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Special Activation Precinct

# SNOWY MOUNTAINS

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## Draft Master Plan

June 2021





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# Acknowledgment of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

We wish to acknowledge the motherland of the Monero Ngarigo in Jindabyne, and their relations with the Walgalu, Ngunnawal and Bidhawal, who, through their connection, look after this beautiful landscape - the snow, the rivers and creeks, and the snow gums. We plan by thinking, and we talk about this place and its Aboriginal story.



# Executive summary

## Vision

The Snowy Mountains is the rooftop of Australia where an unspoiled alpine landscape meets a dramatic climate that is unfound elsewhere on the continent. This is Australia's high country where visitors are drawn to our everchanging seasons, and with them, endless opportunities to experience the great outdoors. The rich culture and authentic character of our region is sewn through the patchwork of local experiences that inspire exploration and provoke adventure.

### What are Special Activation Precincts?

Special Activation Precincts are a new way of planning and delivering projects in certain areas of regional NSW to attract and grow businesses, provide more employment opportunities and stimulate the regional economy.

The NSW Government is supporting this approach by:

- » leading the master planning that streamlines the planning pathway
- » investing and delivering enabling infrastructure that supports businesses to establish
- » facilitating and supporting the establishment of new industries and businesses.

This means that businesses will be able to establish and grow with certainty and confidence knowing that the right planning framework is in place for streamlined approvals, and infrastructure is in place to support growth and development.

The creation of SAPs is part of the NSW Government's 20 Year Economic Vision for Regional NSW and will be delivered as part of the \$4.2 billion Snowy Hydro Legacy Fund.

### The Snowy Mountains Special Activation Precinct

The Deputy Premier announced the Snowy Mountains as a Special Activation Precinct in November 2019. The Snowy Mountains Special Activation Precinct investigation area covers over 70,000 hectares, focusing on the Jindabyne town centre and areas of high tourism interest within Kosciuszko National Park, including Thredbo, Perisher and Charlotte Pass.

The precinct will leverage the region's unique cultural and environmental attributes to establish a resilient year-round tourism destination as Australia's alpine capital. It will focus on improving transport connectivity within the precinct, conserving and enhancing important environmental and heritage values, and supporting Jindabyne's growth as Australia's national centre for elite sports.

### Purpose of the Master Plan

The Snowy Mountains Special Activation Precinct Master Plan is an important part of the planning framework for the delivery of the Special Activation Precinct. Once made, it will be a statutory planning document that supports the *State Environmental Planning Policy (Activation Precincts) 2020* (Activation Precincts SEPP), *State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007* (Alpine SEPP), *Snowy River Local Environmental Plan 2013* (Snowy River LEP), and the Kosciuszko National Park Plan of Management 2006.

The master plan provides the vision and principles for the Snowy Mountains Special Activation Precinct and is supported by structure plans and provisions to ensure the vision is achieved. It also describes matters that should be addressed in more detail as part of delivery plan/s and development control plan/s, to be prepared in future stages. An overview of the planning framework for Special Activation Precincts and how the master plan fits within it is provided in **Planning Framework section** of the Master Plan. The Master Plan will be reviewed every five years or as required under statutory obligations and to inform strategic planning direction.

## SPECIAL ACTIVATION PRECINCT

Figure 1: Key elements of a Special Activation Precinct



### Government-led studies

To create upfront strategic land use and infrastructure planning.



### Streamlined planning

Streamlined planning and environmental approvals to provide certainty and confidence to business. This may include providing for land uses that suit complying development or approval exemptions.



### Government-led development

Tailored master plans for each Precinct with a delivery schedule that supports orderly development, sensitive to market drivers, landowners and infrastructure delivery.



### Infrastructure Investment

A solid business case for roads, water, power, digital connectivity and social infrastructure required for each functional, vibrant precinct.



### Business Concierge

Targeted business concierge services to attract investment and support businesses to establish and grow in each precinct.

Note: It is acknowledged that Snowy Monaro Regional Council is currently undertaking work to prepare a new Snowy Monaro Local Environmental Plan which will replace the Snowy River Local Environmental Plan.



# Master plan at a glance

Figure 2: Vision for Jindabyne



Figure 3: Vision for Kosciuszko National Park





# 1

## Strategic context





# 1.1 A unique opportunity for the Snowy Mountains

Figure 4: Snowy Mountains strategic location



The Snowy Mountains is Australia’s premier alpine and winter sports destination, with tourism the major economic driver and employer in the region. The tourism economy is heavily geared towards the short winter season, resulting in this location being the most seasonal tourism region in Australia. Today, the region’s tourism attractions and ski resorts are heavily car dependent with traffic and parking bottlenecks negatively impacting the visitor experience, particularly during peak periods.

The reliance on snow-based tourism is also threatened through the effects of climate change, which is forecast to reduce the quality and length of the snow season. Like some other tourism hotspots, housing supply and affordability is a complex issue. Housing costs in Jindabyne are often much more than those of nearby towns, and permanent residents are increasingly said to be competing with short term rental accommodation such as Airbnb for housing.

The Snowy Mountains is a sensitive natural environment, with a significant proportion of the Special Activation Precinct investigation area located within Kosciuszko National Park. This is an asset that presents opportunities, but also represents a challenge to ensure that future development and growth outcomes recognise and respect the National Park setting and the Plan of Management. This will be achieved by protecting and enhancing environmental values, driving sustainability and mitigating impacts.

To date, development has occurred within Kosciuszko National Park and Jindabyne on a case-by-case development application approach with limited implementation of strategic planning. This master plan will provide a strategic direction for the next 40 years with a focus on improving the attractiveness of key destinations and upgrading ageing infrastructure. These focus areas are an essential part of improving the visitor experience as well as amenity for the people living in the region.

This master plan highlights diverse opportunities for both tourism and community growth around the precinct, from the urban development and

public realm potential of Jindabyne to new clusters of activity along the shores of Lake Jindabyne, to the resorts and natural attractions of the Thredbo, Perisher and Snowy River Valleys in Kosciuszko National Park.

The key drivers for change include:

- » New housing and accommodation options, including new land releases and diverse infill and tourist accommodation
- » Increased and reliable transport options, enabling less reliance on private vehicles and encouraging safe and sustainable access between Kosciuszko National Park and Jindabyne
- » Prioritising people over vehicles in Jindabyne providing access and ensuring walkability and pedestrian safety
- » The connection to Lake Jindabyne, ensuring public spaces take advantage of views and vistas, along with the provision of improved linkages to the Town Centre
- » Respect for Monero Ngarigo people’s rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural knowledge in project delivery
- » Enhancing the visitor experience through high quality developments, the provision of a world class environment and attractions, increased celebration of the community, and the appropriate provision of infrastructure to support growth
- » Resilience and preparedness for climate change so that the region can thrive, adapt and adjust through a focus on year-round tourism activities
- » Supporting growth - It is anticipated that as a result of the Special Activation Precinct resident population in the Jindabyne - Berridale area will increase from 7,800 in 2025 to 11,800 by 2060 and annual visitor numbers will increase from around 700,000 in 2019 to 1.35 million by 2060 resulting in \$470 million more expenditure per year.



Expected annual visitors will increase to **1.35million** by 2060



## 1.2 Monero Ngarigo Cultural Heritage

The Traditional Custodians of the Snowy Mountains Special Activation Precinct are the Monero Ngarigo people whose lands stretch from the western slopes of the coastal ranges to the eastern side of the Kosciuszko plateau and include the peak of Mount Kosciuszko and the Snowy Ranges. Both Jindabyne and Kosciuszko National Park are highly significant cultural places within Monero Ngarigo Country, and where Monero Ngarigo and Traditional Owners from other groups met for Cultural and trade purposes.

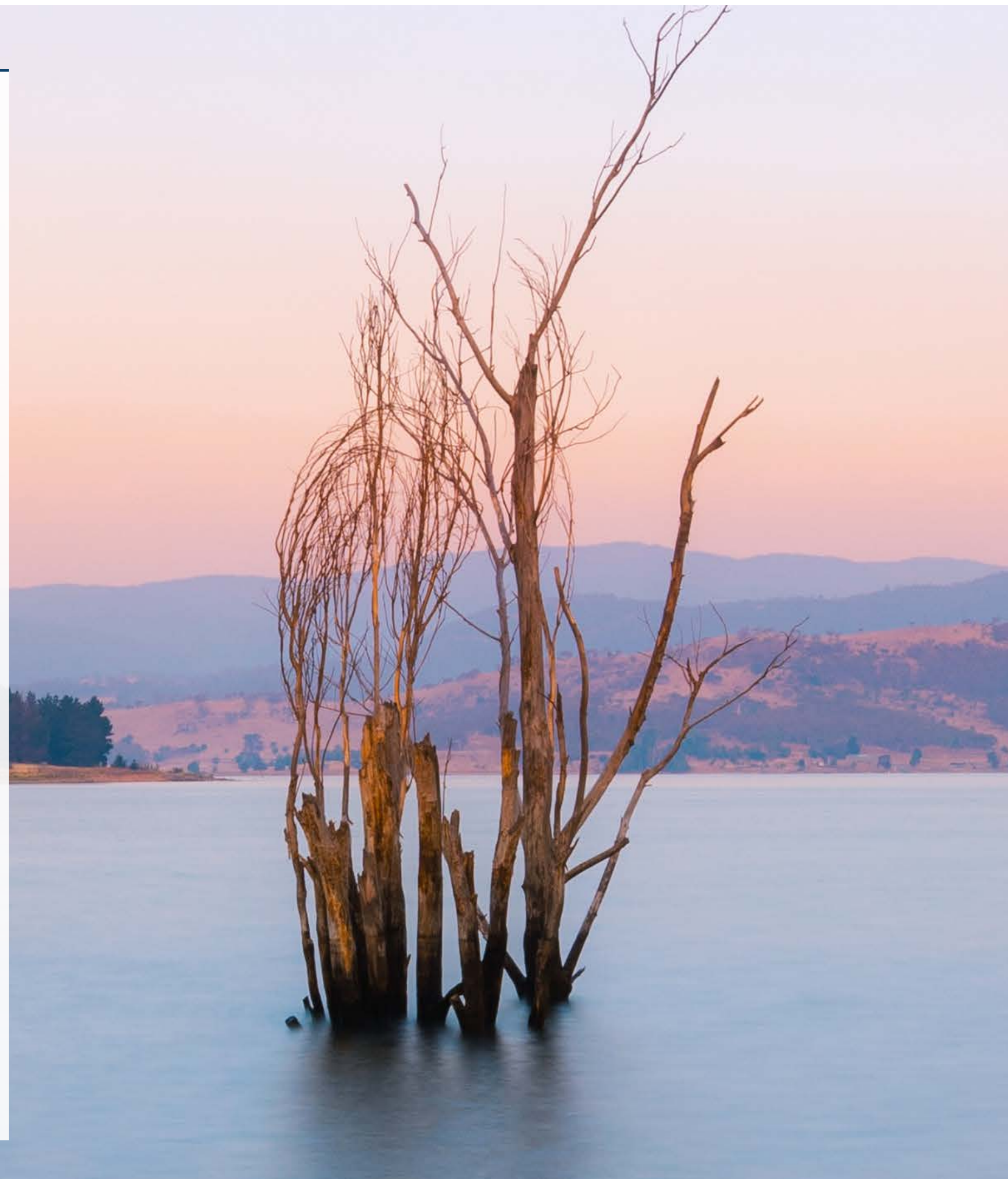
Historical information on boundaries around the Snowy Mountains can be conflicting, as occurs throughout Australia due to displacement and the drawing of artificial boundaries in European studies. It seems that Aboriginal populations were severely affected, and numbers fell around the 1850s and 1860s due to colonial settlement. Many Monero Ngarigo people were forcibly removed from their Country, and resettled in Delegate, and later moved further to the NSW coast and into Victoria.

Despite this historical dislocation, there are still Traditional Owners living on Country, and all Monero Ngarigo people continue their Cultural connection to Country, and their obligation as Custodians of the land within the Special Activation Precinct.

A key objective of this master plan is to recognise the living culture of the Monero Ngarigo people, and their connection to Country that goes back 80,000 years. This master Plan seeks to make visible the living culture with better recognition and celebration of Monero Ngarigo culture and the ongoing connection to Country.

The Master Plan seeks to include principles and success criteria to tell the Monero Ngarigo story and to make sure that the planning process results in long term outcomes for Indigenous people connected to and living on and around the Special Activation Precinct.

It is recognised that the conversations necessary to understand the way that the Snowy Mountains Special Activation Precinct can honour Traditional Custodians and Culture are just beginning. The Department of Planning, Industry and Environment will be engaging more intensively with the Monero Ngarigo people and other interested Aboriginal stakeholders to better understand the ways in which the Special Activation Precinct can celebrate the ongoing Indigenous Culture of the region, create long term opportunities for Aboriginal people, facilitate the practice of Culture by Traditional Owners and better tell the Monero Ngarigo Cultural heritage story.





# 1.3 Planning framework

## The planning framework for Snowy Mountains

Technical investigations have been carried out to support the strategic planning and delivery of a streamlined planning framework for the Snowy Mountains Special Activation Precinct. These investigations have informed performance-based controls to provide both certainty and flexibility within the planning framework.

**Certainty:** Achieved through sufficient evidence to formulate appropriate performance criteria to deliver clear and consistent direction and provide confidence that provisions are in place to manage potential impacts and mitigate risks.

**Flexibility:** The ability to introduce innovation through development is achieved through suitably drafted design guidance that enables innovation, but also establishes a clear direction upon which proponents can base development outcomes and design responses.

The legislative framework for the Snowy Mountains Special Activation Precinct will protect and enhance sensitive environmental values, protect public safety, and appropriately plan for a diverse range of land use types throughout the precinct. The planning approach can be summarised as follows:

### Jindabyne Catalyst Precinct and amendment to the Activation Precincts SEPP

Five strategic sub-precincts within and around Jindabyne have been identified as catalytic opportunities to promote and facilitate the vision of the special activation precinct including:

- » Jindabyne Town Centre and Foreshore
- » Mountain Bike and Adventure Park
- » Western Lake Jindabyne
- » Sports and Education
- » Southern Connector Road

Development of these sites will be facilitated by Regional Growth NSW Development Corporation through the master plan, delivery plan/s and amended Activation Precincts SEPP.

### Jindabyne Growth Precinct and the Snowy River LEP and DCP

Five strategic sub-precincts within and around Jindabyne have been identified for rezoning to facilitate development including:

- » Jindabyne Town Centre Growth
- » Jindabyne West
- » East Jindabyne
- » Leesville and Aerodrome
- » Barry Way South

These will be facilitated through the master plan and Snowy River Development Control Plan (DCP) and delivered through the Snowy River Local Environment Plan.

### Alpine Precinct and the amended Alpine SEPP and new Alpine DCP

Strategic planning for existing alpine resorts and accommodation sites and a carrying capacity framework will facilitate redevelopment within the alpine region through the master plan and a new alpine DCP to be delivered through an amended alpine SEPP.

### Kosciuszko National Park Plan of Management

Exhibition of the draft master plan will occur concurrently with the proposed amendments to the Kosciuszko National Park Plan of Management. The proposed amendments will enable the delivery of the core elements of the master plan and adjust parkwide policy on built accommodation within the National Park.

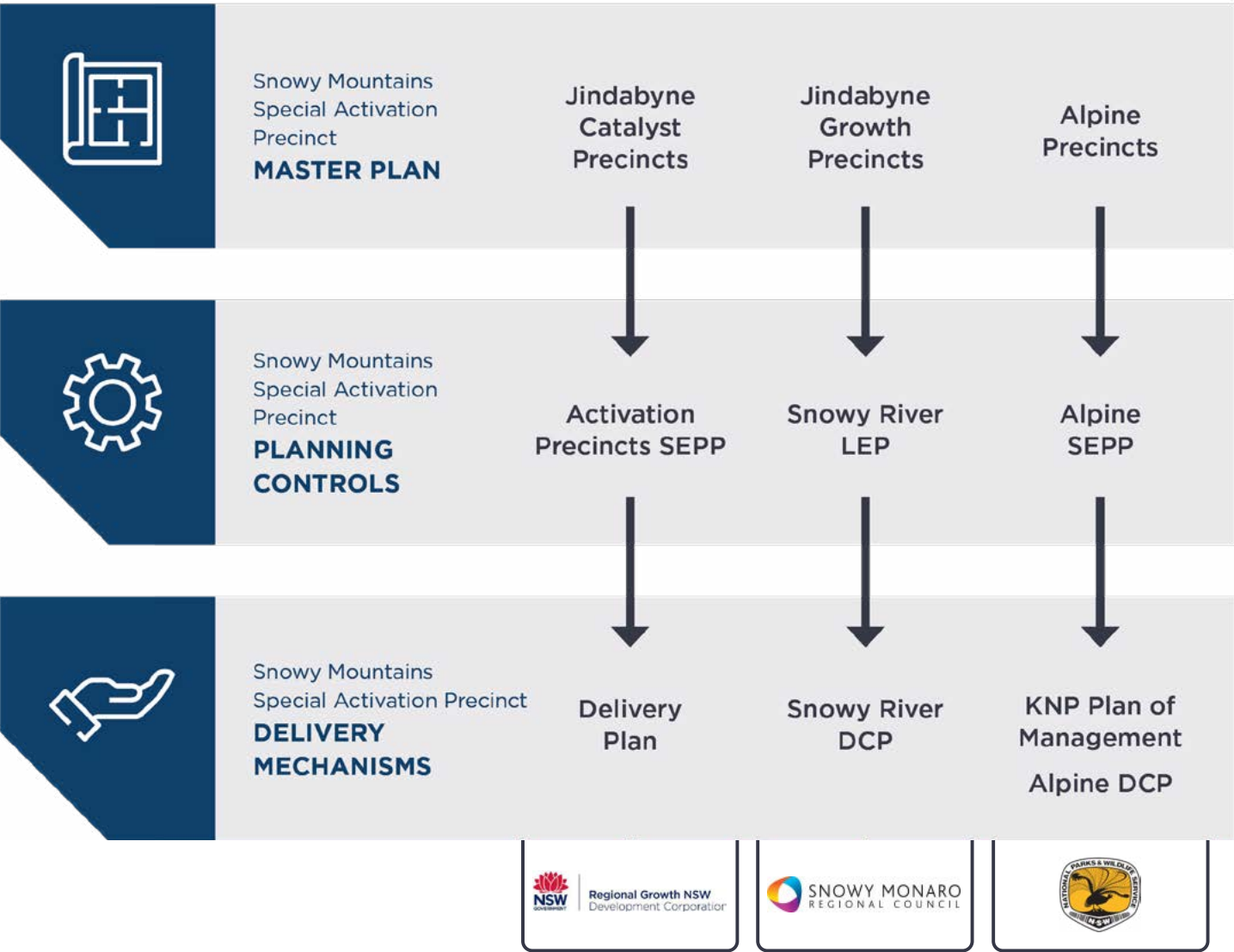
## Land to which the Snowy Mountains Master Plan applies

The Snowy Mountains Special Activation Precinct is made up of land in two jurisdictions.

The Jindabyne region comprises land within the Snowy Monaro LGA, but outside the Kosciuszko National Park, which has been identified as having particular potential for development for tourism and related uses. The Snowy River Local Environment Plan currently applies to this land.

The Alpine region which comprises land within the Kosciuszko National Park that has been identified as having potential for development for tourism and related uses. The Alpine SEPP currently applies and will continue to apply to this land.

Figure 5: Planning framework







# KEY


 Snowy Mountains Special  
Activation Preinct Investigation  
Area Boundary


 Kosciuszko National Park POM

 Snowy River LEP

## Sub-precincts

 Activation Precincts SEPP Sub-  
precinct

 Alpine SEPP Sub-precinct

 Jindabyne Growth Areas (LEP  
Amendment)

## INSET

Mount Selwyn  
Alpine Resort

SNOWY VALLEY  
LGA

SNOWY  
MONARO  
REGIONAL LGA

Island Bend

Ski Rider  
Alpine Resort

Creel Bay

KALKITE

Perisher  
Range  
Alpine  
Resort

Sponars  
Chalet Resort

Kosciuszko  
Mountain Retreat  
Alpine Resort

Western Lake  
Jindabyne

EAST  
JINDABYNE

East  
Jindabyne

AVONSIDE

Charlotte  
Pass  
Alpine  
Resort

**Kosciuszko  
National Park**

Jindabyne Town  
Centre and Foreshore

Jindabyne West

Mountain Bike and  
Adventure Park

Jindabyne Town Centre Growth

Southern Connector Road

Bullocks Flat  
Terminal

CRACKENBACK

Leesville

Sports and  
Education

Jindabyne  
Aerodrome

Barry  
Way  
South

**Jindabyne  
Region**

MOONBAH

Thredbo  
Ranger Station

Thredbo  
Alpine  
Resort

ALPINE WAY

GUTHEGA ROAD

KOSCIUSZKO ROAD

EUCUMBENE ROAD

KOSCIUSZKO ROAD

THE SNOWY RIVER WAY

BARRY WAY

0

10 km





Governance

Department of Regional NSW

The Department of Regional NSW is the lead agency for the Special Activation Precincts program, part of the \$4.2 billion Snowy Hydro Legacy Fund. Overseeing the funding, planning and development of each precinct, the Department of Regional NSW works closely with the Department of Planning, Industry and Environment and the Regional Growth NSW Development Corporation to create a master plan, identify and invest in common user enabling infrastructure, and provide ongoing concierge services to help investors establish and grow in regional NSW.

NSW Department of Planning, Industry and Environment

The planning of special activation precincts in regional NSW is the responsibility of the Department of Planning, Industry and Environment which leads the master planning process, including the technical study process and community and stakeholder engagement.

Regional Growth NSW Development Corporation

The delivery of special activation precincts is the responsibility of the Regional Growth NSW Development Corporation. The Regional Growth NSW Development Corporation is a one-stop shop to support investors and will develop catalyst enabling infrastructure, support the attraction and facilitation of investment in the precinct, providing support on planning and environmental approval processes, and creating strategic partnerships to foster education, training and collaboration opportunities.

Guided by the land use and industry types contained in the master plan, the Regional Growth NSW Development Corporation will attract and facilitate investment by working with all levels of government, the private sector and the community to secure economic development, creating jobs in the Snowy Mountains and supporting the NSW Government's vision for long-term growth in regional areas.

NSW National Parks and Wildlife Service

NSW National Parks and Wildlife Service manages over seven million hectares of land across NSW, including more than 870 national parks and reserves, four World Heritage-listed sites, a number of Australian National Heritage sites and 17 Ramsar wetlands. These protected areas play a critical role in conserving biodiversity, as well as natural and cultural heritage.

The National Parks and Wildlife Service has been a key partner in the development of the Snowy Mountains Special Activation Precinct and provided strategic and technical guidance, with a focus on the Alpine Precinct and matters related to biodiversity, cultural heritage, and alpine tourism.

Snowy Monaro Regional Council

The Snowy Mountains Special Activation Precinct is located entirely within the Snowy Monaro Regional Council local government area (LGA). The local government area covers 15,000 square kilometres of land stretching from the ACT to the Victorian border and has a population of over 20,000 residents.

Snowy Monaro Regional Council has been a key partner in the development of the Snowy Mountains Special Activation Precinct Draft Master Plan and will continue to have a regulatory and approval role for development in certain precincts within the special activation precinct. In addition, Snowy Monaro Regional Council's existing and future infrastructure, as well as advocacy and influence, will play a key role in realising the vision of the Snowy Mountains Special Activation Precinct.







## Work undertaken to date

Development of the Go Jindabyne Master Plan began in 2018 and sought to establish a vision to 2036 to revitalise the Jindabyne area into Australia’s leading alpine destination. Feedback from the community and findings from technical studies highlighted a need to extend the Go Jindabyne scope to look at the wider Snowy Mountains region. As a result, the Snowy Mountains Special Activation Precinct was announced in November 2019 to investigate an area of over 70,000 hectares, focusing on the Jindabyne town centre and areas of high tourism interest within Kosciuszko National Park, including Thredbo, Perisher and Charlotte Pass.

A detailed assessment of the investigation area commenced in 2020 and technical experts including ecologists, engineers, stakeholders and urban planners have tested and refined scenarios and ideas to create this draft master plan and support the planning pathways and subsequent development in the Snowy Mountains Special Activation Precinct. These investigations have assessed strategic and precinct-wide issues and investigated site-specific conditions for key sub-precincts with the view to support high-quality design outcomes and to resolve critical constraints.

Ongoing input and feedback from the community, landowners, businesses, and other key stakeholders has also informed the master planning process.

**Figure 7:** Technical investigations undertaken for the Snowy Mountains Special Activation Precinct





# The vision for Snowy Mountains

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# 2

## Vision

The Snowy Mountains is the rooftop of Australia where an unspoiled alpine landscape meets a dramatic climate that is unfound elsewhere on the continent. This is Australia's high country where visitors are drawn to our everchanging seasons, and with them, endless opportunities to experience the great outdoors. The rich culture and authentic character of our region is sewn through the patchwork of local experiences that inspire exploration and provoke adventure.

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In late 2020, the Department of Planning, Industry and Environment asked for feedback on the vision and aspirations for the Snowy Mountains Special Activation Precinct.

Plans and strategies outlined in this draft master plan have taken feedback into consideration. For more information on feedback received, please visit [www.planning.nsw.gov.au/snowymountainssap](http://www.planning.nsw.gov.au/snowymountainssap)





# 2.1 Principles for the Snowy Mountains

The Department of Planning, Industry and Environment has worked in partnership with the Department of Regional NSW, the Regional Growth NSW Development Corporation, Snowy Monaro Regional Council and the National Parks and Wildlife Service as well as consulted with relevant state and federal government agencies to develop guiding principles for the Snowy Mountains Special Activation Precinct Draft Master Plan.

These principles and strategic indicators underpin the planning for the Snowy Mountains Special Activation Precinct and will be considered in the assessment of applications and the issuing of development consents with the precinct. The provisions contained in the appendix to this master plan set out the aims and performance criteria for development within the precinct to ensure the principles are realised. The Master Plan will be reviewed every five years or as required under statutory obligations and to inform strategic planning direction.

It is recognised that there is still an ongoing process of consultation with Traditional Owners, and these principles and their strategic indicators may be refined.

## Strategic Indicators

The success of fulfilling the vision of the Snowy Mountains Special Activation Precinct will require ongoing collaboration between the NSW Government and Snowy Monaro Regional Council to implement, review and evaluate the master plan and delivery plan/s and development control plans.

Strategic indicators have been identified for each of the key principles that underpin the Snowy Mountains Special Activation Precinct. An implementation plan identifying responsibilities and timeframes will be prepared as part of the delivery plan and/or development control plans. Initial recommendations on implementation have been provided within the technical reports including costings which are subject to detailed design.

The NSW Government and Snowy Monaro Regional Council are committed to ensuring that, as funding becomes available for the implementation of these strategic indicators, it is used efficiently and effectively to achieve the best outcomes for the community.



Image courtesy of Thredbo Alpine Resort

# 1

## Environmental resilience

### Focus areas:



- » climate change
- » renewable energy
- » environmental management

The Snowy Mountains is home to some of Australia's most iconic natural environments and seasonal landscapes. While these landscapes are a key driver for tourism across the precinct, they're also subject to the impacts of climate change, bushfire, and extreme weather patterns.

To manage the effects of a growing community and tourist base, future development and planning within the precinct must respond to the vulnerability of the natural environment and the impacts of a changing climate. New development must prioritise sustainability and reflect the environmental values that are intrinsic to the Snowy Mountains. It must also recognise that the Traditional Custodians of the Snowy Mountains hold Cultural knowledge that has allowed for the sustainable use of the area for around 80,000 years prior to European settlement.

Future growth within the precinct will focus on year-round ecotourism attractions that not only leverage the beautiful landscape, but also support the protection of the unique alpine environment of Kosciuszko National Park and Jindabyne. Planning and design will advocate avoidance of environmentally sensitive areas and encourage, locally sourced materials, water and energy efficiency, smart technologies, and the incorporation of traditional Monero Ngarigo land management principles to ensure the built and natural environment can evolve in harmony.



## Objectives

The following objectives will ensure sustainability standards are met and positive environmental outcomes are achieved:

- » Develop mutually beneficial relationships with Country that protect, promote and enhance the natural beauty and environmental values of the precinct including its unique biodiversity, heritage places and landscape character
- » Protect environmentally sensitive areas
- » Improve climate resilience and encourage carbon negative operations
- » Become a national leader in environmental resilience and sustainability with investment in renewable energies and green infrastructure
- » Ensure the precinct is sufficiently prepared to respond to natural hazards and environmental emergencies.



## Strategic indicators

- » Deliver a carbon negative precinct prior to 2061 through offsetting 100% of development-related emissions
- » Implement a carbon neutral certification plan informed by clear emissions boundaries and inventory
- » Collaborate with Snowy Hydro Limited to develop a renewable Power Purchase Agreement to supply 100% renewable energy to the precinct
- » Partner with Transport for NSW to develop a zero-emission transport and infrastructure framework that collects and monitors data associated with public transport uptake and efficiency
- » Partner with the National Parks and Wildlife Service and Snowy Monaro Regional Council to develop site-specific biodiversity mapping and offset strategy for sub-precincts where avoidance and mitigation cannot be achieved
- » Develop digital and place-making initiatives to educate visitors on the precinct's landscape and biodiversity values, particularly those within the Kosciuszko National Park
- » Engage with Resilience NSW and the Rural Fire Service to develop mitigation measures and strategies for the prevention and management of natural hazards
- » Increase programs using Traditional Owner knowledge and skills to Connect with and Care for Country



## 2 Place and Landscape



Focus areas:

- » vibrant centres
- » green streets
- » alpine design character
- » active connections

The vitality of the Jindabyne Town Centre is impacted by extensive at-grade parking, car-oriented development, and aging buildings and infrastructure. Despite its proximity to Lake Jindabyne, Kosciuszko Road separates the Town Centre from the foreshore, limiting active connections and visual permeability. Similarly, the alpine resorts lack true village centres to anchor the visitor experience.

Revitalising the Jindabyne town centre to create a more vibrant, attractive and modern ‘alpine village’ is key to delivering a strong year-round visitor destination. Active village centres within the alpine resorts will connect visitors to retail, dining, event hubs and year-round meeting places. Through their defined character, these centres will deliver high-quality public spaces and improved pedestrian connections with winter and summer weather in mind. They will also support enhanced liveability, ongoing connections to place and a strong sense of community belonging.



Objectives

The following objectives will celebrate the Precinct’s unique sense of place, design character and landscape connections:

- » Create a pedestrian focussed green street network within Jindabyne that prioritises safe connections and reflects the local landscape
- » Deliver quality public open spaces for recreation that are co-located with community facilities, as well as local walking and cycling trails that connect the town to surrounding trails in the precinct
- » Develop vibrant villages with a strong alpine design character focussed on high-quality, climatically appropriate design that is representative of the Snowy Mountains
- » Adopt architectural style and building materials which sensitively respond to local topography and environmental conditions, providing a clear and cohesive alpine design character
- » Protect and improve the amenity of the town centre, neighbourhoods and alpine villages
- » Provide for a range of land uses to accommodate emerging and new businesses
- » Design a world-class sustainable precinct that attracts investors, boosts the region’s economy and improves the quality of life for the people of the Snowy Mountains.



Strategic indicators

- » Connect the Jindabyne Town Centre and lake foreshore physically and visually through accessible public spaces and pedestrian links across an upgraded Kosciuszko Road
- » Partner with Snowy Monaro Regional Council to establish targets for tree canopy and green cover using a spatial monitoring and results framework. Include separate and appropriate targets for the road network, public open space and private land
- » Ensure delivery plans and development control plans are guided by the four principles of the NSW Government Architect’s ‘Greener Places’ urban green infrastructure design framework
- » Ensure Delivery Plans and Development Control Plans are guided by the seven principles of the NSW Government Architect’s ‘Better Placed’ integrated design policy
- » Embed community engagement and place-making initiatives in the design phase of public space and community infrastructure
- » Support the local business community
- » Develop a place-activation and events strategy to support the evolving viability of the Jindabyne Town Centre and alpine villages. The night-time economy and arts and culture should also be further explored.

## 3 Connection to Country



Focus areas:

- » Monero Ngarigo heritage
- » Return to Country
- » engagement and education

For over 80,000 years, Australia’s Snowy Mountains have been home to the Monero Ngarigo people. Across this time, the highlands were a gathering place for Aboriginal groups, with connections to Indigenous heritage present throughout the Precinct.

To protect and enhance these connections, Traditional Owner custodianship of Country will influence planning, design and land management, and prioritise the integration of Monero Ngarigo culture and heritage into the Precinct’s character and places.



Objectives

The following objectives will ensure the Precinct’s cultural heritage guides and informs future growth and development:

- » Build relationships with Monero Ngarigo Traditional Owners at all stages of development, and in accordance with the NSW Government Architect’s Office draft Connecting with Country framework
- » Celebrate Monero Ngarigo culture, values, and heritage in future development
- » Enable formal Monero Ngarigo participation in Caring for Country, making decisions about Country, contemporary use of natural resources and Cultural knowledge transmission, and protection of key geographical features
- » Foster partnerships between Monero Ngarigo people and relevant agencies to enhance the Aboriginal community’s access to Country, and ability to practice Cultural Custodianship
- » Respect Monero Ngarigo people’s rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural knowledge in project delivery
- » Agree on what success looks like in terms of the health and wellbeing of Country via the draft Connecting with Country framework.



Strategic indicators

- » Build relationships with local Aboriginal communities that incorporate employment and economic development opportunities for local Aboriginal people and businesses at all stages of the project.
- » Establish Aboriginal-operated tourism businesses and grow a local Aboriginal business sector that leverages the Precinct’s landscape values.
- » Identify and celebrate traditional places of importance, including a recognition that many important Indigenous sites were flooded with the creation of Lake Jindabyne.
- » Establish targets for the implementation of the Connecting with Country framework including mechanisms for the ongoing participation of Aboriginal people at all stages of the planning process.
- » Quantify demand, including the number of Aboriginal people, household structures, housing typologies, locational preferences, and affordability measures.
- » Establish targets for dedicated Aboriginal housing that support aspirations to return or remain on Country.
- » Areas are available for traditional and contemporary Cultural practices.
- » Traditional language and naming is used in consultation with Traditional Owners.



# 4

## Carrying capacity

Focus areas:



- » on-mountain experience
- » visitor amenity
- » monitoring framework

The Snowy Mountains continues to experience year on year growth in visitation, particularly during the winter ski season, and day visitation. This growth has resulted in the precinct's transport network including parking and access, accommodation options and ski infrastructure being at or near capacity.

In the context of the Snowy Mountains, carrying capacity can be defined by the extent to which the region can cater to visitor activities, facilities and services while protecting its unique environmental values. Establishing and maintaining an appropriate carrying capacity is a key factor in delivering a positive visitor experience, particularly in areas where land uses are centred around recreation activities.

A carrying capacity framework for the Snowy Mountains would consider how the impacts of visitation are managed to determine infrastructure requirements and growth projections in order to determine the need for on mountain alpine resort developments, and to manage visitor experience, amenity and recreational activities in balance with Jindabyne. The framework must also consider the impacts of increased visitation on existing park facilities and ensure that the relevant government agencies and private sector are supported in responding to this growth.



### Objectives

The following objectives will ensure the Kosciuszko National Park, supported by Jindabyne and surrounds, operates within an appropriate carrying capacity:

- » Develop a year-round carrying capacity framework for Kosciuszko National Park based on environmental impacts and quality of visitor experience
- » Focus future carrying capacity assessments on current best practice methodologies
- » Foster the protection of key environmental, social and cultural values via an appropriate carrying capacity framework
- » Consider the relationship between existing visitation, growth projections and impacts on future transport and infrastructure requirements, particularly increases in day visitation
- » Enable the carrying capacity framework to inform the sustainable management of alpine resorts and other key recreational areas and a sustainable and efficient transport network.



### Strategic indicators

- » Implement Environmental Management System (EMS) frameworks across government, Snowy Monaro Regional Council and alpine resorts appropriate to the operational nature of business, community, and tourism
- » Implement an amenity management system or monitoring program to ensure protection of visitor experience and amenity values within the operator areas
- » Identify known or potential impacts on important park values and develop appropriate social, economic, and environmental indicators for these impacts
- » Determine the capacity of existing park facilities and services and ensure planned growth aligns with the required upgrades and enhancements including access to and from the park
- » Develop a methodology for scientifically credible and practical monitoring and analyse and report on the status and trends of the selected indicators
- » Undertake a 'skiers at one time' analysis to consider in the carrying capacity framework to determine the need for on mountain alpine resort developments and to manage visitor experience, amenity, recreational activities
- » Increase bed capacities within Kosciuszko National Park to meet short to medium term demand and provide flexibility for existing providers to expand operations with regard given to environmental impacts and quality of visitor experience.

# 5

## Housing diversity

Focus areas:



- » housing affordability
- » visitor accommodation
- » housing diversity

Seasonal fluctuations in the precinct's population present challenges in the availability of visitor and seasonal worker accommodation and the affordability of housing for locals. This seasonality results in a critical under-supply during peak ski season.

Achieving a balanced approach to housing is fundamental to the future prosperity of the Snowy Mountains. By increasing the diversity and supply of housing in the precinct, there will be more accommodation choices for residents, seasonal workers and visitors. Focussing residential development in and around Jindabyne will support the local economy, improve active connections, and foster a vibrant street life in the town centre.



### Objectives

The following objectives will support the delivery of housing affordability and housing diversity for the precinct's ever-changing population:

- » Foster residential uplift in strategic locations across Jindabyne to boost available housing stock
- » Enable affordable housing choices and cater for a variety of household types that are suitable for residents, seasonal workers and short-term visitors
- » Encourage increased density and scale within the Jindabyne Town Centre to connect residents with recreation and commercial land uses
- » Deliver housing in appropriate locations, at appropriate density, scale, and character.




### Strategic indicators

- » Increase density in the Jindabyne Town Centre through infill of vacant sites and intensification of underutilised sites and low-density sites with high strategic value
- » Incentivise urban renewal in Jindabyne Town Centre to facilitate mixed-use development and associated activation of the town centre
- » Establish performance-based planning provisions to promote flexibility in land uses and respond to future market demand
- » Introduce planning controls that permit diverse housing options and foster a range of housing tenures and types, including advocacy on the draft Housing State Environmental Planning Policy (Housing SEPP)
- » Apply appropriate rezoning within opportunity areas to accommodate high-quality and flexible visitor accommodation in Jindabyne and the lake foreshore
- » Plan for purpose built seasonal worker accommodation in Jindabyne that is flexible and adaptable to other markets in off-peak (e.g. school camps and sporting groups).



6

Social infrastructure

- 
- Focus areas:
- » health and aged care
  - » education and recreation
  - » community wellbeing

Social infrastructure is highly strained during the peak ski season with a lack of local healthcare and aged care facilities impacting community wellbeing and overall liveability within the Precinct. Social and community infrastructure incorporates facilities and services that are used for the physical, social, and cultural needs of the community, meaning they play a crucial role in resident wellbeing.

To support sustainable growth across the Precinct, improvements are needed to ensure these facilities and services are accessible, functional, and cater to the needs of the permanent and visitor community. Modern and accessible social and community infrastructure will support a vibrant and safe community where locals and visitors love to be.



Objectives

The following objectives will ensure residents and visitors alike will have access to high-quality social infrastructure:

- » Engage with the relevant health and emergency service agencies to ensure the provision of services across the precinct aligns with population projections and is suitably located
- » Provide an accessible community that supports aging in place, with access to healthcare and aged care facilities to meet the needs of people of all ages and abilities
- » Provide for modern community infrastructure to support future generations of the region
- » Develop a best practice, future-focussed sport and education precinct that caters to the local community, elite athletes and visitors
- » Foster social sustainability by building community resilience and encouraging social responsibility initiatives to improve connection to and involvement with the community.




Strategic indicators

- » Partner with School Infrastructure NSW to relocate the Jindabyne Central School to a new site at the Jindabyne Sport and Recreation Centre and incorporate best practice sustainable design principles.
- » Collaborate with NSW Health, specifically the Southern NSW Local Health District, to plan for increased health and emergency services in line with population projections, and to recruit and retain general practitioners and allied health professionals within the precinct
- » Provide year-round high-performance sport opportunities within the Sports and Education Precinct to complement the National Snow Sports Training Centre (currently under construction)
- » Deliver community sport facilities within the Sports and Education Precinct and improve community access through walkable connections
- » Deliver aged care that provides a mix of high and low care to enable precinct residents to age in place. Aged care development should be located within walking distance to the Jindabyne town centre to provide access to services
- » Partner with Council to deliver a youth hub to enable access to services and activities in a safe and connected way. Explore skate park upgrades and a modular space for indoor and programmed social activities.

7

Economy and industry

- 
- Focus areas:
- » year-round tourism
  - » economic resilience
  - » enhanced visitor experience

Each year, the Snowy Mountains attracts visitors who travel to the region to enjoy its unique tourism and recreational opportunities. However, the tourism market is geared towards winter, with over half of all visitation occurring during the peak snow period making it the most seasonal tourism location in Australia. This extends to the amount of spend in the region as well, with high average spend levels in winter and low spend levels in summer.

Development over the coming decades will focus on year-round tourism opportunities that leverage the precinct's iconic landscape and support the protection of the unique alpine environment of Kosciuszko National Park – NSW's largest National Park. There is the potential to grow annual visitation from a wider range of domestic visitor markets and leverage international connections via Canberra, however this is highly dependent on introducing new tourism offerings and improved access to the precinct.

Growth will focus on strengthening existing tourism locations and explore opportunities to expand a year-round activity offering to support a sustainable visitor economy, in a way that is aligned to the broader goals of the precinct.



Objectives

The following objectives will support the development of a resilient economy and business community:

- » Provide opportunities for established and emerging businesses to assist with business attraction and retention, support more jobs, and foster a diversified, year-round economy
- » Provide opportunities for Indigenous business
- » Provide confidence and certainty to attract industry investment to deliver a precinct that is seasonally resilient to environmental pressures
- » Develop an exciting mix of new tourism activities and accommodation opportunities to substantially grow visitor yield and reduce seasonality
- » Support the arts and culture sector to expand on local experiences, events and festival offerings
- » Drive investment in catalyst projects that will support a resilient economy
- » Support development within the Alpine Precinct that is conducive to summer visitation and recreation.



Strategic indicators

- » Facilitate delivery of catalyst projects and their role as drivers of stronger visitation and supporting the viability of other projects
- » Secure investment for new tourism attractions and activities, including large scale 'hero' attractions, to draw increased interstate and international visitation
- » Partner with Snowy Monaro Regional Council and Destination NSW to prepare a marketing strategy for the precinct that includes the celebration of Monero Ngarigo Culture.



8

Transport and connectivity

Focus areas:



- » sustainable transport
- » active connections
- » mode integration

Improving access within the Snowy Mountains is a priority and transport and connectivity improvements must precede future development to ensure residents and visitors can move through the precinct safely, efficiently and comfortably year-round.

Improved connectivity will enhance the customer experience through a reduction in congestion and emissions, creating safer pedestrian amenity, and delivering an efficient public transport system to keep people coming back to the Snowy Mountains.

Feasible alternatives to driving will be fostered, alongside improvements to roads and parking in Jindabyne and Kosciuszko National Park to alleviate congestion, improve safety, increase access to the alpine resorts, and enhance the overall visitor experience to keep people coming back to the Snowy Mountains.



Objectives

The following objectives will deliver sustainable, reliable and accessible Precinct connections for residents and visitors alike:

- » Enable equitable and efficient access arrangements that prioritise sustainable mass transport modes and intelligent transport systems to travel safety between Jindabyne and Kosciuszko National Park
- » Manage seasonal congestion on key routes and provide traffic calming interventions and streetscape upgrades
- » Support multi-modal connections with a focus on integrating active transport opportunities within the landscape
- » Investigate water-based transport tourism modes to connect points of interest around Lake Jindabyne.



Strategic indicators

- » In partnership with Transport for NSW, facilitate the timely development of the Southern Connector Road and supporting land uses, infrastructure and connections alongside improvements to Kosciuszko Road to connect the Town Centre and Foreshore
- » Develop smart technologies that utilise parking availability, road capacity and weather data to provide users with accurate and live information
- » Establish an operations and management framework for future transport providers, specifically, future park and ride, water taxi, and mountain bike park shuttle services
- » Partner with Snowy Monaro Regional Council to deliver an active transport plan to direct staging, investments and design of walking, cycling, and share pathways and monitor uptake
- » Collaborate with Transport for NSW, the National Parks and Wildlife Service and alpine resort operators to prepare a precinct-wide parking strategy to leverage improved transport arrangements
- » Develop a place-making and wayfinding strategy for major transport hubs and trailheads to enhance the visitor experience.

9

Infrastructure and services

Focus areas:



- » year-round tourism
- » economic resilience
- » enhanced visitor experience

This master plan proposes considerable uplift in residential and commercial development in Jindabyne, as well as increases in bed limits and recreation options within the Kosciuszko National Park. To ensure this growth is sustainable, it must be supported by a robust and integrated infrastructure network that is carefully staged to minimise land impacts and maximise efficiency, sustainability and renewable opportunities.

The Snowy Mountains will become a region for innovation that embraces technology to deliver a quality visitor experience, grow the regional economy, protect the sensitive environment, and improve social cohesion. Improved digital connectivity would be key to unlocking the snow service challenges experienced in the peak season and to meet the growing expectations of visitors.



Objectives

The following objectives will ensure infrastructure and service delivery will support sustainable growth across the Precinct:

- » Investigate ‘green’ network enhancements for wastewater, renewable energy, and water quality to deliver environmentally sensitive solutions and reduce the potential for water pollution
- » Invest in renewables to reduce the Precinct’s ecological footprint, create job opportunities, and strengthen environmental and economic resilience
- » Ensure new infrastructure and service development considers impacts on the visual amenity of the Precinct
- » Explore opportunities to implement best-practice digital infrastructure to assist in managing projected growth and visitation.



Strategic indicators

- » Deliver smart technologies including free public wi-fi and smart lighting in town and village centres
- » Develop and implement water sensitive urban design and wastewater infrastructure to alleviate the burden on water infrastructure and minimise pollution
- » Deliver green infrastructure to protect natural processes and environments and support sustainable growth and development in the precinct
- » Improve telecommunication infrastructure in the Kosciuszko National Park to facilitate safer backcountry navigation and emergency response capabilities.



Image courtesy of Robbie Duncan, No Bad Days Photography

# 3

## The structure plans





# The structure plans

For each sub-precinct within the Special Activation Precinct a structure plan has been prepared. The purpose of the structure plans is to illustrate the strategic planning intent for each sub-precinct identified in Jindabyne and Kosciuszko National Park. They guide future development and identify the footprint and context of future development, infrastructure and other key features such as important environmental and heritage areas for protection and celebration.

Structure plans have been prepared for the following three precincts:

- » **Jindabyne Catalyst Precinct** includes five Sub-Precincts - Jindabyne Town Centre and Foreshore, Southern Connector Road, Sports and Education, Mountain Bike and Adventure Park and Western Lake Jindabyne. These Sub-Precincts include a range of development types and land uses, including both urban renewal and new land release opportunities, along with housing, tourism, and sports and education uses. It guides what future development can utilise streamlined planning pathways via the Activation Precincts SEPP. Future development will also be guided by Delivery Plan/s prepared by the Regional Growth NSW Development Corporation following finalisation of the Master Plan.
- » **Jindabyne Growth Precinct** includes five sub-precincts including residential growth areas in Jindabyne West and East Jindabyne, industrial growth at Leesville and the Aerodrome and tourism growth south of Barry Way. It provides a guide for future development to support the Jindabyne catalyst precincts and will continue to be subject to the Snowy River LEP and an updated Snowy River DCP.
- » **Alpine Precinct** includes the Alpine Resorts of Thredbo, Perisher Valley and Charlottes Pass, Alpine Accommodation, Alpine Camping and associated visitor access and attractions. It provides a guide for future development in accordance with the Kosciuszko National Park Plan of Management and amended Alpine SEPP. Future development will also be guided by an Alpine DCP to be prepared following finalisation of the Master Plan.

Specific aims and performance criteria have been developed in response to the underlying technical evidence base to guide the development of the precinct. These are located in the Appendices.



# About Jindabyne

As one of Australia's premier alpine destinations, Jindabyne's unique character provides visitors and residents with an array of opportunities to explore the everchanging seasons.

The Monero Ngarigo people are the traditional custodians and owners of the lands upon which Jindabyne has grown, the name itself is derived from a local Aboriginal word meaning 'valley'. The surrounding highlands have provided a gathering place for congregations and ceremonies for tens of thousands of years with sites across Jindabyne holding strong connections to Monero Ngarigo heritage including Curiosity Rocks and Cobbin Creek.

The original town of Jindabyne was settled in the 1840s on the banks of the Snowy River at the main river crossing for cattle travelling between the Monaro and Gippsland, with the area being characterised by sheep and cattle grazing. Throughout the 1900s growth in Jindabyne was shaped by the establishment of the Snowy Mountains Hydroelectricity Scheme. By the 1960s development of the Snowy scheme required the town to relocate to higher ground overlooking what would become Lake Jindabyne. Today, the Snowy scheme provides renewable energy that powers the eastern seaboard and some of Australia's largest cities.

Over the years Jindabyne has continued to thrive as the fastest growing local centre within the Snowy Monaro LGA. Growth in visitor and resident populations is expected to continue, creating increased demand for accommodation, community services, infrastructure and high-quality public space.

While today's Jindabyne exhibits a strong sense of belonging, the development of a centralised community hub, vibrant town centre and opportunities for year-round tourism will create a more resilient and diversified local economy that is key to Jindabyne's long- term success.



## Drivers for change

- » Tourism is Jindabyne's primary industry and a key contributor to its growth. The intense polarisation of Jindabyne's tourism industry between peak season in winter and slower paced summer trade is a challenge for many locals who depend on the industry for their livelihood.
- » There is a strong desire to activate Lake Jindabyne's foreshore and improve the array of summertime activities offered.
- » Improved land use controls are needed to support increased entertainment activities and sports related tourism to unlock Jindabyne's summer tourism industry.
- » Contextually, Jindabyne has an important role to reimagine itself as a modern resort town with a resilient economy that provides housing options for locals and future residents.
- » The opportunity to celebrate and take advantage of the landscape and lakefront.
- » Enhanced built form and public domain opportunities that will allow Jindabyne to compete with other international alpine destinations.
- » Improving the village's planning and design framework to support and enable future growth.
- » Diversification of the local economy will help Jindabyne 'flatten out' the seasonal peaks and troughs and support stable employment.



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As one of Australia's premier alpine destinations, Jindabyne's unique character provides visitors and residents with an array of opportunities to explore the everchanging seasons.



# 3.1 Jindabyne Catalyst Precinct

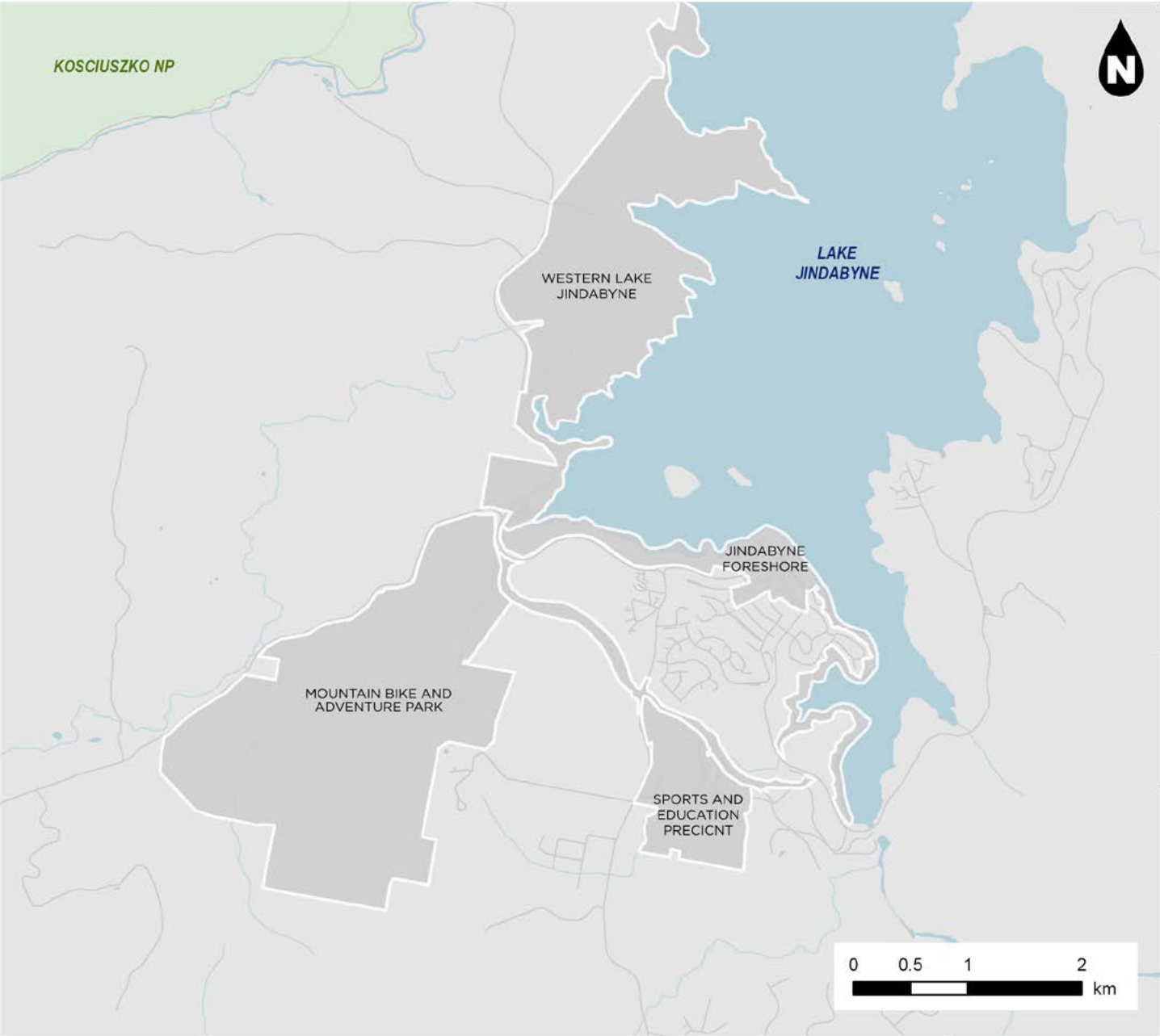
The resident and visitor population growth predicted as a result of the Special Activation Precinct has been modelled based on the activation of year-round tourism and employment opportunities, investment in the region’s infrastructure and attracting more visitors.

Specific catalyst sub-precincts have been identified as areas that will activate future new development while addressing environmental, social and economic considerations.

The catalyst areas that have been identified include:

- » Jindabyne Town Centre and Foreshore Sub-Precinct
- » Southern Connector Road
- » Sport and Education Sub-Precinct
- » Mountain Bike and Adventure Park Sub-Precinct
- » Western Lake Jindabyne Sub-Precinct.

Figure 8: Jindabyne Catalyst Precinct



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Tourism is Jindabyne’s primary industry and a key contributor to its growth.



### Jindabyne Town Centre and Foreshore

The Jindabyne Town Centre and Foreshore Sub-Precinct is bound by the Lake Jindabyne foreshore and Kosciuszko Road to the north and east, Thredbo Terrace and Park Road to the south and Jindabyne Central School and Kurrajong Street to the west.

It is the centre of business and community activity and comprises the following key land uses:

- » Public Recreation - Lake Jindabyne Foreshore
- » Community services and facilities
- » Commercial
- » Residential and tourist accommodation



#### Drivers for change

- » Better connectivity to Lake Jindabyne and the foreshore that is currently impeded by a four-lane highway, and an often-congested Kosciuszko Road
- » More and improved community and social infrastructure including aged care, library, community centre and youth hub
- » Pedestrian and cycle friendly layout within the town centre balanced with adequate parking for residents and visitors
- » New, improved and refreshed social and commercial infrastructure and buildings
- » Better utilisation of open spaces.



#### Structure Plan

The Town Centre Structure Plan focuses on defining the town centre, revitalisation of the public realm, strategic redevelopment and access improvements to create a more vibrant, attractive and integrated town centre. It will allow Jindabyne to be a modern and vibrant 'Alpine Village' that supports year-round tourism and a thriving local community.

The structure plan sets out a strategic overview of the land uses, key civic sites for investment and renewal, redevelopment opportunities and transport connections to facilitate a balanced mix of commercial, tourist, housing and community uses and services.

Figure 9: Jindabyne Town Centre structure plan







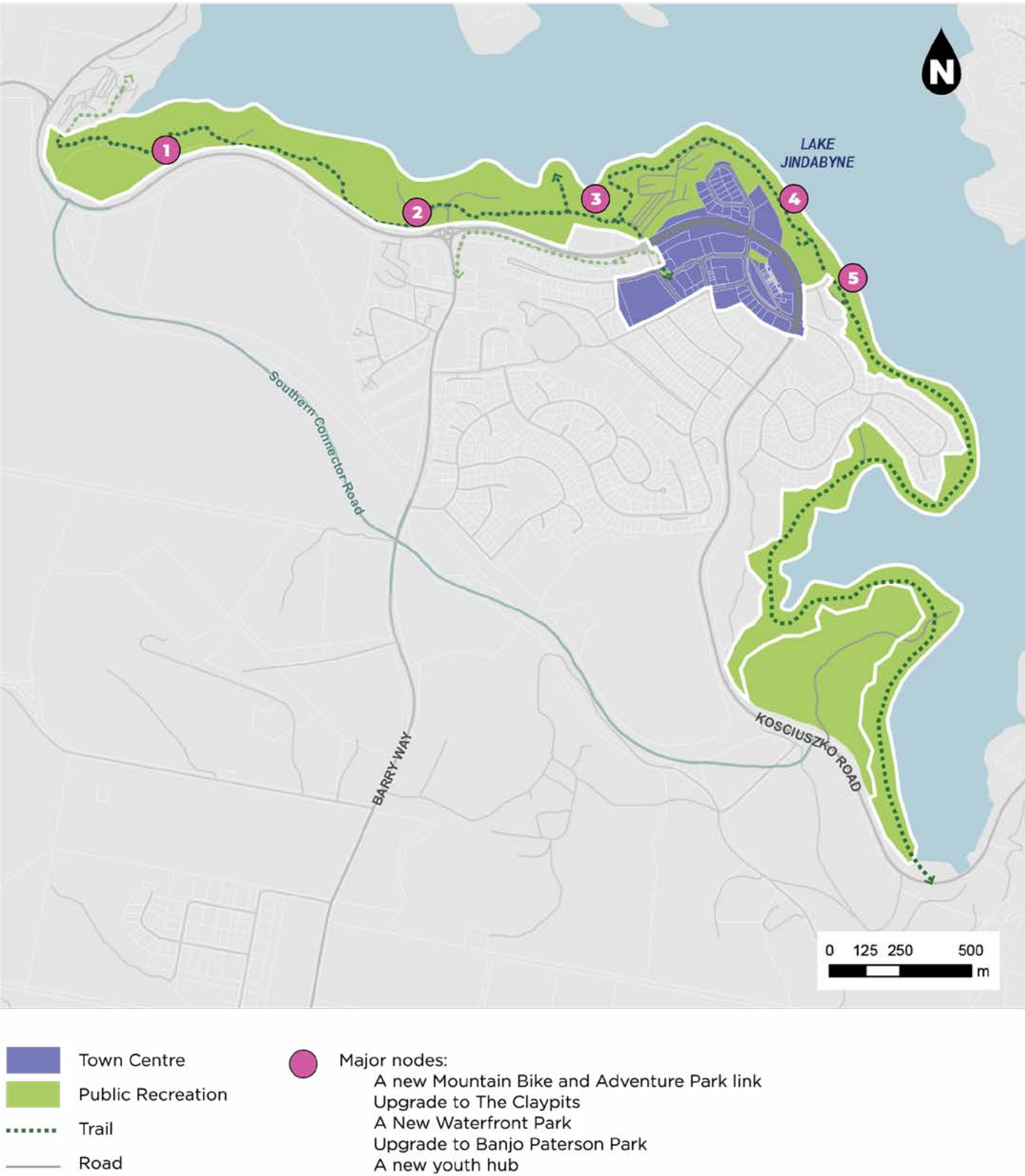
Lake Jindabyne Foreshore Park

The plan allows for the creation of an easy to access Lake Jindabyne Foreshore Park to leverage this iconic public space and allow multiple user groups to benefit from its proximity to the town. The park will connect Wollondibby Creek to East Jindabyne as a year-round destination for residents and tourists comprising a 16 kilometre shared use path and development of key nodes including:

- » Redevelopment of Wollondibby Creek to improve access for land and water-based recreation
- » Recognition, celebration and protection of Curiosity Rocks, a sacred site for the Monero Ngarigo people, with provision for viewing platforms and landscape rehabilitation
- » Creation of a year-round arts, culture and events space at The Claypits including a new access road, amenities, inclusive playspace and stage area
- » Provision of year-round access to Lake Jindabyne within a new waterfront urban park close to the town centre including a promenade, upgraded shared path, new beach and small jetty
- » Revitalisation of Banjo Patterson Park as the premier civic and ceremonial park with an upgraded youth hub comprising an expanded skate park, a new all-ages play space, integration of the existing tennis courts, and half-court basketball wall

- » Development of a new recreational and environmental destination in East Jindabyne with access to the lake and open space via rehabilitated grasslands and open woodland
- » Creation of play spaces that align with the NSW Government’s Everyone Can Play guideline to create a legacy of inclusivity.

Figure 10: Jindabyne Foreshore structure plan





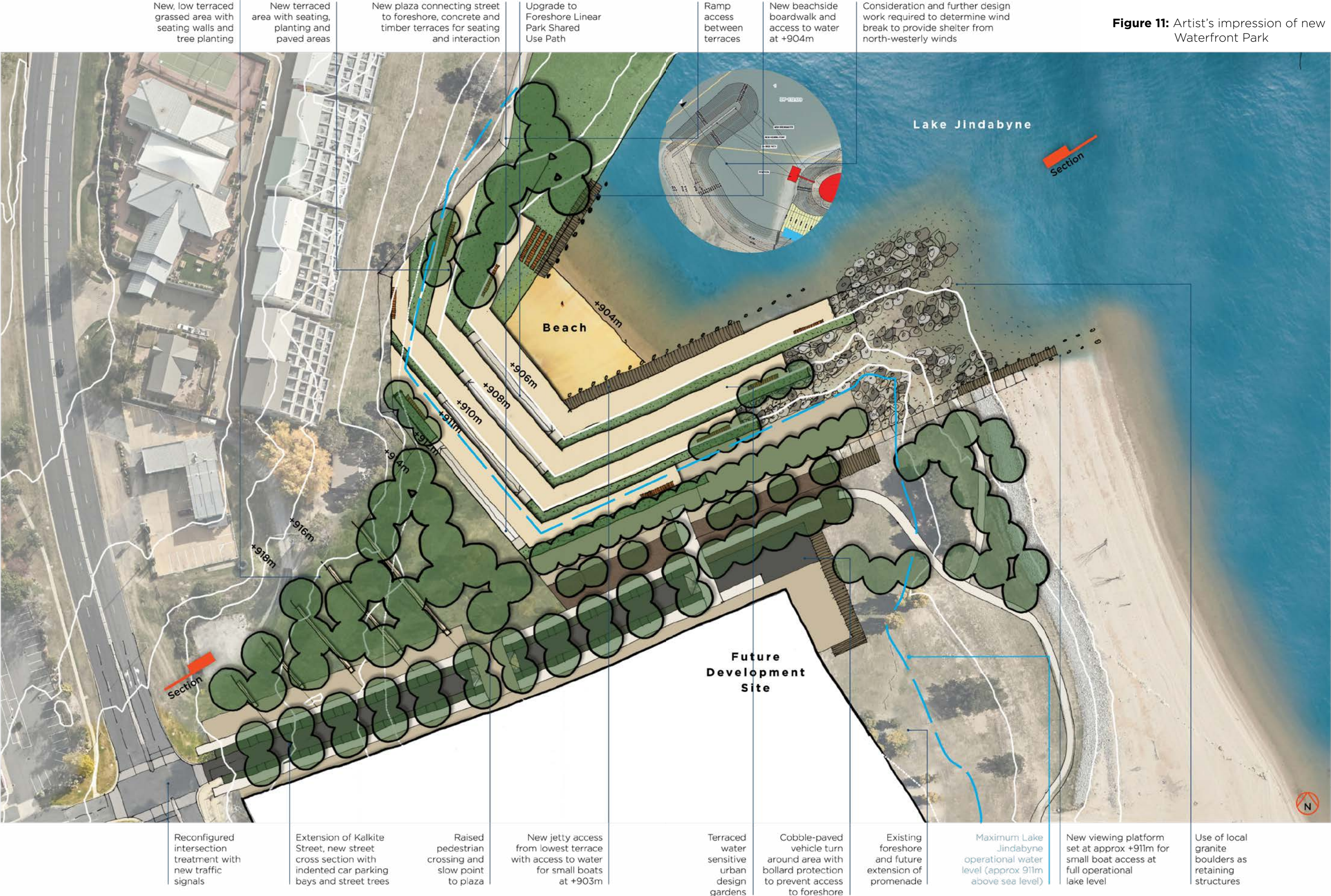


Figure 11: Artist's impression of new Waterfront Park





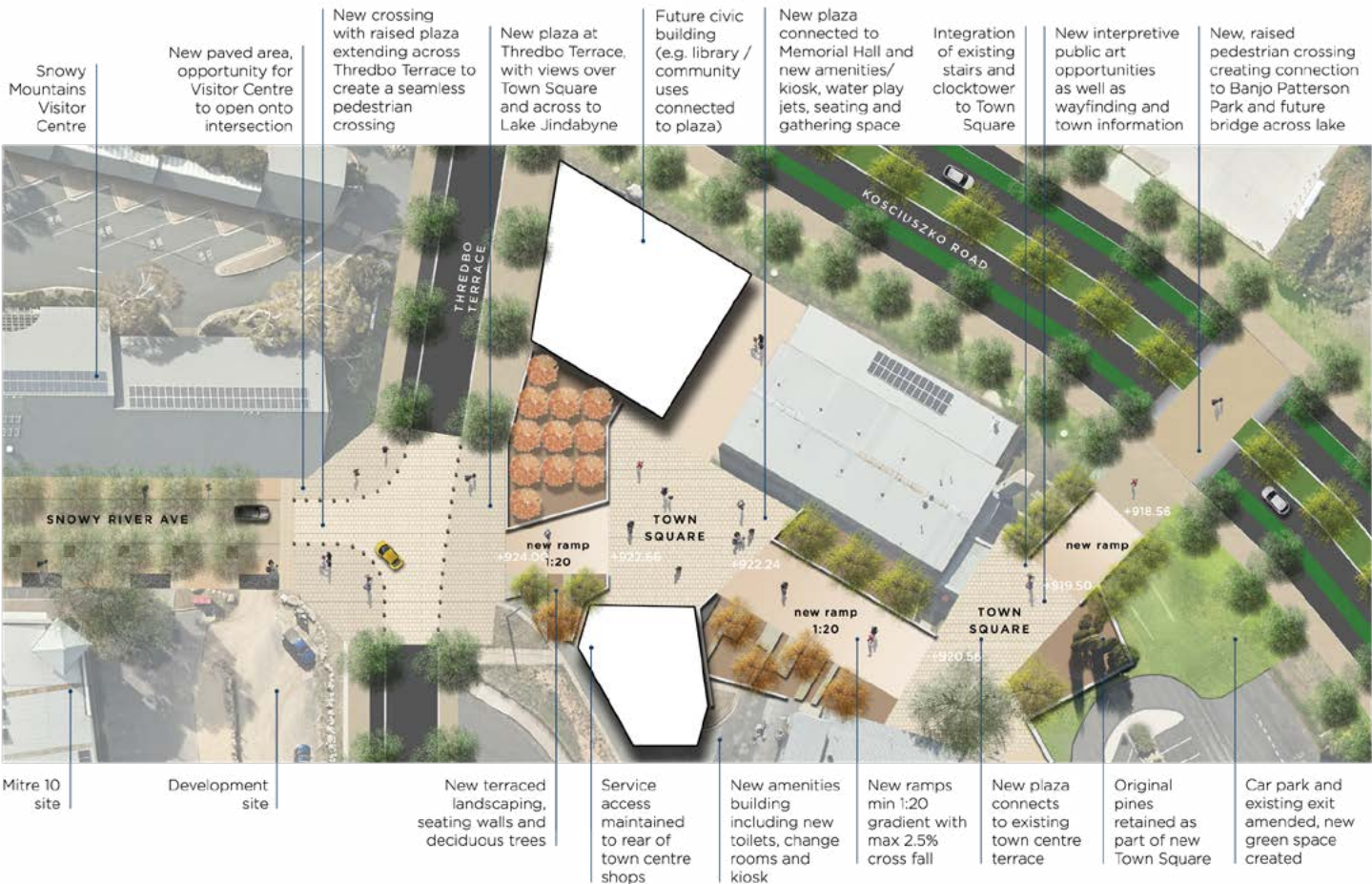
A New Town Square

The new Town Square will be the civic heart of Jindabyne, creating a welcoming, friendly and easy to access destination with community services and retail activity. The new Town Square will be positioned adjacent the Memorial Hall between Thredbo Terrace and Kosciuszko Road. It will connect seamlessly to Snowy River Avenue, the Visitor Centre, and Nuggets Crossing through to Gippsland Street and Kalkite Street at the western end of the town centre.

The concept proposal includes:

- » New raised pedestrian crossings on Thredbo Terrace and Kosciuszko Road to connect the town centre and foreshore to prioritise active street connections
- » A new plaza connecting the Memorial Hall to new amenities, seating and gathering spaces
- » A new civic building that includes community uses such as Library or Alpine Heritage Centre
- » Enhanced public domain opportunities including wayfinding signage, town information, interpretative public art and landscaping

Figure 12: Artist's impression of the new town square



Streets for People

The streets and public spaces within the town centre and foreshore will be transformed into places for people.

- » Kosciuszko Road will be transformed into a principal civic and connecting boulevard within the town centre, creating a new, unified experience that facilitates connections to Lake Jindabyne.
- » Snowy River Avenue will be the principal civic and retail street within the town centre and a key connection between Kalkite Street, the new town square, and Banjo Patterson Park. This will be achieved through a raised plaza to prioritise pedestrians and tree plantings on both sides of the street to create an attractive boulevard.
- » Gippsland Street will become a two-way slow-speed street focused on pedestrian safety and priority as well as a place for people to mingle, stop, spend, sit and enjoy the town centre.
- » Kalkite Street is focused on pedestrian safety and priority, facilitating comfortable, legible and easy movement between Park Road, the town centre, Kosciuszko Road and Lake Jindabyne.
- » Thredbo Terrace is a two-way street linking Kosciuszko Road and Park Road to the wider Jindabyne and connecting people to Snowy River Avenue, the visitor centre and the new town square.
- » Park Road is a connecting street between the town centre and broader Jindabyne township, focused on the residential areas to the south and east of the town centre.

Kosciuszko Road

Kosciuszko Road is proposed to change to a two-lane slow-speed, pedestrian scaled street with regular crossings and access between the town centre and lake foreshore. The road will have reduced speed limits, bike lanes in both directions and roadside parking. To achieve the vision to transform Kosciuszko Road, a new road is proposed – the Southern Connector Road. The Southern Connector Road will reduce through-traffic and heavy vehicles on Kosciuszko Road enabling a reduction to two lanes with regular pedestrian access points.

Figure 13: Key Streets of Town Centre



Figure 14: Artist's impression of future Kosciuszko Road







### Alpine Heritage Centre

An important element of increasing year-round visitation and appeal for Jindabyne is the delivery of a modern, well-located Alpine Heritage Centre which functions as a key tourist attraction, information centre, and primary ticketing venue for visitor attractions. The centre may feature interactive information displays and year-round visitor attractions. These could celebrate the rich history of the region including Monero Ngarigo culture, the unique environment of the Kosciuszko National Park, alpine and winter sports, and the stories of the town of Jindabyne including agriculture, the formation of Lake Jindabyne and the hydro-electric scheme.

Potential locations suited to such development include:

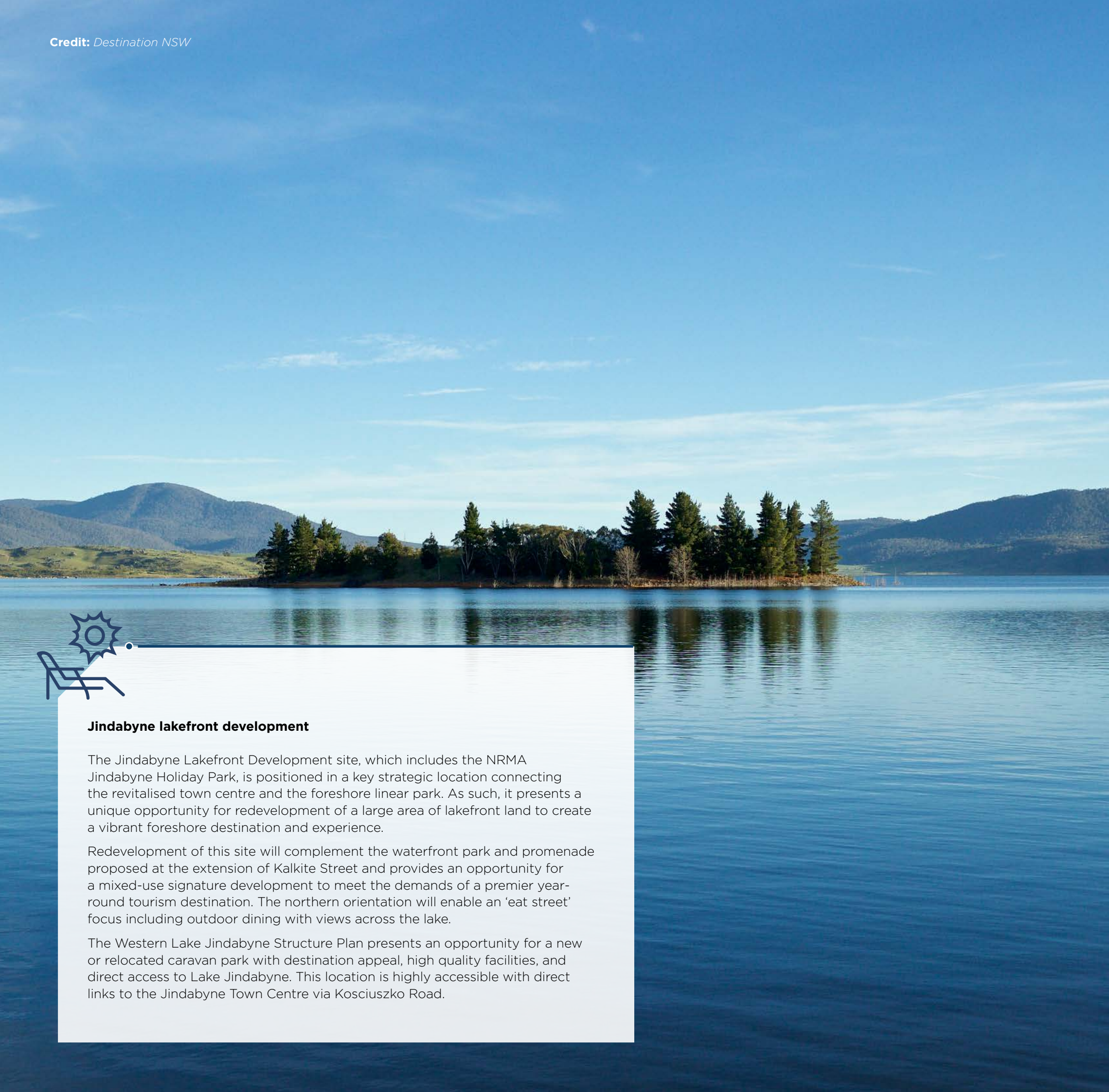
- » Co-location within the existing National Parks Visitor Centre
- » Within the Jindabyne Town Centre to leverage casual visitation to retail, hospitality and tourism-focussed businesses
- » At one of the key nodes along the Lake Jindabyne Foreshore Park, including the proposed waterfront development area (adjacent to the waterfront Park or The Claypits)
- » Co-location within the future Jindabyne mountain bike and adventure park



### National Parks Visitor Centre

The National Parks Visitor Centre comprises a range of uses including a café, cinema and office space for National Parks and Wildlife Service staff. The building is in a prominent location within the town centre and exhibits strong alpine architecture through its materials and colour scheme. There is potential to repurpose or adapt this building for additional or new uses with the possible integration of the Alpine Heritage Centre. This would require repurposing the existing visitor centre space or the construction of a new centre or replacement offices on the adjacent northern car park. This building has a commanding presence in the town centre and has the potential to become a stronger visitor hub.





**Jindabyne lakefront development**

The Jindabyne Lakefront Development site, which includes the NRMA Jindabyne Holiday Park, is positioned in a key strategic location connecting the revitalised town centre and the foreshore linear park. As such, it presents a unique opportunity for redevelopment of a large area of lakefront land to create a vibrant foreshore destination and experience.

Redevelopment of this site will complement the waterfront park and promenade proposed at the extension of Kalkite Street and provides an opportunity for a mixed-use signature development to meet the demands of a premier year-round tourism destination. The northern orientation will enable an ‘eat street’ focus including outdoor dining with views across the lake.

The Western Lake Jindabyne Structure Plan presents an opportunity for a new or relocated caravan park with destination appeal, high quality facilities, and direct access to Lake Jindabyne. This location is highly accessible with direct links to the Jindabyne Town Centre via Kosciuszko Road.



**Jindabyne Central School redevelopment**

The Jindabyne Central School on Kalkite Street is relocating to the new Sports and Education Precinct off Barry Way presenting an opportunity for redevelopment and reuse of this large area of land in the town centre. Redevelopment of this site is proposed to include a range of uses including:

- » Civic buildings and community services such as community centre and library including repurposing the existing school hall as an arts and culture performance space or recreation centre and gym
- » Residential and tourist accommodation in apartment style dwellings
- » Decked or multi-level parking integrated with the mixed-use development to encourage ‘park and walk’ for the town centre and foreshore and reduce traffic movements on key streets.



**Aged Care**

Snowy Monaro Regional Council is currently seeking Expressions of Interest to transfer the operation of its aged care facilities in Cooma and Berridale to a new provider. One of the criteria for this transfer will be for an incoming provider to expand services to Jindabyne. Surplus land associated with the Anglican Church (Corner Park Road and Gippsland Street) and the immediately adjacent council reserve (classified as community land) and the St Columbkille’s Church (Kosciuszko Road) have been identified as potential locations for this future service.





### Corner Snowy River Avenue and Thredbo Terrace

The corner of Snowy River Avenue and Thredbo Terrace is a key redevelopment site comprising a large corner block adjacent the new Town Square. As the site's current use does not align with the vision of the town centre, proposed future uses of this site include:

- » Commercial and retail use for the growing population such as a second supermarket
- » Community infrastructure and services such as allied health services
- » Mixed use incorporating retail, hospitality and tourist accommodation

Opportunities exist at the junction of Barry Way and Southern Connector Road and Leesville to establish large format commercial land uses in accessible locations.



### Infill development

The redevelopment and expansion of existing retail and commercial sites, as well as residential and tourist accommodation sites have been addressed in the structure plan including:

- » Medium scale tourist accommodation on McLure Circuit and Clyde Street
- » Low rise attached dwellings and walk-up apartments along Park Road
- » Mixed use developments on car parking sites with frontages to Kosciuszko Road and existing and future vacant sites on Thredbo Terrace (subject to relocation of emergency services)
- » Renewal of older commercial sites on Gippsland Street
- » Redevelopment of the Lake Jindabyne Motel



### Health services

Jindabyne is serviced by a health centre and a medical centre in town, and the Cooma Hospital. The increase in population and participants in adventure sports will see health needs increase in the area, including for emergency services and allied health care services.

Emergency services are currently located on Snowy River Avenue and it is proposed that fire and rescue and ambulance services could be relocated to locations with better emergency access, such as adjacent the Southern Connector Road. This would provide opportunities for these sites to be redeveloped for other allied health care services for Jindabyne.

The Department of Planning, Industry and Environment is continuing to work with NSW Health to determine future health services needed to support the projected growth from the Special Activation Precinct.



### Desired Future Character

The Jindabyne Town Centre and Foreshore Precinct will transform Jindabyne into a modern 'alpine village' celebrating the stunning landscape associated with its position on the foreshore of Lake Jindabyne and as the gateway to the Australian Alps.

Image courtesy of Robbie Duncan, No Bad Days Photography





Southern Connector Road

The Southern Connector Road is proposed to provide alternate access between the eastern and western extents of Jindabyne via Barry Way and enable public realm improvements in Jindabyne (via an upgraded reduced traffic Kosciuszko Road) . The Southern Connector Road will be accessible as follows:

- » Eastern approach - Off Kosciuszko Road near the Jindabyne Regional Waste Management Facility
- » Western approach - Off Kosciuszko Road near the Essential Energy Substation
- » Northern/Southern approach - intersecting with Barry Way near the Highview Estate

The Southern Connector Road is proposed to be two-lanes (one lane in each direction) with a bike lane on the southern side of the road. It may also provide access and egress to surrounding sub-precincts and residential developments.

A pedestrian overbridge is proposed to ensure connectivity between the town centre and Sports and Education Precinct. This will provide a safe connection, particularly for students of the primary and secondary schools. Pedestrian connections will also extend from the overbridge to the town centre and key neighbouring residential streets.

The intersection of Barry Way and the Southern Connector Road presents an opportunity to act as a local centre with four significant corner sites that could all serve a variety of options with convenient access to Jindabyne town centre, to nearby residential and industrial areas, and to Kosciuszko National Park for visitors. The area is also crossed by the proposed shared use path along Barry Way connecting to schools and sporting facilities.

Further benefits of the Southern Connector Road are realised by the ability to provide additional access to other sub-precincts within the Special Activation Precinct including the Sports and Education Sub-Precinct, park and ride facilities and residential growth areas.

Figure 15: Artist's impression of the Southern Connector Road

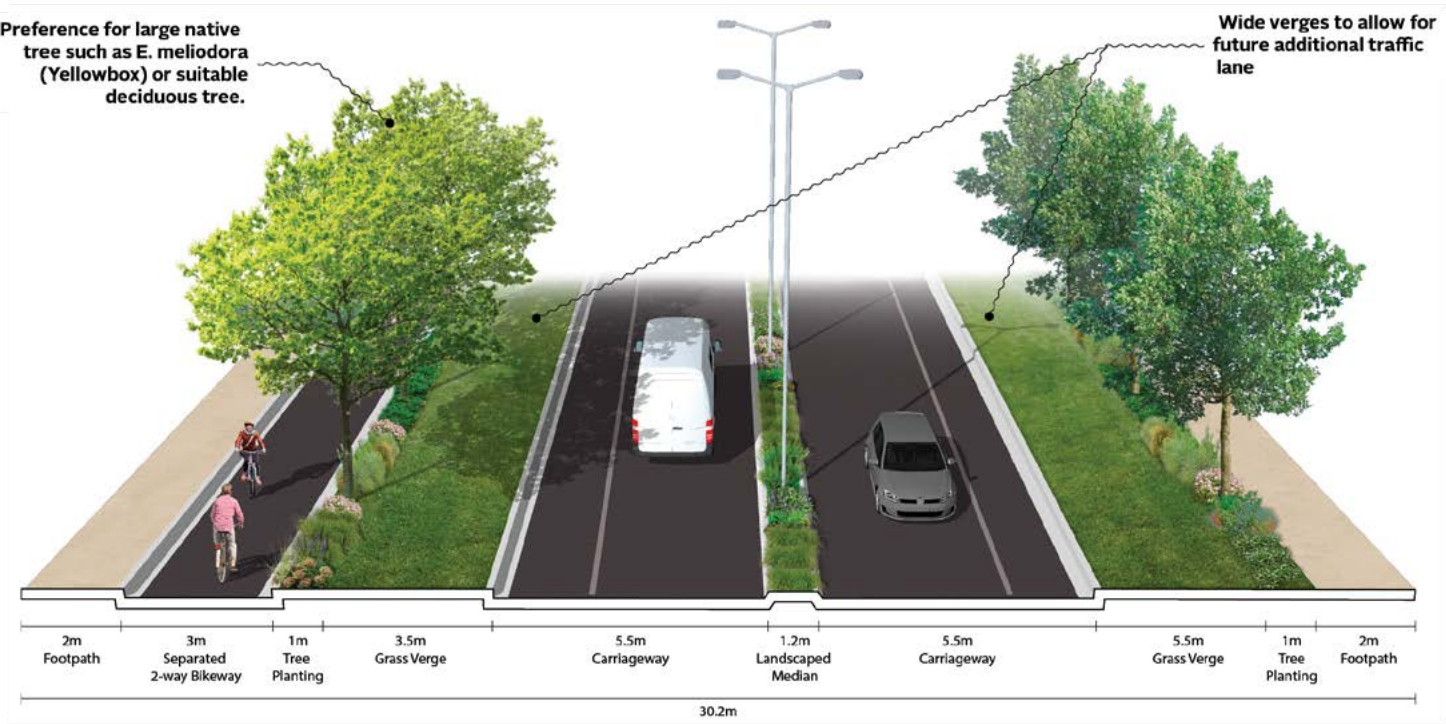


Figure 16: Southern Connector Road structure plan







## Sports and Education Precinct

The Sports and Education Sub-Precinct covers around 96 hectares of land and currently contains the Jindabyne Sport and Recreation Centre with a smaller area of Crown Land. The sub-precinct is located 1.3 kilometres from the town centre and will form an important community hub for Jindabyne.

The Jindabyne Sport and Recreation Centre currently accommodates high performance and community sport facilities, athlete accommodation, student camp accommodation and sports infrastructure. The Jindabyne Sport and Recreation Centre attracts over 17,000 users annually with a significant portion of those being for school camps or outdoor education programs. The Jindabyne Sport and Recreation Centre includes a local heritage listed site referred to as the 'Jindabyne Winter Sports Academy'.

The site has an open campus style setting with scattered trees and clusters of buildings representing key zones and activities. An internal road network connects the zones and accesses the local road network from Barry Way. The precinct is well positioned to gain access to the regional road network via the future Southern Connector Road to be located at the northern boundary of the precinct.



### Drivers for change

- » The need for a high-performance winter sports training centre in proximity to the alpine region
- » Additional community sport and recreation facilities to address future population growth
- » Establishment of supporting education, accommodation (self-contained, camp and student) and commercial uses to create a comprehensive offering
- » The NSW Government commitment to build a new Primary, Secondary School and a TAFE NSW Connected Learning Centre in the Precinct.
- » The NSW Government commitment to initial stages of a National Snow Sports Training Centre (currently under construction).



### Structure Plan

The Sports and Education Structure Plan supports the redevelopment of the existing Jindabyne Sport and Recreation Centre site and adjacent crown land into a hub that caters for multiple user groups, balancing the needs of high-performance athletes, school groups and the broader Jindabyne community.

The new primary and secondary school, along with the Snowy Monaro Grammar School on Kosciuszko Road, will provide fit for purpose education facilities to support the growing population, including options for tertiary education within Jindabyne.

The site will accommodate green infrastructure within areas of high biodiversity value and provide commercial opportunities co-located with accommodation provision. Primary access to the site will occur via the existing intersection from Barry Way with additional connectivity via the Southern Connector Road. The precinct will be connected via internal green pedestrian links to ensure the regional setting of the site is maintained.



### Desired Future Character

The Sports and Education Precinct will deliver full-scale education facilities and flexible community recreation spaces alongside world-class sports infrastructure, positioning the site as Australia's most significant winter sports training hub. This will create a diverse asset that can be enjoyed year-round by visitors and the growing Jindabyne community alike.



KEY ELEMENTS

Key elements of the structure plan include:



Accessibility and connections

- » New access from the Southern Connector Road
- » New access from Barry Way
- » Revised school bus routes and stops
- » Pedestrian and cyclist links and connections



Education facilities

- » A new primary and secondary school with some shared sports facilities for community use
- » A new TAFE Connected Learning Centre
- » Opportunities for further education facilities including a country universities centre



Community sporting facilities

- » Community oval and fields (AFL, cricket, 2 x rectangular pitches)
- » Small grandstand with amenities (change rooms, club rooms, first aid, storage, small kiosk)
- » Cricket nets
- » Outdoor courts (netball, basketball & tennis)
- » Opportunities for a future ice-skating rink



High performance sporting facilities

- » A new high-performance indoor training and administration facility
- » Additional winter sports training facilities such as dry slope rails park and start gates, push track, ski flex dry slope area and a water development jump
- » A new indoor sport and aquatic centre for community and high-performance use with heated pools, indoor courts, gymnastics facilities and a climbing wall
- » Continued operation of existing facilities such as air bag and BMX track



Schools camps and programs

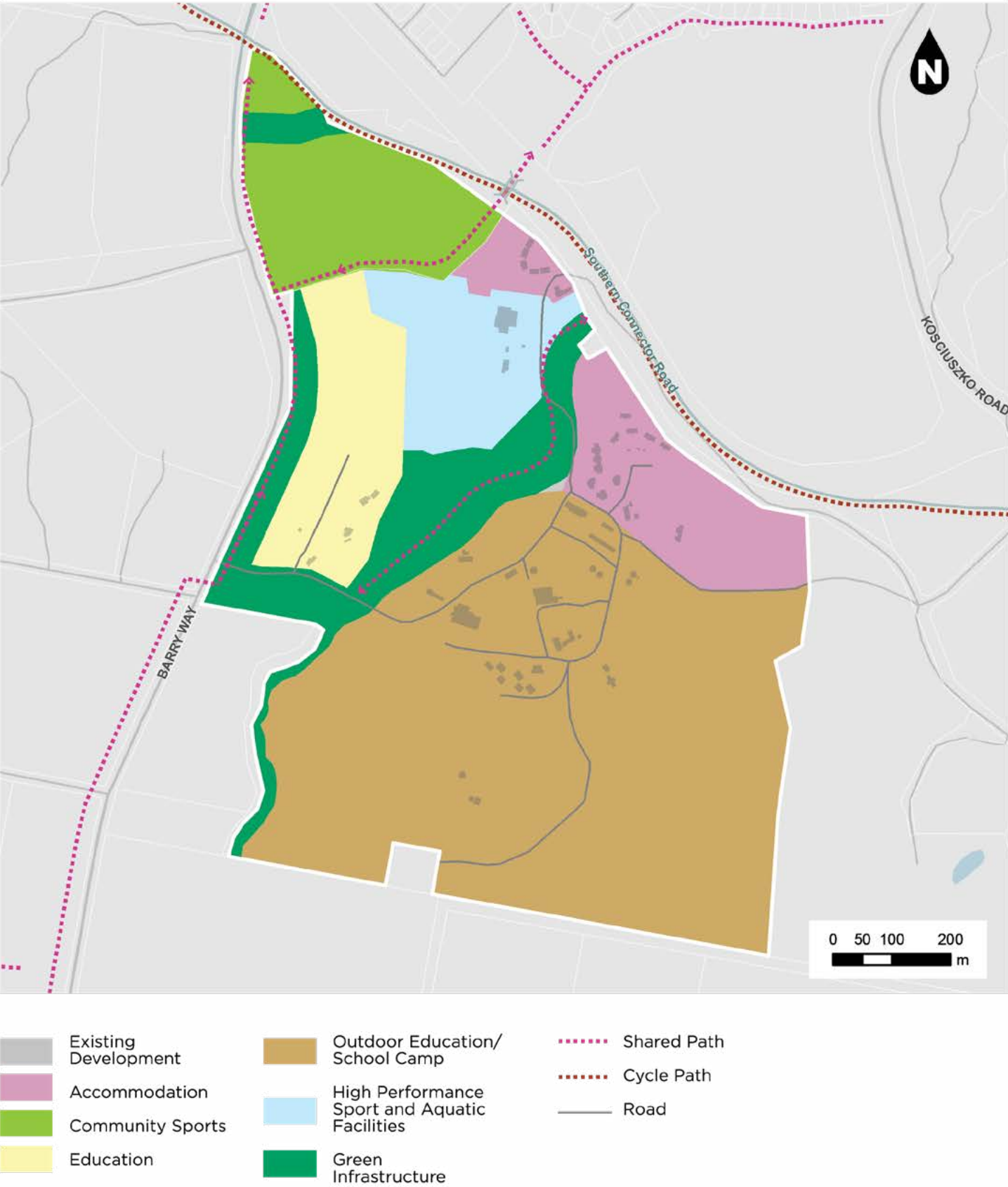
- » Upgrade of outdoor programs associated with school camps including running and cycling tracks, a mountain bike skills park, archery range and paint ball combat area
- » Expansion of student accommodation facilities to cater for larger camps
- » New outdoor program facilities
- » Upgraded outdoor program facilities including upgrading the existing running and cycling track and expanding the mountain bike skills park and tracks



New and upgraded accommodation for athlete, coach and support staff

A restored riparian zone with active connections including bike and walking path to link users with the broader Jindabyne area.

Figure 17: Sports and Education Precinct structure plan





Mountain Bike and Adventure Park

The Jindabyne Mountain Bike and Adventure Park covers 500 hectares of undulating and rocky land at the western edge of Jindabyne accessed via Alpine Way. The sub-precinct is located around 3 kilometres from the town centre. The site is currently unused aside from electricity infrastructure located on the site.

Panoramic views of Lake Jindabyne, the town centre and Thredbo Valley are available from Widows Peak and the central ridge which rises from Lake Jindabyne. Dense wooded areas are present around Widows Creek which traverses through the western portion of the site discharging at Lake Jindabyne.

The sub-precinct represents an opportunity to develop a world-class mountain bike and adventure tourism hub in close proximity to Jindabyne. The Jindabyne Trail Stewardship initiated and identified the need to develop and manage mountain biking trails in and around Jindabyne.



Drivers for change

- » Utilising non-operational land that is easily accessible and leveraging the stunning natural environment and elevation suitable for adventure activities
- » Diversifying recreational experiences to significantly contribute to year-round tourism.



Structure Plan

The Mountain Bike and Adventure Park Structure Plan outlines a range of development opportunities including a conceptual trail network and general location of the adventure park, a gondola network and car park locations adjacent to the Alpine Way and the Southern Connector Road. The site's proximity to Jindabyne also enables an end-to-end user experience for trail riders.

The active use of this land will also enable improved environmental management and rehabilitation to enhance and protect the biodiversity of the sub-precinct including further investigations to determine if the site has the potential to contribute to environmental offsets.



A nationally significant Mountain Bike and Adventure Park for all abilities



KEY ELEMENTS

Key elements of the Structure Plan include:



Accessibility and connections

- » Primary vehicle access via Alpine Way or the gondola/chair lift
- » Access by bike from Jindabyne town centre providing an end-to-end user experience
- » Secondary access points from the new Southern Connector Road and Tinworth Drive for emergency services and shuttle buses



Gondola/chair lift

- A unique tourist attraction to take in panoramic views to Jindabyne and the Snowy Mountains.
- » Providing access to and from the park with the potential for future expansion into the town centre and along the foreshore



Mountain bike trails

- » Over 100 kilometres of purpose-built mountain bike trails for different skill sets and mountain biking types
- » Trail connectivity including with mountain bike trails at Bungarra Alpine Centre to the east and Lake Jindabyne Foreshore to the north



Adventure park

- » Access from Alpine Valley will provide a site for commercially operated adventure activities such as luge, mountain roller coaster and zip lining



Alpine Heritage Centre

- » Potential location for the proposed Alpine Heritage Centre



Ancillary facilities

- » Car park
- » Retail and commercial - cafes, bike hire and shops
- » Access and activity nodes – opportunities for co-located access and activity nodes at the northern edge of the site



Rehabilitation and strategic planting to enhance biodiversity values

Alpine Way destinations

A growing number of tourist destinations and landmarks extend further along Alpine Way from Kosciuszko Road to the boundary of Kosciuszko National Park. This area has been identified as an opportunity for continued growth of tourist development suitable to the rural setting including agritourism and food tourism such as farm gate activities, farm events and farm stay accommodation. This will be enabled through existing proposed amendments to the following currently on exhibition by the Department of Planning, Industry and Environment.

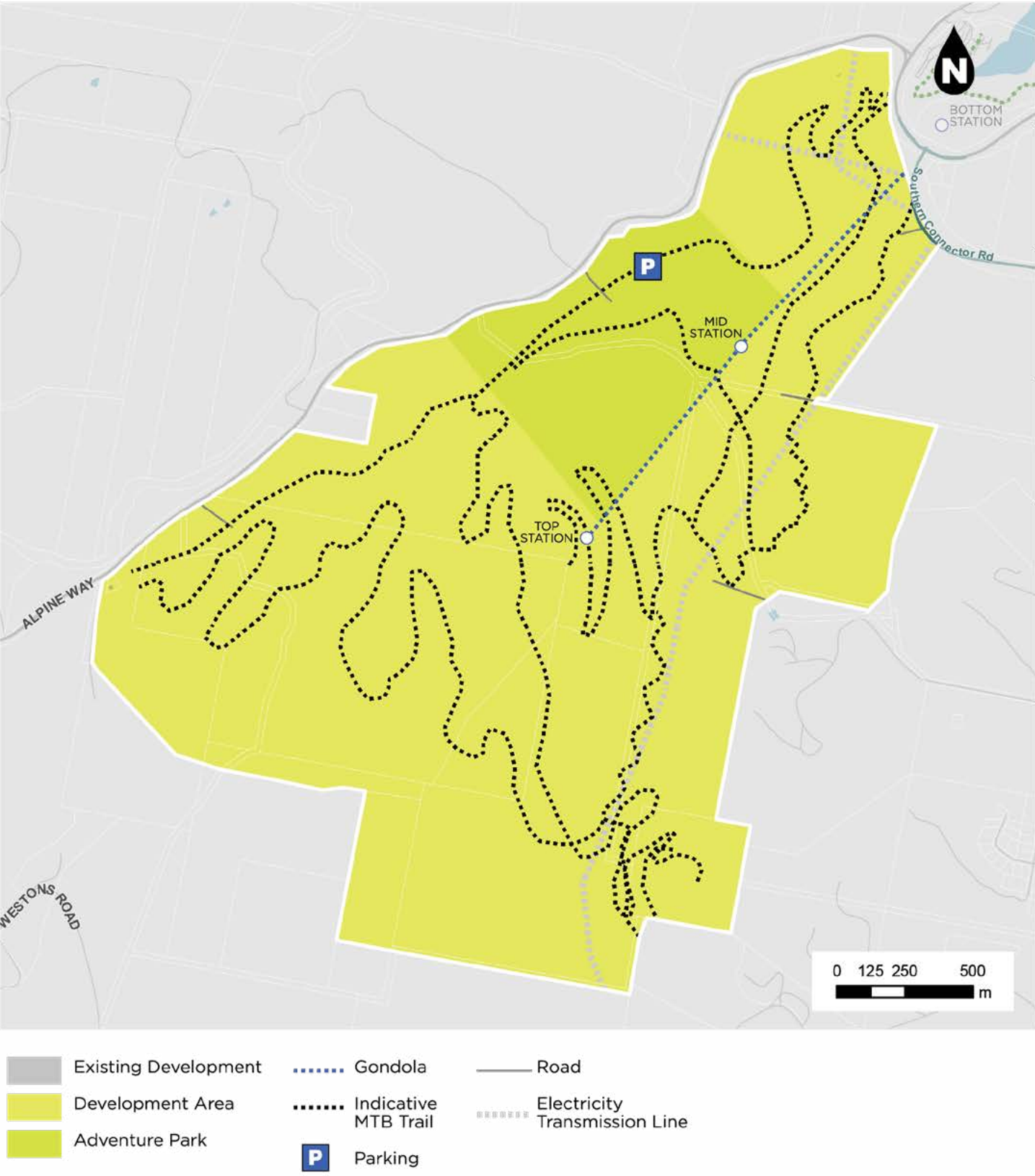
- » Standard Instrument (Local Environmental Plans) Order 2006 (Standard Instrument LEP Order)
- » State Environmental Planning Policy (Primary Production and Rural Development 2019 (PPRD SEPP)
- » State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP).



Desired Future Character

A nationally significant Mountain Bike and Adventure Park that caters for all abilities with a range of trail types, with beginner, leisure, cross country, flow and gravity trails ensuring a broad spectrum of trail users are attracted to the region. As a world class facility comparable in size to well-known national and international mountain bike parks, it will be a significant driver of tourists year-round.

Figure 18: Mountain Bike and Adventure Park structure plan





Western Lake Jindabyne

The western side of Lake Jindabyne has stunning views across Lake Jindabyne and limited development associated with existing rural residential and agricultural use. The sub-precinct comprises land between Kosciuszko Road and Lake Jindabyne north of the intersection with Alpine Way up to and including Hatchery Bay and Hayshed Bay. The site lies within the Lake Jindabyne Scenic Protection Area requiring future development to limit visual impact on the scenic quality of the area.

The sub-precinct will contain a range of leisure, recreation and tourism uses. The driver for change at this location is the opportunity to meet demand for tourist attractions and accommodation set at the foothills of the Snowy Mountains with stunning views across the lake.



Structure Plan

Access and connectivity

- » Upgrade Hatchery Bay Road to provide increased accessibility to the ecotourism resort and tourism accommodation and attractions
- » New underpass at the intersection of Kosciuszko Road and Gaden Road to connect the foreshore to the Thredbo Valley Track (currently being delivered by Snowy Monaro Regional Council)
- » New access point off Kosciuszko Road to service the sub-precinct
- » Upgrade the Lake Jindabyne shared trail, ultimately connecting to the Lake Jindabyne Foreshore Linear Park
- » Water recreation on Lake Jindabyne, including a pontoon and associated car parking and water taxi or ferry service to the Jindabyne town centre.

Lake Jindabyne village

Lake Jindabyne Village is situated approximately two kilometres west of Jindabyne, on land known as Rabbits Corner, and comprises around 21 hectares. The site is located at the junction of a prominent intersection servicing Perisher and Thredbo Valleys and offers scenic views of Lake Jindabyne.

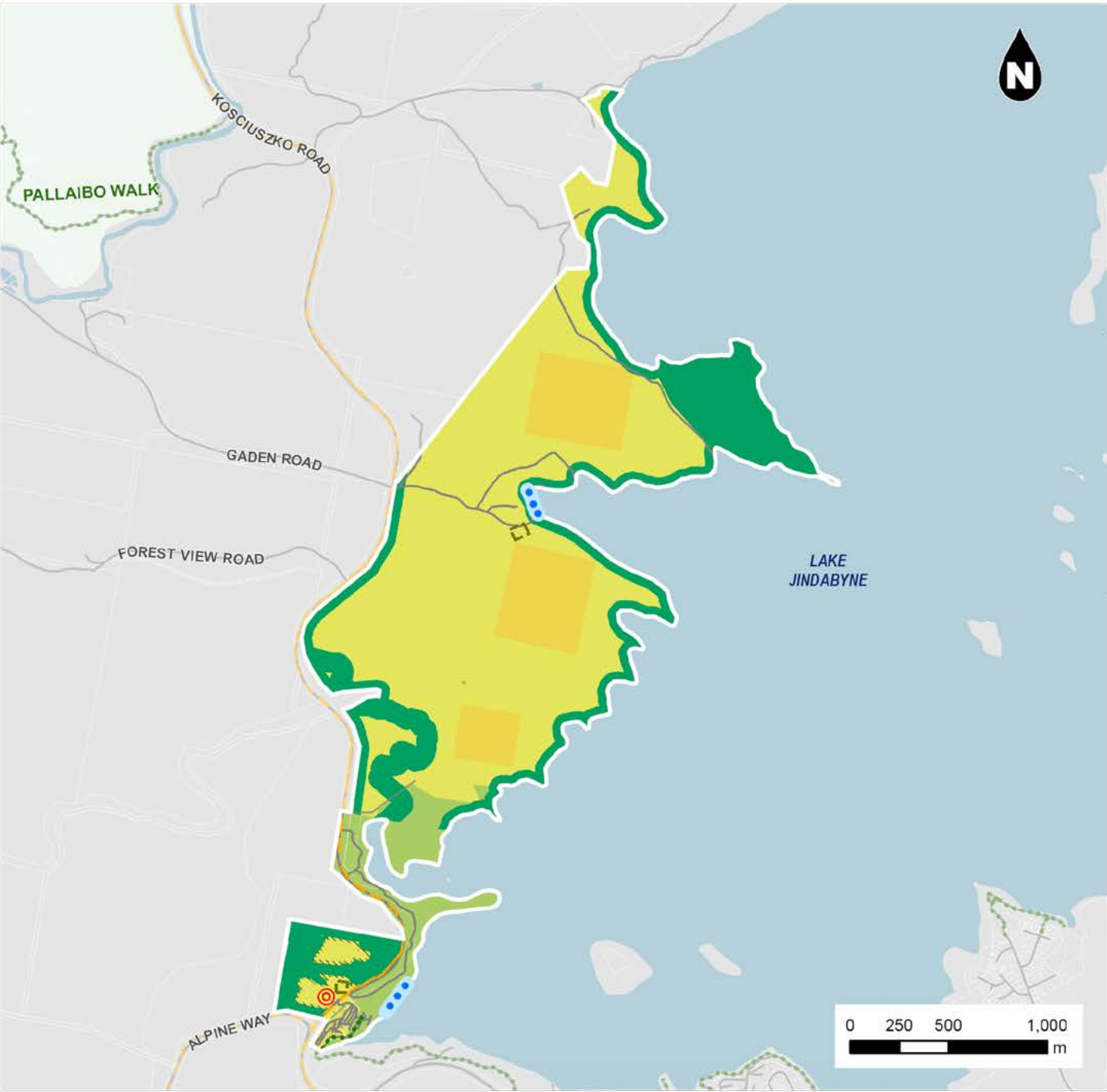
It is envisaged that Rabbit’s Corner/Lake Jindabyne Village will include a range of self-catering tourism accommodation and medium density tourism accommodation focused around a small commercial node. An east-west green corridor will separate the self-catering tourism accommodation from the commercial node to ensure the site balances development with environmental and landscape features.

Holiday park

The establishment of a high-quality holiday park would offer an accommodation option that is truly geared towards families. The master plan identifies a development opportunity for destination holiday park towards the south-western end of Lake Jindabyne with access off Kosciuszko Road that will include:

- » Eco-cabins to meet the needs of visitors year-round
- » Powered and unpowered camping and caravan sites
- » Recreational facilities and amenities to support longer visitor stays, such as heated water play parks, slides, bike parks and play equipment areas.

Figure 19: Western Lake Jindabyne structure plan





**Ecotourism resort**

A lakeside ecotourism resort with a focus on health and wellness would be a destination drawcard for the region. This development opportunity could provide a new 4+ star resort, conference and function centre, a health and wellness day spa and access to lake-based recreational activities.

**Alternative tourism accommodation and attractions**

The Western Lake Jindabyne Sub-Precinct also has the potential to include a range of alternative tourism accommodation and attractions, including:

- » High quality tourism accommodation that could either be a standalone development or integrated as part of a resort complex
- » An 18 hole signature golf course associated with the tourism accommodation
- » Lake-based recreational activities and water taxi or ferry services linking to Jindabyne, including associated car parking facilities
- » Small scale tourist accommodation such as farm stays or lakeside cottages, possibly located in the less developed northern portion of the sub-precinct.



**Desired Future Character**

Future development of this sub-precinct will provide for continued recreational use of the lake foreshore while supporting the growth of tourism for Jindabyne and the Snowy Mountains. It will foster tourist accommodation and activities sympathetic with the natural beauty of its rural lakeside setting. This will ensure protection of the landscape and environmental values of this area, enable ongoing rural land uses balanced alongside strategic growth.





# Jindabyne Growth Precinct

The resident and visitor population growth predicted as a result of the Special Activation Precinct needs to be supported through new land releases and infill development for residential, tourist, commercial and industrial land uses. Specific growth sub-precincts have been identified as areas that will support future new development while addressing environmental, social and economic considerations.

The growth areas that have been identified include:

- » Jindabyne Town Centre Growth Sub-Precinct
- » Jindabyne West Sub-Precinct
- » East Jindabyne Sub-Precinct
- » Leesville and Aerodrome Sub-Precinct
- » Barry Way South Sub-Precinct.

Figure 20: Jindabyne Growth Precinct

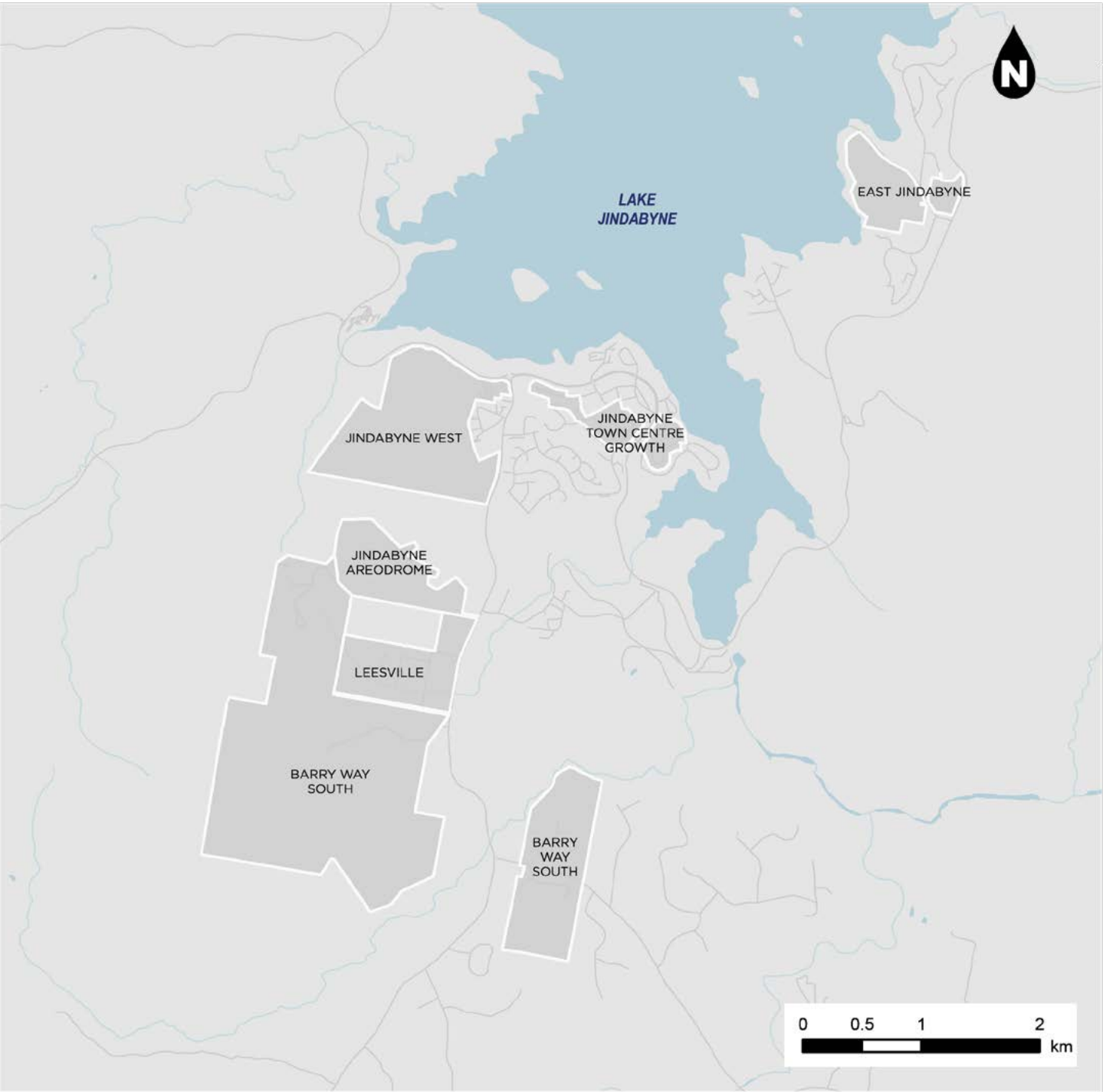


Image courtesy of Robbie Duncan, No Bad Days Photography



## Drivers for change

- » The lack and diversity of tourism accommodation and the lack of housing supply, diversity and affordability for residents
- » Housing and accommodation for tourists is currently the dominant influence on the local housing market
- » Visitation and seasonal employment places demand on both the short term and permanent accommodation markets.

Over the next few months the Department of Planning, Industry and Environment will be undertaking additional investigations to determine the suitability for additional residential growth areas at Kalkite. The aim is to ensure that we provide a range of growth areas that provide a diversity of housing types to support the long-term prosperity of Jindabyne and surrounds.



Town Centre Growth

The Jindabyne Town Centre Growth Sub-Precinct comprises residential areas surrounding the town centre. The sub-precinct includes a number of residential streets accessed from Park Road and Gippsland Street and comprises mostly detached single storey dwellings. Some redevelopment has occurred with two and three storey buildings for tourist accommodation due to the lake views and proximity to the town centre.



Structure Plan

The redevelopment and expansion of these existing residential and tourist accommodation sites have been addressed in the structure plan including:

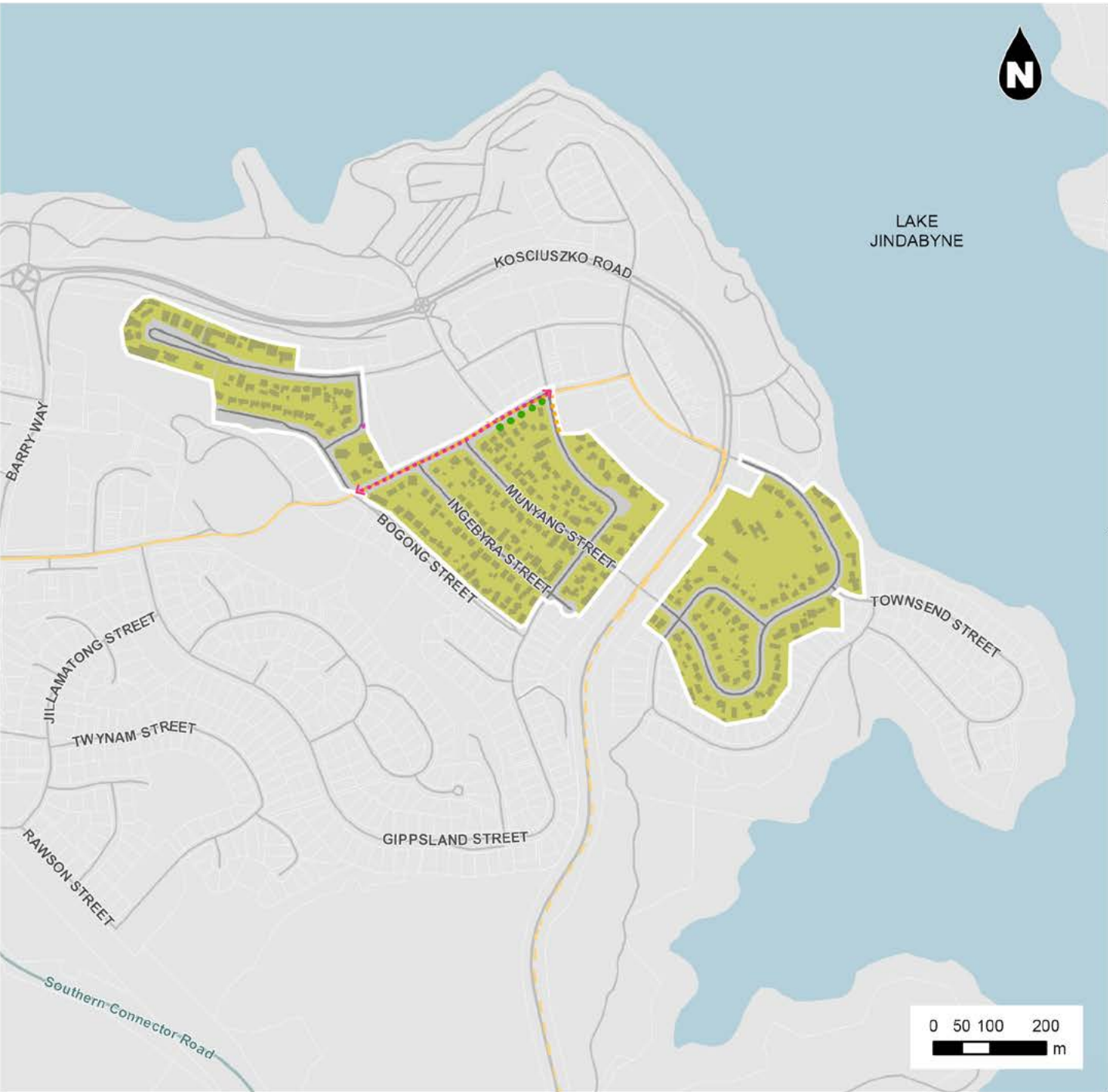
- » Medium scale tourist accommodation on Kurrajong Street, Bent Street and Clyde Street
- » Low rise attached dwellings and walk-up apartments along Park Road.



Desired Future Character

Redevelopment of these areas is envisioned to provide a diversity of dwelling types and sizes for both residential and tourist uses including an increase in apartments and density to meet growing needs for housing affordability.

Figure 21: Town Centre Growth structure plan



- |                         |             |
|-------------------------|-------------|
| Existing Development    | Shared Path |
| Accommodation / Housing | Bus Routes  |
| Trees                   | Road        |
| Active Frontages        | Bus Stops   |



## Jindabyne West

The Jindabyne West Sub-Precinct covers around 123 hectares of undeveloped land to the west of the town centre representing the largest residential growth opportunity in Jindabyne. The sub-precinct is bound to the south by the future alignment of the Southern Connector Road and to the north by Kosciuszko Road and the Lake Jindabyne foreshore.

The existing landscape contains areas of tier 1 vegetation and high biodiversity values. Its elevated position provides views to Lake Jindabyne and the Snowy Mountains. As with other undeveloped parts of the lake foreshore, the site lies within the Lake Jindabyne Scenic Protection Area requiring future development to limit visual impacts on the scenic quality of the area.

Jindabyne West is well positioned to gain access to the regional road network via Barry Way, Kosciuszko Road and the proposed Southern Connector Road. Most of the sub-precinct is within one to two kilometres of the core of Jindabyne Town Centre and it is expected that access points and the internal road network will be developed as part of any future subdivision.

There are key considerations across the sub-precinct that need to be managed suitably, including:

- » the nearby Jindabyne Aerodrome, including noise impacts and possible Australian Noise Exposure Forecast (ANEF) contours that may apply as the aerodrome grows over time
- » Environmentally sensitive land with both Tier 1 and Tier 2 vegetation identified across the site
- » Some areas of the site which are steeply sloping that could be developed with appropriate engineering solutions
- » Aboriginal cultural heritage with two locations identified on the site, including one in the north-west corner and one within the corridor identified for the Southern Connector Road.

The driver for change is to utilise vacant land in close proximity to the town centre and with access to existing transport and infrastructure to provide a diversity of housing options for the growing population of Jindabyne.



### Structure Plan

The Jindabyne West Structure Plan proposes a large, efficient and well-planned residential growth area. Future development focuses on creating a residential neighbourhood with established connections to the town centre, local open space, community services, and essential infrastructure.

It's position on the intersection of the proposed Southern Connector Road and Barry Way mean the site is well positioned to support commercial uses alongside a 'park and ride' shuttle terminus and car park for access to Kosciuszko National Park.

Image courtesy of Robbie Duncan, No Bad Days Photography



### Desired Future Character

Jindabyne West is the largest urban expansion area identified in the Snowy Mountains Special Activation Precinct. It presents a strategic opportunity to support the short, medium- and long-term growth of Jindabyne in a location close to town and close to the lake.



KEY  
ELEMENTS

Key elements of the  
Structure Plan include:

Residential development with  
supporting mixed use

- » Residential subdivision for a mix of housing types and densities which is likely to include some tourist accommodation given the connections to the town centre, Lake Jindabyne and Kosciuszko National Park
- » A mixed-use business and local service centre at Barry Way, with good access and visibility from the Southern Connector Road
- » A 'park and ride' shuttle terminus to provide residents and tourists safe and easy access to Kosciuszko National Park during peak periods



Connectivity

- » A cohesive walking and cycling network to support active transport and local amenity
- » Easy connections for residents to services in and around Jindabyne as well as destinations within Kosciuszko National Park and the region via the Southern Connector Road

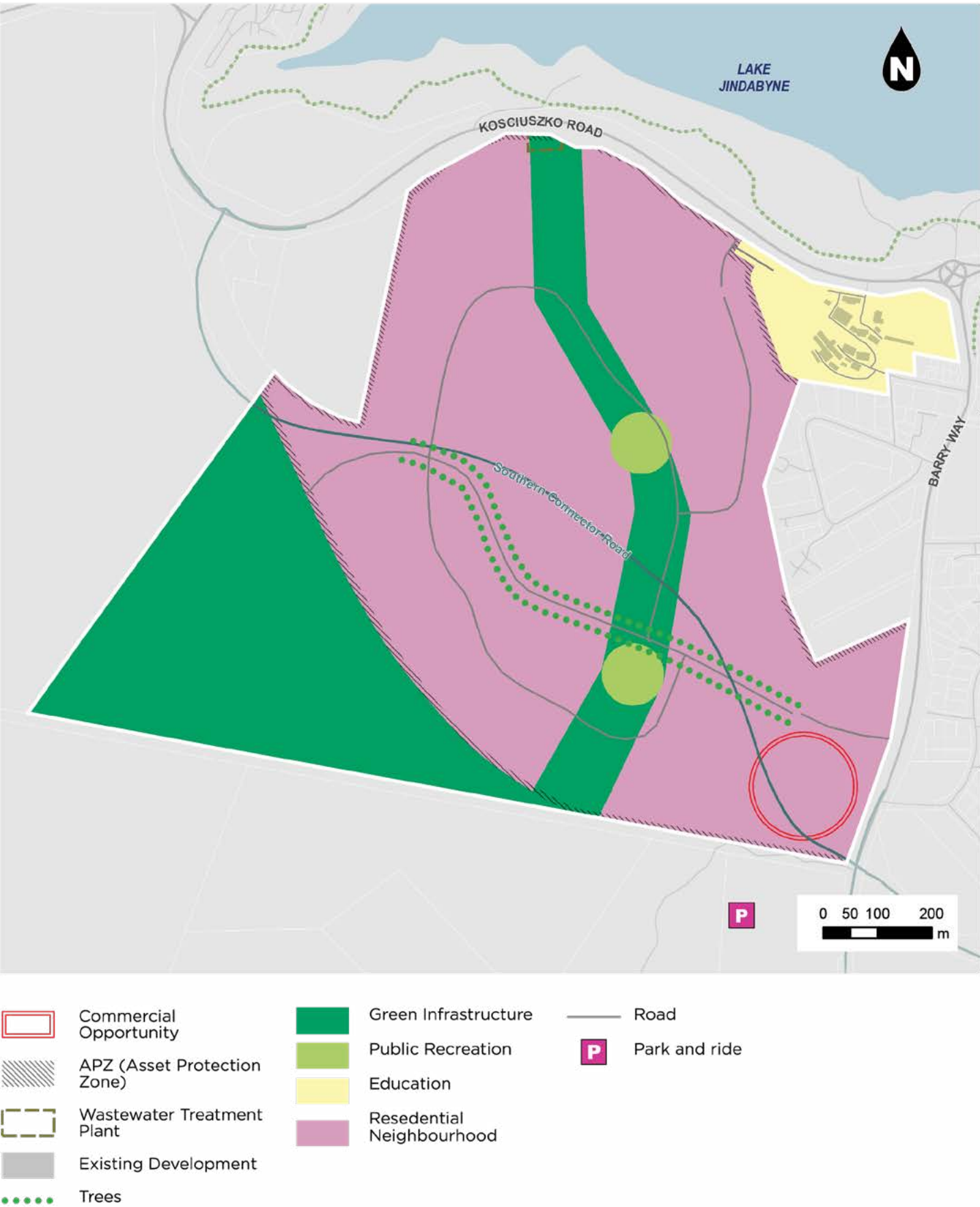


Green infrastructure

- » A network of mature trees and vegetation will reduce the visual impact of development
- » Two hilltop parks are planned within the green ridge to enhance local amenity
- » Potential for a major green infrastructure resource including protection of Tier 1 biodiversity throughout and offsets south-west of the residential areas.



Figure 22: Jindabyne West structure plan





East Jindabyne

The East Jindabyne Sub-Precinct covers 52 hectares of land overlooking Lake Jindabyne. The existing landscape is largely undeveloped, containing scattered native vegetation and expansive grasslands, including Tier 1 vegetation and high biodiversity values. A large portion of the area falls within the Lake Jindabyne Scenic Protection Area under the Snowy River LEP, meaning future development will need to protect the site’s visual qualities.

The sub-precinct is situated to the south of the existing East Jindabyne village which contains a mix of residential development catering to seasonal workers, tourists and permanent residents. Most of the existing housing in East Jindabyne is low density and oriented west towards the lake to take advantage of the attractive views. While close to the lake, East Jindabyne village has minimal to no formal access to the foreshore. It is planned that a foreshore shared trail will connect the village to Jindabyne.

The sub-precinct is situated on an elevated position with spectacular views and provides opportunities to provide for a new residential growth area and a major public park. The driver for change is to increase housing supply within close proximity of Lake Jindabyne and provide future residents with high-quality open space and active connections to Jindabyne and Tyrolean Village.



Structure Plan

The East Jindabyne Sub-Precinct is located approximately seven kilometres from Jindabyne via Kosciuszko Road. It will focus on maximising housing, accommodation and lifestyle opportunities. The sub-precinct is located on a prominent area of undeveloped land adjacent to East Jindabyne Village and will provide residential options in close proximity to Jindabyne.

Following further environmental surveys (biodiversity and heritage) the extent and distribution of the residential and recreation areas may need to be adjusted to ensure protection of environmental values and provide public open space. This may result in a change in the denoted size and shape of residential and recreation areas within the sub-precinct.

Creating a ‘lakeside village’

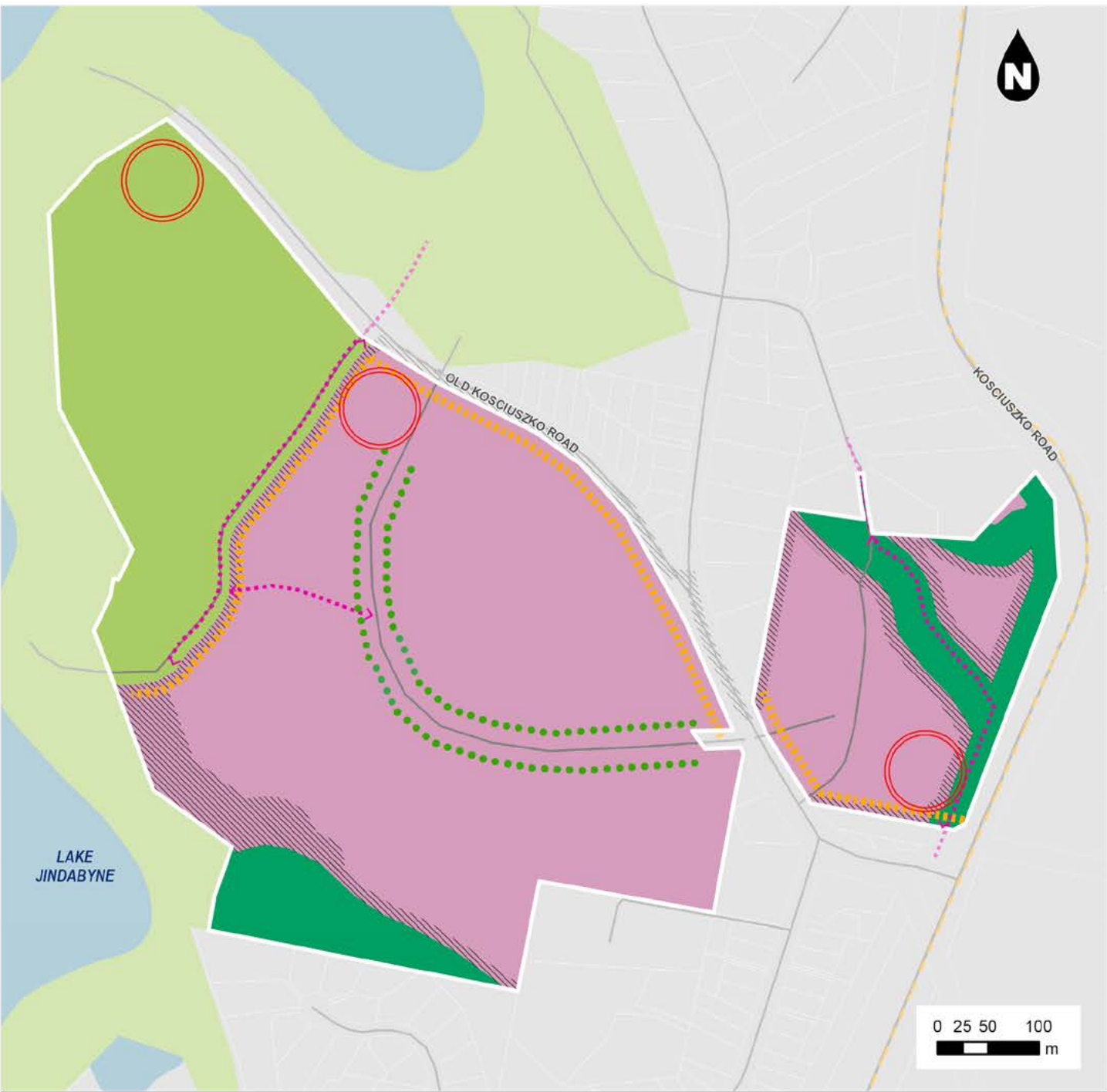
The East Jindabyne Sub-Precinct will comprise a well-structured residential neighbourhood with views to Lake Jindabyne and the town centre beyond. Higher densities will be concentrated along collector roads, with a smaller residential neighbourhood situated to the west of Kosciuszko Road protecting existing vegetation and creeks.

The structure plan proposes commercial nodes adjacent to the new park for small business opportunities including restaurants and cafes, with an additional node located at the corner of Kosciuszko Road and Jerrara Drive focussing on convenience retail and local services. Small-scale commercial opportunities are also proposed in visible and accessible locations within the park with a preference for temporary uses or pop-ups.

An opportunity for increased height and density adjacent to the park has been identified, with the protection of views from other locations to be safeguarded. Sustainable design principles that align with the character of the region will underpin new development to target connected, compact and walkable streets and encourage active transport uptake.

Upgrades to the intersection of Kosciuszko Road and Jerrara Drive will be required to support the development of this sub-precinct.

Figure 23: East Jindabyne structure plan



- |  |                             |  |                           |  |             |
|--|-----------------------------|--|---------------------------|--|-------------|
|  | Commercial Opportunity      |  | Existing Development      |  | Road        |
|  | APZ (Asset Protection Zone) |  | Green Infrastructure      |  | Shared Path |
|  | Trees                       |  | Public Recreation         |  |             |
|  | Active Frontages            |  | Residential Neighbourhood |  |             |



East Jindabyne Park

A concept for a new lakeside park in East Jindabyne has been developed to form the eastern destination of the 16 kilometre Lake Jindabyne Foreshore Linear Park. The grassland area, anchored by Old Kosciuszko Road, will deliver a high-quality open space and provide lakeside access for residents and visitors.

The park will focus on rehabilitating existing grasslands and retention of trees and vegetation. The park will comprise passive recreation areas, walking and cycling trails, seating nodes and small-scale nature play areas. The addition of this large public open space will fill a gap in local amenity for the populations of East Jindabyne and Tyrolean Village. The park will also provide reduce the visual impact of additional housing from views across the lake.

The following facilities could be provided within the park:

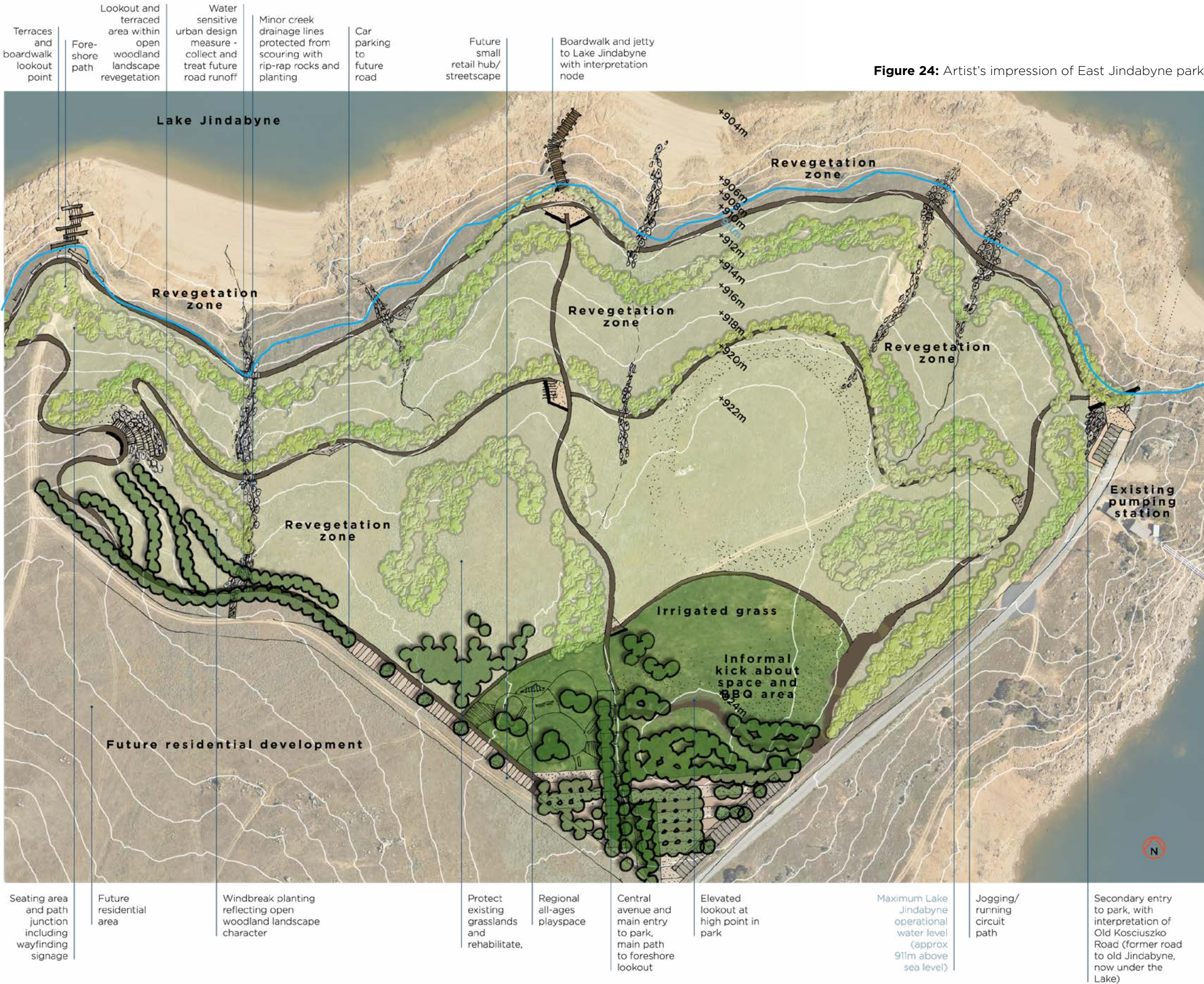
- » A regional, inclusive all-ages play space
- » An entry gateway to the southeast featuring car parking, paving, formal tree planting, seating areas and wayfinding signage
- » A large and central kickabout space with shelter structure and barbecues
- » An arbour walk with connected lookout and viewing platform, and secondary entry
- » Car parking along Old Kosciuszko Road
- » A small retail hub located on the foreshore towards the end of Old Kosciuszko Road
- » Interpretation opportunities to embed the history of the Monero Ngarigo people and the Snowy Hydro scheme.



Desired Future Character

East Jindabyne will position itself as a new 'lakeside village', maximise housing, accommodation and lifestyle opportunities overlooking Lake Jindabyne. The new East Jindabyne Park will connect residents and visitors to open space through high-quality landscape design.

Figure 24: Artist's impression of East Jindabyne park





Leesville and Aerodrome

The Leesville Industrial Estate is a key industrial and commercial area servicing Jindabyne and the wider Snowy Mountains region. It accommodates a range of light industries, landscape and material supplies, and manufacturing and commercial businesses, many of which support the region’s ski and tourist industries. Currently only a small amount of land in the industrial estate is vacant with future lots approved at the western end of Percy Harris Street yet to be developed.

The estate is located three kilometres south of the Jindabyne Town Centre and is recognised as a valued contributor to the local economy. The industrial area contains over 45 allotments progressively developed for industry and commercial uses by Snowy Monaro Regional Council. The estate lies in a highly accessible location off Barry Way with generous road setbacks creating a well-screened interface with surrounding uses.

The site is located to the south of the Jindabyne Aerodrome and to the south-west of the Jindabyne Sport and Recreation Centre. A cluster of heritage listed sites including the Leesville Hotel, Cottage and Woolshed are located to the north of the sub-precinct, at the corner of Tinworth Drive and Barry Way. The sub-precinct is surrounded by a landscape buffer which contains areas of biodiversity significance. This aids in creating a suitable separation to surrounding uses. The development of the site will also need to consider areas with steep slopes and biodiversity valued land.

The driver for change at Leesville Industrial Estate is to provide further industrial and commercial land to support the future growth of Jindabyne and the region in a central, easily accessible location with appropriate services and buffers from dense residential areas.

Jindabyne Aerodrome is located 3 kilometres southwest of the Jindabyne town centre. This proximity is suited to servicing the lake and its surrounds for recreational aviation with potential commercial expansion. The site also has strong potential for future air transport adding another dimension to the Special Activation Precinct and region by enabling connections within the Snowy Mountains and wider region.



Structure Plan

The Leesville Sub-Precinct supports growth and investment for local businesses and industries at Jindabyne’s principal industrial estate. The sub-precinct supports a broad range of industrial and commercial land uses that will provide long term growth opportunities and that respond to market demand. It is envisaged that the sub-Precinct will contain businesses to service the ski and tourist industry, local service industries such as construction and new growth industries such as artisan food and drink businesses.

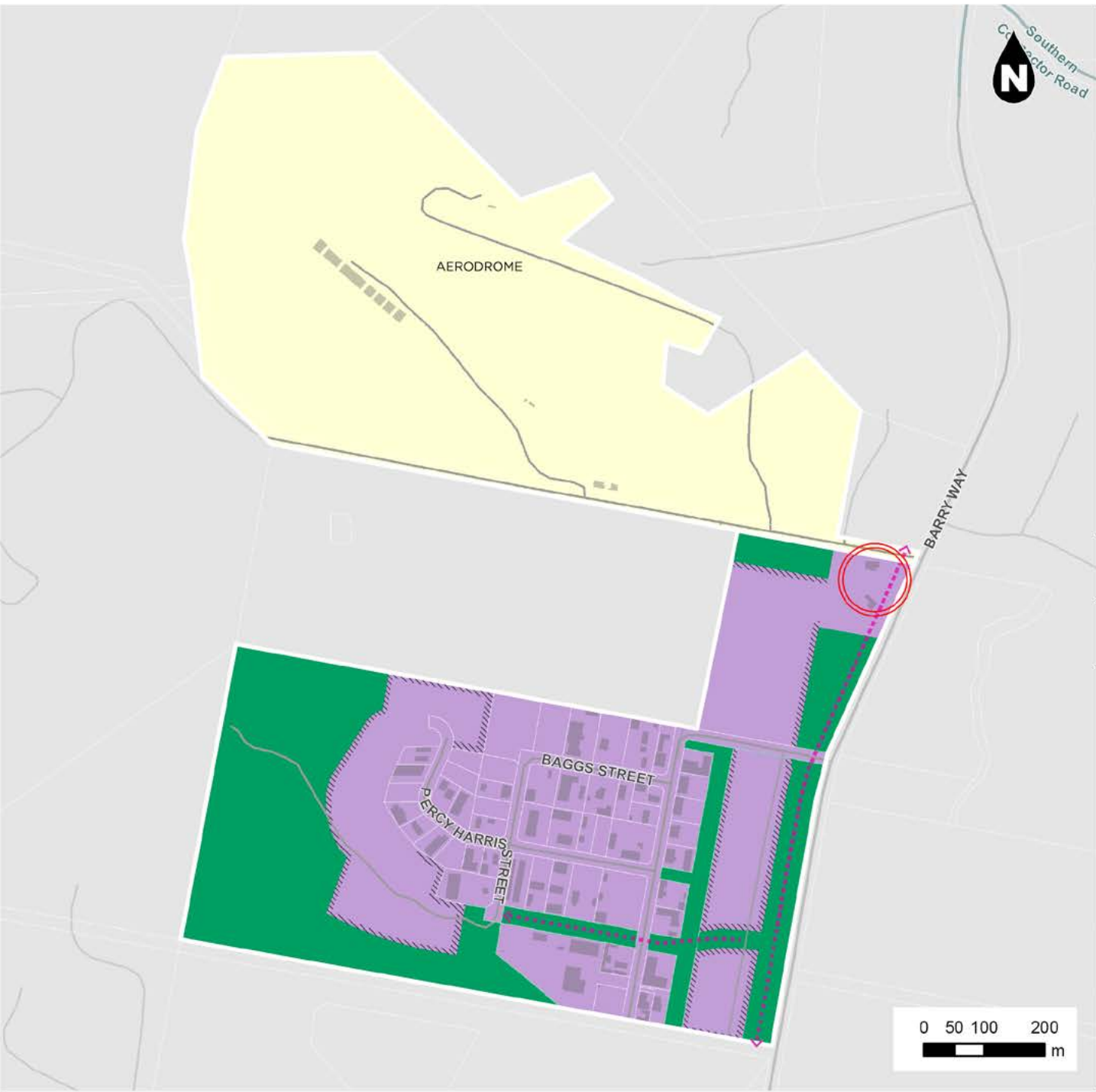
The sub-precinct covers an additional 22 hectares of industrial land divided over three areas to allow the expansion of existing industries and accommodate future employment growth. The additional industrial land identified in the sub-precinct includes the:

- » Northern industrial growth area which covers around 8.3 hectares on the north side of Lee Street close to Barry Way
- » Southern industrial growth area which covers around 7 hectares south of Lee Street within the existing buffer area along Barry Way
- » Western industrial growth area which covers around 6.5 hectares at the western edge of the existing industrial estate off Percy Harris Street. This growth area already has development approval to allow expansion.

The sub-precinct places an emphasis on green infrastructure and preservation of environmental and heritage values. This includes ongoing environmental management requirements and bushfire mitigation measures. Development within the sub-precinct will continue to allow industrial and commercial lots to be separated by a landscaped buffer and a 50 metre (minimum) wide visual buffer along Barry Way. A shared path along Barry Way will connect the sub-precinct to nearby rural residential and tourist land uses and the Sports and Education Precinct.

The sub-precinct also identifies opportunities for tourism and recreational development around the historic Leesville Hotel. Any development would need to appropriately consider the heritage values of the property.

Figure 25: Leesville and Aerodrome structure plan







#### **Desired Future Character**

The Leesville Industrial Estate will continue to serve as the key location for diverse industrial development and large-scale commercial uses. Staged development will support the future growth of the Special Activation Precinct. This site delivers a substantial growth opportunity to leverage the existing industry cluster and provide additional land to service the growing population of Jindabyne and long-term projected demand.



Barry Way South

A number of locations along Barry Way, between the Sports and Education Precinct, Leesville and Moonbah have been identified for rezoning to continue to support the growth associated with the Special Activation Precinct.

The semi-rural area is accessed from Barry Way (or alternatively Snowy River Way) and accommodates a diversity of rural residential and tourist accommodation uses within an undulating landscape which includes Cobbin Creek and bushland vegetation.



Image courtesy of Elinor Sheargold/DPIE



Structure Plan

This area has been identified as supporting the future growth of Jindabyne for resident and tourist populations. The sub-precinct will enable the growth clustered around key areas, including the Bungarra Precinct, The Station and Cobbin Creek. The sub-precinct also supports the growth of existing country setting resorts, such as the Jindabyne Zen Retreat and Adventist Alpine Village. The master plan focuses on providing pedestrian and cycling connectivity via new trails and paths connecting to the proposed shared path on Barry Way.

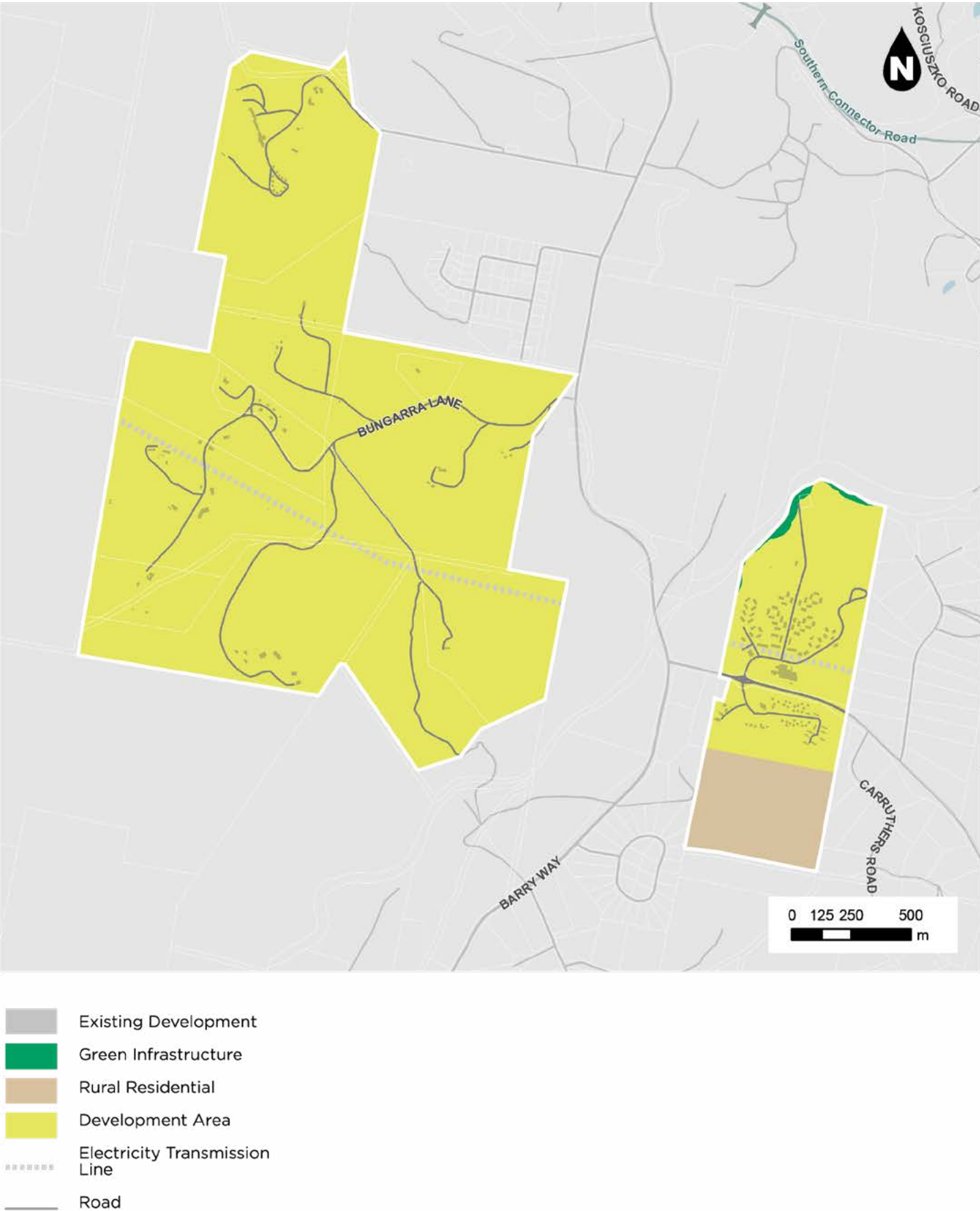
Bungarra Precinct

- » The Bungarra Precinct will enable the expansion of seasonal worker and tourist accommodation and activities, including eco-tourism, camping, outdoor and education activities. These uses will be supported by the development of Bungarra Lane as a formal public road.
- » A trial will link Bungarra Precinct with the Mountain Bike and Adventure Park to support school camp programs and recreational activities.

The Station

- » The Station is a significant tourist accommodation property located off The Snowy River Way. The sub-precinct enables The Station to expand to the north to accommodate both tourist and seasonal worker accommodation.
- » Land to the south of The Station supports rural residential development. This land has already been zoned and will continue as a rural residential use in the Master Plan.

Figure 26: Barry Way South structure plan





# 3.2 About the Alpine Precinct

The Alpine Precinct includes the alpine resorts of Perisher, Thredbo and Charlotte Pass, and much of the surrounding alpine destinations within the southern region of Kosciuszko National Park, the state’s largest national park.

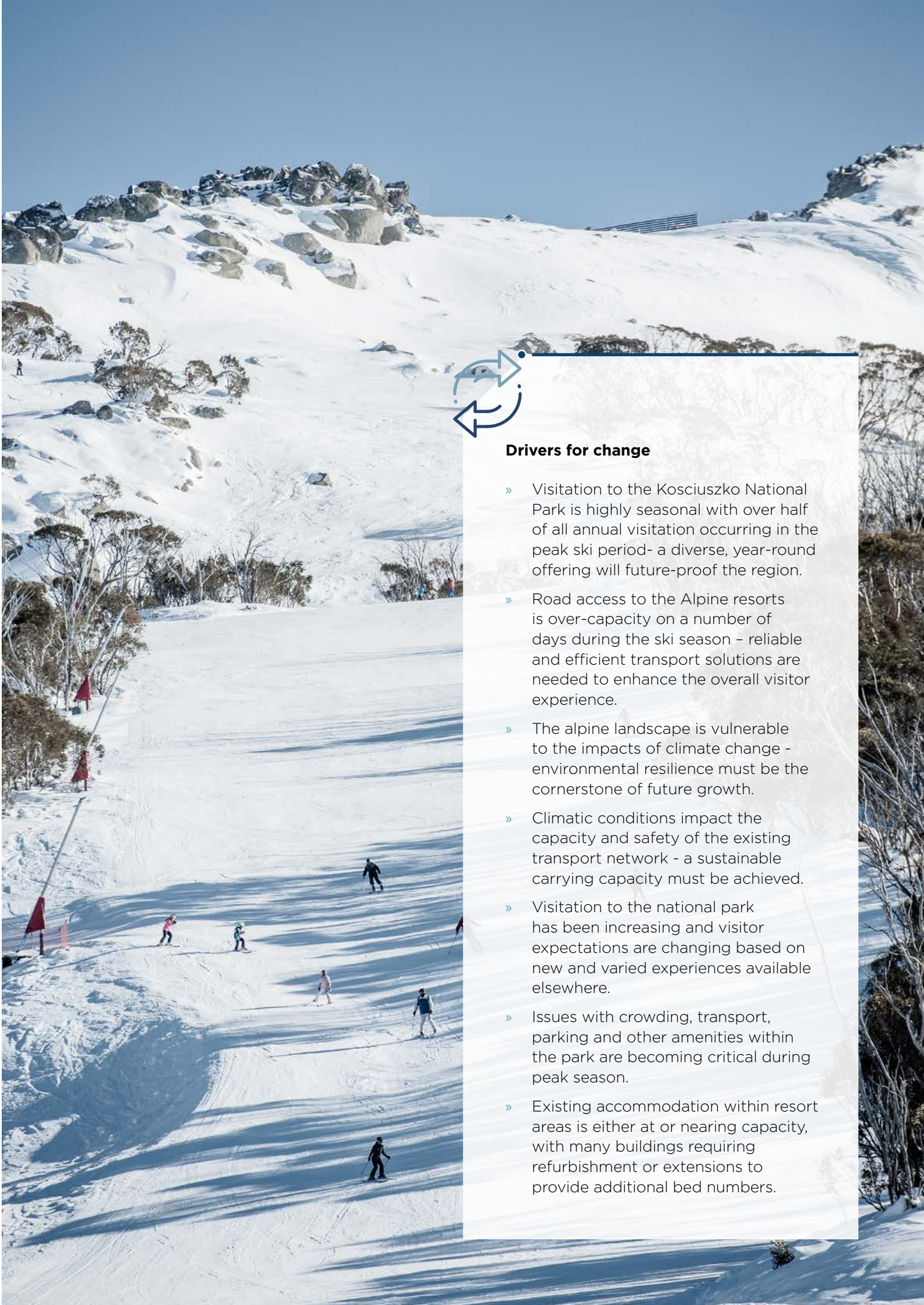
The Alpine Precinct contains some of Australia’s most iconic natural environments, the national heritage listed Australian Alps which recognise the outstanding landscape values of the Snowy Mountains. In addition to hosting Australia’s premier alpine destinations, the region is home to Australia’s highest peak, Mount Kosciuszko, and is the only place in NSW with consistent winter snow cover. It is an area which needs to be carefully managed by preserving its natural, cultural and heritage values, but also providing for the increasing number

of Australians coming to experience this unique landscape.

A key objective of the master plan is to ensure that the future of Kosciuszko National Park reflects its past and present with better recognition, integration, and celebration of Monero Ngarigo culture, values, and heritage, as well as their ongoing connection to the high country and places of physical and spiritual significance.

The master plan seeks to facilitate a safe and sustainable increase in the amount and range of year-round recreation and accommodation offerings in anticipation of a future decline in snow-based recreation due to climate change and to address a sharply seasonal visitation profile.

Figure 27: Alpine Precinct structure plan



## Drivers for change

- » Visitation to the Kosciuszko National Park is highly seasonal with over half of all annual visitation occurring in the peak ski period- a diverse, year-round offering will future-proof the region.
- » Road access to the Alpine resorts is over-capacity on a number of days during the ski season - reliable and efficient transport solutions are needed to enhance the overall visitor experience.
- » The alpine landscape is vulnerable to the impacts of climate change - environmental resilience must be the cornerstone of future growth.
- » Climatic conditions impact the capacity and safety of the existing transport network - a sustainable carrying capacity must be achieved.
- » Visitation to the national park has been increasing and visitor expectations are changing based on new and varied experiences available elsewhere.
- » Issues with crowding, transport, parking and other amenities within the park are becoming critical during peak season.
- » Existing accommodation within resort areas is either at or nearing capacity, with many buildings requiring refurbishment or extensions to provide additional bed numbers.



# Alpine resorts

## Thredbo

Thredbo is located 30 kilometres south-west of Jindabyne and lies in the valley of the Thredbo River at the foot of the Ramshead Range, with access via the Alpine Way. It exhibits a strong village form and feel, surrounded by forested slopes which provide significant views and vistas characteristic of the valley landscape.

Thredbo's topography offers a significantly greater vertical drop and longer run than other resorts and includes Australia's longest ski run, the Crackenback Supertrail. The village and valley floor lie within disturbed areas of vegetation, while also interspersed with pockets of montane forest and subalpine woodland which contain high biodiversity values.

During winter months, Thredbo's valley terrain affords visitors of all ages and abilities a high-quality snow experience complimented by landmark events and activities within the village. In summer, Thredbo attracts an increasing visitor base for mountain biking and fishing activities and access for hikers to the Mount Kosciuszko summit.



### Structure Plan

The Structure plans for Thredbo aim to leverage the resort's existing village character, facilitate growth in day and overnight visitors and build upon the most successful components of its current offering, while addressing constraints associated with bushfire, transport, infrastructure and protection of the environment. Thredbo provides significant opportunities for infill development in the main village, with some low-density expansion focused in the west on disturbed land at the golf course and at Friday Flats.

The success of the current form of the village will be maintained and enhanced. In addition to infill redevelopment, improvements to pedestrian access are prioritised. A new footbridge, seperation of day and overnight parking and improvements to the pedestrian experience through the implementation of active frontages and new plazas will make Thredbo a more connected environment.

While this proposal seeks to increase accommodation provision in Thredbo, all future development must be guided by the capacity of the skiable terrain, supporting infrastructure, environmental conditions and visitor amenity to avoid a depletion in the on-mountain experience.



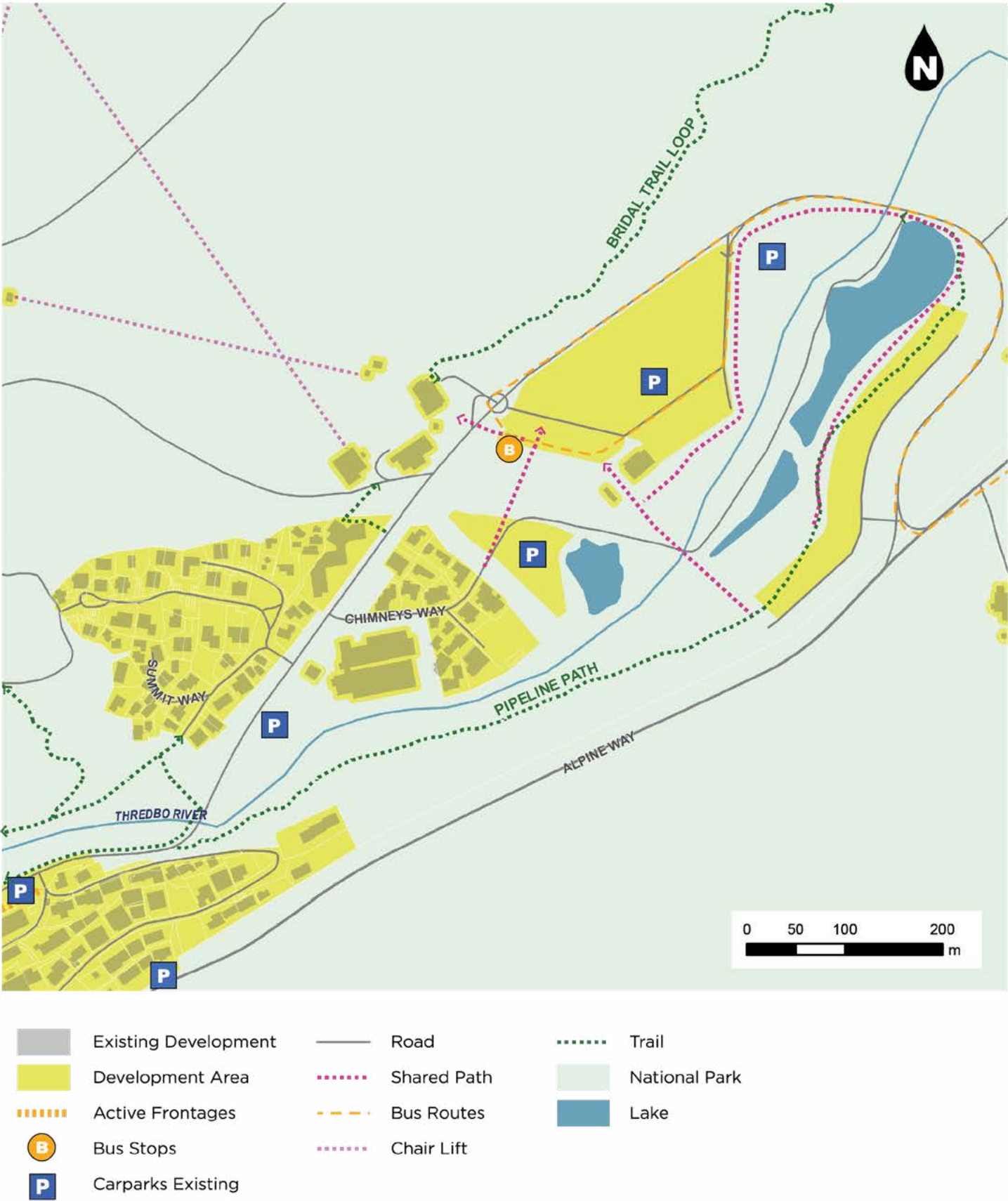


Thredbo Village East

Key features of development proposed at Thredbo Village East centre around the Friday Flat Drive and include:

- » Mixed use redevelopment of the existing car park at Friday Flat to create an arrival gateway including
  - » Multi-deck car park
  - » Park and ride shuttle bus stop with shelter
  - » Commercial and accommodation facilities fronting Friday Flat Drive
  - » Pedestrian bridge linking to existing commercial hub
- » Connections from the gateway to Thredbo Alpine Village via a looping bus route and interchange overlooking the watercourse with pedestrian connections to the Thredbo Valley Track
- » Tourist and/or seasonal worker accommodation off Friday Flat Drive overlooking the existing waterbody with views west towards the ski slopes
- » Opportunities for renewal and expansion of buildings within surrounding lease areas.

Figure 28: Thredbo Village East structure plan





Thredbo Village West

Key features of development proposed within Thredbo Village West and the golf course include:

- » Redevelopment of valley terminal to include ski facilities, offices and accommodation
- » Public realm enhancements to the existing urban square and to connect north to new development over the Thredbo River.
- » New tourist accommodation at key disturbed sites including:
  - » The existing tennis courts
  - » Expansion of the Thredbo Alpine Hotel over the existing car park
  - » Lot 768
  - » Golf course – enabled via reduction to a six hole course
- » Renewal and redevelopment of older parts of the village including ski lodges to self-catering apartments and other forms of accommodation including within Thredbo Village and Crackenback Ridge
- » Environmental protection works including riparian works, water sensitive urban design and buffers to the river and local streams, and the exclusion of development in highly sensitive areas.

Desired Future Character

Thredbo is the densest alpine village among the Kosciuszko National Park resorts, meaning future infrastructure improvements will focus on pedestrian connectivity within the resort and long-term public transport solutions at the Alpine Precinct scale. Developments and renewal within the village will continue to support a strong alpine design character, village heart and year-round uses.

Figure 29: Thredbo Village West structure plan





## Perisher Range

Perisher Range is located 19kilometres west of Jindabyne with access to the lower portion of the valley via Kosciuszko Road, and the upper valley via Guthega Road. The range is principally a winter destination providing services and accommodation for visitors accessing the site's 1250 hectare ski slopes and cross-country ski trails. The range encompasses the villages of Guthega, Smiggin Holes, Blue Cow, and Perisher, which forms the central visitor and access hub.

The villages are connected by an extensive ski network that spans the slopes of the broader Perisher Range making it the largest ski resort in the Southern Hemisphere and a key destination for visitors to the Alpine Precinct. The Skitube terminal co-located with extensive car parking at Bullocks Flat provides access to Perisher Valley and Blue Cow.

Development opportunities respond to Perisher's key values and place character and identify development sites suitable for expanding accommodation and commercial uses, transport connections, and public spaces to support the establishment of a vibrant village centre. The location and type of future development will be informed by existing environments, and seeks to preserve key values within Perisher Resort, while also delivering on the desired future character of each individual site.

Growth across the range will focus on increasing accommodation provision within a comfortable carrying capacity. An uplift in day visitation will also be pursued by enhancing the year-round visitor experience. Structure plans for each site focus on delivering a co-ordinated strategic direction that supports the long-term prosperity of the Perisher Range, with cohesion and connectivity in mind.

Structure plans have been developed for the following sites within Perisher Range:

- » Perisher Village
- » Smiggin Holes
- » Guthega.





Perisher Village

Perisher Village is the key arrival node and visitor destination within the Perisher Range and anchors the surrounding villages and expansive ski fields. Perisher Valley is located within the sub-alpine and alpine landscape, comprising steep topography which accommodates an extensive network of ski fields and supporting infrastructure. The location and altitude of Perisher Village results in a period of extended snowfall requiring additional considerations for snow clearing, wind impacts and the over snow interface. While accommodation is available year-round, the site largely operates as a winter destination attracting significant tourist activity and supporting commercial and employment opportunities across the alpine region.

Tourist services are generally concentrated around the Perisher Centre connecting visitors to recreation activities, accommodation and commercial and hospitality options. Vehicular access is provided via Kosciuszko Road with the eastern portion of Perisher Village dominated by open car parking. The centrally located Skitube terminal connects visitors to Bullocks Flat and Blue Cow.



Structure Plan

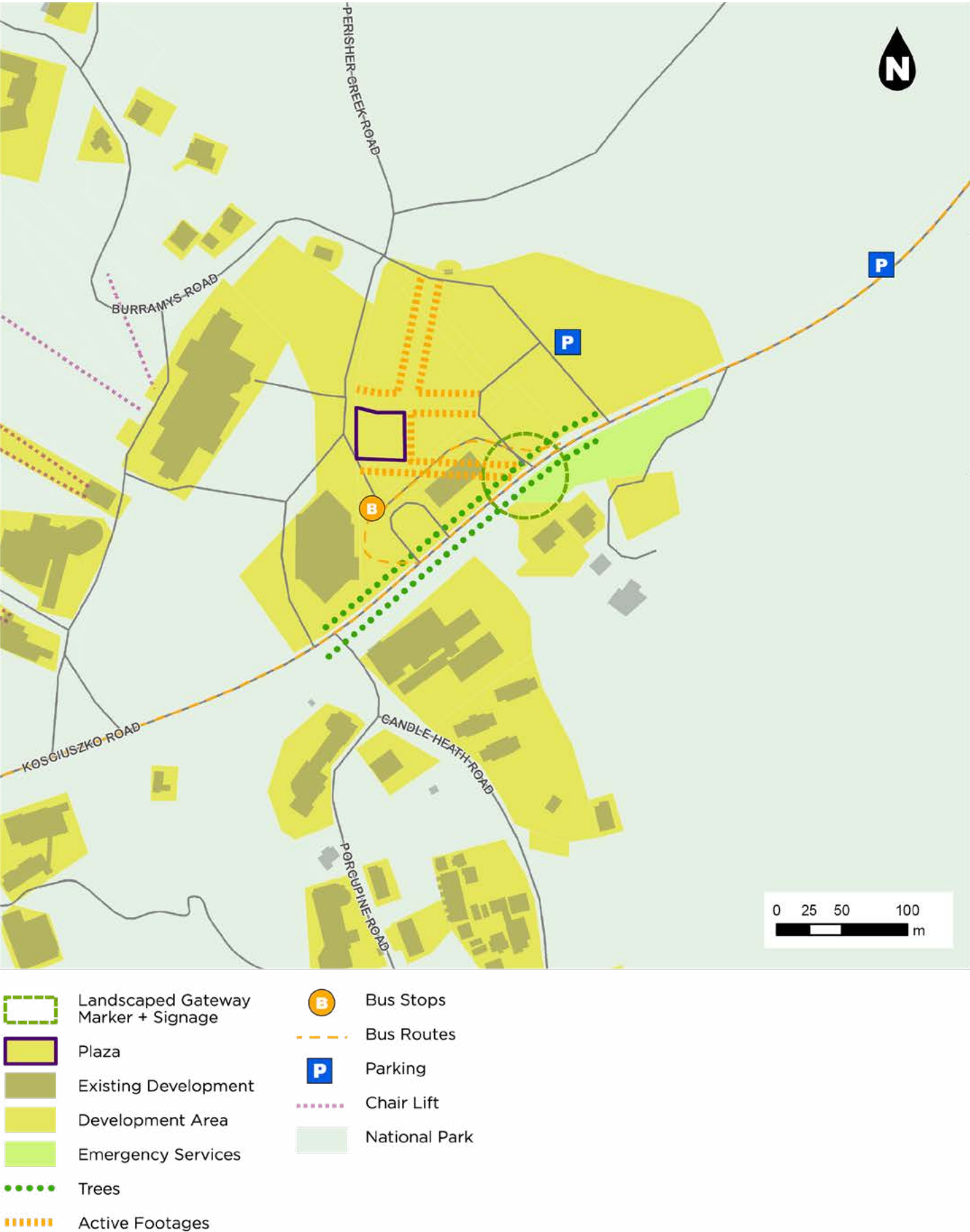
The structure plan for Perisher Village consolidates development within a village centre to deliver a mixed-use core that supports winter activities and provides a vibrant village centre. The structure plan seeks to improve connectivity with the Skitube Alpine Railway terminal and a new bus interchange to position these locations as key focal points for activity and visitor services.

Significant expansion is proposed to deliver a ‘village feel’ with the activation of streets, improved plazas and public space, and formalised pedestrian linkages to support movement within the village streets and public space alignments.

Redevelopment will focus on existing sites, including infill within existing lease areas. This approach reflects the high biodiversity and cultural heritage values present across the valley and ensures the clearing of habitat to facilitate new development is avoided. The structure plan also seeks to deliver an increase in visitor accommodation within Perisher Village to improve the current ‘bed to skier’ ratio. Such development will be guided by the capacity of ski infrastructure, supporting services and facilities, and environmental conditions.

This consolidation approach is intended to support a diverse range of tourism activities, community uses and sports facilities that utilise the western portion of the existing car parking area for redevelopment. While this development will result in reduced car parking capacity, the long-term strategic goal for Perisher is directed by an increase in public transport uptake and an increase in overnight visitors, both of which will result in reduced rates of private car use, lessening the daily parking demand and supporting a more sustainable access pattern. Additional parking is also proposed to be formalised along Kosciuszko Road and new parking available at Pipers Gap.

Figure 30: Perisher Village structure plan







### Desired Future Character

As the Alpine Precinct's key visitor destination, Perisher Village will continue to anchor sites across the resort and foster a diverse range of activities complimented by an alpine village feel. Growth in Perisher Village will deliver an expanded accommodation offering supported by diverse commercial uses centred in a thriving village centre. Improving walking, cycling and driving connections between Perisher Range resorts and to nearby destinations will also be required to support the investment in year-round accommodation.

Development will prioritise year-round activation with Perisher Village Square functioning as a central attraction for both day and overnight visitors. The square and surrounding street network will be pedestrian friendly with active frontages enhancing visitor connections between the ski fields and Perisher's vibrant public spaces.

Perisher will have a night and day economy. With bars, cafes and restaurants to support the envisaged growth. A distinct alpine feel will be created that takes advantage of vistas, enables outdoor dining during warmer months and is considerate of environmental constraints. A pedestrian permeable environment will be developed that enables walkability all year round to ensure that people can move around the village with ease.





Smiggin Holes

Smiggin Holes is a family-friendly resort located two kilometres north-east of Perisher Village and comprises small scale lodge and chalet accommodation within a low-density landscaped setting. The site is accessed via Kosciuszko Road, with ski lifts connecting the site to the broader Perisher Range slopes.

Regarded as one of the best beginners' ski resorts in the Snowy Mountains, Smiggin Holes is centred around a 'snow bowl' which is often sheltered from the harsher weather experienced across the wider Snowy Mountains. These moderate conditions mean the village is suited to 'learn to ski' activities, while also catering for all levels of ability.



Structure Plan

Smiggin Holes has not been identified as a location for significant redevelopment given that future growth is to be largely concentrated within the nearby Perisher Village. The structure plan does however outline opportunities to build upon existing development within established lease areas and strengthen the family-friendly appeal of the location.

The Smiggins Hotel and Chalet Apartments provide a large, disturbed site with the potential to increase accommodation provision. No new development is suitable on greenfield land due to environmental constraints and relative concentration of activity in Perisher Village, instead the expansion or refurbishment of existing development is the preferred growth model.

A key opportunity proposed in the structure plan involves repurposing the existing workshop located adjacent to the site's entrance from Kosciuszko Road and creating a tourist development node and new gateway to the resort. The workshop could be relocated towards the back of Smiggin Holes.



Desired Future Character

Smiggin Holes will maintain its low-density village character and family friendly atmosphere. While the site will not undergo significant growth, sensitively designed redevelopment opportunities exist to enhance accommodation and commercial offerings while retaining the site's valley views and woodland setting.

Figure 31: Smiggin Holes structure plan





Guthega

Located four kilometres north-east of the Perisher Village, on the western rim of the Perisher Range, Guthega comprises a modest collection of lodge and chalet accommodation. Guthega is Perisher Resort’s smallest and most remote village, characterised by its isolated location and connection to backcountry ski areas. This creates a unique a point of difference in visitor experience when compared to other locations within the broader Perisher Resort.

The Guthega and Snowy Rivers converge at the Guthega Dam, the highest part of the Snowy Hydro-electric Scheme which is afforded expansive views to Mt Kosciuszko and Mt Twynam. Vehicular access is provided via Guthega Road, with ski lifts connecting the site to the Perisher Range ski slopes at the northern and southern edges of the site. The Illawong Track and Snowies Iconic Walk (currently under construction) connect visitors to the high country and summer hiking routes including the Main Range and Charlotte Pass. Trailheads for other overnight walks to nearby historic huts are a short drive away.



Structure Plan

The Guthega Structure Plan focuses on modest upgrades to encourage additional year-round visitation without compromising the site’s unique character, which is influenced by its small size and relative isolation. The site exhibits biodiversity, environmental values and bushfire risk, each constraining opportunities for new development and limiting land uses to accommodation upgrades and expansion within current lease boundaries.

The structure plan recommends enhancing links to existing and proposed hiking trails including the Snowies Iconic Walk and Snowy Valley Walk, connecting Guthega to Lake Jindabyne. Road upgrades connecting the site to destinations within Perisher are also proposed including sealing Guthega Road westwards from the Guthega Power Station to Guthega Village.

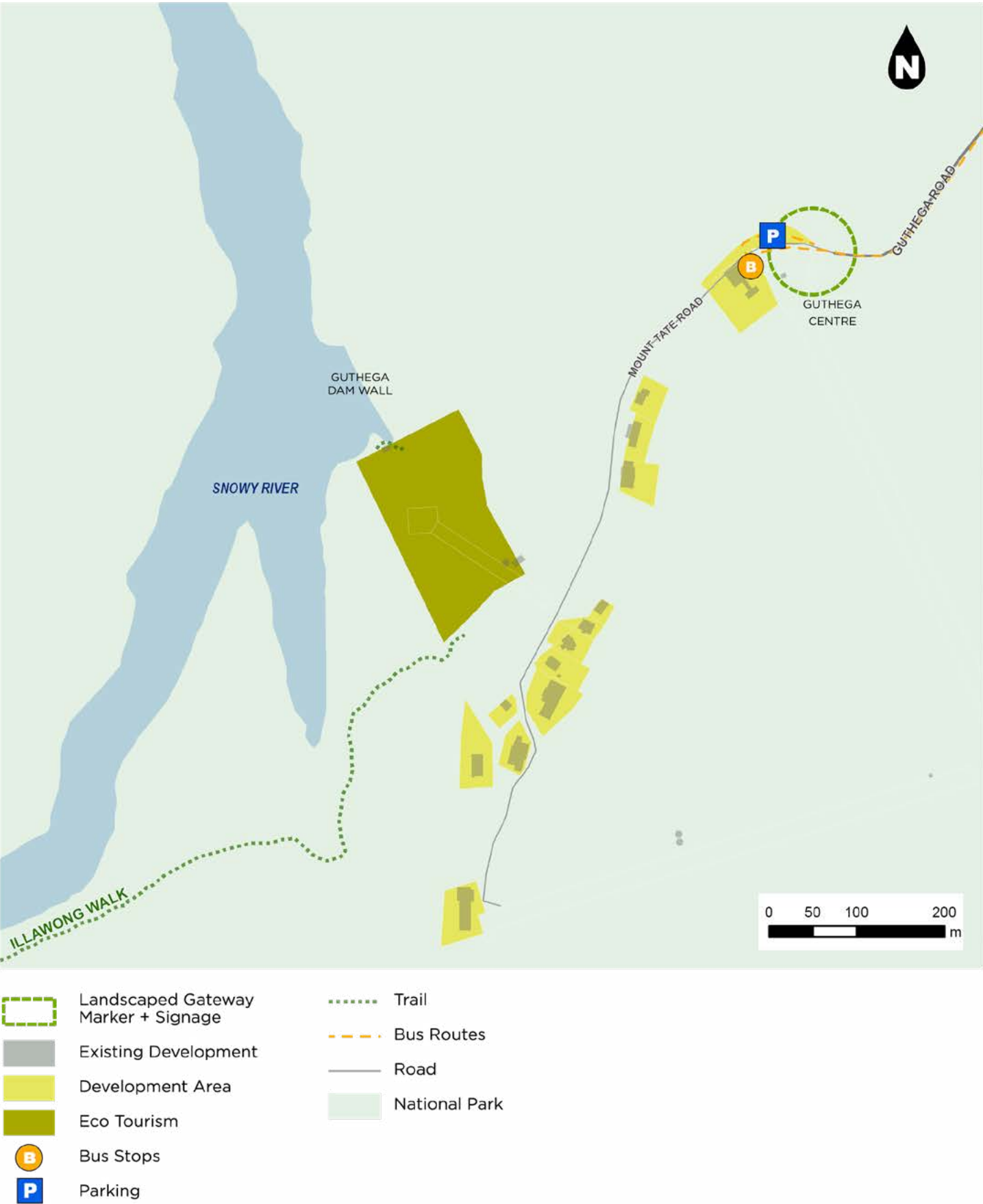
The addition of basic camping facilities is proposed on land with lower environmental sensitivity towards the Guthega Dam to cater to long distance walkers. To support year-round activation in Guthega and to position the site as a destination for day visitors, the provision of amenities, picnic facilities, information signage and other low-key infrastructure are recommended. The existing Guthega Centre has been identified as a suitable location given its proximity to existing parking areas and the availability of space for enhanced visitor services.



Desired Future Character

Guthega is one of the Perisher Valley’s hidden gems at the gateway to the Kosciuszko National Park backcountry. Low impact development will ensure the site’s environmental and heritage values are preserved and its peaceful character retained.

Figure 32: Guthega structure plan





Charlotte Pass

Located 26 kilometres west of Jindabyne, at an altitude of 1765m, Charlotte Pass is the highest base resort in Australia making it an important gateway to the Main Range of Kosciuszko National Park. The resort also provides a key access route for hikers to the Mount Kosciuszko summit walking trail. The resort’s remote village atmosphere, set in an amphitheatre-shaped valley, offers visitors ski-in ski-out accommodation, relatively uncrowded ski slopes and clear views to the western mountain range and Mount Kosciuszko. Spencers Creek traverses the site providing a natural separation between the village to the east and ski slopes and associated infrastructure to the west.

The resort’s alpine and sub-alpine vegetation contributes to the unique landscape setting and provides important habitat for rare fauna species including populations of the endangered Mountain Pygmy Possum. Charlotte Pass is in close proximity to the key ecosystems associated with the upper catchment wetlands and the waterways located downstream of the resort. These waterways are of high catchment value for downstream users including hydro electrical generation and are part of an endangered ecological community.

During winter, road access between Perisher and Charlotte Pass is closed to the public, with visitor and service access provided via oversnow transport from the Perisher Skitube terminal. In summer, Kosciuszko Road provides access from Jindabyne for day visitors, hikers and cyclists.

Arrival at Charlotte Pass is centred around the Kosciuszko Chalet Hotel, a listed heritage item that illustrates the growth of skiing as a leisure sport during the early 1900s. The majority of the resort’s visitor services and hospitality offerings are located both within and around the Chalet Hotel, positioning it as the site’s anchor destination.



Structure Plan

The Charlotte Pass Structure Plan identifies opportunities for public realm, access and parking improvements, and the establishment

of visitor gathering points. A limited number of new accommodation development sites are also recommended based on considerations of environmental and heritage values.

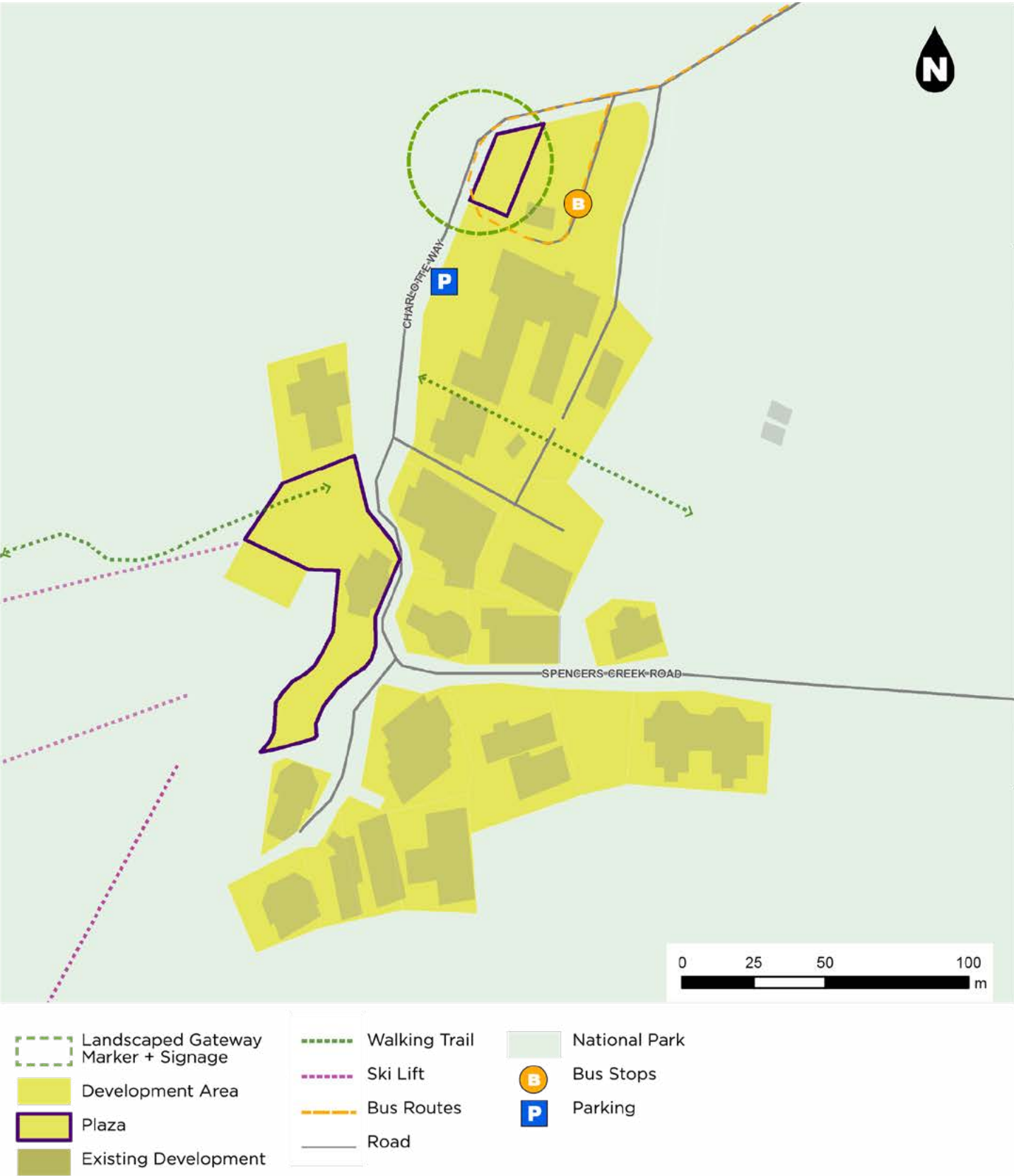
A gateway entry plaza, accessed from Charlotte Way, will incorporate a signage and wayfinding strategy to assist in defining the ‘village’ entry, safely guide pedestrian and vehicle access throughout the site, and improve the visual attractiveness of the resort in summer. The existing storage services area is to be relocated from the entry to a central location and screened from view to improve resort amenity.

The gateway entry plaza will connect to a new shuttle bus and over-snow access node featuring sheltered waiting areas and facilities for short-term and day use visitors. The establishment of this node will support a range of vehicle types and sizes to improve access from Jindabyne and other alpine villages. Formalised day visitor parking will be established adjacent to the entry plaza providing access to the trailhead for the Kosciuszko Summit Walk and Main Range Track. Interpretation exhibitions and pathways will be designed to attract, engage and guide visitors through the arrival plaza and the resort’s broader tourism catchment. Further detail on the improvements proposed at the Charlotte Pass Turning Circle are addressed in the Visitor Attractions section.

The structure plan proposes a new village square to facilitate increased summer activity including performances and events that reflect the resort’s character and respond to the changing seasons. An open amphitheatre to the west of the square, will feature picnic facilities and a viewing area for visitors to enjoy events in the square. To enable this, existing staff accommodation will be relocated to a new building.

The structure plan identifies opportunities to redevelop existing lodges and extend or refurbish others for additional, high quality accommodation. The form of new development will be driven by existing precedents including the Kosciuszko Chalet Hotel. Expansion in Charlotte Pass is limited by environmental constraints, specifically the sensitive habitat located to the east of the village which is largely excluded from the growth area. All future development is to be informed by the design capacity of the ski fields, supporting infrastructure, environmental conditions and visitor amenity to avoid a depletion in the on-mountain experience.

Figure 33: Charlotte Pass structure plan







### **Desired Future Character**

Charlotte Pass will become a year-round tourist destination offering access to alpine landscapes and vibrant public spaces. The resort will continue to grow its profile as a high quality, high altitude winter destination while increasingly becoming a key summer node for visitors to the Kosciuszko Summit Walk.





# Alpine accommodation

## Thredbo Ranger Station

The Thredbo Ranger Station is located 24 kilometres west of Jindabyne and is bound by the Alpine Way and the Thredbo River corridor. The site comprises cleared areas along the river and around the buildings with a ribbon of woodland vegetation through the centre of the site.

The historic Ranger Station and associated service buildings are currently unused, however the site supported general National Parks and Wildlife Service operations. The main building was part of the former bottom station precinct supporting the former Charlotte Pass chairlift, at the time the world's longest chairlift, stretching from the Rangers Station to Charlotte Pass Village. Disturbed areas within the site provide a sound opportunity to centralise development and reduce the need for site preparation works while also limiting environmental impacts.

The site is linked to existing utility services and is in a highly accessible location given its proximity to Thredbo Village. Vehicular access is provided via a sharp entry from the Alpine Way which will require consideration as part of any future development.

The site presents a strong development opportunity for sustainable tourism suitable for both summer and winter activity that benefits from its proximity to the Thredbo River's renowned fishing locations and existing shared use biking and walking trail.



### Structure Plan

The Thredbo Ranger Station Structure Plan outlines development opportunities for sensitively designed eco-tourism accommodation that leverages the site's established landscaped setting.

Development options comprise a centrally-located fishing lodge offering approximately twenty rooms designed specifically for visitors with an interest in fly fishing in the Thredbo River and surrounding

tributaries. Up to twenty individual glamping pods extending east and west parallel to the Thredbo River are also proposed to cater to visitors who prefer an immersive accommodation experience. Upgrades to the historic Ranger Station building will allow for reception, administration, and interpretation facilities that respond to the site's historic heritage significance. There is also potential for the main building to comprise additional uses to support the site's development intent including storage, utilities, and services.

The site can benefit from an onsite food offering such as an informal lounge bar with indoor and outdoor seating that responds to the changing seasons. Facilities for visitors to self-cater should also be explored to enhance the experience of those partaking in fishing activities.



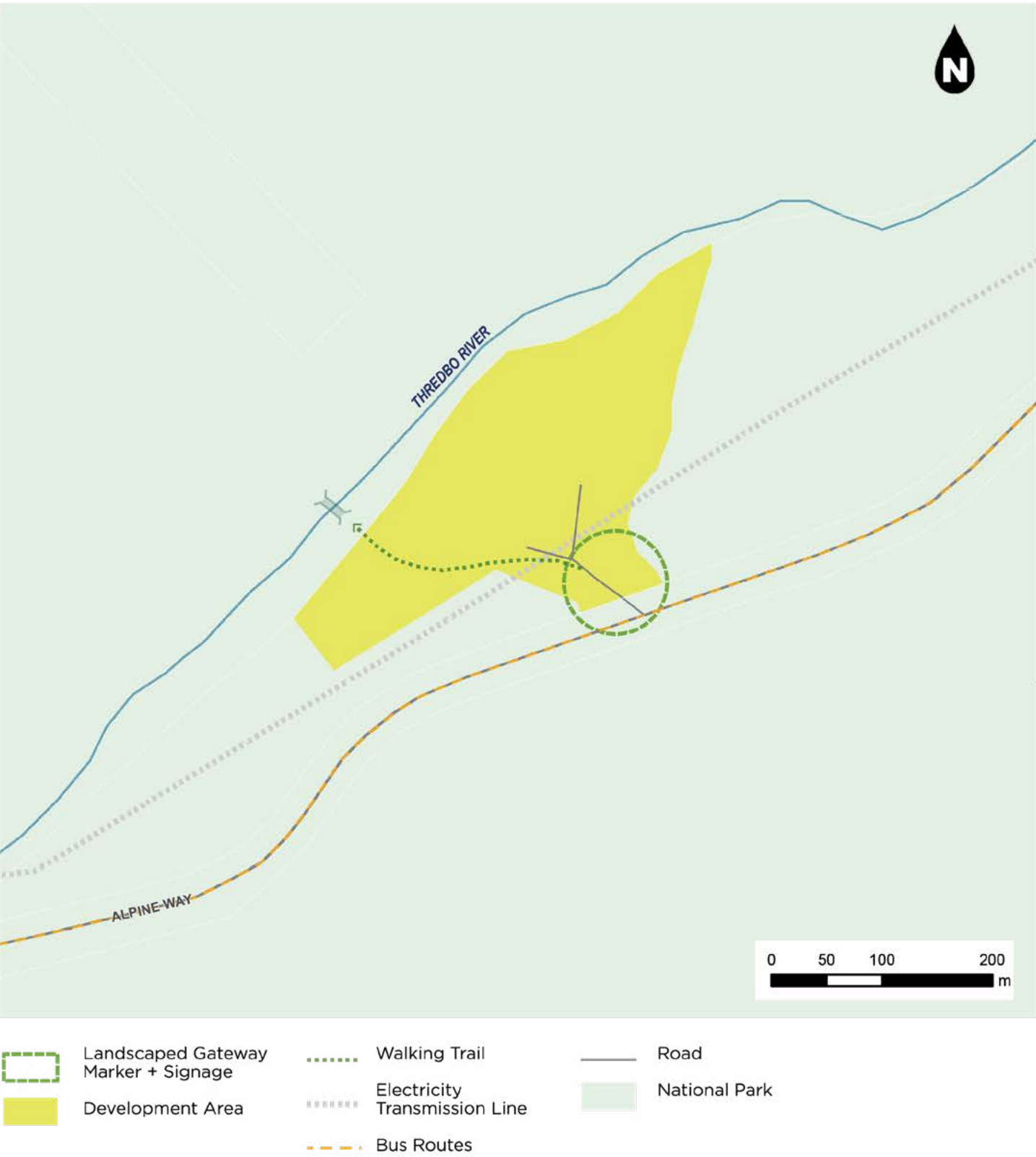
### Desired Future Character

The Thredbo Ranger Station will provide a high-quality development connecting visitors to the landscape through thoughtful design that responds to the natural topography and character of the Alpine Precinct.

The site's unique setting will be a fundamental part of its visitor appeal in providing significant views to the mountain ridgeline and direct access to the Thredbo River for both active recreation and passive enjoyment. The siting and design of future development will be immersed in nature to foster a connection to the changing seasonal landscape.

Visitors will have an inherent appreciation for the river and be drawn to the site for its uninterrupted access and quality fishing activities. Visitors to the fishing lodge will be offered a balance of interaction and solitude, while those opting for a more secluded and private experience will enjoy the remote siting of the individual glamping style accommodation.

Figure 34: Thredbo Ranger Station structure plan





Sponars Chalet

The Sponars Chalet is located 14 kilometres north-west of Jindabyne and is accessed directly from Kosciuszko Road providing connections to the nearby alpine villages of Smiggin Holes and Perisher Village. The chalet is located within the Wilson Valley’s sub-alpine environment surrounded by snow gums, with a treeless valley floor. Sponars Lake is located to the east of the chalet and is connected to Rainbow Lake, the site’s principal water source, by Diggers Creek.

The chalet is a remnant of the original Hotel Kosciuszko, the first tourist accommodation built in the Alpine Precinct in 1909 for skiers and summer tourists. The grand building was the hub of skiing in NSW until it was destroyed by fire in 1951. Sponars Chalet was opened in 1961 using the shell of the staff quarters from the old hotel and is a listed heritage item that forms a key part of Australia’s alpine history. The chalet currently operates during the winter ski season, however the site’s location and landscape features also lend it to summer activation, with disturbed areas not subject to heritage constraints suited to potential expansion.



Structure Plan

The Sponars Chalet Structure Plan proposes upgrades to existing accommodation and facilities, with potential for future expansion doubling the modest number of beds currently provided. The siting of new development will prioritise existing disturbed areas and extend south and west of the chalet’s building footprint. Strategic revegetation and screen planting and rehabilitation will enhance the landscape and environmental qualities of the resort and its surrounds.

Upgrades to site access, internal roads and general site amenities will be required to support increased visitation. Telecommunication upgrades are also required as limited mobile and internet service at the site impacts the current visitor experience.

To facilitate summer activation, new walking trails are proposed, including a loop walk around Sponars Lake. Activation of the lake will be supported by the construction of a watercraft landing or jetty for seasonal activities and water sports. The structure plan also identifies opportunities for additional commercial space, best suited to an enhanced hospitality offering and conference facilities.



Desired Future Character

Sponars Chalet will remain an iconic visitor destination that celebrates the region’s alpine heritage. The setting of the resort is characterised by the prominence of the chalet on account of its location within a clearing, the backdrop of the steep, subalpine terrain to the west and the building’s unique architectural style.

Lake activation and enhanced walking and cycling connections will attract visitors year-round, establishing the site as a hub for active travellers. Commercial development will centre around conference facilities to enable the chalet to deliver a full-service offering.

Figure 35: Sponars Chalet structure plan





Ski Rider Hotel

Located 11 kilometres north-west of Jindabyne, the Ski Rider Hotel is the largest hotel in the Kosciuszko National Park with 339 guest beds providing a significant contribution to accommodation within the park. The site has direct access from Kosciuszko Road to connect visitors to Perisher Resort and the Jindabyne town centre.

The site is located at Wilsons Valley and is surrounded by natural bushland that slopes northwards towards Sawpit Creek. The site exhibits lower biodiversity values than other locations within the Kosciuszko National Park given much of the site has been previously disturbed.

Visitor services and facilities are generally located within the main hotel reception building at the site entrance with a collection of accommodation blocks situated throughout the remainder of the site, connected by car parking and internal access paths.

Ski Rider has positioned itself as a fully-serviced accommodation provider with equipment hire, restaurants, bars, and entertainment available on-site. Guests are provided with shuttle access to Smiggin Holes or Perisher during peak ski season making it an attractive option to a range of visitor groups.



Structure Plan

The structure plan for the Ski Rider Hotel focuses on enhancing the existing accommodation offering through upgrades to the site’s bar and bistro facilities, and the development of a new staff accommodation block. Redevelopment at the site will require improvements to vehicular access points, internal roads, general site amenities and supporting infrastructure including the on-site sewage treatment facility.

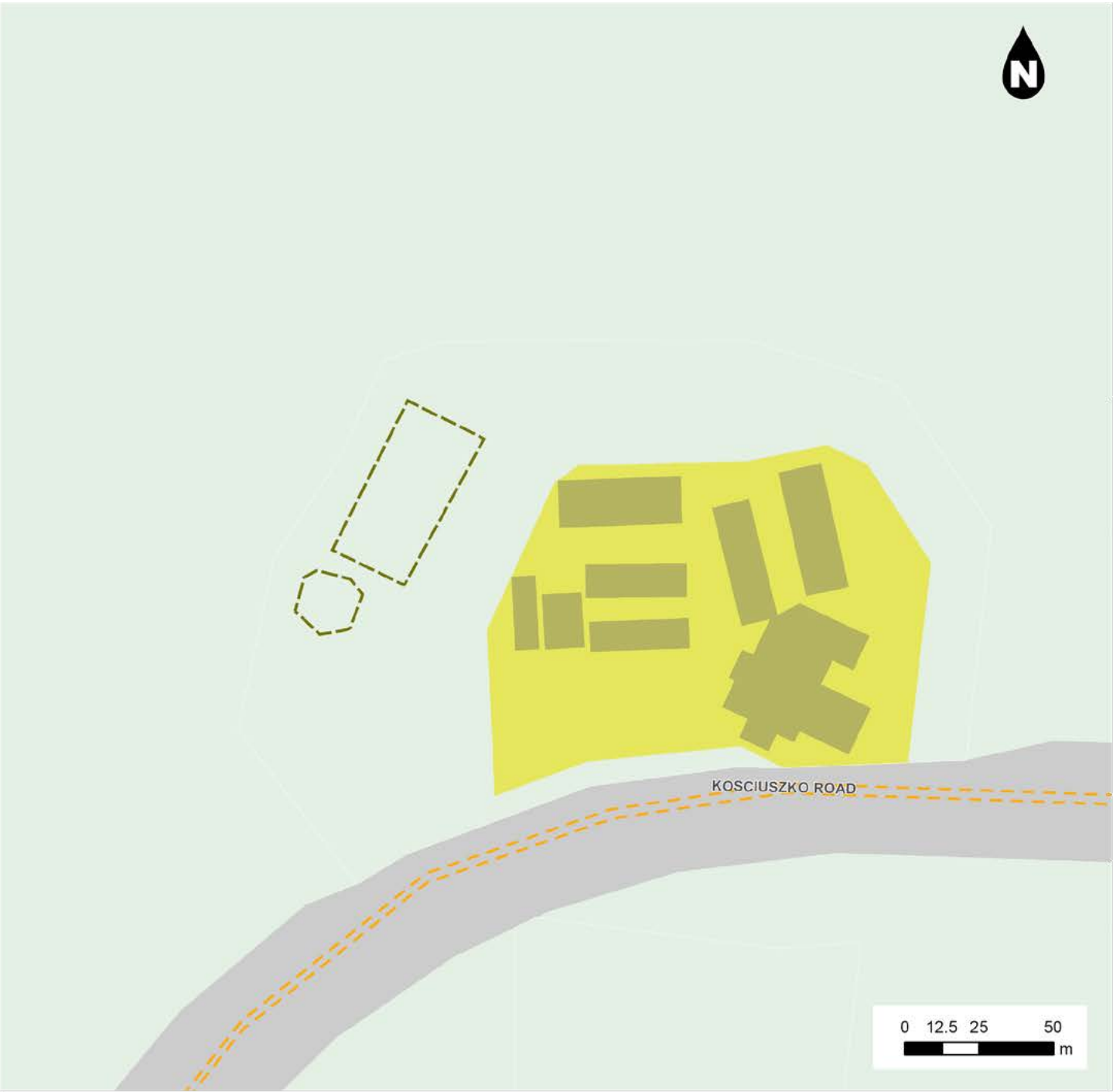
The structure plan recommends an increase in shuttle services to better connect the site to the Kosciuszko National Park and surrounds, and to support sustainable visitor movement within the park. No increase in on-site parking is proposed. Improved access to the site itself will focus on establishing a logical arrival path for public and private transport modes.



Desired Future Character

Ski Rider Hotel will continue to provide a fully serviced accommodation offering suitable for large group tours. An upgrade of facilities and access will ensure protection of environmental values and safe egress while improving overall visitor amenity.

Figure 36: Ski Rider Hotel structure plan



- Development Area
- Existing Development
- Sewage Treatment Ponds
- Bus Routes
- National Park



Creel Bay

Creel Bay is located eight kilometres north west of Jindabyne with access to Creel Bay Road via Kosciuszko Road. The site is situated on the shores of Lake Jindabyne at the confluence of the Thredbo and Snowy rivers. Vegetation comprises woodland, grassland and taller forest areas with fluctuating water levels, creating a varied shoreline to Lake Jindabyne.

The site comprises the National Parks and Wildlife Service works depot towards Waste Point and a collection of cottages historically used as staff accommodation. Creel Lodge, located to the west of the site, is identified as having notable heritage significance and has been opened for accommodation to the broader public since 2011.

Access within the site is via Waste Point Road, a sealed road connected to a network of gravel access roads and a public boat ramp situated at the edge of Creel Bay. The National Parks and Wildlife Service has recently expanded existing cottage style accommodation providing on-park visitor accommodation and additional year-round opportunities adjacent to Lake Jindabyne.



Image courtesy of Murray Vanderveer/DPIE



Structure Plan

The structure plan for Creel Bay will see future development align with the National Parks and Wildlife Service 2019 Creel Bay Master Plan which proposes additional cottages, camping and day use areas. New accommodation will seek to deliver a point of difference and provide visitors with experiential and nature-based accommodation leveraging the bay’s natural setting.

Opportunities exist to pursue the adaptive re-use of the existing Creel Bay Cottages and align accommodation options to both winter and summer periods. Such development is suited to a long-term proposal as the cottages have been recently refurbished and are now open to the public as tourist accommodation.

The site will deliver unique non-snow experiences and expand the location’s visitor appeal through arts, culture and education. Such experiences can include the establishment of a sculpture trail, interpretive walking experiences, heritage interpretation and an adventure activities hub at the boat ramp. The site will benefit from improved connections to nearby trail networks which follow the Thredbo and Snowy Rivers.

Future development at Creel Bay will require consideration of its proximity to Lake Jindabyne and potential impacts on water quality as well as biodiversity constraints associated with native vegetation communities present at the site.

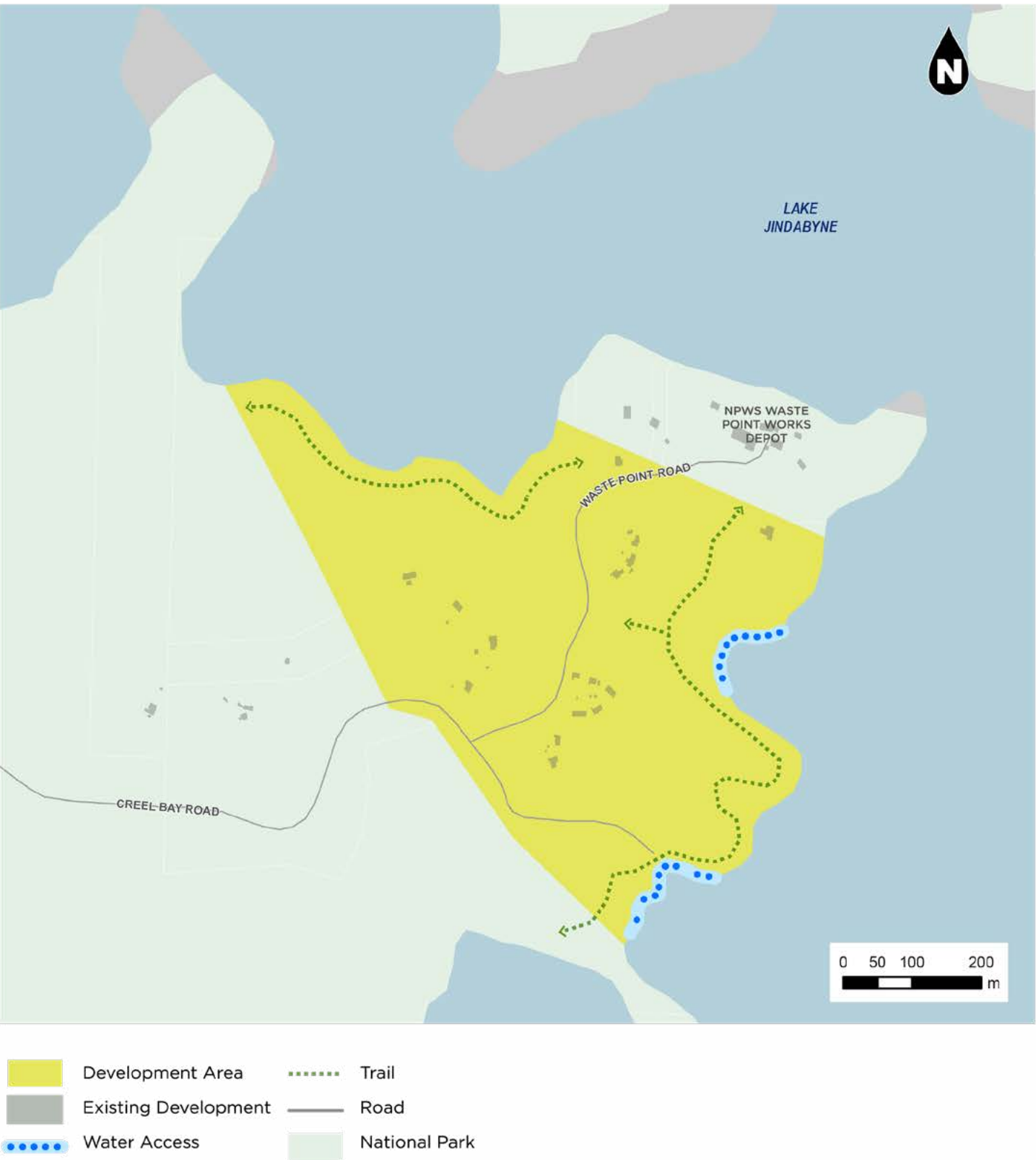


Desired Future Character

The National Parks and Wildlife Service 2019 Creel Bay Master Plan established the following vision statement for the site:

“Provide year-round, sustainable, nature-based accommodation and facilities that respects the site’s history and enables the user to experience and learn about the site and its surroundings.”

Figure 37: Creel Bay structure plan









# Alpine camping

## Island Bend

The Island Bend campground is located 16 kilometres from the Jindabyne town centre and 11 kilometres east of Guthega village. The site is bound to the south by Guthega Road and provides campers with direct access to the Snowy River to the north and west.

Historically, the site was a significant township that supported the construction of the Snowy Mountains scheme and was used over a 20-year period by workers and their families. The central township comprised housing, a school, shops and multiple churches, with the broader area accommodating an airstrip, workshops, barracks and a quarry associated with the scheme.

Today, the National Parks and Wildlife Service managed campground contains a nominal 70 sites, however due to the large area of cleared land and lack of formalised site markings, it is suitable for expanded camping capacity. Existing facilities are limited to a number of pump-out toilets, fire pits and picnic tables.

Large sections of the Island Bend area are closed due to the presence of asbestos, resulting from the demolition of the Island Bend township. These large, disturbed areas provide opportunities for expanded camping following appropriately managed remediation, similar to that undertaken in areas currently open to the public.



### Structure Plan

The structure plan for Island Bend expands existing camping facilities to incorporate a central camp kitchen and hot showers and connects visitors to the proposed Snowy Valley Walk. The plan aims to rehabilitate the natural environment and provide interpretation of local Aboriginal and Snowy scheme history. The outlines opportunities for an enhanced site entry from Guthega Road complimented by a landscaped gateway and formalised wayfinding markers. Such expansion will follow site remediation works within the existing township area to ensure site suitability and user safety.

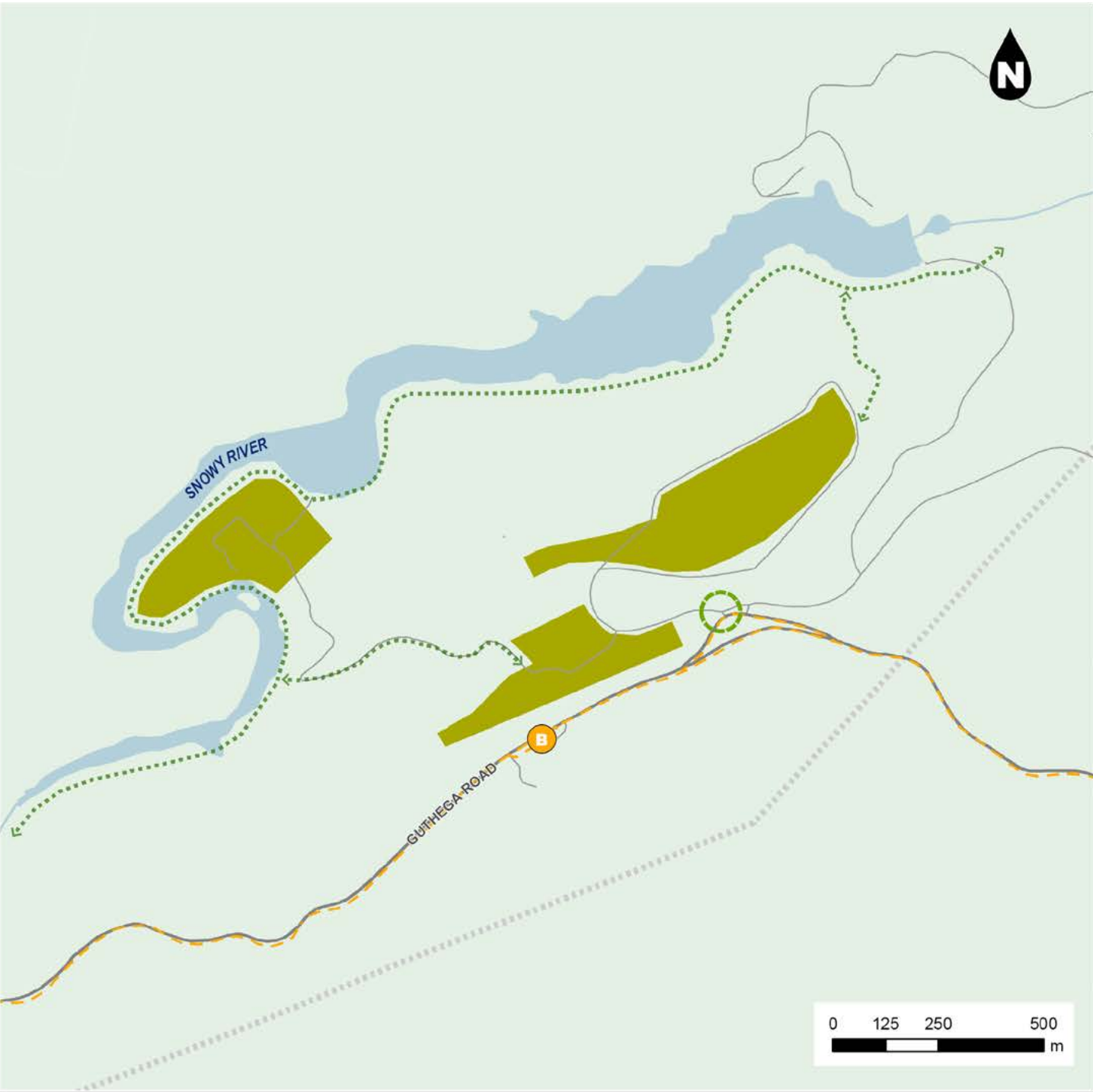
Cabin style accommodation within a 'secluded retreat' in the central camping area towards Guthega Road will attract visitors looking for a nature-based experience. Such development will also benefit connections to the management trail network for gravel riding enthusiasts. The establishment of lookouts and improved connections between campsites and the proposed Snowy Valley Walk are also proposed.



### Desired Future Character

Campers, hikers and cyclists alike will arrive at Island Bend seeking natural connections to the Snowy River and uninterrupted access to diverse recreation activities. The site's trail network will enable visitors to appreciate its rich history, connection to the Snowy scheme, and unique connection to Country.

Figure 38: Island Bend structure plan



- |  |                                     |  |                                |
|--|-------------------------------------|--|--------------------------------|
|  | Landscaped Gateway Marker + Signage |  | Trail                          |
|  | Existing Development                |  | Electricity Transmission Lines |
|  | Eco Tourism                         |  | Bus Routes                     |
|  | Bus Stops                           |  | Road                           |
|  |                                     |  | National Park                  |



Kosciuszko Tourist Park

The Kosciuszko Tourist Park is located approximately midway between Perisher (15 kilometres) and the Jindabyne town centre (10 kilometres). The site is bound to the west by Kosciuszko Road, to the north and east by Sawpit Creek and is located within montane forest.

The park provides a range of low-scale accommodation options including cabins and caravan and camping sites, complemented by communal facilities. The site is located at the trailhead of the Sawpit Walking Track and adjoining picnic area. Direct access from Kosciuszko Road provides road connections to alpine villages and upper Lake Jindabyne.

The park is located near the Kosciuszko Education Centre, a learning facility providing school groups with access to interactive activities focussing on Australian wildlife, Aboriginal heritage, natural and historic heritage, and national park management.



Structure Plan

The Kosciuszko Tourist Park Structure Plan outlines development opportunities within the existing lease area with a focus on improvements and expansion of the park’s existing accommodation offering and nearby education centre.

The structure plan proposes the addition of new 3-star accommodation in the form of sensitively designed eco-cabins in addition to the upgrade and refurbishment of existing cabin and camping facilities.

Park and ride services or shuttle bus parking will connect the site to key Kosciuszko National Park destinations including alpine resorts for winter recreation activities. In summer, visitor experience can benefit from improved links to local walking trails including Sawpit Walking Track, Waterfall Walk, and Pallaibo Walk.



Desired Future Character

Kosciuszko Tourist Park will continue to provide a range of low-scale accommodation options with further diversity of affordable accommodation options through the addition of eco-cabins. These, alongside existing cabins, will be a desirable option for hiking and mountain bike visitors and provide for year-round use.

Image courtesy of Snowy Monaro Regional Council

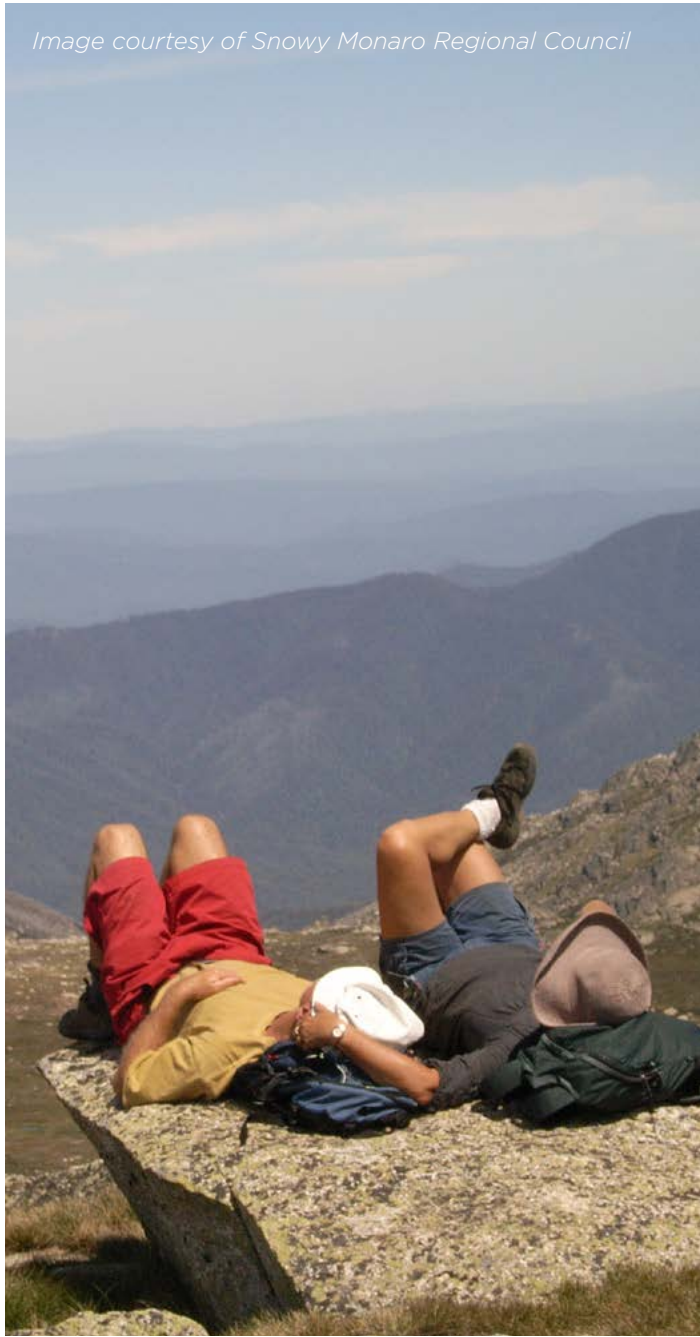
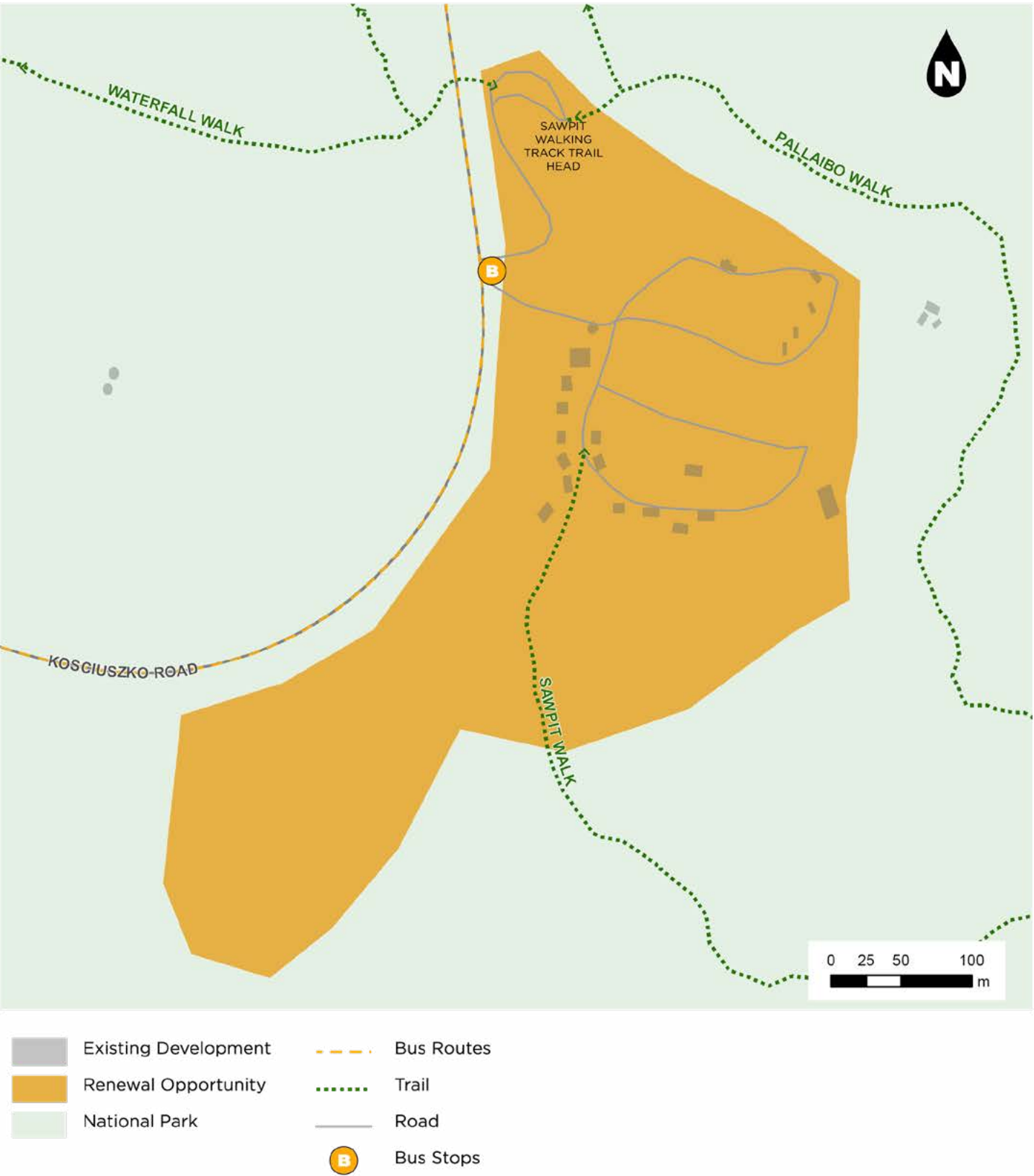


Figure 39: Kosciuszko Tourist Park structure plan





### 3.3 Visitor access

It is recognised that improvements to the experience of visitors and amenity within the region is required to support continued economic outcomes. Ease of access and the experience while in transit to experiences needs immediate improvement.

At present all year round the major mode of transport is private vehicle. This causes congestion, safety issues for pedestrians and is not consistent with the aspirations of the Snowy Mountains Special Activation Precinct.

Critical to improving customer experiences is the need to provide more options for transit, which will improve access throughout the precinct. This includes connections with strategic locations such as Cooma and Canberra airports.

#### Skitube

The Skitube is a Swiss designed rack-rail train that takes passengers from Bullocks Flat on the Alpine Way through an underground tunnel in the Ramshead Range to the Perisher Valley. The first stop is the underground station at Perisher Valley and it continues through to Blue Cow. Since the commencement of services in 1987, the Skitube has carried over four million passengers making it a vital and strategic asset in the Alpine Precinct transport network.

Travel times are approximately 10 minutes from Bullocks Flat to Perisher and approximately five minutes from Perisher to Blue Cow. The platforms have been constructed with sufficient length to accommodate four carriages with a maximum capacity of 225 people per carriage and 4,500 people per hour.

Anticipated growth in Perisher visitation will require future planning for Skitube operations to ensure the required capacity can be achieved. The asset owners have identified that the skitube can continue to operate across the life of the master plan with some limited potential for increases to capacity.

The current lease for the land on which the Skitube operates is due to expire in 2030 which provides a useful horizon for an investigation into the continuation of the service, maintenance needs and upgrades to increase capacity.

#### A new park and ride shuttle service

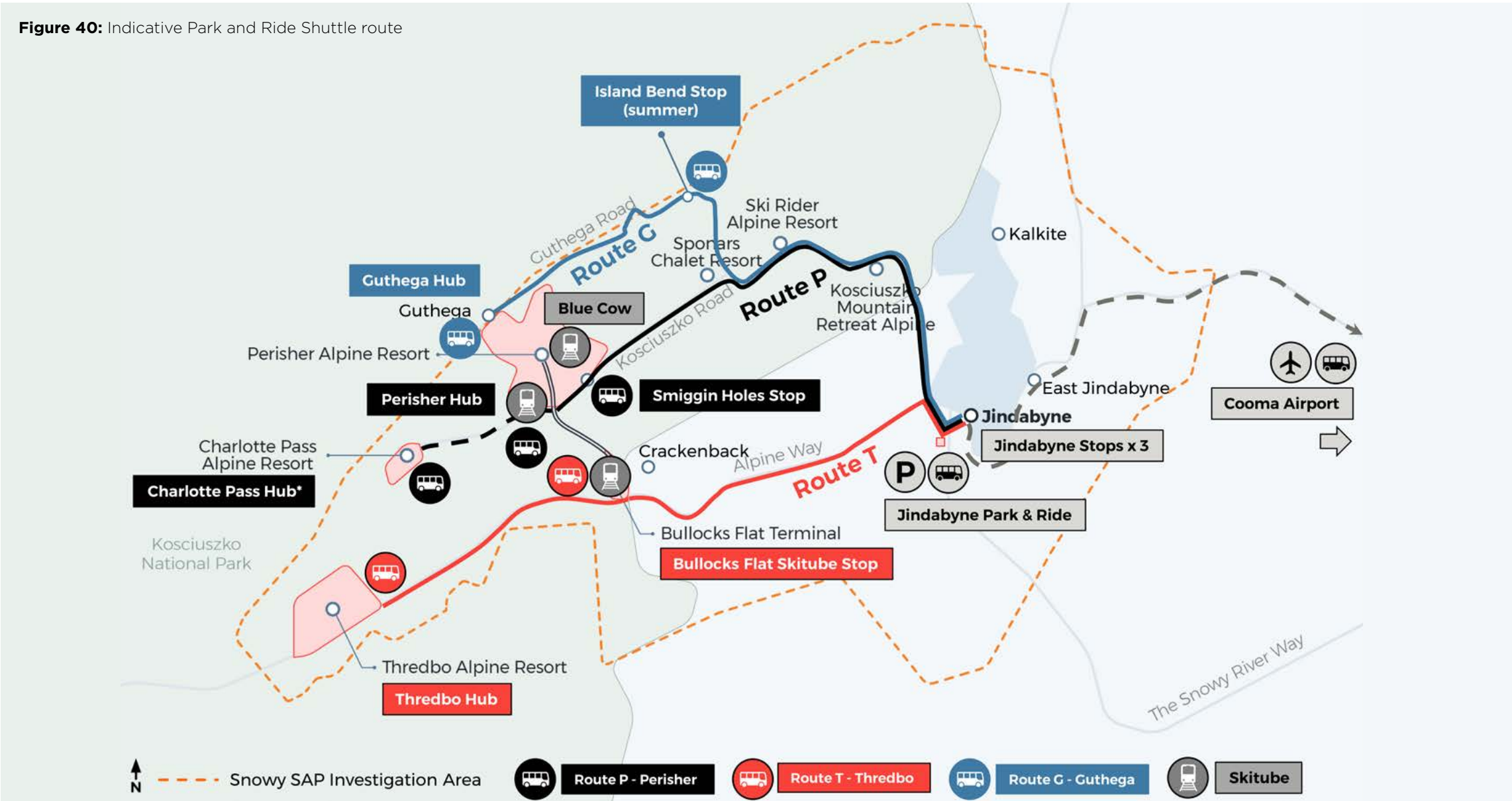
The proposed bus network is focused on transporting people quickly, sustainably and safely from Jindabyne to the alpine villages of the Kosciuszko National Park. The proposed network is serviced by a limited stop shuttle service that aims to compete with cars in terms of travel time, efficiency and reliability.

Development of park and ride facilities can be staged to meet changing demand, providing the land is secured initially. The delivery of the facility should be timed in conjunction with the shuttle bus service and the Southern Connector Road.

Initially, shuttle services are proposed to connect the Jindabyne town centre to Thredbo and Perisher Resorts during the snow season. Once the park and ride facility is established, additional services to the resorts will commence, along with connections to Guthega to accommodate peak periods outside of winter. A sealed road and transport shuttle to Guthega would relieve much pressure on the road network below Perisher Village.

Over the course of the next year the Department of Regional NSW and Transport for NSW will lead an initiative to trial a shuttle service, to reduce pressure on Alpine Way and Kosciuszko Road and provide further data to support the development of a park and ride service in line with the Master Plan.

Figure 40: Indicative Park and Ride Shuttle route





Improved parking

Parking within the alpine resorts is in high demand from both day visitors and overnight guests and as such, improvements to parking have been considered across the three resorts alongside the ongoing operation of the Skitube and additional access enabled via the park and ride shuttle service. These will need to be implemented in a staged approach and following successful implementation of the park and ride shuttle service it is envisaged that some parking areas can be redeveloped for other uses.

Table 1: Current and future parking and access - Alpine Precinct

Resort	Season	Current Parking and Access	Future Parking and Access
Perisher Valley	Winter	Day parking available at Perisher Valley and Smiggin Holes. No overnight parking allowed to enable snow clearing.  Informal day parking also known to occur along Kosciuszko Road creating safety issues.  Limited overnight parking available at some accommodation.  Majority of overnight visitors arrive via the Skitube parking at Bullocks Flat.	Day parking to be increased at Perisher Valley and Smiggin Holes.  New day parking to be provided at Pipers Gap and formalised on Kosciuszko Road to address safety issues.  Overnight visitors can continue to utilise Skitube or the new park and ride shuttle.
	Summer	Limited visitation during summer. Existing parking meets demand.	Parking increases as per above.  Access also provided via park and ride shuttle.
Charlotte Pass	Winter	No private vehicular access.  Day and overnight visitors arrive on oversnow via Skitube parking at Bullocks Flat.	No parking or access changes for winter.
	Summer	Limited parking available.  Overflow known to occur at the Charlotte Pass turning circle	Additional parking to be provided at Charlotte's Pass and the turning circle.  Access also provided via park and ride shuttle.
Thredbo	Year round	Day and overnight visitor parking available.	Additional day and overnight visitor parking to be provided.  Access also provided via park and ride shuttle.

3.4 Visitor attractions

A major aspiration is to provide unique experiences and improve amenity within the region. This master plan intends to facilitate innovation and encourage bold thinking from both future NSW government agencies and the private sector to invest and develop solutions which focus on the customer and have positive impacts on the environment.

Kosciuszko National Park active connections

The Snowy Mountains are a popular hiking and cycling destination with opportunities for year-round activity. The Kosciuszko National Park has numerous walks along the main range around Perisher and cross-country trails accessed from Guthega and Bullocks Flat. Hiking trails to reach Australia's highest peak, Mount Kosciuszko, start at both Charlotte Pass and Thredbo.

To ensure continued interest in these walks and an optimal visitor experience additional track head facilities, connections and links between trails and other attractions and the operation of the park and ride shuttle will be necessary.

An overview of trails available through the park are summarised below:

- » The Main Range walk is a very popular 22 kilometre loop to the summit of Mount Kosciuszko from Charlotte Pass. Mount Kosciuszko can also be accessed from the top of the Kosciuszko Express Chairlift at Thredbo.
- » The Thredbo Valley Track runs from Thredbo, past Crackenback to the Garden Trout Hatchery near lake Jindabyne, and links in Creel Bay.
- » The Snowies Iconic Walk is being developed to connect existing tracks to provide a 44 kilometre walk linking the resorts of Thredbo, Charlotte Pass, Guthega, Perisher and Lake Crackenback. This walk is proposed to be completed in 2023 with the first stage of construction already completed.

- » A new trail is proposed - The Snowy Valley Track - to link Guthega to Lake Jindabyne via the iconic Snowy River and provides an important Aboriginal cultural route and interpretation opportunities.

Figure 41: Long distance recreation trails connecting places and creating new adventures



- ① **Lake Jindabyne Trail** \_ east and west extensions designed and funded
- ② **Thredbo Valley Track** \_ with new connection from Gadens Trout Hatchery to Lake Jindabyne
- ③ **Snowy Valley Track** \_ new proposed trail to link Guthega to Lake Jindabyne via iconic Snowy River
- ④ **Snowies Iconic Walk** \_ new trails in development to complete the walk



### Porcupine Rocks viewing deck

A viewing deck is proposed, situated a short distance from the granite pinnacles of Porcupine Rocks, which will create a spectacular alpine experience for summer visitors with panoramic views east to the Thredbo River Valley, and north to Perisher and the Main Range. The master plan proposes a cantilevered, elevated deck design in order to maximise the potential for a thrilling walking experience.

The deck will be located on the popular Porcupine Walk, a short, family-friendly walk from Rock Creek Reservoir carpark to the large outcrop of granite boulders on the ridge, known as Porcupine Rocks. The walking track ascends through open snowgum woodland and snowgrass reaching an altitude of 1900 metres and forms a key section of the Snowies Iconic Walk (currently under construction) from Charlotte Pass to Perisher.

### Snow play

Snow play is an increasingly popular pastime for visitors to the Snowy Mountains including visitors who are not participating in alpine sports like skiing and snowboarding but still seeking a “snow experience”. Snow play includes activities such as tobogganing and snow tubing as well as more passive activities such as building snowmen.

Snow play experiences will be accommodated in the redeveloped Selwyn Snow Resort in the northern region of Kosciuszko National Park, however there is one formal designated area for snow play within the southern regions of Kosciuszko National Park, within Perisher Village. It is acknowledged that visitors are also seeking snow play experiences in an ad-hoc fashion within the alpine resorts and at locations along Kosciuszko Road and Alpine Way leading to safety concerns around access and parking and causing conflicts between skiing activities and snow play activities.

It is proposed that a new and/or additional formal location/s for visitors to access alpine areas for snow play are required. This would enable the demand for this winter experience to be safely facilitated and encouraged. Investigations and assessments of potential locations have identified a number of options which will be further explored and identified through the preparation of the Alpine Development Control Plan and Alpine Resort Ski Slope Master Plan.

Options identified for further exploration include:

- » Pipers Gap – part of this area is proposed for development of car parking in Perisher Resort and could include a co-located facility for snow play experiences including shelters and amenities. This location could also be serviced by the park and ride shuttle service.
- » Within each of the alpine resorts – dedication of an area within each of the alpine resorts to support snow play without competing with the visitor amenity and ski lift access. The defined area could utilise existing village amenities and be serviced by the Skitube and/or park and ride shuttle service.





## Charlotte Pass turning circle

The Charlotte Pass turning circle, located at the head of Kosciuszko Road, is a popular and often busy starting point for summit walks and other trails. It is also a destination for day visitors who can park at Charlotte Pass and enjoy views via a short board-walk to the Mount Kosciuszko and Main Range Lookout.

Formal parking is limited to a small number of short term and disabled spaces with walkers typically parking informally along Kosciuszko Road. On busy days cars are parked for over a kilometre back from the road head, causing local congestion and pedestrian safety concerns.

The master plan proposes formalised roadside parking and access for day visitors along Kosciuszko Road, concentrating parking spaces on the northern verge for improved safety. A new shuttle bus stop will provide multi-day visitors with an alternative transport connection to Charlotte Pass and day visitor parking at Charlotte Pass Resort will also reduce demand on Kosciuszko Road verge parking and support commercial opportunities at the resort. Access to the trail heads from the resort areas are proposed to occur via the existing chair lift and a connecting hiking trail. During summer there is also the opportunity to utilise the parking available at Perisher Village with access to the trail head provided by the park and ride shuttle.

Improved wayfinding and signage (including real-time parking information signage) is also proposed to direct visitors to park at Charlotte Pass Resort, rather than on Kosciuszko Road. This will be supported by improved footpath connections between the resort and Main Range walking trails.

The redevelopment of the turning circle will deliver improved integration to Charlotte Pass Resort with enhanced access from new shuttle buses and safe, formalised parking on Kosciuszko Road. These improvements will support summer visitation to Charlotte Pass while at the same time managing impacts on roads and the environment.

## Helicopter transit

Helicopter transit has strong growth potential with opportunities to provide unique experiences and fast transit for customers in the alpine environment.

Jindabyne aerodrome and the existing heli-pad infrastructure at the alpine resorts are perfectly positioned to enable helicopter transit between Jindabyne and the resorts subject to agreement with National Parks and Wildlife Service.



# 3.5 Prospective developments

A number of strategic developments were also identified during preparation of the Master Plan but require further investigations and analysis before they would be considered as viable opportunities for the Special Activation Precinct.

## Future Attractions



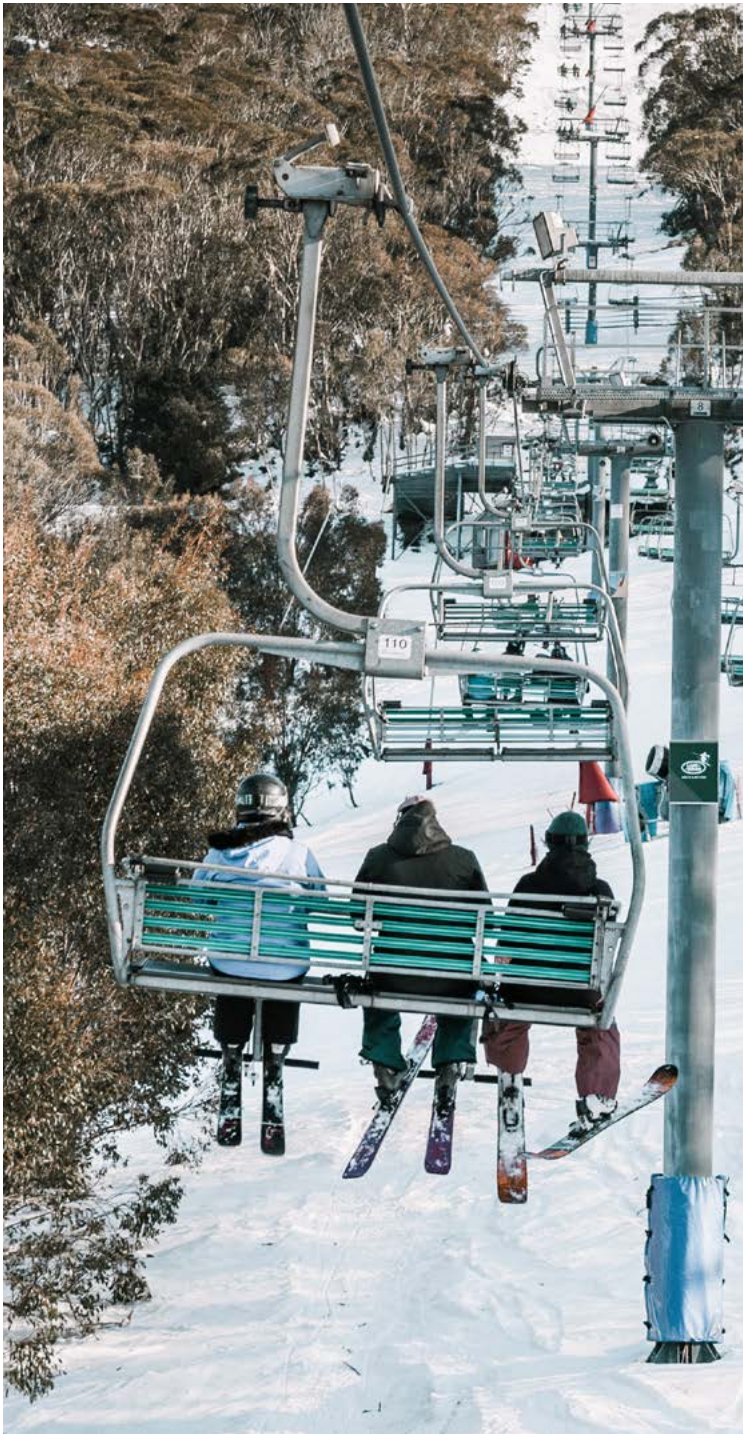
### Gondola

Cable transit, such as a gondola, is emerging as an alternate to traditional modes of travel particularly in areas with difficult terrain and sensitive environments where tourism is a key purpose for the travel. There is an opportunity for cable transit to play a larger role within the precinct. Merrits Gondola has improved amenity for skiers by providing faster and more efficient access to the alpine areas of the Kosciuszko National Park. Longer distances have been navigated across the globe, however navigating sensitive environments and high winds are challenges that need to be overcome.

Cable travel can provide improved mass transit, however it is also a customer experience. The alpine environment and vistas can obviously be appreciated with a bird's eye view.

As technology improves a gondola could provide a catalytic transformation within the precinct. Routes that could be considered in the short term is an extension of the proposed Mountain Bike and Adventure Park gondola/chair lift along the foreshore into the town centre.

Longer term a gondola could provide an alternate mass transit option into and around the National Park, such as from Jindabyne to the alpine resorts or from Bullocks Flat to Thredbo.



### Future ski terrain

During consultation, stakeholders and resort operators indicated a desire to provide additional skiable terrain to increase the capacity of the existing ski network and provide high amenity experiences to visitors. To incorporate additional skiable terrain in the master plan, sufficient commercial viability and detailed consideration of environmental constraints including requirements of Commonwealth and State legislation would be required.

At this stage, no additional ski terrain has been identified within the master plan however should winter activities continue to increase over the next five to ten years there may be enough commercial benefit in considering the expansion of skiable terrain in proximity to Thredbo or Perisher Valley.

It is acknowledged that the Kosciuszko National Park environment is both highly sensitive and vulnerable and is home to a number of endemic threatened plants and animals. It is considered that additional skiable terrain would be more viable in the short to medium term as climate change is expected to reduce winter activities on the mountain beyond 2040. Strategic indicators for this development will rely on the uptake of year-round activities, climate change resilience and the potential to utilise existing disturbed areas or avoid significant environmental impacts. The carrying capacity framework would also need to demonstrate the need for and capacity of the resort to accommodate such a development. To make informed recommendations for the location and design of additional skiable terrain within the alpine resorts, additional investigations are required.

The intent of this master plan and amendment to the Alpine SEPP is to streamline activities within the existing resorts that would enable more efficient access to the mountain for skiers. Improving lift capacity and technology should reduce wait times and improve the customer experience and future upgrades of assets would benefit from a streamlined planning process.

As outlined in Appendix A, the Alpine DCP will include design guidance and a staging plan for the on-the-mountain activities, including ski slopes, chair lifts and trails. The Alpine DCP will also ensure that planning provisions demonstrate environmental protection and resilience to preserve the unique landscape of Kosciuszko National Park.



### Future Jindabyne Airport

Currently, the Snowy Mountains Special Activation Precinct is serviced via Cooma Airport which connects visitors from the east coast of Australia, and Canberra Airport which connects visitors from across Australia and has capacity for international flights. The aerodrome in Jindabyne also provides a connection for charter flights and helicopters.

To better leverage the Canberra connection, existing transport and access arrangements must improve, and high-quality mass-transit services providing direct access to resorts and accommodation in Jindabyne will be required. The NSW Government will need to consider the strategic importance of road connections from Canberra Airport to the precinct as this will become an important transit corridor and international gateway.

There is an opportunity to ensure Cooma Airport is well serviced all year round, and while it is not envisaged that NSW Government would fund future upgrades, its strategic link to the precinct is an important consideration. Moving forward 20 to 40 years from now there is potential for vertical take-off and landing planes and helicopters to move directly between Cooma and Jindabyne and provide connections to Canberra.

Technical studies which inform this master plan explored the potential for an additional airport in the precinct. Findings suggest that limited commercial need is present, and the environmental challenges associated with such development would make it difficult to proceed. Therefore, it is considered that Canberra is the international gateway and Cooma the domestic gateway to the precinct in the short term. Should the viability change and future demand arise, the master plan could be amended to identify a suitable location. Before this would be finalised the following would need to be satisfied:

- » Commercial need
- » Environmental constraints to be overcome
- » Social licence through public engagement
- » Land-use compatibility.







## 3.6 Staging

The master plan presents a vision for the precinct over the next 40 years.

Five strategic sub-precincts within the Jindabyne Catalyst Precinct have been identified as catalytic opportunities to promote and facilitate the vision of the Special Activation Precinct. Development of these sites will be facilitated by Regional Growth NSW Development Corporation through the master plan, delivery plan and amended Activation Precinct SEPP.

Staging of the catalytic precincts will be detailed in the delivery plans which will be prepared by the Regional Growth NSW Development Corporation after the master plan has been finalised. The staging will be in accordance with the staged delivery of infrastructure as the precinct grows. The Snowy River Development Control Plan will be updated to include a staging plan for the timely and efficient delivery of road, active transport and utility infrastructure.

Generally, staging in the Jindabyne growth precincts should be guided by the following principles and prioritised:

- » Residential areas within walking/active transport distance from current or planned transport and utility infrastructure
- » Residential areas within walking/active distance to open space
- » Large unfragmented landholdings
- » Whether the development will provide affordable and/or seasonal worker accommodation.

The Alpine Precinct identifies opportunities to facilitate the vision of the Special Activation Precinct and support the growth in visitors to the region.

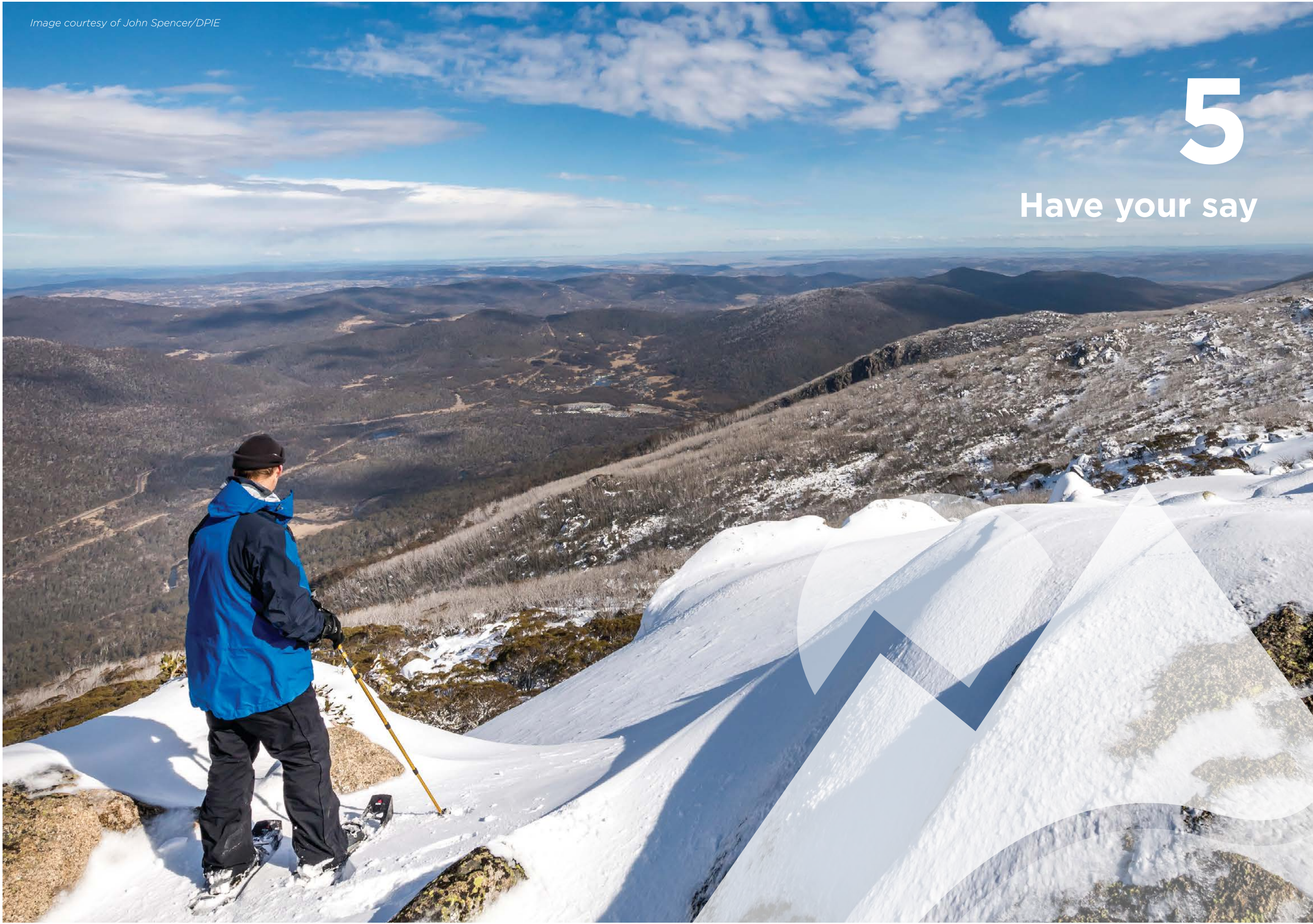
Development of the majority of these sites will be driven by existing lease and licence holders and private investment. The NSW Government may contribute to improvements to visitor facilities, access and infrastructure and National Parks and Wildlife Service will develop alpine camping sites at Island Bend, Thredbo Ranger Station and Creel Bay. An Alpine DCP will be prepared to include a staging plan for timely and efficient delivery of road, active transport and utility infrastructure.





5

Have your say





# Have your say

The Snowy Mountains draft Master Plan process relied on the following technical studies to understand the environmental impact of development scenarios, and test the rigour and risk of upfront strategic environmental and planning assessment.

The Department of Planning, Industry and Environment welcomes your feedback during public exhibition of the Snowy Mountains Special Activation Precinct Discussion Paper for the Activation Precincts State Environmental Planning Policy amendment and draft Snowy Mountains Special Activation Precinct Master Plan.

Your feedback will help us better understand the views of the community, which will inform the finalisation of the Activation Precincts SEPP amendment and the Snowy Mountains Special Activation Precinct Master Plan.

The Department will publish all individual submissions and an assessment report on the submissions after the exhibition period has ended.



### To make a submission online please follow the steps below:

1. View the Discussion Paper, Snowy Mountains Special Activation Precinct Master Plan and supporting documents at [www.planning.nsw.gov.au/snowymountainssap](http://www.planning.nsw.gov.au/snowymountainssap)
2. Read our Privacy Statement and decide whether to include your personal information in your submission.
3. Fill in the online submission form. Your submission can either be typed or uploaded as a PDF and should include:
  - a. The name of the proposal (Activation Precincts SEPP, Snowy Mountains Special Activation Precinct Master Plan or both)
  - b. A brief statement on whether you support or object to the proposal
  - c. The reasons why you support or object to the proposal
4. Ensure you disclose reportable political donations. Anyone lodging submissions must declare reportable political donations (including donations of \$1,000 or more) made in the previous two years.
5. Agree to our online statement and lodge your submission.



### You may also lodge your submission via post by sending it to:

- » Executive Director
- » Key Sites and Regional Assessments
- » Department of Planning, Industry and Environment
- » Locked Bag 5022, Parramatta NSW 2124

All submissions will be made public in line with our objective to promote an open and transparent planning system. If you do not want your personal details published, please state this clearly at the top of your submission.

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