

# Snowy Mountains Special Activation Precinct



**Response to Submissions Report**  
July 2022





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Snowy Mountains Special  
Activation Precinct Response  
to Submissions Report

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## Acknowledgement

We acknowledge Country and pay respects to the Monero Ngarigo people as the Traditional Owners and Custodians of the land and waters on which the Snowy Mountains Special Activation Precinct is situated and connected to via a broader landscape.

We recognise their continued connection to Country and that this connection can be seen through stories of place and cultural practices such as art, songs, dances, storytelling and caring for the natural and cultural landscape of the area.

We also recognise the continuing living culture of Aboriginal people, and the significance of Snowy Mountains in that living culture. We recognise

the contemporary stories of displacement and the cultural significance of Monero Ngarigo in the continued journey of self-determination in Australia.

We acknowledge all the people who have and will contribute their stories of the Snowy Mountains and their connection to this place. We recognise the importance of telling the First story, first. All other stories of place come from and are woven into the First Story.

We recognise the importance of truth telling, a reckoning and the telling of the whole story. We acknowledge that the land on which the Snowy Mountains Special Activation Precinct stands was, is and always will be Aboriginal land.

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Credit: Thredbo Alpine Resort

# Introduction

## Purpose of the report

The draft Master Plan for the Snowy Mountains Special Activation Precinct was put on public exhibition by the Department of Planning and Environment from 27 June until 23 August 2021. During this time, landowners, stakeholders and the wider community were invited to provide submissions.

At the same time, the Department also exhibited a Discussion Paper outlining the explanation of intended effect of updates to the *State Environmental Planning Policy (Activation Precincts) 2020* (Activation Precincts SEPP), *State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007* (Alpine SEPP) and *Snowy River Local Environmental Plan 2013* (Snowy River LEP). The Department received 2,124 submissions via the NSW Planning Portal.

This report summarises:

- The engagement approach prior to, and during, the exhibition period of the Snowy Mountains Special Activation Precinct draft Master Plan and Discussion Paper
- The feedback received
- The Department's response and actions related to the feedback.

The responses have guided the refinement of the Snowy Mountains Special Activation Precinct Master Plan and amendments to the *State Environmental Planning Policy (Precincts – Regional) 2021* (Precincts-Regional SEPP) (formerly the Alpine SEPP and Activation Precincts SEPP) and Snowy River LEP.

## Background

In July 2018, the Deputy Premier announced the establishment of Special Activation Precincts as part of the NSW Government's 20-year economic vision for Regional NSW. Special Activation Precincts are one of the five regional priorities funded by the NSW Government's \$4.2 billion Snowy Hydro Legacy Fund. All \$4.2 billion is earmarked to be spent in regional NSW to build on the rapid growth and opportunities in the regions.

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

## What is a Special Activation Precinct

Special Activation Precincts are dedicated areas in regional NSW, identified by the NSW Government, to become thriving business hubs. The Special Activation Precinct program facilitates job creation and economic development in these areas through infrastructure investment, streamlining planning approvals, investor attraction and supporting businesses to establish in the precincts.

Special Activation Precincts are unique to regional NSW. By focusing on planning and investment, the goal is to stimulate economic development and create jobs in line with the competitive advantages and economic strengths of a region. Locations are chosen because they align with:

- The economic enablers in the 20 year economic vision for Regional NSW
- The growth opportunities for new and existing industries
- The projected population and jobs growth indicators
- Catalyst opportunities or other key infrastructure projects that are either coming online or are underway.



Credit: Thredbo Alpine Resort





## Planning for the Snowy Mountains Special Activation Precinct

The Snowy Mountains Special Activation Precinct (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. The master plan 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 winter sports.

A detailed assessment of the investigation area associated with the Precinct commenced in 2020. Technical experts including ecologists, economists, engineers, stakeholders and town planners have tested and refined scenarios and ideas to create the Master Plan and support the planning pathways and subsequent development in the Precinct.

These investigations 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. The Master Plan is underpinned by an extensive community and stakeholder engagement program, including with the Monero Ngarigo community. Please refer to the Aboriginal Community Engagement and Input report for the Precinct prepared by Murawin for further details about the Aboriginal engagement program that supports the Master Plan.

The Master Plan will be realised over 40 years with a focus on improving the attractiveness of key destinations and upgrading ageing infrastructure.

The Special Activation Precincts program adopts a collaborative and integrated whole-of-government approach, bringing together the local council and a range of other relevant state and local agencies. The agencies that have been involved in guiding the planning of the Precinct through an established Project Control Group (PCG) include:

- Aboriginal Housing Office
- Create NSW
- Department of Health
- Department of Planning and Environment (including Environment, Energy and Science, Crown Lands, National Parks and Wildlife Service, and Water)
- Department of Premier and Cabinet
- Heritage NSW
- Department of Regional NSW (including the Regional Growth NSW Development Corporation and Primary Industries)
- Destination Southern NSW
- Health Infrastructure NSW
- NSW Aboriginal Affairs
- NSW Ambulance
- NSW Fire and Rescue
- NSW Environmental Protection Authority
- NSW Local Land Services
- NSW Natural Resources Access Regulator
- NSW Office of Sport
- NSW Police
- NSW Rural Fire Service
- NSW Treasury
- Snowy Monaro Regional Council
- School Infrastructure NSW
- Transport for NSW
- Water NSW.

A Community Advisory Group (CAG) was established in 2018 to support Go Jindabyne and the Department continued meeting with this group throughout the planning of the Precinct. The CAG was identified as an opportunity to garner community feedback and utilise their connections to promote the Precinct. CAG meetings and workshops have been held every six to eight weeks throughout the project to understand issues and seek feedback from members. The groups represented in the CAG include:

- Australian Alpine and Snowsports History Association
- Jindabyne Trail Stewardship
- Ngarigo Nation Indigenous Corporation
- Snowy Alpine Heritage Association
- Snowy Mountains Neighbourhood Centre
- Jindabyne Art Gallery
- Snowy Monaro Regional Council
- Regional Development Australia Southern Inland
- Jindabyne East Residents Committee
- Jindabyne Community Association
- Jindabyne Action Group
- Tourism Snowy Mountains
- Jindabyne Chamber of Commerce
- Perisher Ski and Snowboard Resort
- Snowy Hydro
- Snowy Mountains Innovation Network
- Thredbo Alpine Resort
- Charlotte Pass Snow Resort
- Snowy Hydro
- NSW Police
- Jindabyne Central School
- Jindabyne Central School Parents and Citizens Committee
- Snowy Mountains Grammar School Parents and Friends Committee
- Snowy Mountains Grammar School
- Snowy River Historical Society
- Jindabyne Lions Club
- Jindabyne Country Womens Association
- Jindabyne Snowy River Sub Branch RSL
- Jindabyne Senior Citizens Group
- Lake Jindabyne Sailing Club Inc
- Tyrolean Village Residents Group
- Ski Lodges Organisation of Perisher Smiggins and Guthega (SLOPES)
- Perisher Chamber of Commerce
- Jindabyne Randall Community Aerodrome
- Snow Australia
- Disabled Wintersport Australia
- Jindabyne Community Association
- Tourism Snowy Mountains
- Snowy Mountains Magazine
- Department of Planning, Industry and Environment
- Department of Regional NSW.

A Youth Advisory Group was also formed in the early stages and consisted of representatives from Jindabyne Central School and Snowy Mountains Grammar School.

# 1. Community and stakeholder engagement

A strong community engagement approach during Go Jindabyne set the foundation for community and stakeholder engagement for the Precinct.

The Department's engagement followed the IAP2 Principles of Engagement, demonstrating a commitment to community and stakeholder engagement. The Department's first step in the master planning process involved using Go Jindabyne feedback to validate the vision and aspirations for the Precinct. This involved requesting public feedback on the vision for the Precinct in August 2020 and considering this feedback in the development of the Master Plan.

A range of engagement activities were undertaken during the preparation of the Master Plan. These included:

- One-on-one meetings with landowners and business owners (face-to-face and online)
- Community events such as drop-in sessions and pop-ups
- Meetings with Registered Aboriginal Parties and other interested Aboriginal stakeholders
- Local stakeholder meetings with government and non-government organisations
- Regular meetings with the PCG, CAG and the Youth Advisory Group
- Newsletters, electronic direct mail alerts and mailouts.

As noted above, a PCG and CAG were established to provide representation for those with an interest in the Precinct. This ensured a wholistic approach and allowed for the provision of required advice and support.

The Department continued to brief the community and key stakeholders during the development of the Master

Plan to ensure feedback was taken into consideration as it was refined.

The community requested additional time for exhibition of the draft Master Plan during pre-exhibition engagement. This was in response to the exhibition occurring during the winter months and therefore, peak season for the Snowy Mountains community. As such, the Department released some technical reports prior to commencement of formal exhibition. The Department also exhibited the plan for a total of 56 days, noting the statutory requirement for public exhibition is 28 days.

The public exhibition period occurred during the COVID-19 pandemic which limited in-person engagement opportunities. In response to this, the Department included online engagement strategies and held small group meetings that replaced large town-hall meetings. The Department also ran an advertising campaign to ensure the Snowy Mountains community, both locally and further afield, were notified about the exhibition. This campaign included detail around the ways in which the community could engage with the draft Master Plan and provide feedback. The social media, Social Pinpoint and survey engagement figures demonstrate a high level of engagement and are detailed in the following sections.

We'd like to take this opportunity to thank the community, the CAG and other key stakeholders for their ongoing interest, feedback and support. We will continue to involve the community and key stakeholders as we move into the delivery phase of the Precinct.

## 56 day

exhibition period

## 2,124

submissions were received via the Planning Portal. 1,694 submissions mentioned Kosciusko National Park. 430 submissions mentioned Jindabyne and surrounds.

## 14,000

form submissions

## 730

online surveys

## 5

online sessions

## 40

face-to-face small group sessions

## 1,530

comments on interactive map

## 10+

focussed workshops held with various Local Aboriginal Land Council representatives and members of the Aboriginal community.





Lookout bushwalk. Credit: Kym Armstrong, Snowy Monaro Regional Council

## Social Pinpoint and Survey

Social Pinpoint was used to capture feedback online via an interactive map and a survey. The short survey allowed the community to have a say without providing a formal submission. There was a total of 3,392 visits to the site with 273 unique stakeholders and 1,530 comments. The results of the Social Pinpoint and survey are detailed in the Digital Engagement Outcomes section of this report.

## Social Media

The Department promoted the exhibition period and consultation sessions on its social media channels. The three campaigns are detailed on the right.

The Department also advertised on the Snowy Monaro Regional Council webpage.

To inform stakeholders and the public on ways to 'have their say' and encourage feedback during the public exhibition of the Master Plan

NSW/ACT



114,467

reach



2,855

clicks

Jindabyne and surrounds, Cooma, Perisher, Thredbo



32,003

reach



1,093

clicks

To inform local stakeholders about community consultation sessions and encourage attendance

Jindabyne and surrounds, Cooma, Perisher, Thredbo



14,720

reach



1,482

clicks

## 2. Overview of submissions

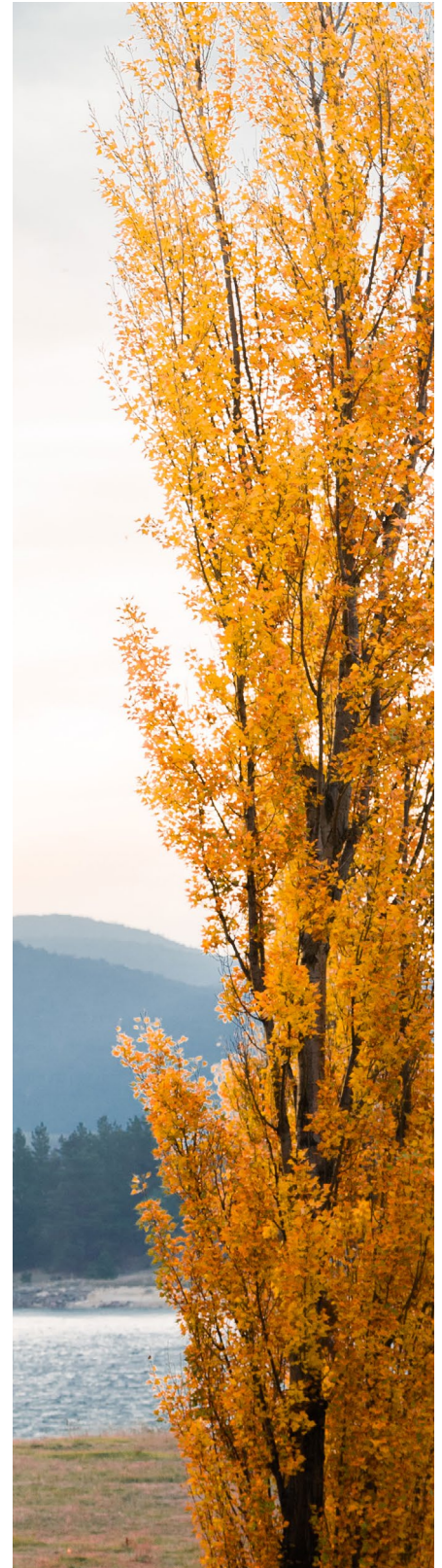
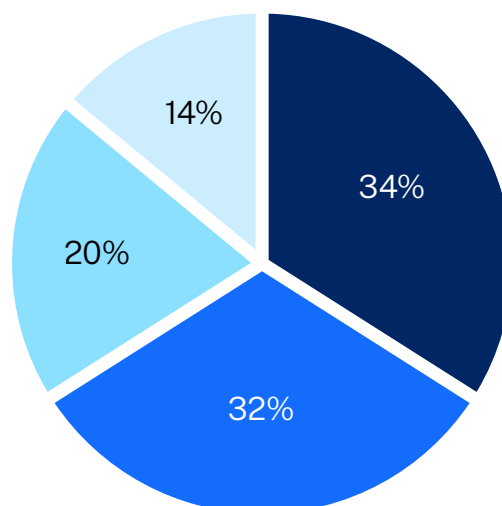
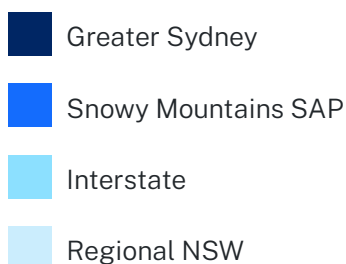
A total of 2,124 unique submissions received via the NSW Planning Portal during the exhibition of the draft Master Plan.

- Over 1,900 submissions from members of the community, including landowners and close to 200 submissions from community organisations
- Submissions made via the Planning Portal were asked to advise if the submission was in support, neutral or an objection to the Master Plan. Of these, 670 identified as a support or neutral submission
- Many of the submissions that identified as an object submission included reference to aspects of the Master Plan that they supported
- The submissions included responses from residents of Jindabyne, Greater Sydney, and interstate (as shown below)
- The 38 organisations which provided comment comprised landholders, community groups, business stakeholders and government agencies. Page 38 provides a full list of the organisations that made a submission
- 11 submissions were received from NSW Government agencies. Page 38 provides a full list of the agencies which made a submission.

Many of the submissions gave support to the Precinct recognising the benefits it would bring to the broader region as summarised below:

- Establishing a year-round tourist destination that capitalises on a unique opportunity to enhance the Snowy Mountains and responds to the impacts of climate change
- Upgrading of infrastructure and facilities
- Streamlining of planning processes supported by up-front technical assessments
- Recognition of the value and importance of Kosciuszko National park and its ongoing protection through the Precincts-Regional SEPP (formerly the Alpine SEPP) and Plan of Management.

Where submissions came from





### 3. Digital engagement outcomes

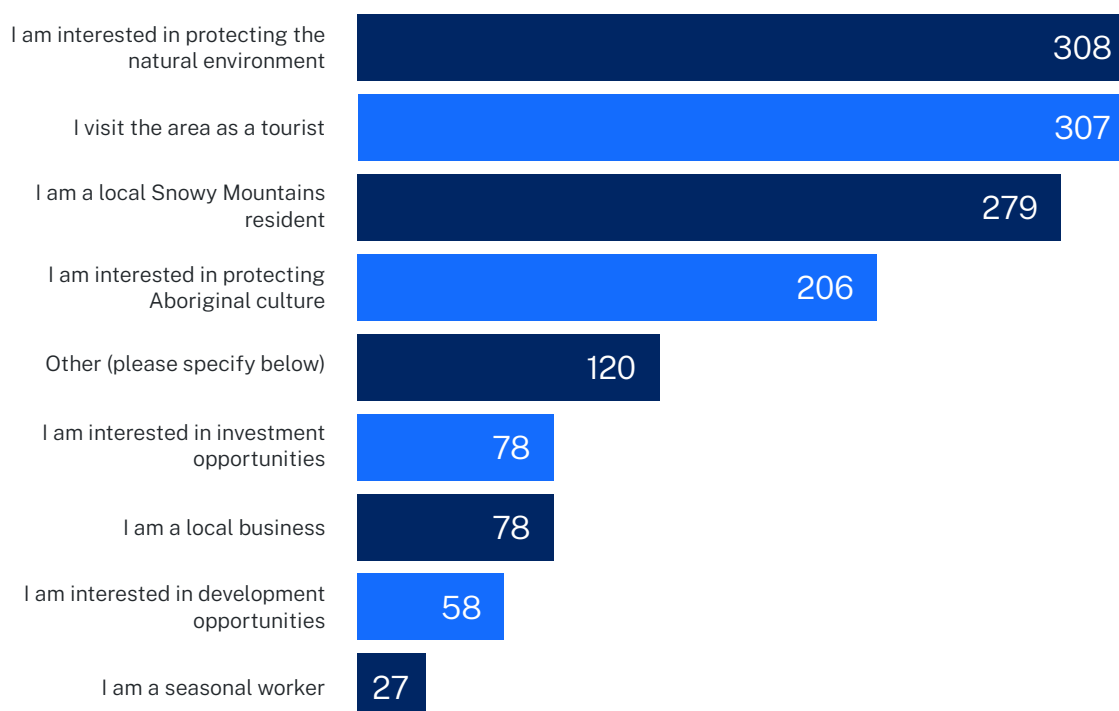
Alongside the traditional methods of engagement used during the exhibition period, the Department also utilised a digital engagement platform, Social Pinpoint, which provided the community and key stakeholders with an additional avenue for providing feedback. There was also an option to complete a short survey on the principles underpinning the Precinct.

Survey respondents ranged from 18 to 75+ years old, and included residents, business owners, potential investors, seasonal workers and tourists who visit the region.

A selection of the responses to some of the survey questions are shown below.

#### Surveys

What best describes your connection to the Snowy Mountains? (select all that apply)










Average rank of importance in planning for the future of the Snowy Mountains.

1 = most important and 9 = least important



**Figure 1:** Interactive map of Snowy Mountains Precinct

### Legend

-  Snowy Mountains Special Activation Precinct Investigation Area
-  LGA boundary
-  Kosciuszko National Park
-  Jindabyne Catalyst Precinct
-  Jindabyne Growth Precinct
-  Alpine Precinct
-  Major roads



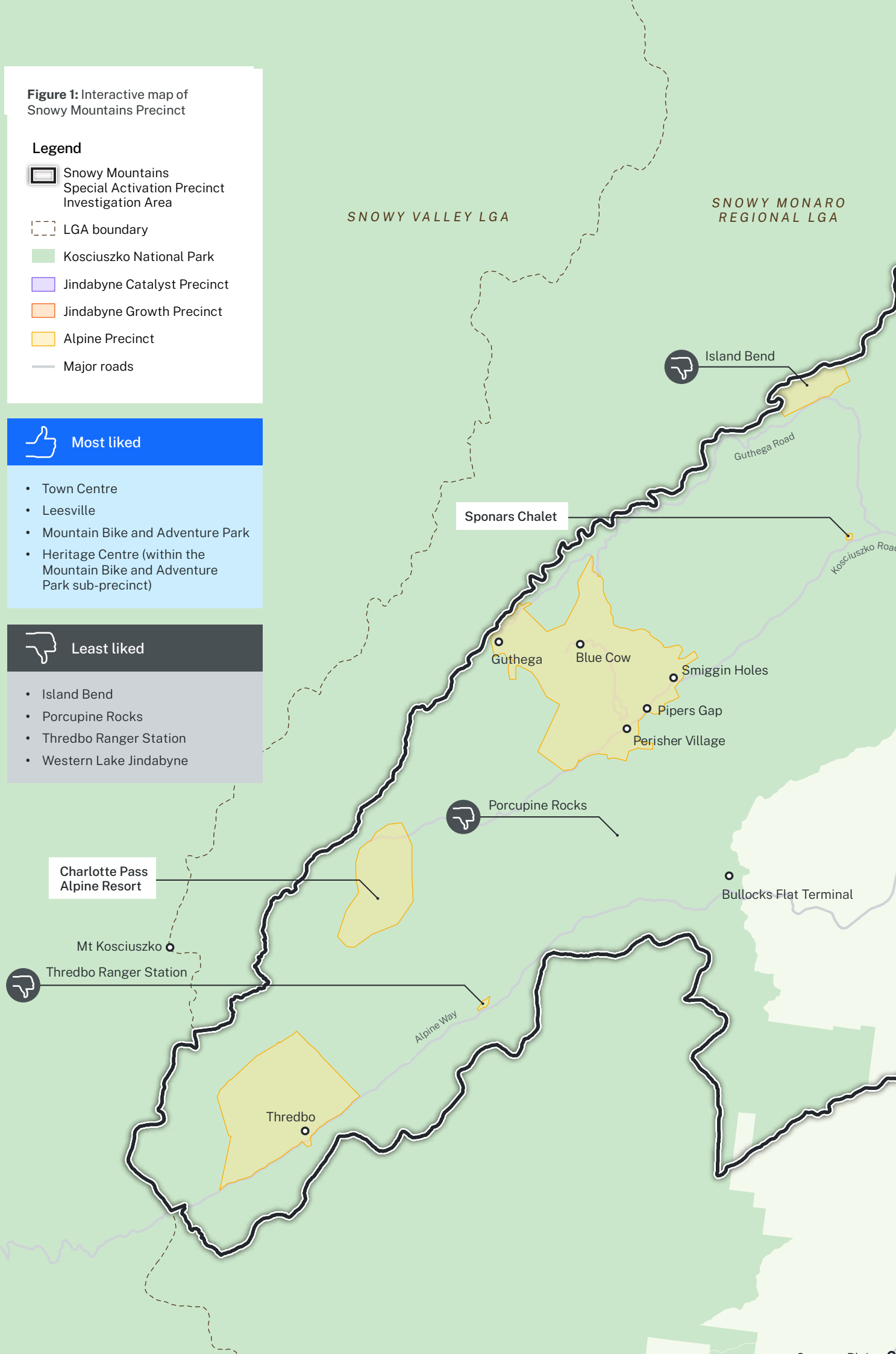
### Most liked

- Town Centre
- Leesville
- Mountain Bike and Adventure Park
- Heritage Centre (within the Mountain Bike and Adventure Park sub-precinct)

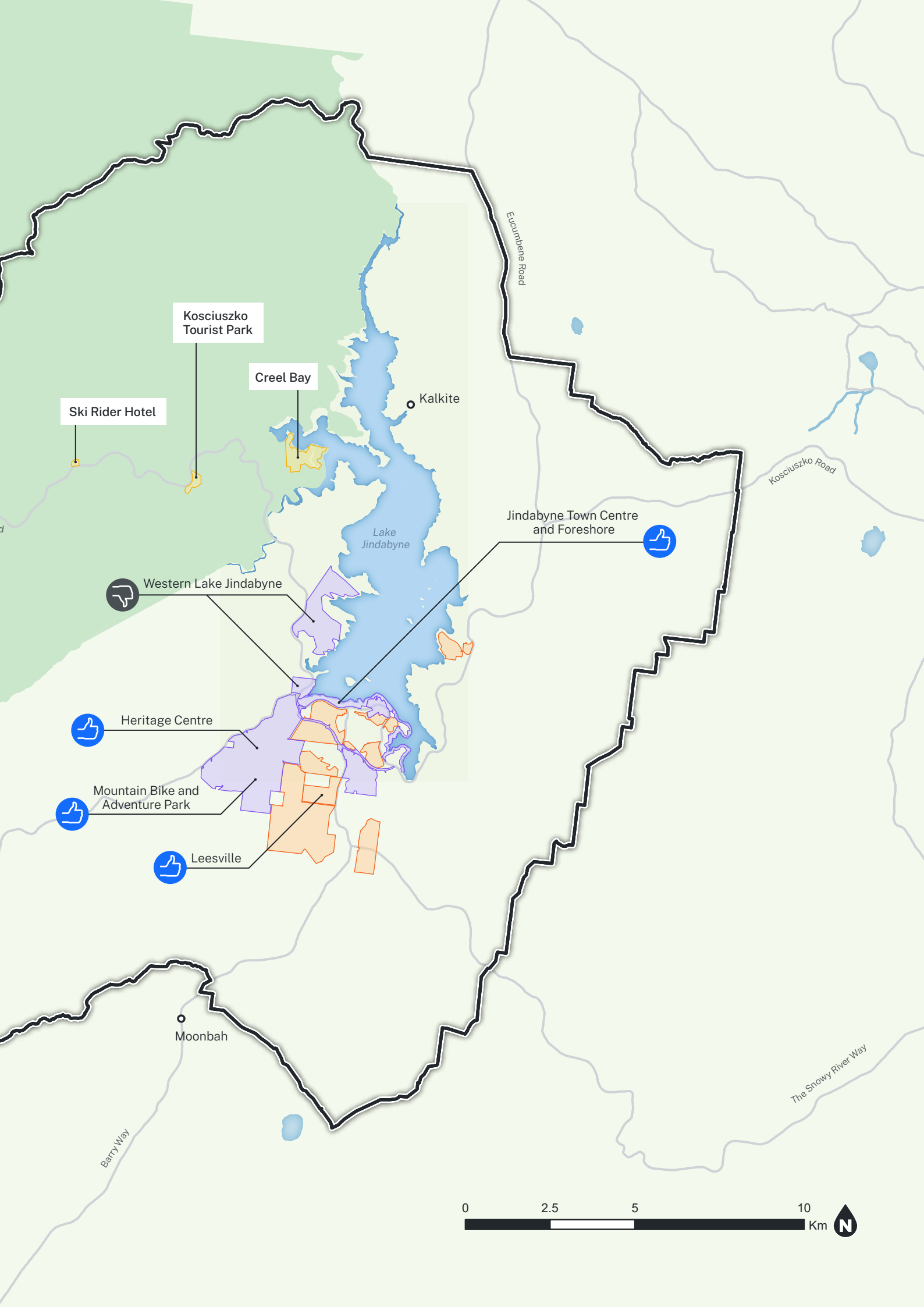


### Least liked

- Island Bend
- Porcupine Rocks
- Thredbo Ranger Station
- Western Lake Jindabyne



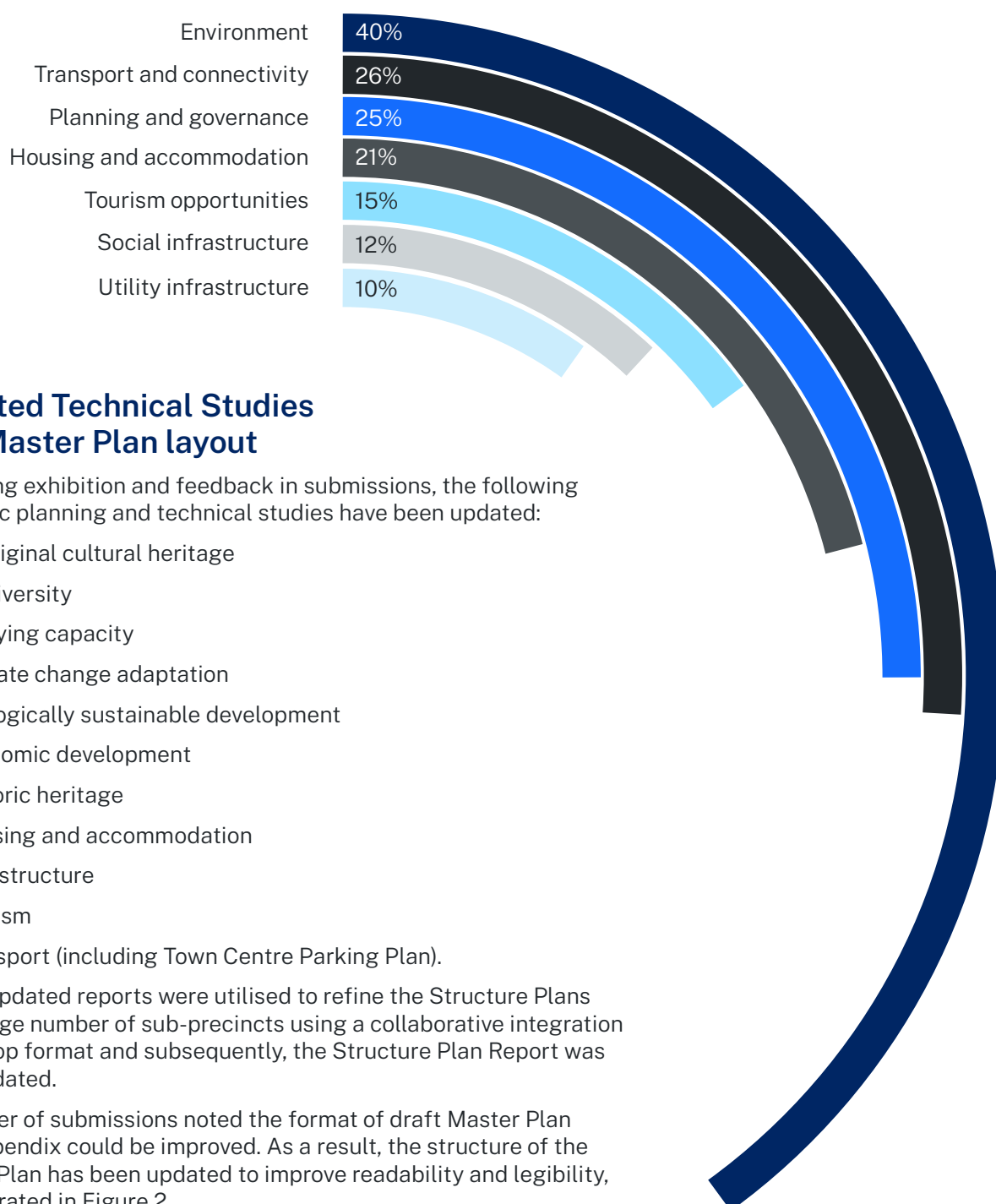




## 4. Key issues and response

Analysis of the submissions, survey and interactive map identified seven key themes which are detailed below including responses to issues raised within each of the key themes.

Percentage of responses to issues raised within each of the key themes



### Updated Technical Studies and Master Plan layout

Following exhibition and feedback in submissions, the following strategic planning and technical studies have been updated:

- Aboriginal cultural heritage
- Biodiversity
- Carrying capacity
- Climate change adaptation
- Ecologically sustainable development
- Economic development
- Historic heritage
- Housing and accommodation
- Infrastructure
- Tourism
- Transport (including Town Centre Parking Plan).

These updated reports were utilised to refine the Structure Plans for a large number of sub-precincts using a collaborative integration workshop format and subsequently, the Structure Plan Report was also updated.

A number of submissions noted the format of draft Master Plan and Appendix could be improved. As a result, the structure of the Master Plan has been updated to improve readability and legibility, as illustrated in Figure 2.



Figure 2: Master Plan Structure





## Environment and heritage

The submissions recognised the region's environmental values and biodiversity, and the importance of preserving environmental values such as flora and fauna and Aboriginal heritage and places in particular within Kosciuszko National Park, the iconic scenic views of the region, and Jindabyne's unique landscape character. Submissions emphasised the importance of the waterways that originate within Kosciuszko National Park and the fragile nature of the associated waterways including streams, swamps and soaks. Concerns around the impacts of climate change were also raised alongside support for objectives to support the Precinct's aims for resilience, sustainability and net zero.

### Biodiversity

#### Submission points

- The importance of protecting threatened and endangered species and vegetation communities located within Kosciuszko National Park
- The potential environmental impacts of increased bed capacity within Alpine Resorts
- The role of National Parks to conserve areas of high biodiversity value

#### Response

- The protection and conservation of biodiversity values has been a key consideration in the development and refinement of the Master Plan both within Kosciuszko National Park and Jindabyne
- The Master Plan does not propose to change the role and function of Kosciuszko National Park
- Development within the Alpine Precinct will focus on infill and renewal opportunities within existing building footprints and lease areas; new development will primarily be located in previously disturbed areas
- Extensive biodiversity surveys have been undertaken to identify levels of biodiversity constraint across the Precinct and guide future development in an environmentally appropriate way
- Biodiversity Reports were prepared for the Precinct and assisted in refining the development areas and land use types in accordance with the risk-based approach. Recommendations from these reports informed the aims and performance criteria contained in the Master Plan including the development and implementation of a landscape and vegetation management plan specific to these sub-precincts
- The Master Plan has used a risk-based approach to protect biodiversity across the Precinct, including the following principles:
  - avoid impacts on biodiversity
  - minimise impacts on biodiversity
  - mitigate impacts on biodiversity
  - ensure any impacts are appropriately offset
- A carrying capacity framework has been prepared for the Alpine Precinct, a framework based on methodologies which seek to ensure a balanced approach to development and environmental protections
- Development within each sub-precinct will be subject to consideration of impacts upon biodiversity values as required for the relevant planning pathway. This includes the consideration of Environmentally Sensitive Area maps within the Snowy River LEP and Precincts-Regional SEPP
- Consideration of offset requirements will be undertaken as part of the development of the Delivery Plan or Development Control Plan for each Precinct and undertaken for individual developments as required



## Climate change

### Submission points

- Supportive of new tourism activities in the region to rely less on winter snow, with a preference for low emission activities
- Emphasised the importance of protecting biodiversity in addressing climate change
- Concerns the Master Plan does not include sufficient detail which addresses climate change

### Response

- The Master Plan has been prepared to ensure development is prepared for the impacts of climate change, including the reduction in snow fall, and maximises opportunities that contribute to the Snowy Mountains becoming a year-round sustainable tourism destination. To support this, performance criteria have been included which provide guidance for development to incorporate preparedness for natural hazards and climate change into the design
- The Department commissioned the completion of a Climate Change Risk Assessment and Adaptation Plan. This plan has been published on the NSW Planning Portal and has informed the finalisation of the Master Plan including the Sustainability and Climate Change performance criteria for the Precinct
- The NSW Government has set an ambitious policy framework including the Climate Change Strategy, Net Zero Plan Stage 1, and is leading the development of other supporting strategies such as the 20-Year Waste Strategy and Clean Air Strategy for NSW. These strategies will be important resources for guiding initiatives and development within the Precinct
- The Ecologically Sustainable Development (ESD) report has also been updated in response to submissions. The report identifies opportunities for ESD to be embedded in the Precinct. Performance criteria have been developed which requires development to align with ESD principles and compliance with applicable sustainability tools
- The department and the NSW Rural Fire Service are continuing to collaborate to develop an appropriate policy response to facilitate growth and development as outlined in the Master Plan while maintaining bushfire protection

## Historic heritage

### Submission points

- Desire to preserve Australia's unique heritage and respect the region's role in Australian culture
- Recognition that part of the heritage of Snowy Mountains includes clearing, grazing and mining
- Supportive of an Alpine Heritage Centre to celebrate and educate visitors on the region's history

### Response

- Development on land where a heritage item is situated or on land adjacent to a heritage item must prepare a statement of heritage impact
- The Master Plan notes areas where development should not occur due to historic significance as well as areas where development could take place while conserving historic values
- Opportunities to celebrate the region's history enabled as part of the diversity of tourism experiences supported by the Master Plan including heritage trails, wayfinding and signage and events
- The Mountain Bike and Adventure Park has been identified as a potential location for an Alpine Heritage Centre

## Aboriginal heritage

### Submission points

- Consideration of Aboriginal cultural heritage not evident
- Desire to share Aboriginal land with others, but not at the cost of the environment
- Curiosity Rocks is a sacred site that should not be developed

### Response

- The Department commissioned an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the draft Master Plan which has been updated following feedback. The report includes the findings of additional survey as well as updated constraint mapping and recommendations
- Further engagement with the Aboriginal community has been undertaken by Murawin and the Department. Specific feedback was sought on the enhancement and protection of Curiosity Rocks Heritage Place and the opportunity for a Monero Ngarigo cultural heritage centre. The Department will continue to engage and collaborate with the Aboriginal community on responses to these opportunities
- The Master Plan has used a risk-based approach to protect Aboriginal heritage items and places, providing mapping which identifies land within the Precinct as having low, moderate or high Aboriginal cultural heritage potential
- The Master Plan has been updated to remove Curiosity Rocks from the Western Lake Jindabyne sub-precinct as no development is proposed to occur at this location
- The Porcupine Rocks sub-precinct has been removed from the Master Plan in response to submissions objecting to this proposed opportunity



## Water quality

### Submission points

- Manage development to ensure water quality is maintained and run-off and/or pollution events are minimised
- Ensure improvements to the management of sewage treatment plants, particularly within Kosciuszko National Park, which has experienced pollution events in the past
- Minimise any increase in the potential for additional boil water events for Jindabyne as a result of poor water quality

### Response

- Protection of waterways within the Precinct, including mitigation of potential impacts on water quality as a result of development, has been addressed through:
  - Identification of waterways as open space and restrictions on the development upon and within 40m of a waterway
  - Specific aims and performance criteria to address water quality and stormwater runoff in the Precinct
- Performance criteria which guides development in the Alpine Precinct to implement onsite water management and water quality systems through:
  - the capture and reuse of water onsite
  - treatment of water onsite
  - incorporation of water sensitive urban design principles
- Development within the Alpine Precinct must have access to water, wastewater, digital connectivity and telecommunications, energy and drainage infrastructure
- The Master Plan, and supporting Infrastructure Report, identified requirements for new and upgraded infrastructure to support visitor and resident population growth including sewage treatment plants across the Precinct and the water treatment plant in Jindabyne

## Renewable energy

### Submission points

- Submissions noted there was limited detail on how renewable energy ambitions will be achieved
- Support for new developments to focus on renewable energy and energy efficiency
- Support for increased uptake of solar panels and community solar farms in the Snowy Mountains

### Response

- The Master Plan was supported by a Renewable Energy Report which identified existing renewable infrastructure and provided options for implementation of new renewable energy infrastructure throughout the Precinct. Recommendations for private sector uptake include:
  - Large scale solar PV farms
  - Rooftop solar PV
  - Geothermal retrofitting of buildings
  - Battery storage
- The Master Plan also includes performance criteria to support the embedding of renewable energy and sustainable infrastructure into new development, specifically:
  - Solar on rooftops to incorporate renewable energy opportunities
  - Water recycling and re-use to promote sustainable water management practices
- Further consideration on specific renewable energy opportunities will be undertaken in preparation of the Delivery Plan and Development Control Plans for each Precinct





## Transport connections

Submissions expressed a desire for improved connectivity between Jindabyne and Kosciuszko National Park, with general support for the proposed Southern Connector Road and Park and Ride Shuttle.



### Submission points

- Helicopter use for tourism purposes (as opposed to emergencies and park management) was not supported due to amenity and environmental impacts
- Upgrades to the aerodrome were generally supported, as long as consideration is given to surrounding amenity and land uses
- Desire for the Southern Connector Road to meet the traffic demands and be delivered as four lanes

### Response

- The Master Plan no longer proposes helicopter use for tourism purposes in Kosciuszko National Park. Existing helicopter use for emergency response and park management will continue in accordance with the Kosciuszko National Park Plan of Management
- The Master Plan includes performance criteria to ensure that uses, activities and development consider the likely impacts upon residential neighbourhoods including any development for the Aerodrome
- Transport modelling was undertaken to inform the master planning process and supports the proposed two-lane capacity for the Southern Connector Road and Kosciuszko Road. The modelling also allows for the provision of additional lanes in the future if supported by demand
- It is acknowledged that Kosciuszko Road currently experiences congestion during peak periods such as the ski season which impacts residents, businesses and visitors. The Master Plan includes a number of transport access improvements to alleviate congestion and align with the vision of the Precinct. These include:
  - The new Southern Connector Road (two lanes)
  - Changes to Kosciuszko Road (two lanes)
  - improvements to the street network and parking arrangements in Jindabyne Town Centre
  - a Park and Ride Shuttle Service
  - smart digital transport wayfinding
- Opportunities exist for the changes to Kosciuszko Road to be trialled and/or implemented during peak seasons or events

### Submission points

- Concerns around capacity reduction associated with the proposed changes to Kosciuszko Road
- Opposed the proposal to extend Park Road at JJ Connors Oval, noting it was used by many sporting clubs, local schools and residents
- Desire for additional detail associated with parking provisions and controls in the Jindabyne Town Centre and Foreshore
- Support for extending public transport options to regular resident services, linking the Jindabyne Town Centre and Growth Precinct

### Response

- The previously proposed Park Road extension has been removed, maintaining JJ Connors Oval
- The changes to Kosciuszko Road and the Town Centre street network will result in net increase of parking spaces throughout the Town Centre
- A Transport Report was prepared for the draft Master Plan and updated for the Master Plan. The report details existing connections, benchmarks against international examples and identifies future transport demand and uses. The report also details the implementation of key transport features of the Master Plan, including the shuttle bus and Park and Ride facility, as well as associated infrastructure such as the Skitube and an integrated transport network. The key findings of the report, along with submission feedback, have been included in the Master Plan
- A Town Centre Parking Plan was undertaken and has been integrated into the Master Plan. This plan included a number of recommendations which have been considered in the development of the Master Plan:
  - Adequate bike parking facilities at key locations across the Town Centre and foreshore parks to encourage cycling
  - Footpath upgrades across the Town Centre and foreshore parks to encourage walking
  - Include parking in development of key sites including Mitre 10, land adjacent to HealthOne medical centre and the redevelopment of the Jindabyne Central School
  - Use of Park and Ride facility for overflow parking during peak seasons
  - Snowy Monaro Regional Council consider the use of parking permits as way to manage congestion on certain streets in the peak season
- Provision of regular public transport services is beyond the scope of the Master Plan. This feedback has been provided to Transport for NSW as part of its regional planning work







## Housing and accommodation

Many submissions emphasised the need for additional housing and accommodation but reinforced the importance of maintaining the character of Jindabyne through the prioritisation of permanent resident accommodation. The proposed increase in beds within Kosciusko National Park and the potential impact on the environment was also raised.

Submission points	Response
<ul style="list-style-type: none"><li>• Appreciation for the rezoning of land to provide additional residential land releases</li><li>• Supportive of the diverse housing types which can be provided through the R1 zone</li><li>• The need for affordable and social housing to be provided and considered to allow for younger community members to enter the housing market and remain in the region</li><li>• Identified short term rental accommodation as contributor to a range of issues facing residents such as availability of on-street parking</li><li>• Noted the connection between the provision of tourist accommodation and parking and traffic congestion in peak periods. Many submissions requested the Master Plan provide a solution to ameliorate this issue</li><li>• Desire for seasonal worker accommodation to be located within walking distance of the town centre</li></ul>	<p><b>General</b></p> <ul style="list-style-type: none"><li>• The Master Plan has used a range of levers to support an increase in housing supply and address affordability constraints including:<ul style="list-style-type: none"><li>– Streamlining the planning framework to provide confidence and certainty</li><li>– Rezoning of rural land to R1 General Residential</li><li>– Promoting a diversity of lot sizes and dwelling types</li><li>– Identifying requirements for new or upgraded infrastructure to support residential growth</li></ul></li><li>• The rezoning of rural land to R1 General Residential will allow for a variety of dwelling types aimed at a range of markets, including younger buyers</li><li>• A Housing and Accommodation Study was prepared for the draft Master Plan and updated for the Master Plan. The study detailed the current housing and accommodation profile, modelled housing needs against projected population figures and made recommendations which have been embedded in the Master Plan</li><li>• The Master Plan has recommended that seasonal work accommodation is primarily delivered in the town centre and greenfield sites within walking distance of the town centre</li><li>• As previously stated, a Town Centre Parking Plan was undertaken and has been integrated into the Master Plan. In relation to parking congestion arising from short term rental accommodation, the Town Centre Parking Plan recommended:<ul style="list-style-type: none"><li>– Parking permits as way to manage congestion on certain streets in the peak season</li><li>– Continued engagement with the Department to ameliorate the impacts of Jindabyne's short term rental accommodation on the provision of parking</li></ul></li><li>• The Master Plan includes performance criteria to maintain and improve access and parking for new developments within the Precinct</li></ul> <p><b>Jindabyne</b></p> <ul style="list-style-type: none"><li>• In the last five years, the Jindabyne market has grown at an annual compound growth rate of 12.4%. East Jindabyne achieved a growth rate slightly below this, at 11% (Ethos Urban, 2022). In response to this and the projected growth outlined in the Economic Report, the Master Plan has rezoned land to allow for the provision of an additional 1,792 dwellings throughout the Jindabyne Precincts</li><li>• These dwellings will be provided in the Town Centre and as infill and greenfield development surrounding Jindabyne over the 40-year time period of the Master Plan</li></ul>



### Submission points

- Concern that Kosciuszko National Park and the associated resorts do not have the facilities and infrastructure to support the additional beds
- Concern that increase in bed numbers is contradictory to projected impacts of climate change on the snowline

### Response

#### General

- In total, the Master Plan and associated rezoning of land has resulted in the potential to accommodate an additional 5,073 dwellings in the Precinct. A breakdown of this is shown in Table 1

#### Alpine

- Currently, there are 10,418 beds provided in the Alpine Precinct, which does not meet peak demands. The Master Plan provides an increase in the maximum bed numbers with an additional 3,783 tourist beds and 325 staff beds in the Alpine Precinct. These beds will be located in disturbed areas to minimise adverse environmental impacts and released following satisfaction of the carrying capacity framework. A breakdown of this uplift for each sub-precinct is shown in Table 2





**Table 1:** Proposed development yields - Jindabyne

Sub-precinct	Tourist accommodation dwellings	Seasonal worker dwellings	Residential dwellings	Additional commercial floor space (m2)
<b>Jindabyne Catalyst Precinct</b>				
Jindabyne Town Centre	412	59	118	88,750
Western Lake Jindabyne	689	36	0	1,200
<b>Jindabyne Growth Precinct</b>				
Jindabyne Town Centre Growth	153	31	123	0
Jindabyne West	130	43	693	30,000
Jindabyne South	21	0	186	10,000
East Jindabyne	47	0	264	5,000
Barry Way South	200	100	180	0

#### Quantified yields

For the purpose of this yield analysis, dwellings can be quantified as follows:

1. Tourist accommodation dwellings: 2.3 bedrooms per dwelling AND 2 persons per bedroom
2. Seasonal worker dwellings: 2.5 beds per dwelling
3. Residential dwellings: 2.2 persons per dwelling

#### Sports and Education sub-precinct

An additional 690 beds are proposed for the Sports and Education sub-precinct which would be used for athletes and coaching and support staff but could also provide accommodation for tourists and/or seasonal workers.

#### Additional residential yield

20% of residential dwellings needed to meet demand are expected to be met by rural residential or residential development located outside the Precinct.

**Table 2:** Proposed development yields - Alpine

Resort	Existing bed limit	Proposed tourist bed increase	Proposed staff bed increase	Proposed bed limit	Additional commercial floor space (m2)
<b>Alpine resorts</b>					
Thredbo	4,820	1,361	274	6,455	2,035
Perisher Village	3,541	1,677	52	5,270	2,662
Smiggin Holes	1,016	177	0	1,193	1,200
Guthega	330	0	0	330	-
Charlotte Pass	611	238	0	849	2,010
<b>Alpine accommodation</b>					
Thredbo Ranger Station	-	100	0	100	-
Sponars Chalet	116	122	0	238	500
Ski Rider Hotel	339	0	0	339	-
Creel Bay	-	108	0	108	-
Kosciuszko Tourist Park	72	50	0	122	-
<b>Alpine camping</b>					
Structure plans do not provide a provision for the establishment of bed limits within alpine camping areas. Upgraded camping facilities will be designed to meet capacity requirements of the proposed number of campsites.					



## Tourism

Submissions largely supported additional year-round tourism activities, particularly mountain biking, hiking, and fishing, as long as the required infrastructure was provided to facilitate success.

Submission points	Response
<ul style="list-style-type: none"> <li>• Support for mountain bike tracks close to the alpine resorts in the warmer months to alleviate demand for tourist accommodation in Jindabyne</li> <li>• Support for the provision of rowing and boating facilities and the general activation of Lake Jindabyne</li> <li>• Support for the golf course at Hatchery Bay</li> <li>• Suggestion to incorporate additional indoor recreational activities to cater for inclement weather</li> <li>• Desire for diverse tourism opportunities, such as heritage trails, fishing trails and iconic drives which maintain and protect the environment in particular Kosciuszko National Park</li> <li>• Acknowledgement of the arts and culture sector as an emerging driver for tourism in the region</li> <li>• Desire for increase in tourism to not have adverse impacts on the community and environment</li> <li>• Concerns that visitation is targeted at high end experiences and accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• The Master Plan responds to the projected visitor demand by outlining a number of tourism opportunities and catalyst projects to support the transition to a year-round tourist destination</li> <li>• A diverse range of tourism opportunities including catalytic opportunities that will drive strong visitation are outlined in the Tourism Report or were identified by community groups during initial consultation. The Master Plan includes: <ul style="list-style-type: none"> <li>– revitalisation of the Jindabyne town centre and foreshore including access and public realm improvements</li> <li>– a new lakeside eco-tourism precinct at Western Lake Jindabyne</li> <li>– a world-class mountain bike and adventure park</li> <li>– some of these opportunities were identified by community groups during initial consultation</li> </ul> </li> <li>• These catalytic projects will also support other offerings, which could include: <ul style="list-style-type: none"> <li>– high quality tourist accommodation, restaurants, cafes and experiences across the Precinct</li> <li>– adventure activities such as Luge, mountain roller coaster and zip lining at the Mountain Bike and Adventure Park</li> <li>– a Discovery/Experience Centre including a heritage centre at the Mountain Bike and Adventure Park</li> <li>– 5-star resort with opportunities for co-located conference centre, wellness retreat and/or golf course at Western Lake Jindabyne</li> <li>– Recreational fishing across the Precinct including at Lake Jindabyne and alpine waterways</li> <li>– Activation of Lake Jindabyne including boating and water-based recreation supported by foreshore redevelopment and a second boat ramp at East Jindabyne</li> <li>– Indoor recreation such as indoor fun park, bowling alley or arcade within redevelopment sites in the Town Centre</li> <li>– Products and programming in the arts and culture industry including events</li> <li>– Food and beverage including farm gate products and experiences</li> <li>– Diversified events calendar that supports a night-time economy</li> </ul> </li> <li>• The Master Plan also proposes the provision of improved accommodation facilities at sub-precincts in close proximity to mountain bike trails, such as Island Bend. These improvements, alongside existing cabins, will be a desirable option for hiking and mountain bike visitors and provide for year-round use</li> <li>• Potential impacts associated with development will be managed through performance criteria at a sub-precinct scale, which have been developed for protection of amenity, environmental performance and infrastructure provision</li> </ul>





## Planning framework and governance

The draft Master Plan and accompanying Discussion Paper and Planning Recommendations Report outline the proposed planning framework intended to guide development across the Precinct. It is acknowledged that the framework is new and can be considered by some as complex. Submissions indicated an interest in the role of key agencies within the proposed framework.

### Submission points

- Unclear on changes to agency responsibilities and consent authorities in the Precinct
- Inclusion or exclusion of sub-precincts from the Jindabyne Catalyst Precinct and the associated planning pathways
- Agency responsibilities in the management of Kosciuszko National Park
- Agency responsibilities in the assessment and approval of development applications in Kosciuszko National Park
- A number of submissions incorrectly interpreted the roles of DPE, DRNSW and NPWS in Kosciuszko National Park, stating that DRNSW (rather than DPE) would be relevant consent authority for development in the Park
- Streamlined development pathways, particularly within Kosciuszko National Park

### Response

- The planning pathways and consent authorities for the Precinct are detailed in Table 3 noting changes to agency responsibilities and consent authorities only occur in the Jindabyne Catalyst Precinct
- Following submissions, the Department undertook a review of the sub-precincts distributed between Catalyst and Growth precincts. The distribution of sub-precincts was identified as suitable to achieve the objectives of the Precinct
- There are no changes to the agency responsibilities in the assessment, approval and management of Kosciuszko National Park
- The Planning Framework shown in Figure 3 ensures the right mechanisms are in place for industry to access and comply with a streamlined planning process for the effective delivery of the Precinct while maintaining relevant assessment of potential impacts associated with the development
- The Department has undertaken a number of technical studies and strategic planning to ensure that any streamlined development pathways have the appropriate level of assessment to support them
- Further detail on planning controls and delivery mechanisms are provided in Section 6

**Table 3:** Planning approval pathways for the Precinct

	Jindabyne Catalyst	Jindabyne Growth	Alpine
<b>Current Environmental Planning Instrument (EPI)</b>	Snowy River LEP	Snowy River LEP	Precincts – Regional SEPP (Chapter 4) * Formerly Alpine SEPP
<b>Applicable EPI with special activation precinct</b>	Precincts – Regional SEPP (Chapter 3) * Formerly Activation Precincts SEPP	Snowy River LEP	Precincts – Regional SEPP (Chapter 4) * Formerly Alpine SEPP
<b>Current Consent Authority</b>	Complying Development: Council Local Development: Council	Snowy Monaro Regional Council	Department
<b>Applicable Consent Authority with special activation precinct</b>	Complying Development: Regional Growth NSW Development Corporation Local Development under \$2M: Council Local Development over \$2M: Department	Snowy Monaro Regional Council	Department
<b>Current Delivery Plan or development control plan</b>	Snowy River DCP	Snowy River DCP	N/A
<b>Applicable Delivery Plan or development control plan</b>	Jindabyne Catalyst Delivery Plan	Jindabyne Growth Development Control Plan	Alpine Development Control Plan

Note: Integrated, Designated and State Significant development pathways have not been amended and remain as per existing arrangements.

**Figure 3:** Planning framework





## Infrastructure

### Submission points

- Submissions raised questions associated with the existing sewer, water and waste infrastructure services. The current strain on the infrastructure was noted, with submitters querying how the projected increase in residential and tourism would be serviced
- Sought clarity on how the management of sewer and waste would meet the increased demand in Kosciuszko National Park
- Several submissions also sought assurance that the infrastructure required to service the increase in bed numbers in Kosciuszko National Park would not cause adverse environmental impacts

### Response

- The need for new Water Treatment Plant and Sewerage Treatment Plant has been identified to address the proposed future demand within the region
- A carrying capacity framework was prepared in development of the draft Master Plan and updated to reflect the submissions and agency feedback. This report identified that a carrying capacity framework, unique to the Alpine Precinct, should be developed which:
  - Retains a bed limit
  - Considers the impact of day visitation
  - Considers ski resort capacities
  - Requires resorts and authorities to submit travel time situation reports
  - Establishes approach to ongoing environmental protections
  - Employs monitoring and compliance methods
- A carrying capacity framework has been identified as the most appropriate methodology to ensure a balanced approach to development and environmental protections in the Alpine Precinct
- The carrying capacity framework will ensure beds are not released unless there is capacity within the existing infrastructure network. Any infrastructure upgrades required to service additional beds will be required to be constructed prior to the releasing of beds. This process will be managed by National Parks and Wildlife Service and the department.



## Social

Submissions largely supported additional year-round tourism activities, particularly mountain biking, hiking, and fishing, as long as the required infrastructure was provided to facilitate success.

### Submission points

- Support for improved community facilities in particular community, health and education

### Response

- The NSW Government will continue to work with Snowy Monaro Regional Council to support a coordinated approach to the provision of social infrastructure in the Precinct



## Community facilities

### Submission points

- Support for the proposed boat ramp at East Jindabyne and the need for improved amenity and community facilities at the site
- Desire for more public art, which provides a positive contribution to character of Jindabyne
- Support for the provision of new paths, community sporting fields and recreation areas

### Response

- A boat ramp is proposed at East Jindabyne as part of the Master Plan. This will be part of a larger community open space which includes shelters, barbeques and a kickabout space
- Snowy Monaro Regional Council recently exhibited a Draft Public Art Policy and is in the process of finalising
- Shared paths are included throughout Jindabyne, including the Town Centre and Foreshore and the Sports and Education sub-precinct
- The Master Plan outlines opportunities for high performance sporting facilities, community sporting facilities and education facilities
- The Master Plan details further opportunities for the future use of the Jindabyne Central School site, including indoor entertainment or community creative/arts hub

## Health facilities

### Submission points

- Need for an aged care facility in Jindabyne, noting the Snowy Mountains Master Plan was an opportunity to provide such facility
- Need for a medical and allied health facility to cater for the increased rate of injury and illness that would come from an increased population. Such facility would attract a variety of health professionals to the region
- Concerns around the lack of mental health services in the area and further, the impact over-development could have on the population, with no facilities to support the existing or potential demand

### Response

- The Master Plan provides clarity on location for an aged care facility and library in the Jindabyne Town Centre and Foreshore sub-precinct
- The Master Plan provides opportunity for community services, such as an allied health service on the corner of Snowy River Avenue and Thredbo Terrace
- NSW Health is exploring opportunities for virtual mental health care either at home or at Health One. A regional mental health strategy is also being prepared to enable an integrated approach to regional healthcare

## Education and childcare

### Submission points

- Demand for a pre-school in Jindabyne
- Mixed sentiment around the relocation of Jindabyne Central School; some submissions supported the location out of town, others felt the move would impact Jindabyne's history
- Need for a tertiary education institution, such as a TAFE or university campus

### Response

- The Master Plan facilitates the provision of pre-schools and other childcare facilities through the rezoning of land to R1 General Residential. The development of such facilities driven by the private sector
- The NSW Government is committed to building a new Primary and Secondary School and a TAFE NSW Connected Learning Centre within the Sport and Education sub-precinct off Barry Way



## Consultation



Credit: Robbie Duncan, No Bad Days Photography.

### Submission points

- Submissions expressed opposing views on consultation:
  - Appreciation for the extent of consultation, deliberation and prioritisation involved in the development of the draft Master Plan and making it available for public review and feedback
  - Consultation was hurried and provided limited options for public engagement
- Public exhibition occurred during peak season and at a time when the public were occupied by other matters, such as COVID-19
- The documentation was complex and omitted details associated with government funded infrastructure

### Response

- From April 2021, the Department commenced consulting with the community and other key stakeholders leading up to the exhibition of the draft Master Plan. This involved reaching out and engaging with landowners and the broader community through a variety of channels and activities, including letters, emails, phone calls and meetings, social media posts, newspaper and radio advertisements, pop-ups and community events
- During the exhibition period, the Department attempted to contact landowners in the Precinct, as well as adjoining and immediate neighbours of the Precinct through letters advising them of the exhibition of the draft Master Plan and offering one on one meetings and an opportunity to attend a community meeting. Ads were also placed in the local paper, on local radio and in social media. Six of the technical reports published on the NSW Planning Portal prior to commencement of exhibition. Further, the Department exhibited the draft Master Plan, Discussion Paper and associated reports for a total of 56 days. This was in response to the community feedback that exhibition was occurring in the peak season for the Snowy Mountains community
- The CAG was utilised to understand issues and seek community feedback beyond the formal exhibition process
- Following feedback from the submissions, the Department proactively met with landowners post exhibition, to further talk through issues around land uses, staging, timing, acquisitions and impacts
- Community consultation is one of the most important aspects of planning for the Special Activation Precincts. The Department values the input and feedback from the community and will maintain contact and continue to engage with landowners and the broader community throughout the planning and delivery phases





## Out of scope

### Submission points

A number of submissions raised issues which were considered out of the scope of the Snowy Mountains Special Activation Precinct. These include:

- Kosciuszko National Park threats such as brumbies and other pests
- Snowy Hydro 2.0 infrastructure
- Regional transport connections
- Periphery towns such as Cooma and Berridale
- Governance and leasing arrangements within Kosciuszko National Park
- Amendments to the Plan of Management outside the Precinct including:
  - Changes to the Yarrangobilly heritage item
  - Vehicles on the Summit Track

### Response

- The issues raised are out of scope for the Precinct and as such, are not addressed in this Submissions Report
- Feedback has been provided to relevant NSW Government agencies where applicable



Credit: Robbie Duncan, No Bad Days Photography.



## 5. Changes to the Master Plan

Following the exhibition and continued stakeholder consultation, a number of changes have been made to sub-precincts and the associated planning controls. These changes are outlined below.



### Sub-precincts

The Department received a number of submissions specific to individual sub-precincts which are summarised below with response and where relevant, details of the amendments made to each sub-precinct. These amendments included changes to:

- Description of key features of the sub-precinct
- Structure Plan (visual representation)
- Aims and Performance Criteria specific to the sub-precinct

#### Town Centre and Foreshore (Catalyst)

##### What we heard

- Support for activation of the Lake Jindabyne foreshore
- Desire to retain the Holiday Park for affordable accommodation
- Concerns around built form on the foreshore
- Desire to retain rural character
- Concerns around impact of built form such as the building height, density and view loss
- Desire for further information on future parking provision and management
- Concerns around the extension of Park Road for a bus route

##### Response

- Activation of the Lake Jindabyne foreshore remains a key objective of the Master Plan
- The Master Plan and future Delivery Plan will include aims and performance criteria to achieve desired character and control other scale and density of built form
- The Master Plan has been updated with recommendations from the Town Centre Parking Plan
- The Master Plan has included further description of the opportunities for redevelopment of the Jindabyne Central School site

##### Change to sub-precinct

- Included opportunity for an additional public realm node at Lake Jindabyne Sailing Club
- Included opportunity for retention of affordable accommodation such as holiday park
- Reduced the extent of built form developments on the foreshore by:
  - including the opportunity for the caravan park to be retained as part of redevelopment
  - revision of design for key foreshore elements including Claypits, Banjo Patterson Park and the shared trail to respond to environmental constraints
- Removed the proposed extension of Park Road as a bus route, maintaining JJ Connors Oval
- Part of the foreshore to be zoned SP1 Special Activities to accommodate Snowy Hydro's operational requirements

## Western Lake Jindabyne (Catalyst)

### What we heard

- Concerns around introducing new development on the western side of Lake Jindabyne
- Concerns around development on or near Curiosity Rocks
- Concerns around inclusion of operational Snowy Hydro land
- Concerns around visual amenity impacts on East Jindabyne
- Concerns around suitability of location for a Holiday Park
- Concerns around infrastructure provision
- Desire for equitable access to foreshore for recreational pursuits

### Response

- Development of this sub-precinct, which includes resort accommodation, is identified as a catalyst for achieving the objectives of the Precinct
- The Master Plan and future Delivery Plan will include aims and performance criteria to achieve a sensitive design and control other scale and density of built form and protect visual amenity
- The development opportunities in this sub-precinct were reviewed and are considered appropriate to the location
- Existing access to the foreshore has been retained
- New and/or upgraded infrastructure that would be required in this sub-precinct has been identified

### Change to sub-precinct

- The scale of the sub-precinct has been reduced (the sub-precinct now excludes Snowy Hydro operational land, foreshore and Curiosity Rocks)
- Visual and open space buffers have been incorporated into the foreshore of the sub-precinct

## Mountain Bike and Adventure Park (Catalyst)

### What we heard

- Support for the provision of a high-quality product to create a landmark destination
- Concerns around successful delivery and operation
- Concerns around the location of the Bottom Station on the foreshore
- Concerns around the safety of the Gondola
- Support for co-location of the Alpine Heritage Centre

### Response

- As an identified catalyst project within the Precinct, NSW government will support the delivery and operation of the facility to ensure success
- Reviewed the proposed gondola to ensure safety given proximity of the airport and frequency of high wind days. The location has been identified as suitable for a gondola
- The design and layout of the Mountain Bike and Adventure Park, including location of gondola stations will be further developed in the Delivery Plan in consultation with relevant stakeholders
- Opportunities remain for the bottom station to be located at the foreshore or alternatively south of Kosciuszko Road, within the Mountain Bike and Adventure Park, with associated connections across the Southern Connector Road

### Change to sub-precinct

- Further refinement of the opportunity to align with concept design work and ensure a world class product including an extensive network of 21 different trails
- Integration of a trail following approximately the 1000m contour line to connect the Park to other sub-precincts and locations
- Included new opportunity for an Experience/Discovery Centre
- Noted as the preferred location for the Alpine Heritage Centre as part of the proposed Experience/Discovery Centre

## Sports and Education (Catalyst)

### What we heard

- Support and concerns on the relocation of the primary and secondary schools
- Desire to ensure shared facilities area accessible to community
- Support for TAFE NSW campus

### Response

- Development of this sub-precinct is identified as a catalyst for achieving the objectives of the Precinct including the inclusion of a new primary and secondary school, TAFE campus and shared sports facilities for community use
- School Infrastructure NSW has submitted an Environmental Impact Statement for development consent for the new primary and secondary schools
- TAFE NSW have submitted a Development Application for a connected learning centre.
- Department of Planning and Environment, Department of Regional NSW and the Corporation continue to work with Office of Sport on the successful delivery and operation of the sub-precinct to ensure benefits for the community and access to shared facilities

### Change to sub-precinct

- No changes to this sub-precinct

## Southern Connector Road (Catalyst)

### What we heard

- Concern around the capacity of the new road as two lanes. Support for the road to be constructed as four lanes
- Suggestion to co-locate commercial with the park and ride site
- Concerns around commercial area to compete with the town centre
- Desire for shared user path for the full length of the Southern Connector Road

### Response

- The capacity and traffic modelling associated with the Southern Connector Road was reviewed. The identified two-lane capacity is sufficient to meet future demand
- The commercial opportunity adjacent to the park and ride site was reviewed. The site will not be zoned commercial and will not create competition with the Town Centre

### Change to sub-precinct

- Amendments to the extent of commercial zoning and refined desired future character to reduce potential to compete with town centre, while still enabling commercial opportunities
- Revised structure plan and artist impression to align with concept design works
- Updated zoning of the Southern Connector Road to align with zoning of the neighbouring land
- Removal of the shared path along the western portion of Southern Connector Road as it is not viable based on current design work



## Jindabyne West (Growth)

### What we heard

- Desire for better connections and interface with the Southern Connector Road and Mountain Bike and Adventure Park
- Concerns regarding access into sub-precinct from Kosciuszko Road

### Response

- Connections and interface with surrounding road network and sub-precincts has been reviewed and revised

### Change to sub-precinct

- Minor change to the extent of the B1 Neighbourhood Centre zone adjacent to Barry Way
- Refined shared paths to align with changes in other sub-precincts

## South Jindabyne (Growth)

### What we heard

- Support for inclusion of land to the south of Jindabyne including Highview Estate within the Jindabyne Growth Precinct

### Response

- The Master Plan includes a new sub-precinct, South Jindabyne
- The additional sub-precinct was supported as it was in close proximity to the town centre and existing infrastructure servicing and would support residential growth

### Change to sub-precinct

- Inclusion of Jindabyne South as a growth sub-precinct
- This precinct will be zoned R1 General Residential

## Barry Way South (Growth)

### What we heard

- Support for rezoning including additional permitted uses for educational
- Desire for a shared path connection between Bungarra Lane and the Mountain Bike and Adventure Park
- Desire to include the sub-precinct within Jindabyne Catalyst Precinct

### Response

- Reviewed and confirmed classification of sub-precinct as Growth is the most appropriate to respond to the vision of the Master Plan

### Change to sub-precinct

- Additional permitted use provided for educational uses
- Included opportunity for connection between Bungarra Lane and Mountain Bike and Adventure Park
- Correction of error in zoning related to R5 Rural Residential

## East Jindabyne (Growth)

### What we heard

- Support and concerns for the development of the sub-precinct
- Support for retention of biodiversity values and views to lake
- Concerns around development reducing vehicular and active transport connections to the foreshore
- Concerns around the street network
- Desire to retain rural character and residential rather than tourism focus
- Support for commercial opportunities particular temporary/seasonal uses
- Support for upgrade to intersection
- Concerns around building height at lake interface
- Concerns around smaller lot sizes and dual occupancies
- Concerns around dwelling types and short-term rental accommodation

### Response

- Development of this sub-precinct is required to support the growth of Jindabyne and achieve the objectives of the Precinct
- Development of a street network hierarchy will form part of the Development Control Plan and subsequently the Development Application for this site
- The Master Plan and future Development Control Plan include aims and performance criteria to achieve desired character and control other scale and density of built form and protect visual amenity

### Change to sub-precinct

- Reconfiguration of residential and recreational land uses to support retention of high value biodiversity and contribute to required housing supply
- Updated zoning of R1 and RE1 to match the reconfiguration of land uses
- Additional foreshore access opportunities including provision of vehicular access and shared paths
- Additional opportunity included for a boat ramp
- Extension of boundary in Area 4B to Jerrara Drive (correction of mapping error)
- Provision of parking to support recreational and commercial opportunities

## Leesville (Growth)

### What we heard

- Support for expansion of the industrial precinct
- Desire for the suitability of the IN1 zoning for the to be appropriate values of Leesville Hotel

### Response

- The Master Plan has been updated to reflect the submissions

### Change to sub-precinct

- Rezoning of Leesville Hotel to B1 Neighbourhood Centre to enable conservation alongside a commercial operation
- Reduced development footprint to conserve high value biodiversity

## Aerodrome (Growth)

### What we heard

- Desire to include the sub-precinct within Jindabyne Catalyst Precinct
- Support for ongoing use of the aerodrome for aviation uses
- Desire for rezoning to support additional permitted uses including accommodation/residential
- Concerns around noise impacts on existing and proposed residential areas

### Response

- Reviewed and confirmed classification of sub-precinct as Growth is the most appropriate to respond to the vision of the Master Plan
- The Master Plan supports ongoing use of the aerodrome for aviation purposes
- Additional permitted uses for residential and accommodation not supported in the sub-precinct due to land use conflict
- The Master Plan and future Development Control Plan include aims and performance criteria to manage future development of the aerodrome and ensure impacts to surrounding residential areas is addressed

### Change to sub-precinct

- Additional description of the sub-precinct and desired future character included in the Master Plan

## Alpine Precinct

### What we heard

- Support and concerns for the proposed increase in bed numbers
- Desire for consideration of capacity and amenity of resorts under growth i.e. crowding issues
- Support for mass transit including ongoing operation of the ski tube
- Support for additional parking
- Support for year-round activation
- Concerns around congestion on mountain and surround infrastructure during peak winter periods
- Feedback on the role of snow making in response to reduced snow fall

### Response

- Bed numbers as proposed within the draft Master Plan have been retained (with minor corrections to mathematical errors)
- A carrying capacity framework has been selected as the most appropriate methodology to ensure a balanced approach to managing visitation in the Alpine Precinct
- An integrated transport network inclusive of some additional parking and a new mass transit option is proposed to be delivered in a staged manner in response to growth, alongside existing transport options such as the Skitube
- Focus on infill and renewal close to the central villages
- A Climate Change Risk Assessment and Adaptation Plan has been prepared which considers the role of snowmaking in the future of the ski industry in response to climate change
- At this stage, no additional ski terrain has been identified within the Master Plan however, to make informed recommendations for the location and design of additional skiable terrain within the Alpine Precinct, further investigations are required.
- The role of snow making to be considered and planned for in the future Alpine DCP

### Change to sub-precinct

- Refinement of the carrying capacity framework which builds upon the master planning process by:
  - Identifying suitable development in appropriate areas
  - Identifying where hard capacity constraints exist
  - Providing solutions to capacity constraints where possible and appropriate to do so



## Charlotte Pass

### What we heard

- Desire to retain existing character including remaining snow bound in winter
- Support for improvements to arrival gateway and public domain
- Concerns around safety and traffic issues at the Turning Circle
- Desire for a connection between Charlotte Pass and the Turning Circle
- Support for improvement to trailheads and trails

### Response

- The Master Plan and future Development Control Plan include aims and performance criteria to achieve the desired future character in the sub-precinct
- No changes are proposed to snow clearing of roads as part of the Master Plan.
- NSW Government continue to collaborate with NPWS and lease and licence holders to identify sustainable and safe access solutions for the Turning Circle

### Change to sub-precinct

- Public realm opportunities (i.e. amphitheatre and public plaza) have been consolidated to ensure the efficient use of land
- Key development sites identified on disturbed land with continued focus on renewal of existing sites
- New development site to the west of the Kosciuszko Chalet Hotel to create a welcoming promenade
- Car parking opportunities co-located with shuttle bus access from Charlotte Way

## Perisher Range

### What we heard

- Support for a new village square
- Support for a dedicated area providing snow play facilities
- Concerns around environmental impacts of current sewage infrastructure
- Support for relocation of maintenance facilities at Smiggin Holes
- Support for arrival gateway at Smiggin Holes
- Support for additional parking

### Response

- The Village Square remains the focal point of the Perisher sub-precinct
- The arrival gateway remains a focal point for the Smiggin Holes sub-precinct
- An upgrade to the sewage infrastructure for Perisher is identified within the Master Plan
- The NSW Government continues to collaborate with licence holders and National Parks and Wildlife Service to identify a suitable location for relocation of the maintenance facilities

### Change to sub-precinct

- Included a new car park at Pipers Gap, additional car parking at Smiggin Holes and formalised parking along Kosciuszko Road between Perisher and Pipers Gap
- Included a snow play area adjacent to a new car park at Pipers Gap
- Clarified the extent and location of infill and renewal opportunities for Perisher Village in response to additional biodiversity survey and to maintain proximity to the village square

## Thredbo

### What we heard

- Desire for extension of Skitube to Thredbo
- Concerns around development resulting in loss of golf course
- Desire to retain strong village character

### Response

- The Transport Report prepared to support the Master Plan considered a range of options for access improvements. Extension of the Skitube is not a viable option
- A development opportunity is identified in and around the golf course which retains this recreational activity
- The desired future character statement contained within the Master Plan seeks to support Thredbo's alpine village character

### Change to sub-precinct

- Removal of development opportunity site at Friday Drive based on high value biodiversity constraint and high Aboriginal cultural heritage potential

## Island Bend

### What we heard

- Support for the remediation of contamination on the site
- Concerns around the provision of cabins or glamping facilities
- Support for retention of primitive camping facilities
- Support for ongoing management of the site by National Parks and Wildlife Service

### Response

- Retained camping and/or semi-permanent sites on the former airstrip
- National Parks and Wildlife Service will retain its management role of this sub-precinct

### Change to sub-precinct

- Removed opportunity for hard roofed accommodation types such as cabins
- Clarified focus on low-intervention camping

## Guthega

### What we heard

- Support and concerns regarding the provision of camping facilities
- Desire to retain the quiet back country character of the site
- Support for additional services and facilities for day visitors
- Support for improvements to parking and trailheads

### Response

- The Master Plan and future Development Control Plan include aims and performance criteria to achieve the desired future character in the sub-precinct

### Change to sub-precinct

- Removed opportunity for camping facilities in the sub-precinct

## Porcupine Rocks

### What we heard

- Objection to development at this location
- Recognition of the Aboriginal significance of the site
- Desire to retain the uninterrupted nature of the site and the natural viewpoint rather than creating a destination
- Concerns around built form detracting from the amenity and attractiveness of the site

### Response

- This sub-precinct has been removed from the Master Plan

### Change to sub-precinct

- This sub-precinct has been removed from the Master Plan

## Thredbo Ranger Station

### What we heard

- Support and concerns for the provision of glamping accommodation
- Desire for primitive camping facilities to be provided
- Desire for adaptive re-use of existing built form

### Response

- Clarification on the types of tourism development and their location and design
- The Master Plan and future Development Control Plan include aims and performance criteria to achieve the desired future character in the sub-precinct

### Change to sub-precinct

- New development to be focused in a central area that has been previously disturbed and limited to a one-two storey building height

## Sponars Chalet

### What we heard

- Desire for conservation of the heritage significance in any future development
- Support for activation of the lake and day activities

### Response

- The Master Plan and future Development Control Plan include aims and performance criteria to protect and conserve heritage and achieve the desired future character in the sub-precinct

### Change to sub-precinct

- No changes to this sub-precinct



## Kosciuszko Tourist Park

### What we heard

- Support for park and ride shuttle to service the site
- Support for retention of affordable accommodation options within Kosciuszko National Park
- Desire for reintroduction of ‘Ranger Education Nights’
- Desire to explore opportunity for provision of land to facilitate return to country for aboriginal community

### Response

- The NSW Government will continue to collaborate with proponents and stakeholders to facilitate opportunities identified in the Master Plan

### Change to sub-precinct

- No changes to this sub-precinct

## Ski Rider Hotel

### What we heard

- Concerns around previous lease expiry
- Concerns around perception as ribbon development
- Support for retention of shuttle service

### Response

- The NSW Government will continue to collaborate with proponents and stakeholders to facilitate opportunities identified in the Master Plan

### Change to sub-precinct

- No changes to this sub-precinct

## Creel Bay

### What we heard

- Support for the establishment of a Sculpture Trail but not at this location due to distance from Town Centre
- Support for the proposed adaptive re-use of built form
- Concerns around the need for road improvements and management of vehicles at the depot
- Concerns around removal of vegetation
- Concerns around bushfire risks
- Support for improvements to lake access and day use facilities

### Response

- The Master Plan and future Development Control Plan include aims and performance criteria to manage environmental impacts, ensure user safety and achieve the desired future character in the sub-precinct

### Change to sub-precinct

- Removed opportunity for Sculpture Trail from sub-precinct

## 6. Planning controls and delivery mechanisms

Submissions sought further detail regarding the 'look and feel' of future development and the controls that will guide it. Commentary regarding development standards and controls generally focussed on the following:

- Building height, with a preference for low to medium scale development
- Lot size, with a preference for larger 700-1,000sqm residential lots
- Clarity on when these standards will be confirmed and the associated delivery mechanisms they will be embedded within
- Importance of retaining scenic protection controls akin to those currently in the Snowy River LEP.

### Jindabyne Growth Precinct

- The Precinct aims to balance the housing and accommodation needs of a growing town with the bulk and scale expectations of the community
- The Snowy River LEP will be amended to:
  - Rezone land to support the objectives of the Master Plan and facilitate growth in Jindabyne
  - Ensure alignment with the Master Plan
  - Provide additional permitted uses on certain land
  - Provide guidance for determining development applications in the Growth Precinct
  - Ensure development is consistent with the Master Plan and Development Control Plan
- The development standards for floor space ratio and minimum lot size will not apply in the Growth Precinct, This is to allow for flexibility in dwelling types and to assist with the delivery of accommodation to meet the forecasted demands
- The existing development standards for building height within the Snowy River LEP will continue to apply remain as per the Height of Buildings Map included in the Snowy River LEP
- A Jindabyne Growth Development Control Plan will be prepared by the Department, in consultation with Snowy Monaro Regional Council and be approved by the Planning Secretary. It will contain development controls for specific development on land within the Growth Precinct.
- Site specific controls in the Development Control Plan will be based on significant and thorough technical studies to preserve visual amenity, recommend building bulk and scale which responds to the topography and ensure development is aligned with the Performance Criteria in the Master Plan.

## Jindabyne Catalyst Precinct

- The Precinct aims to activate future development opportunities to provide year-round tourism and employment options
- The Precincts – Regional SEPP will be amended to:
  - Include Schedule 1D Snowy Mountains Activation Precinct, which details applicable zones, exempt and complying development, heritage conservation and applications of other relevant SEPPs
  - Rezone land to support the objectives of the Master Plan and facilitate development in the Precinct
  - Provide additional permitted uses on certain land
  - Ensure development is consistent with the Master Plan and Delivery Plan
- The Delivery Plan will contain development controls specific for particular development on land within the Catalyst Precinct. The Delivery Plan will contain the appropriate level of detail to assess individual projects, ensure they are consistent with the Master Plan and monitor their ongoing environmental performance. The Delivery Plan will be prepared by the Department on behalf of the corporation.
- Site specific controls in both the Delivery Plan will be based on significant and thorough technical studies to preserve visual amenity, recommend building bulk and scale which responds to the topography and ensure development is aligned with the Performance Criteria in the Master Plan
- The Discussion Paper detailed the requirement for an Activation Precinct certificate to accompany any development application in the Catalyst Precinct. Following agency and stakeholder consultation, proponents will no longer be required obtain an Activation Precinct certificate for development in the Catalyst Precinct.

## Alpine Precinct

Development in the Alpine Precinct is governed by the Precincts – Regional SEPP Chapter 4 (Kosciuszko National Park) and the Environmental Planning and Assessment Regulation 2021. Following agency consultation, amendments to both legislative documents are detailed below:

- Amendments to the Precincts – Regional SEPP Chapter 4 (Kosciuszko National Park) include updates to the overarching aims and objectives of the Policy, a revised dictionary and land use tables, expand exempt development provisions, and the introduction of complying development provisions
- Amendments to the Environmental Planning and Assessment Regulation include the introduction of a streamlined DA process, refinement of the applicable assessment pathways, and updates to inter-agency referral guidelines
- The amendments to the Precincts – Regional SEPP Chapter 4 (Kosciuszko National Park) and the Environmental Planning and Assessment Regulation will be consulted upon in mid-2022 prior to adoption
- An Alpine Development Control Plan will be prepared by the Department, in consultation with National Park and Wildlife Service and be approved by the Planning Secretary. It will contain development controls for specific development on land within the Alpine Precinct and will be the first plan of this nature to apply to the Alpine Precinct
- Site specific controls in the Development Control Plan will be based on significant and thorough technical studies to preserve biodiversity, manage seasonal activity and visitation, guide built form and materiality suitable for the surrounding environment and ensure development is aligned with the Performance Criteria in the Master Plan.



## 7. What's next

As the Master Plan and the legislative amendments are now finalised, focus will shift to the preparation of the Delivery Plan (Jindabyne Catalyst) and Development Control Plans (Alpine and Jindabyne Growth) to help shape future development within the Precinct. These plans will contain site specific development controls around building height, parking provision, view protection, landscaping and built form. The community will continue to be engaged throughout the process to inform these important development controls and design guidelines. Like the master plan, these plans will also be publicly exhibited so the community has an opportunity to provide feedback prior to finalisation.

Further, the Regional Growth NSW Development Corporation will prepare for construction and development within the Precinct. This will include:

- Preparing and publishing the Delivery Plan (Jindabyne Catalyst) and Development Control Plans (Alpine and Jindabyne Growth). These plans will contain site specific development controls around building height, parking provision, view protection, landscaping and built form
- Continued community engagement to inform these the development controls and design guidelines, which will also be publicly exhibited
- Undertaking a tender process to select contractors to design and build the supporting infrastructure
- Preparing a detailed design and consulting with impacted stakeholders
- Beginning construction of supporting infrastructure (roads, sewer, water).





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## Planning & Environment

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[dpie.nsw.gov.au](http://dpie.nsw.gov.au)

Postal Address:  
Department of Planning  
and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Street Address:  
4 Parramatta Square  
12 Darcy Street  
Parramatta NSW 2150