## Órākei Local Board

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Proposal to Progress Planning at the Landing
an iconic new community hub for Orakei,
Auckland & New Zealand....
Prime Location

Tamaki Drive waterfront, only 10 minutes from downtown CBD.
Natural Water Sports Venue

A unique opportunity for Orakei to create a mecca for marine water sports for the local community to deliver 40,000+ active sessions per year.
Auckland's new community hub in the making

...on the shores of Okahu Bay, Auckland
Quality facilities and training rooms for on and off the water learning.

- Water Safety - through education and partnerships
- Academies - learn to sail, paddle, run, bike and swim
- Team Building - on water activity for youth, families, and groups
- Event Management - quality resources of a wide range of marine sports and activities

The purpose: Affordable & Accessible Education
Educate and develop life long connections - the cluster effect of clubs.

- Outreach and development programmes
- Clubs - increased engagement and membership: sailing, canoe, diving, kite surfing, waka ama, SUP, kayaking, triathlon…
- Youth Groups - Academies, Scouts, Young Mariners, Schools
- High Performance - training and development hub for Olympic and world class sports
A hub of inclusive ‘give it a go’ opportunity, or to simply enjoy the on-water spectacle.

- Fleets - Flying Fifteens, 18 Foot Skiffs, 12 Foot Skiffs, M Class, RS Feva, blue water sailing...
- Paddling - Waka Ama, Kayak, Stand-up Paddleboard, Surf Ski...
- World class water sports events - held in Okahu Bay, Auckland’s natural stadium on the water
Shared Service Model

The Trust will manage ongoing staffing, facilities and services of The Centre, as well as provide administrative support for clubs and groups to ensure their ongoing growth and development. Clubs and groups based at The Centre will have the advantage of modern, functional facilities and professional management support, but will continue to operate in their own right, retaining unique identity and responsibility for sports delivery and group specific community activities.

Operating Structure

- Royal Akarana Yacht Club
- TS Achilles Sea Cadets
- Akarana Young Mariners
- Auckland Sailing Club
- Sailability Auckland
- Waka Clubs
- Waterwise
Sample of User Groups
On the shores of Okahu Bay, the new Marine Water Sports Centre and community hub is on track to open in Spring 2018…

Now is the appropriate time to plan and enable greater sports activity at The Landings.
NOW, TIME TO PLAN AND ENCOURAGE WATER SPORTS ACTIVITY AND EDUCATION

BARRIERS TO REALISATION

- 40% of the site is under utilized
- Community reach is limited due to space constraint
- Insufficient infrastructure for marine sports activity
HOW CAN WE DELIVER GREATER COMMUNITY ACCESS AT THE LANDING?

- Overall in Auckland, there is 30% spare capacity for Hardstand/Haul out capability
- The Hardstand at The Landings is not required
(1) TOWARDS IMPLEMENTATION...

WE ARE SEEKING FROM ORAKEI LOCAL BOARD

- Review contribution of the hardstand over the past 5 years, including
  - Financial and economic contribution
  - Contribution to community /active sports

- Then, compare the two options to understand the benefit/value of each:
  - The Landing with the hardstand
  - The Landing without the hardstand and used as water sports park instead
(2) OPERATIONAL & MANAGEMENT EFFICIENCES

- Formalise the arrangements for Akarana Trust to operate and renovate the existing Auckland Sailing Club building as Youth Education and Operations Centre
- Requires a long term concessionary lease for the building and site

THIS WILL ENABLE

- Delivery of the ‘Operations Centre’ identified in the Concept Plan (location 27)
- To enable existing current use of ASC by Academy, Waterwise, school groups, sailing groups, and paddling groups to continue operating and provide for growth
- Coordinated management of ongoing planning with user groups
(3) OTHER REQUIREMENTS

- Investigate if there is more space available for events and storage in areas designated 21, 22 and 23 of the Concept Plan

- Explore the opportunities for how the landing can be made available for more use by the sports groups

- Consider the wider eastern bays network [see maps]

- Work together on advancing planning
THE LANDING
A PROPOSAL TO PROGRESS PLANNING

DRAFT_ 12 FEBRUARY 2018
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EXECUTIVE SUMMARY

The Landing Park Reserve (The Landing) at Pokanoa Point, Ōkahu Bay, poses an exciting opportunity to contribute to the vibrancy and success of the Ōrākei Local Board area, as well as greater Auckland.

The purpose of this document is to progress action towards the implementation of the existing Concept Plan developed in 2013 by Auckland Council, in collaboration with key stakeholders. This document therefore:

- Summarises previous planning for The Landing
- Provides information on the value of blue networks and changing trends
- Discusses ongoing challenges at The Landing
- Draws together information from conversations with stakeholders
- Proposes three key steps that could be taken to progress implementation of the Concept Plan

The development and compilation of this document is a community-led initiative; it is intended to inform discussion, inspire action and assist decision makers/officers in progressing planning for The Landing.

This document will also assist in providing a background and recent information for those who are new to the project and if the Local Board members and Council staff agree, an updated draft of this document could be used as a communication tool to better enable coordination and management of The Landing.

This is a draft document and we hope to continue to work with you to progress planning for The Landing.
PROJECT OVERVIEW

Introduction

There are significant challenges facing Auckland as the population grows and becomes more diverse, putting increasing pressure on public infrastructure and amenities (Auckland Council, 2012). Further challenges continue to arise as the ways in which Aucklanders like to enjoy their recreation and leisure time continues to evolve.

Much work has been done over the years with a range of stakeholders to articulate a clear vision for The Landing as a hub for community marine sports activities; captured in ‘Pathways to the Sea: Concept Plan for The Landing at Pokanaa Point, Ōkahu Bay’ (Ōrākei Local Board, 2013). This vision continues to develop and be strengthened as stakeholders seek to ensure The Landing is preserved as a community-focused resource, setting an example for other community marine facilities across Auckland through its accessibility for all approach to marine sports and education.

This document has been funded by The Akarana Marine Sports Charitable Trust (AMSCT). Its purpose is to progress action towards the implementation of the 2013 Concept Plan.

It provides an overview of the current planning context surrounding marine facilities in Auckland and puts forward a proposal to move forward the development of The Landing. Specifically, it demonstrates how The Landing could be best positioned within a network of marine facilities stretching across the Eastern Bays to ensure community use of the site is optimised. In highlighting some of the challenges facing Auckland, and the Ōrākei area in particular, the focus in this document is also on how the site can continue to develop and provide benefits to the community. As a result, considering the site as a significant public space and community facility is also at the core of this document.

Document purpose

This piece of work is designed to progress, not contravene, the existing Pathways to the Sea concept plan. The purpose of developing this work has been to:

- Help shape the future planning for The Landing within the context of a wider network of community marine facilities across Auckland and the Eastern Bays.
- Ensure future planning at The Landing can be strategic and maximise the site’s potential to achieve the sport and recreation outcomes desired by Auckland Council (Auckland Council, 2014).
- Synthesize and build on the current thinking and planning that exists for The Landing, and progress the existing vision for the site and surrounding area.
- Develop a clear communication tool to provide decision makers with the information that they require to make strategic decisions about how to progress the vision for The Landing.
- Help progress planning for The Landing towards the implementation phase with a strategy that will deliver on the community and stakeholder aspirations for the site and realise the benefits sought by the Ōrākei Local Board in their Local Board Plan (Ōrākei Local Board, 2017).

Outcomes sought at the completion of this work

The goal of this work is to establish a clear and shared understanding of the existing and potential marine sports and education offering in the Eastern Bays and to ensure agreement is reached on a clear set of actions...
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that will enable the implementation of the strong community-focused and significant public space for Ōrākei specifically, and Auckland generally.

To achieve this goal, AMSCT is seeking support from the Ōrākei Local Board to:

- Progress the planning in line with the Concept Plan from 2013, in collaboration with key stakeholders and Auckland Council,
- Consider the cost and benefit of the Commercial Hard Stand and develop a proposal for prioritising and increasing community access to The Landing, and
- Consider granting a community lease to AMSCT for the buildings at the Eastern end of The Landing site.
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UNDERSTANDING THE CONTEXT

Global Context – The value of community marine facilities, precincts and networks

It is an essential component of any city's fabric and people's wellbeing that appropriate public amenity and open spaces exist and enable opportunities for social connectedness to occur (Kennedy & Buys, 2010; Lloyd, Fullagar, & Reid, 2016; Mitchell, 2014; Sara & Marco, 2017; Sengupta et al., 2013; van Kamp, Leidelmeijer, Marsman, & de Hollander, 2003; Zanella, Camanho, & Dias, 2015). Providing opportunities for recreation and leisure activities in parks and open spaces is also acknowledged as a key component of urban well-being in cities and can improve the quality of life of residents (Mouratidou, 2018).

The realisation that understanding and prioritising mobility, how people move around cities, leads to happier citizens and a more efficient use of resources and time has in turn encouraged city planners and designers to think about how their parks and open spaces function as a network and not just in isolation from one another. As a result, parks and open spaces are increasingly being understood as interconnected and co-dependent green and blue networks.

'Blue' spaces include both man-made water features and naturally occurring water (Völker & Kisternann, 2011). Thus, blue spaces can refer to water in a park setting or to urban waterfronts where you find community marine facilities (San Martin-Feeney, 2014, p. 8). A 'blue network' refers to how people are able to move between and best utilise these spaces and facilities. The well-being that results from and the liveability that is delivered by the accessibility of these blue networks is increasingly important for cities on the water, such as Auckland (Gascon et al., 2015; Pool, 2017; San Martin-Feeney, 2014; Völker & Kisternann, 2011, 2015). The socio-economic advantages of prioritising the efficient accessibility of these blue networks is also being increasingly recognised (Roebeling et al., 2017).

Projects from Oslo to Vermont (see figure 1) are increasingly considering the importance of better networking (by public transport, cycling, and pedestrian walkways) their waterfront amenities and community marine facilities. Providing the chance for community engagement in these spaces and facilities and considering the community benefits throughout the design process can be seen in projects to revitalize the Vancouver waterfront and, closer to home, in the development of the new marina at Lyttelton (LMN, 2018; LPC, 2018).

The Ballina Marina Master Plan project in Ballina in the Northern Rivers region of New South Wales is an example where the importance of considering and engaging diverse end-users has been acknowledged. Likewise, ensuring marine facilities are multi-purpose and serve diverse demographics was a core idea in the planning of the Stock Island Marina Village in Florida and the Master Plan for the Wrangell Waterfront in Alaska. Both these projects ensured a variety of available amenities in close proximity to the marina were all connected by public access ways to encourage use. These projects also acknowledge the potential of these facilities to attract tourists to boost the local economy.

Other lessons from the global context can be learned from projects such as the Maritime Youth House in Copenhagen which combines recreation and education functions with a prioritisation of accessibility and an acknowledgement of the ecological importance of marine facilities. The Maritime Youth House also uses new construction technologies to make its site usable for different events and purposes (ArchDaily, 2009).

For Auckland and New Zealand to attract and host international marine sports events it must have facilities and hosting spaces that are comparable with the examples demonstrated in this study. The remainder of the document will explore the opportunity to develop at The Landing a similar facility to those showcased, while remaining committed to the vision of the existing Concept Plan.
INTERNATIONAL CASE STUDY SUMMARY

Weymouth and Portland National Sailing Academy
Location: Osprey Quay, Portland, UK
Year Developed: 2000
Project description: The Academy is a permanent base for the Royal Yachting Association's senior, youth, junior and paralympic national sailing squads and provides a range of amenities for different marine sports. As well as clubrooms and some accommodation, the site includes pontoons designed for disabled access, cranes, boat hoists, boat storage and parking areas. The clubhouse generates 15–20% of its electricity from solar cells, and rainwater is collected from the roof to wash boats.

(WPNVA, 2018). The vision for this project was to promote the sport of sailing and provide the community with use of the facilities, which was underpinned by a belief that these experiences contribute towards community wellbeing by encouraging a more active lifestyle.

The project has been successful because the site provides world-class facilities for sailing and a full range of water sports. It functions as a local, national and international venue, which encourages diverse stakeholders to be involved in the project. It also embraces sustainable thinking in its design and how the site is used. Where it is less successful is in the physical integration of the site with the surrounding environment to facilitate walkability and accessibility for local spectators.

Coconut Grove Sailing Club Instructional Center
Location: Miami, USA
Year Developed: 2008
Project description: The Coconut Grove Sailing Club Instructional Center is part of Coconut Grove Waterfront and Spoil Islands Master Plan developed in 2008 by the City of Miami Planning Department. The vision for the Coconut Grove Waterfront and Spoil Islands Master Plan was to create an active coastal recreational park with human-scaled urban design and well-connected public open spaces. The primary objectives for the project were therefore to enhance connections between the community marine facilities for better accessibility and functionality for user groups (including for the United States Olympic Sailing Center), to ‘green the waterfront’ by connecting the blue and green parks together and creating a network of public spaces. The Master Plan had six key parts, including a vision for Coconut Grove’s waterfront as a network of spaces, the establishment and planning of a waterfront park, improving the facilities for maritime activities, connecting to the civic core, planning for better circulation and parking, and an event management strategy.

This project has been successful because a comprehensive plan was developed in collaboration with key stakeholders to network the spaces and facilitate strong urban outcomes. It has also been successful because it provides for a range of user groups to co-use the space and has thought about both daytime and night-time use. The use of architectural landmarks and design features across the site also helps with wayfinding and create a unique identity for the site.
Lake Champlain Community Sailing Center
Location: Lake Champlain, Burlington, Vermont, USA
Year Developed: Currently under development
Project description: This project is part of a ‘Waterfront Access North Project’ developed by the planning teams at the City of Burlington, Vermont. The community sailing centre is designed not only as a marine education facility offering programs for experiential learning, but also as a community hub to ensure public access to Lake Champlain for residents, local community organisations, schools, and businesses. The hub includes classroom space for year-round learning, boat storage, locker rooms and other public amenities, staff offices, and open green spaces.
This is a project where the vision and mission of the community sailing centre, to provide ‘Lake Access. Life Lessons. For All’ (Community Sailing Center Lake Champlain Burlington Vermont, 2018), was encouraged and supported by the Council and the development is seen as the cornerstone of the city’s waterfront.
The project’s success lies in the way that the local community was made the priority, as was providing access, recreational facilities and educational programs for all age groups. Cycle access to the site was also prioritised to facilitate multi-modal access.

The Harbour Promenade (Havnepromenaden)
Location: Oslo, Norway
Year Developed: 2012
Project description: This project is a network of 14 sites along a 9-kilometre coastline in downtown Oslo. The project mixes history, art, culture, sightseeing, marine sports and urban activities in one continuous experience. Using the colour orange to demarcate key moments for the public, and as a way-finding tool, each destination has its own character, but they are also visually connected.
The architects identify that “by looking at the fjord as a common space, we integrate the water into an important part of the city’s public domain” (Ghilardi + Helisten Arkitekter, 2018).
This project is successful because it prioritises an active livable city by linking key public open spaces in the city; this includes thinking about how to integrate the ‘blue edge’ and better connect to the water. Having a design focus and promoting walkability has also created a strong sense of community pride in the waterfront, and consequently usage has become more frequent because the waterfront is seen as an entertainment destination. This has also attracted more international visitors to the city and resulted in positive economic returns for local businesses.

Maritime Youth House
Location: Copenhagen, Denmark
Year Developed: 2004
Project description: This project was designed by renowned architect Bjarke Ingels. The site has two clients who share the facilities: a sailing club and a youth house. This project is best known for its innovative use of space and very careful attention to the needs of users. While the users had different spatial requirements, the careful design of the spaces and how they overlapped resolved these issues.
Where the deck rises as a play space for local youth, for example, it allows for boat storage underneath. The attention to detail and focus on innovative ways to respond to user needs is also what has made the project successful.
Changing trends - The challenge for Auckland

The global context and learnings from international case studies identified above pose an interesting challenge and opportunity for the marine sports and recreation sector in Auckland.

Auckland is New Zealand's fastest growing region; between the 2006 and 2013 Censuses, Auckland's population increased by 8.5% to 1,415,550 – “the equivalent of adding a city about the size of Tauranga to the region” (Statistics New Zealand, 2017a). Statistics New Zealand projections are that Auckland's population will increase to two million by 2031 (Statistics New Zealand, 2017a). This population growth is coupled with shifting demographic trends towards smaller households, an ageing population, and internal migration away from the central city as property prices push many to the peripheries of the city (Statistics New Zealand, 2017b).

As a result, people’s behaviours and lifestyle preferences are changing; people have less expendable income, less space, and less time. It follows that the most fundamental challenges limiting people's participation in water-based sport and recreation activities include affordability and accessibility. Population growth and associated demographic trends are fast increasing the pressure on the public infrastructure, open space amenities and sport and recreation facilities that already exist and the demand for an increase in quantum and quality continues to grow. Preserving marine facilities for community use and increasing their accessibility to a broader range of people is therefore set to become increasingly important as these trends continue.

Many industries have seen a rise in the sharing economies, which is demonstrated by the ever increasing collective or proportional ownership of housing, cars and smaller recreational assets. The marine sports and recreation industry is now experiencing similar trends, with syndicate ownership of yachts increasing in popularity and demonstrated by the establishment of charitable trusts to own assets which can then be used for the benefit of many. A recent example of this is the Learn to Sail Charitable Trust set up in Northland (Learn to Sail, 2018). As individual private ownership of recreation items becomes less and less viable, the demand for access to public assets and amenities, including clubroom facilities, training and educational bases and equipment (such as canoes, waka, dinghies and sailing apparatus) will increase, along with the public expectation that this access is affordable and available to all ages, cultures and capabilities.

While collective or proportional ownership will go some way to addressing the supply challenge, the requirement for space to house and store collectively owned assets remains. In an ever-intensifying urban environment, optimising the use of space and resources available is a primary question facing both the public and private spheres that make up the fabric of our cities. Creating more space for the equipment needed for community programs and engagement in water sports is a priority.

Coupled with the increased demand for water-based recreational assets, is the requirement for them to be accessible; from both a cost perspective and practical perspective. In addition to the rising cost of participating in sport and recreation activities, Auckland faces significant mobility challenges. The movement of people and equipment around the city is becoming an ever-increasing barrier to participation. In this context, it follows that the marine-oriented community facilities that already exist in Auckland need to be more efficiently used and provide a wider range of options for diverse ages, cultures and abilities at various price points, and opportunities to further develop and optimise assets must be explored. Networking existing facilities through public transport networks, cycle and pedestrian infrastructure, as well as implementing a more coordinated approach between facility operators and clubs using the facilities will go some way to ensuring the facilities are able to continue to serve Auckland communities in the future. Exploring the ways
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that Council, sport and recreation groups and private enterprise can partner will also be an imperative consideration in ensuring the associated costs of an enhanced level of service are kept to a minimum.

This document will explore the potential amendments that can be made to the current model of public asset ownership and operation to enable a more community-focused model that through better coordination and sharing resources, will address at least some of the affordability and accessibility challenges that are currently limiting access to, and participation in, marine and water-based sport and recreation.

An opportunity for Auckland: Eastern Bays, Ōrākei, Ōkahu Bay, and The Landing

The Landing is in a prime Auckland location (see Figure 1) to serve the community and act as a hub for marine sports and education.

![Figure 1: Location of The Landing](image)

It is estimated that by 2020 there will be over 80,000 structured water sports experiences being delivered per year in Auckland alone. These range from a child doing a Waterwise session or Learn to Sail or Paddle Lessons at The Landing, to athletes undertaking training sessions across a range of sports, for example yachting and Waka Ama, or being involved in regular or major events (Auckland Regional Amenities Funding Board, 2017). The opportunity exists to develop The Landing into a facility that caters not only for competitive athletes to be nurtured and talent to be grown, but also for international events to be hosted, and most importantly to enhance the potential for individual community use by a greater number and broader range of residents and visitors. The benefits to Ōrākei and Auckland will not only be social and environmental but also economic.
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For example, there is huge potential to leverage the significant economic benefit of the America’s Cup (MBIE, 2018). It is estimated that between 2018-2021 there will be from $0.6 - $1.0 billion in value added to New Zealand’s economy and an employment boost of between 4,700 and 8,300. The impact will have most effect on sectors such as marine services, manufacturing, and tourism including food, retailing and accommodation. The overarching cost-benefit analysis ranges from 0.997 to 1.14 (excluding any future benefits associated with any new infrastructure, or ongoing benefits to the marine industry). This cost-benefit ratio is for the economy as a whole and demonstrates the positive impact to all parties, including for example the Crown, Auckland Council, participating syndicates, Emirates Team New Zealand, retailers, tourism providers and the marine sector in general.

There is an exciting opportunity for Auckland Council and community groups to work together in partnership to ensure that the services being offered within the Ōrākei Local Board area meet future demand, are fit for purpose, respond to the most recent sport and recreation trends, and are delivered at minimal cost to ratepayers (Auckland Council, 2014) and the community.

The opportunity to better connect the community marine facilities in Eastern Bays into a network as well as moving the vision for The Landing forward are not to be missed. The implementation of The Landing and how the surrounding marine network operates will enhance The Landing’s ongoing development as both a regional hub of world-class sailing events and as a community-serving public space that connects Aucklanders with the water, will enable greater community accessibility to the water and enhance access to marine and water-based education, sports and recreation.

Ōkahu Bay has a rich historical and cultural presence on the Auckland waterfront. Marine sports have enjoyed over 60 years of activity at The Landing, and The Akarana Marine Sports Charitable Trust (AMSCT) wants to ensure it is well-equipped to celebrate another 60 years of serving the community as an education and recreation community marine facility. Implementation of the concept plan and the suggestions made in the remainder of the document also aim to preserve the rich history of the site, align to the Ngāti Whātau Ōrākei Whai Maia, and enhance the vibrant environment at Ōkahu Bay.

Ongoing Stakeholder Engagement

There has been ongoing engagement with each of the stakeholders who have an interest in The Landing to garner their level of support for the next stages of implementation, and it is proposed that they remain involved in the process going forward so that each can contribute to the planning for the future development of the site. This includes those direct users of the site and other interest groups that will be impacted by operations at The Landing. Consideration should also be given to other groups and organisations who are also doing their own planning in the area and the industry, to ensure that optimization of spaces and activities can occur at both a local and regional level.

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<td>• Auckland Canoe Club</td>
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<td>• Feiks Kayaks</td>
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Policy Documents Governing Eastern Bays, Ōrākei, Ōkahu Bay, and the Landing

There are a number of existing policy and strategic planning documents for Auckland that need to be considered when thinking about the future of marine sports and recreation facilities in the Eastern Bays. In addition to the ratified policy and strategic planning documents, there has been a myriad of proposals, marketing and promotional material highlighting the objectives of sports and recreation groups, and ongoing community conversations that can be used as solid foundations to be built upon; a summary of these various components that make up the material to be considered is presented in the diagram below.

The Auckland Plan

No future planning of strategic or iconic public assets, such as The Landing, should ignore the wider context within which they exist. As a guide to the future of Auckland over the next 30 years, The Auckland Plan sets out a vision for a quality, compact city that enables diversity to flourish (Auckland Council, 2012). It contends that Auckland is best placed to celebrate its diversity and cultural richness by enjoying a strong mana whenua presence in development and decision making. It also highlights Auckland as the largest Polynesian city in the world, while in turn drawing strength from its European, Asian and diverse ethnic communities.

Embedded within it are six transformational shifts that are required in Auckland:

- Dramatically accelerate the prospects of Auckland’s children and young people.
- Strongly commit to environmental action and green growth.
- Move to outstanding public transport within one system.
- Radically improve the quality of urban living.
- Substantially raise living standards for all Aucklanders with a focus on those most in need.
- Significantly lift Māori social and economic wellbeing.

While high level in nature, all action taken by local authorities should be undertaken with a view to enabling the achievement of these six transformational shifts. Advancing planning to establish an improved offering at The Landing has the potential to contribute to the achievement of these essential objectives will be further explored in later sections of this document.

The 10-year Budget 2018 - 2028

In order to deliver on the Auckland Plan, long term planning distributes funding in ten-year increments. The objective of both the current 10-year Budget 2015-2025 and the 10-year Budget 2018-2028 (currently out for consultation) are to ensure that Auckland is a world class city where talented people want to live; is a city that builds on the incredible advantages Auckland offers, is growing and prosperous, is inclusive, tolerant and a stable, safe place to live (Auckland Council, 2018). Underpinning the budget is the premise that:

- Auckland is striving to be a high performing city, strongly governed and managed, efficient and transparent in how it provides services to its people.
- Auckland has one of the most beautiful natural environments of any city. The long-term sustainability of the harbours, beaches, maunga, parks and reserves is paramount.
- The ability for Auckland to offer recreational, sporting, arts, cultural, entertainment and dining opportunities which make the city an interesting and fun place to be will support Auckland’s positioning globally as a centre of learning; of innovation and entrepreneurship.
- Increasing the quantity and quality of appropriate housing options and ensuring a transport network which utilises technology, expands modes and enhances mobility and connectedness is critical.
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Enhancing the offering at The Landing poses an exciting opportunity for Ōrākei Local Board to demonstrate its contribution to these driving objectives for Auckland. Specifically, of the leading governance, operational and management arrangements that enable the most effective and efficient use of public parks, sport and recreation assets for the broadest range of community members. As a key strategic marine park, The Landing stands to be a significant contributor to the sport and recreation offering, of not only the Ōrākei area, but of the greater Auckland Region. How The Landing contributes to the network of facilities and the service offered by Auckland Council to its communities, will be further demonstrated later in the document.

The Parks and Open Spaces Strategic Action Plan 2013-2023

Our parks, open spaces and sports infrastructure play a big role in how Auckland looks and feels. They contribute to making Auckland the world’s most liveable city. The Parks and Open Spaces Strategic Action Plan (POSSAP) focuses on connecting people with nature by protecting and improving our parks and open spaces. It ensures that we maximise the social, economic and environmental benefits that they deliver, by providing opportunities for Auckland to; express our culture and heritage, get active and stay fit through sports and recreation, gather together as a community through events and festivals, link the city together, helping people to get to their destination to take care of our environment and enhance our native biodiversity (Auckland Council, 2013).

The Landing, as a park reserve, offers all elements identified; however there are improvements which could be made to the reserve that would greatly enhance its ability to offer the array of benefits parks deliver to our communities.

Auckland Sport and Recreation Strategic Action Plan 2014-2024

Drilling down into the Auckland Sport and Recreation Strategic Action Plan (ASARSAP), Auckland Council aims to get Aucklanders more active, more often. The plan has four priority areas:

- Participation – Get more Aucklanders living physically active lives through participation.
- Infrastructure – Develop access to open spaces and harbours, coastlines and waterways and a fit-for-purpose network of facilities to encourage physical activity, recreation and sport.
- Excellence in recreation and sport – Help to build pride in the region’s recreation and sporting achievements, nurture talent, and celebrate excellence.
- Sector development – Have a sports and recreation sector that is strong and capable enough to deliver quality sport and recreation experiences in a sustainable way (Auckland Council, 2014).

The remainder of this document sets out a plan for how The Landing can contribute to Auckland’s sport and recreation priorities. Specifically, it will explore how re-prioritising the various functions at The Landing will provide greater access to high quality infrastructure that encourages connectivity, how by forming a more coordinated network with the facilities of the wider Eastern Bays, it will improve how The Landing facilities are used, and how by enhancing the operational and management structures of the site, participation will be increased. It will demonstrate that a re-prioritization of community use over commercial activity, will optimise the capacity of both the hard and soft assets, facilitating the growth and acceleration of existing and new users alike and providing more opportunity for Ōrākei to nurture excellence in marine and water-based sport and recreation.

The strategy states that its implementation will be carried out by not only Council, but also the wider sport and recreation sector and the community, over the next 10 years. Groups identified as having a significant role include Sport New Zealand, national and regional recreation and sport organisations, local regional
sports trusts, Aktive - Auckland sport and recreation, Iwi and Māori organisations, Auckland council, tertiary institutes and schools, local groups and clubs, and government agencies and ministries.

The naming of this broad array of contributing organisations demonstrates the collective responsibility of the public sector, private enterprise and the community in delivering the infrastructure required for driving excellence in sport and recreation, further develop sector capacity and enhance overall participation by the widest range of people, across all cultures, ages, and capabilities. The collaboration and operational model proposed later in this document offers an outstanding opportunity to leverage the limited funding and resources available to deliver a world-class marine and water sports park.

The Ōrākei Local Board Plan 2017

Following on from the Auckland-wide context outlined above, each Local Board is responsible for contributing to the achievement of the objectives highlighted from each of the above policy and strategic planning documents, and for setting their own areas of focus for their specific areas that respond to the unique characteristics of their communities. The Ōrākei Local Board has set the direction for Ōrākei Local Board area in its 2017 Local Board Plan, which states:

"The area should be a place where people can enjoy first-class parks, open spaces and community facilities, and have safe alternative means of travel, in an area where the environment is treasured and cared for, and an area in which people can enjoy and support quality local business in distinctive town centres. Above all, our residents, whom we represent and make decisions on behalf of, are important to us. "Community" is at the heart of everything we do and community aspirations based on the feedback are woven through the five outcomes" (Ōrākei Local Board, 2017, p. 4)

The Local Board members are aware of the challenges they face in the Board area, and with limited resources are seeking to partner with community groups and appropriate organisations to deliver the level of amenity and service which residents require. The Ōrākei Local Board Plan 2017 (Ōrākei Local Board, 2017, p. 4) acknowledges the pressure that continuing residential growth places on the facilities and the need for a plan for that growth and the changing demographic makeup for the communities. It also highlights that there are significant fiscal constraints, and supports the Council objective to do more with less and find innovative ways to deliver projects and initiatives in the best interests of our communities (Ōrākei Local Board, 2017, p. 5). It is important to note that the Local Board Plan 2017 identifies the implementation of The Landing Concept Plan as one of its key priorities (Ōrākei Local Board, 2017, p. 5).

The coastal proximity and quantum and quality of parks in the Ōrākei Local Board area provides a unique opportunity for the Ōrākei Local Board to lead the way in developing a fully integrated offering of facilities and services that draw on both the green and blue networks available to them. A shift to a wider network view and a revision to the configuration of uses at the site would not only enable a higher quality park to be enjoyed, but significantly increase the sport and recreation offering to the Ōrākei community, while piloting what could be an exemplary model that could be applied to other areas in the wider Auckland region. Finally, innovative partnerships entered into with community and user groups will demonstrate the delivery of projects and initiatives that are in the best interests of our communities.

Tāmaki Drive Master Plan

The Tāmaki Drive Master Plan (Ōrākei Local Board, 2013a) introduces 6 key moves derived from community consultation in order to preserve “this world-class place for people to enjoy and treasure” (Ōrākei Local Board, 2013b, p. 2). The key moves include:
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- Protect and enhance Tāmaki Drive’s special environment.
- Provide more space for leisure along Tāmaki Drive.
- Improve the quality of the environment in local centres and seaside villages.
- Provide a range of ways to get to and around Tāmaki Drive.
- Consolidate and manage events.
- Recognise the special status of Whenua Rangatira.

The opportunities explored later in this document will directly contribute to the achievement of the Tāmaki Master Plan by contributing to greater mobility and connectedness between the surrounding marine network, promoting connectivity between marine-based parks and recreation areas in the Tāmaki area, providing more space for leisure activities at The Landing, and creating a versatile space to safely manage major events while promoting the status of the Whenua Rangatira and protecting the distinct environment of the area.

The Landing Concept Plan

In 2010-13 the Ōrākei Local Board facilitated several stakeholder sessions to develop the vision for The Landing. At the completion of the consultation and engagement work a concept plan was developed for The Landing that provides for the next 10 years and that focuses on user and community aspirations. It gives direction to the development of The Landing as an important local and regional open space and marine-based recreation asset on Auckland’s waterfront (Ōrākei Local Board, 2013, p. 5).

Specifically, the vision for The Landing is to: protect the unique value of The Landing as a treasure (taonga) to enable community access to the sea now and in the future, provide marine-based opportunities for people to explore and develop their capabilities, create a safe, family-friendly environment that promotes active enjoyment of the water throughout people’s lives, bring life back to the sea and celebrate our cultures, history and sense of place through storytelling."

The objectives set out in the Concept Plan are to:

- Improve access to the sea for marine-related sport and recreation activities
- Support opportunities to increase participation in water-based sport and recreation activities
- Develop quality open spaces at the three corners of the site to increase the public’s enjoyment of The Landing, Ōkahu Bay and the Waitemata Harbour
- Create clear connections to Ōkahu Bay Beach to the east
- Accommodate the various clubs and users of the site in an efficient way that supports their future development and growth
- Ensure safe and efficient use of the hardstand and Ōkahu Bay
- Support improving the environmental standard of Ōkahu Bay
- Enhance The Landing as a destination for marine-related activities such as sailing, paddling and waka culture
- Achieve high-quality design and urban design outcomes

The level of collaboration between the sports and recreation groups operating from The Landing has been gradually increasing over the past five years. With the near completion of the Hyundai Marine Sports Centre, there is now an even greater need for a cohesive management and operational structure that all parties’ core user groups are able to contribute to and be supported by. With improved operational efficiencies there is greater likelihood that The Landing will be able to attract the necessary national and international events, but more importantly provide a greater level of community access to its local residents and to visitors alike.
Summary of the policy and strategic planning setting documents/drivers

When each of these documents are investigated more thoroughly it becomes evident that there is a clear responsibility to create and enhance opportunity for increasing the participation in water sports and marine education, specifically by:

- Providing safe, easily accessible venues for water sports activities and events
- Facilitating training and education on water safety and water sports activities
- Providing pathways for all ages, socio-economic groups, ethnicities and capabilities to be involved in marine and water-based sports
- Minimizing the economic and infrastructure barriers to marine and water-based sports
- Providing additional capacity to meet the growing demand from New Zealanders in marine and water-based sports, including sailing, rowing and paddling
- Ensuring there is adequate venue capacity to host major local, regional, national and international events in Auckland

Key understandings from the existing policy and strategic planning documents

The following points summarize the key points from the policy and strategic planning documents and also highlight the goals of iwi. These points will be kept at the forefront of future planning, and include:

- Protect the taonga (treasure) and access to the sea
- Provide active enjoyment of water
- Provide marine-based opportunities
- Create a safe, happy, family-friendly environment
- Actively encourage water-based activities
- Bring life back to the sea
- Transform to a unified and optimised site
- Celebrate culture, history and a sense of place
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DRAFT

GROWING MARINE SPORTS: SERVING AUCKLAND FROM ŌKAHU BAY

Progress made since the 2013 Concept Plan

Since the Concept plan was completed in 2013 there has been noticeable progress made at The Landing. The development of the Akarana Marine Sports Centre by AMSCT is well underway and is due to finish in July 2018. Parking has been improved, and the remainder of the site remains well utilised by stakeholder groups. Planning is underway for moving the moorings to the western side of the bay, and ensuring access to them exists, and planning for consolidation of various leasing arrangements across the site have commenced.

Ongoing challenges at The Landing

There remains a number of challenges that need to be worked through at The Landing. They include water quality in the bay, Ōkahu Bay encroachment, user conflicts — safety, lack of storage and rigging space, inadequate facilities, private use perception and inaccessible area’s that do not cater for all abilities (accessibility), lack of public amenity, and parking provision / allocation. In addition to these well-known challenges, there are a number of matters which have become more prevalent since the Concept Plan was completed in 2013, these include:

- **Limited fiscal resources of Council;** there is limited financial resources to develop Council assets; no new funding has been allocated to The Landing.
- **Increasing demand and reduced capacity;** this has exacerbated the shortage of space to store the boats required to enable active water sports.
- **Prioritization of user groups/managing competing interest;** due to increased demand the need to prioritise use (commercial vs. community activity) is now a larger issue than it used to be.
- **Site layout / configuration;** the current configuration of The Landing does not maximize the capacity of the site, and this limits The Landing’s ability to host significant sports events on-site. The current infrastructure provision, operational and management structures at The Landing do not favour the hosting of significant events. To support the proposed intensification of use requires consideration of the potential amendments that could be made to the physical layout and the current operational and management arrangements at The Landing.
- **How community facilities are currently managed;** there are currently multiple community leases and some fractious users hinder collaboration and create continuing increases in administrative costs/overhead/expenses, which all need to be subsidized.

Ongoing engagement with user groups and stakeholders

**Onsite stakeholders/users** - There has been continual dialogue between the user groups at the site who are supportive of progressing planning in line with the Concept Plan. This includes the various waka clubs operating out of the facilities, supporting the proposal that more space be made available to cater for the growth of Waka Ama sport and nurture the development of a cultural centre at the eastern end of the site.

**Wider Eastern Bays stakeholders** - In addition to the engagement with The Landing’s specific users, there has also been recent dialogue between the clubs who see a clear benefit in collaborating on key events and having a well-coordinated approach to operations and business development in the Eastern Bays area. In addition to specific requirements, relevant to their club only, there have been a number of common themes emerging from each of the nearby clubs, which can be further explored during the subsequent implementation of the Concept Plan.
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The following questions were asked of each of the Kohimarama Yacht Club, Tāmaki Yacht Club, Glendowie Yacht Club, Bucklands Beach Yacht Club and Panmure Yacht Club:

- What resources, capabilities, experiences are currently available for youth, families and the community to engage in marine-based water sports?
- What are youth, families and the community looking for going forward, and how is this changing?
- How do we address rising demand for marine and water-based sports and recreation?
- What are the pathways needed to inspire those of all ages to be active on the water?
- How do we enable active water sports to cater for all cultures, capabilities and means?

The following four key themes have emerged as a result of the conversations in respect to the above:

- **Support the committed core user groups;** there needs to be an ongoing commitment to support all the existing user groups at the site, and enable their core business. A large component of this is increasing the storage capacity of The Landing, as there is less opportunity for private storage in the community. Sports equipment (yachts, surf skis, canoes, wake, safety and training boats) need to be located on site at the training venues and the logistics and setup times must be minimized (to less than 15 minutes) so that users can maximize the effective time to be active on the water.

- **Provide greater access to meet increased demand;** the increasing numbers of Aucklanders wanting to participate in water and marine-based activities means community facilities need to be used more intensively and more efficiently. Multipurpose spaces and increasing the capacity of The Landing facilities to enable multiple and concurrent users at the site will help make it possible to meet the growing demand for a range of water sports access.

- **Increase pathways for all Aucklanders;** increasing capacity will also allow The Landing’s user groups to cater to more socio-culturally diverse users. Existing core user groups are committed and excited about their potential to better serve currently underserved residents. Examples include the ability of AMSCT to own and hire cut boats on a casual, low-cost, time-efficient basis and to sponsor community groups to help get people from diverse backgrounds on the water, including those who have higher barriers to participation.

- **Nurture New Zealand’s next generation of high performance sports people;** in addition to providing greater community access, competitive high-performance sport should also be encouraged at the site. Space needs to be made available so that those with aspirations to compete nationally and internationally can maximize their time on the water. Nurturing excellence in sport has been identified as a key driver of the Auckland City Plan and would significantly benefit not only Ōrākei Local Board residents but also facilitate greater engagement from the broader population of Auckland.

In addition to the general themes distilled above, each club highlighted various aspects that were important to them; these included erosion management and increased access to facilities and equipment, as well as more coordinated planning for training, educational programmes and events. Understanding this context is important so that what is delivered at The Landing is complementary to other marine based parks and services that are available in the Ōrākei and wider Auckland community. The information gathered from each of the clubs can be further explored with each club should the implementation of a wider network approach to planning be supported by the Local Board and Council staff.

**Working with Māori** - In addition to the onsite user groups and wider stakeholder engagement with iwi to identify opportunities to work collaboratively and innovatively. This will be particularly important when considering the impact to the water and environmental factors and opportunities for cultural inclusion.
OUTLINE OF STEPS NEEDED TO ENABLE FURTHER PROGRESS AT THE LANDING

Given the policy and strategic planning context, together with recent changes to the marine and water-based sport and recreation sector, and as a result of the recent conversations had with the Landing stakeholders, three key steps have been identified as being required to enable the achievement of the objectives and outcomes sought for the Landing:

1. Assess the performance of the hardstand and its role (commercial viability and strategic alignment)
2. Formalise the operational and management arrangements for the eastern end (via a lease)
3. Consider the Eastern Bays context (to enable the increased/optimised use of The Landing as a community-based marine sports park)

1. Assess the performance of the Hardstand and its role in achieving the outcomes sought for The Landing

Firstly, there is the effort to enable further planning for the Landing to occur, the role of the Hardstand, should be considered alongside how the objectives of the Concept Plan can be delivered with the resources that are available to Council, the stakeholders and community partners. This work will need to consider how the use of the site can be optimised, in order to keep up with the increasing demand from existing sports groups, how revenue can be generated to minimise the cost of participation by the broadest range of user groups, and what actions are required to enable The Landing to be both a national and internationally significant marine sports park and an iconic community facility. This work needs to contemplate how the proposed change in use, from the commercial hardstand to community marine sports park, could better achieve the objectives sought for the Landing, while working within the parameters of the existing Concept Plan.

When the existing Concept Plan was agreed, a large majority of stakeholders thought that the commercial hardstand should be removed but the argument was made that there was not enough capacity within the facilities in the wider region, so it remained. Recent data gathered provides evidence that there is capability and capacity elsewhere in the surrounding area, and wider Auckland region to meet the demand that exists for the facilities and services offered by the hardstand operations at The Landing. Overall, a detailed study shows over a year there is 30% surplus capacity for marine haul-out in Auckland, and there are new expansions increasing this. A comprehensive table is attached in Appendix 1.

In addition, the current use as a hard stand provides very little in community outcomes and no financial return. The reach is limited to use by 18-34 boats maximum for either medium term use, salvage or long term storage.

The site also has inherent flaws as a haul-out area since it is:

- Very shallow, severely limiting the draft and hence the size and type of boats which can be hauled out.
- Access is very tidal, limiting when boats can be hauled out or launched.
- The site is very exposed to the north and north-east, limiting safe use in some weather conditions.
- Space is limited and there is not enough critical mass to have the ancillary marine services.
- Most of the year (i.e. 46 weeks) there is surplus capacity for marine servicing around Auckland.
- Most other marine facilities have better supporting marine services on offer, onsite or nearby.

It is therefore recommended that the commercial performance and wider strategic and economic impact of the Hardstand remain, and that an assessment of the options is undertaken to compare the benefit and value of the two options being considered; option one being the status quo (i.e. the commercial hardstand remains) and option two being the removal of the hardstand (with a conversion to marine sports
park use). This option analysis should consider which is most aligned to, and achieves the objectives stated in, the various policy and strategic planning documents for Auckland, and Ōrākei specifically.

It is proposed that the outcomes sought from The Landing, and the objectives of the Concept Plan, would be better achieved if the hardstand area was converted to create a marine sports park and operated by a singular entity. This would enable access to a substantial collection of additional on-the-water resources, training and educational programmes. It is proposed that each of these elements are a part of the arrangements envisaged; the sports space for events and storage could be made available to community groups at affordable rates. AMSCT also proposes that other functionality such as ramp cleaning and event management and coordination could also be centralised and managed by a singular entity. This offers opportunity for both operational and cost efficiencies, as well as a greater level of community use of the area for marine and water-based sport and recreation. Given the increased use and associated maintenance, there would be a requirement for additional storage and maintenance space, which could be incorporated into the site, along with provision for an increased number of safety boats, and making them more easily accessible. Further work would be required to understand how the site could best accommodate these requirements.

The benefit of the above proposal is twofold; increased capacity for local community groups and increased capabilities for national and international user groups from multiple marine-based codes, with an additional 300 visiting boats, plus 320 local craft, making 600 plus boats, waka and canoes on site during events. The existing Waterwise, Akarana Academy, skiff sailing, and school programs run out of the ASC building and space will have the additional space required to grow long-term.

Note: the table below could be used to undertake an objective assessment of either having, or not having, the commercial hardstand. This requires assessing each option against the agreed objectives/outcomes for The Landing (as recorded earlier in the document).

<table>
<thead>
<tr>
<th>Alignment with council strategic objectives</th>
<th>with commercial hardstand</th>
<th>marine sports park</th>
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</thead>
<tbody>
<tr>
<td>World Class City Where Talent Wants To Live;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is Striving To Be A High Performing City;</td>
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<tr>
<td>Celebrates Its Diversity And Cultural Richness;</td>
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<tr>
<td>Strongly Governed And Managed, Efficient And Transparent In How It Provides Services To Its People;</td>
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<tr>
<td>Sustainability Of The Harbours, Beaches, Maunga, Parks And Reserves Is Paramount;</td>
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<tr>
<td>The ability for Auckland to offer recreational, sporting… which make the city an interesting and fun place to be;</td>
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<tr>
<td>Support Auckland’s positioning globally as a centre of learning, innovation and entrepreneurship;</td>
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<table>
<thead>
<tr>
<th>Alignment with Board Objectives</th>
<th>with commercial hardstand</th>
<th>marine sports park</th>
</tr>
</thead>
<tbody>
<tr>
<td>The area should be a place where people can enjoy first-class parks, open spaces and community facilities,</td>
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<tr>
<td>in an area where the environment is treasured and cared for,</td>
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</tr>
<tr>
<td>And an area in which people can enjoy and support quality local business</td>
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</tr>
<tr>
<td>All, our residents, whom we represent and make decisions on behalf of, are important to us. “Community” is at the heart of everything we do</td>
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There are a number of other related actions which could be progressed should the removal of the hardstand be supported. These include:

- Clear Ōrākei Bay of moorings by Sept 2019. This is to be achieved by relocating existing moorings to Hobson Bay, plus identifying other locations around Auckland where there is spare space and making
owners aware of those options. Responsibility for this seems to reside with the Harbormaster. However, a wider community involvement may be required to make it work in a timely manner.

- Remove the defunct piles across Ōkahu Bay. These are ineffective and should be removed on the same timeline as relocating the moored boats in the Bay. It is not clear who would be responsible for this and where the funding would come from. This would open the Bay up to a huge variety of water sport uses from learner activities to “stadium” type events as seen at the America’s Cup and Olympics.

- Create a safe harbour in front of the Akarana Marine Sports Centre. The general arrangement could be more or less as outlined in the scheme plan of 2015, as pictured. Further detailed analysis is required. However, this is an essential part of the requirements to make launching safer in some conditions, and to cater for disabled sailors and water sports people, as well as improving the ability to host significant events.

- Develop safe, sheltered universal access away from the main launching ramp, which is often used by power boats. There have long been discussions about the need to help create more safe access for young and disabled users, particularly in windy conditions. There is a possibility this could be achieved by using material dredged to make the safe harbour deeper.

2. Create an ‘Operation Centre’ at the eastern end of The Landing

In order to progress planning for the eastern end of the site, it is recommended that current operational and management arrangements for the eastern end of The Landing be formalised. The Concept Plan identifies that the refurbishment of the existing Auckland Sailing Club building (at a cost to the club) is to serve as an Operational Centre for AMSCT. It is requested that the current occupation and management of the ASC building be formalised into a long-term community lease managed by AMSCT. This would enable the ongoing use by the existing user groups with increased certainty and improved operational and cost efficiencies. It will enable a more coordinated approach to be taken between all the user groups in respect to ongoing existing operations at the eastern end and would also enable collaborative planning for the future long-term development of the eastern end.

If removal of the hardstand is supported, consideration should also be given to the long-term operational and management structure of The Landing. AMSCT proposes that it could continue to facilitate and coordinate with the various user groups and stakeholders to streamline operations and management. In addition, AMSCT would continue to work with wider Eastern Bays yacht clubs that have an interest in the development of the Ōkahu Bay site. AMSCT proposes that this approach would provide an opportunity for The Landing to be involved in programs and events being run at Tāmaki and Kohimarama, plus provide a pathway for users from Glendowie. A cohesive and co-ordinated event planning schedule and a calendar for the wider Eastern Bays area could be initiated to encourage increased community involvement.

3. Consider the Potential of an Eastern Bays Marine Precinct

To enable a coordinated approach between the various sports clubs and marine-based parks, a strategic understanding of the wider Eastern Bays marine facilities and how they could work together as a network of facilities that can better serve/provide opportunities for the people in the community is recommended. The success of a community marine network relies on understanding the various aspects of clubs and groups in the area, their strengths and weaknesses and how public and private facilities and amenities can be optimised through sharing and enhancing connectivity. This work could involve creating a joint vision for water sports and activities in The Eastern Bays in 2021 and developing strategic plans to address the issues affecting all
clubs and facilities, including increasing population and diminishing land availability and increasing demand for water and marine-based sports activity now and in the future.

Further work could be done to understand the wider context, to make sure the planning for The Landing is strategic and fits within objectives of the network as a whole and provides the best opportunity for Auckland to provide the amenity and recreation services it needs to, for all its communities. An 'Eastern Bays Community Marine and Water Sports Network' document could be developed.

To provide readers with an idea of the network capacity, a series of visual maps have been developed as shown in Figure 2 and 3 below.

Figure 2: Potential Auckland-wide network of community marine facilities (Larger versions of these maps are available on request from AMSCT)
Summary

The potential for ongoing development at The Landing offers an exciting opportunity for the community of Ōrākei, the wider Auckland region, and national and international visitors. However, there are a number of barriers/challenges which need to be addressed to enable ongoing progress and implementation of the Concept Plan.

Living and recreation trends are changing and there is ever-increasing pressure on public infrastructure, with limited fiscal resources available to Council to provide the community with the amenities and services it needs to thrive. Therefore, AMSC is proposing a progressive innovative approach, based on principles of partnership and collaboration to ensure that all parties with an interest in The Landing, and all those who could benefit from the value it contributes to the community, are given the opportunity to do so.

The next steps and key opportunities, which have been outlined in this document, highlight only the beginning actions required to deliver a national and internationally recognised marine sports park, and it is hoped that this document will serve as a foundation upon which future development of the park can be built.
## Appendix 1: Haul out capabilities analysis

### Haul out Capabilities – Auckland & Surrounds

**Mono-Hull Yachts and Power Boats plus Power Cats**
*98% of Boating*

**Sailing Multi-Hulls**
*Typically less than 2%*

### Restrictions

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>TYPICAL CAPACITY/USAGE</th>
<th>MAX DRAFT</th>
<th>OPERATIONAL LIMITATIONS</th>
<th>MAX WT (Tonne)</th>
<th>MAX LENGTH</th>
<th>MAX WIDTH</th>
<th>MAX LENGTH</th>
<th>MAX WIDTH</th>
<th>MAST</th>
<th>MAX CAPACITY</th>
<th>BOAT DAYS P.A.</th>
<th>UTILISATION LAST 12 months %</th>
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<td>18m</td>
<td>10m</td>
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<td>+Supporting Yards</td>
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<td>28</td>
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<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>200</td>
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<td>20m</td>
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<td>11,480</td>
<td>60</td>
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<td>8m</td>
<td>13m</td>
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<td>-</td>
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<td>15m</td>
<td>8m</td>
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<td>14m</td>
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<td>30m</td>
<td>Any</td>
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<td>15m</td>
<td>8m</td>
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<td><strong>TOTALS</strong></td>
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<td></td>
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<td></td>
<td></td>
<td><strong>4,184</strong></td>
<td><strong>3,185</strong></td>
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*BASED ON AVERAGE SIZE BOAT – 12-14m, 15% OF BOATS – ALSO CONSIDER AVERAGE LENGTH OF STAY

**Note:** All yards tend to be active in November and early December


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Reference List

Sara, A., & Marcu, V. (2017). Landscape liveability spatial assessment integrating ecosystem and urban services with their perceived importance by stakeholders. .
OUTCOMES

1. **TOWARDS IMPLEMENTATION... WE ARE SEEKING FROM ORAKEI LOCAL BOARD:**

   - Review contribution of the hardstand over the past 5 years, including
     - Financial and economic contribution
     - Contribution to community/active sports
   
   - Then, compare the two options to understand the benefit/value of each:
     - The Landing with the hardstand
     - The Landing without the hardstand and used as water sports park instead

2. **OPERATIONAL & MANAGEMENT EFFICIENCIES**

   - Formalise the arrangements for Akarana Trust to operate and renovate the existing Auckland Sailing Club building as Youth Education and Operations Centre
   
   - Requires a long term concessory lease for the building and site

**THIS WILL ENABLE**

   - Delivery of the ‘Operations Centre’ identified in the Concept Plan (location 27)
   
   - To enable existing current use of ASC by Academy, Waterwise, school groups, sailing groups, and paddling groups to continue operating and provide for growth
   
   - Coordinated management of ongoing planning with user groups

3. **OTHER REQUIREMENTS**

   - Investigate if there is more space available for events and storage in areas designated 21, 22 and 23 of the Concept Plan
   
   - Explore the opportunities for how the landing can be made available for more use by the sports groups
   
   - Consider the wider eastern bays network [see maps]
   
   - Work together on advancing planning
Up-date on the Development of the New Eastern Suburbs Gymnastic Club (ESGC) within the Colin Maiden (CM) Master Plan (MP)
Goal: build a world class community sport system to make Auckland the world’s most active city

<table>
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<tr>
<th>Core Target Market - AKtive</th>
<th>Eastern Suburbs Gym Club Strategic Fit</th>
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<tbody>
<tr>
<td>Young people 5 – 18 years</td>
<td>✓</td>
</tr>
<tr>
<td>Young Girls 8-18</td>
<td>✓</td>
</tr>
<tr>
<td>All Ethnic groups esp.</td>
<td>✓</td>
</tr>
<tr>
<td>Chinese, Maori, Indian</td>
<td></td>
</tr>
<tr>
<td>Organised sport</td>
<td>✓</td>
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</table>

As well as
Constitutionally aligned with scale operation +700 members
CommMaiden Master Plan allocated a site for ESSC to develop new building

Attachment A

Item 9.1
Create Best in Class Facility

Eastern Suburbs Gymnastics Concept Club Design

at Olin Water Park, Auckland, New Zealand.
Next Steps

1. Auckland Council to finalise Lease Amendment with Auckland Netball
   NB there are questions such as parking capacity that need consideration from Akld Netball

2. Issue ESGC with letter of Lease agreement

3. ESGC to progress formal planning and costing

4. Finalise lease with ACC

5. Build and Development phase
Thank You
Appendix – ESGC Profile & Constitutional Objectives

Purpose
Promote, develop and foster amateur gymnastics for recreation, well-being and enjoyment for the Broader Eastern suburbs community

Benefits
promote strength, flexibility, speed, grace as well as teaching self-confidence, discipline, teamwork & character development. By providing every child with the opportunity to be successful, building courage, confidence & self esteem.

RULES OF
Eastern Suburbs Gymnastics Club Incorporated

1 Name
1.1 The name of the society is Eastern Suburbs Gymnastics Club Incorporated ("the Club").

2 Objects
2.1 The objects of the Club are those charitable objects and purposes which are recognised by the Courts of New Zealand as being charitable, including to:
(a) Promote, develop and foster amateur gymnastics for the recreation, physical well-being and enjoyment of the general public in New Zealand.
(b) Develop opportunities and programmes for all Members, staff and associates to achieve their potential in a fun, friendly and safe nurturing environment.
(c) Affiliate or associate with like-minded associations and other organisations.
(d) Seek and promote membership of the Club.
(e) Promote, develop, manage and maintain sports facilities that facilitate active community participation in sport and recreation.
(f) Encourage good health in the community through participation in physical activities, including but not limited to gymnastics.
(g) Do any act or thing incidental or conducive to the attainment of any of the above objects.

Membership growth

<table>
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<th>Membership Growth</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
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<tbody>
<tr>
<td>613</td>
<td>640</td>
<td>709</td>
<td></td>
</tr>
<tr>
<td>4%</td>
<td>10%</td>
<td>10%</td>
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</table>

Profile of Membership
Description and Quantification (to the extent practicable) of the Entity’s Outputs

- Total number of Gymnasts
  - 2015: 613
  - 2016: 640
  - 2017: 706
- Average number of pre-schoolers attending Play gym and Play gym + classes per term
  - 2015: 160
  - 2016: 170
  - 2017: 184
- Average number of school age children attending General Gymnastics Programmes per term
  - 2015: 315
  - 2016: 330
  - 2017: 337
- Average number of children attending competitive Gymnastics Programmes per term
  - 2015: 138
  - 2016: 140
  - 2017: 143
- Average number of school age children attending Holiday Programmes per term
  - 2015: 66
  - 2016: 70
  - 2017: 88
- Number of competitive gymnasts selected to represent Auckland at National Gymnastics Championships
  - 2015: 15
  - 2016: 11
  - 2017: 7
- Number of ESGC coaches
  - 2015: 26
  - 2016: 30
  - 2017: 28
- Number of ESGC judges
  - 2015: 8
  - 2016: 9
  - 2017: 7
- Number of Competitions hosted by ESGC
  - 2015: 1
  - 2016: 1
  - 2017: 1
- Number of competitions attended by ESGC gymnasts within New Zealand
  - 2015: 11
  - 2016: 12
  - 2017: 11
Ellerslie Theatrical Society Inc – storage

Introduction
Ellerslie Theatrical Society Incorporated, known as ETS or Ellerslie Theatre, is a society dedicated to putting on plays in Ellerslie.

We were invited to use Stables Theatre at 138 Main Highway by Mayor Leon Leicester, and we have made Stables our home. Over the years, ETS has made improvements, such as installing the proscenium arch.

We make our equipment for lighting and sound available to other community hirers at the Ellerslie War Memorial Community Centre. Although we charge for our equipment and services, our charges are less than commercial hire rates.

Our storage problem
Currently, much of our items for building sets is stored in a garage under a member’s house. This can only be a temporary arrangement.

We store items such as stage flats, which are rectangular wooden frames with a ‘skin’ of 3mm MDF on them. They are generally 3 metres high and in various widths, up to 1200mm. They are essential components of our sets, as they are used as walls, often with several screwed together.

There are also door units, containing a working door within a frame. They are also 3 metres high.
We have a collection of doors and window frames.

We also store new timber, often sheets that are 2400mm by 1200mm.
These are all items that we need, but that we have no storage space for these items at the theatre, given their size.

They are stored in a location that causes them damage, through damp and exposure to pests. There are also safety concerns for our volunteers in getting them in and out of the location, including a steep driveway, low headroom and the need to climb into spaces occasionally. Our ability to use these items is complicated by having to ensure that our people are safe.

Our attempts at a solution
To obtain storage space, ETS has placed notices in its online and paper newsletters and has approached local businesses who have storage space, including in Main Highway, Marua Road, and Cawley Street.

The only solution that we have found so far has been to rent space. A glimpse at our annual accounts will show that we cannot afford to rent space. It is also very difficult to get grant funding for accommodation or for any form of leasing rather than a capital purchase. To date, we have not found a funder who would support us for $3,600 a year for a rented space.

While we were investigating the area for spaces that might have storage space, we discovered Liston Park.
Is Liston Park an answer?

We have observed that the main club-house and changing-rooms at the Liston Park facility are closed. There are boards on the windows, indicating that the building is no longer in use.

Exploration of the site has revealed a pair of garages external to the main building that would be ideal for us as storage had they not been heavily vandalized.

There are several locked doors at the side of the building that could already be in use as storage for Auckland Council. Certainly, their locks seem to be in good condition.

We are therefore asking the Ōrākei Local Board if they can check whether there is any space available in the Liston Park building that we could gain access to for storage. We are happy to share space.

Failing that, we request the Board for any other space that they have available that will meet our needs.

David Blakey
Secretary