Preliminary designs



Preliminary designs

The following nine pages include the design statement for the building and the preliminary designs for which we have received a resource consent.

“One of Worser Bay Boating Club’s objectives is to provide similar facilities to what the club currently has, but to construct them in a more robust and compliant manner.

The new building will be very similar in its bulk, location, and appearance to the existing building.

The footprint of the new clubhouse and its location are essentially the same as the existing building. The height and size of the building are not dissimilar.

Club members and many of the local residents like the familiarity and the perhaps understated appearance of the existing building. It was decided, therefore, that the new building should retain as many of its existing attributes as possible.

The design is distinctly inspired by a nautical boatshed aesthetic. The double gable end roof forms are reminiscent of the vernacular of the boatshed, and the start box and flag poles fit comfortably into this casual seaside style of architecture.

The style of the upper storey, with its corrugated iron roof together with painted board and batten cladding, can be seen on numerous boatsheds around the Wellington region. The lower storey is painted precast concrete with ribs, contiguous with the storey above.

The interior spaces are organised in a very logical manner—and are similar to present configurations. The spaces are approximately the same size, but with larger toilets and kitchen, as well as the addition of a small upper-storey start box. A new enclosed entry and disabled access will greatly improve the club’s accessibility and compliance.

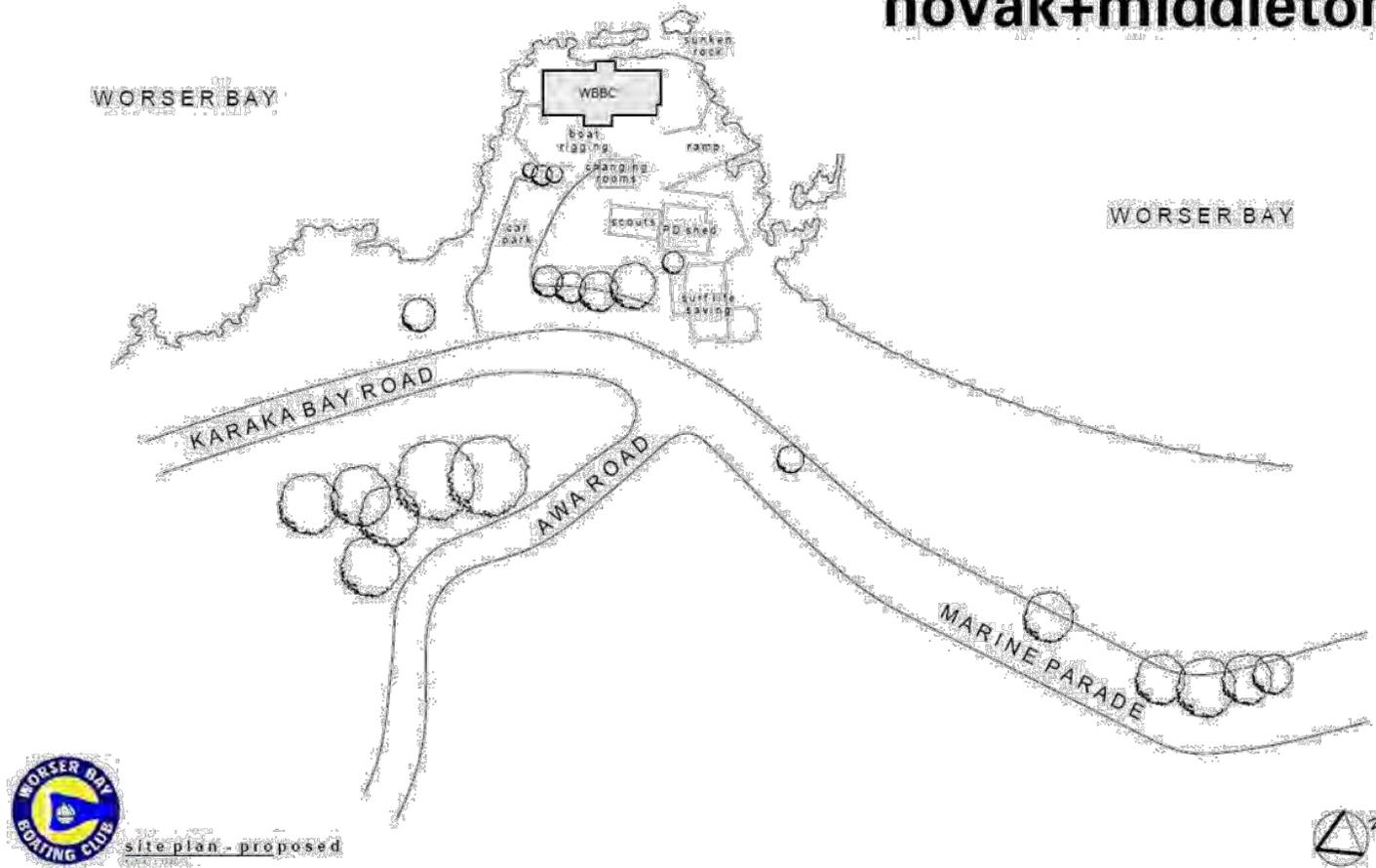
The ground floor retains its function as a large boatshed providing storage for club members’ centreboard yachts and rescue boats. This is a robustly constructed concrete structure that will be located approximately 500mm higher above sea level than at present, with the capacity for a further 500mm should this be required in future years. This area has been designed to resiliently cope with the yacht club’s exposed marine environment.

Large viewing decks with partially overhanging portico roofs are located above the boatshed. These will be popular outdoor areas for viewing yacht racing and will add greatly to the amenity value of the facility.

The new Worser Bay Boating Club will, in many ways, appear very familiar since it has a strong resemblance to the building that it is to replace.

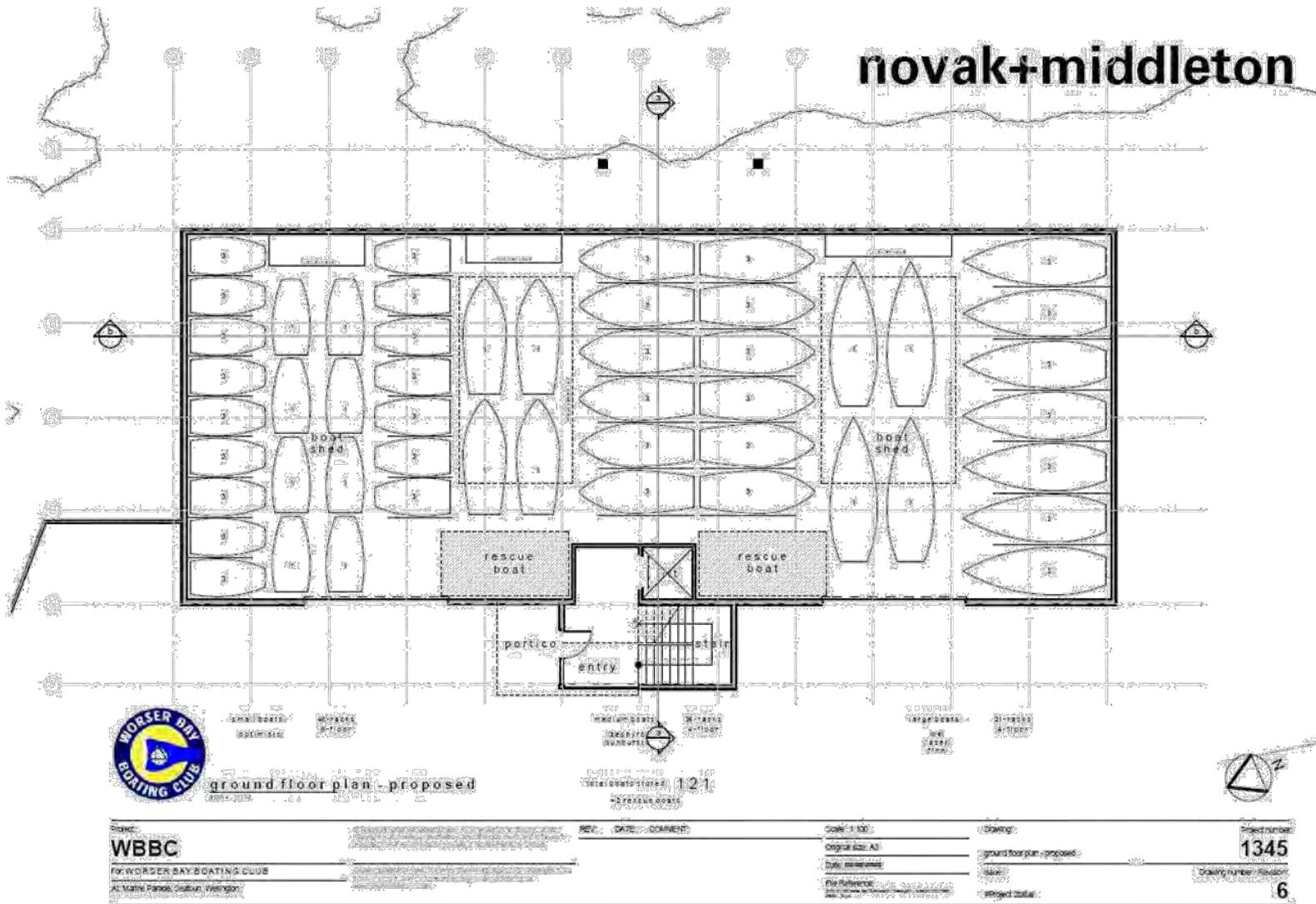
It is a nautically-themed, understated yacht club that has been carefully designed to fit comfortably into its seaside environment.”

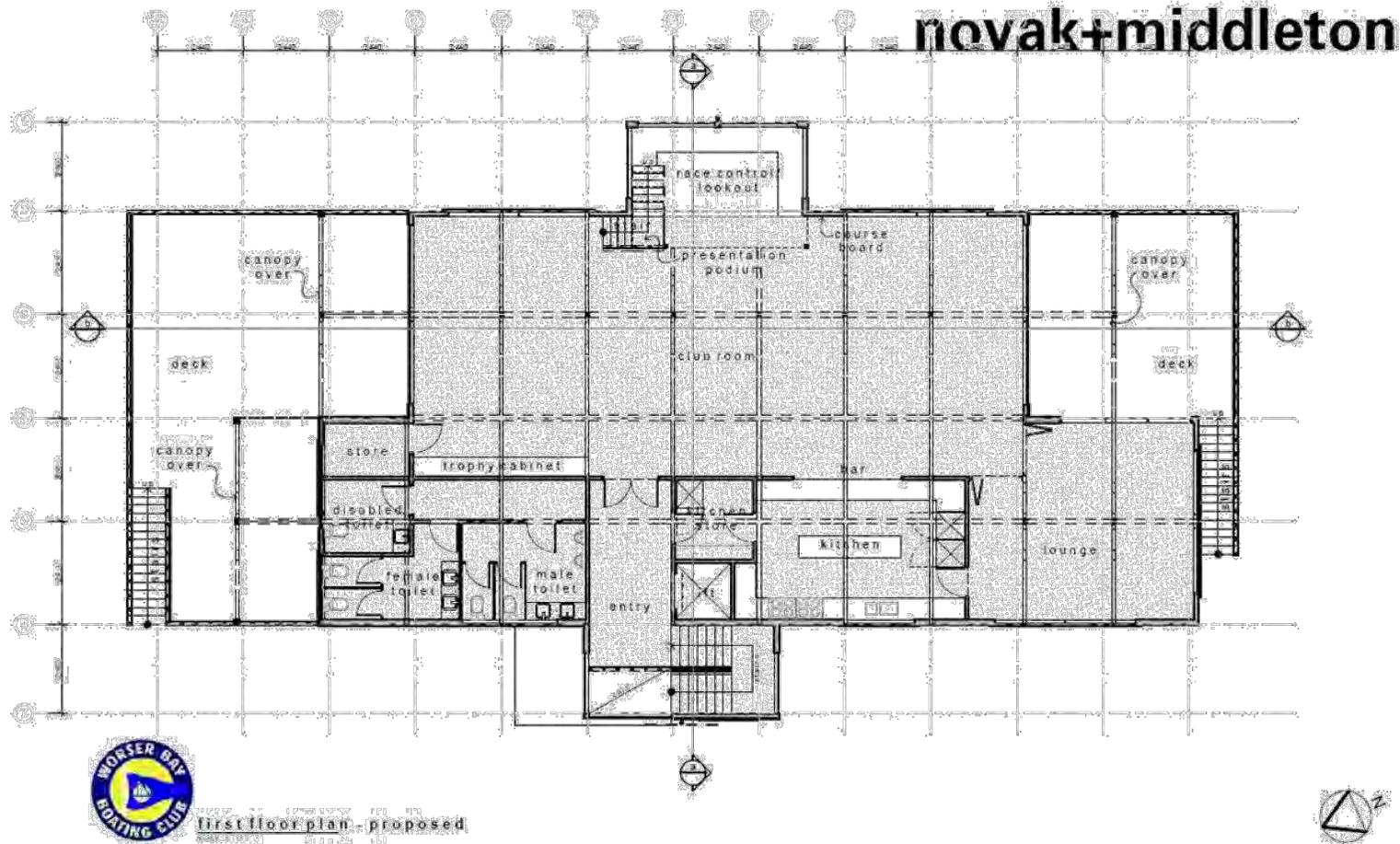
novak+middleton



site plan - proposed

Project: WBC	REV. DATE COMMENT	Scale: 1:1000	Drawing: 1345
Client: WORSEY BAY BOATING CLUB		Original: AS	
Address: Marine Parade, Gisborne, Wellington		Date: 28/03/2016	Drawing number: 1345
		File reference: WBC - 1345 - 101 - 101 - 101 - 101	Revision: 5

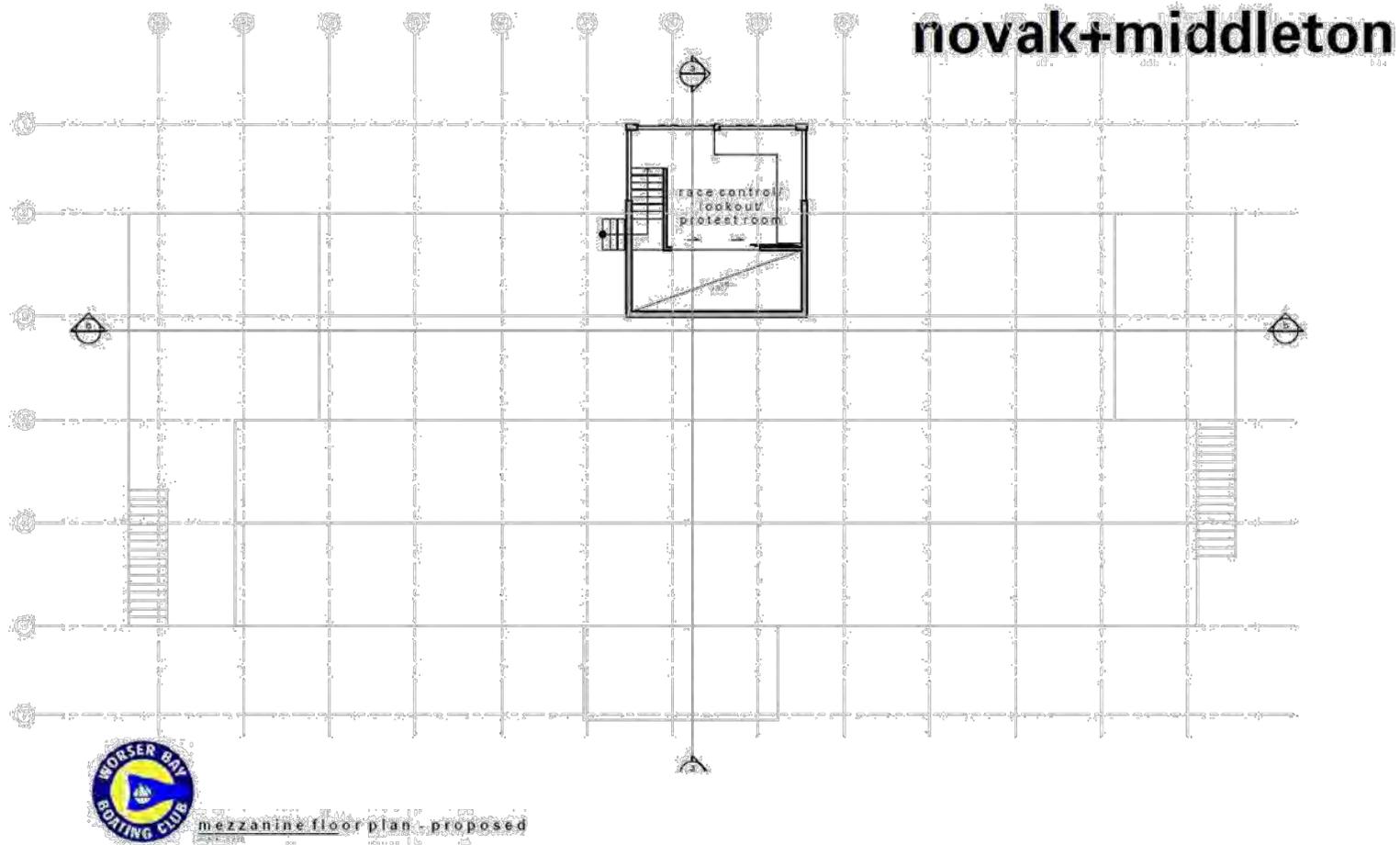




first floor plan - proposed

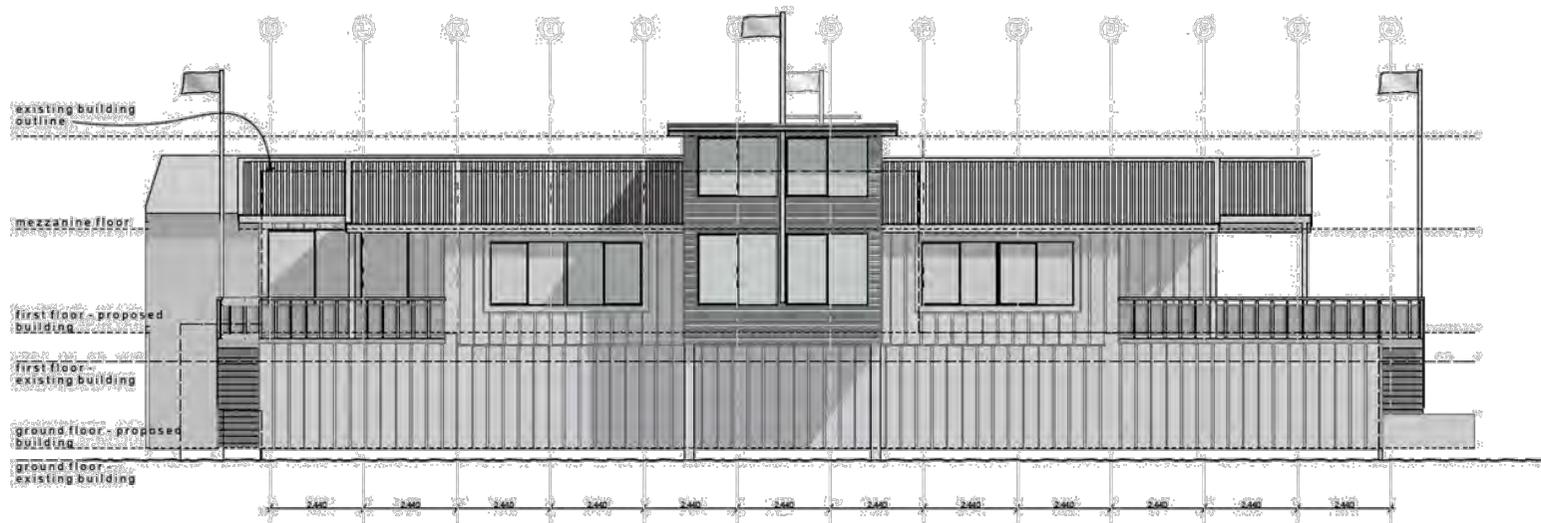


REV.	DATE	COMMENT	Scale	Drawing	Project Number
1	10/03/16	Original	1:100	1345	7
2	10/03/16	Proposed			



WBBC WORSLER BAY BOATING CLUB At Marine Parade, Seaview, Wellington	REV. DATE COMMENT 1 10/03/16 Proposed mezzanine floor plan	Scale: 1:200 Origin size: A3 Date: 10/03/16 File Path: C:\Users\Novak\Documents\WBBC\WBBC_1345.dwg Author: Novak, M.	Drawing: mezzanine floor plan proposed Issue: Project Status:	Drawing number: 1345 Revision: 8
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novak+middleton



east elevation - proposed
SCALE: 1:100

Project: WBBC	For WORSLER BAY BOATING CLUB At Marine Parade, Seaford, Wellington	REV. DATE COMMENT.	Scale: 1:100 Original size: A3 Date: 16/05/2015 File Reference: Wellington City Council	Drawing: east elevation - proposed Issue: Project Status	Project number: 1345 Drawing number / Revision: 9
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novak+middleton



south elevation - proposed

Project	Scale	Drawing	Project number
WBBC	1:100		1345
WORSLER BAY BOATING CLUB	Original: A3	south elevation - proposed	
At Marine Parade, Seaburn, Wellington	Date: 28/11/2015	Issue	
	File Reference: 1345-03-01-01-01	Project Status	11

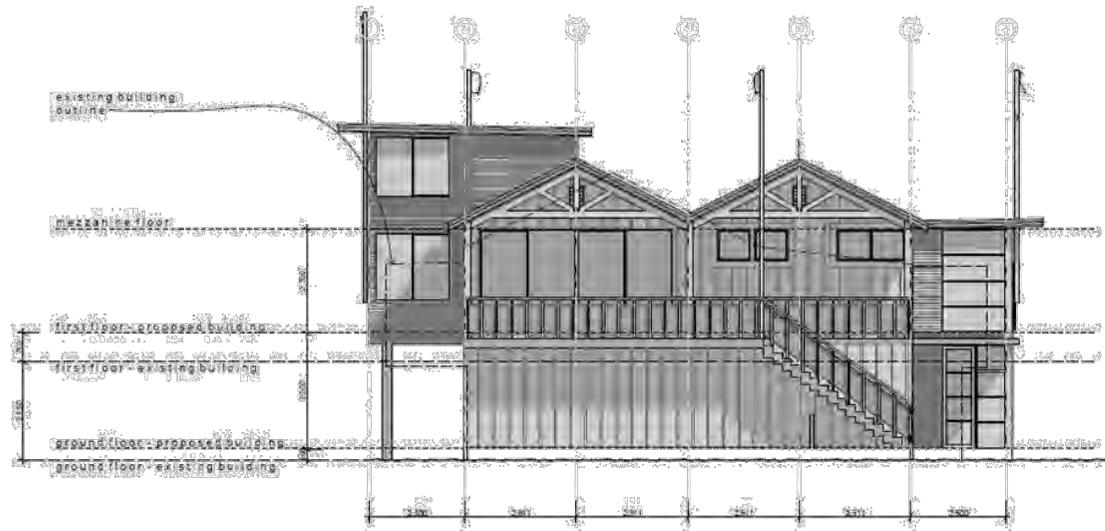
novak+middleton



west elevation - proposed

Project: WBBC	For: WORSER BAY BOATING CLUB At: Marine Parade, Seaburn, Wellington	REV: DATE: COMMENT:	Scale: 1:100 Original size: A3 Date: 14/03/2016 File Reference:	Drawing: west elevation - proposed Issue: Project Status:	Project number: 1345 Drawing number / Revision: 10
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novak+middleton



north elevation - proposed

Project	REV.	DATE	COMMENT	Scale	Drawing	Project Number
WBBC				Original size A3	north elevation - proposed	1345
WORSER BAY BOATING CLUB				DATE: 28/03/2016	NAME:	Drawing Number / Revision
47 Marine Parade, Seaburn, Wellington				FILE REFERENCE:	1117	12
				WELLINGTON CITY COUNCIL	1345-01-01	

Anticipated construction costs

Preliminary and General	75,145	Lift	46,490	Contingency Sum	50,000
Scaffolding	30,912	Insulation	13,749	Local Authority Fees	20,000
Demolition	67,587	Interior Lining and Trim	70,658	Professional Fees	180,000
Excavation	1,836	Interior Doors	9,124		
Concrete Work		Kitchen Joinery	30,000		
Boxing	11,177	Timber Stairs	9,740	TOTAL (excl GST)	1,944,653
Reo and underslab	40,596	Stair Balustrades	6,000		
Concrete	34,184	Install Joinery and Hardware	15,120		
Precast Concrete	116,496	Painting			
Suspended Concrete Slab	160,672	Exterior	19,355		
Structural Steel	63,996	Interior	18,060		
Carpentry		Flooring, Curtains etc	34,450		
Floor Framing and Flooring	4,301	Margin 7%	99,933		
Wall Framing	60,590	Sums			
Roof Framing	94,811	Bathroom Fitout	8,600		
Cladding	88,287	Toilet vanity joinery inc			
Roofing	62,957	Bathroom mirrors inc			
Membrane to Decks	17,600	Miscellaneous hardware inc			
Spouting and Downpipes	8,740	Fixtures, Hardware, Lights	19,000		
Windows and Exterior Doors	89,249	Security System	3,500		
Boatshed Doors	20,698	Heat Pumps	25,000		
Flag Poles	10,000	Kitchen Appliances	40,000		
Electrical	27,200	Furniture, Cabinets, etc	60,000		
Data and Security	8,000	Sky TV Aerial	1,000		
Plumbing, Drainage and Gas	43,200	AV Equipment	10,000		
Fire Services	11,200				
Heating and Ventilation	5,440				

Note: In addition to the building costs there are also the costs of raising the hardstand and installing new breastwork which is estimated at an additional **\$350,000** excl GST.

Funding for the new building

As we make progress with the organisational planning for the building we are also raising the funds required for the building.

We have established a building project fund raising team to coordinate and implement this fundraising effort.

Central to the fundraising effort is six targets, each with a leader or leaders who will drive the membership in a united effort to achieve our overall fundraising goal.



The club executive is charged with raising \$250,000 through club activities such as regattas, social events and trading.



We have established a business to business programme initially to help fund the building project, but ultimately to fund the learn to sail, schools, and youth programmes.



We are working with companies who will be involved in the rebuild to gain discounts on services and products to the value of \$400,000.



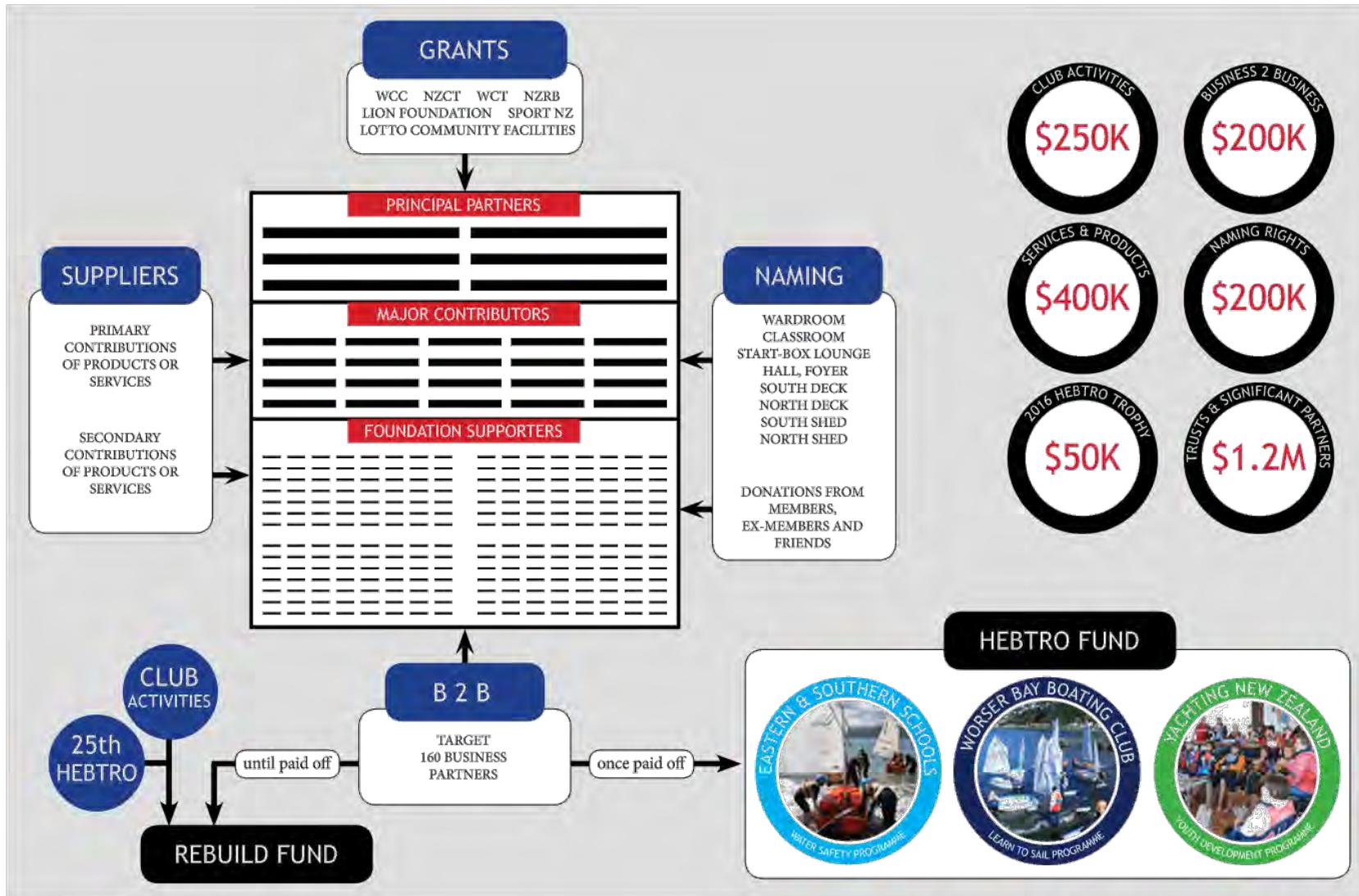
We have identified eight rooms that can be 'named' and have established a 'legacy' donations programme aimed at raising \$200,000



This season is the 25th anniversary of the Hebtro Trophy fund raising day. In 2016 we intend to add a 'Ball' to the festivities and raise \$50,000.



We have identified seven key funding agencies and partners whom we will approach to invest in the project to a collective value of \$1,200,000.



Clubrooms rebuild project funding recognition framework

Ongoing operational budget

Activity	2015	Year 1	
House	5,850	5,850	Once the rebuild is complete there will be no direct impact other than through the increased membership and activity that is expected at that time.
Coaching	-1,459	-1,459	Although there will be an increase in the level of coaching the nett budgetary impact of this activity will remain the the same in year 1.
Sailing	-9,615	-9,615	This activity is not affected by the rebuild in year 1.
Premises	-3,266	5,850	See page 55 for information about the impact on premises.
Membership	26,884	26,884	Once the rebuild is completed an increase in membership through higher retention of existing members plus new members is anticipated but this is not adjusted for year 1 in the new building.
Administration	-2,266	-2,266	This activity is not affected by the rebuild in year 1.
Surplus	16,128	25,244	

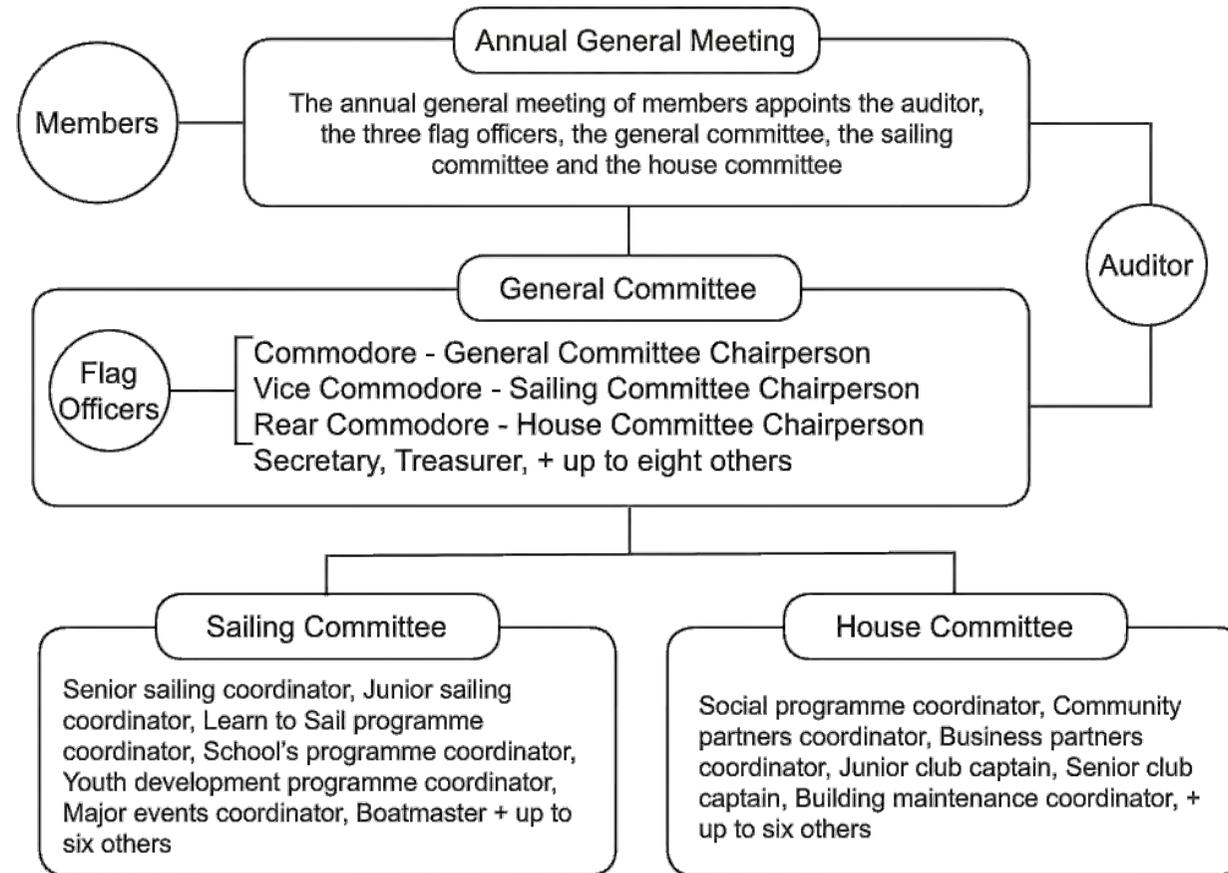
Premises Revenue	2015	Year 1	
Boat Storage	32,039	33,691 (1)	1. Currently there are 80 boats stored in the North and South sheds. The current plans for the new club house provide for a total of 114 storage spaces. Provision has been made to satisfy demand from existing membership only rather than from the expected increase in membership following the rebuild. Initial adjustment is for 10 Junior boats at the current rate of \$190. It is anticipated that the new club house will be used by local business and community groups. Initial adjustment reflects the anticipated increase in revenue in year 1 from business and community group use of premises.
Use of Premises	522	20,522 (1)	
Total	32,561	54,213	
Premises Expenditure			
Cleaning	2,640	2,904 (2)	2. The floor area to be cleaned will increase with the enclosed stairs, classroom and start box. It is assumed that the enclosure of some of the North deck will be offset by the increase in the South deck. A 10% increase in the cost of cleaning has been provided for.
Depreciation	325	10,000 (3)	
Electricity	3,074	3,074	3. This is depreciation on furniture and appliances. It is assumed that the existing furniture and appliances will be replaced at an estimated cost of \$50,000. At 20% DV the depreciation charge for the first year will be \$10,000.
Gas	924	924 (4)	
Inspections	503	1,000 (5)	4. If gas is installed then there should be at least a corresponding reduction in the cost of electricity.
Insurance	17,353	23,384 (6)	
Internet Charges	391	391	5. Existing inspection charges relate to the IQP inspections of all the buildings but there may be additional inspections required to accommodate community and business use of the facility.
Licenses	98	98	
Alarm Monitoring	413	413	6. The latest insurance valuation of the clubhouse (May 2014) is \$1,430,100 including replacement, inflation and demolition costs. The insurance valuation of the new clubhouse will ignore any special rates obtained for materials, services and labour thus the valuation will be the \$1,950,000 it is estimated to cost to build at commercial rates. This increases the sum insured by \$519,900 and the premium by \$6,031.
Rent Paid			
- Pavilion	343	343	7. Reduction due to the new appliances being under warranty for the first twelve months at least.
- Land	1,215	1,215	
Repairs			8. Reduction due to the new building being under warranty.
- Appliances/Equipment	2,749	500 (7)	
- Buildings	3,682	2,000 (8)	
Rubbish Removal	735	735	
Telephone	417	417	
Water	965	965	
Total	35,827	48,363	
Surplus	-3,266	5,850	

Ongoing governance and operational structure

Worser Bay Boating Club is an incorporated society that has a long established governance and operational structure.

We have reviewed this governance and operational structure to make sure it will be fit for purpose to administer and deliver the seven activities associated with the new building.

Key roles that take account of new activities are illustrated in the governance and operational structure chart.



Next steps

The publication of this document represents the culmination of the feasibility phase and signals the beginning of the implementation phase for the clubrooms rebuild project.

Over the last two years the club has completed feasibility investigations, developed a set of preliminary designs, initiated a fundraising drive, and begun to develop the relationships that will lay the foundations for how the club will operate into the future.

It is now time to shift the project into implementation mode by preparing the detailed building and programme plans. It is our intention to complete this next stage of planning during 2016 at the same time as finalising the fund raising for the construction of the building.

Our target is to demolish the existing building in autumn 2017 and be ready with a new facility for the start of spring 2018.

We look forward to keeping you informed with our progress.

Preparation of detailed plans

This document has highlighted that we should look at including the following adjustments in the final plans in order to optimise and future proof the 7 activities within the new facility.

- Add additional height to ground floor to safe guard against sea level rise
- Add a classroom to the northern deck for youth, school, learn to sail and events programmes
- Remove the lift and replace with a bridge and ramp entrance way to North deck
- Add semi covered hard stand space under bridge and ramp for youth development hub
- Add another row of storage space to shed

We will discuss these adjustments with the Wellington City and Regional Councils before finalising building plans.

Preparation of programme plans

Work is now underway to draw together the new programmes.

We are working with local schools to develop and pilot the water safety programme.

We are working with Yachting New Zealand to put in place the regional youth development hub and to complete the youth world champs feasibility study.

We are working with the local businesses to bring together the Business Partners Network.

We are working with the local community to prepare for a broader range of community use of the new facility.

‘More than a Club’



FOUR NEW LEASES UNDER THE RESERVES ACT 1977: EXISTING TENANTS

Purpose

To recommend that the Committee approves new ground leases to the following existing tenants:

- Miramar Bowling Club Incorporated
- Salamanca Tennis Club Incorporated
- Badminton Wellington Incorporated
- Marist St Pats Rugby Football Club Incorporated

Summary

1. A schedule summarising the proposed tenancies is included as attachment 1.
2. Maps showing the areas and locations are included as attachments 2-5.
3. The proposed leases all satisfy the assessment criteria laid out in the Section 7 of the *Leases Policy for Community Recreation Groups*.

Recommendation/s

That the Community, Sport and Recreation Committee:

1. Receives the information.
2. Agrees to grant new leases under the Reserves Act 1977 to:
 - a. Miramar Bowling Club Incorporated
 - b. Salamanca Tennis Club Incorporated
 - c. Badminton Wellington Incorporated
 - d. Marist St Pats Rugby Football Club Incorporated
3. Notes that any approval to grant the leases (referred to above) is conditional on:
 - a. appropriate Iwi consultation
 - b. public notification under s119 and s120 of the Reserves Act 1977
 - c. no sustained objections resulting from the above consultation and notification
 - d. legal and advertising costs being met by the respective lessee (where applicable)

Discussion

4. Miramar Bowling Club Incorporated

Miramar Bowling Club (MBC) currently owns the clubrooms which are situated on Council-owned land known as Miramar Park and has occupied the proposed leased area since 1946. They have occupied the leased area on a ground lease that expired on 29 February 2016.

As part of their previous lease, MBC was required to carry out key maintenance requirements to the interior and exterior of all structures and buildings within the Leased Area, as identified in the condition assessment report carried out by Cove Kinlock dated August 2011. MBC has carried out the required maintenance

It is proposed that MBC is granted another ground lease for a term of 5 years + 5 years conditional on ongoing maintenance being carried out to the satisfaction of Council's Parks, Services and Recreation Group (PSR).

5. Salamanca Tennis Club Incorporated

Salamanca Tennis Club (STC) has leased the land at the Wellington Botanic Garden from Council for their Tennis Court and clubroom since 1959. STC is occupying the land based on a ground lease that will be expiring on 30 June 2016.

STC continues to satisfy the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that STC is granted another ground lease for a term of 10 years consistent with the *Leases Policy for Community and Recreation Groups*.

6. Badminton Wellington Incorporated

Badminton Wellington Incorporated (BWI) has leased the land from Council for the badminton courts and parking space in Hataitai Park since 1959. They have occupied the leased area on a ground lease that expired on 31 January 2016.

The leased area will be affected by the NZTA road widening of Ruahine St. (Ngauranga to Wellington Airport Corridor Plan) and BWI is open to the possibility that the Lease may be terminated should the roadworks proceed. There is also a master planning exercise under way at Hataitai Park, which includes working with existing sporting organisations to rationalise and/or share sporting infrastructure and buildings.

It is proposed that BWI is granted another ground lease for a term of 10 years consistent with the *Leases Policy for Community and Recreation Groups* conditional on BWI being amenable to Council plans for potential amalgamation with other clubs in the area.

7. Marist St Pats Rugby Football Club Incorporated

Marist St Pats Rugby Football Club (Marist) has leased the land from Council for their clubrooms at Hataitai Park since 1972. They have occupied the leased area based on a ground lease that will expire on 31 July 2016.

Hataitai Park is currently undergoing a review for potential amalgamation of clubs for more efficient use of the reserve. Marist has been actively working with other groups for potential amalgamation and is part of the master planning exercise underway at Hataitai Park.

It is proposed that Marist is granted another ground lease for a term of 10 years consistent with the *Leases Policy for Community and Recreation Groups* conditional on Marist being amenable to Council plans for potential amalgamation with other clubs in the area.

Conclusion

8. Officers recommend that the Community, Sport and Recreation Committee approves the proposed new leases.

Attachments

- Attachment 1. Leases Summary
Attachment 2. Miramar Park

Page 176
Page 177

Attachment 3.	Badminton Wellington	Page 178
Attachment 4.	Marist St Pats Rugby Club	Page 179
Attachment 5.	Salamanca Tennis Club	Page 180

Author	Fel Go, Property Advisor
Authoriser	Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Consultation and Engagement

Public consultation will be undertaken as required under the Reserves Act 1977

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations

Financial implications

There are no financial implications

Policy and legislative implications

The proposals are consistent with relevant Council policies

Risks / legal

The proposals will be subject to the provisions of the Reserves Act 1977

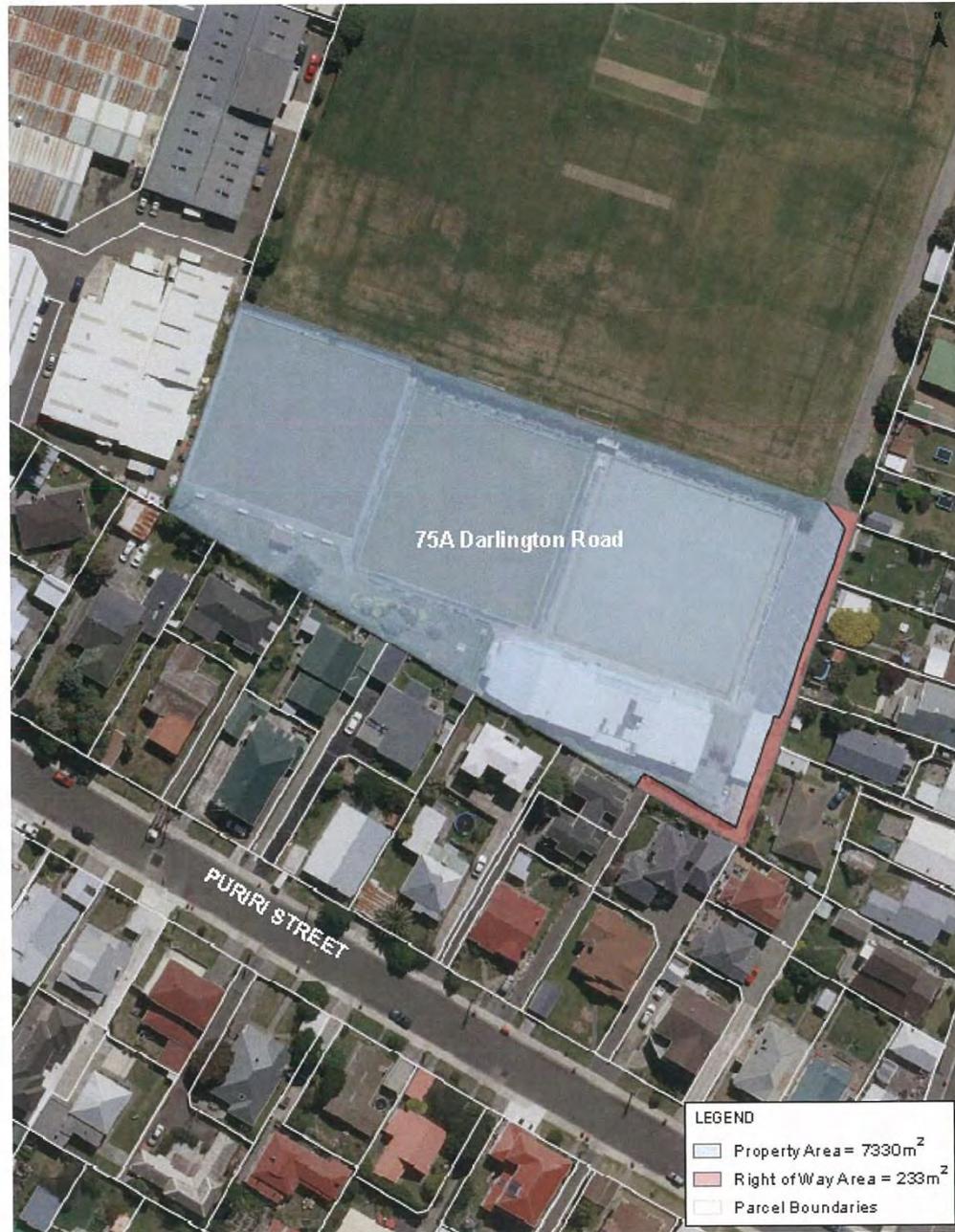
Climate Change impact and considerations

There are no climate change impacts and considerations

Communications Plan

Not applicable

Group	Location	Area (m ²)	Activity	Type of Lease	Legal Description	CFR	Term (years)	Final Expiry	Rate per Annum (GST Exclusive)	Reserve Type	Since
Miramira Bowling Club Incorporated	Miramira Park	7,330	Bowling	Ground Lease	part of Lot 1 Deposited Plan 89983	WN97C/381	5 + 5	28 Feb 2026	\$3,556.40	Recreation	1946
Salamanca Tennis Club Incorporated	Botanical Gardens	1,267	Tennis	Ground Lease	part of Part Lot 1 Deposited Plan 8530	WN48A/126	10	30 Jun 2026	\$1,158.53	Local Purpose	1959
Badminton Wellington Incorporated	Hataitai Park	2,633	Badminton	Ground Lease	Lot 1 DP 46505 and part of Part Lot 1 DP 8519 (part-cancelled)	WN18C/585 and WN48B/341	10	31 Jan 2026	\$1,617.19	Recreation	1959
Marist St Pats Rugby Football Club Incorporated	Hataitai Park	602	Rugby	Ground Lease	Lot 1 DP 34825 and part of Part Lot 1 DP 8519 (part-cancelled)	WN12C/1223 and WN48B/341	10	31 Jul 2026	\$780.74	Recreation	1972



Property & Right of Way Easement Area
75 Darlington Road, Miramar

Property shown on this map is based on information provided by the applicant. The Council is not responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAPS EE, A4
AUTHOR: 2010/02/20
DATE: 19/03/11
REFERENCE: 5032





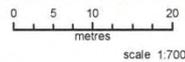
**Wellington Badminton Association Incorporated,
0872-WELLB1 - 2633.4sq m**

Hataitai Park

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land information NZ. Crown Copyright reserved. Property boundaries accuracy +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 8/11/2013
REFERENCE:







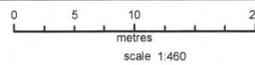
**Salamanca Tennis Club Incorporated,
0466-SALAM - 1267.4sq m**

Botanical Gardens of Wellington

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m

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101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 8/11/2013
REFERENCE:



FORWARD PROGRAMME APRIL 2016 - SEPTEMBER 2016

Purpose

1. The purpose of this report is to provide the Community, Sport and Recreation Committee with details of the reports to be considered by the Committee over the remainder of the 2013-2016 triennium.

Recommendation

That the Community, Sport and Recreation Committee:

1. Receive the information

Background

2. The Community, Sport and Recreation Committee forward programme reflects the policy work streams for the Committee as prioritised by the Governance, Finance and Planning Committee (under its delegations) at its meeting held on 11 June 2015. This forward programme also includes operational / "business-as-usual" work requiring decisions in accordance with the delegations of the Community, Sport and Recreation Committee.

Discussion

3. The Community, Sport and Recreation Committee Forward Programme will be presented to each meeting of the Committee.
4. It should be noted that the forward programme as presented in Attachment 1 may be subject to change and that there is the flexibility to respond to any opportunities and obligations that may arise during the next 6 months and as such, any changes will require the removal or re-prioritisation of other items.

Attachments

Attachment 1. Forward Programme April - September 2016

Page 183

Author	Helga Sheppard, Governance Advisor
Authoriser	Crispian Franklin, Governance Team Leader

SUPPORTING INFORMATION

Consultation and Engagement

Where the work programmes has identified items that require consultation, such engagement and consultation will be undertaken accordingly.

Treaty of Waitangi considerations

Where any Treaty of Waitangi considerations are identified, these will be taken into account.

Financial implications

Any financial implications associated with any policy or operational matters will be considered.

Policy and legislative implications

Any policy and legislative implications associated with this work programme will be considered.

Risks / legal

Any legal issues or risks identified will be outlined as each item is brought to the Committee for considered.

Climate Change impact and considerations

Any climate change impacts will be considered.

Communications Plan

There is no communication plan associated with this work programme. However, where necessary, communications plans associated with specific items of work will be developed.

2016 Community, Sport and Recreation Committee Forward Programme

Community, Sport and Recreation Committee - Forward Programme

Updated: 23/02/2016

Wednesday, 13 April 2016

Community, Sport and Recreation Committee		
Report Title	Description	Business Unit
Arlington Site1 Redevelopment Business Case	Public Excluded Report	City Housing
Omnibus Housing Report	The report will cover the following items: Housing policy, Business Model Review, Partnership, sign off consultation for policy review and dates for hearings	City Housing
Social and Recreation Fund- March 2016 and CH Izard Bequest	Grants Round	Community Networks
Smokefree Wellington: Options Report	Report back on options following research	Policy and Reporting
Begging	Stakeholder engagement and opportunities for change	Community Networks
Draft Wellington Play Space Policy	The approval of the draft policy for consultation over 6 weeks May to June 2016	Parks, Sport and Recreation
CSR Forward Programme	Standing agenda item	Democratic Services

2016 Community, Sport and Recreation Committee Forward Programme

Wednesday, 15 June 2016

Community, Sport and Recreation Committee		
Report Title	Description	Business Unit
Social and Recreation Fund - March 2016 multi-year contract funding	Grants Round	Community Networks
Updates/renewals of existing plans and initiatives	Accessible Wellington Action Plan - scoping paper	Policy and Reporting
Graffiti Volunteer Programme	Update on the implementation of the Graffiti Management Plan: Bank It - Graffiti Volunteer Programme	Community Networks
Urban Agriculture Programme	Implementation and options for the future	Community Networks
CSR Forward Programme	Standing agenda item	Democratic Services
Sports Strategy	Scoping report	Parks, Sport and Recreation

2016 Community, Sport and Recreation Committee Forward Programme

Wednesday, 10 August 2016

Community, Sport and Recreation Committee		
Report Title	Description	Business Unit
CSR Forward Programme	Standing agenda item	Democratic Services
Hearings - Draft Wellington Play Space Policy	Oral hearings following the consultation on the draft Wellington Play Space Policy	Parks, Sport and Recreation

2016 Community, Sport and Recreation Committee Forward Programme

Thursday, 8 September 2016

Community, Sport and Recreation Committee		
Report Title	Description	Business Unit
Social and Recreation Fund -August 2016	Grants Round	Community Networks
Wellington Play Space Policy	Agree the final Playgrounds Policy and recommend to Council for adoption	Parks, Sport and Recreation

Please note that this proposed Forward Programme may be subject to change depending on any changes to the policy work programme or resourcing constraints.

