

Snowy Mountains Special Activation Precinct Delivery Plan Response from Lake Jindabyne Sailing Club – February 2024

Introduction

The Lake Jindabyne Sailing Club (LJSC) has been involved in this planning process since it was launched as Go Jindabyne. The Club's representatives have attended all the community meetings, responded to every request for Submissions, Comment and Feedback. Members of the Club Executive team have met twice on site with various members of your Planning Team, and have maintained active and positive communication with them.

With this behind us, we are providing this response to the SAP Delivery Plan in a spirit of cautious optimism, hopeful that at this stage of the process our feedback, opinion, suggestions and responses will cut through, be acknowledged and acted on.

Historically this has not been the case, and as the overall project – in Delivery Planning phase – moves more into the area overseen by the Regional Growth NSW Development Corporation, we feel we must put our case more strenuously, as we consider ourselves to be at worst, ignored; at best, marginalised.

LJSC strongly asks for recognition in the process, and recognition of the area of the foreshore where the club operates.

LJSC, as we have stated to you many times, is an active stakeholder in, and custodian of the Lake Jindabyne Foreshore, and have been since 1957. We are of the opinion that the Club has been included, but marginalised, throughout the Planning process.

We are making another attempt to be recognised by the Department, and have our views valued. While the Club has views on many aspects of the Delivery Plan, this response will limit itself to Section 4.3 Jindabyne Foreshore, and we claim we are one group of only a few who are able to back our response with experience, involvement and understanding of the role the foreshore plays in the overall community health of Jindabyne, and of its relationship with visitors and the overall tourist market.

In fact, LJSC is a major player on the foreshore, and has always maintained and improved the area licenced from the Council; rebuilding the old dwelling (now the Clubhouse), sowing and maintaining the grass areas, building two storage sheds with funds from the NSW Government and liaising with Council regarding maintenance issues.

APPENDIX 1, Figures 1–7, provide visual information about LJSC foreshore concerns, and stress that many of the images are outside the Club's Licence, and demonstrate our overall stewardship of the Sailing Club/Widows Bay area

Geographical scope

We can only comment on what you provide to us.

Development Plan Figure 28 (p150), the Indicative Layout for the Lake Jindabyne Foreshore, shows no movement from the original supplied by Jensen Plus, and we have pointed out to you many times that the Indicative Layout is a poor start to any improvement process.

- * no access road is shown to the LJSC and the land around it.
- * no parking areas are shown in this area at all
- * a building shape appears near Widows Creek with no reference.
- * no facilities (toilets etc) or seating are shown.
- * a dotted line – which we assume is the High Water Level – is neither refined or defined, a matter of great importance given the last two years' high water and its impact.
- * the area – from Widows Creek to the Claypits – has no referenced name at all. LJSC is appalled that this is the case. It would show a complete lack of awareness that this area has standalone significance, attracting little or no attention from the Planners and as such remains outside the overall Foreshore Plan.

This becomes more critical when the document continues to limit its discussion to:

PC38 The Claypits
PC39 Waterfront Park, and,
PC40 Banjo Paterson Park

The Way Forward

We strongly suggest that the 'forgotten area' have its own name and Performance Criteria etc, so it may receive the attention it deserves, and that Figure 28 be completely re-drawn.

PC37 must now be a new stand-alone section and should be called Sailing Club/Widows Bay.

The Lake Jindabyne Sailing Club has strenuously put this case forward at every opportunity, and we are of the opinion that changes must now take place. These proposed changes have been written and formatted following the style of the Delivery Plan document, to allow the alterations to be seamlessly adopted.

We strongly suggest, therefore, that the Delivery Plan be immediately amended to include the following:

PC37 SAILING CLUB / WIDOWS BAY

Performance Criteria

What we want to achieve

PC 37 Create a Sailing Club/Widows Bay environment that is pleasant, landscaped, encourages safe visitation and uses sustainable methods in design. The Sailing Club/Widows Bay is a specific-purpose area, centred around sailing activities conducted by the Lake Jindabyne Sailing Club, and also includes Dragon Boat activities conducted by the Lake Jindabyne Snow Dragons, and Junior SLS conducted by the Lake Jindabyne Yabbies SLSC. The area is also the go-to place for safe swimming, paddle-boarding and dog exercise for the Jindabyne community, and crossed by the shared path around the foreshore.

Acceptable Solutions

How to achieve it

A37.1 Provide adequate access to the area, sealing the access road and the parking area at the Sailing Club. This access is for land and water-based activities along the beach from Widows Creek to the Sailing Club, and a link with the MTB and Adventure Parks. The access road and the parking area are to be designed to protect the pedestrian traffic; this area is a major pathway for sailors who cross from the lake to the clubhouse. Special note must be taken of the Juniors and visitors who use this area as part of the club's Training Schemes.

A37.2 Provide adequate stormwater drainage to divert water from Kosciuzko Road drains to the lake without flooding the area - as occurs at present.

A37.3 Build a new sewer line from the Snowline Caravan Park through the area. At present it is above ground level in places, and in one section entirely exposed over a stormwater drain.

A37.4 Provide adequate protection from very high water levels, and ensure that infrastructure is safe from any water level above the HWL.

A37.5 Provide a concrete boat ramp, managed by the Sailing Club, for the safe and sustainable launching of safety and race power craft. These are already stored in two sheds, provided by the NSW Government and managed by the club.

A37.6 Build rock walls where the banks of the foreshore are heavily eroded at HWLs, especially at storm times.

A37.7 Provide adequate public facilities and a sealed public parking area between the water and the shared pathway. The facilities should be toilets, bike wash-down, BBQ area and lighting. These facilities would also be for the visiting public and the users of the Mountain Bike and Adventure Park, which links at the Widows Creek end of this area.

A37.8 Divert the shared pathway that is below the HWL. The present shared pathway is flooded at high water levels, and this closes the path altogether.

A37.9 Provide picnic areas, seating furniture, shade structures and tree plantings that provide shade.

A37.10 Incorporate appropriate low-maintenance indigenous lakeside vegetation to withstand the very strong winds blowing from the north-west and to act as a wind break for the built structures and the users of the area.

A37.11 Implement WSUD techniques such as permeable surface materials, swales and bio-retention areas in roads, car parks and other paved surfaces to reduce stormwater runoff and improve water quality before it is released into the lake.

Merit assessment

Objectives for considering alternate suggestions

BI.1 No alternate suggestions have been offered by NSW Planning which relate to the area's development and future use. Therefore this is Not Applicable.

BI.2 If NSW Planning was in agreement with the LJSC, then the club would welcome full participation in the delivery of that plan.

Unacceptable solutions

What we do not want to see

UI.1 No change to the recognition of the area, but a full acceptance that the Sailing Club/ Widows Bay area deserves and requires a special and separate response in all planning documentation.

UI.2 No change to the existing drainage from Kosciuzko Road, which floods the area below the shared path, erodes the beach and contaminates the water with debris and oils from the road above.

UI.3 No change to the access road from Kosciuzko Road to the Sailing Club, which has led to huge erosion of the road, damage to the foreshore beach, and contamination of the water.

UI.4 Provision, or tacit approval of lakeside camping.

UI.5 Continued erosion of the foreshore beaches and banks due to HWLs.

UI.6 Safety infrastructure that is easily damaged by vandalism etc such as lights on the shared pathway, and the provision of life bouys, signage about resuscitation, warnings about strong wind etc.

UI.7 Shared pathways below the HWL as they close the whole trail system. UI.8 A sewerage pipeline from Snowline Caravan Park which is above the surface - as it is now in several high-traffic areas.

The aim of the Cub's response to the Delivery Plan is to offer to the Development Corporation a pathway for the safe and workable development of this part of the foreshore.

By the very act of formulating this response, Lake Jindabyne Sailing Club shows its commitment to the development of the foreshore. We again bring to your attention that we are an active and long-standing member of the foreshore community, with a skilled, strong and varied membership which will continue to carry out our charter; to promote sailing in the community.

We hope that this response will be read, considered and responded to, so that the club remains a participant in the overall process.

APPENDIX 1 Fig 1-7 is visual support of and evidence for our response to the Development Plan.

Lake Jindabyne Sailing Club – Images of facilities & foreshores improvement opportunities – Feb 2024



Fig 1. Aerial view of drainage flow paths causing ongoing damage to driveway and foreshore. Needs improving.



Fig 2. Outflow from Kosci road drain feeds into a drain that is far too small causing storm water to not follow the designed drain path. Drainage system needs to be correctly sized for the catchment.



Fig 3. Sailing Club boat ramp is badly eroded and is not used as it is considered unsafe.



Fig 4. Access roads to boat storage sheds are badly damaged from upstream drainage issues. Multiple attempts to repair the surface with quality materials have been tried, but wash away during heavy rain.



Fig 5. The area in front of the sailing club is a popular space for recreation users. It has been badly damaged by flood events and ever changing water levels. A treatment plan needs to be developed and applied to preserve this area and ensure it remains a popular visitor area for many years to come.



Fig 6. The Sailing Club members take great pride in the facilities they have developed over the years and care for the surrounding area ensuring it can be enjoyed by club members and the general public alike.



Fig 7. The foreshore adjacent to the Sailing Club gets busy with Swimmers, Dragon Boaters and Sailors. Most people tend to drive here. There is a desperate need for decent road-way, parking and toilet facilities both now and into the future.