

## **IMMIGRATION BRIDGE UPDATE – MAY 2008**

This note is to update members on issues associated with the proposed Immigration Bridge. It is belated; however, the information has been widely available within the ACT sailing and lake users' community since March last year.

On 10 October 2006 I wrote advising that the NCA proposed to ask Immigration Bridge Australia to prepare a design brief for the proposed Immigration Bridge which addressed the concerns of the existing lake users, and that we expected to be involved in reviewing the design brief to ensure that sailing interests would be well satisfied by the design of any bridge.

Subsequently, the NCA proposed that the Lake Users Group prepare such a design brief for provision to Immigration Bridge Australia as guidance for any bridge design activity. A design brief was developed by Lake Users Group members, and endorsed by the Group in March 2007. This was forwarded to the NCA, which responded on 30 March 2007 advising that it had reviewed and generally supported the suggested inclusions in the design brief for the bridge, and that it had provided a copy to the Immigration Bridge proponents. The text of the Lake Users' Group advice to the NCA is attached below.

We have not received any further information on the proposed bridge from either Immigration Bridge Australia or the NCA.

Graham Giles  
Commodore  
Canberra Yacht Club  
29 May 2008

**Attachment:** Immigration Bridge Design Brief Prepared by The Lake  
Burley Griffin Lake Users' Group

## **IMMIGRATION BRIDGE DESIGN BRIEF**

### **PREPARED BY THE LAKE BURLEY GRIFFIN LAKE USERS' GROUP**

Following discussion by the Lake Users Group on the proposed Immigration Bridge it was agreed that the Group should develop a 'design brief' detailing features and constraints that the NCA would use to inform the bridge design to minimize adverse impacts of the bridge on all lake users.

The bridge is proposed to span Lake Burley Griffin between the area of Lennox Gardens adjacent to Flynn Place, and Acton Peninsular, aligned with King Edward Terrace. It is to be designed to take pedestrian and cycle traffic. Concern has been expressed by Group members at the lack of consultation on the proposal. The Canberra Yacht Club has specifically expressed concern at the:

- physical risk to lake users presented by the many pylons shown in indicative illustrations of the bridge,
- reduction of the area of the lake that can safely be used for sailing in all weather,
- impact the bridge will have on the quality of wind at the Eastern end of West Lake, by disturbing the airflow and further reducing the area of the lake useable for fair competitive sailing,
- constriction on safe manoeuvrability in a primary area of safe shelter for yachts when the typical NW frontal winds become dangerous, and
- difficulty created for sailors and particularly sailing school classes to sail safely to and from West Basin and Central Basin for sailing events and training.

Taking all Lake Users concerns into account, the Group proposes that should such a bridge be built, that its design should meet the following criteria:

- 12 metres minimum clearance height of the bridge over the lake, from the normal water level,
- as few as practicable pylons in the lake, with
- 70 metres minimum span between pylons,
- minimal vertical profile and design features to minimize the effect of the bridge on the wind, and
- a soft collar to be installed on all pylons from 1 metre below to 1 metre above the normal water level.

THE LAKE BURLEY GRIFFIN LAKE USERS' GROUP