



## Planning Report

## CGS Rowing Centre

Planning Report to accompany the Works Approval  
Application for demolition of the existing shed, and  
construction of a new rowing centre, in Yarralumla Bay for  
the Canberra Grammar School

REVISION 1: Works Approval  
DATE: 27.04.18  
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Block 3  
Section 19  
Yarralumla  
Bay



Canberra  
Grammar  
School



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## 1. INTRODUCTION

This planning report has been prepared by Steve Andrea Architecture (SAA) on behalf of Canberra Grammar School (CGS).

SAA were engaged by CGS to design and document a proposal for the construction of a new rowing centre to replace the existing facilities, in conjunction with Alan Carey of Solve Projects (SP), and a comprehensive project team.

This report is submitted in support of Works Approval application for the new Rowing Centre to be located at 12 Alexandrina Drive, YARRALUMLA (Block 3 Section 19 YARRALUMLA). It also, as described within this report, encompasses works on adjacent designated public land (Block 15 Section 19) under TCCS ownership and NCA control. The works to Block 15 include removal of trees, minor demolition, landscaping and rectifying pedestrian access to the rowing centre and the Lake.

### Project Team

Client	Canberra Grammar School	CGS
Project Manager	Solve Projects	SP
Development Managers CGS	JGS Property	JGS
Architects	Steve Andrea Architecture	SAA
Project Architect	Lucy Kane	
Director	Steve Andrea	
Landscape Architect	Cia Landscapes + Colour	CLC
Structural Engineer	Sellicks Consultants	SC
Civil Engineer	Sellicks Consultants	SC
Heritage Consultant	Eric Martin + Associates	EMA
Certifier	Certified Building Solutions	CBS
Surveyor	LANData	

## 2. BACKGROUND

Canberra Grammar School Rowing Shed is located on Alexandrina Drive on the western edge of Yarralumla Bay on Lake Burley Griffin. The CGS rowing shed was designed in 1968, and is one of a collection of boat sheds which line the western edge of Yarralumla Bay on Lake Burley Griffin. The CGS rowing shed provides an important service to students, by enabling a comprehensive rowing program across all senior school year groups. It currently houses all boats, oars, support tinnies and rigging requirements, as well as containing a small gym, change rooms, a workshop and fuel storage. It enjoys the benefit of an excellent location, with direct access to the shore of Lake Burley Griffin, adjacent car parking, and relative proximity to the CGS campus in Red Hill.

The shed is a single skin concrete block building, single storey, with a metal deck roof supported by an internal steel structure. Almost 50 years old, the shed is run down and poorly laid out. In addition to the age and provisions of the shed, as CGS transforms itself in 2018 to a fully co-educational establishment, the shed does not provide adequate facilities for a co-educational rowing programme. There are no separate change rooms or amenities for girls in the current building. A Works Approval gained in December 2017, and extended in March 2018, has seen the placement of two temporary sheds for bag storage and girls change facilities. One shed is located on the unbuilt triangle of land to the west of the site. The other shed is located on the adjacent Block 15 next to the public footpath.

CGS recently gained works approval to construct a new pontoon at the Lake's edge to assist with boat launch and landing.

CGS has the aim, as part of their current infrastructure programme, to redevelop the site in line with the Yarralumla Bay Recreation Hub Master Plan, which was produced by the National Capital Authority. The projected timeline for redevelopment is to commence construction in April 2019 to have a new shed ready for the commencement of the 2019-2020 rowing season.

### 3. CONSULTATION

Consultation has occurred with relevant stakeholders as follows:

#### AUTHORITY CONSULTATION

<b>TCCS</b>	Carma Sweet -New Asset Co-ordinator
<b>TCCS</b>	Abu Sayem Chowdry - Development Review and Coordination
	Jeff Bell - Development Review and Coordination
	Alek Aster-Stater - Capital Works Development Support
	Urban Treescapes
<b>NCA</b>	Isle Wurst – Director Development Assessment and Heritage
	Caroline Carrick - Senior Town Planner

#### COMMUNITY CONSULTATION

Yarralumla Bay Residents Association (YRA)  
Lake Burley Griffin Sea Scouts  
ACT Academy of Sport  
Canberra Surf and Lake Rowing Club

Documentation relating to this consultation including meeting notes and correspondence is included in the accompanying Consultation Report.

## 4. SITE AND CONTEXT



The project site, Block 3, Section 19, Yarralumla, is located on the western edge of Yarralumla Bay on the shores of Lake Burley Griffin, and the existing CGS rowing facility sits within the site boundary. The site area is 565 m<sup>2</sup>.

### **Southern Boundary**

The southern boundary of the site is formed by the existing Lake Burley Griffin Sea Scouts facility on Block 4.

### **Alexandrina Drive Boundary**

The western boundary of the site runs parallel to Alexandrina Drive. There is a public footpath along the edge of the boundary. Between the existing building and Alexandrina Drive there is a triangular parcel of land housing a temporary shed, providing girls changing facilities, and two mature trees - *Casuarina cunninghamiana* (Refer to Arborist report). In addition, on this part of the site there is a public footpath joining with the path on Block 15, to provide public pedestrian access to the lakeside.

### **Northern Pedestrian Way**

Along the Northern Boundary of the CGS site there is pedestrian access to the lake. A public pedestrian access corridor along the northern boundary (on Block 15, Section 19), runs between existing ACTAS sheds and the existing building. Along this corridor are currently

three temporary structures, the CGS Bag storage shed and two temporary structures which provide cover for two boats which belong to the Canberra Surf and Lake Rowing Club. There is also a stand of 6 mature trees (Refer to Arborist report).

### **Eastern Boundary to Lake**

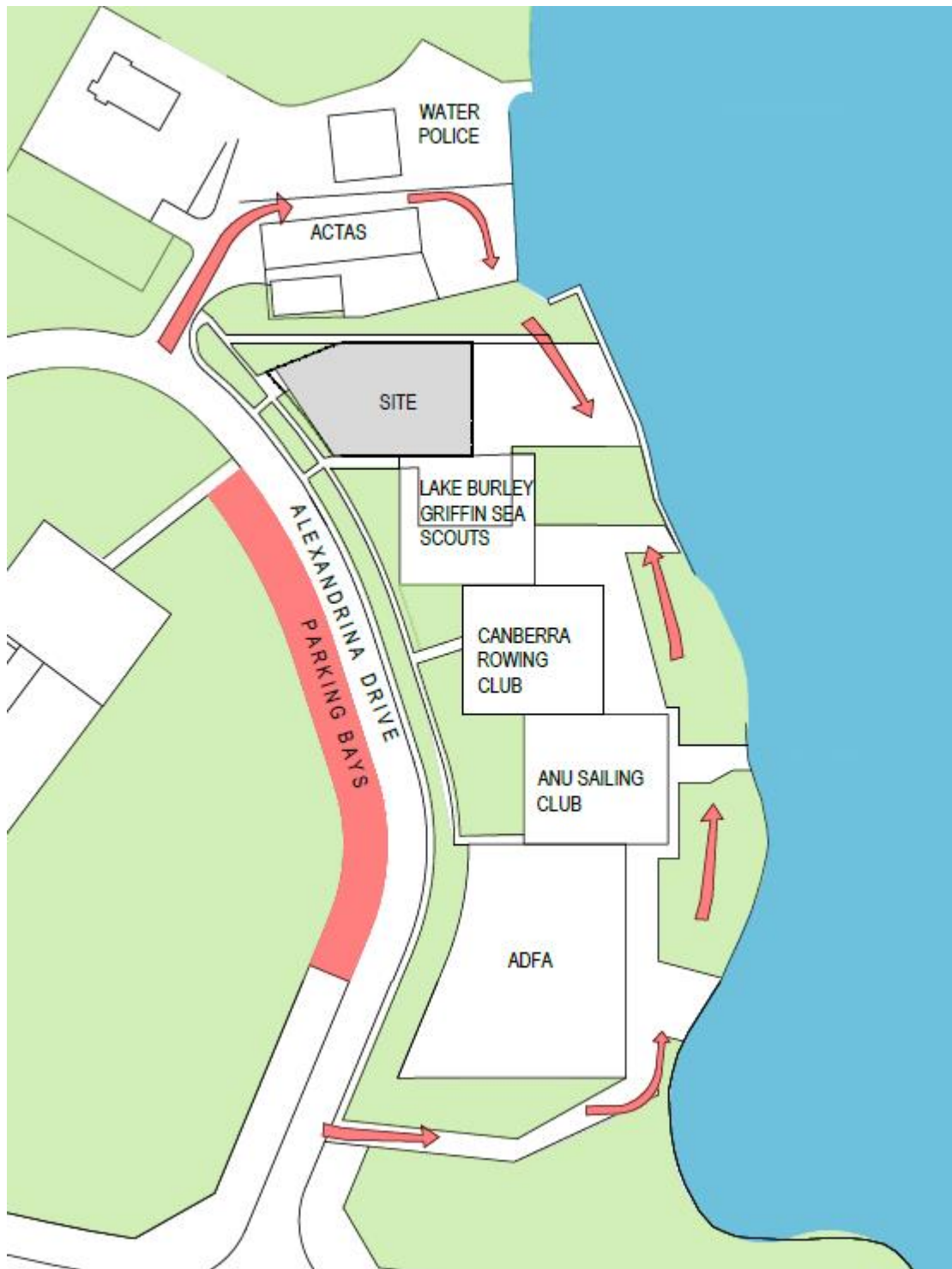
The eastern boundary of the site is also bounded by Block 15, which is designated public land and allows for all the aquatic facilities along the western edge of Yarralumla Bay to have direct access to the lake. The area is a combination of concrete layout, marshalling areas, and grass. Directly east of Block 3 is a concrete layout space leading to a steeply sloping artificial grassed area falling to the concrete Lake edge.

Block 15 currently provides vehicle access to the lake front for the Blocks along the western side of Yarralumla Bay. One access is from Alexandrina Drive and vehicles travel on Block 15 between the ACT Water Police and ACT Academy of Sport (ACTAS) facilities to access the lakeside. The alternative vehicle access to Block 15 is from Alexandrina Drive next to Block 7 which is occupied by the ADFA shed. Vehicle access to the lakeside is required regularly and intermittently for loading and unloading of boats and other required servicing. The Yarralumla Bay Recreation Hub Master Plan identifies the corridor to the north of Block 3 to be designated for boat launch and vehicular access to the Lake.

Within the boundaries of the site sits the existing CGS rowing shed, built to the boundary on the eastern and southern façade, and is set back approximately half a metre from the northern boundary.

There is currently no dedicated vehicle parking or vehicle access for the rowing shed. All the aquatic recreation facilities on the Western shore of Yarralumla Bay use the existing parking bays along Alexandrina Drive.

## EXISTING VEHICLE ACCESS AND PARKING



Arrows denote existing vehicle access to sheds on lakeside from Block 15

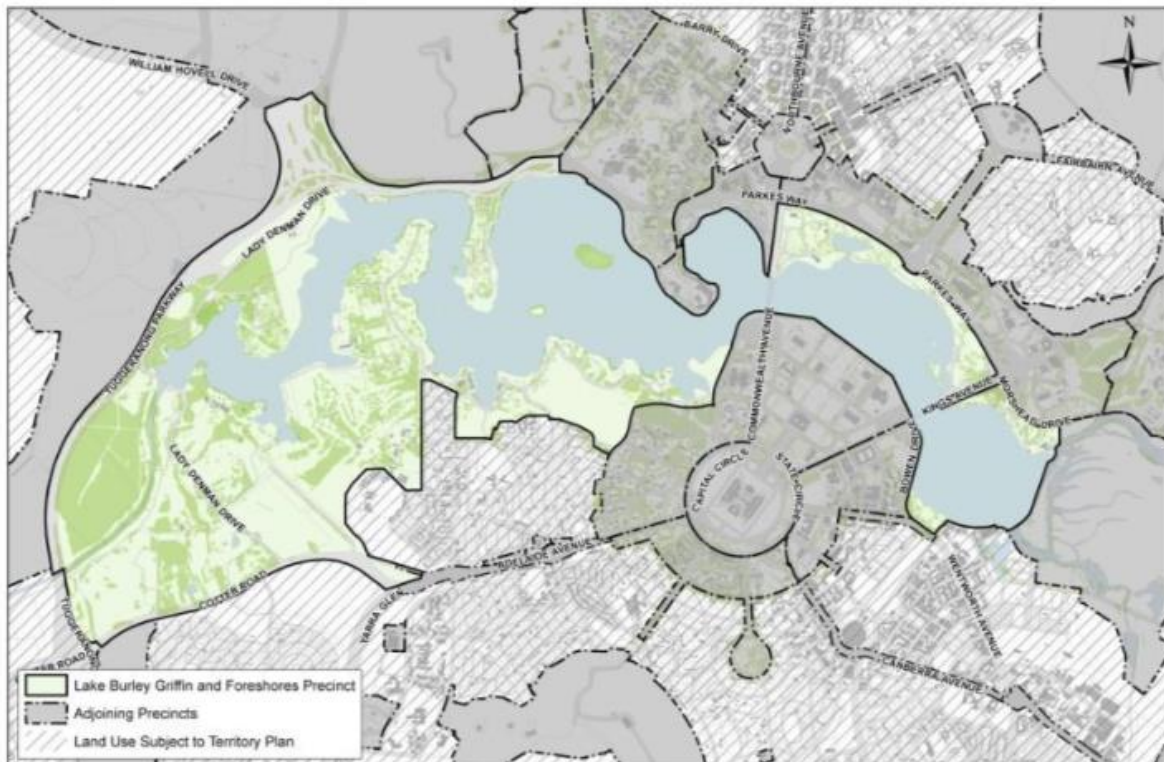
Existing 90° parking bays on Alexandrina Drive shaded pink



## 5. PLANNING CONTEXT

Blocks 3 and 15 Section 19, Yarralumla Bay are situated on Designated Land, and are under the jurisdiction of the NCA. Planning requirements for designated land are identified within the National Capital Plan. The National Capital Plan outlines the general conditions for planning, design and development for the Central National Area which includes Yarralumla Bay.

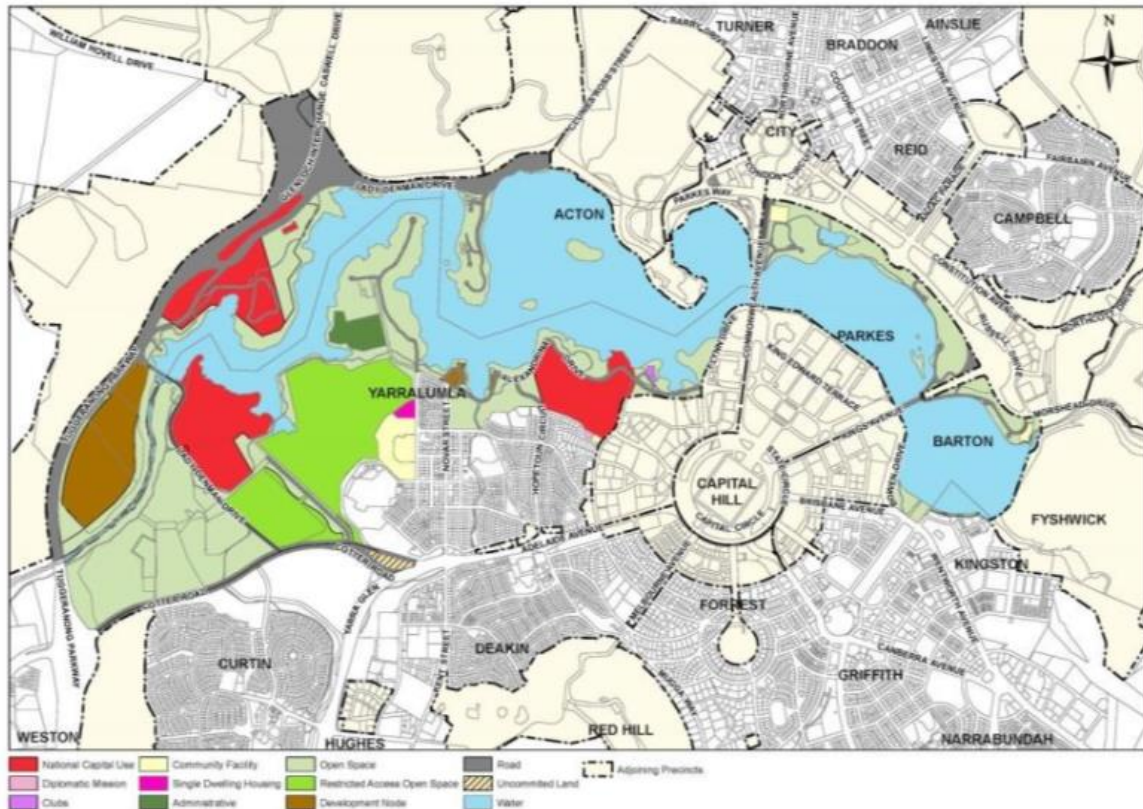
Blocks 3 and 15 Section 19, Yarralumla are within the Central National Area, in an area designated as 'Zone 10 – Lake Burley Griffin and Foreshores'



'Lake Burley Griffin and Foreshores Precinct Code' includes land policies relevant to the Blocks.

Block 3 is identified as part of a 'development node' and Block 15 is identified 'open space'.

An aquatic recreation facility is one of the permitted land uses for Block 3.



The Yarralumla Bay Recreation Hub Master Plan (YBRHMP) produced by the National Capital Authority in 2009 “provides an additional level of detail to the provisions of the National Capital Plan for the Yarralumla Bay area.” *Yarralumla Bay Recreation Hub Master Plan, National Capital Authority 2009, page 3.*

The YBRHMP sets out specific principles for the future development of Yarralumla Bay, and the design of the CGS Rowing Centre has adhered to these principles in developing the design for the site.

Key principles of the YBRHMP are to provide better public access to the lake and design the lake edge to be a visually pleasing waterfront destination. The proposed design aims to improve the Bay’s physical and visual landscape character and to provide a distinctive identity. The design also includes the design of durable lake edge treatments suitable for use and that enhance public access to the lake.

A response to the design guidelines in the YBRHMP is provided in Section 8 of this Planning Report.

The National Capital Authority and Transport Canberra and City Services (TCCS) are the relevant approval authorities for the site and surrounding public land, including the public

marshalling areas between the existing shed and lake shore, and the public access to adjoining facilities provided across these marshalling areas.

#### KEY SITE AND CONTEXT PHOTOS



View of Western side of Yarralumla Bay from Eastern side of Bay



View from site looking east across Yarralumla Bay



View from the lakeside directly in front of Block 3 to Black Mountain





View from lakeside in front of existing shed looking North-West to ACTAS and ACT Water Police



View from lakeside in front of existing shed looking South across Yarralumla Bay



View from in front of existing shed looking South to Lake Burley Griffin Sea Scouts Shed and other sheds along the western edge of Yarralumla Bay



Existing CGS rowing shed as viewed from lakeside



View from lakeside along northern boundary of Block 3

Note: temporary structure for Surf Boat to the centre right of the image above



View to AIS west of site on Alexandrina Drive





Existing facility as viewed looking east along Alexandrina Drive



View to ACTAS and vehicle access to lakeside



Existing facility on Block 3 and Block 15 as viewed from street side footpath on Alexandrina Drive



Public access corridor to Lake Front on Block 15 adjacent to existing ACTAS shed

## 6. THE PROPOSAL

Steve Andrea Architecture (SAA) were engaged by CGS to design a new rowing centre on the site of the School's existing rowing facility on Yarralumla Bay. CGS requires a facility that will support the rowing programme currently offered to all senior students from Year 7-12. The programme is not selective, and provides a place in the rowing program to all students who apply.

CGS recently became a fully co-educational institution, with girls now enrolled in every year group. In line with the intention to provide places in the rowing program to all interested students, the facility will need to cater to both girls and boys – an ability the existing facility is not fit to possess. To this end, CGS now require a rowing facility fit for both current purpose, and planned enhancements to the rowing program.

### Project Requirements

The following specific requirements have been identified through a rigorous internal review within the CGS rowing leadership, and co-curricular bodies.

- Storage is required for the current rowing fleet, with the capacity to expand the fleet for an anticipated increase in rowing numbers as the co-educational offering becomes more widely undertaken. The current facility is restricted in the ability to amend or expand boat storage, due to the existing structural grid, poor space planning, and the future requirements for fit-for purpose change rooms for both sexes.
- Storage is also required for oars and boat rigging. These ancillary items are necessary for proper fleet management.
- Male and female change rooms, including showers, wcs, and lockers, are required within the facility.
- The existing facility has a small gym, used for wet-weather training, preparation, and general fitness equipment, and the new facility will aim to improve upon these provisions, including proper storage for fitness equipment.
- An office is required, for the School staff employed to manage and maintain the rowing program.
- A kitchenette is needed, to provide amenity to staff and students.
- Storage for dinghys is required in a secure, covered environment, providing ease of access to the lake shore.
- Fuel storage for the outboard motors used by the dinghys is required on site, in a secure and appropriate way.
- A workshop with associated tool and parts storage is necessary to maintain the fleet, undertake minor repairs, and avoid any unnecessary boat transfers.



- Entry and access requirements will be required, to address accessibility and fire management obligations, as well as to stairs and possible lift to upper further floors.
- The facility will benefit from a flexible open space that can cater to groups of students for training sessions, instruction and education.
- Direct access for rowers and staff to the amenities within the facility will need to consider the operational aspects of the rowing program, including hours of access, numbers of rowers and support personnel, and the wider School community affiliated to the rowing program.
- Obviously access for boats to the waters' edge, in a safe and efficient manner is a key project requirement.
- Sufficient circulation space external to the building, to allow for the preparation, cleaning, and efficient storage and retrieval of boats is required.
- The new facility also requires improved site signage, for identity and wayfinding.
- Secure access will be retained, along with additional external amenity associated with rowing as a sport – to assist, for instance with boat cleaning, timekeeping, and fleet observation.

## Site and Spatial Arrangement

### Ground Floor Planning

The single largest and most constraining aspect of rowing facilities is the space required to store, tend to, and manoeuvre rowing boats, which can extend to 18 meters in length. An early review of best practice in boat storage revealed the requirement for an entire ground floor devoted to boat storage, including the need to extend the existing building footprint where possible. Restrained on lake side by the access requirements for neighbouring facilities, and to the north by the pedestrian pathway, this proposal includes an extension in building footprint to the western edge, adjacent to Alexandrina Drive.

This led in turn to the application to remove two existing mature trees (*Casurina cunninghamiana*) on Block 3, and a stand of six mature trees (*Cupressus arizonica*) on Block 15, and also to relocate the existing public footpath across the unbuilt section of the CGS site to Block 15. (See Arborist Report)

### Street Verge

The trees of species *Casurina cunninghamiana*, form part of a unit of mature growth along Alexandrina Drive. However, all street trees outside the CGS site are planted within the street verge, following the alignment of Alexandrina Drive. It is therefore proposed, as part of the redevelopment of the site, that two semi-mature replacement trees will be planted in the verge to complete this street alignment. Consultation was undertaken with TCCS to accept two replacement trees of the same species in the street verge.

### Footpath Access to Lake

The relocation of the public footpath to Block 15, to maintain public access to the lake, is in keeping with the design guidelines in the YBRHMP. The YBRHMP also recommends public vehicle access and boat launching access along this public corridor. There is a stand of six mature trees in the street verge and on Block 15 (see Arborist report). Consultation was undertaken with TCCS to find the best way to incorporate the new public footpath to access the lake on Block 15. TCCS deemed vehicle access along the northern boundary of the site unnecessary, and the existing vehicle access to the lake through Block 15 adequate. During consultation with TCCS it was deemed that the best way forward would be to remove the stand of existing trees, which had been overplanted, their canopies compromised (See Arborist report), and replace them with an avenue of deciduous trees alongside the new public footpath to the lake. This revitalised landscaped access corridor has been endorsed by TCCS, and follows the design guidelines outlined in the YBRHMP.

### Site Access

The site slopes from west to east, and the western boundary of the site is set down from the street. The entry from Alexandrina Drive has been located at the North Western corner of the site. The entry level is on grade with the existing footpath level along the western boundary. This allows for level access to the entry lobby from the pedestrian path. From this intermediate entry level, the ground floor and first floor will be accessed via stairs and a lift.

The ground floor contains all boat and fuel storage, and a workshop. It has direct access to the lakeside from three large roller doors, and one passenger access door. The ground floor level is set down 760mm from the current existing ground floor level for the following reasons.

- The current fleet can be accommodated by racking boats five high. A sixth level of racking allows for the anticipated expansion of the fleet without requiring further floor area. The minimum clear height from floor to ceiling for accommodating six levels of racking is 4 metres.
- Setting the ground floor level of the proposed building below the existing floor level allows the new two storey building to sit lower in the existing urban context and landscape.
- The layout area to the lakeside will be excavated to the new ground floor level, which has the additional benefit of lengthening the marshalling area. This will create a better and safer space on the designated public land for boat handling, preparation, cleaning and maintenance to occur, an aim of the YBRHMP.

While lower than the existing finished floor level, the ground floor remains above the 100 year flood level. TCCS have been consulted over the level changes to Block 15, and have endorsed the treatments and grades to the new levels. These are detailed in site, demolition, civil and landscape plans and details included in this application.

The first floor of the new rowing centre accommodates all the other elements of the brief. It allows for male and female change rooms, bag storage areas, staff facilities and a gym with adequate storage. There is also a balcony along the eastern façade, facing East across Yarralumla Bay.

## **Architectural Form, Composition and Materials**

### **Massing**

The intention has always been to create a new, modern facility that also reflects the clear iconography of rowing sheds, within a residential environment. The building should reflect the scale and language of Yarralumla, but also be immediately recognisable as a rowing facility. In addition, the site is so prominent, special care has been given to the design to reinforce elements of scale, material and overall architectural language.

The site has two main frontages, Alexandrina Drive to the west, and Yarralumla Bay to the east.

The north-west boundary creates an angle the architecture form and materiality enhances. The main building entry, in the North West corner, sits below an entry canopy, and leads into a glass walled lobby.

On arrival students and visitors usually go to the first floor changing facilities, and then descend back to the ground floor boat storage area. The glazed wall to the entry follows the ascending line of the stairs, producing an active and ever-changing façade. Rowers can be viewed through the glass as they travel through the building. The first floor is set back from the western façade, with an internal balcony viewed beyond. The dark steel cladding enhances the play of angles, and adds theatre to the street presence of the proposed building.

CGS has a long established rowing history, and has occupied this site on Lake Burley Griffin for generations of students. Inspiration for the new rowing facility, as viewed from the lakeside, was derived very much from what can be referred to as 'Rowing Shed Vernacular'. Precedents include sheds found along the Yarra River in Melbourne, upon Sydney Harbour, and detailed in the YBRHMP as a good example of a 'Boat Shed model'. The building as viewed from the lake and surrounding Yarralumla Bay area will be instantly recognisable as a facility dedicated to the sport of rowing. The double gable frontage and the crisp detailing and choice of modern materials – concrete, steel and glass, produce a contemporary interpretation of a historically recognised architectural form.

The ground floor concrete walls are robust and will cope with the utilitarian demands of boat storage and student activities. The façade will be an active frontage to the lake, with the

large roller doors often open along the ground floor, and the first floor balcony along the length of the building with large glazed sliding doors providing a viewing platform across the Lake.

The contemporary detailing of the steel cladding to the gable, wrapping the first floor along the northern façade, is crisp, simple and robust. The cut-out to the first floor wall, which allows for the view from the balcony towards Black Mountain Peninsular, and also the windows all along the first floor, will activate the adjacent pedestrian corridor, with its avenue of deciduous trees, replanted as part of this proposal.

## 7. SCHEDULE OF PROPOSED WORKS

<u>Purpose</u>	<u>Rowing Centre and associated landscaping</u>	
<u>Site Area</u>	<u>565 m<sup>2</sup></u>	
<u>Gross Floor Area</u>	Ground floor	554 m <sup>2</sup>
	First Floor	503 m <sup>2</sup>
	Total	<u>1057 m<sup>2</sup></u>
<u>Plot Ratio</u>	<u>Not defined</u>	
<u>Site Coverage</u>	<u>99%</u>	
<u>Building Height</u>	6.1m on Alexandrina Drive elevation	
	<u>10m on Lake Front</u>	
<u>Boundary Setbacks</u>	<u>0 m</u>	
<u>External Materials &amp; Colours</u>	Precast concrete	Light grey
	Steel profile cladding	Monument (Charcoal Grey)
	CFC panels	Light grey
	<u>Timber - Marine plywood to soffit over balcony</u>	
<u>Parking and vehicle access</u>	<u>No change to requirements - as existing</u>	

## 8. YARRALUMLA BAY RECREATION HUB MASTER PLAN – COMPLIANCE WITH PRINCIPLES AND DESIGN GUIDELINES

The Yarralumla Bay Recreation Hub Master Plan (YBRHMP) sets out specific principles for the future development of Yarralumla Bay. The design of the CGS Rowing Centre relies upon these principles in its approach to the site and site constraints.

Key principles of the YBRHMP the design encompasses include;

- Provide better public access to the Lake and design the lake edge to be a visually pleasing waterfront destination.
- Improve the Bay's physical and visual landscape character to reflect and contribute to the Bay's environment and provide a distinctive identity.
- Create a sense of place and promote a sense of community through the improvement of the amenity of the public realm
- Create and maintain durable lake edge treatments designed to suit a range of recreational water craft users, without inhibiting public access to the Lake.

The proposed design follows the design guidelines of the Yarralumla Bay Recreation Hub Master Plan as outlined below.

### Urban Design

- The proposed building is two storeys
- The proposed building maintains the nominated view corridors

### Landscape

- The proposed new path and associated landscaping and tree planting along the northern boundary of the site on Block 15 will improve the landscape character of the area
- Where existing trees have been proposed to be removed, the design will compensate this tree planting in more appropriate locations adjacent to the rowing centre. There is no overall net loss of trees in the area around the site, and the trees to be removed are replaced in appropriate locations with recommended and appropriate species. (Refer to Landscape Architects drawings)

### Architecture

- Linear Orientation of the proposed building follows a 'Boat Shed' model
- Right of way and nominated view corridors maintained
- Setback from the lake edge is consistent with the existing built form, and has been designed to enhance boat preparation, cleaning and maintenance. The excavation to a lower level, and the extension of the concrete apron on the lakeside of the

building, allows for a flatter and safer area to layout boats as well as a safe and gentler transition for vehicles to access the lakeside for necessary boat transport or associated servicing.

- The proposed building is two storeys following the model of boat storage under with associated uses over
- A balcony overlooking the lake has been included in the design
- Proposed materials are concrete, steel/colorbond, timber and glass
- It is a purpose designed building
- Nominated building breaks have been maintained