



Clwb Hwyllo Llyn Brenig Sailing Club

3-year Site Development Plan

2026 - 2028



February 2026



1. Background

Llyn Brenig Sailing Club has, since its founding in 1977, prided itself on providing not only an excellent setting for established sailors to enjoy their sailing, but also the means for introducing others to the sport's widely-recognised benefits which include improved physical and mental health, social, leadership and teamwork skills, self-esteem and confidence. Such benefits are of particular importance to the young and to otherwise disadvantaged members of the local community, and the Club has (through its role as an RYA Recognised Training Centre) seen many such trainees try, enjoy and adopt sailing as a core part of their lifestyles.

However - along with so many similar organisations - the Club faced something of an existential crisis following the CoViD-19 pandemic, with lock-down having caused an almost complete cessation of all training, recruitment and other communal activities for the best part of two seasons. Club membership had fallen to around 50 members in 2022 and it was apparent that unless this could rapidly be increased again, the Club would soon become non-viable in both operational and financial terms.

The principal success factors for long-term recovery that could be identified were:

1. Renewal of the site lease from Dwr Cymru / Welsh Water that had expired in 2021
2. Re-establishment of the Training Programme to boost both participation and Club membership
3. A sustained increase in not only the number of Club members, but also their degree of participation in the administration and life of the Club - both on and off the water. Similarly, the Club needed to be more actively engaged in the life of both the North Wales sailing community, and (more critically) the wider local community from which most members are drawn.
4. Refurbishment / update of the Club's facilities and equipment in order to comply with regulatory and societal expectations

By the end of 2025, important strides had been made towards tackling these factors:

1.1 Lease

A new lease from DC/WW was negotiated and concluded in November 2022 securing the Club's tenancy until 31 May 2046.

1.2 Training

Ten formal RYA 2-day Dinghy Training Courses were conducted between 2023 and 2025, training 103 participants - of whom around a third were female, and over half were under-18s. In order to encourage continued development and participation, we offer all participants in these Courses free Club membership for the remainder of the year.

In 2024, we introduced a Saturday Club training local youngsters across eight Saturdays over the summer months. In its first year it delivered 96 3-hour sessions to 21 youngsters, and in 2025 it delivered 160 3-hour sessions to 35 youngsters - many of whom have continued to train, develop and compete as part of our Youth Training / Racing Squad.

The marked upturn in training is reflected in the numbers of adults and youngsters who have achieved RYA certification due to these activities over the last three years:

Year	2021	2022	2023	2024	2025	Total
Adults						
L1	1	0	12	16	11	40
L2			7	1	3	11
u-18s						
S1	2	0	11	18	16	47
S2	1	0	2	2	5	10
S3	1	0	1	4		6
S4				1		
	5	0	33	42	35	114



At the end of 2025, Club membership stood at 97 members.

1.3 Member and Club Engagement

The influx of new members since 2023 has included (critically) several new families, who along with other 'solo' new members have shown a willingness to get stuck into Club life. We now have two Young People's Representatives and a Women's Representative on the Club Committee.

During 2023-2025 the Club has engaged in cooperative training activities with RYA Cymru and other local clubs, as well as hosting and/or competing in Regional and National level regattas.

The Club also has long-standing arrangements with

Our training activities (particularly the Saturday Club) provide links into several local schools and youth groups (such as local Scouts groups and the ScoutCymru Water Activities Team) with whom we continue to strengthening ties to further develop awareness and uptake of dinghy sailing.

1.4 Club Facilities / Refurbishment

In recognition of the need for a complete review of the facilities the Club offers members and visitors, and how they could best be developed, we engaged the services of a professional leisure consultancy group to conduct a Feasibility Study that reported in 2022. This was supported in 2023 by a formal Accessibility Audit (by another consultancy) on our compliance with current equality and accessibility expectations.

The recommendations from these two Reports have been key drivers of this Development Plan and are discussed in Section 2.

2. Feasibility Study and Accessibility Audit Reports

2.1 Feasibility Report

The Feasibility Report team was led by Joanne Martin of My Leisure Consultant Ltd.

2.1.1 Objectives

The study objectives were to evaluate the facilities already in place for their suitability for current and potential future use, to research and suggest options for the further development of the Club and its facilities (in line with the stated objectives of the Club, and the anticipated nature and needs of the local communities - Conwy and Denbighshire), and to make specific recommendations about which were essential, which were a good idea and which were 'nice-to-haves'.

Ballpark estimates of likely costs were also provided.

2.1.2 Funding

The Feasibility Study was funded by Cadwyn Clwyd Cyfyngedig.

2.1.3 Recommendations

The Report made specific recommendations relating to:

- Creating a more welcoming, informative entrance area whilst also improving security
- Rationalising the flow of traffic, parking and boat storage
- Improving accessibility for sailors and visitors with disabilities
- Improving storage, workshop and Race Control facilities
- Improving facilities for visitors / spectators
- Upgrading Clubhouse to current standards and in anticipation of future needs (*e.g.*, energy efficiency / sustainability)

2.2 Accessibility Audit

The Accessibility Audit team was conducted by Direct Access Consultancy Ltd.

2.2.1 Objectives

The audit objectives were to evaluate how well the Club site performs in terms of access and ease of use for



a wide range of users, including disabled people - as laid down by the requirements of The Equality Act (2010), The Disability Discrimination Act (1995 & 2005), Building Regulations Approved Document M - Access to and Use of Buildings (2010 - 2015 Ed), BS8300: 2018 - Design of an Accessible and Inclusive Built Environment - Code of Practice, and other applicable sources (where appropriate).

Ballpark estimates of likely costs were also provided, where feasible.

2.2.2 Funding

The audit was funded by Brenig Windfarm Ltd through the Brenig Wind Community Benefit Fund.

2.2.3 Recommendations

The audit Report made 60 recommendations overall, presented according to four priority ratings:

- **Priority A:** Where there are potential health and safety risks or where failure to implement changes would be highly likely to have legal implications. Immediate action is recommended - **16 items**
- **Priority B:** Where action is recommended within the short-term to alleviate an access problem or make improvements that will have a considerable impact - **17 items**
- **Priority C:** Where action is recommended within 12 - 24 months to improve access - **12 items**
- **Priority D:** Where the recommendation involves excessive costs or should be implemented as part of a longer-term plan or 'Blue sky' thinking - **15 items**.

2.3 Club Response / Actions

The two Reports and their various recommendations were discussed at length by the Club's Development Sub-Committee and full Management Committee during 2024-25.

The combined items from both Reports were broadly divided into

- those that appropriately competent / experienced Club members could organise / undertake, and
- those that would require external contractors. Naturally, these tended to be those that required specialist expertise and / or equipment, and were associated with the greatest costs.

The former items were prioritised according to urgency, feasibility, anticipated weather and other practical requirements, and the work commenced under the control of the Club's Maintenance Officer.

The latter items were assessed according to their priority and alignment with the Club's operational plans, and this 3-yr Site Plan developed for their implementation. In view of the anticipated costs (which are way beyond the Club's internal financial resources) a grant application strategy was also developed.

3. Three-year Site Development Plan

In 2025, an outline 3-yr Site Development Plan was presented to the Committee, reflecting the above considerations:

LBSC Outline 3-yr Site Development Plan: 2026 - 2028

Phase	Name	Principal Items	Ballpark Cost	Outcomes / Objectives
Y1	Clubhouse Accessibility and Energy Efficiency upgrade	<ul style="list-style-type: none"> • New staircase and balcony • New external lift • Insulation upgrade • New windows / doors 	<ul style="list-style-type: none"> • £40,000 • £25,000 • £10,000 • £15,000 	<ul style="list-style-type: none"> • Improve accessibility / safety • Under-cover briefing / training area • Elevated spectator viewing area • Better energy performance • Prepare building for future (<i>see Y3</i>)
Y2	Car & Boat Park Expansion	<ul style="list-style-type: none"> • Clear / lower 'raised' area • Drain and resurface parks 	<ul style="list-style-type: none"> • £30,000 • £20,000 	<ul style="list-style-type: none"> • Improve capacity/utility of the space • Improve safety for all, especially disabled sailors / visitors
Y3	Going Green	<ul style="list-style-type: none"> • Install energy-efficient heating and electricity systems (solar panels, etc) 	<ul style="list-style-type: none"> • £30,000 	<ul style="list-style-type: none"> • Minimise carbon footprint / costs • Prepare to electrify our powerboats as technology becomes affordable

3.1 Year 1 - Clubhouse Access and Energy Efficiency Upgrade

The most urgent big-ticket items on the Action List were replacement of the external staircase / balcony and of the platform lift facility, and improving the energy efficiency of the building.



The staircase and balcony that provide access to the upper floor of the clubhouse are recognised to be nearing the end of their useful life, and although evaluated as remaining safe for use at the present time, the evident rusting of its structural components is bringing that time concerningly near.

Current Staircase and Balcony:

Location -



Condition -



Replacement with a similar, but larger structure will provide a safer, more accessible approach to the upper floor, provide a more practical external viewing area for visitors / parents, etc. It will also provide a more usable external under-cover briefing / teaching area for those days when it decides to rain at Llyn Brenig.

A new **external platform lift** is necessary because the elderly internal lift in the southwest corner of the clubhouse has been evaluated as being no longer fit for purpose, failing to meet BS8300 on several counts:

- The external door into the room where it is situated is less than the recommended 800mm in width
- The lift itself is too small for BS8300, both in floor area / width and in internal height / headroom
- It has no contrasting features (e.g., grab rail) and no tactile or Braille controls

In addition, it is rather temperamental in its functionality - which is unacceptable should emergency evacuation be needed.

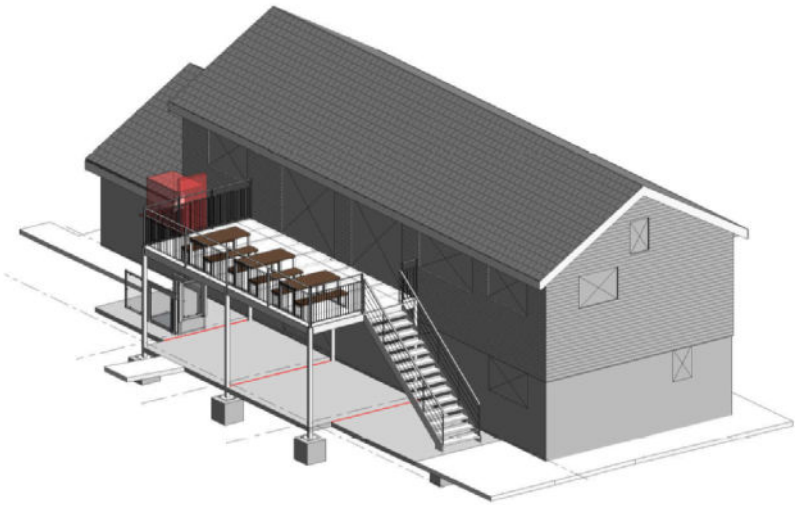
Replacement with an external lift platform will greatly improve 'no-step' access to the upper floor and (with the proposed larger balcony) a raised viewing area that is practical for those with restricted mobility.



The proposed new staircase will be approximately the same size as the current one, but the balcony will be approximately twice as wide. The structure will have better surfaces (non-slip, water run-off features), better handrails and non-see-through risers, and will comply with all current construction and utility standards.

Similarly, the new external platform lift (shown in red at the far end of the balcony) will be in close proximity to the new parking places planned for disabled users at the eastern end of the building (left).

Plan of Proposed New Staircase, Balcony and Platform Lift



The need for an **Energy Efficiency Upgrade** to replace all our 30-year-old window and door units has been apparent for some time, but has been brought into sharper focus recently by the urgent need for the Club to become more energy efficient on environmental grounds. Similarly, the building has significant room for improvement in its standard of passive insulation.

For this reason, their replacement is planned for Year 1 of the Plan so that the Club (and the environment) can benefit from their impact soon, but be ready to adopt a more progressive approach in Year 3 (See 'Going Green' in Section 3.3.1).

3.2 Year 2 - Car / Boat Park Expansion

The area of the site between the entrance and the Clubhouse has served as a flexible car / boat park since the site's creation in 1981, although it is prone to becoming water-logged at times - especially towards its eastern side.

The trees in the area outlined in red are no longer present, having succumbed to Storm Arwen in 2021. The fallen timber was removed, leaving the ground as a raised area some 1.25 metres above the surrounding land, riddled with rocks and around 20 large tree stumps - pretty much useless without significant ground work.

As part of the longer-term plans of the Club to expand both its own membership and (particularly) participation in local, regional and national sailing activities, it is clear that we need to substantially increase our capacity for parking of both vehicles and boats.

Current Car/ Boat Park Area





In Year 2 of the Plan, it is proposed to undertake a major expansion and upgrading of this part of the site, with clearing and levelling of the raised area, installation of proper drainage features and of a more robust parking surface:

Proposed New Car/ Boat Park Area



3.3 Year 3 - Going Green

The Club's has long recognised the need for (and desirability of) reducing the environmental impact of its activities - most particularly with regard to our continuing dependence on fossil fuels to power our safety / coaching boats, and the potential impact of these on the environment we enjoy at Llyn Brenig.

The Committee has been keeping an eye on the cost of electrically-powered boats that could be used for this purpose, but they remain extraordinarily expensive compared to their predecessors - *i.e.*, a new 5-metre petrol-driven RIB would cost around £17-20,000, whereas a corresponding electrically-powered boat would currently be somewhere in the £65-80,000 range.

In Year 3 of this Plan, it is proposed to undertake a complete renovation / rewire of the Clubhouse's electrical system with the installation of a 24-panel solar array, converter/switchgear kit, and 2 pressurised, insulated, 300-litre water cylinders with diversion switching. The system is not currently proposed to include any battery capacity for storage of electricity, as the Club (only being open during daylight hours) has little need for power at times when the roof array is not producing.

Not only will such a system greatly reduce the Club's electricity bill - it is likely to produce a substantial surplus through resale of power to the grid during the productive parts of the year.

It will also mean that - once the price of electrically-powered boats comes within reach - we will be in a position to produce much of the electricity we use.

3.4 Three Year Plan Budget / Funding Requirement

As can be seen from the Outline Plan in Section 3.0, the approximate capital costs across the three years are anticipated to be in the region of **£170,000**.

Approaches will need to be made to various sport- and community-focused funding bodies - bearing in mind that many are very open to the possibility of 'joint-venture' funding for larger projects such as those being proposed here.