



Australian Government
National Capital Authority

YARRALUMLA BAY RECREATION HUB MASTER PLAN



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//PREAMBLE

This Master Plan provides an additional level of detail to the provisions of the National Capital Plan for the Yarralumla Bay area. It sets a clear framework for the future development of Yarralumla Bay and surrounds to ensure the area can continue to be enjoyed in the future by recreational and community users, whilst maintaining the unique character and natural setting of the area.

Yarralumla Bay is located in Canberra on the southern shores of Lake Burley Griffin where West Lake meets Taroola Reach. The Bay is framed by a gently sloping landscape of natural and exotic grasslands and tree plantings, typical of the open space parklands surrounding the lake. Within this landscape setting, the Bay is flanked by boat sheds and club houses used by schools, sporting and community groups.

The relationship of Yarralumla Bay to the ornamental waters of Lake Burley Griffin and surrounding parklands has been fundamentally established by the Griffins' formally adopted plan for Canberra. The landscape elements have been integrated into a matrix of land use, generating strong axial relationships and vistas. The National Capital Plan outlines general conditions for planning, design and development for the Central National Area which includes Yarralumla Bay.

//PURPOSE

This document was developed in consultation with the community, land managers, leaseholders and user groups to determine user requirements and refine the design proposals to arrive at a practical long-term solution for the use of Yarralumla Bay. The National Capital Authority produced the Master Plan in recognition of the need for a co-ordinated maintenance and improvement strategy, informed by a clear set of unifying principles.

The Master Plan will be used by the National Capital Authority, ACT Government agencies and leaseholders to prioritise maintenance projects and guide future development. The implementation of these policies will improve user safety, present opportunities to enhance tourist and recreation facilities and improve lake water quality.

//THE SITE



//PRINCIPLES

NATIONAL CAPITAL PLAN: PRINCIPLE FOR LAKE BURLEY GRIFFIN AND FORESHORES

To conserve and develop Lake Burley Griffin and Foreshores as the major landscape feature which unifies the National Capital's central precincts and the surrounding inner hills; and to provide for National Capital uses and a diversity of recreational opportunities.

The specific principles for the future development of Yarralumla Bay:

1. Develop Yarralumla Bay and parkland as one place by re-connecting the Park to the Bay.
2. Provide better **public access** to the lake and design the lake edge to be a visually appealing waterfront destination.
3. Improve the Bay's physical and visual landscape **character** to reflect and contribute to the Bay's environment and provide a distinctive identity.
4. Ensure that the **environment** and ecology of the Bay are protected, maintained and enhanced.
5. Create a sense of place and promote a sense of community through the improvement of the **amenity** of the public realm.
6. Achieve development that is environmentally **sustainable**
7. Preserve and enhance **public access** to and along the lakeshore
8. Enhance the range of **aquatic recreational** experiences and **tourist activities** available on Lake Burley Griffin
9. Enhance the safety and amenity of pedestrian and cycle paths and minimise conflicts between park users.
10. Connect the suburb of Yarralumla to the Bay
11. Retain the heritage nominated Australian Federal Police (AFP) cottage
12. Reinforce vistas and axial lines through landscape and built form
13. Create and maintain durable lake edge treatments designed to suit a range of recreational water craft users, without inhibiting public access to the Lake
14. Retain significant riparian vegetation
15. Improve **water quality** of the Bay, and the appearance of stormwater drains.

//POLICIES

LAND USE

Development and redevelopment will accord with the Detailed Conditions of Planning Design and Development for The Central National Area (Lake Burley Griffin and Foreshores), as described in the National Capital Plan ([see www.nationalcapital.gov.au](http://www.nationalcapital.gov.au)).

Permitted land uses are limited to uses related to aquatic recreation and tourism and may include aquatic recreation facility, tourist facility, commercial concessions for kiosks, cafes, restaurants, club (related to lake use only), waterfront promenade, cultural facility, park, car park and road.

Tourist Accommodation will not be permitted at Yarralumla Bay.

The types of use and development should conform to the Technical and Management Guidelines at Appendix J and will be subject to stringent conditions to ensure that development harmonises with the surrounding areas. In all cases public access to the lakeshore should be preserved.

URBAN DESIGN

The fundamental direction for this Master Plan is to strengthen the current use of Yarralumla Bay as a Recreation Hub. The urban form of the Bay will continue to support formal and informal aquatic recreational uses with an emphasis on rowing activities and facilities.

VISUAL AMENITY AND CHARACTER

The visual amenity of the lake edge and surrounding landscape would benefit from the conversion of the concrete storm water system into a water cleaning wetland.

The primarily 'landscape' character of the area is to be maintained.

The current height limit of two stories should not be exceeded.

VIEW CORRIDORS AND OPEN SPACE

Current view corridors from the surrounding suburb are to be maintained.

New paths are to extend and improve pedestrian and cycle networks and linkages between the bay and the suburb.

The current landscape/open space break between the suburban built form and existing lakeside buildings is to be maintained. Additional built elements may only be added in the locations shown in Figure 15, Indicative Development lan.

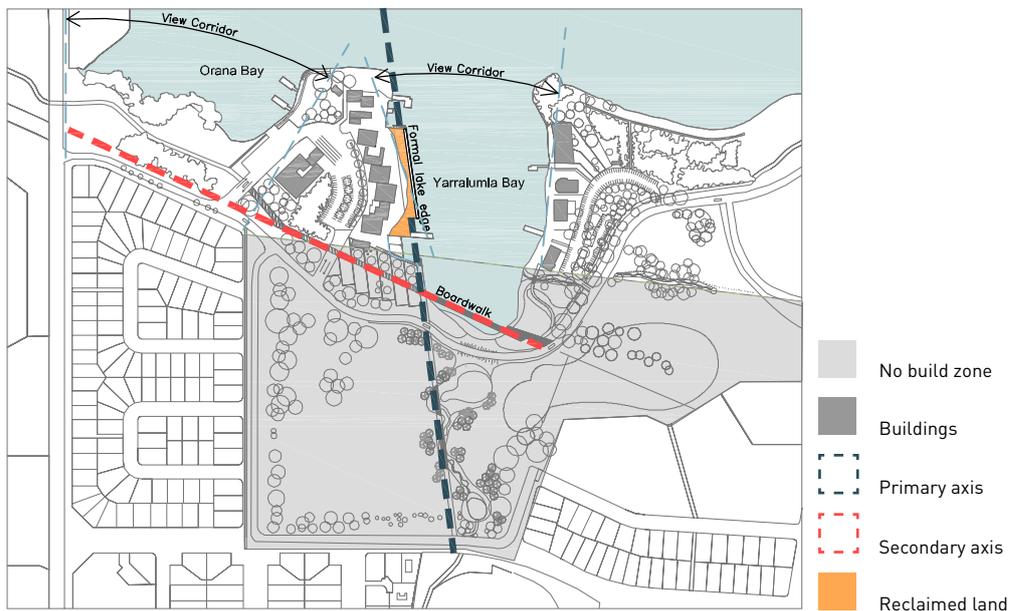


FIGURE 1: GENERAL URBAN FORM PRINCIPLES

GEOMETRY AND ALIGNMENTS

The geometry of the reconfigured lake edge and primary axial path linking the suburb to the bay, will introduce the bay a new alignment between Black Mountain tower and the existing pedestrian network of the suburb. The formal lake edge is to provide an extended area suitable for launching a range of water craft which provides a unified appearance from surrounding nationally significant locations. This will include a small area grassed new reclaimed land suitable for rigging of boats.

The alignment of the secondary pedestrian cycle axis marked by the boardwalk is to closely parallel Griffin's original lake edge axis (Brown Street alignment) whilst linking into current and proposed pedestrian networks.

The boardwalk linking both sides of bay for cycle and pedestrian use, and is to act as a public promenade along the lake edge reflecting Griffin's intent for this area.

No new built form on the headlands should be allowed outside existing building footprints (excluding public picnic facilities).

Irrigated public grass area for lake sport audience should be provided on the lakeshore on East Headland.

View corridors and pedestrian access from nearby parking to both points should be maintained or improved in any redevelopment. No new built form is permitted between the AFP Cottage and existing buildings.

Existing high opaque fences around the AFP cottage should be removed and direct pedestrian access from the loop road to the point added if this site is redeveloped.

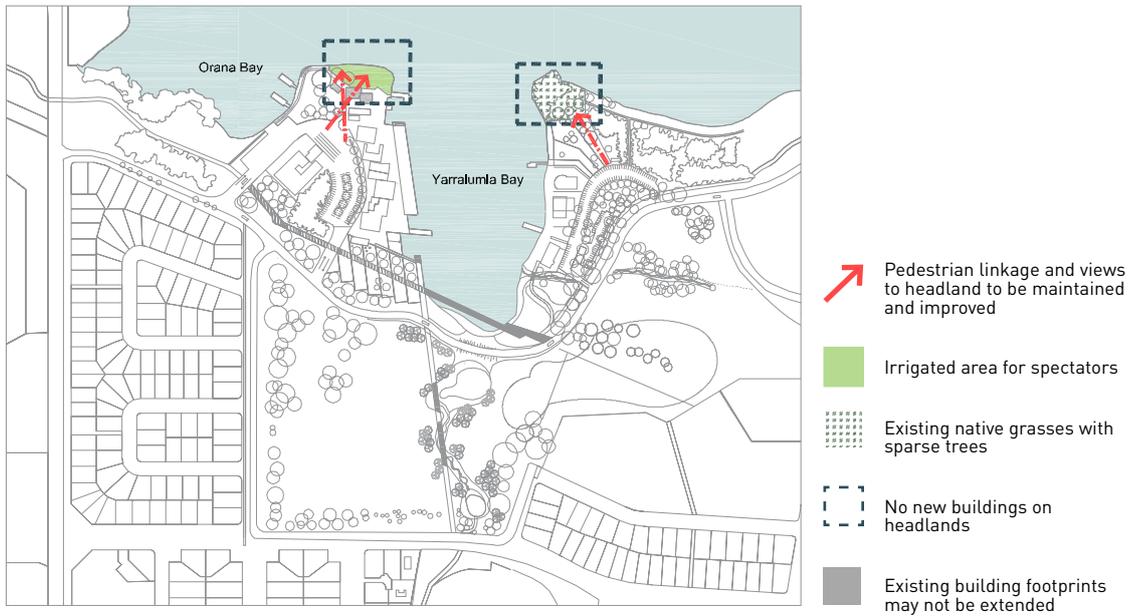


FIGURE 2: YARRALUMLA BAY HEADLANDS

LANDSCAPE

- > Preserve, maintain, encourage and increase the native grassland vegetation types which is a habitat for the endangered Golden Sun Moth.
- > Avoid large scale additional tree planting. Limit additional tree planting to feature trees.
- > Planting of exotic deciduous trees for shade, avenues (such as avenue street tree planting for Novar Street) and native woodland (Eucalyptus) planting upslope of the existing native grasslands.
- > Retain existing trees where possible.
- > Where existing trees must be removed, they should be compensated by planting elsewhere.
- > Encourage wetland planting for the two drainage lines following removal of the concrete-lined channel, and design the cross-section of the channel to encourage a variety of wetland plants to thrive and thereby increase biodiversity.
- > Retain riparian woody weeds in Orana Bay until compensatory habitat can be established elsewhere.
- > Commence a strategy of re-introduction of native riparian species (reed bed habitat) along the foreshore in areas that do not conflict with recreational lake users.
- > Maintain tree and hedge planting around the heritage cottage.
- > The overall landscape character of the area is grassland with sparse native trees which is to be maintained.
- > The site contains a natural temperate grassland which requires management and protection.
- > Future plantings of grasses in high use areas should be a resilient species of irrigated grass drawing on water from adjacent sites wherever possible.
- > Overall there should be no net loss of trees on site and those removed should be replaced in appropriate locations with recommended species.
- > The focus of the primary open space is to be a naturalised rock lined stream (wetland) with hard and soft edge treatments and crossings.

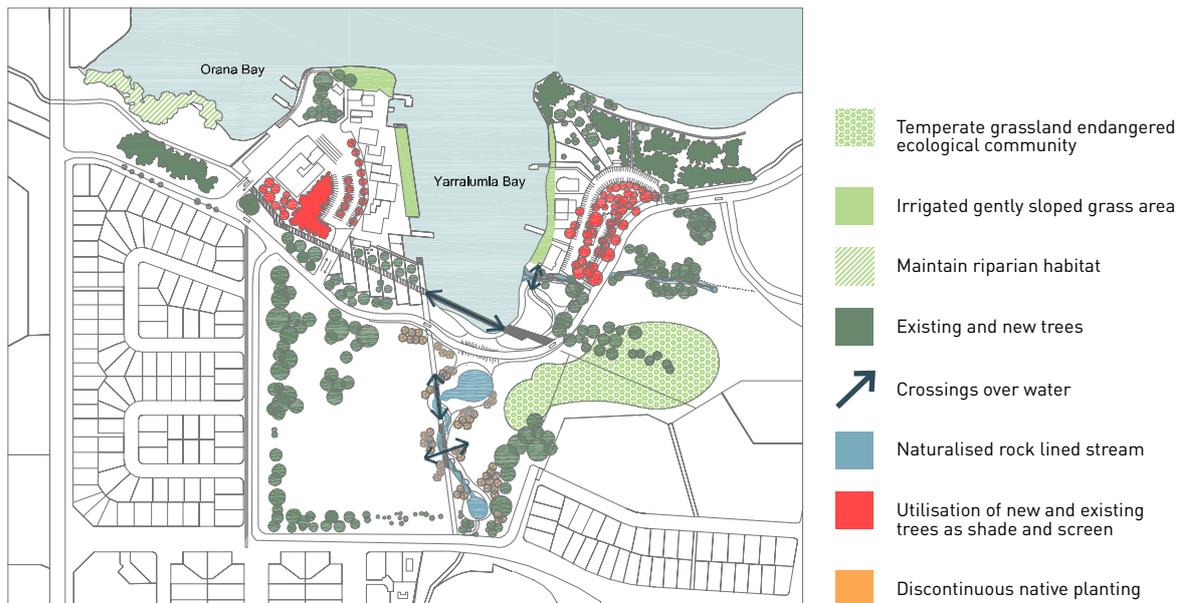


FIGURE 3: LANDSCAPE



NATIONAL CAPITAL AUTHORITY

WETLAND

The concrete-lined drains running from the suburb are detrimental to water quality in Lake Burley Griffin and lack the biodiversity of natural watercourses. Where hydraulically feasible, the natural features of these channels should be restored to replicate natural stream conditions, and add aesthetic and ecological value to this channel.

- A well designed and highly functional rock-lined creek with a wetland and gross pollutant trap system is critical to the success of the water course.
- A sediment collection area below the gross pollutant trap is necessary to reduce the sediment load reaching the naturalised channel and pond. The sediment basin should be lined with concrete to allow for the easy removal of sediment. A maintenance plan must be established in conjunction with the creation of the wetland to ensure that material is periodically removed.
- Mosquitoes can present a problem in poorly-constructed and maintained artificial wetlands and ponds. The detailed design of the wetland should address these matters to ensure mosquito numbers are controlled effectively.
- Overall hydraulic performance of the channel and wetland should not be reduced to avoid localised flooding.



Hard and soft edge treatments of wetlands
Photograph by HBO + EMTB



Example of rocky riffles at Sydney Park
Photograph by HBO + EMTB

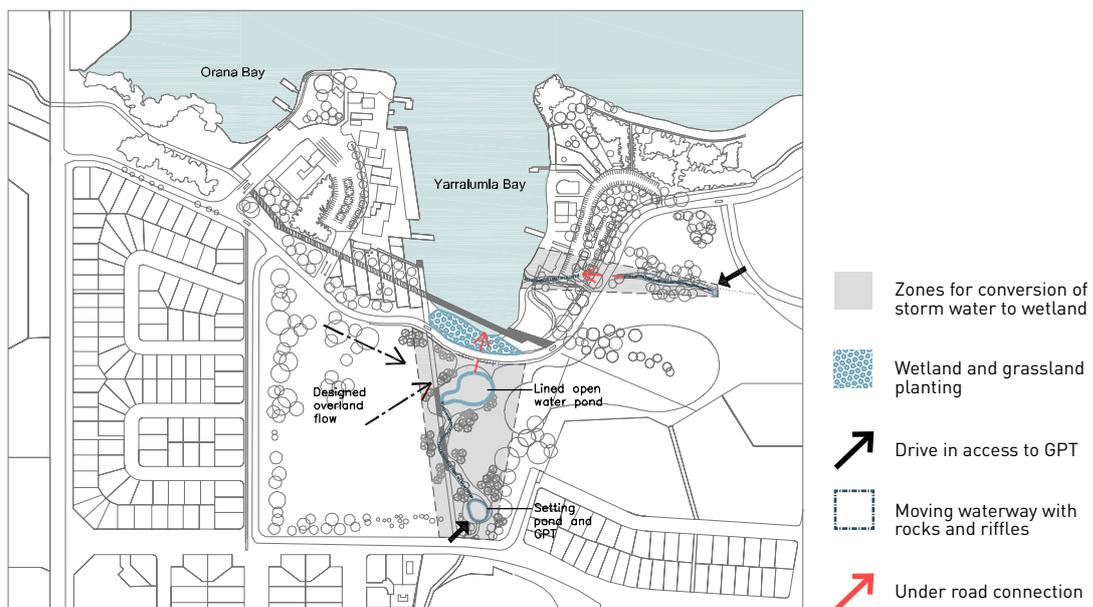


FIGURE 4: WETLAND



FIGURE 5: WETLAND DETAIL

ARCHITECTURE

Redevelopment and new development should only occur where the general urban form principles are met in addition to the following new building guidelines:

- Linear **Orientation** of new buildings following a 'Boat Shed' model.
- Right of way and view corridors nominated in the Master Plan to be maintained such that regular visual breaks and access to boat launching facilities are maintained.
- **Setbacks** from the lake edge should be consistent with existing built form and permit boat preparation, cleaning and maintenance to occur within that space.
- New two storey buildings used for boating purposes are typically to follow the model of boat storage under, with associated uses above. Drive-through access at ground level should be promoted. Balconies will be permitted on the upper floor overlooking the lake.
- **Materials** – concrete/blockwork and or glass, steel/colourbond and or timber.
- Purpose-designed buildings are desirable for any new development. New buildings which are prefabricated sheds are discouraged.
- Nominated building breaks should be maintained, these should be a minimum of six metres wide.

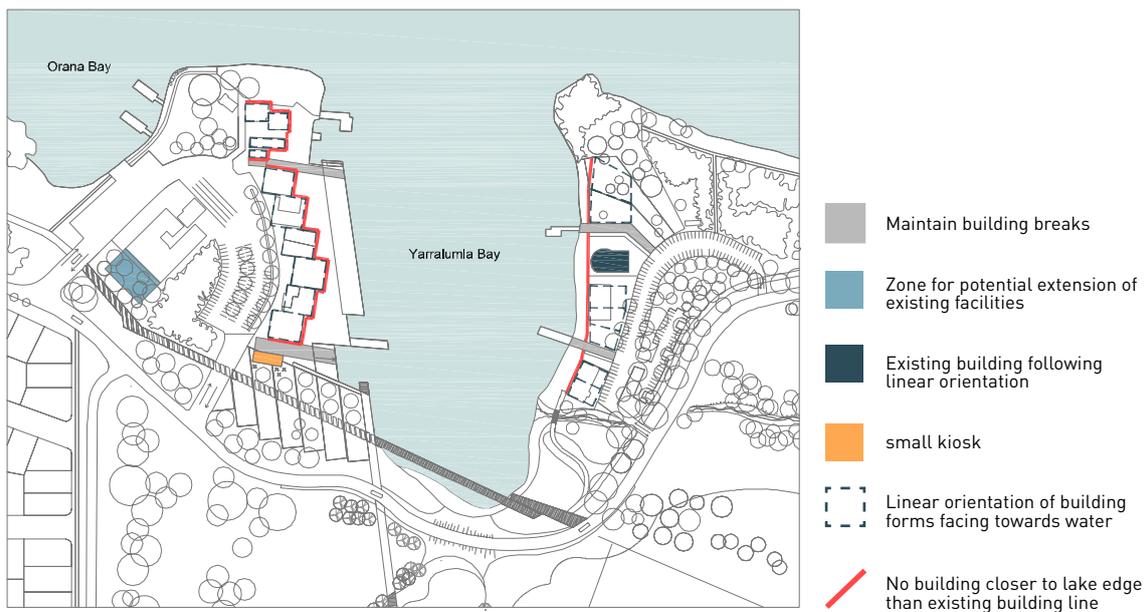
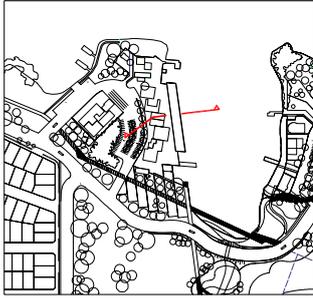
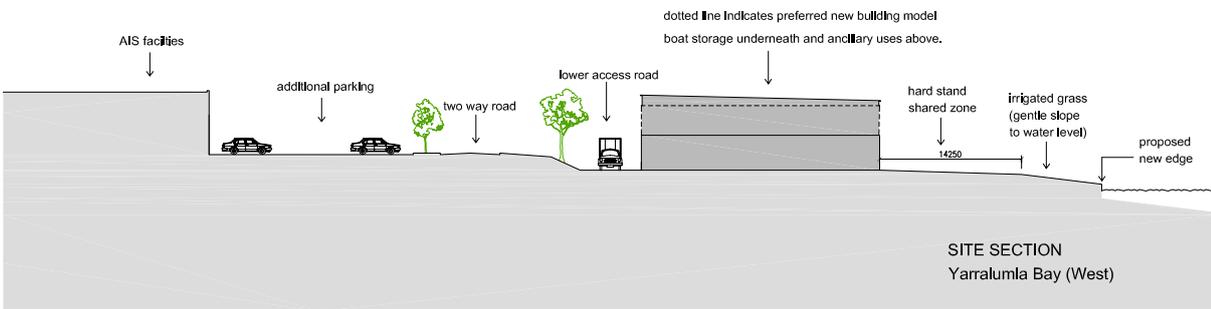


FIGURE 6: BUILT FORM



Yarralumla Bay (West) Site Plan
1:5000



SITE SECTION
Yarralumla Bay (West)

FIGURE 7: INDICATIVE SECTION OF PREFERRED BUILDING FORM AND ORIENTATION.



Example of two storey boat design, storage below and club house facilities above, Yarra Yarra Rowing Club, Melbourne. Photograph by YYRC.



TRANSPORT & PARKING

The existing character of Alexandrina Drive as a winding lakeshore drive is to be maintained.

Provide a safe road network that discourages speeding and encourages pedestrian and cycle safety.

Alexandrina Drive should be realigned and moved in from the lake edge.

The primary hairpin bend on Alexandrina Drive (Eastern Peninsula) should be removed and the overall road layout be reconfigured into a series of new alternating curves. The design speed of these should be 50km/hr as a maximum.

The existing loop portion of Alexandrina Drive (West side of the bay) should be separated and redesigned to create a lower rear lane access road, designed for boat shed access. In addition to this, a separate at-grade parking and general access road should be provided.

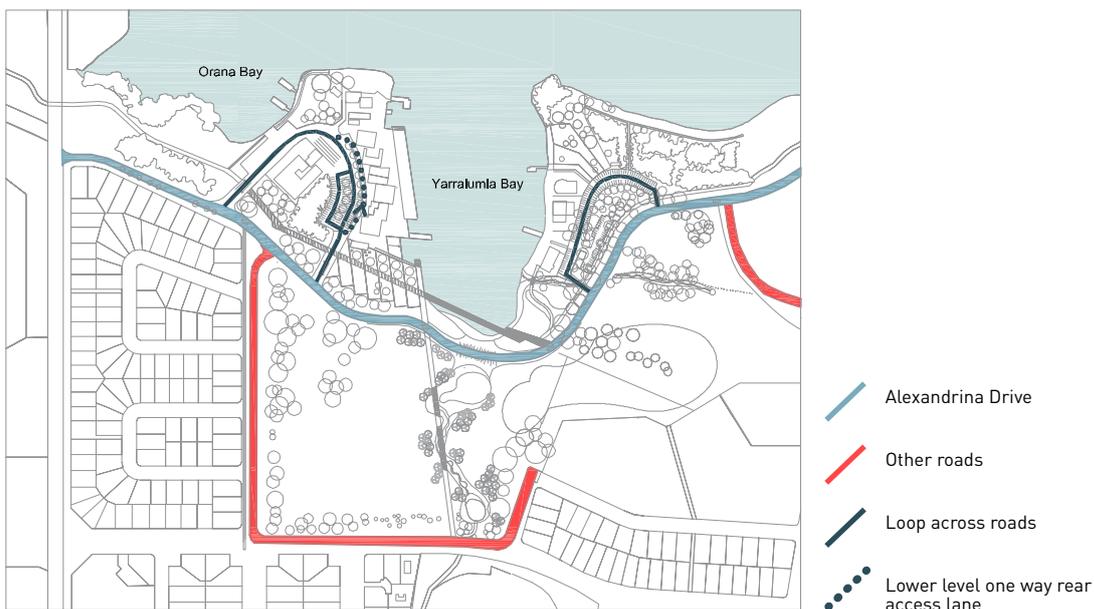


FIGURE 8: ROAD NETWORK

Car parks should be located on the lakeside of Alexandrina Drive to optimise pedestrian safety.

Increase existing overall parking numbers on both sides of the bay by creating two new car parks. The existing car park on the East Peninsula is to be removed.

Overflow parking for event usage in the Master Plan is limited to two areas, one on either side of the bay.

To create shaded and screened car parks, parking layouts should be designed to retain as many existing trees as possible.

Drive-through long trailer parking should be created in new/reconfigured car parks for general public use and should be located to maximise use and efficiency of access

No parking on the lake side of boat sheds should be permitted (except for loading and unloading).

Any additional development will require new parking to be provided in accordance with ACT Government guidelines.

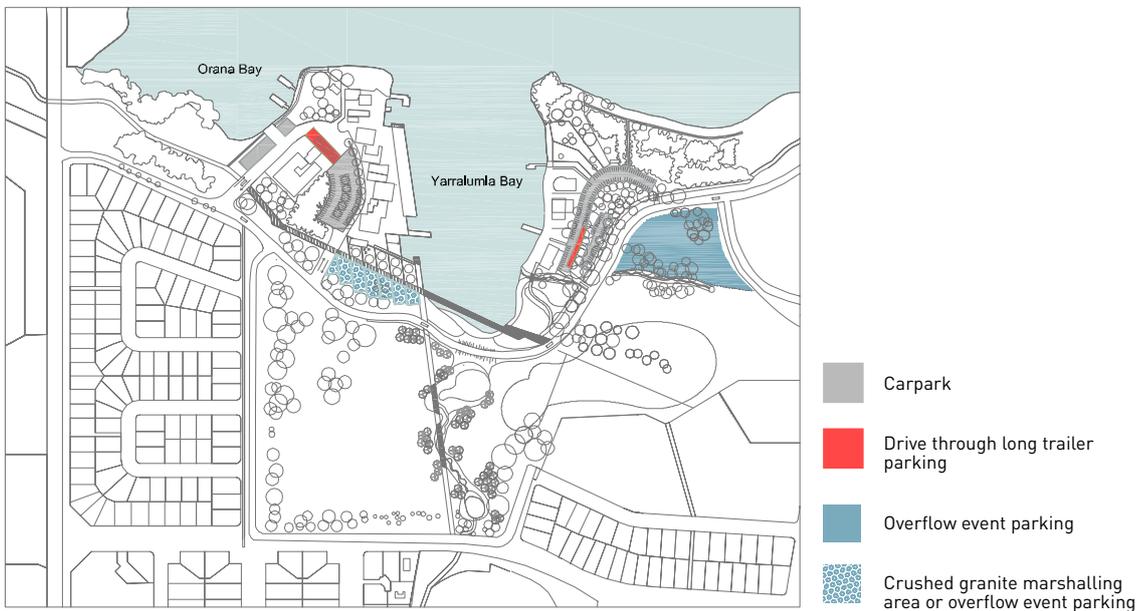


FIGURE 9: CARPARKING



PEDESTRIAN MOVEMENT

Primary Cycle path and pedestrian paths around the lake should be located on the lakeside of Alexandrina drive. Cycle way road crossings should be minimised.

New crossing islands should be designed for cycle depth and pedestrian use combined. A cycle bypass for the active peninsula zones of the bay should be maintained in detailed design.

Provide a path suitable for pedestrians around the lake edge increasing access to the lake edge. The form of this should change according to the other uses also required in each area.

New shared zones including pedestrian and boat rigging/launching activities to be created in front of boat club facilities to be designed to allow boat loading and pedestrian traffic to mingle safely. Cycle traffic should be prohibited from shared zones. The minimum width of shared zones should be 6m (for short distances) and preferably 10m or greater.

New pedestrian linkages created between existing pedestrian networks should be designed to better link the suburb to the lake and to link the two sides of the bay to each other.

Where paths are shared between cyclists and pedestrians, they should be between 6 to 10m wide depending on location.

Primary junctions on cyclist commuter routes should be designed to maximise safety.

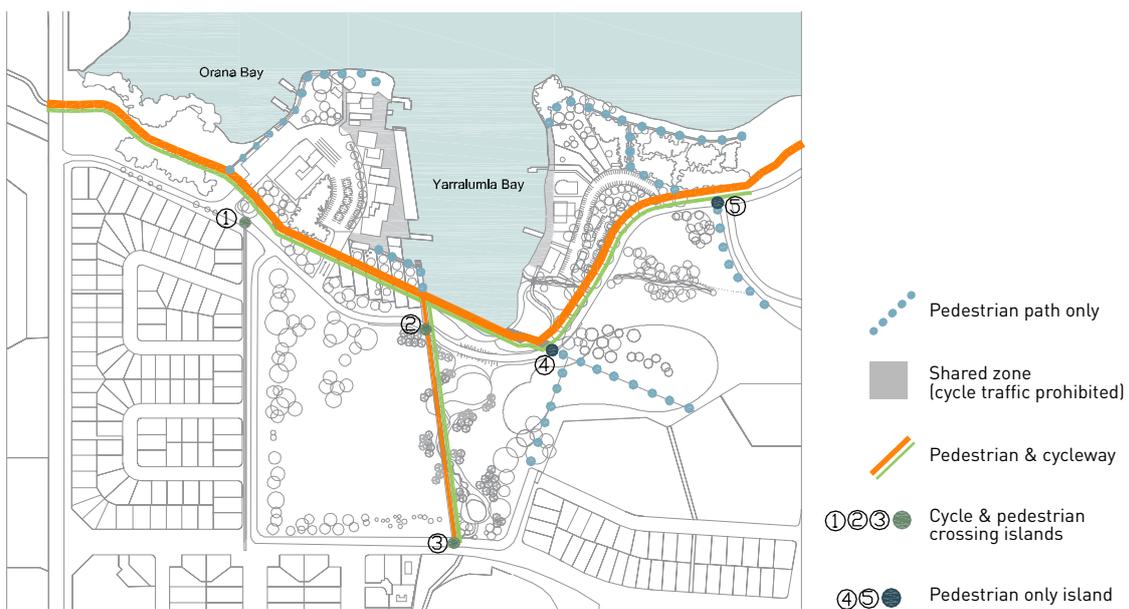


FIGURE 10: CYCLEWAY AND PEDESTRIAN ACCESS

ENVIRONMENT & HERITAGE

The AFP Cottage is nominated for listing on the ACT Heritage Register. It is currently utilised by the AFP for a use unrelated to the adjacent ACT Water Police. It is suggested a new sympathetic use could be found for the cottage which requires less security than the existing use and would thus facilitate the opening up of its perimeter and access to the headland. Such a use could include support facilities for existing adjacent boating leases (which would require a lease purpose change for this building only).

No new built form or landscaping is to intrude into the area of protected native grassland (site must be clearly defined and protected during road realignment). Further environmental assessment should be undertaken prior to any removal of exotic trees within this area.

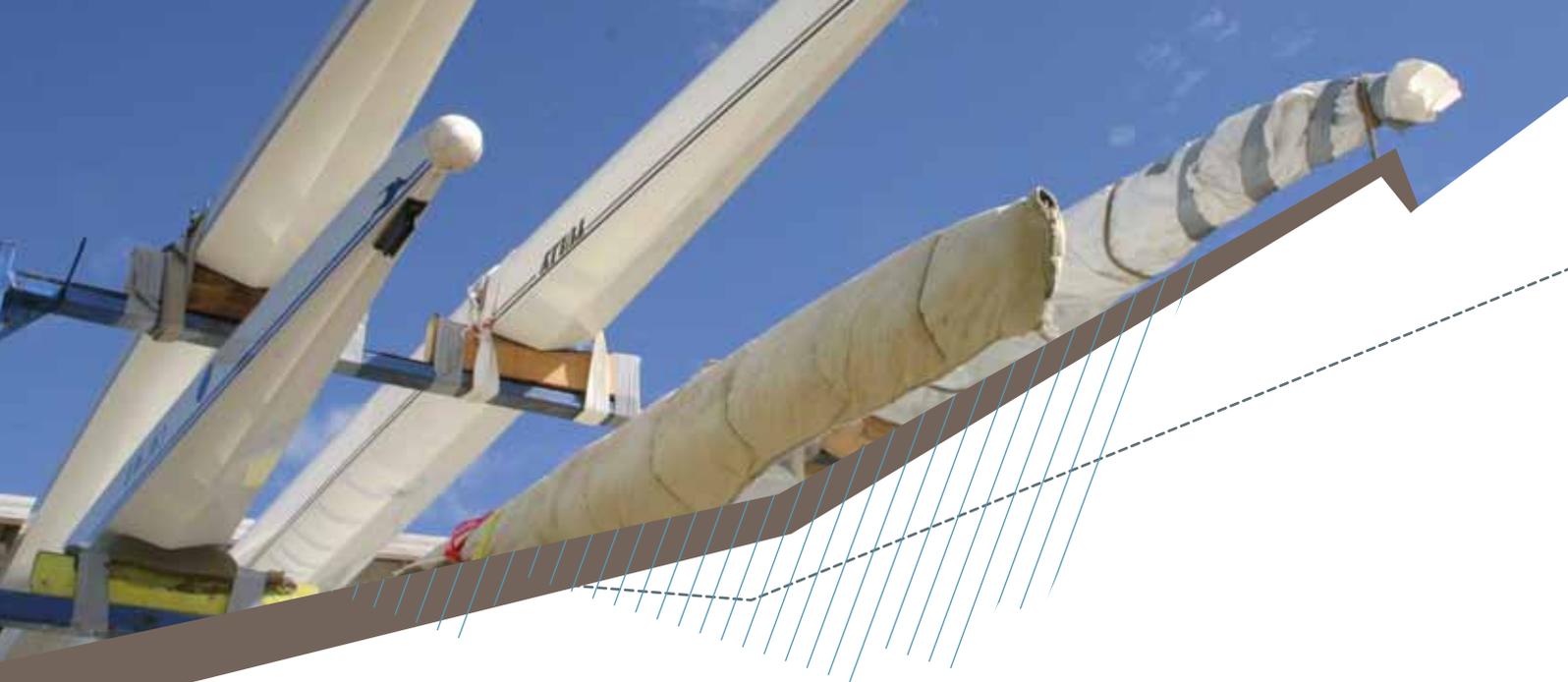
Orana Bay is a significant lakeshore habitat which should remain undisturbed. Any future weed removal in Orana Bay must be carefully managed to maintain habitat.

Any removal of trees on site should be in accordance with ACT Government regulations and will require an associated replacement tree planting program.



FIGURE 11: HERITAGE AND ENVIRONMENT





AQUATIC RECREATION

BOAT LAUNCHING FACILITIES AND ACCESS

Maintain or replace existing launching facilities with comparable or better facilities.

Maintain and improve access to boat launch facilities.

Any proposed future ferry route should avoid crossing the mouth of the Bay for the safety of small water craft users.

The location and design of any future pontoons should be considered carefully in consultation with lake users and leaseholders.

Continuous hardstand and expanded grassed areas are to be created for rigging and manoeuvring in front of eastern boat sheds. The minimum width of these should be 6m and 14.5 m respectively and are to align with the proposed new lake edge alignment.

Nominated shared zones should be created in front of boat sheds to facilitate shared movement areas for boat users and pedestrians.



FIGURE 12: BOAT LAUNCHING FACILITIES AND ACCESS

//DEVELOPMENT APPROVAL

New development sites must be consistent with existing building height and land use in the area. Primary views and vistas must be maintained through appropriate siting and building form.

Release of development sites as shown in the Master Plan must be co-ordinated with infrastructure and parking considerations.

A site is shown for a kiosk located in the marshalling area, to service the needs of lake users and visitors. The site is to include an area for a limited amount of outdoor seating associated with the kiosk. It should include a visual display of recreational lake user visitors' information and public toilets.

Please refer to Built Form Section for future building guidelines.

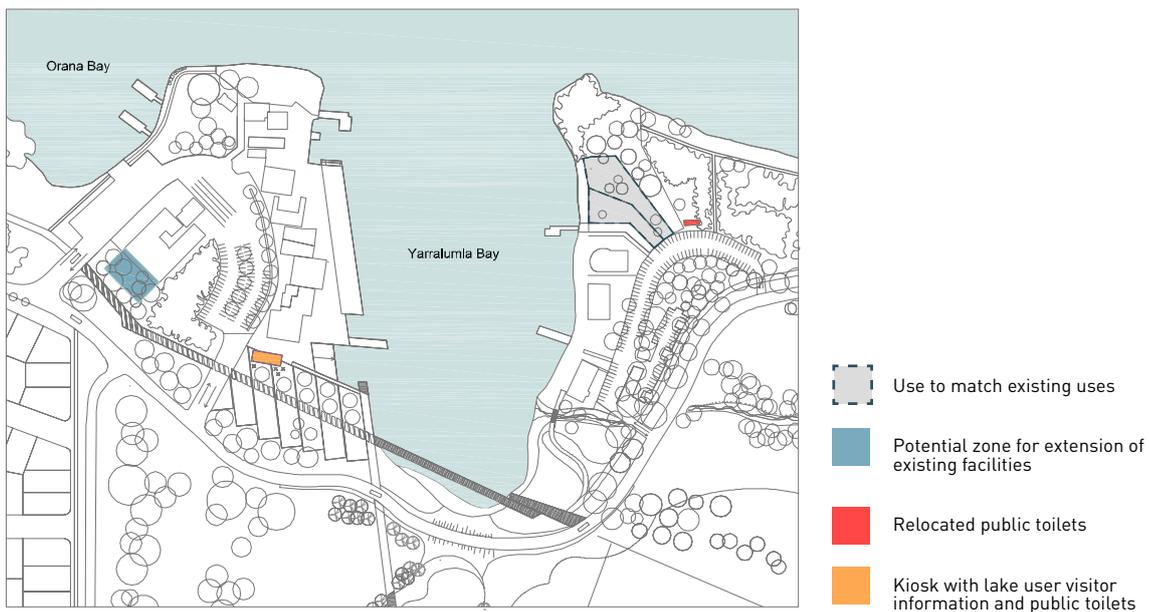
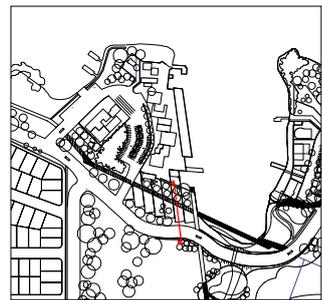
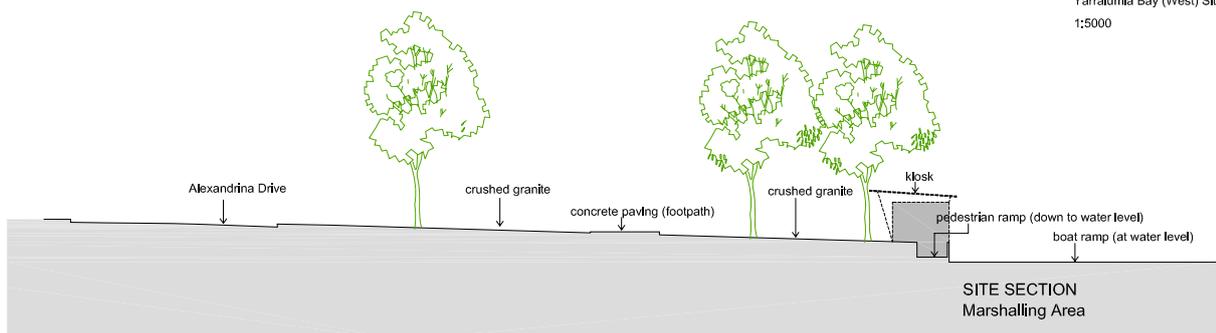


FIGURE 13: NEW DEVELOPMENT SITES

FIGURE 14: INDICATIVE SECTION OF MARSHALLING AREA AND PROPOSED KIOSK



Yarralumla Bay (West) Site Plan
1:5000



SITE SECTION
Marshalling Area

LAKE BURLEY GRIFFIN

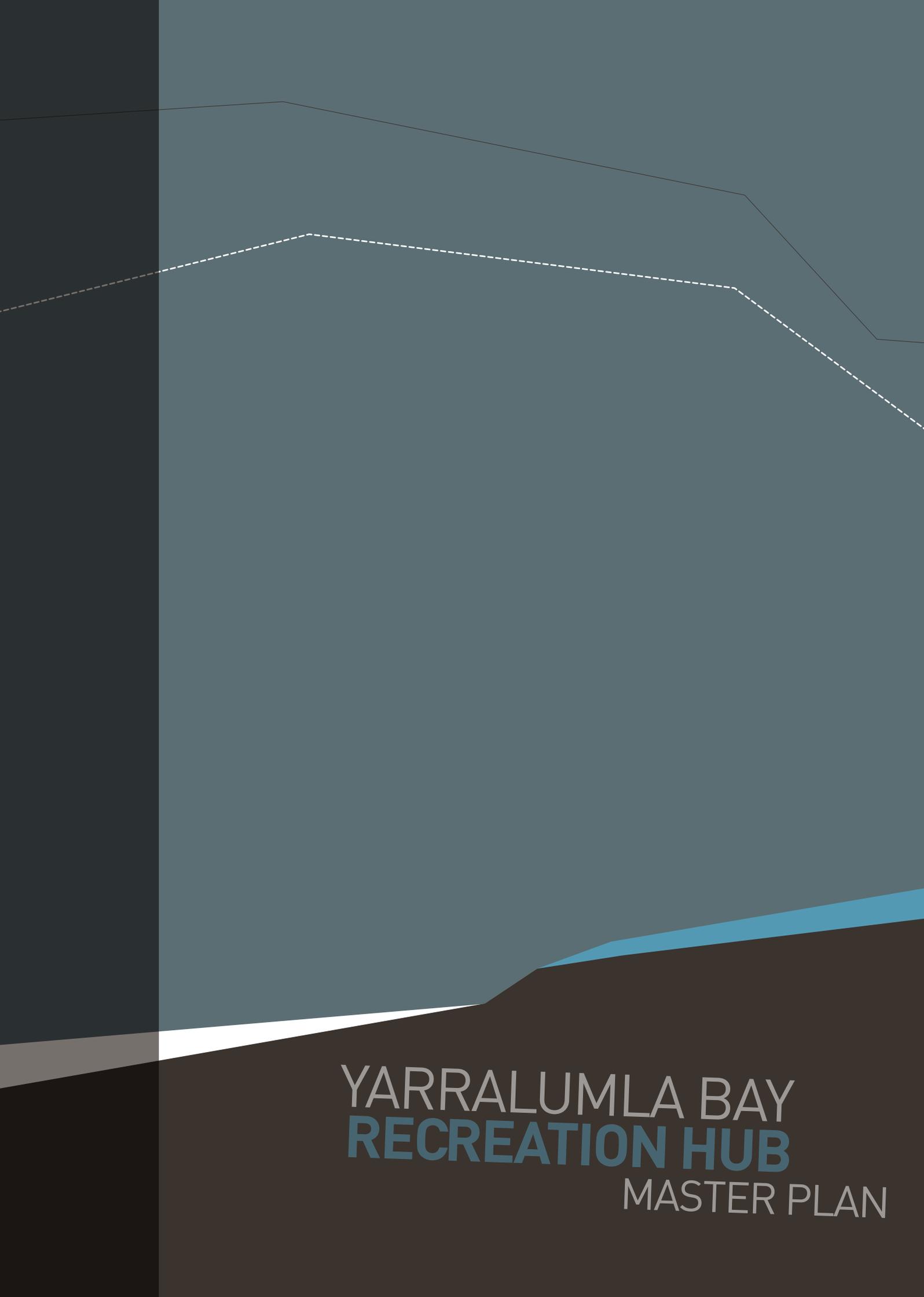
ORANA BAY

YARRALLUMLA BAY



FIGURE 15: MASTER PLAN (INDICATIVE DEVELOPMENT PLAN)

1. Water cleaning wetland with open water
2. Water cleaning wetland
3. Extended existing parking
4. Drive through long trailer parking
5. AFP Cottage
6. Maintain direct pedestrian access to foreshore headland
7. Drive through access to be maintained
8. Gently sloped irrigated grass
9. Current lease usage conditions to be maintained
10. Continuous hard stand (shared zone)
11. Lake edge
12. Additional pontoon
13. Shared boat access ramp
14. Local access road for lessees – lowered to boat shed level
15. Increased parking
16. Kiosk including lake users visitor information
17. Marshalling area or special event overflow parking
18. Cut off street lighting and curb & gutter
19. Pond with stilling basin
20. Pedestrian islands
21. Future road alignment
22. Irrigated grass / shared zone
23. Future built form orientation – linear (shown dotted)
24. Development node extension
25. Development node extension
26. Maintain informal access to foreshore headland
27. Continuation of native grassland character with sparse trees
28. Public toilet facilities
29. Upgrade existing beach for swimming recreation
30. Upgrade, maintain existing park to suit swimming usage
31. Car park
32. Native grassland
33. Future alignment of shared pedestrian/cycle path
34. Pedestrian path only
35. Overflow event parking contained to grassed area shown
36. Raised boardwalk over water
37. Gross Pollutant Trap (GPT)
38. Maintenance access path
39. Seating along pathway



YARRALUMLA BAY
RECREATION HUB
MASTER PLAN