

**Submission to the NCA on the Yarralumla Recreation Hub Master Plan**  
**January, 2009**

The committee of the Yarralumla Residents Association wishes to thank the NCA for the opportunity to comment on the master plan for the Yarralumla Recreation Hub. This is our fourth submission to the NCA on the plan over the last couple of years. We appreciate the public meetings that have been held, and the readiness of various NCA representatives, from 1986 to the present time, to include us in the consultation process.

*Links between suburb and lake*

One of the main wishes of the Yarralumla Residents Association Committee has been that the plan for the proposed Yarralumla Recreation Hub should retain and strengthen the links between the suburb and the lake. The removal of the barriers where the road crosses the present stormwater outlet, the planned pedestrian islands, the bike path and the boardwalk all do this, as does the pedestrian path and right of way around the lake foreshore. Thus we are delighted that most features of the plan retain the contact between the suburb and the lake.

*Alexandrina Drive*

Our previous submissions have requested that Alexandrina Drive should maintain its winding configuration but that all the activities of the recreation hub be kept on the lake side of the Drive. Consequently we are pleased that this is a feature of the master plan. To further keep this a 'slow' road, we would like to see a maximum speed of 50 kph on bends. Some residents would like to see other traffic calming measures, such as 'speed bumps'.

*Cycle paths*

We approve of a wider path where there is a proposed joint use for cyclists and pedestrians (e.g. boardwalk area), and elimination of the two road crossings by the cycle path. However, we foresee a potential major problem in the configuration of the junction of the Yarralumla suburb bike path—running north from Schlich Street—with the lakeside bike path. As presently shown in the master plan, it is an awkward

junction that would involve commuter cyclists in a bumpy trip across the boardwalk to join the path. It is highly likely that cyclists would choose to use the road instead, which defeats the purpose of the plan. Perhaps a commuter bike path could run parallel with Alexandrina Drive on the lake side to join the commuter path at the crossing marked 20 on the map.

#### *Pedestrian paths*

We also approve the proposal for a pedestrian path around the foreshore of the bay with joint use right of way in front of the boatsheds. This is an imaginative way to provide a path that avoids conflict between walkers and boaters. We would like to see seats along the path for walkers to rest and enjoy the view (other than in the boat launching area), and we assume that disabled access to the area will be provided in an appropriate form.

#### *Kiosk/restaurant*

Overall in the responses that we have had, residents are happy with the idea of both a kiosk and one restaurant in the recreation hub area.

#### *Landscaping*

We value the informal treatment of the lake foreshore and the peace and serenity of the environment and, as a result, we are very pleased with the proposal to leave the soft edge and habitat of Orana Bay. Residents are in agreement with the proposals to preserve the mature trees and to plant additional ones. We also understand that mowing regimes are proposed to extend the native grassland.

We are in agreement that the landscaping at the swimming area should be considerably upgraded, and that new sand should be imported for the beach. We believe that it is vital that swimming enclosure with the pontoon (which are not marked on the final master plan) should be retained as an integral part of the recreational facilities of the area.

#### *Smart ponds/stormwater control*

Many residents approve of the concept of smart ponds in the area between Schlich St and Alexandrina Drive. However, as was indicated at the December public meeting, there is great community concern that the planning for the smart ponds cannot

possibly be done in isolation from the whole integrated stormwater network through Deakin and Yarralumla.

The present stormwater system is grossly inadequate to cope with present rainfall patterns. At the best of times, the stormwater drains are poorly serviced—the gross pollutant traps quickly build up with rubbish—and when there is a major downpour (as for example on December 27, 2008), the stormwater courses down the bike path from Loftus to Schlich St, spreads halfway across the oval adjoining the primary school, and floods across Schlich St. We understand that some Deakin residents also have problems with flooding even in their homes. This inadequacy of the storm water drains in heavy rain thus becomes a health issue, as well as a major safety issue.

There is also concern as to the viability of smart ponds during the periods of low or zero rainfall. While the suggested inclusion of rubber linings to the ponds, together with a hydrolic system with the lake, might ensure an 80% level in the ponds, there is concern that sunlight would cause the exposed rubber to perish and crack, and then release the water .

Additionally, it is of considerable concern that that effective mosquito control is planned and maintained—mosquitoes are already a problem in the area.

While we understand that it is not the role of the NCA to plan for other than the Recreation Hub area, we can support the concept of smart ponds only if they are designed and planned in conjunction with comprehensive stormwater control for the entire area from which stormwater runs into Yarralumla Bay.

---

Once again, thank you for the opportunity to comment and also for making extra time available for public comment on the draft master plan through January, 2009.

Dorothy Jauncey (Secretary, Yarralumla Residents Association Committee)

Susan Banks (Recreation Hub Sub-committee, Yarralumla Residents Association)

PO Box 7123 Yarralumla, 2600

Dated: 21 January, 2009