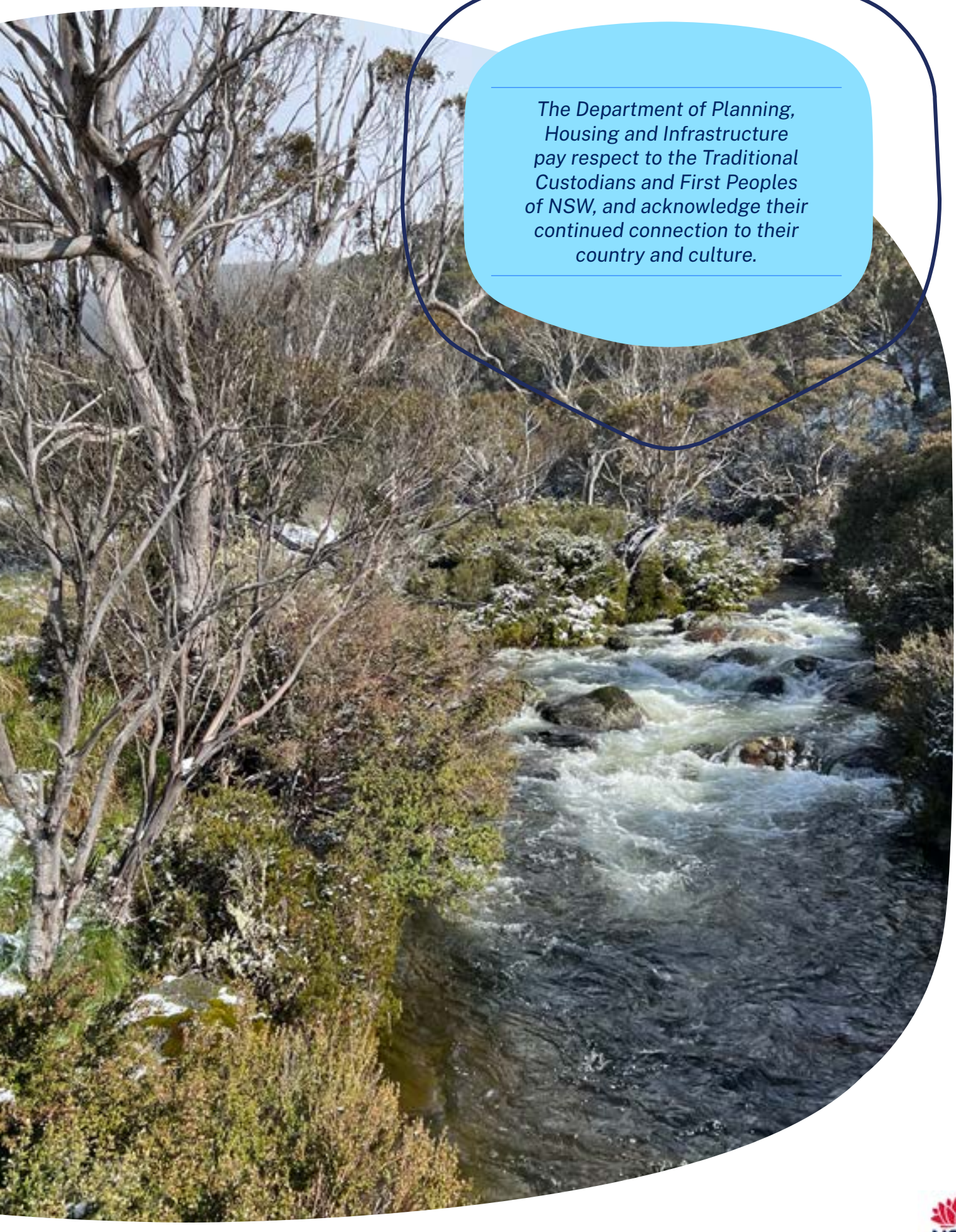
NSW Alpine Region

Development Control Plan

2025

Department of Planning, Housing and Infrastructure



The Department of Planning, Housing and Infrastructure pay respect to the Traditional Custodians and First Peoples of NSW, and acknowledge their continued connection to their country and culture.

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1.0 Introduction and administration

1.1 Name of this Plan and commencement

This plan is called the Alpine Region Development Control Plan 2025 (this DCP). This DCP has been prepared in accordance with section 3.43 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) and must be read in conjunction with the provisions of Chapter 4 Kosciuszko Alpine Region of *State Environmental Planning Policy (Precincts – Regional) 2021* (Precincts-Regional SEPP 2021).

This DCP was adopted by the Minister, or their delegate on 18 December 2024 and came into effect on 14 January 2025.

1.1.1 Review and amendment of the DCP

The Department of Planning, Housing and Infrastructure (DPHI) will ensure the provisions of this DCP are reviewed:

1. On the second anniversary of the commencement of the DCP to, having regard to variation requests received since commencement of the DCP and other factors:
   a. assess the effectiveness of the DCP provisions in achieving its purpose, aims and objectives,
   b. identify the need for changes to the DCP provisions to better achieve its purpose, aims and objectives, and
   c. ensure the DCP provisions remain relevant to the types of development occurring in the Alpine Sub-regions.
2. At the end of each five-year period following the completion of the first review of this DCP, or at the same time as any review of the Snowy Mountains Special Activation Precinct Master Plan (Master Plan) and/or the Chapter 4 Precincts-Regional SEPP 2021 provisions and related Schedules, whichever is earlier.

1.2 Purpose of this DCP

This DCP supports the statutory planning framework of the Alpine Region including Precincts-Regional SEPP 2021 and the Master Plan.

It provides detailed provisions to guide development to achieve the aims and objectives of Chapter 4 of the Precincts-Regional SEPP. This DCP includes detailed objectives and controls for ensuring well designed, quality built form and development within the Alpine Region. Each development application will be assessed having regard to the Precincts-Regional SEPP 2021, this DCP, and other matters listed in section 4.15 of the EP&A Act.

Secondly, and in combination with the related framework of the *Kosciuszko National Park Plan of Management 2006* (Kosciuszko National Park PoM), the carrying capacity provisions of this DCP (Chapter 5) aim to manage the growth of visitation in the Alpine Sub-regions, ensure opportunities are provided for visitors to undertake a wide range of recreational activities, minimise adverse environmental, social and cultural impacts, protect the ongoing maintenance of biophysical values and complement the Kosciuszko National Park Plan of Management.

Decisions about the release of additional accommodation capacity in the Alpine Sub-regions under the Kosciuszko National Park PoM will consider the carrying capacity provisions of this DCP (refer to Chapter 5).

1.3 Aims and objectives

The aims and objectives of this DCP are to establish planning controls that:

1. Protect and enhance the Alpine Region by ensuring development is managed with regard to the principles of ecologically sustainable development, including the conservation and restoration of ecological processes, natural systems and biodiversity.
2. Encourage development that supports year-round sustainable tourism and recreation that recognises the significant contribution to the Alpine Region and the State's economy.
3. Ensure that development supports the Alpine Region's community, environmental and cultural values, consistent with the NSW **Connecting with Country** framework.
4. Facilitate the carrying out of ecologically sustainable and climate resilient development in the Alpine Region,
5. Recognise the context of climate change, warming temperatures and decreased precipitation,
6. Minimise the impact of new development by prioritising redevelopment of existing buildings and previously partly disturbed areas, and
7. Ensure development is consistent with the unique built form, landscape, heritage and character of individual Alpine Sub-regions.
8. Ensure development complies with accepted risk standards for geotechnical hazards, bushfire protection, and flood mitigation.
9. Outline the planning, design and environmental objectives and controls against which development applications will be assessed.
10. Provide guidance for the staged release of additional accommodation capacity in the Alpine Sub-regions to assist decision-making under the Kosciuszko National Park PoM.

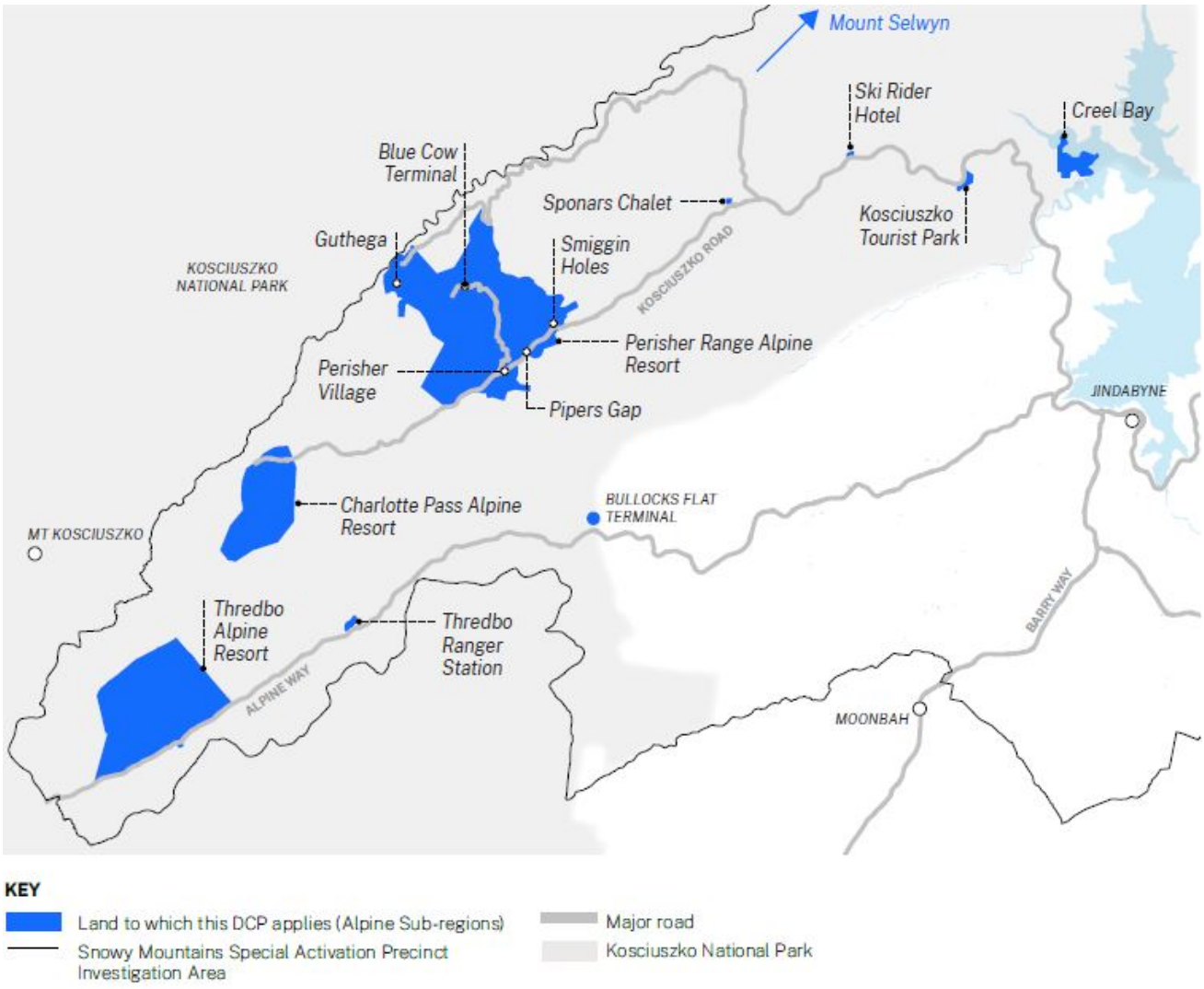


Figure 1. Alpine Region – Land to which this DCP applies

1.4 Land to which this DCP applies and consent authority

This DCP applies to all land, identified in **Figure 1**, to which Chapter 4 of the Precincts-Regional SEPP applies.

Unless otherwise stated, the consent authority for development under Part 4 of the EP&A Act, consistent with this DCP, is the Minister for Planning or delegate.

1.5 Relationship to other plans, standards and codes

This DCP is part of a broader planning framework that is used to manage development in the Alpine area. This includes:

- strategic plans, including region plans and district plans,
- environmental planning instruments, including State environmental planning policies (SEPPs), and
- other adopted strategies, plans and policies identified for consideration in this DCP.

This DCP is to be read in conjunction with relevant legislation, the environmental planning instruments and policies, including the following:

- *Environmental Planning and Assessment Act 1979,*
- *Environmental Planning and Assessment Regulation 2021,*
- *Biodiversity Conservation Act 2016,*
- *Rural Fires Act 1997,*
- *Protection of the Environment Operations Act 1997,*
- *National Parks and Wildlife Act, 1974,*
- *National Parks and Wildlife Regulation 2019,*
- Kosciuszko National Park Plan of Management 2006,
- relevant regional and local strategic planning statements, as identified from time to time,
- any relevant SEPP,
- any relevant Land and Environment Court Planning Principle,
- National Construction Code and Building Code of Australia,
- any relevant Australian Standards identified in this DCP), and
- any applicable policy or guideline identified in this DCP.

1.6 Savings and transitional provisions

If a development application has been made before the commencement of this DCP in relation to land to which this DCP applies and the application has not been finally determined before that commencement, the application must be determined as if this DCP had not commenced.

1.7 Interpretation

Terms in this DCP generally have the meaning ascribed to them in the Dictionary in Schedule 4A of the Precincts-Regional SEPP 2021, the *Standard Instrument — Principal Local Environmental Plan* or the EP&A Act. A reference in this DCP to any Australian Standard or legislation includes a reference to any amendment or replacement as made.

Any development application will also be assessed having regard to the matters listed in this DCP, Chapter 4 Precincts-Regional SEPP 2021 and section 4.15 of the EP&A Act.

Chapters 3 and 4 of this DCP prevail over Chapter 2 of this DCP to the extent of any inconsistency. Indicative Layout Plans for the Alpine Resorts and Sub-regions in Chapters 3 and 4 of this DCP indicate preferred dvelopment areas. Development that proposes an alternative layout may be acceptable, subject to detailed review and assessment.

Glossary of terms can be found in **Appendix C**.

1.8 Application of the DCP

A development application is required to take into consideration:

- the general objectives and controls in Chapter 2, and
- the specific objectives and controls for the relevant Alpine Sub-region(s) in Chapters 3 and 4.

Development that places additional demand on water, wastewater and electricity or seeks to amend car parking and access, is to demonstrate consistency with the principles and infrastructure requirements of the Carrying Capacity Framework in Chapter 5.

1.9 Consistency with development controls

Under the EP&A Act, development control plans are required to be applied flexibly and consent authorities are required to allow for alternate solutions so that otherwise permissible development may be carried out.

Variations to the development controls set out in the Alpine DCP can be considered where a proposed development can otherwise demonstrate that it achieves or improves upon the applicable planning objectives. Variations to the Alpine DCP provisions can be considered as set out below:

1. where a proposal does not comply with a particular development control, the applicant may propose an alternative solution.
2. a written variation request must:
    a. identify the development control that is to be varied and detail the extent of variation proposed;
    b. identify the general and/or specific objectives of that control and how the variation complies with the objectives; and
    c. demonstrate how the variation sought will not have additional adverse impacts as a result of the variation.

2.0 General planning considerations

2.1 Introduction

This Chapter contains planning and design objectives and development controls applicable to all areas within the Alpine Sub-regions. The controls respond to the general character of the Alpine Region and the sensitivity of its alpine, sub-alpine and montane environments.

How to read and apply this Chapter:

Chapter 2 – General Planning Provisions

Built form and design
Signage and wayfinding
Amenity
Transport, car parking and access
Aboriginal cultural heritage
Historic heritage
Landscaping
Biodiversity and natural water systems
Climate and ecologically sustainable development
Stormwater management
Flooding
Bushfire prone land
On-mountain development and infrastructure
Alterations, additions and minor works

+

Chapter 3 Alpine Resort Sub-regions

OR

Chapter 4 Alpine Accommodation and secondary Alpine Sub-regions

+

Chapter 5 – Alpine Carrying Capacity Framework

This Chapter provides the planning provisions that apply across all Sub-regions. It should be read in conjunction with Chapters 3 or 4, and the Carrying Capacity Framework at Chapter 5.

2.2 Built form and design

With the exception of development at Blue Cow which requires consideration of Section 2.7, C5, the objectives and controls in this part do not apply to recreation infrastructure, lifting facilities, monitoring stations, ski-slope huts, snow-making infrastructure, on-mountain guest amenity buildings (including food and beverage outlets and toilets) and any ancillary structure associated with these land uses.

2.2.1 Building siting and location

Objectives

O1. Ensure the siting and location of development is:

a. consistent with the desired future character of the relevant Sub-region, and

b. where practical, undertaken on disturbed or partly disturbed land to minimise impacts on the environment and Aboriginal cultural heritage values, including places and objects of significance to Aboriginal peoples.

O2. Maintain key view corridors and vistas from public roads and other public vantage points and minimise visual intrusion on the landscape.

O3. Allow for the management of snow accumulation and associated building maintenance and access requirements.

O4. Ensure access appropriately addresses climatic design considerations throughout the year.

O5. Conserve existing significant natural landforms features including slopes, ridges and boulder outcrops/tors.

O6. Be appropriately designed to ensure visual privacy of occupants.

Controls

Siting development and topography

C1. Development is to be designed and sited to, where possible, avoid significant impacts on views and landscape features and habitats, e.g. boulder outcrops/tors, creeks, bogs and wetlands.

C2. Where practical, development is located within existing building footprints and other disturbed areas including infrastructure corridors.

C3. Buildings are sited and orientated to provide safe snow accumulation zones. Building entrances are snow and/or drip free to protect building occupants and visitors.

C4. Development is stepped in response to the natural topography to minimise the need for earthworks as shown in **Figure 2**. Stepped development considers snow deposition and equitable access.

C5. Development maintains ridgelines (see **Figure 3**) and natural vegetated backdrops.

Setbacks to access ways, roads and infrastructure

C6. Where there is an established setback from a road used to access the development, the front facade of buildings align with the neighbouring building setback (refer **Figure 4** and **Figure 5**).

C7. Subject to site conditions and consideration of streetscape, amenity and environmental impacts, allowable encroachments within the setback may include detached structure such as waste structures and elements attached to the building, such as entry features or porticos, balconies, decks, pergolas, terraces or verandahs, window box treatments, bay windows or similar features, awnings or other features over a window and sun shading features and eaves.

C8. Buildings are set back from transport, utilities and snow-based infrastructure to ensure that amenity is preserved for visitors and to provide sufficient operating space for infrastructure, including oversnow and snow-clearing operations.

Setbacks and building separation

C9. Buildings are sited and orientated with consideration for occupant privacy.

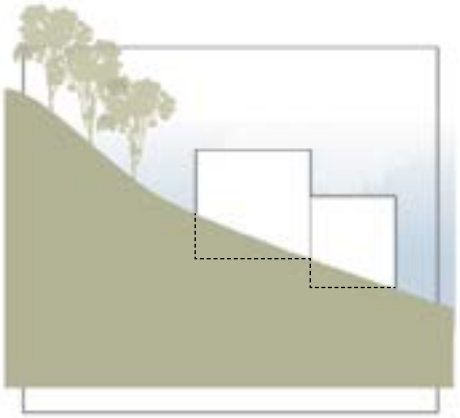


Figure 2. Built form responding to the topography

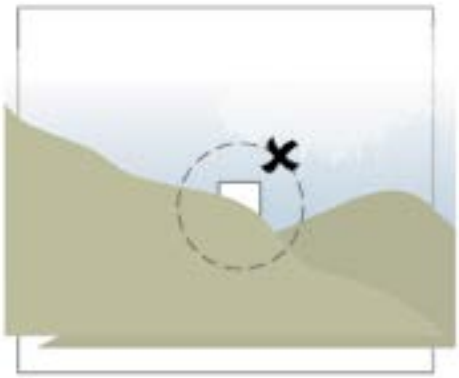


Figure 3. No development on ridgelines

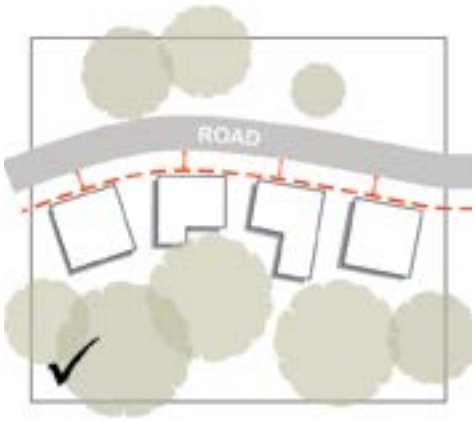


Figure 4. Maintain established building setbacks

Figure 5. Avoid encroachments that are inconsistent with the established street setback, with the exception of allowable encroachments

C10. Setbacks and separation distances between buildings ensure that new development does not impede existing public pedestrian access and allows for the management of snow accumulation between buildings while avoiding obstruction of building entry and exit points.

Note: *Buildings may be clustered to address snow management.*

2.2.2 Building height and scale

Objectives

O1. Reinforce the desired future character and scale of the relevant Sub-region, except where sites have specific height controls.

O2. Building height maintains view corridors and key vistas from public spaces and vantage points.

O3. Ensure building height does not unreasonably dominate the natural landform, vegetation, or other features of the landscape.

O4. Maximise solar access to public spaces.

Controls

C1. The height of buildings is consistent with those specified for the relevant Sub-region. Where there is no specified height for buildings, the development is consistent with the established heights that characterise the Sub-region, and

C2. Where reasonable, the height and scale of buildings maintain key view corridors and vistas identified within the future character statements and avoid reducing solar access to identified public spaces within the Sub-region.

2.2.3 Building design

Objectives

O1. Provide a high quality of building design that incorporates architectural elements of the Sub-region, responds to the landscape setting of the Sub-region and is appropriate for the prevailing alpine, sub-alpine or montane conditions.

O2. Ensure development responds to public spaces through activation, appropriate public domain treatments for year-round conditions, and minimise any reduction in solar access.

O3. Ensure individual buildings contribute positively to the desired future character of Sub-regions with regard to bulk, form, style, scale, setbacks and materials whilst enabling innovative and contemporary design.

O4. Encourage contemporary building materials that complement and enhance the character of the relevant Sub-region.

O5. Ensure building materials, colour and finishes are appropriate for the prevailing alpine, sub-alpine or montane setting and minimise glare and reflection.

Controls

C1. Development complies with Australian Standard AS1170.3.

C2. Development provides sufficient space for storage of the type and number of bins required to meet the needs of the development.

C3. Building design is consistent with the local character and the building style described in the Sub-region desired future character statement (refer to **Appendix A**).

Relationship to public spaces

C4. Car parking structures are integrated into the design of the building. Garages and undercroft parking structures do not dominate building facades.

C5. Buildings located adjacent to public spaces:

a. address and activate public spaces with entrances, lobbies and windows. Where entertainment, food and drink premises are located adjacent to public spaces, outdoor seating appropriate to prevailing climatic conditions are considered, and

b. provide a visually attractive and functional interface with public spaces, appropriate to the alpine, sub-alpine or montane climatic conditions in the relevant Sub-region.

Roof design

C6. Roof design, including materials, pitch and plane, overhangs, and stormwater drainage solutions prevent snow accumulation over building entrances, walkways, roads and driveways, or in public spaces or other areas where people congregate.

C7. Roof materials comprise corrugated iron or profiled metal and have low reflectivity.

NOTE: *Shedding snow safely to ground melt zones is the preferred method of managing snow accumulation.*

Articulation

C8. Buildings avoid blank walls and be articulated. Examples of achieving building articulation are illustrated in **Figure 6** to **Figure 9**.

Building entries

C9. Building entries are designed and located to be clearly visible from the street/road or access point, and easily identifiable and accessible in difficult weather conditions, to provide shelter and a transition space to the interior and to be snow and drip free, incorporating a roof structure or design element that prevents snow shedding at the entrance.

Building materials

C10. Building materials and finishes maximise thermal comfort and minimise energy consumption and are hard wearing, long lasting and of a high quality and low maintenance to withstand the snow, rain, wind and high levels of UV exposure encountered in alpine, sub-alpine and montane climates.

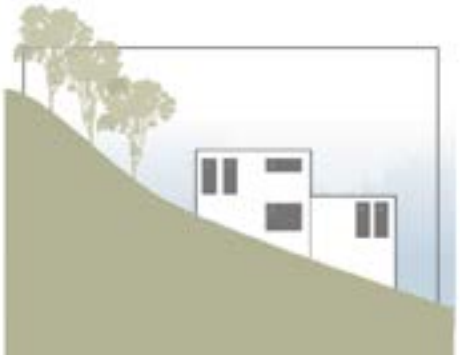


Figure 6. Incorporate openings to soften facades

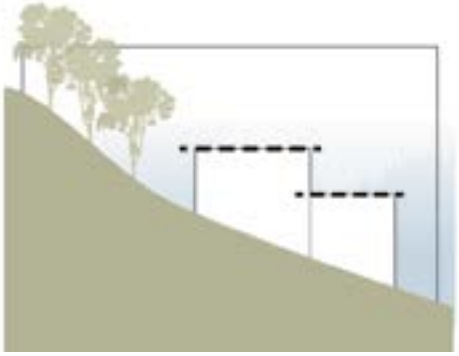


Figure 8. Incorporate vertical steps into buildings

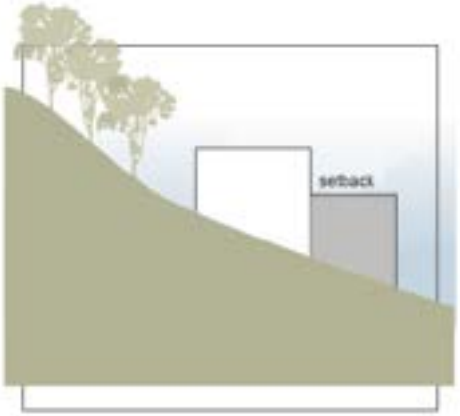


Figure 7. Incorporate setbacks to soften length of facades (elevation)

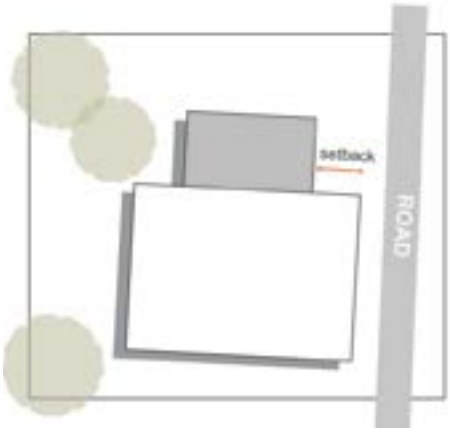


Figure 9. Incorporate setbacks to soften length of facades (plan)

C11. Building facade design achieves a balance between solid and void elements, avoids large expanses of a single material and incorporates different colours and patterns and are articulated using techniques such as projections and recesses.

C12. Building facade wall materials may comprise a mixture of profiled metal, timber, stone, plastered masonry, bagged and painted concrete, or other appropriate materials. Natural stonework, such as granite or similar, is incorporated into the ground floor facade, particularly in areas readily viewed from the public domain. Natural cleft or rock face stone such as granite and basalt are used on 15% of lower levels.

C13. Colours for large expanses of external wall are be recessive and sympathetic to the landscape character.

C14. Sustainable building materials are encouraged where they are appropriate for the prevailing climatic conditions and environment in the Sub-region.

Main Range Management Unit

C15. Development that may be viewed from the Main Range Management Unit (as defined in the Kosciuszko National Park PoM) considers:

a. colour palette that blends with the prevailing landscape,

b. appropriate materials that minimise reflectivity and prominence, and

c. design and siting of development.

Views of the top of mountain in Charlotte Pass Alpine Resort, Thredbo Alpine Resort, and Perisher Range Alpine Resort are particularly important. The majority of Guthega village can be viewed along with Blue Cow Terminal from the Main Range and will require particular consideration.

2.3 Amenity

With the exception of development at Blue Cow which requires consideration of Section 2.7, C5, the objectives and controls in this part do not apply to recreation infrastructure, lifting facilities, monitoring stations, ski-slope huts, snow-making infrastructure, on-mountain guest amenity buildings (including food and beverage outlets and toilets) and any ancillary structure associated with these land uses.

Objectives

O1. Ensure high levels of amenity for accommodation occupants in terms of solar access, visual and acoustic privacy and avoidance of odour problems.

O2. Ensure new development is sited and designed to protect solar access to existing and future key public spaces and habitable rooms and common living areas within the development and nearby, existing development, balanced against opportunities to provide views from development.

O3. Preserve and enhance view corridors and significant vistas that are viewed from publicly accessible vantage points, including those identified in the Alpine Sub-regions, and promote view sharing between developments to key landscape, such as ridgelines and skyline.

O4. Minimise impacts from lighting on occupants and the natural environment.

Controls

Solar access and overshadowing

C1. Tourist and visitor accommodation is designed and orientated to enhance solar access to the common living areas of the development and primary windows of both the development and adjoining developments.

C2. Development is designed to minimise overshadowing of public spaces, particularly those that are used by persons to congregate and key open spaces utilised during the snow season. New development does not reduce solar access to public spaces and communal areas to less than two hours between 11am and 3pm on 21 June.

Visual privacy

C3. Development of tourist and visitor accommodation, as well as staff accommodation, minimises privacy impacts on habitable rooms within the same or adjacent development through a combination of the following:

a. offsetting the location of habitable windows between buildings (where possible),

b. providing setbacks and separation between buildings,

c. locating balconies to avoid direct views to, or overlooking of, adjacent balconies, or

d. use of privacy screening, opaque windows or other such devices.

Examples of proposed approaches and building separations are illustrated in **Figure 10**.

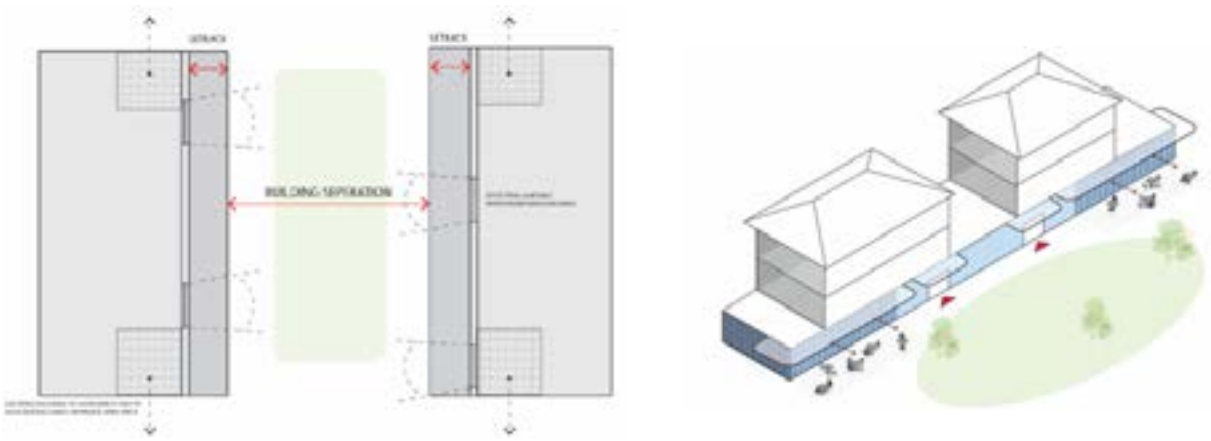


Figure 10. Examples of building separation, setbacks, privacy screening, window offsetting and balcony placement to ensure visual privacy

Noise and odour

C4. Building location, design and layout considers the following:

a. impact from external noise or odour sources such as food and drink premises, plant and machinery or infrastructure on the occupants of the building,

b. noise and odour transmission between different uses within the building, and

c. the potential impact of noise or odour upon adjoining uses.

Lighting

C5. Lighting does not unreasonably impact on the amenity of building occupants, particularly in sleeping locations, or the natural environment.

C6. Development minimises light spillage visible from the Main Range Management Unit.

2.4 On-mountain development and infrastructure

The objectives and controls in this part apply to development for the purposes of lifting facilities, monitoring stations, ski-slope huts, snow-making infrastructure, infrastructure facilities and recreation infrastructure.

Objectives

O1. Allow for a mix of summer and winter recreational opportunities for a range of visitor skill levels and types that enhances the particular Alpine Sub-region character.

O2. Allow for on-mountain development and infrastructure that is environmentally sustainable and meets visitor needs.

O3. Ensure ease and efficiency of circulation, adequacy of public facilities, lift and trail capacity and public safety to enhance amenity in all seasons.

Controls

C1. Upgrades to lifting infrastructure and snowmaking infrastructure prioritise development that limits disturbance to existing alignments. Where this is not practical or will result in adverse impact on amenity or efficiency, development may occur outside of existing alignments.

C2. Aerial lifts are to be used in place of surface lifts, unless it can be demonstrated that a surface lift is necessary for operational reasons and that the surface lift will result in minimal environmental impacts. Consideration will be given to environmental impacts and operational outcomes in consideration of the most appropriate form of lifting infrastructure and any associated cabling.

C3. Walking trails and infrastructure are designed along existing disturbed areas such as ski slopes. Where this is not practical, development may occur outside of existing disturbed areas.

C4. All summer and winter on-mountain developments and infrastructure make efficient use of the natural terrain by limiting terrain modification to where it is essential for safety, to resolve environmental issues or to improve visitor experience.

2.5 Minor alterations and additions

This section describes the relevant development controls applicable to 'alterations, additions and minor works to existing buildings'. Such development does not need to consider other sections of this DCP (except Section 2.7 Historic Heritage).

NOTE: *Development that is covered by this section requires a development application to be submitted to the Department. Nothing in this section precludes development from being carried out as either exempt or complying development that meets the requirements of Part 4.3 of the Precincts-Regional SEPP and development standards under either Schedule 2 (exempt development) or Schedule 3 (complying development).*

Alterations, additions and minor works to existing buildings is, for the purposes of this section of the DCP, development that is carried out on any use for the following forms of internal and external building alterations:

Internal building alterations to construct, install, replace or renovate building elements such as:

a. an internal window, doorway, wall, ceiling or floor lining, frame members, stairs and stairwells,

b. kitchen or bathroom, built-in fixtures including a vanity, cupboard or wardrobe,

c. sanitary fixture, including a grease trap,

d. shelving or racking, partition, workstation or counter.

External building alterations to construct, install, replace or renovate building elements such as:

e. painting, plastering, cement rendering, cladding, attaching fittings or decorative work,

f. wall or roof cladding (including structural wall),

g. a door, security screen or grille on a door or window, including enlargement/reduction of existing doors.

h. security door or balustrade,

i. entry features or porticos, balconies, decks, pergolas, terraces or verandahs, window box treatments, bay windows or similar features, awnings or other features,

j. external window, glazed area or door, including enlargement/reduction of existing windows.

Objectives

O1. Facilitate the orderly development of land.

O2. Ensure the design of alterations, additions and minor works to existing buildings (including those for fire or accessibility upgrades) do not detract from the amenity of the surrounding buildings and the desired future character of the Sub-region.

Controls

C1. Does not increase the height of the existing development or encroach into established setbacks, unless consistent with relevant controls in Chapter 2.2 and the relevant Sub-region.

C2. Development that involves alterations to improve equitable access to a building (including lifts, ramps, and stairs) is sympathetically integrated into the existing building and retains its original character and landscaped areas.

C3. Development on ridgelines does not result in any significant adverse visual impact.

C4. Development involving external works must not include excavation or filling, unless the alterations and additions are located within the existing building envelope.

C5. Building materials and colours are consistent with the existing building materials or sympathetic with the existing character of the immediate locality.

C6. Development relating to heritage items listed in the Precincts-Regional SEPP 2021 is consistent with Section 2.7 Historic Heritage.

C7. Development on land identified as bushfire prone must address the bushfire protection measures in the NSW RFS publication Planning for Bush Fire Protection (or equivalent)

articulation zone means an area within a lease boundary forward of the building line within which building elements are permitted to be located.

2.6 Signage and Wayfinding

Objectives

O1. Ensure signage is in keeping with the scale, character and architectural style or features of a building or location.

O2. Provide well designed and suitably located signage that allows for the identification of a business, land use or activity which the signage relates.

O3. Ensure a coordinated approach to signage where a development has multiple tenancies.

O4. Protect landscape qualities and key view corridors and vistas from inappropriate signage.

O5. Ensure signage does not adversely impact on the locality or cause a distraction to road users.

O6. Ensure signage does not create conflicts or safety problems for pedestrians.

O7. Wayfinding and interpretive signage are appropriately positioned, fit for purpose, consistent with road safety principles and existing signage and sympathetic to the landscape and heritage, whilst utilising universal design principles, enhancing scenic qualities, protecting views and vistas and reducing visual clutter.

Controls

General controls

C1. Signage is to recognise the legitimate needs for directional advice, business identification and promotion.

C2. Signage is to complement and be compatible with the development on which it is situated, adjoining development and the character of the area.

C3. The size and shape of a signage is to relate and be proportional to the size of the building or space to which it is to be attached. Larger building facades are capable of accommodating larger signs without detracting from the appearance of the building.

C4. Signage is to make up no more than 20 percent of the building facade.

C5. Signage is not to dominate or obscure a building or its architectural features. Advertising and signage should highlight and reinforce architectural details.

C6. Signage is not to negatively impact on road safety.

C7. Signage erected or displayed on heritage items is not to detract from the architectural character and heritage significance of the buildings.

C8. Signage is not to dominate or obscure landscape qualities or key view corridors and vistas.

C9. Signage is to be installed with consideration of impacts on native trees and other vegetation, including any immediate or ongoing removal or pruning of vegetation for visibility of the signage.

Illuminated signs

C10. Signs should not detract from the building's architecture during daylight.

C11. Illumination (including cabling) must be concealed, integral with the sign or provided by carefully designed remote or spot lighting.

C12. Adjustable light intensity must be installed if required by the consent authority.

C13. Illumination is limited to the hours of 7am to 10pm/close of business (whichever is the lesser).

Signage and road safety

C14. Signage is considered to impact on road safety detrimentally and is undesirable if it:

a. obscures or interferes with road traffic signs, signals, the view of oncoming vehicles or pedestrians or road hazards or obstructions;

b. use words like 'stop' or other directions that could be confused with traffic signs;

c. has variable messages or lighting intensity that impairs or distracts drivers;

d. is located where drivers need greater concentration, such as at major intersections or merging/diverging lanes.

Inappropriate signage

C15. The following forms of signage are not appropriate and will not be supported:

a. roof signs

b. sky signs controlled from the land, including inflatable balloons

c. signs painted on or applied to the roof

d. moving and flashing signs

e. variable or video message signs

f. canvas, calico, or similar signs (except temporary signs)

g. hoardings (except during construction)

h. billboards

i. posters (except within frames attached to structures)

j. pole or pylon signs (except for certain uses, max height 7.0m)

k. vertical or horizontal projecting signs

l. fin signs

Wayfinding signage

C16. To assist with the public access and understanding of the long First Nations association with the land, Aboriginal cultural items such as artistic design or names is incorporated into wayfinding signage and/or interpretive panels where appropriate. Interpretation initiatives include consultation with Aboriginal community members.

C17. Design guidance for wayfinding signage considers how building design, siting, and materials could form part of a broader interpretation strategy, including consideration of Connection to Country and Return to Country.

2.7 Transport, car parking and access

Objectives

O1. Support improved public transport year round to the Sub-regions, including regular bus access from Jindabyne to Perisher Range Alpine Resort Sub-region, Thredbo Alpine Resort Sub-region, and Charlotte Pass Alpine Resort Sub-region in the summer.

O2. Ensure car parking minimises environmental impact and does not compromise the Sub-region character or visually detract from the desired future character.

O3. Provide opportunities for improved walking and cycle connections and supporting infrastructure throughout the Sub-regions.

O4. Ensure Sub-region village road and public domain design utilises durable, low-maintenance materials that can tolerate alpine, sub-alpine and montane climate variation and snow-related usage and operations.

O5. Ensure car parking, vehicle access, and loading, service and waste facilities do not compromise pedestrian safety.

O6. Ensure development provides improved access and parking, and that facilities consider both winter and summer activities and the equipment required for them, such as snow related activities, mountain biking, hiking, and micromobility.

Controls

Car parking and services/loading

C1. Development is consistent with the following maximum car parking rates:

a. hotel or motel accommodation (including pubs where accommodation is provided) and eco-tourist facilities:

   i. one space per unit/room, and

   ii. two parking spaces for the manager.

b. backpackers' accommodation: assessed on merit.

c. serviced apartments:

   i. one parking space per one-bedroom unit, or

   ii. two parking spaces per two or more-bedroom unit, and

   iii. two parking spaces for the manager.

d. lodges: two parking spaces per unit.

e. commercial premises (including offices), shops, restaurants and cafes and other development not specified in C1: Separate parking for individual developments will generally not be required as the majority of customers will be drawn from the village accommodation. A detailed parking and traffic impact assessment by a suitably qualified traffic specialist may be required to substantiate proposed parking provision.

C2. Car parking provision minimises substantial earthworks and the loss of significant native vegetation and ecological communities where possible.

C3. Where car parking is to be provided in association with individual accommodation buildings, it is to be located within the lease boundary or an associated licence area.

C4. The provision of tandem parking or car stackers will be considered for:

a. club and commercial lodge accommodation where the operator manages the parking of these vehicles, and

b. self-contained accommodation where the parking is allocated to a specific unit.

C5. Servicing and waste facilities are integrated into the overall development or are located or screened to minimise visibility from public spaces, without compromising accessibility for the vehicles that are required to access them.

C6. The design of car parking, loading, service and waste facilities minimise the potential for pedestrian and vehicle (including oversnow) conflicts.

C7. Design of car parking and village road treatment ensures appropriate storage and clearing arrangements for snow build-up, considers road paving and stormwater infrastructure that reduces run-off turbidity, considers the use of storm-ceptors or other measures to prevent pollution from car parks and other paved areas and ensures compliance with the requirements of Chapter 2.10 Stormwater Management.

Pedestrian and cycling facilities

C8. New development, including new car parking areas, provides sufficient bicycle and micromobility parking, or alternatively a bicycle rack for use by the whole of the development (where possible).

2.8 Aboriginal cultural heritage

Objectives

O1. Management of Aboriginal cultural heritage is based on the principles of protection, maintenance, and enhancement, to preserve the significance of landscapes, vegetation and objects of significance to Aboriginal people.

O2. Protect Aboriginal Objects and Aboriginal Places of heritage significance by minimising the likelihood of disturbance from development.

Controls

C1. The location of a development in relation to a heritage management zone in the DCP maps (see **Appendix D**) will determine the nature and level of further assessment required. Development is consistent with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW.

C2. An erosion and sediment control plan prepared as part of the application considers measures to minimise disturbance to Aboriginal cultural heritage objects. This may include through the use of soft engineering solutions such as the placing of hay bales or coir logs on the surface.

2.9 Historic heritage

Objectives

O1. Support and ensure the long-term conservation of heritage items, associated fabric, views, and the heritage values of items and places through retention and interpretation.

O2. Ensure development of heritage items is based on an understanding of the heritage significance of the particular heritage item(s).

O3. Ensure significant features of heritage items are retained and that development, with regard to bulk, form, style, character, scale, setbacks and materials, is sympathetic to these features.

Controls

C1. Where an adopted Conservation Management Plan (CMP) is in place for a heritage item, the development is consistent with that CMP.

C2. Heritage items, wherever possible, are incorporated into the design of the public domain in the Alpine Sub-regions where they are publicly accessible and can be appreciated by all.

C3. Redevelopment or upgrades to a heritage item listed in the Precincts-Regional SEPP 2021 removes inappropriate or unsympathetic alterations and additions to heritage items and reinstates significant missing details and building elements where possible.

C4. Development on or adjacent to a heritage item listed in the Precincts-Regional SEPP 2021:

a. ensures that impacts to the heritage item are minimised through siting, the provision of curtilages, selection of appropriate materials and finishes, use of landscaping and fencing or other measures supported by a Statement of Heritage Impact; and

b. provides further heritage assessment where the development is likely to have adverse impact on a heritage item or its value. Development is considered to have a material affect if it involves:

i. the full or partial demolition of a building;

ii. major alterations or additions involving the introduction of major new elements or harm to significant portions of original fabric;

iii. minor alterations where significant fabric may be harmed, or elements added to original fabric that diminishes its value;

iv. major adverse impacts, such as obscuring key views or dominating a heritage item, or the removal of evidence of significant historical associations; and

v. impact to significant archaeological deposits.

2.10 Landscaping

Objectives

O1. Provide strong visual identity by including plants with defined form and foliage to help strengthen a pedestrian orientated environment.

Controls

C1. Landscaping and rehabilitation are undertaken for new development in accordance with *Rehabilitation Guidelines for the Resort Areas of Kosciuszko National Park* (Rehab Guidelines) (Dept. Environment and Climate Change 2007) as updated or replaced from time to time, including where stabilising sites and preparing them for planting, selecting and planting species and maintaining plantings following development.

2.11 Stormwater management

Objectives

O1. Retain natural features of waterways for stormwater source management and control, in preference over structural or 'end of pipe' solutions.

O2. Where appropriate, utilise best practice for stormwater management, including capture, treatment, and reuse of rainwater and release at appropriate flow rates.

O3. Stormwater drainage networks include both underground and above ground drainage infrastructure and facility for removing debris and contamination.

Controls

C1. Development is to have a neutral or beneficial impact on surface and groundwater quality, including in watercourses and associated riparian vegetation and receiving waters.

C2. All new underground stormwater pit and pipe drainage is designed to capture and convey the 5% annual exceedance probability (AEP) design event flow plus 20%.

C3. All overland flow paths are designed to safely convey the 1% AEP flows plus 50% of underground pipe flows (based on the assumption that the underground pipe has a reduced capacity of 50% due to blockage of surface inlet pits).

C4. All development that will affect existing stormwater infrastructure:

a. limit site discharge to predevelopment flows for the 10% AEP and below, and

b. provide a safe (where practical limit velocities to 2m/s) overland flow path for stormwater runoff for events greater than the 10% AEP up to and including the 1% AEP including consideration of climate change projections for rainfall intensity. This ensures that where pipes are blocked by frozen water there is a defined overland flow path to ensure water escapes and does not impact development.

C5. Development allows for the treatment of stormwater runoff during summer months and the storage of snow push during winter months through:

a. edge treatments (rock or concrete lined channels and basins) to store snow push, reduce velocities of melted water and allow for sediment to be captured in channels or basins (designed to allow for removal of sediment by heavy machinery following winter months) before discharge into nearby watercourses;

b. vegetated buffer strips on roads to capture sediments in storm and snow runoff; or

c. site specific stormwater pollution devices to capture runoff from large, paved areas such as car parks. **Figure 11** provides examples of these treatments.

Rockery / Concrete Lined Channel

Suitable for primary roads, large car parks and streets prone to high annual snowfall

- stores snow push
- reduces velocities of melted water
- allows sediment to be captured before discharging into nearby watercourses

SUMMER WINTER

Vegetated Swale

Suitable for secondary roads, car parks, and streets prone to moderate annual snowfall

- stores moderate snow push
- reduces velocities of melted water
- allows sediment to be captured before discharging into nearby watercourses
- provides greening to the street which enhances amenity and character

SUMMER WINTER

Figure 11. Stormwater treatment

2.12 Flooding

The objectives and controls in this apply to flood prone land. Flood prone land is identified in Appendix F.

Objectives

O1. Development within flood prone land (FPL) is consistent with the Flood Risk Management Manual (2023).

O2. Development is sited, designed, and located to avoid or mitigate the flood risk to people, property and infrastructure both within the lease boundary and beyond the boundary, and ensure flood safe access is available.

O3. Development activities do not reduce the capacity of the floodplain to store floodwaters, impede floodwater flow, or alter flood patterns in a way that compromises public safety or access to evacuation routes.

O4. Protect the integrity of floodplains and floodway, including riparian vegetation, fluvial geomorphologic environmental processes and water quality.

Controls

C1. Development within FPL (refer **Appendix F)** satisfies the following:

a. ensure flood safe access can be achieved through ensuring depth of flooding over vehicular driveways and roads is limited to approximately 0.3 metres and velocities of less than two metres per second. Where this not be achieved, development demonstrates how safe access can be achieved in the event of flooding;

b. set habitable floor levels at a minimum of the flood planning level of 1% AEP plus a freeboard of 500mm and maximum of three metres above ground level; and

c. ensure all structures have flood compatible building components if below the 1% AEP Flood Level plus 500mm Freeboard.

C2. Where the flood planning level (FPL) is above the PMF level then the lower of the two values is be adopted. Refer to **Figure 12** which shows the minimum habitable floor level recommended when the PMF is below the FPL.

C3. For tourist and visitor accommodation, a risk-based approach is adopted. Where a risk-based approach is applied the development satisfies the following:

a. development requires the preparation of a flood emergency management plan by a suitably qualified consultant to address the risks of flooding and demonstrate compliance with the following principles:

i. development planned and operated in recognition of the full range of potential floods up to and including the probable maximum flood (PMF);

ii. ensure development on the floodplain is consistent with the Flood Risk Management Manual (2023);

iii. tourist accommodation operators, developers and park occupants are conscious of the potential flood hazard and consequent risk associated with the use and development of land within the floodplain;

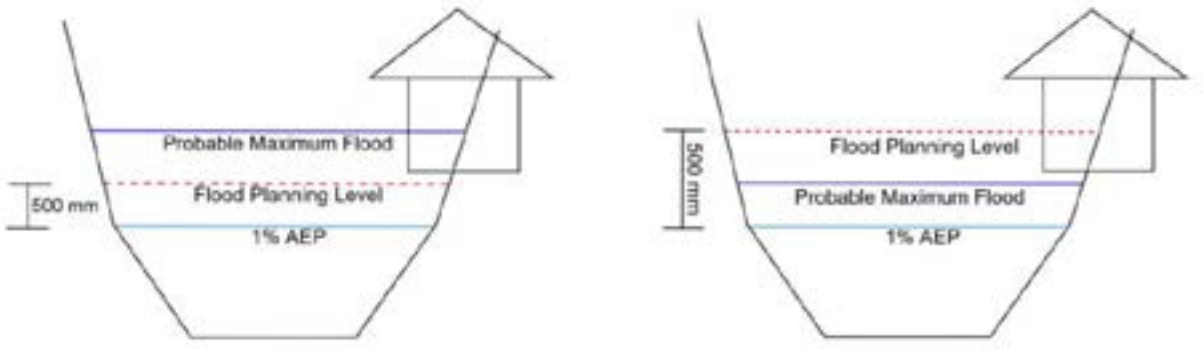


Figure 12. Minimum habitable floor level recommended when the PMF is below the FPL

iv. all land uses and essential services are appropriately sited and designed in recognition of all potential floods;

v. does not place an unacceptable financial burden on leaseholders or the community; and

vi. restrict intensification of development and activity in high flood risk precincts, and where possible to reduce continued occupancy by long-term residents (i.e. staff and managers) within high flood risk precincts.

b. to protect the integrity of floodplains and floodways, including riparian vegetation, fluvial geomorphologic environmental processes and water quality, where the development is located within the PMF flood extent but not within the FPL. Flood extent consideration is given to the H4 hazard vulnerability limiting depth and velocities (refer to **Table 1**) as part of the structural design of the building/structure,

c. where the development is located within the FPL minimum habitable floor levels are set at the flood planning level of 1% AEP plus a freeboard of 500mm and the design of structures with consideration of the hazard vulnerability classification for the land as per the map and defined in **Table 1**.

d. where development is located within the 1% AEP flood extent the hazard vulnerability classification for the land in **Table 1** and the special flood considerations include that the development will not affect the safe occupation of and efficient evacuation of people in the event of a flood, incorporates appropriate measures to manage risk to life from flood and will not adversely affect the environment in the event of a flood.

C4. A site-specific flood assessment that demonstrates compliance with this Chapter is to be submitted for development:

a. within sites that are covered by existing flood mapping;

b. that intersects or blocks a watercourse channel which comprises the bed and banks of the watercourse (to the highest bank) with a stream order of two or greater, or

c. that is located within the riparian zone of a watercourse with a stream order of four or greater. Where the riparian zone is defined as the vegetated riparian zone (VRZ) adjoining the channel (NoW, 2012). A fourth order stream includes estuaries, wetlands and parts of rivers influenced by tidal waters. (NoW, 2012) For a fourth order stream the riparian zone is recommended to comprise of 40 metres each side of the channel.

Table 1. Land hazard vulnerability classification

Hazard Vulnerability Classification	Description	Classification Limit (D*V) (m2/s)	Limiting Stillwater depth (m)	Limiting Velocity (m/s)	Land Use Compatibility
H1	Generally safe for vehicles, people and buildings.	≤ 0.3	0.3	2	All types
H2	Unsafe for small vehicles.	≤ 0.6	0.5	2	All types including Eco-Tourism and Accommodation.
H3	Unsafe for vehicles, children and the elderly.	≤ 0.6	1.2	2	Commercial, establishments, Open Space, Riparian and Wetland
H4	Unsafe for vehicles and people.	≤ 1.0	2.0	2	Open Space, Riparian and Wetland
H5	Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust buildings subject to failure.	≤ 4.0	4.0	4.0	Open Space, Riparian and Wetland
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure.	≥4.0	>4.0	>4.0	Open Space, Riparian and Wetland

2.13 Biodiversity, natural water systems and water sensitive urban design

Objectives

O1. Minimise impacts of development, including associated stormwater runoff, to areas of high biodiversity value within and along watercourses and riparian corridors. This includes the species of aquatic and terrestrial fauna that the areas of high biodiversity value support.

O2. Protect and enhance existing natural or constructed drainage networks including channel bed and banks by controlling the magnitude and duration of erosive flows.

Controls

All development

C1. Except where development within the vegetated riparian zone (VRZ) is unavoidable or allowable under the Guidelines for Controlled Activity Approvals, or equivalent under the *Water Management Act 2000*, development is designed and sited to minimise disturbance of the of the natural drainage system and avoid VRZs, shown in **Figure 13.**

C2. Development is designed and sited to avoid or minimise impacts on significant natural landform features including slopes, ridges and rock outcrops.

C3. Development that may result in biodiversity impacts (excluding vegetation removal) is supported by rehabilitation and monitoring measures consistent with the Rehab Guidelines.

C4. Impervious surfaces are minimised and soft landscaping incorporated to the maximum practical extent to promote water infiltration and reduce stormwater run-off.

C5. Except as part of minor developments or alterations and additions and where site conditions allow, water sensitive urban design (WSUD) measures are incorporated into development to minimise adverse impacts on sensitive and water-dependent ecosystems such as bogs and fens. Within the Alpine Region, this includes all areas of alpine and sub-alpine peatlands, damp herb fields and fens.

C6. Stormwater runoff from communal areas for new development is treated through communal WSUD measures to ensure water pollution is avoided.

All development excluding on-mountain food and beverage facilities, lifting facilities, ski slope huts, snow-making infrastructure and associated buildings

C7. Where possible, development is located near existing infrastructure and concentrated in and around already disturbed areas or areas of low ecological value to avoid habitat fragmentation. This includes associated infrastructure and services.

C8. Development is setback from significant landscape features and habitats, including existing creeks, bogs and wetlands to provide an appropriate buffer zone. Such buffer zones are provided in accordance with the requirements under Guidelines for riparian corridors on waterfront land. Exceptions will be considered where new development is located within an existing building footprint and/or disturbed areas.

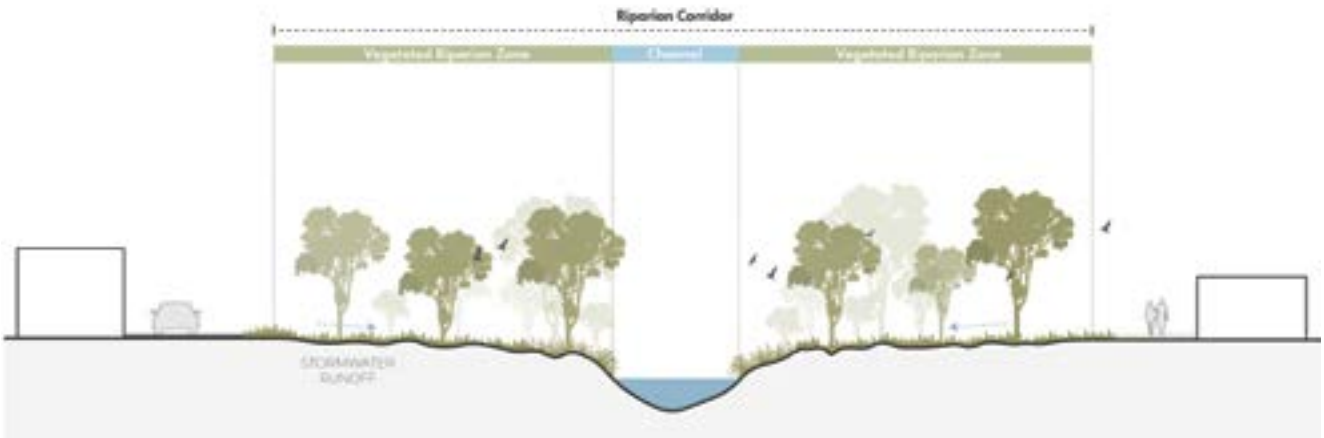


Figure 13. Vegetated Riparian Zone

2.14 Bushfire prone land

Objectives

O1. Ensure bushfire management measures are balanced with the protection of areas of environmental and cultural significance.

Controls

C1. Development on land identified as bush fire prone land on the Bush Fire Prone Land Map must address the bush fire protection measures in *Planning for Bushfire Protection 2019* (or equivalent), ensuring that impacts on biodiversity and heritage are considered as part of and balanced against any required Asset Protection Zones (APZs).

2.15 Climate and ecologically sustainable development

Objectives

O1. Contribute to the wider goal of achieving a carbon neutral Alpine Region in operation with electrified development and 100% renewable energy by 2050.

O2. Enable a climate resilient Alpine Region with promotion of year-round tourism activities.

O3. Provide for the efficient use of natural resources and reduce the consumption of water and fossil fuels.

O4. Improve sustainability of building materials through reduction, re-use and recycling of materials, resources and building components.

Controls

C1. New commercial development and tourist and visitor accommodation:

a. adopts a sustainable design framework. Development is encouraged to achieve the highest possible rating, by way of Green Star Building and/or NABERS Energy Commitment Agreement and/or Climate Active Carbon Neutral Certification;

b. contributes towards the transition away from fossil fuel usage including through the use of electric induction cooktops, electric heat pumps for space heating and electric hot water supply (solar, electric heat pump or electric instantaneous heating systems);

c. incorporates the use of on-site renewable energy generation, with consideration of snow-loading impacts and orientation to maximise output; and

d. utilises thermal mass principles to reduce energy demand through:

i. insulation with 'R' value of 3.5 or more for ceilings, 2.5 or more for walls and two or more for raised or lightweight-type floors;

ii. a concrete slab-on-ground with an in-slab or in-screed heating or cooling system, with insulation with an R-Value greater than or equal to 1.0, installed around the vertical edge of its perimeter; and

iii. install double glazed or higher order windows, glass doors and skylights (Insulated Glass Units).

3.0 Alpine Resort Sub-regions

This Chapter provides design guidance for the Alpine Resort Sub-regions (as shown in **Figure 14**), including:

- Perisher Range Alpine Resort Sub-region
  - Perisher Valley
  - Smiggin Holes
  - Pipers Gap
  - Guthega
  - Blue Cow Terminal
- Thredbo Alpine Resort Sub-region
- Charlotte Pass Alpine Resort Sub-region
- Mount Selwyn Alpine Resort Sub-region

Indicative Layout Plans have been prepared for each Sub-region. Preferred development areas are identified on the Indicative Layout Plans. Development outside of these areas may be acceptable and will be subject to detailed review and assessment.

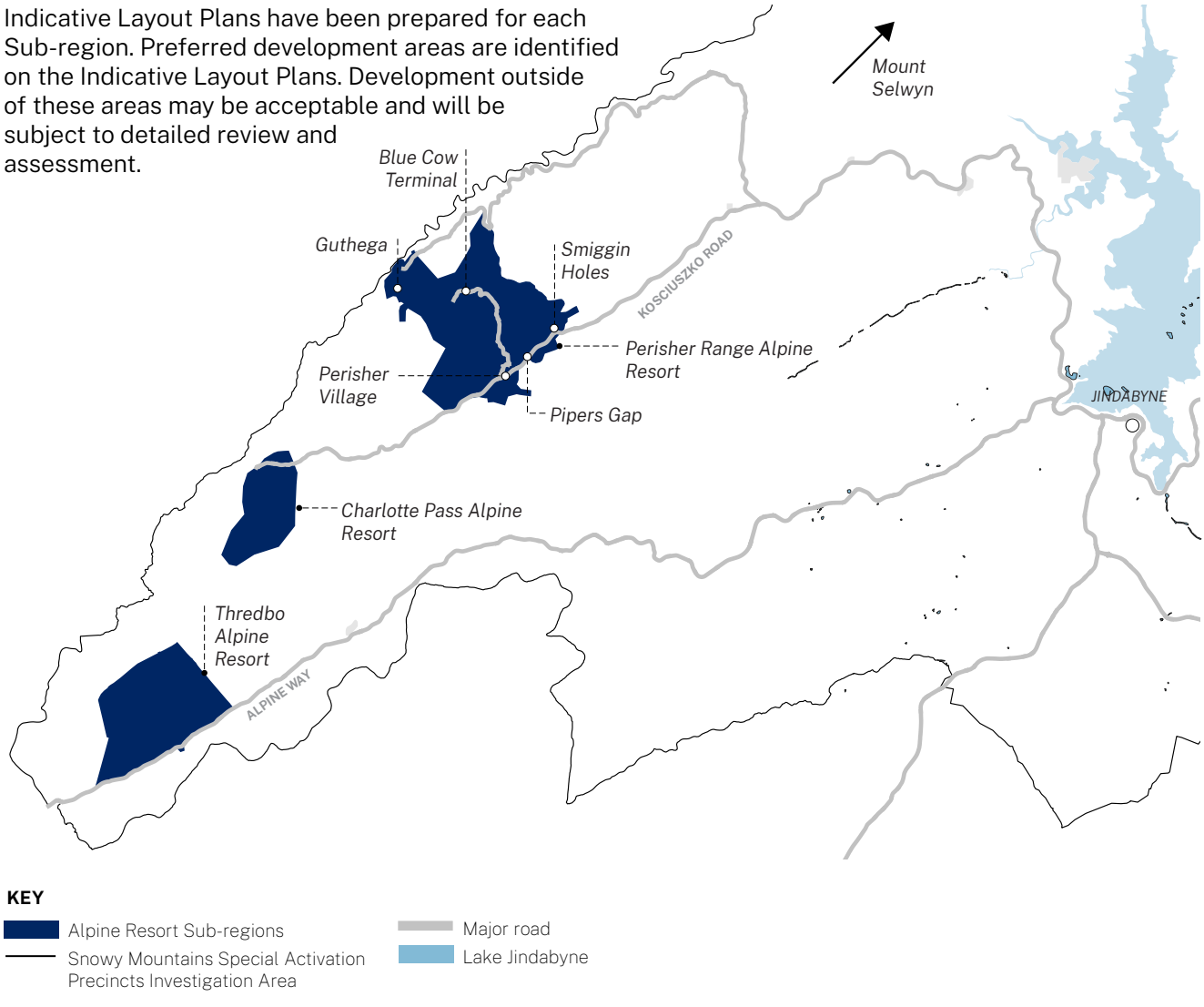


Figure 14. Alpine Region – Land to which this DCP applies

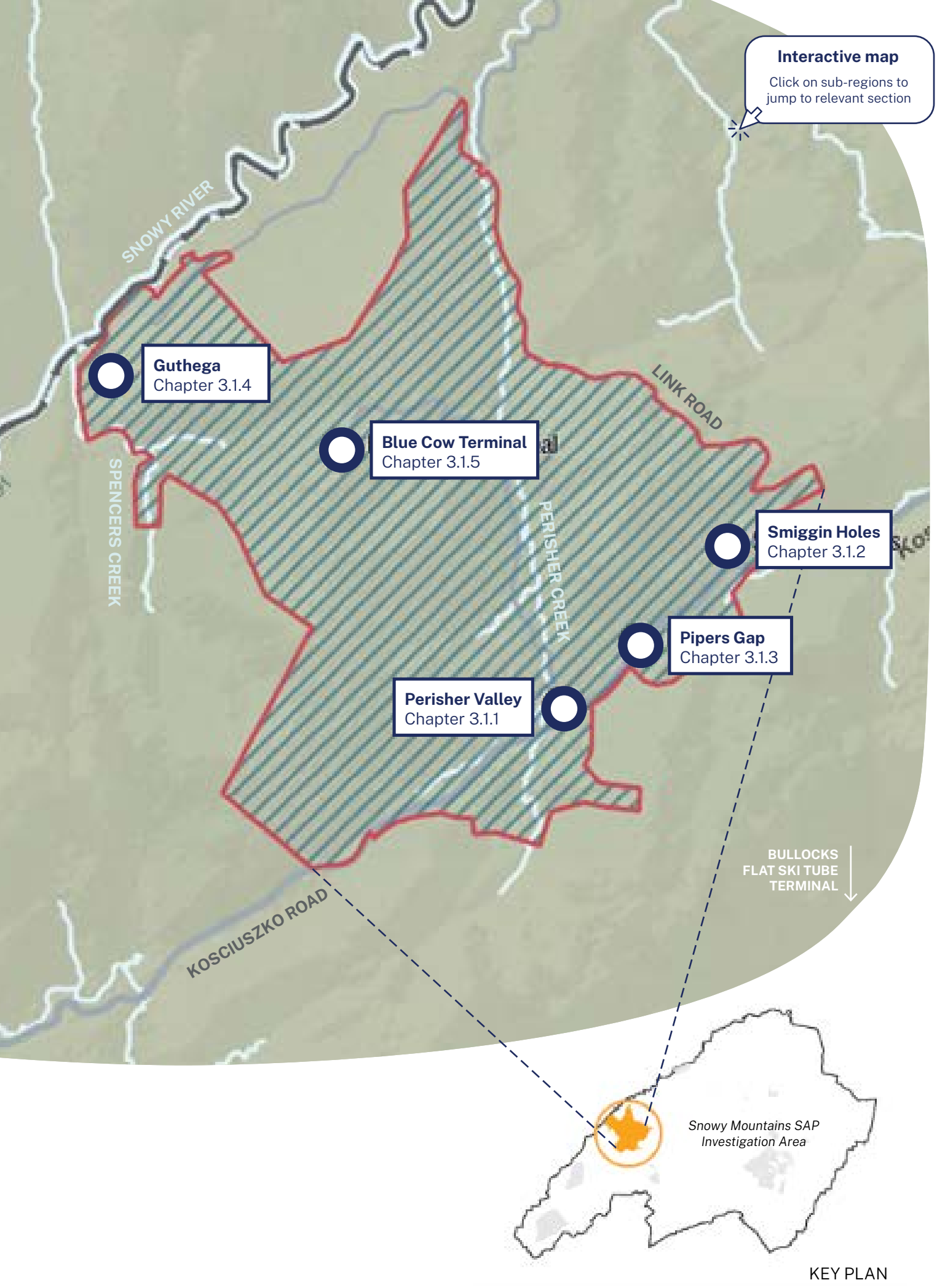
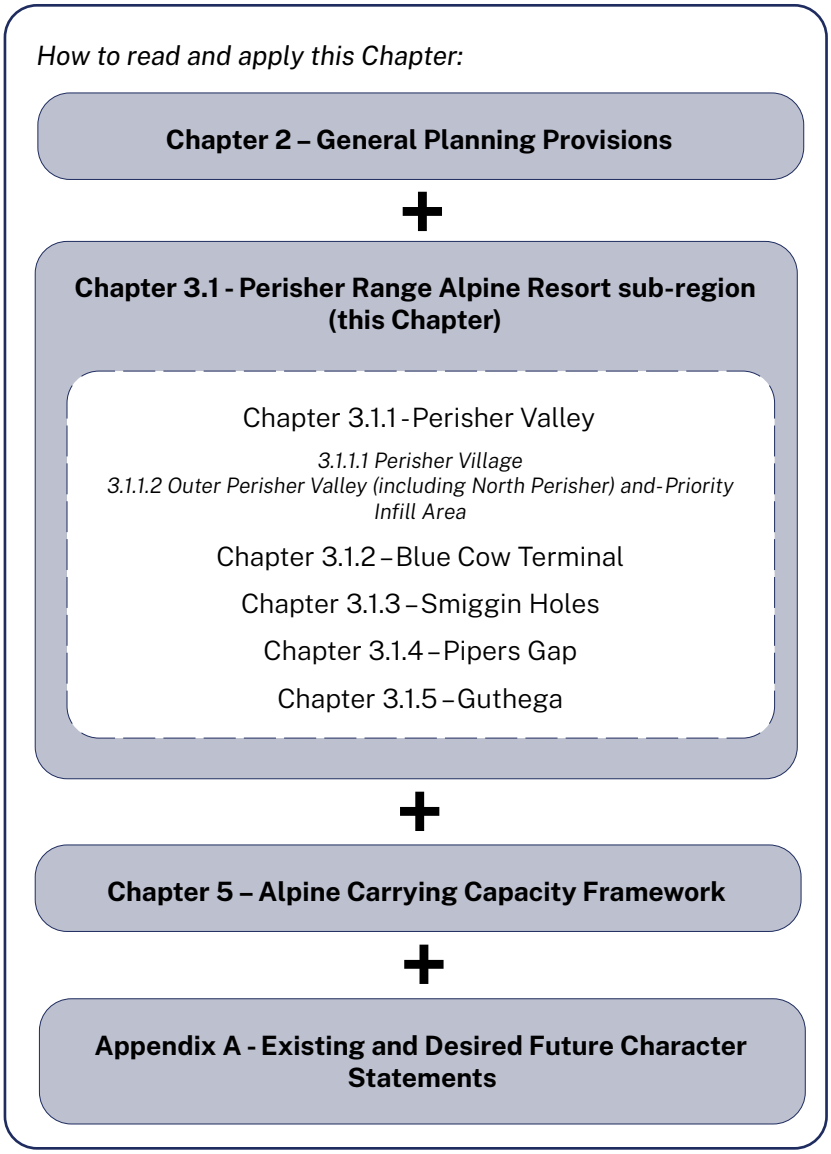


Figure 15. Location of Perisher Range Alpine Resort Sub Region

3.1 Perisher Range Alpine Resort Sub-region



3.1.1 Perisher Valley

Perisher Valley is the entry point for most visitors into the Perisher Range Alpine Resort Sub-region. It is defined by three character areas as identified in **Figure 16**, being Perisher Village (refer Chapter 3.1.1.2 for specific design and development guidelines), Outer Perisher Valley (including North Perisher, not shown in the ILP) and Perisher Valley – Priority Infill Area (refer Chapter 3.1.1.3 for specific design and development guidelines).

Overarching principles for all character areas are provided in Chapter 3.1.1.1.

Figure 17 provides an indicative layout plan for redevelopment of Perisher Valley. The following Chapters provide more detailed plans for each character area, as well as objectives and controls for development.

For further detail on each of the character areas within Perisher Valley, refer to the following:
Chapter 3.1.1.2 Perisher Village
Chapter 3.1.1.3 Outer Perisher Valley and Perisher Valley – Priority Infill Area

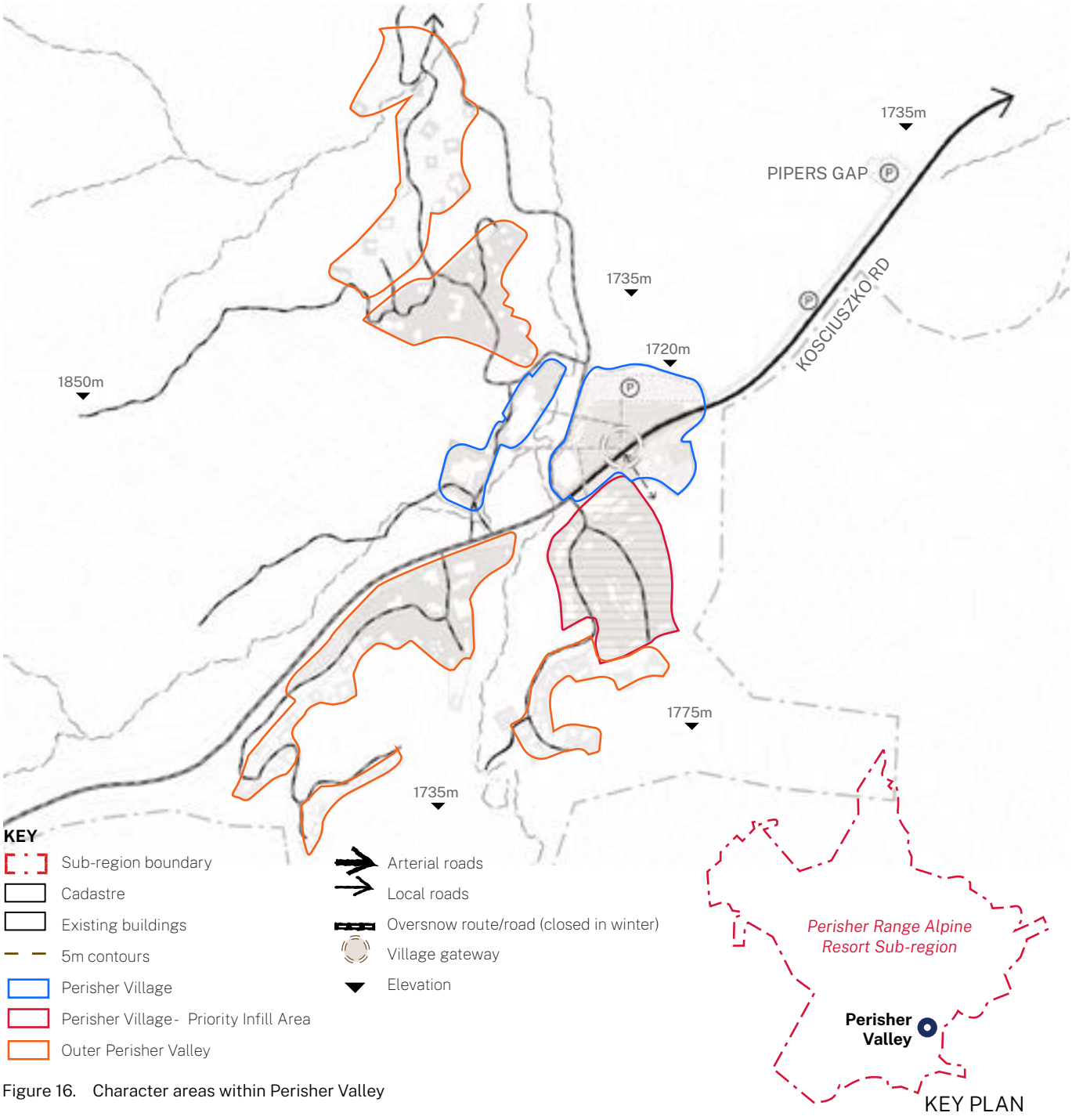


Figure 16. Character areas within Perisher Valley

3.1.1.1 Perisher Village

3.1.1.1-1 Land use and activities

Objectives

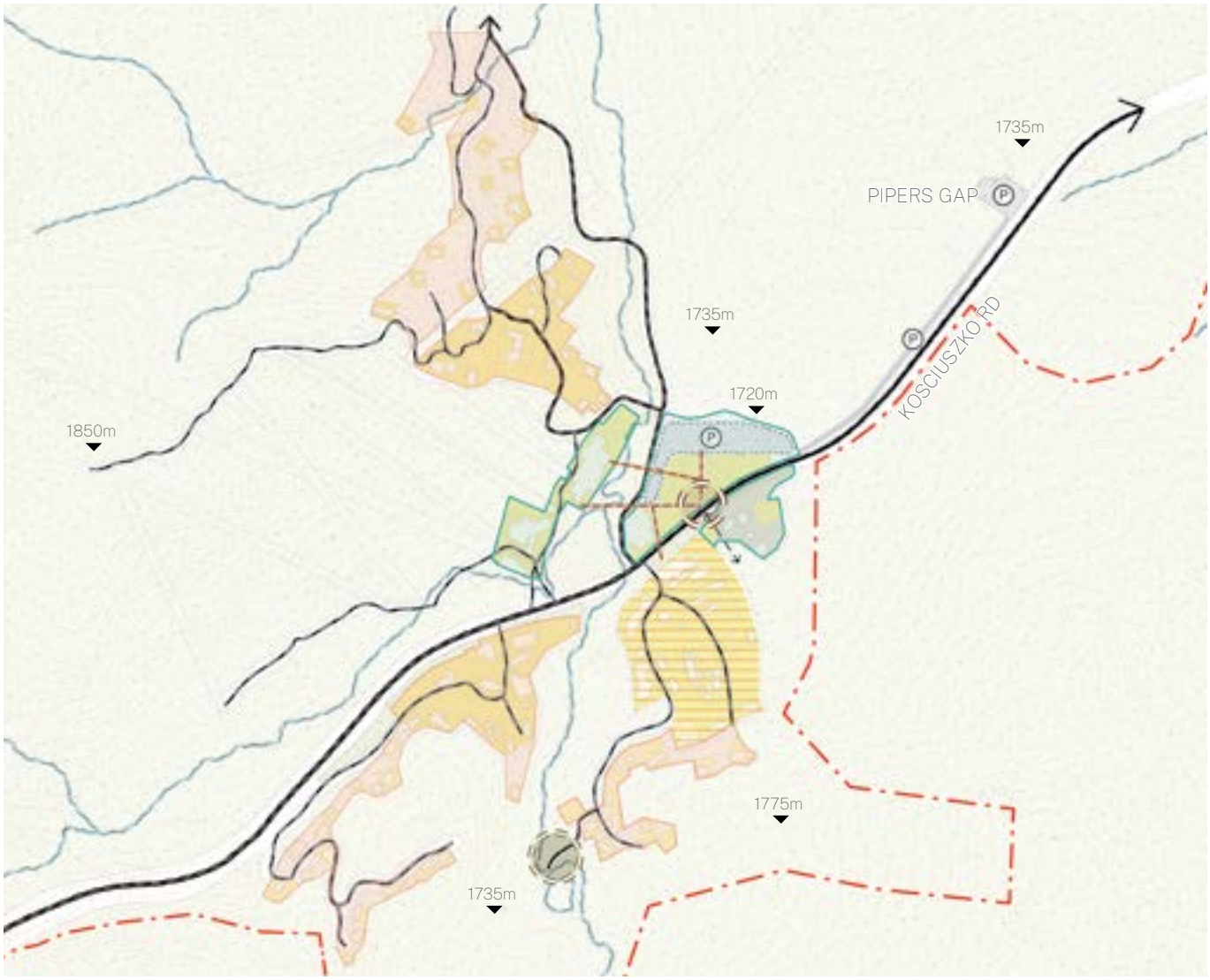
O1. Create a 'village atmosphere', comprising an attractive village centre that reinforces Perisher Valley's role as the main hub of the Perisher Range Alpine Resort, with a diverse mix of uses including accommodation, community, recreation, retail, food and drink, entertainment, medical facilities, administrative, operations and servicing.

O2. Promote redevelopment or upgrade of the existing Ski Tube Terminal building to improve the arrival experience for public transport users, and the interaction between guests and facilities.

O3. Cater for diversity in new accommodation including apartment-style tourism accommodation, ski lodge accommodation, and staff accommodation.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A** and generally delivered in accordance with the ILP at **Figure 18.**



KEY

- Sub-region boundary
- Cadastre
- Existing buildings
- 5m contours
- Development area
- Parking
- Buffer
- Green space
- Perisher village
- Perisher village-priority infill area
- Outer perisher valley
- Emergency services precinct
- Arterial roads
- Local roads
- Oversnow route/road (closed in winter)
- Active link
- Village gateway
- Creeks
- Elevation
- Upgraded trail head-improvement in access and amenity

Figure 17. Perisher Valley Indicative Layout Plan

C2. Development for the purposes of tourist accommodation caters for, where possible, a diversity of accommodation types. This includes apartment-style, ski lodge and staff accommodation.

C3. Commercial development that is not alterations and additions is, where possible, consolidated along key movement corridors to and from the Ski Tube Terminal.

3.1.1.1-2 Building setbacks and separation

Objectives

O1. Provide a well defined engagement with the road and public domain areas, that defines the road edge and contributes to a compact and distinctive village character, whilst creating a clear threshold and transition from public to private space.

Controls

C1. Buildings have nil setback to publicly accessible roads and public spaces for the first three storeys above natural ground level and three metres for the fourth storey and above.

C2. Development with zero setback to main streets and public spaces demonstrates how snow removal has been incorporated into the building design.

3.1.1.1-3 Building height

Objectives

O1. The height, bulk and scale of development is consistent with the desired future character and sympathetic to the key view corridors and vistas from public spaces and vantage points and other features of the landscape of the sub-precinct.

Controls

C1. Development demonstrates consistency in design intent with the height of buildings in storeys above natural ground level as shown at **Figure 18**.

3.1.1.1-4 Building form

Objectives

O1. Ensure the Village Centre is active throughout the year during the day and night, whilst protecting the amenity of existing and new development.

O2. Accommodation responds to seasonal patterns and demographic needs.

O3. Design development appropriately for the alpine and sub-alpine climatic conditions.

Controls

C1. Development contributes to pedestrian amenity by including active uses at the ground floor where appropriate and, having regard to snow loading, three metre-deep awnings, arbours or collonades.

C2. Where an above ground parking structure is proposed adjacent to Kosciuszko Road, the structure is designed with consideration of the following:

a. incorporate screening from prominent public domain areas and from the snow fields. through sleeved uses, or facade elements that allow for natural ventilation,

b. alpine climate conditions including the prevailing winds, snow deposition, and the operational requirements with regard to the management of snow, and

c. opportunities for passive surveillance.

C3. Redevelopment of Perisher Village demonstrates provision for the clearance, removal or storage of snow accumulation in public spaces, without undue conflict with the intended function of the spaces. Development is supported by an analysis of predicted wind and snow deposition patterns prepared by a suitably qualified professional, demonstrating how the development has been designed to mitigate adverse safety and amenity impacts.

C4. The height and scale of buildings fronting public spaces are designed to ensure these spaces are human scale, comfortable and create an attractive village character.

3.1.1.1-5 Public realm

NOTE: *This section applies to large-scale development only. It does not apply to minor development such as alterations and additions, nor does it apply to substantial redevelopment of existing tourist and visitor accommodation that does not already contain public realm.*

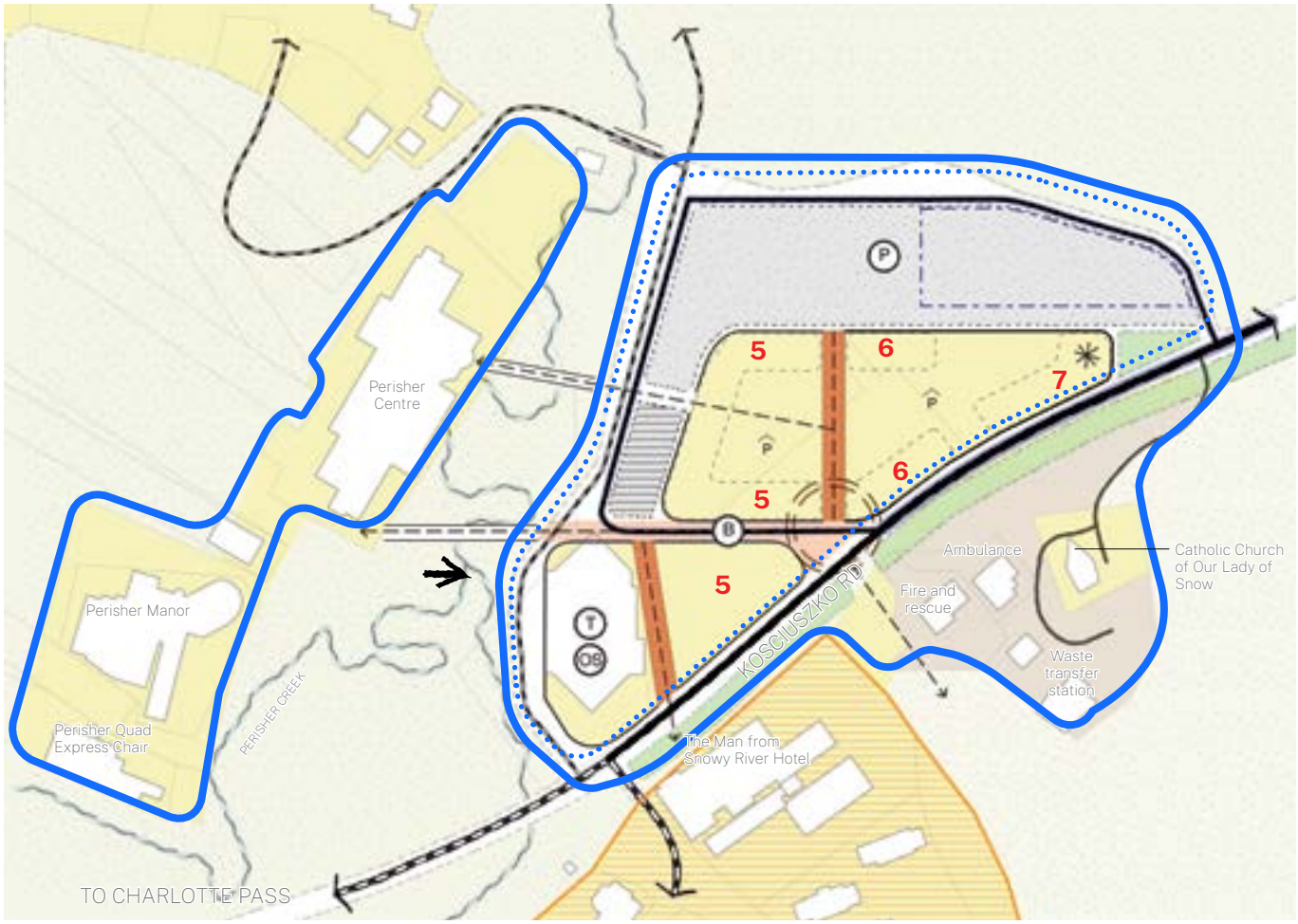
Objectives

O1. Create public spaces that are comfortable and amenable year-round, with the inclusion of equitable and accessible public seating and areas of shelter and shading.

O2. Establish a central point of arrival as a gateway to Perisher Village.

O3. Deliver a 'village feel' with the activation of roads, plazas and public spaces.

O4. Provide flexible spaces for temporary activation whilst ensuring these spaces are functional, for day-to-day life when temporary events are not occurring.



KEY

- Perisher Village
- Developable area
- Key development site
- Existing buildings
- Indicative built form
- Priority infill area
- Emergency services precinct
- Public realm (pedestrian priority)
- Key public space
- At-grade parking
- Parking investigation area
- Parking within built form
- Temporary activation area/parking
- Bus stop and loop
- Existing roads (year round access)
- Oversnow route (road closed in winter)
- Oversnow hub
- Ski tube
- Key pedestrian link
- Gateway
- Creeks
- Gateway treatment (built form)
- Green space
- Indicative number of storeys

Figure 18. Perisher Village Indicative Layout Plan

Controls

C1. Development provides public spaces generally in accordance with **Figure 18**.

C2. Public spaces are orientated to optimise views of the landscape, solar access and to be sheltered from prevailing winds in winter, avoid snow deposition and allow for snow clearing.

3.1.1.1-6 Views and vistas

Objectives

O1. Maintain a strong relationship between Perisher Village and its landscape context, including views to adjacent snow fields and surrounding hills and ridge lines.

O2. Respond to gateway views from Kosciuszko Road to facilitate a pleasant arrival experience.

Controls

C1. Building heights are consistent with the Perisher Village ILP to retain views across Perisher Village to the ski slopes and landscape features.

C2. Key views and vistas are protected and enhanced include:

a. gateway views to the Perisher Village from Kosciuszko Road at Pipers Gap, and from the direction of Charlotte Pass Alpine Resort at Perisher Gap,

Figure 19 to **Figure 24** are global examples of alpine resorts that are appropriate references for design and character for redevelopment of Perisher Village.

Figure 19. Elevated public plaza with active frontages. Falls Creek, Victoria

Figure 20. Alpine retail street. Sunpeaks, British Columbia

Figure 21. Gateway Treatment signals entry from car park. Big Sky, Montanna

Source: McGregor Coxall

Figure 22. Public space allows for events in summer. Falls Creek, Victoria

Figure 23. Lower scale buildings in the round preserve key views. Big Sky, Montanna

Source: McGregor Coxall

b. views from Perisher Valley Village Plaza north along Perisher Creek and Munyang Valley to Schlink Pass,

c. views from Perisher Valley Village to the top of the V8 chairlift and to the summits of Mt Back Perisher and Mt Perisher,

d. east-west visual connections between arrival points and Front Valley, and

e. vistas along valleys and creek corridors, including along the Perisher Creek and Rock Creek corridors.

3.1.1.1-7 Connectivity, street network and active transport

NOTE: *This section applies to large-scale development only. It does not apply to minor development such as alterations and additions to existing developments.*

Objectives

O1. Enhance connections through the Village Centre to outer areas of Perisher Valley for pedestrians and cyclists.

Controls

C1. Public transport stops are integrated within Perisher Village to create safe, comfortable waiting areas for public transport users.

C2. Within Perisher Village, publicly accessible connections are provided between the buildings in order to provide safe and secure connections in accordance with the ILP at **Figure 18**.

C3. Pedestrian footpaths are provided along all new public roads.

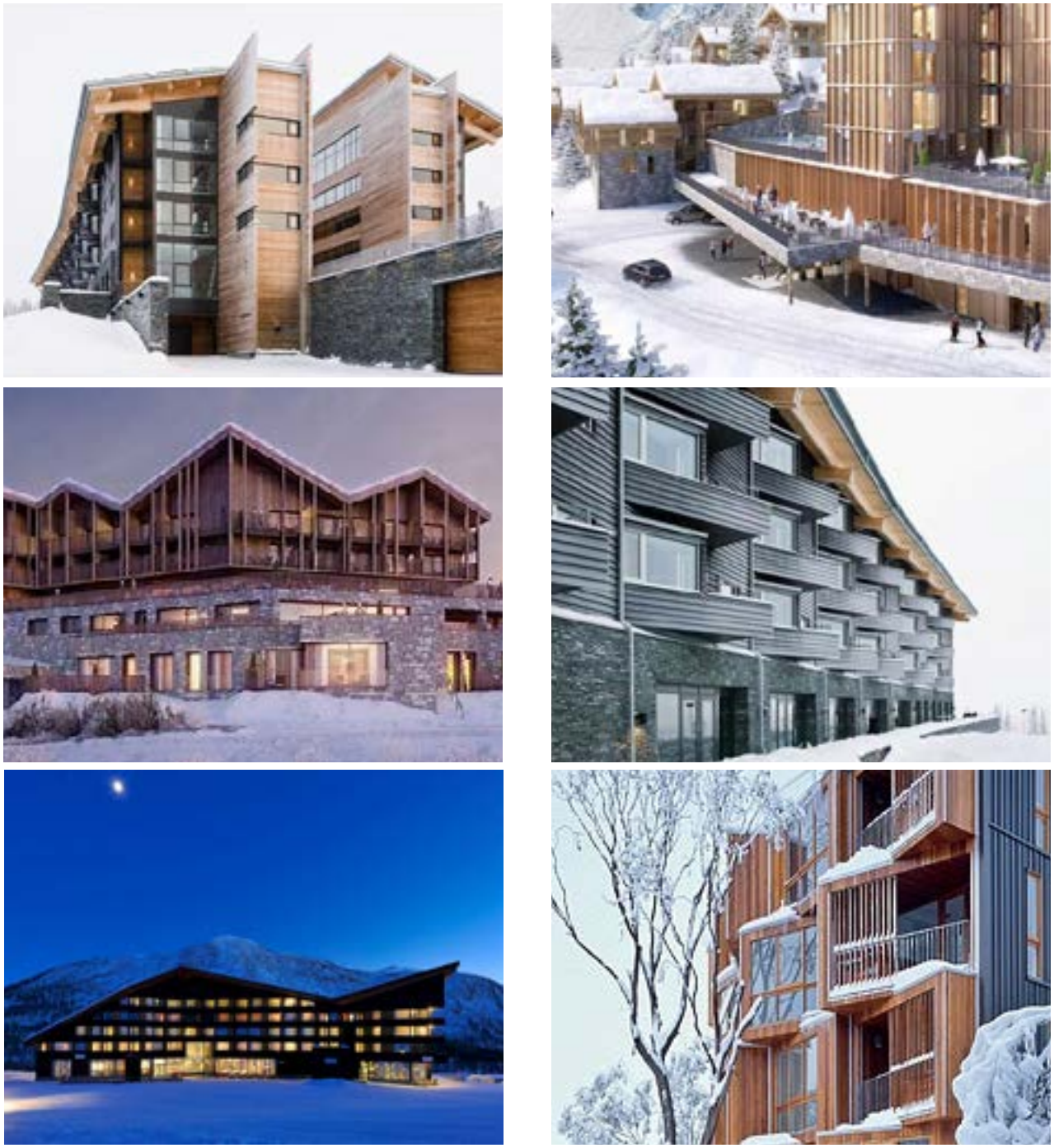


Figure 24. Examples of architectural style that may be suitable for development of Perisher Village and gateway built form

C4. Footpaths along key pedestrian links provide continuous shelter from adverse weather in the form of projecting roofs, colonnades, and other measures. Careful consideration is given to snow deposition on these structures and adverse alpine wind conditions.

C5. Road design prioritises the continuity of the pedestrian footpaths when crossing oversnow and shuttle bus routes or vehicle driveways within Perisher Village.

C6. Redevelopment of the Ski Tube site in Perisher Village ensures that the southern bus stop is integrated into the development or provide a suitable alternative bus stop location.

3.1.1.1-8 Parking

NOTE: *This section applies to large-scale development only. It does not apply to minor development such as alterations and additions to existing developments.*

Objectives

O1. Reduce the amount of at-grade car parking as development increases in Perisher Village.

Controls

C1. Car-parking is provided in accordance with the ILP provided at **Figure 18**, including consolidated at-grade car parking at Perisher Village and Pipers Gap for day visitation, parking within podium levels of new buildings and parking structure at Perisher Village.

C2. The redevelopment of Perisher Village offsets the existing day car parking spaces in a staged manner. The construction of parking along the northern side of Kosciuszko Road and Pipers Gap is undertaken early in developing phasing to improve pedestrian safety.

C3. At-grade car parking is not the dominant element from gateway views and is integrated into the overall building design and screened.

C4. Development facilitates no net increase in day parking spaces within Perisher Village.

C5. All new parking areas in Perisher Village with over 20 spaces provide one car parking space or 5% of all car parking spaces with a 'Level 2' electric vehicle charging point installed.

Refer to Chapter 2 for parking rates and Chapter 5 for requirements of the Alpine Carrying Capacity Framework.

3.1.1.2 Outer Perisher Valley (including North Perisher) and Perisher Valley Priority Infill Area

3.1.1.2-1 Land use and activities

Objectives

O1. Land uses will complement the role of the expanded Perisher Village whilst increasing choice for visitors by providing a different experience.

O2. Prioritise expansion of tourist and staff accommodation, food and drink premises and other tourism-based activities within identified development areas.

O3. Ensure accommodation infill supports diverse accommodation and reflects seasonal patterns and demographic requirements.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Development for the purposes of accommodation caters for, where possible, a diversity of accommodation types, including lodge-style, self-contained and staff accommodation.

3.1.1.2-2 Building setbacks and separation

Objectives

O1. Encourage infill development that maintains the low density character of the Outer Perisher Valley Area, contributes to the streetscape and provides sufficient area for landscaping, parking, loading and drop off areas within the lease boundaries.

Controls

C1. Development is to be setback a minimum of the average of the nearest buildings on the same primary street, road or access road.

C2. Habitable room windows with a direct sightline to habitable room windows in an adjacent tourist unit within 12 metres must be off-set from the edge of one window to the edge of the other by a distance sufficient to limit views into the windows of the adjacent building or have a sill heights of at least 1.7 metres above floor level or have fixed, obscure glazing for any part of the window below 1.7 metres above floor level.

3.1.1.2-3 Building height

Objectives

O1. Distribute building heights to retain views across Perisher Village to the ski slopes and landscape features and maintain key view corridors and vistas from public vantage points.

Controls

C1. Development is up to two storeys in height above natural ground level, exclusive of non-habitable uses at the ground floor, and stepped in response to sloping terrain. A maximum building height of three storeys above natural ground level, exclusive of non-habitable uses at the ground floor, may be permitted on steeply sloping sites where the third storey does not result in unacceptable visual, view or amenity impact.

Within the **Perisher Valley Priority Infill Area**:

C2. A maximum building height of four storeys above natural ground level, exclusive of non-habitable uses at the ground floor, is permitted where development demonstrates that it does not result in visually bulky buildings or development which dominates views to and from the surrounding areas.

Figure 25. Artists impression : View south along Kosciuszko Road towards ski tube

3.1.1.2-4 Views and vistas

Objectives

O1. Maintain a strong relationship between Perisher Valley and its landscape context, including views to adjacent snow fields and surrounding hills and ridge lines.

O2. Respond to gateway views from Kosciuszko Road to facilitate an improved arrival experience.

Controls

C1. Development is designed and sited to minimise adverse impacts on key views and vistas, including gateway views to the Perisher Village from Kosciuszko Road at Pipers Gap and from the direction of Charlotte Pass at Perisher Gap, as well as visual connections (east-west) between arrival points/parking areas and Front Valley and along valleys and creek corridors (e.g. the Perisher Creek and Rock Creek corridors).

3.1.1.2-5 Parking

Objectives

O1. Provide appropriate parking for summer visitors, noting that it may not be accessible in winter.

Controls

C1. At-grade car parking is not the dominant element from gateway views, is screened, and integrated into the overall building design.

Refer to Chapter 2 for parking rates and Chapter 5 for requirements of the Alpine Carrying Capacity Framework.

3.1.2 Smiggin Holes

Objectives

O1. Maintain the character and family-friendly role of Smiggin Holes through complimentary uses, whilst enabling expansion within identified key sites to minimise environmental impacts.

O2. Provide for functions that support resort operations including servicing, workshops and storage, whilst screening them from key gateway locations where possible.

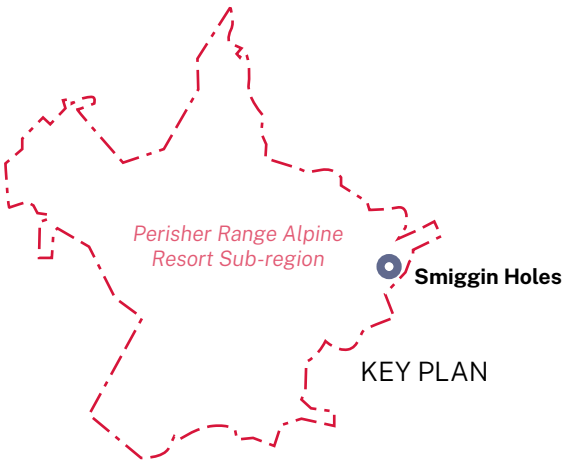
Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Development is prioritised within the key development sites shown in the ILP at **Figure 26**, including at the workshop site (accommodation, visitor information, administration and/or parking and landscape treatment to Kosciuszko Road), Smiggin Hotel and Chalet Apartments, the former batching plant site (parking and/or tourist and visitor accommodation with ski-in/out) and Wattle Lodge (expanded accommodation uses, having regard to impacts on views to the main slope from nearby development).

C3. New buildings are no greater than three storeys in height and stepped in response to sloping terrain. Alterations and additions to existing four storey buildings maintain the existing number of storeys.

C4. Parking is provided for within the lease boundary for new development, where practical. Shared car parking facilities, supported by a traffic and transport impact assessment prepared by a suitably qualified professional, are provided between tourist and visitor accommodation buildings in certain circumstances.



Refer to Chapter 2 for objectives and controls that apply across all alpine Sub-regions (including parking rates) and Chapter 5 for requirements of the Alpine Carrying Capacity Framework.

Figure 26. Smiggin Holes ILP

3.1.3 Blue Cow Terminal

Objectives

O1. Encourage opportunities for continued winter activation of Blue Cow Terminal Sub-region as a key resort day lodge, skier transport and services hub.

O2. Conserve views and vista from the key gathering areas and from other public places within the Blue Cow Terminal Sub-region.

O3. Minimise new building structures on the slopes and trails surrounding the Blue Cow Ski Tube Terminal.

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. Any additions to the Blue Cow Ski Tube Terminal limit visual impacts from the Main Range Management Unit, particularly as it relates to communication towers and reflective surfaces.

C3. New development protects visual links from key view corridors to the ski slopes and significant topographic features including the Main Range Management Unit.

C4. Additions to existing buildings ensure that the entire cluster of buildings presents as a consistent built form and appropriately considers views to from and across the building.

3.1.4 Pipers Gap

Objectives

O1. Design provides for year-round utilisation and enable flexibility across summer and winter seasons.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. A multi-use hub is provided on the north-western edge incorporating a park-and-ride shuttle terminus, shelters and transit amenities and provision for retail and/or food and beverage offering.

C3. Car parking is provided for day visitors.

C4. A dedicated recreational snow play area is provided for use in winter. Infrastructure access to and from the snow play area avoids trampling of vegetation.

C5. A separated active transport link is provided along Kosciuszko Road between Pipers Gap and the Perisher Village.

KEY

- Sub-region boundary
- Cadastre
- 5m contours
- Park and ride shuttle terminal
- Bus route
- Parking
- Open green space
- Roads
- Shared/active link
- Creeks
- Elevation
- Final extent of car park subject to further investigation

Figure 27. Pipers Gap ILP

3.1.5 Guthega

Objectives

O1. Establish Guthega as a back-country activity destination and staging point while retaining and enhancing the isolated, landscaped character of Guthega Sub-region.

O2. Protect and enhance existing view corridors to the Guthega Pondage, Snowy River and Main Range Management Unit.

O3. Maintain a strong relationship between Guthega Sub-region and its landscape context, including views to the Guthega Pondage, Snowy River and surrounding hills and ridge lines of the Main Range Management Unit.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Future connections are in accordance with the ILP at **Figure 28.**

C3. Development retains the at-grade car park at the Gateway to Guthega.

C4. Overnight car parking spaces for occupants of the tourist and visitor accommodation are provided at the village entrance (Guthega Centre).

Alterations and additions and new buildings

C5. The bulk, mass and scale of any replacement, extension or refurbishment is designed to blend in with the natural environment and not dominate the landscape.

C6. Buildings are a maximum of three storeys in height and stepped to the terrain where possible.

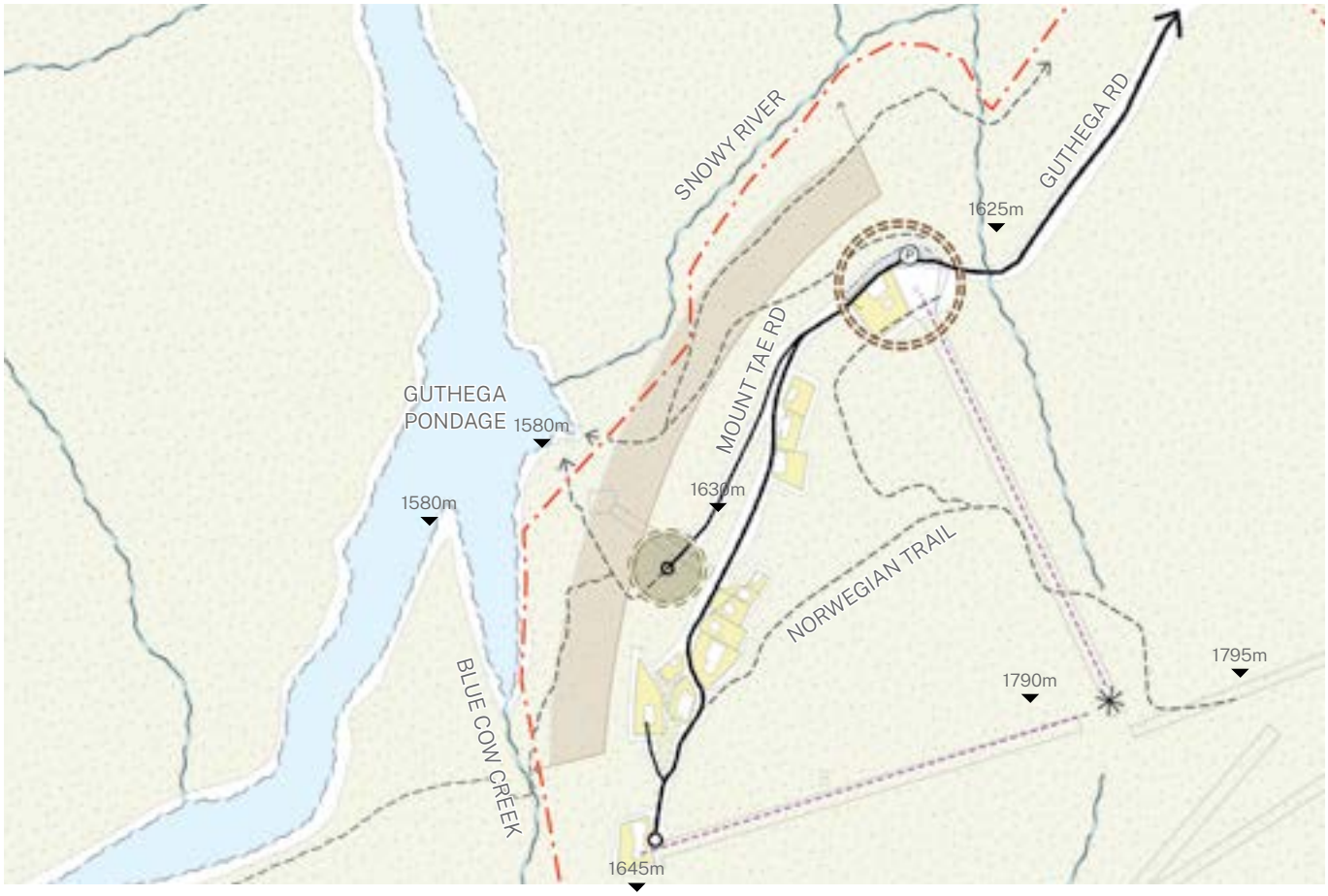
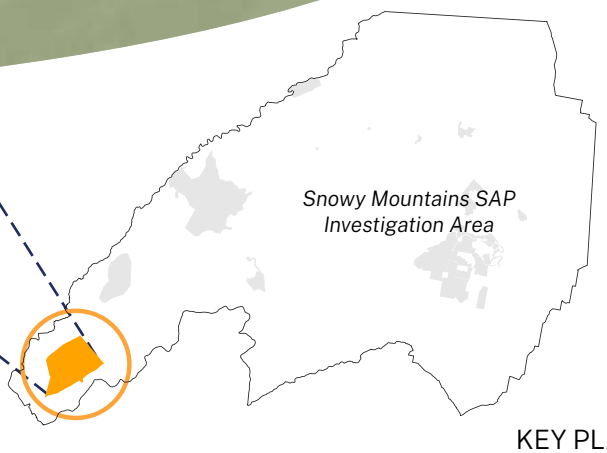


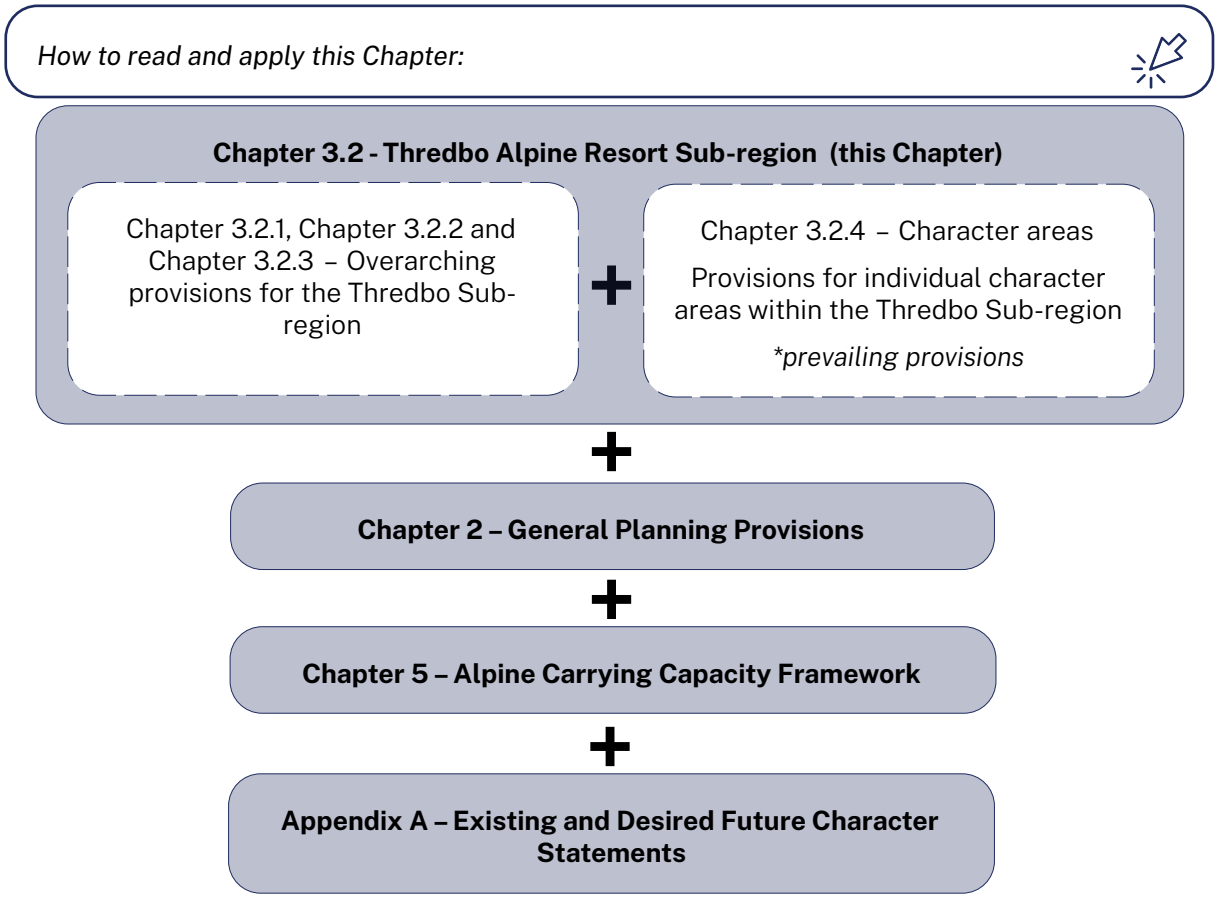
Figure 28. Guthega ILP



KEY PLAN

Figure 29. Location of Thredbo Alpine Resort Sub-region

3.2 Thredbo Alpine Resort Sub-region



3.2.1 Building materials and colours

Objectives

O1. Be sympathetic to and enhance the landscape character of the Sub-region.

O2. Encourage contemporary building materials that suit the environment.

Controls

C1. Window design is to appear as individual openings in the wall, not exceeding 60% of the corresponding wall area.

C2. For levels above ground floor, a solid, translucent or vertical picket style balustrade is provided at a minimum height of 0.8 metres above floor level, with glass permitted above, to a total height of 1.2 metres above floor level.

C3. Roof forms are predominantly gable or skillion roof forms and avoid complex configurations to accommodate heavy wet snow/freeze-thaw.

C4. Development colour schemes are consistent with the Thredbo Dulux Colour Atlas 2022 (or current).

3.2.2 Connectivity, street network and active transport

Objectives

O1. Reinforce walking, hiking and cycling links within the Thredbo Alpine Resort Sub-region.

Controls

C1. Where appropriate, development allows for and accommodates a shuttle bus loop with set down/pick up stops.

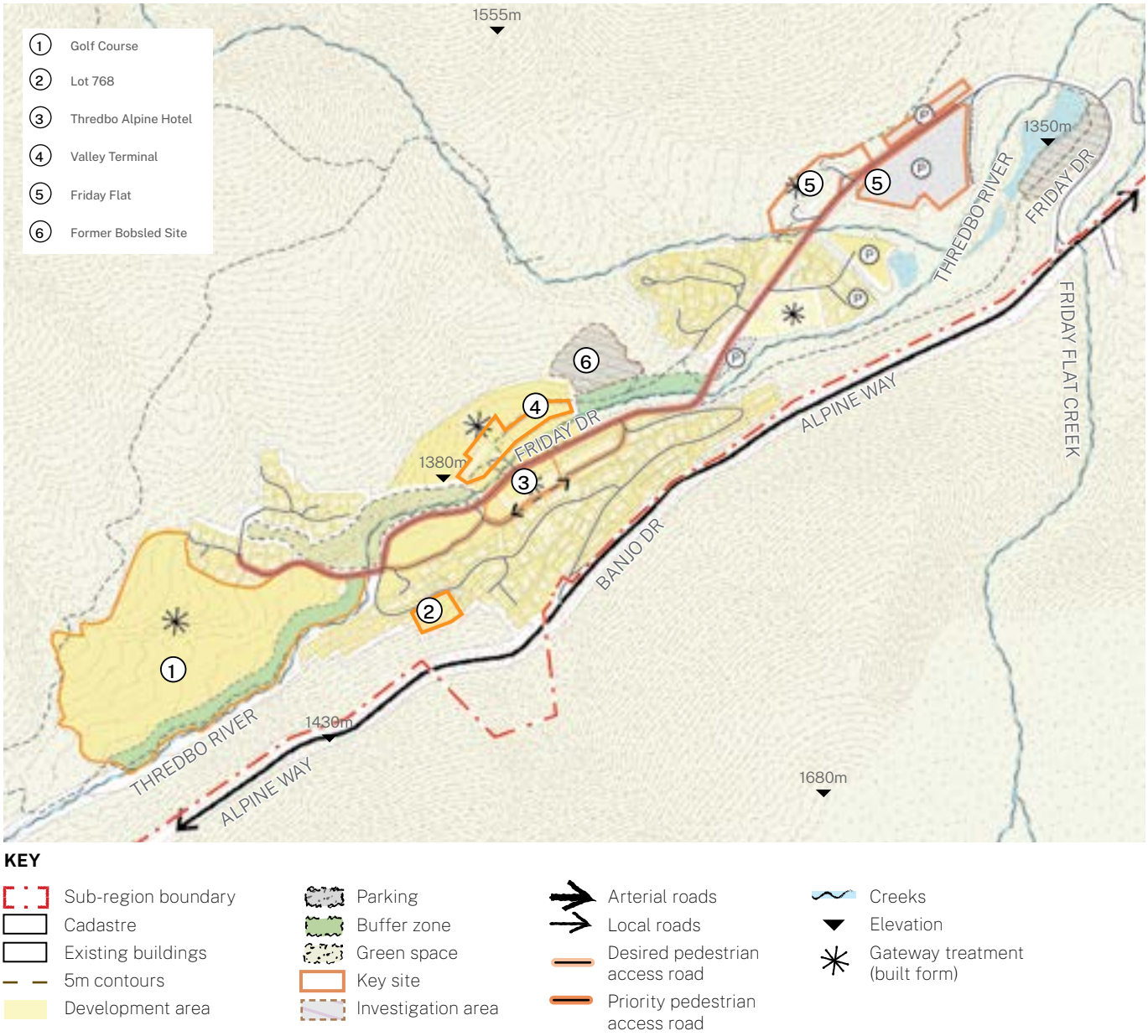


Figure 30. Thredbo Alpine Resort ILP

C2. Where large-scale development is adjacent to public transport stops, development creates safe, comfortable waiting areas for public transport users.

C3. Large-scale development provides end-of-trip facilities for public transport users.

C4. Village centre and main transport nodes provide shelter from adverse weather in the form of projecting roofs, colonnades, and other measures. Careful consideration is given to snow accumulation and adverse alpine wind conditions.

C5. Pedestrian footpaths are provided in accordance with the ILP at **Figure 31**.

C6. Development prioritises the continuity of the pedestrian footpaths when crossing vehicle and shuttle bus routes or vehicle driveways where possible.

3.2.3 Parking

Objectives

O1. Support delivery of adequate day and overnight parking across the sub-region which meets the requirements of development in Thredbo Alpine Resort Sub-region.

Controls

C1. At-grade car parking is designed to incorporate landscaping and pedestrian links.

C2. Where appropriate, car parking is provided in multi-deck communal car parking areas.

C3. Car parking is to minimise disturbance to sensitive vegetation where possible.

C4. Where parking spaces are proposed that have access directly from a public road, parking spaces are a minimum of seven metres deep and 2.7 metres wide to accommodate longer vehicles and vehicles fitted with bicycle racks and the like.

3.2.4 Character areas

The character areas are identified in **Figure 31** and are based on the key characteristics of each area, including built form, topography, and landscape setting.

3.2.4.1 Friday Flat Car Park and Friday Flat Base Station

Objectives

O1. Ensure that the height, bulk and scale of development is consistent with the desired built form and future character of the area.

O2. Enhance Friday Flat as a day ski area and carpark.

O3. Development is designed to achieve a high standard of architectural design, materials and detailing that is sympathetic to the natural landform, vegetation and other landscape features.

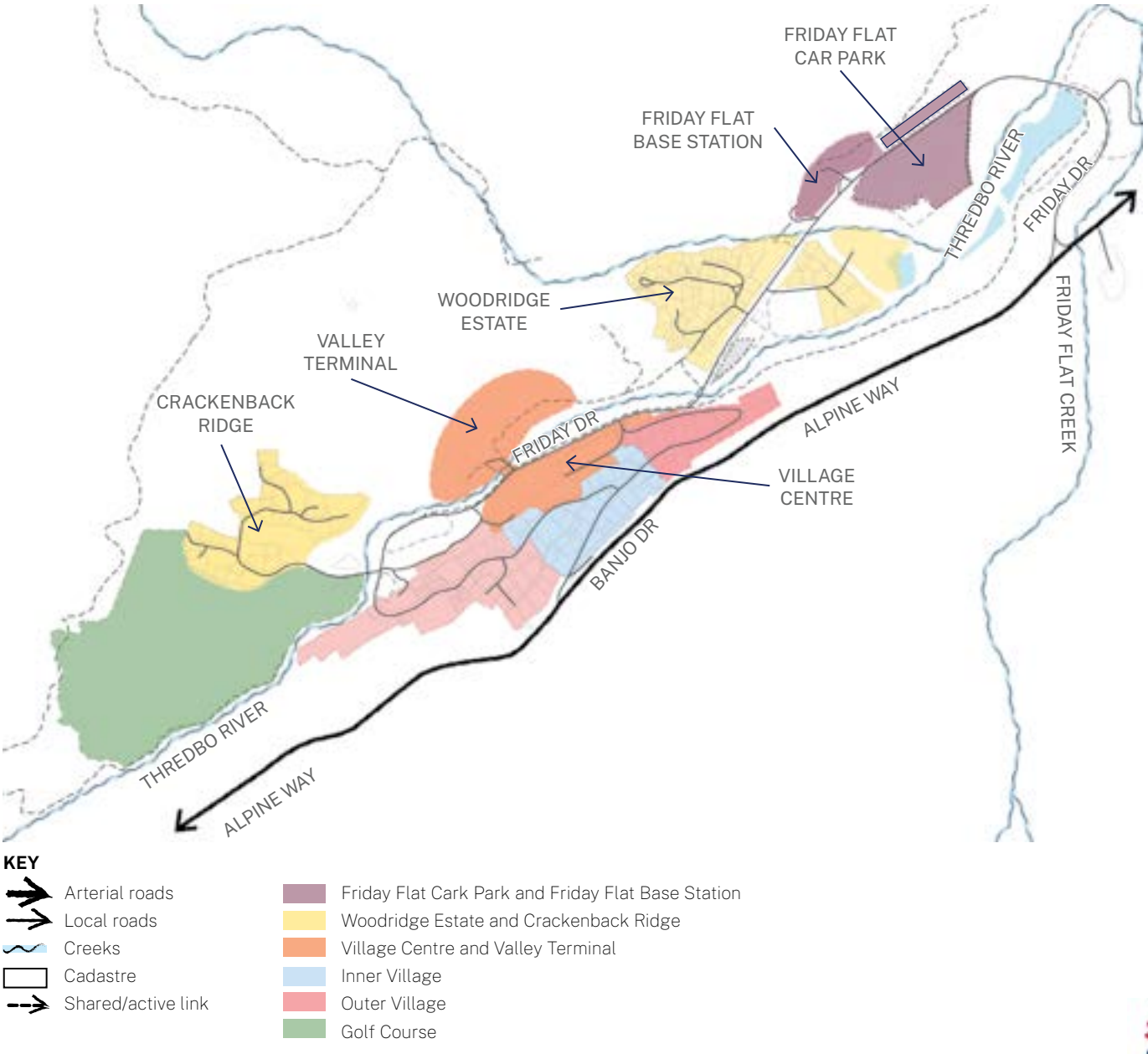


Figure 31. Thredbo Alpine Resort Sub-region character areas

Controls

Friday Flat Car Park

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. Development for the purposes of an integrated public car park ensures no net loss of day car parking spaces.

C3. Parking structures are screened from view from prominent public domain areas or from the snow fields by other, functional uses or facade elements that allow for natural ventilation to the car park or through vegetated screening.

C4. Development retains the tree lined corridor along Friday Drive, including screening of the municipal services depot (sewerage treatment plant, waste transfer and workshops).

Friday Flat Base Station

C5. New development is consistent with the desired future character statement in **Appendix A**.

C6. Development is up to five storeys in height above natural ground level, unless it can be demonstrated that it will not cause any material impact to the natural or built environment.

C7. Windows to habitable rooms are separated by a minimum of 12 metres between buildings, unless windows and other openings are offset, screened or other appropriate measures to ensure visual and acoustic privacy is retained.

C8. The Pipeline Track and Alpine Way elevations incorporate appropriate facade treatment.

3.2.4.2 Woodridge Estate and Crackenback Ridge

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. Development is setback a minimum of 15 metres from the centreline of Friday Drive to any part of the building, a minimum of three metre setback from all sublease boundaries and a minimum of six metre separation between buildings.

C3. Buildings are a maximum of two storeys plus a mezzanine or loft area above natural ground level. This excludes undercroft, storage and mud rooms on the ground floor or below.

C4. Development achieves a predominant roof pitch of between 10 – 30 degrees.

C5. Development does not exceed a site coverage of 35% of the sublease area.

C6. Development includes a minimum 35% of the lease area as soft landscaping that contributes towards the tree canopy.

3.2.4.3 Village Centre

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. Development is setback a minimum of 15 metre from the centreline of Friday Drive to any part of the building, a minimum of three metres from all sublease boundaries and a minimum of six metres between buildings.

3.2.4.4 Valley Terminal

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. Buildings have a maximum building height of three storeys above natural ground level, exclusive of ground floor non-habitable uses.

C3. Building design considers the significance of the adjoining built form with respect to architectural detail and roof design.

3.2.4.5 Inner Village

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C1. Development is setback to align with the predominant or established adjoining setbacks from the street and a minimum of three metres from side and rear boundaries for new development.

C2. Buildings are a maximum of four storeys above the natural ground level that steps with the slope of the land (where possible).

C3. Development considers key views and solar access from surrounding up hill developments.

3.2.4.6 Outer Village

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C1. In the Outer Village eastern area development is setback to align with the predominant or established adjoining setbacks from the street and a minimum of three metres from side and rear boundaries. Minimum building setbacks to Bobuck Lane may be required where there is an established setback.

C2. In the Outer Village western area, development is setback a minimum of three metres from front, side and rear boundaries and is separated from other buildings by a minimum of six metres.

C3. Buildings have a maximum building height of four storeys above natural ground level.

C4. Development does not exceed a site coverage of 35% of the sublease area.

C5. A minimum 35% of the sublease area is provided for soft landscaping.

3.2.4.7 Golf Course

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C1. Development is setback a minimum of four metres from side and rear boundaries and a minimum of six metres from the edge of the road.

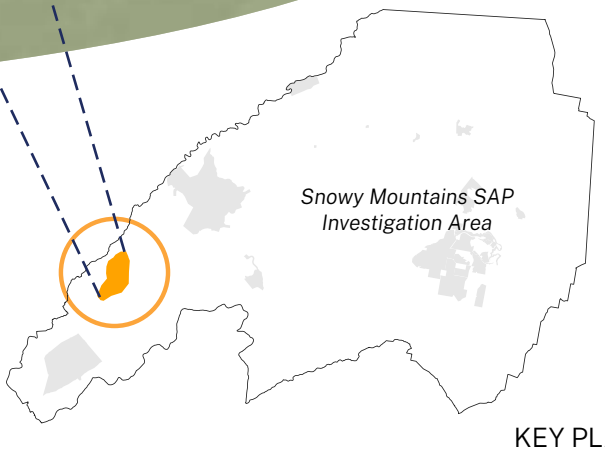
C2. Buildings have a maximum building height of two storeys above natural ground level.

C3. Development achieves a predominant roof pitch of between 10 – 30 degrees.

C4. Development does not exceed a site coverage of 35% of the sublease area.

C5. A minimum 35% of the sublease area provides for soft landscaping.

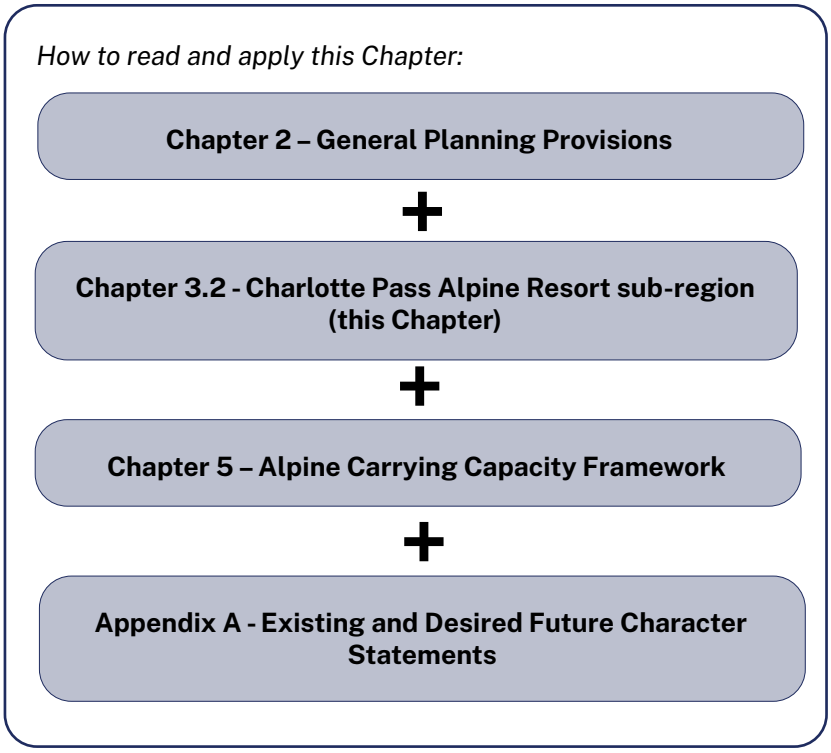
Figure 32. Artists impression : Example development of the Golf Course key site, Thredbo



KEY PLAN

Figure 33. Location of Charlotte Pass Alpine Resort Sub Region

3.3 Charlotte Pass Alpine Resort Sub-region



3.3.1 Land use and activities

Objectives

O1. Locate land uses and services to minimise land use conflict.

O2. Encourage a range of uses including accommodation, food and drink premises, retail, recreation and day-uses that supports the desired future character of the village.

O3. Respond to the design capacity of the ski fields, supporting infrastructure, environmental conditions, and visitor amenity.

O4. Support redevelopment of key development sites, and expansion of existing development sites for new tourist and seasonal worker accommodation and growth of other tourism-based activities in the Sub-region.

O5. Establish Charlotte Pass Alpine Resort as a key destination and staging point for summer activities.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Development is focused within existing disturbed areas or within the footprint of the existing village to minimise impact on sensitive alpine and sub-alpine vegetation and habitats.

C3. New development within key development sites is prioritised in accordance with the ILP at **Figure 34**, including:

a. a range of tourist and visitor accommodation is provided with potential for serviced apartment typology,

b. staff accommodation is integrated in a manner which clearly distinguishes between tourist and visitor accommodation,

c. redevelopment of the existing workshop site provides for tourist and visitor accommodation with potential for a serviced apartment typology and considers potential connection with key development site (identified as (2) on the ILP),

d. undeveloped sites provide for tourist and visitor accommodation that is designed sensitive to the site constraints,

Figure 34. Charlotte Pass Alpine Resort Sub-region ILP

e. built form is low scale to avoid and minimise environmental impacts and views towards the ski slope and establishes day-use facilities and amenities, and

f. support low scale commercial uses adjacent the Charlotte Way gateway integrated with the oversnow access.

C4. Long term investigation areas are subject to further detailed assessment to determine their suitability for development. With regard to further tourist and visitor accommodation, long term investigation areas will be considered once key development sites have been developed.

C5. Retail and commercial uses are provided adjacent the Charlotte Way gateway in conjunction with a new trail head and summer season shuttlebus access identified on the ILP at **Figure 34**.

C6. Development enables year-round tourism activation, including improved trail head facilities, amenities and trails to support sightseeing, walking, hiking and adventure-based activation.

3.3.2 Building setbacks and separation

Objectives

O1. Provide a compact engagement with village road and public domain areas, that provides a clear delineation and transition from public to private space, while recognising the absence of a formal vehicular street network during snowbound months.

O2. Ensure development is sited to maintain and contribute to the alpine character of the Sub-region, particularly key views to the Chalet when entering the village on Charlotte Way or from Kosciuszko Road.

Controls

C1. Front or village road setbacks generally align with the neighbouring buildings either side of the development. Where no neighbouring development exists, the setback is to allow an appropriate setback to facilitate access and egress.

C2. New development achieves a minimum six metres separation between buildings.

C3. Side and rear setbacks maintain existing ski and pedestrian access and allow for the management of snow accumulation between buildings and to avoid obstruction of building entries and exit points.

3.3.3 Built form

Objectives

O1. Ensure new building form adjoining the heritage significant Kosciuszko Chalet Hotel respects and enhances the existing built fabric and form through a detailed contextual analysis.

O2. Provide roof forms that reflect the alpine character and are appropriate for the prevailing climatic conditions.

O3. Ensure new development is compatible in function, architectural style, form and materiality.

Controls

C1. Entries are recessed and/or protected against snow load.

C2. Accommodation units are designed to ensure adequate access to sunlight, natural ventilation, outlook, and efficient layouts and service areas.

C3. Where development adjoins the Kosciuszko Chalet Hotel, the following matters are addressed:

a. new built form has detailed articulation and form commensurate with the visual interest and detail of the Chalet,

b. key facades adjoining or facing the Chalet are proportionally and materially aligned, including a two-storey solid / base facade, and

c. the roof form responds to a detailed contextual analysis of the Chalet, to ensure the visual primacy of the Chalet's roof forms.

3.3.4 Building height

Objectives

O1. Maintain key view corridors and vistas from public spaces and vantage points including the unique built form of the Kosciusko Chalet Hotel.

Controls

C1. The height of new buildings in the key development sites are a maximum of five storeys and (where possible) step with the existing topography of the land, whilst also minimising impact on undisturbed land.

C2. The height of adjacent buildings are considered when determining heights of new structures. Where there is a distinct difference in the height of adjacent buildings, a transition in height between buildings and proposed buildings is considered.

C3. The height and scale of buildings maintains key view corridors and vistas identified within the character statements in **Appendix A** and avoids reducing solar access to identified public spaces shown at **Figure 34** within the resort.

C4. Additional height may be considered where new development occurs within disturbed areas and where it minimises environmental impacts.

C5. Where not identified as key sites in **Figure 34** and located adjoining Kosciuszko Chalet Hotel, ensure that despite the nominated heights, that the upper most point of the ridge to the new development remains below the primary roof ridge of the Chalet.

3.3.5 Building materials and colour palette

Objectives

O1. Be sympathetic with and enhance the landscape character of the Sub-region.

O2. Encourage contemporary building materials that complement and enhance the alpine character of the Sub-region, whilst maintaining the predominant colour scheme of Charlotte Pass Alpine Resort.

Controls

C1. Where adjoining Kosciuszko Chalet Hotel, ensure building materials and colours are a natural, recessive shade and maintain visual primacy of the Chalet from the public domain.

3.3.6 Public realm

Objectives

O1. Create a central point of arrival as a gateway to Charlotte Pass Alpine Resort.

O2. Create public spaces that are designed and orientated to maximise solar access and views to surrounding landscapes and provide for temporary activation, whilst ensuring they are comfortable, amenable and functional for day-to-day use when temporary events are not held.

Controls

C1. Gateways nominated on the ILP at **Figure 34** provide landscaping through planting that provides a visible, sense of arrival.

C2. Where built form is adjacent key public spaces, the ground floor interface provides for active uses such as food and beverage.

C3. New public spaces are provided in accordance with the ILP at **Figure 34**, including a 'Gateway plaza' adjacent the Kosciusko Chalet Hotel, a new village square adjacent the Spencer's Creek as a flexible space for temporary events and activation and expansion of the existing public space adjacent to the Stillwell Hotel for increased day facilities and associated amenities.

C4. Public spaces are orientated and designed to optimise winter solar access and to be sheltered from prevailing winds, avoid snow build up, facilitate snow clearing operations, and to capture views to the surrounding landscape.

3.3.7 Vegetation management strategy

Objectives

O1. Enhance the character of Charlotte Pass Alpine Resort by selecting species that provide seasonal interest which is in line with the existing character and flora of the area.

O2. Use landscaping and water sensitive urban design to improve biodiversity, water and other environmental outcomes for Charlotte Pass Alpine Resort.

Controls

C1. Development uses only native and endemic species as identified in the Kosciuszko National Park Rehabilitation Guidelines.

C2. Water sensitive urban design on either side of village roads are used to slow down stormwater runoff and treat in a passive manner through native planting.

C3. Development addresses Chapter 2.8 and **Appendix E**.

3.3.8 Views and vistas

Objectives

O1. Maintain a strong relationship between Charlotte Pass Alpine Resort village and its landscape context, including views to adjacent snow fields and surrounding hills and ridge lines including Kangaroo Ridgeline and Main Range Management Unit.

O2. Maintain key gateway views to facilitate a pleasant arrival experience.

Controls

C1. Development retains visual links from key view corridors through new development to the ski slopes and significant topographic features.

C2. Pedestrian links align with key view corridors to ski slopes and landscape features.

3.3.9 Connectivity, street network, parking and active transport

Objectives

O1. Prioritise pedestrian movement to create a walkable, comfortable, safe, efficient, and attractive pedestrian network that respects the competing needs of pedestrians, service vehicles (including oversnow) and, in summer, public and private transport.

O2. Maintain convenient pedestrian access to the ski slopes from key arrival points.

O3. Enhance connections through to key summer destinations for pedestrians and cyclists including into the village and to surrounding trails.

Controls

C1. Development provides sheltered waiting areas and facilities integrated with built form to create a safe, comfortable waiting area for short-term and day-use visitors year-round.

C2. Prioritise safe pedestrian traverse paths when crossing oversnow and shuttle bus routes or vehicle driveways.

C3. New development supports the delivery of the recommended connectivity network shown within the ILP at **Figure 34**.

C4. If additional car parking is sought for summer private vehicle access for the below land uses, this parking is incorporated within the shared public parking for the resort. The amount of additional parking is based on a merit assessment by a suitably qualified professional, and guided by the numerical parking rates outlined in Chapter 2 of this DCP.

3.3.10 Management of hazards

Objectives

O1. Ensure adequate consideration and mitigation of contamination and geotechnical risks and hazards arising from development.

Controls

C1. Key sites (1) and (6) as detailed in the ILP at **Figure 34**, are remediated as part of redevelopment in accordance with the requirements of *State Environmental Planning Policy (Resilience and Hazards) 2021* –Chapter 4 – Remediation of land.

Refer to Chapters 2.9 - Chapter 2.15.

Figure 35. Artists impression : View from Ski Slopes to Charlotte Pass Snow Resort

Figure 36. Artists impression : Example development of key development site, Charlotte Pass

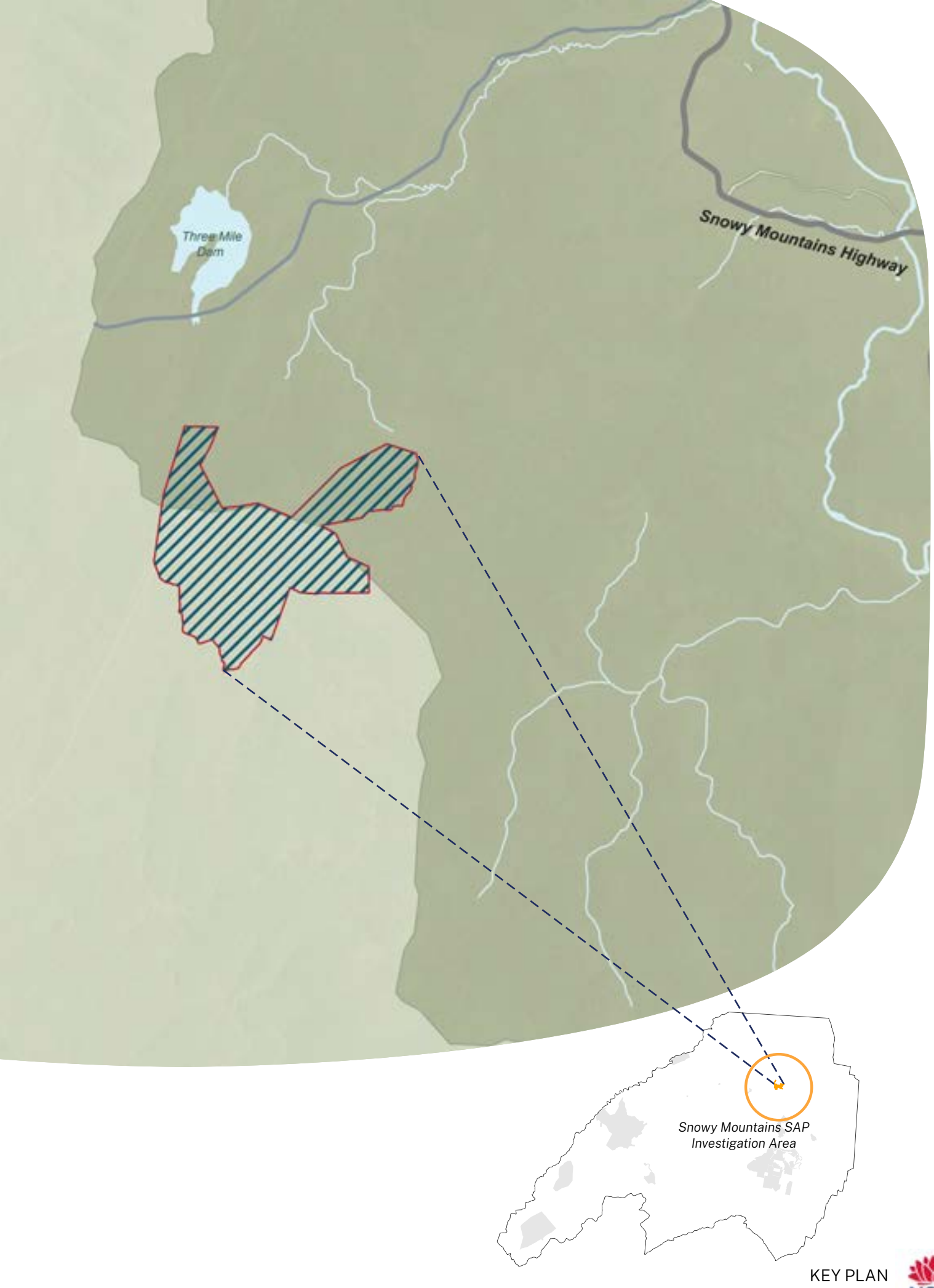


Figure 37. Location of Mount Selwyn Alpine Resort Sub-region

3.4 Mount Selwyn Alpine Resort Sub-region

Objectives

O1. Protect and enhance the natural and cultural setting of the Sub-region by maintaining the existing curtilage and general structure of the resort centre and ensuring new buildings are located within existing cleared areas.

O2. Conserve views and vista from the key gathering areas and open space within the Sub-region and from other public places within the Sub-region.

O3. Maintain and enhance Mount Selwyn Alpine Resort Sub-region as a winter season day resort whilst supporting initiatives to grow and develop summer activities at the Sub-region.

Controls

C1. New development is consistent with the desired future character statement in **Appendix A**.

C2. New development builds on the consistent visual identity adopted for existing resort buildings during post-bushfire rebuilding, including in terms of colour and material choices.

C3. Views from the Visitor Centre are maintained along with views from other key gathering areas.

How to read and apply this Chapter:

Chapter 4.0 Alpine Accommodation and secondary Alpine Sub-regions (this Chapter)

Chapter 4.1 - Bullocks Flat Terminal

Chapter 4.2 - Creel Bay Alpine Accommodation Sub-region

Chapter 4.3 - Kosciuszko Tourist Park Alpine Accommodation Sub-region

Chapter 4.4 - Ski Rider Alpine Accommodation Sub-region

Chapter 4.5 - Sponars Chalet Alpine Accommodation Sub-region

Chapter 4.6 - Thredbo Ranger Station Alpine Accommodation Sub-region

+

Chapter 2 – General Planning Provisions

+

Chapter 5 – Alpine Carrying Capacity Framework

+

Appendix A - Existing and Desired Future Character Statements

4.0 Alpine Accommodation and secondary Alpine Sub-regions

This Chapter provides design guidance for the Alpine Accommodation and secondary Alpine Sub-regions (as shown in **Figure 38**), including:

- Bullocks Flat Terminal,
- Creel Bay Alpine Accommodation Sub-region,
- Kosciuszko Tourist Park Alpine Accommodation Sub-region,
- Ski Rider Alpine Accommodation Sub-region,
- Sponars Chalet Alpine Accommodation Sub-region, and
- Thredbo Ranger Station Alpine Accommodation Sub-region.

Indicative Layout Plans have been prepared for each Sub-region. Preferred development areas are identified on the Indicative Layout Plans. Development outside of these areas may be acceptable, however will be subject to detailed review and assessment.

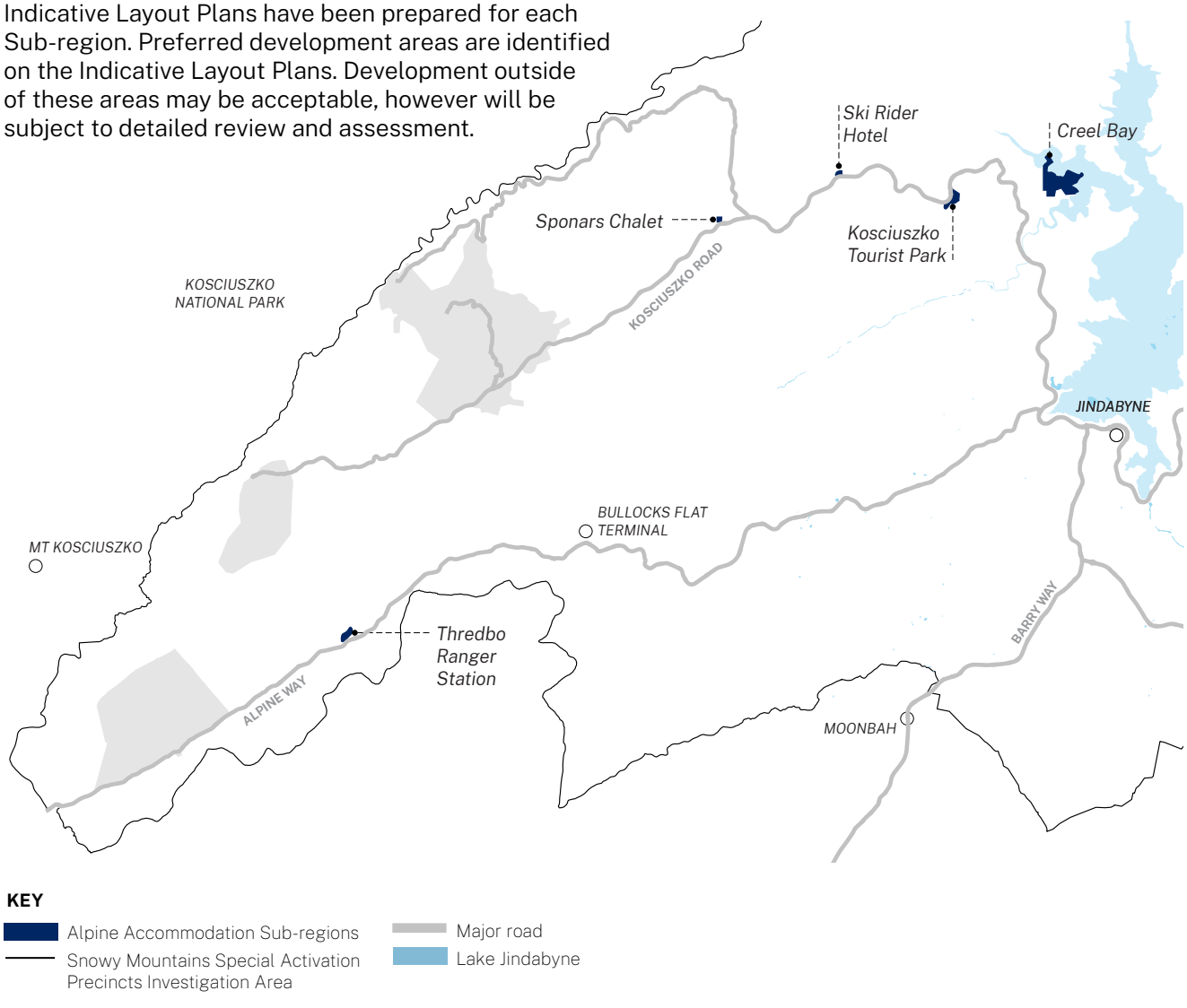
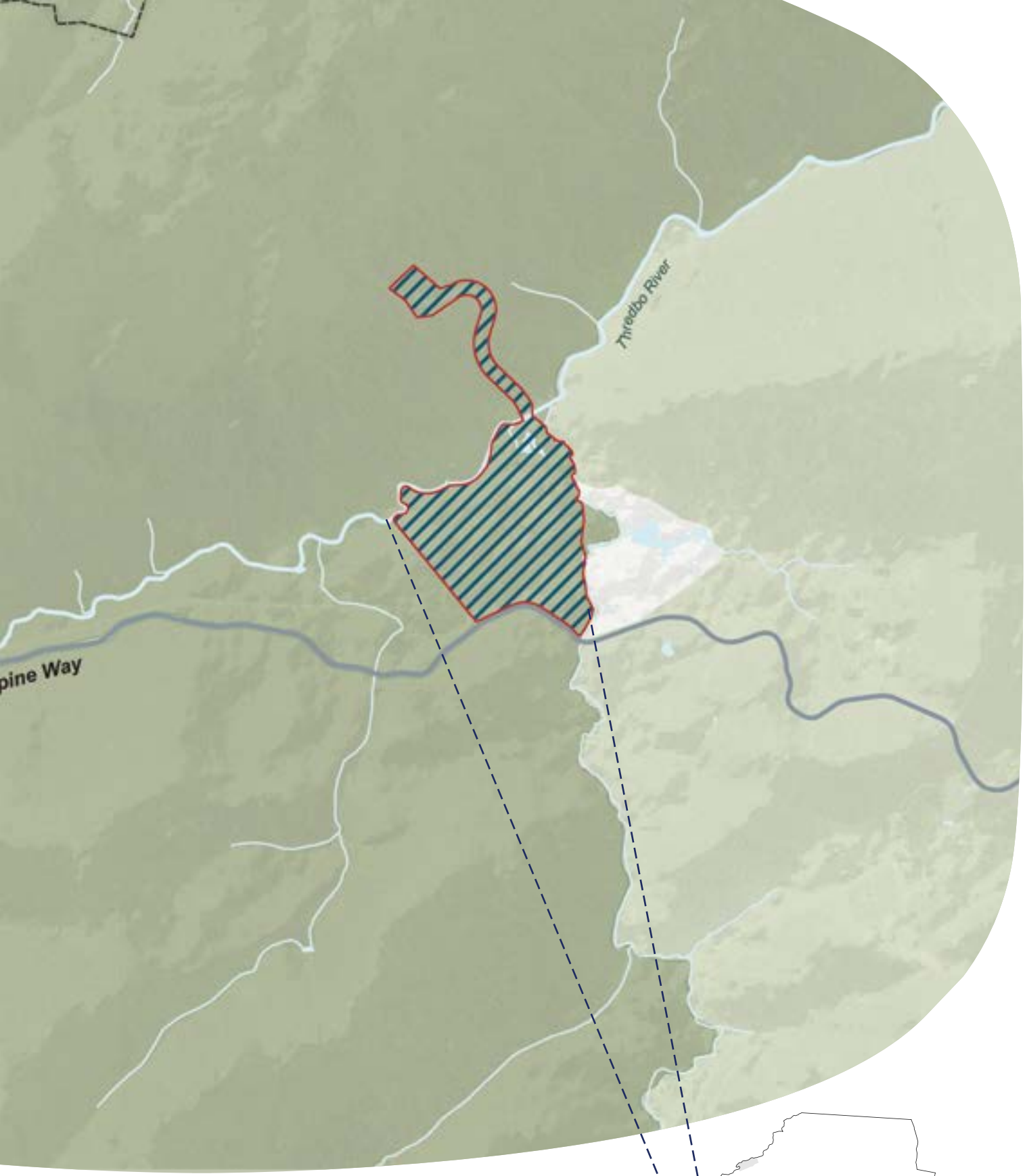
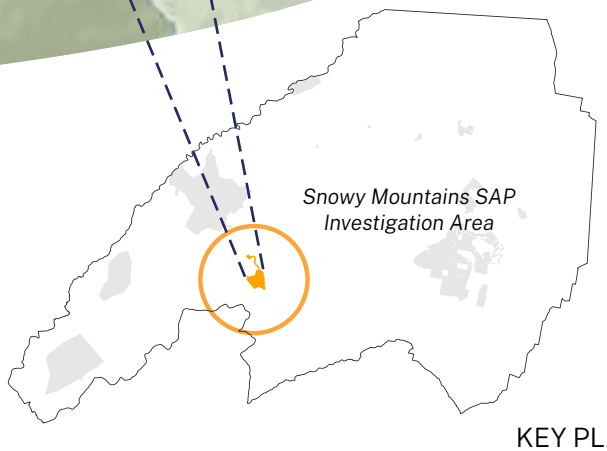


Figure 38. Alpine Accommodation and secondary Alpine Sub-regions





KEY PLAN

Figure 39. Location of Bullocks Flat Terminal

4.1 Bullocks Flat Terminal

Objectives

O1. Maintain and enhance Bullocks Flat Terminal as a transport interchange providing winter access and freight to the Perisher Range Alpine Resort and Charlotte Pass Alpine Resort Sub-regions, whilst being consistent with the approved uses and scale of the existing buildings.

O2. Embellish remnant vegetation around the Terminal building and car parks to improve views of the Sub-region buildings and facilitate their visual integration into the landscape and a positive contribution to the landscape setting.

O3. Create a safe and attractive environment in all seasons, including to support the increasingly important trailhead usage of the Alpine Sub-region in the summer season for the Thredbo Valley Track, Snowies Alpine Walk and Bullocks Accessibility Track.

O4. Reflect the principal function of the Sub-region as a transport interchange for the Ski Tube, with new structures being designed to be subservient to the Terminal building and maintenance facilities.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Traffic generating development is accompanied by a detailed traffic impact assessment prepared by a suitably qualified professional that considers the Ski Tube Way and Alpine Way intersection. The assessment includes an assessment of the suitability of the intersection to accommodate the eastbound exit movement onto Alpine Way during the winter afternoon peak.

C3. New development avoids the removal of further significant vegetation.

C4. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

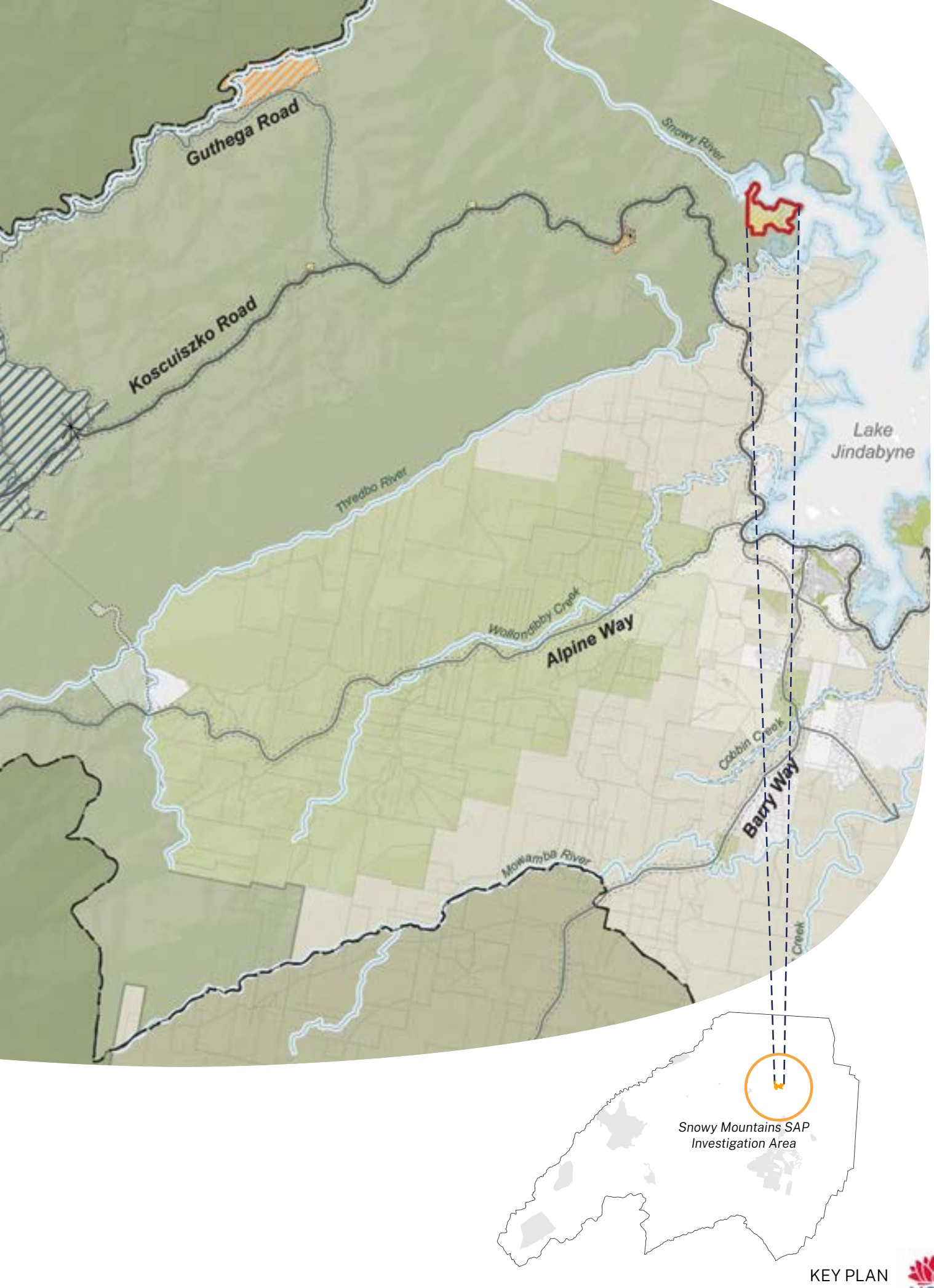


Figure 40. Location of Creel Bay Alpine Resort Sub-region

4.2 Creel Bay Alpine Accommodation Sub-region

Objectives

O1. Respect and maximise natural and cultural assets.

O2. Maintain consistency with Kosciuszko National Park Plan of Management goals.

O3. Build on the local tourism attributes to enable public access to the site and provide year-round visitation opportunities.

O4. Provide robust and flexible site outcomes.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A.**

C2. New development is consistent with the 'Waste Point Kosciuszko National Park Preliminary Master Plan dated 2019 by NPWS as well as the ILP as illustrated in **Figure 41**.

C3. New development that will intensify use of the Creel Bay Road and Kosciusko Road intersection is accompanied by a traffic impact assessment prepared by a suitably qualified professional.

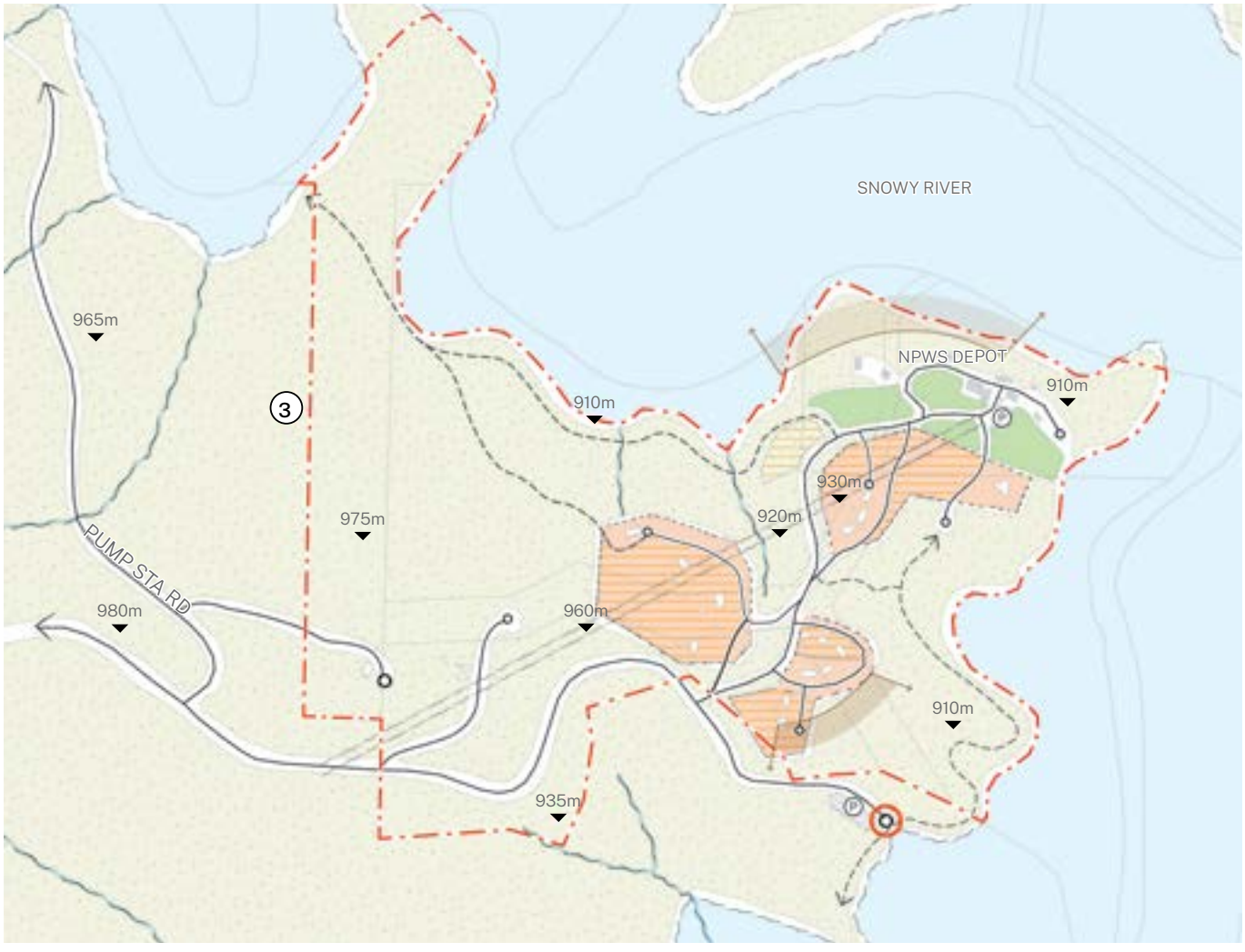


Figure 41. Creel Bay Alpine Accommodation Sub-region ILP

C4. Infrastructure improvements are located in disturbed parts of the site (where possible) and have minimal visual impact on the aesthetics of the site. Visual screening and planting assist with this and reinforce the existing separation between infrastructure and the accommodation precinct.

C5. Disturbance of vegetation is assessed in terms of the significance of its impact on existing ecological communities. A detailed survey is required to confirm the location and extent of the endangered ecological communities.

C6. New tourist and visitor accommodation is encouraged to provide experiential and nature-based accommodation. New accommodation is both contemporary and iconic in a unique nature-based setting.

C7. Planting of native vegetation and tree species are adopted along the existing road where it adjoins a cottage.

C8. To minimise vegetation disturbance, cottages may be grouped in clusters and maintains the following setbacks:

a. front minimum setback of 10 metres from the main access road,

b. building separation of 12 metres from adjoining cottages, and

c. side setbacks to be determined based on APZ requirements, existing vegetation screening, topography and other site-specific conditions.

C9. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

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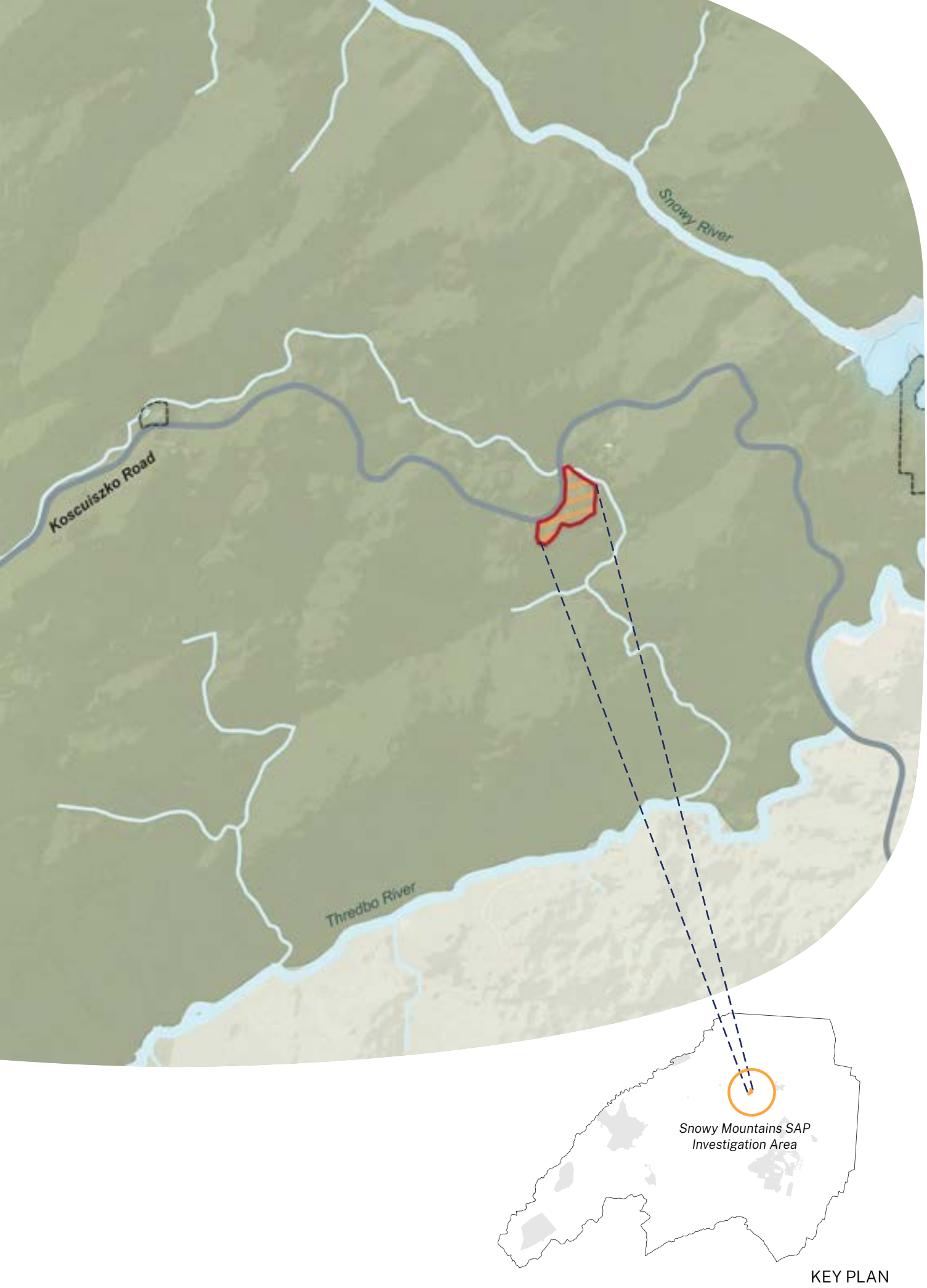

Figure 42. Location of Kosciuszko Tourist Park Alpine Accommodation Sub-region

4.3 Kosciuszko Tourist Park Alpine Accommodation Sub-region

Objectives

O1. Ensure new guest amenities and facilities, such as toilet blocks, barbeque areas, water collection points and refuse areas, are designed to integrate with the landscape, enhance the visitor experience and encourage social interaction.

O2. Maintain the curtilage and general structure of the Tourist Park to minimise the clearing of vegetation and preserve the bushland setting of the Sub-region.

O3. Enhance connections from the precinct to key destinations including walking, hiking and mountain biking destinations for pedestrians and cyclists.

O4. Integrate parking into the natural setting rather than included as a formal facility.

O5. Encourage low impact recreational activities with no permanent built asset requirements including kayaking, walking, hiking and cycling (gravel, road and mountain bike).

Controls

C1. New development is consistent with the desired future character statement in **Appendix A** of this DCP.

C2. Development consolidates opportunities for the provision of eco-tourist facilities within the Sub-region in accordance with the ILP at **Figure 43**.

C3. Development expands and enhances communal amenities and facilities, including toilet block and camp kitchen to support an increase in accommodation.

C4. A central communal area is provided clustered around the existing emergency assembly area and playground.

C5. Development in proximity to Sawpit Creek is accompanied by further flood assessment to understand the existing flood behaviour and what is an appropriate design and siting response. Refer to the general provisions at **Chapter 2.11**.

C6. Provide a bus stop at the gateway to Sawpit Creek in accordance with the ILP at **Figure 43**.

C7. Provide sheltered waiting areas to the new bus stop to create a safe, comfortable waiting area for short-term and day-use visitors year-round.

C8. Maintain existing access to trailheads and walking trails including Sawpit, Pallaibo and Waterfall walking tracks in accordance with the ILP in **Figure 43**.

C9. New development is accompanied by a detailed traffic engineering assessment prepared by a suitably qualified professional. The assessment may include an assessment of the impact of the development on the following:

a. right-turn bay for turn into Kosciuszko Tourist Park from the west,

b. acceleration bay for right and left-turn out of Kosciuszko Tourist Park,

c. deceleration bay for left-turn into Kosciuszko Tourist Park from the east,

d. intersection design to consider longer deceleration and acceleration distances and reduced lateral transitions required during snow or icy conditions, and

e. road surface designed with minimal interruption to snow clearing activities and space for snow push.

C10. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

KEY

- Sub-region boundary
- Cadastre
- 5m contours
- Development area
- New campground opportunity
- Key public space
- Cabins
- Traditional camping
- Buffer zone
- Biodiversity area
- Open green space
- Gateway
- Node
- Arterial roads
- Local roads
- Shared/active link
- Bus stop
- Creeks
- Elevation

Figure 43. Kosciuszko Tourist Park Alpine Accommodation Sub-region ILP

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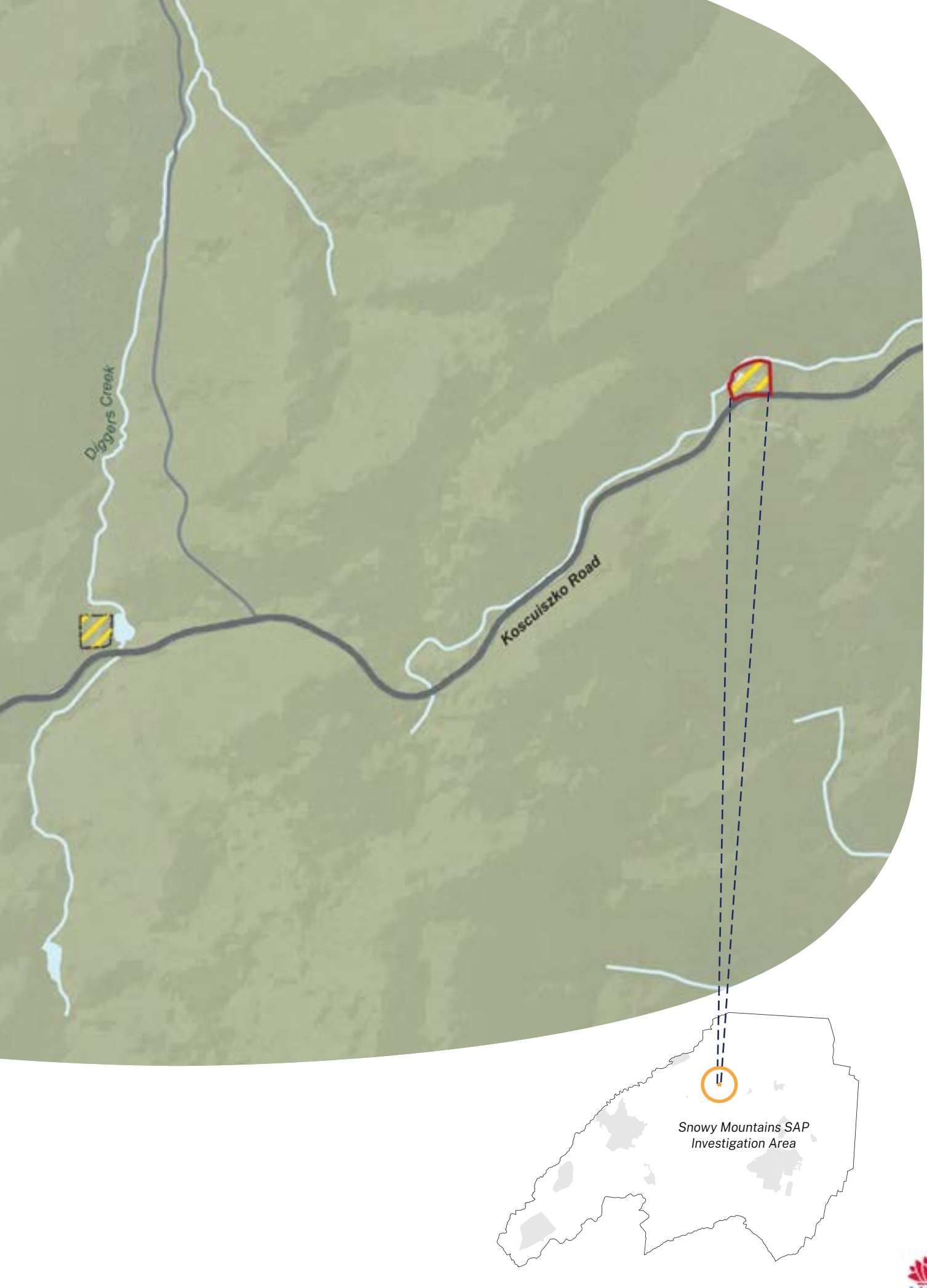

Figure 44. Location of Ski Rider Alpine Accommodation Sub-region

4.4 Ski Rider Alpine Accommodation Sub-region

Objectives

O1. Maintain the curtilage and general structure of the Sub-region to minimise the clearing of vegetation and to enhance the bushland setting.

O2. Ensure the scale, siting, and design of future development enhances the national park setting of the built form by reducing its visibility from Kosciuszko Road.

O3. Enhance the landscape qualities of the Sub-region by embellishing the vegetation along Kosciuszko Road, fronting the car park.

O4. Enable expansion of hospitality uses in the precinct for year-round activation.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Development is generally in accordance with the ILP in **Figure 45.**

C3. Development that will intensify use of the Sub-region is accompanied by a traffic impact assessment prepared by a suitably qualified professional and address any impacts to the access driveway to Kosciuszko Road.

C4. Development delivers improved access to the site by establishing a logical path of arrival for public and private transport modes and to create a sense of arrival at the Ski Rider.

C5. Development maintains buffer zones from Sawpit Creek, ensuring protection of environmental value areas.

C6. Screening continues to be applied around gas, vehicle refuelling, bin storage and sewage treatment pond areas.

C7. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

Figure 45. Ski Rider Alpine Accommodation Sub-region ILP

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Figure 46. Location of Sponars Chalet Alpine Accommodation Sub-region

4.5 Sponars Chalet Alpine Accommodation Sub-region

Objectives

O1. Reinforce the landmark qualities and heritage values of Sponars Chalet.

O2. Maintain the visual prominence of Sponars Chalet main building from Kosciuszko Road, in particular when approaching the Sub-region from the east.

O3. Retain and rehabilitate remnant native vegetation within the Sub-region to enhance visual and physical linkages to the surrounding natural environs to the north, east and west.

O4. Remove exotic vegetation and revegetate areas within the Sub-region to minimise the visual impact of car parking and enhance the landscape qualities of Sponars Chalet.

O5. Enable expansion of tourist accommodation and commercial uses in the Sub-region for year-round activation.

O6. Support Sponars Lake activation through access to walking loop and water sports facilities.

O7. Encourage public transport use to reduce reliance on private vehicles and provide choice of transport modes.

O8. Support increased connectivity to Perisher Range Alpine Resort Sub-region and Jindabyne township.

O9. Enhance connections from the Sub-region to key summer activities including walking, hiking and cycling (gravel, road and mountain bike).

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Development provides for additional tourist and visitor accommodation and appropriate commercial uses that are compatible with its heritage significance.

C3. Where development is proposed in the zone of 'archaeological potential' at Sponars Chalet (see **Appendix D**), the following occurs during design development:

a. the impact footprint of the new development is inspected by a suitably qualified professional to determine an appropriate research methodology,

b. test excavation may be required to determine the nature and extent of archaeological deposits at the site,

c. based on the results of the test excavation, further archaeological investigation may be required based on the advice of the directing archaeologist, and

d. following archaeological excavation at the site, a report will be produced to record the results of the excavation.

C4. Development facilitates connections to facilities in the vicinity of the Sub-region, including a walking loop and jetty constructed at Sponars Lake.

C5. Building extensions are restricted to areas where there is previous disturbance or where it can be demonstrated that significant natural or historic heritage features are not impacted upon.

C6. Development increases pedestrian pathways within the site and connections to water features.

C7. New development excluding alterations and additions are accompanied by detailed traffic engineering assessment prepared by a suitably qualified professional. The assessment may

consider the following:

a. right-turn bay for turn into Sponars Chalet from the east,

b. acceleration bay for right and left-turn out of Sponars Chalet,

c. deceleration bay for left-turn into Sponars Chalet from the west,

d. intersection designed to consider longer deceleration and acceleration distances and reduced lateral transitions required during snow or icy conditions, and

e. road surface designed with minimal interruption to snow clearing activities and space for snow push.

C8. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

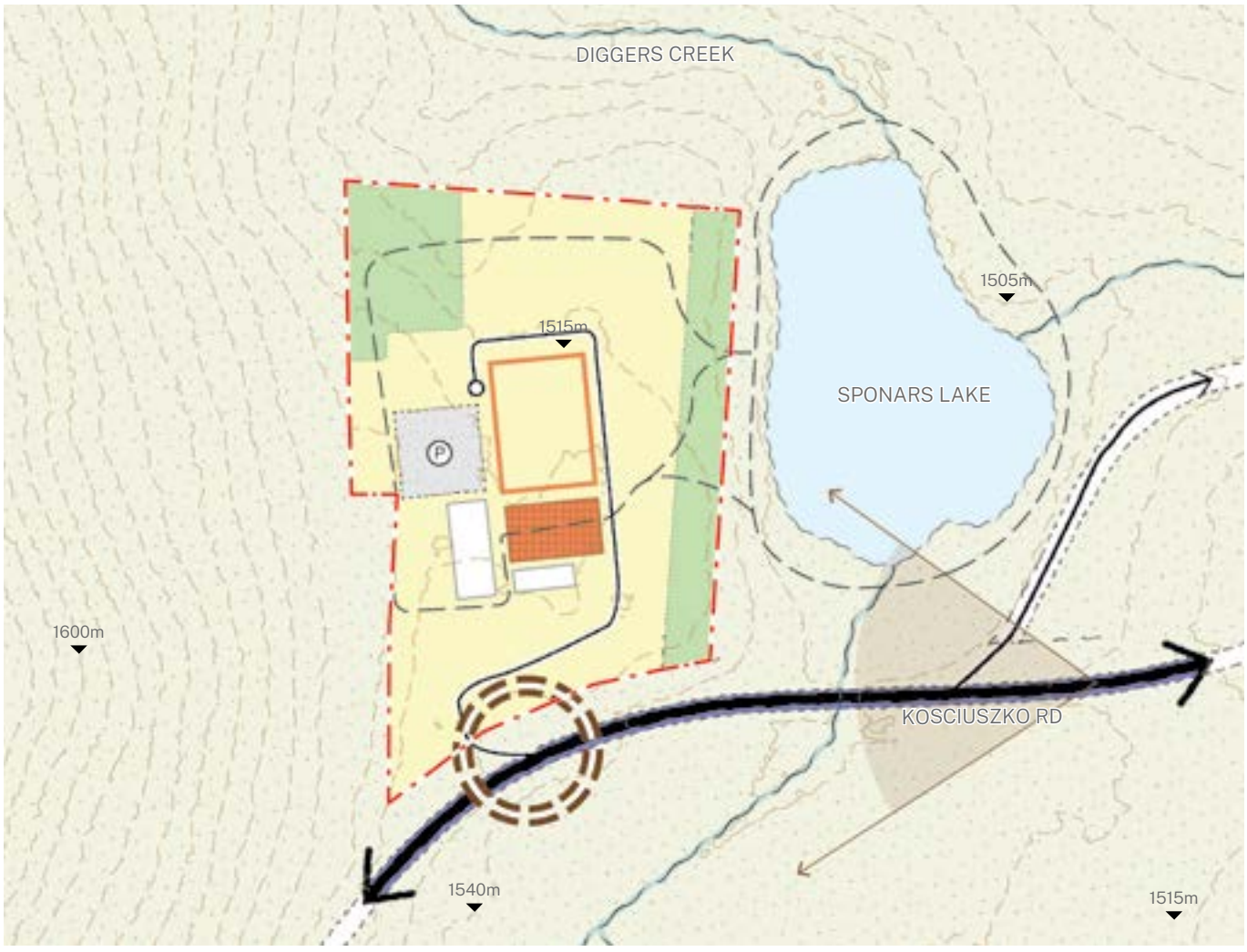

Figure 47. Sponars Chalet Alpine Accommodation Sub-region ILP

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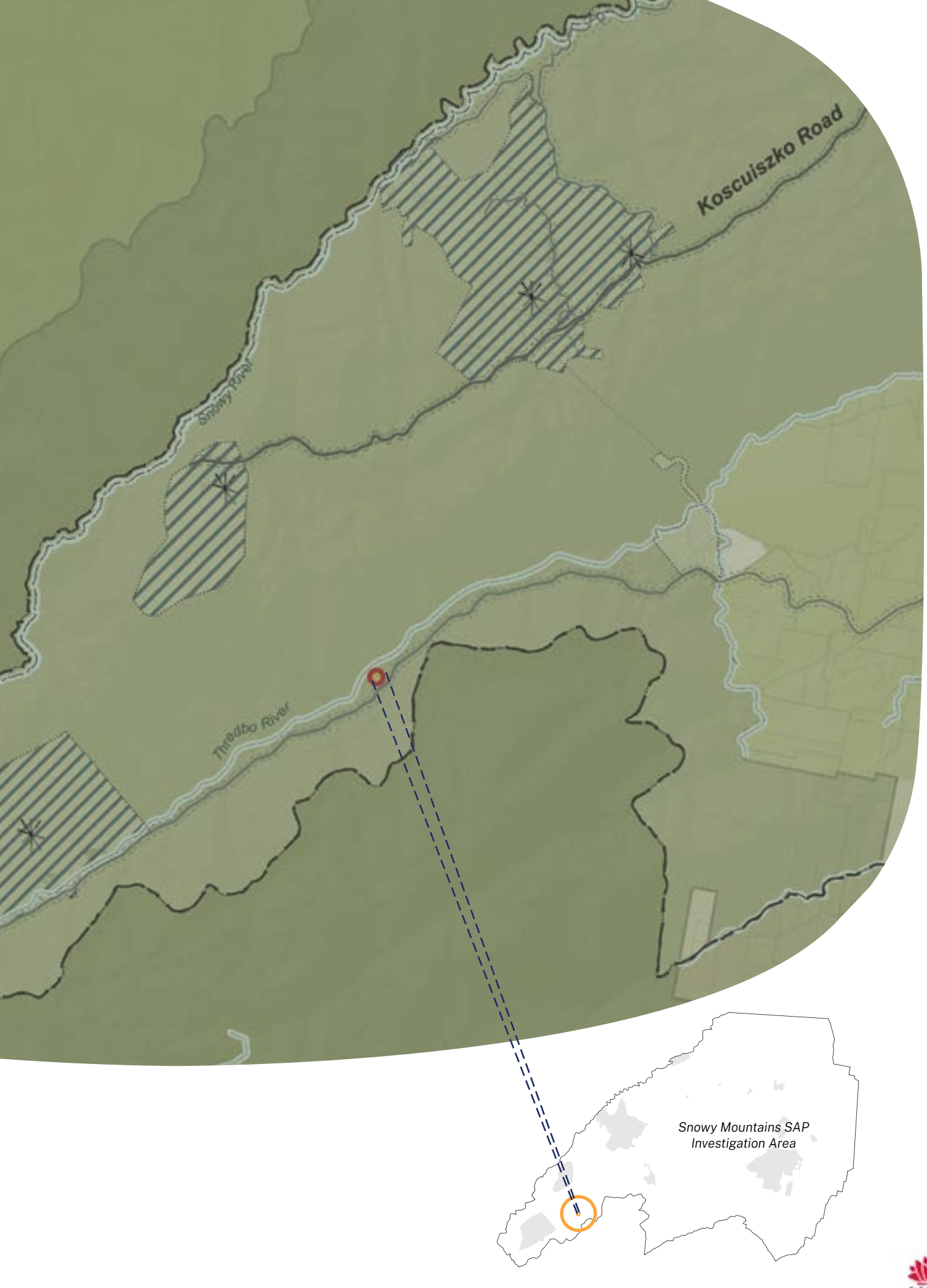


Figure 48. Location of Thredbo Ranger Station Alpine Accommodation Sub-region

4.6 Thredbo Ranger Station Alpine Accommodation Sub-region

Objectives

O1. Enable expansion of tourist accommodation, commercial uses, and visitor services in the precinct for year-round activation, including the activation of the Thredbo River corridor for recreational purposes. Refer to **Figure 49** and **Figure 50.**

O2. Protect sensitive sub-alpine and montane environments and waterways.

O3. Support the adaptive reuse of the main ranger station building.

O4. Accommodation is disbursed across the Sub-region responding to the landscape and minimising the visual impact of development.

O5. Enhance connections from the Sub-region to key summer activities including walking, hiking, fishing and mountain biking destinations for pedestrians and cyclists.

Controls

C1. Development is consistent with the desired future character statement in **Appendix A**.

C2. Tourist and visitor accommodation comprises high-quality cabin style accommodation (eco-tourist facilities, camping grounds and staff accommodation) and on-site camping 'pods' along the banks of the Thredbo River.

C3. Development upgrades and adaptively reuses the historic rangers' station building to allow for reception, food and beverage, commercial, administration, visitor information, heritage interpretation, storage and services uses. These uses respond to the site's historic heritage significance.

C4. New infrastructure related to water, sewer and waste transfer is provided on site.

C5. Areas where threatened ecological community occurs along the Thredbo River and elsewhere in the Sub-region may be developed for the purpose of low impact eco-tourist facilities. Building design demonstrates that development:

a. has been planned and will be constructed carefully to minimise the overall footprint and indirect impacts, and

b. there are no feasible alternative design and siting options.

C6. Development provides wayfinding to iconic hiking, walking and mountain biking destinations.

C7. Walking tracks are as narrow as possible and utilise existing trail alignments where available.

C8. Development considers and improves vehicular access from Alpine Way.

C9. New development excluding alterations and additions is accompanied by detailed traffic engineering assessment prepared by a suitably qualified professional. The assessment may consider the following:

a. right-turn bay for turn into Thredbo Ranger Station from the east,

b. acceleration bay for right and left-turn out of Thredbo Ranger Station,

c. deceleration bay for left-turn into Thredbo Ranger Station from the west,

d. intersection design to consider longer deceleration and acceleration distances and reduced lateral transitions required during snow or icy conditions, and

e. road surface designed with minimal interruption to snow clearing activities and space for snow push.

C10. Safe and secure bicycle and micromobility parking is provided to support summer-time recreation activities.

KEY

- Sub-region boundary
- Cadastre
- Existing buildings
- 5m contours
- Development area
- Key development site
- Parking
- Open green space
- Camping pod area
- Biodiversity area
- Gateway
- Nodes
- Arterial roads
- Local roads
- Bus route
- Shared/active link
- Pedestrian bridge
- Creeks
- Elevation

Figure 49. Thredbo Ranger Station Alpine Accommodation Sub-region ILP

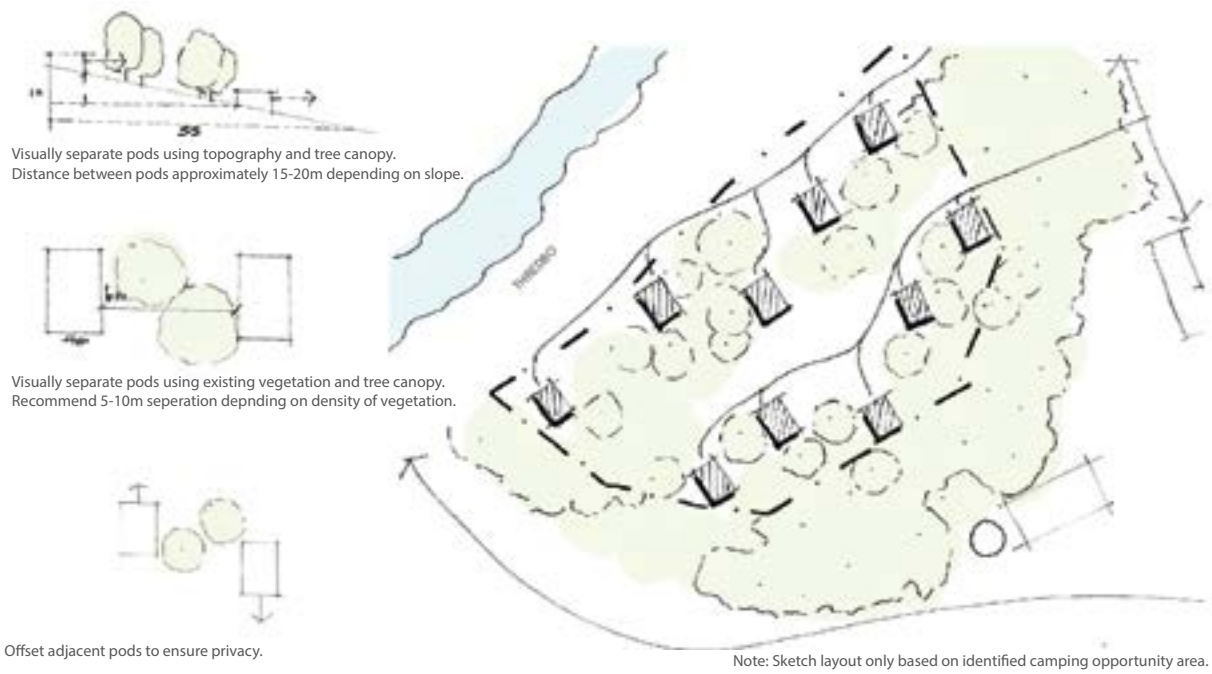


Figure 50. Thredbo Ranger Station – indicative sketch layout of camping pods

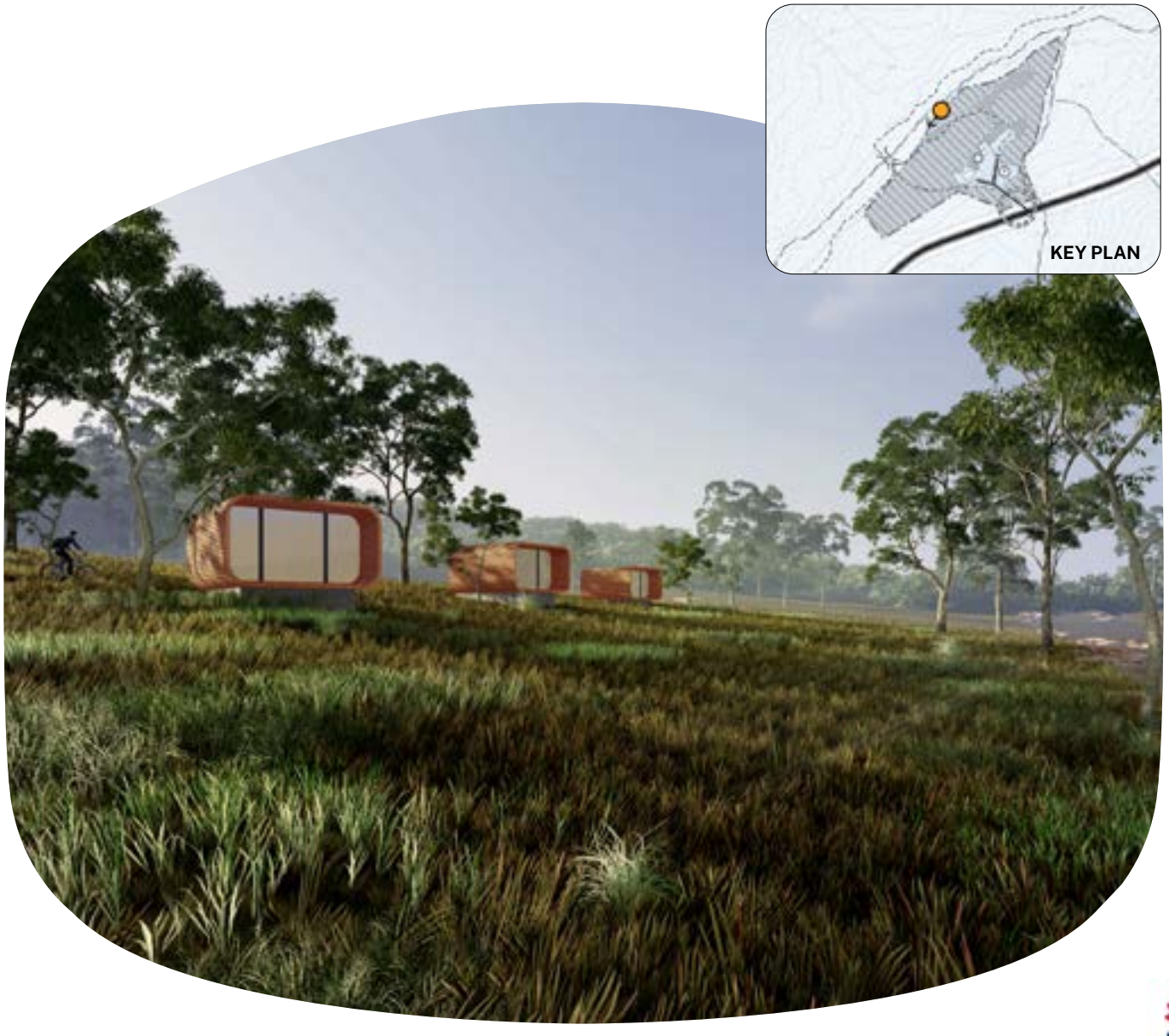


Figure 51. Artists impression : Example development of accommodation units in a summer setting

5.0 Alpine Carrying Capacity Framework

5.1 Introduction

5.1.1 Purpose

The purpose of this Carrying Capacity Framework (CCF) is to provide operators, developers and regulatory authorities with key details and a framework of operational requirements, infrastructure planning and planning controls, for managing visitor and accommodation capacity within the Snowy Mountains Special Activation Precinct Sub-regions in Kosciuszko National Park.

The requirements on operators, and information included in the CCF, can be used to guide the release of new beds in Alpine Sub-Regions by the National Parks and Wildlife Service (NPWS) under the Kosciuszko National Park Plan of Management (PoM), where uplift potential has been identified under the Snowy Mountains Special Activation Precinct Master Plan 2022 (Snowy Mountains SAP Master Plan). The CCF will also be a consideration in the assessment of individual development applications that may impact upon the capacity of infrastructure and utilities and for the conditioning applied to resulting development consents.

Accordingly, the CCF is designed to complement governance and tenure arrangements in Alpine Sub-regions relevant to bed release including the Kosciuszko National Park PoM, leases and licences within the Sub-Regions, and environmental management system (EMS) arrangements which exist under them.

5.1.2 Development to which this Chapter applies

This Chapter applies to a development application proposing:

- an increase in additional accommodation (staff accommodation tourist and visitor accommodation or eco-tourist facilities),
- additional demand on the capacity of utilities and infrastructure, or
- additional capacity for utilities and infrastructure.

Such development must demonstrate consistency with the principles and infrastructure requirements of this Chapter.

All other development including development in the Mount Selwyn Alpine Resort Sub-region does not need to consider this Chapter.

5.1.3 Aims and objectives

The aim of the CCF is to guide the release of beds in the Alpine Sub-regions (Alpine Resorts and Alpine Accommodation) by NPWS under the Kosciuszko National Park PoM in a manner consistent with its objectives.

The objectives of the CCF are to:

a. manage the growth of visitation in the Alpine Sub-regions to ensure the protection, maintenance, and enhancement of identified Kosciuszko National Park values, including but not limited to:
    i. biophysical values (including habitat, biodiversity, landforms, water quality and landscapes), and
    ii. cultural heritage values (including cultural heritage places, objects and features of significance to Aboriginal people).
b. ensure opportunities are provided for visitors to undertake a wide range of recreational activities at places and in ways that optimise the quality of the experiences available, while minimising adverse impacts upon the values of Kosciuszko National Park and conflicts with other users,
c. development and bed release are staged to minimise adverse environmental, social and cultural impacts,
d. development does not inhibit the ongoing maintenance of biophysical values, improved social outcomes, and the regeneration of cultural heritage values, and
e. complement the Kosciuszko National Park PoM and tenure arrangements in Alpine Sub-regions, including EMS and bed release arrangements under them, for the purposes of achieving objectives (a) to (e) inclusive.

5.2 Application of the CCF

The CCF is based on the stages identified as part of the *Carrying Capacity Framework Report* (WSP, 2022) which accompanied the Snowy Mountains SAP Master Plan and considered the acceptability of releasing additional beds in the Alpine Sub-regions, up to the maximum bed limit specified in the Kosciuszko National Park PoM. The CCF is based on a series of operational and planning requirements which must be met prior to the allocation of a tranche of beds under the Kosciuszko National Park PoM (refer to **Appendix B**), as well as a tool for development planning consistent with the DCP.

Figure 53 outlines the process and requirements for the release of a tranche of beds (including for Sub-regions with a single tranche of beds, i.e. Alpine Accommodation Sub-regions) and associated development assessments. **Figure 53** outlines how this process operates in circumstances where this CCF identifies multiple tranches of beds for a Sub-region, i.e. for Alpine Resort Sub-regions.

5.3 Operational and tenure requirements

5.3.1 Tenure and regulatory compliance

Compliance by operators with the legislation and tenure arrangements relevant to carrying capacity is a key consideration under the Kosciuszko National Park PoM in determining the acceptability of releasing beds as per the planned staging in this CCF. The specific considerations are listed in Action 10.2.1.16 of the Kosciuszko National Park PoM.

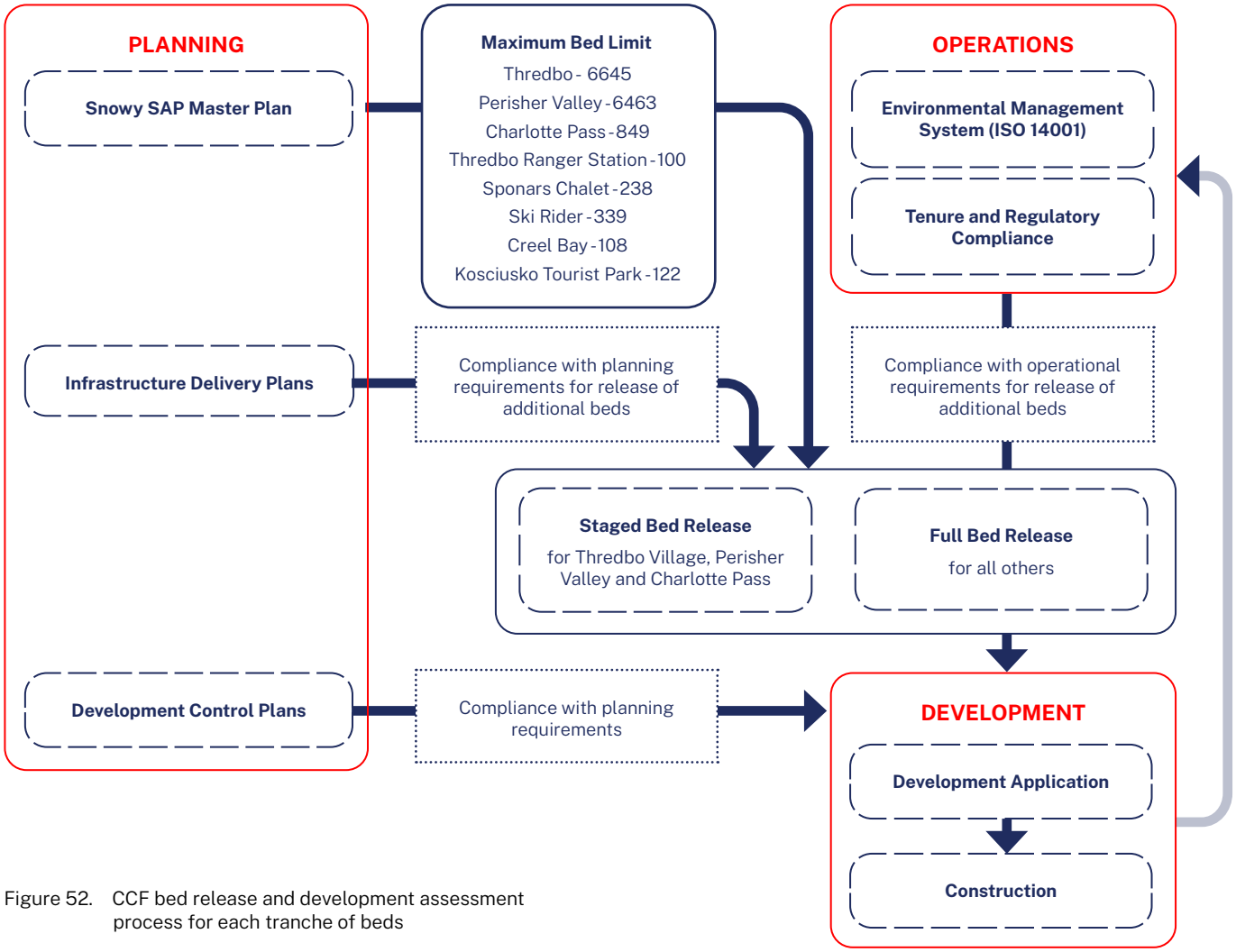


Figure 52. CCF bed release and development assessment process for each tranche of beds

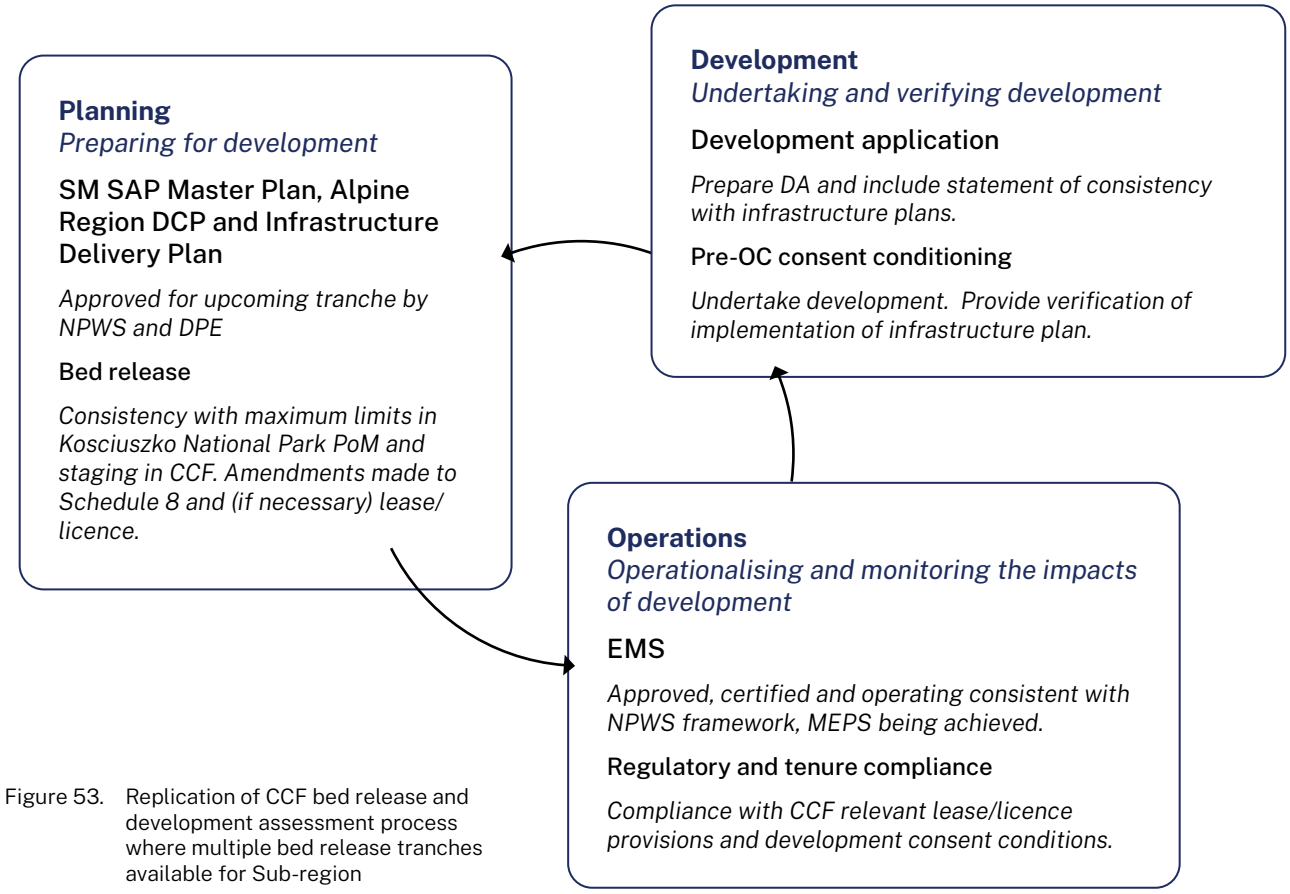


Figure 53. Replication of CCF bed release and development assessment process where multiple bed release tranches available for Sub-region

5.4 Planning requirements

The planning requirements for the release of beds vary between the Alpine Resort Sub-regions (Perisher Range Alpine Resort, Thredbo Alpine Resort and Charlotte Pass Alpine Resort) and the Alpine Accommodation Sub-regions.

Alpine Resort Sub-region operators are required to prepare and implement an Infrastructure Delivery Plan in accordance with **Appendix B**.

For Alpine Resort Sub-regions, these planning requirements reapply for each tranche of beds specified in **Appendix B** for the relevant Sub-region. In anticipation of each tranche, Infrastructure Delivery Plans are to be updated or replaced in accordance with **Appendix B**.

Alpine Accommodation Sub-regions are required to prepare an Infrastructure Delivery Plan in accordance with **Appendix B**.

Table 2 outlines the considerations for infrastructure, utilities and visitor amenity and the objectives for each aspect. These must be addressed in the Infrastructure Delivery Plan (as applicable for the type of Sub-region) and will be considered and satisfied as part of the release of beds and assessment of development where relevant.

In all aspects of the application of **Table 2**, operators are to ensure that infrastructure, utilities and visitor amenity and the objectives for each aspect are consistent with the requirements of the ultimate regulatory authority responsible.

Table 2. Considerations for infrastructure, utilities and visitor amenity

Aspect	CCF Objective	CCF bed release and development assessment objectives	Role/ Responsibility
Water Availability – Potable	Ensure the sustainable use of water resources and protect water resources from overuse. Provide safe and reliable drinking water supply.	To ensure sufficient availability of water supply to meet the demands of peak visitation at the Alpine Sub-region and consistent with the CCF Objective for Water Availability - Potable. To ensure that processes and infrastructure for the extraction and treatment of potable water are capable of meeting applicable legislative requirements and guidelines.	Operators / NPWS / DCCEEW Water / NSW Health / DPHI
Water Availability – Snowmaking (Alpine Resort Sub-regions only)	Ensure the sustainable use of water resources and protect water resources from overuse.	To ensure sufficient availability of water supply to meet the demands of snowmaking activities at the Alpine Sub-region and consistent with the CCF Objective for Water Availability - Snowmaking. To ensure that processes and infrastructure for the extraction of water are capable of meeting applicable legislative requirements.	Operators / DCCEEW Water / DPHI
Wastewater Treatment	Protect the environmental health and aquatic ecosystems of Alpine Region waterways from development and visitor activities.	To ensure sufficient wastewater treatment capacity to meet the demands of peak visitation at the Alpine Sub-region and consistent with the CCF Objective for Wastewater Treatment. To ensure that processes and infrastructure for the treatment and discharge of wastewater are capable of meeting applicable legislative requirements.	Operators / NPWS / EPA / DPHI
Electricity	Ensure visitors to the Alpine Sub-regions have an enjoyable and safe experience. Provide capacity for greater electrification of infrastructure and appliances to reduce reliance on non-renewable energy sources.	To ensure sufficient capacity within the electricity network to meet peak demand at the Alpine Sub-region and consistent with the CCF Objective for Electricity.	Energy providers / Operators / NPWS / DPHI

Aspect	CCF Objective	CCF bed release and development assessment objectives	Role/ Responsibility
Telecommunications	Ensure visitors to the Alpine Sub-regions have an enjoyable and safe experience.	To ensure sufficient capacity within the telecommunications network to meet peak demand for telecommunications services at the Alpine Sub-region and consistent with the CCF Objective for Telecommunications	Telecom. providers / DPHI
Access	Ensure visitors to the Alpine Sub-regions have an enjoyable and safe experience.	To ensure access (including parking) arrangements are in place to manage peak visitation to the Alpine Sub-region in an efficient / sustainable manner and consistent with the CCF Objective for Access.	TfNSW / NPWS / Operators / DPHI

5.5 Development requirements

A development application that seeks:

- an increase in additional accommodation (staff accommodation and tourist and visitor accommodation, or eco-tourist facilities),
- additional demand on the capacity of utilities and infrastructure, or
- to deliver additional capacity for utlities and infrastructure.

Such development listed above must demonstrate consistency with:

a. the aims and objectives of this Chapter,

b. an Infrastructure Delivery Plan, and

c. the DCP.

A statement of consistency with the above would form part of the Statement of Environmental Effects lodged with the development application.

Should the application be determined by way of development consent with conditions, the consent authority would likely impose conditions to ensure that any requirements under the Infrastructure Delivery Plans will be delivered and certified prior to any occupation certificate being issued. The consent authority may as a condition of consent require certification by a professional engineer that infrastructure comprising or supporting the development has been constructed and is operating as detailed in the relevant Infrastructure Delivery Plan.

Note: The applicant must also consider infrastructure and utility requirements at a local level as part of the assessment of the development application including connection into existing services and infrastructure.

Appendix A

Existing and Desired Future Character Statements

A1 Perisher Range Alpine Resort Sub-region

A1.1 Perisher Valley

A.1.1.1 Existing character and built form within Perisher Valley

The Perisher Valley presents a bowl-like landscape, with much of the development located on the flatter portion of the valley, overlooked by the ski fields. Perisher Valley currently lacks a cohesive character and presence, both in built form expression and the sparse layout of buildings and location of uses. The arrangement and siting of buildings within the village is irregular, partly in response to natural creeklines that traverse the valley. Existing buildings are predominantly two to four storeys in height and accessed via Kosciuszko Road, or one of the roads that branch from Kosciuszko Road.

There is currently no standard approach to setbacks or building separation, and materials and colour selection is diverse, although colour generally adopts tones present in the landscape. The style of built form generally does not easily identify function or use, which makes wayfinding difficult. The precinct lacks any landmark built form that marks the gateway and entry to Perisher Valley.

Perisher Valley accommodates an extensive network of ski fields and supporting infrastructure. The significant alpine and sub-alpine vegetation communities throughout the Perisher Range Alpine Resort provide important habitat for rare fauna species and endangered ecological communities. Rock Creek and Perisher Creek run through the valley. **Figure 54** to **Figure 57** provide a selection of photographs that demonstrate the character and built form style that currently exists at Perisher Village.

Figure 54. Perisher Centre and creek

Figure 55. Perisher Manor

Figure 56. Ski Tube Terminal

Figure 57. Car parking area at arrival

A1.1.1.3 Desired future character for Perisher Valley

The desired future character for Perisher Valley is as a village hub that revitalises the offer of the Perisher Range Alpine Resort and contributes to the evolution of the wider Snowy Mountains as a world class destination year round.

Development of a vibrant, mixed use core at Perisher Village is the cornerstone in achieving the desired future character, providing new accommodation, entertainment and retail, supported by the key arrival node at the Ski Tube Terminal and village services such as waste and freight transfer, medical services and emergency services.

Outer Perisher Valley and Perisher Valley – Priority Infill Area supports the main village, providing a variety of accommodation options, retail and dining opportunities.

The open amphitheatre landscape of the valley contributes positively to existing land use and character of built form. New development is focused in areas of disturbed, partly disturbed or land comprising of low environmental significance land between existing buildings, or the redevelopment of existing building stock. The low-density landscaped character of the Outer Perisher Valley will be retained with redevelopment designed to respond to the natural environment.

The approach to Perisher Valley from the north (along Kosciuszko Road) presents an open vista of the valley, defined by the peaks of Mount Perisher and Back Perisher Mountain to the west. Existing development appreciates long views in multiple directions from various locations within the valley. From the Village, views of the ski slopes and surrounding areas are significant.

A1.1.2 Perisher Village

A1.1.2.1 Existing character and built form within Perisher Village

Perisher Village is the key arrival node and visitor destination for Perisher Valley and the wider Perisher Range Alpine Resort. It anchors the surrounding villages and ski fields and forms an important transport hub for outlying lodges and the Charlotte Pass Alpine Resort.

Existing land use and activity within Perisher Village include accommodation options, tourist facilities, the Perisher Ski Tube Terminal and support infrastructure, including a range of retail, entertainment and food and drink offerings to meet the convenience and entertainment needs of visitors to the wider Perisher Range Alpine Resort in the snow season.

Emergency services including Perisher Valley Fire Station and Ambulance Station are clustered in the emergency services precinct along Kosciuszko Road, while the Perisher Police Station is located within the Ski Tube Terminal. The National Parks and Wildlife Service (NPWS) information centre and depot fronts the northern side of Kosciuszko Road, alongside the Ski Tube Terminal.

Arrival by car at Perisher Village is marked by an expanse of at-grade car parking on the northern side of Kosciuszko Road. Arrival via Ski Tube is at the terminal at the centre of Perisher Valley, which provides limited space, functionality and activity as a key arrival node and freight hub.

A selection of photos that indicate the existing character within Perisher Village is provided at **Figure 58** to **Figure 61**.

Figure 58. View along Kosciuszko Road (looking south-west)

Figure 59. Fire and rescue buildings

Figure 60. Walkway to Perisher Centre from the Ski Tube Terminal

Figure 61. Perisher Manor

A1.1.2.2 Desired future character for Perisher Village

The desired future character of Perisher Village is as a vibrant village centre that supports winter activities and encourages summer activation. Redevelopment will revitalise the heart of Perisher Range Alpine Resort and enhance the desirability of Perisher as a world class destination.

A diverse range of accommodation will be provided, including staff, family and lower cost options, supported by co-located commercial and leisure opportunities. Significant expansion is proposed to deliver a landmark gateway to Perisher Village that instills a 'village feel' with the activation of streets, plazas and public spaces that create a sense of community and connection. Retail and commercial uses, including dining opportunities, will activate the ground floor along key public spaces, providing places for visitors to enjoy the village atmosphere day and night.

The open amphitheatre landscape of the valley presents opportunities for buildings typically up to five storeys in height with potential key markers or buildings up to seven storeys where appropriate (refer to **Figure 18**), that may capture desirable views of the mountains surrounding, while also considering the potential impact on key views and vistas throughout the valley.

The layout of new development is to consider the unique alpine and sub-alpine climatic conditions, including snow deposition and prevailing winds, and ongoing management measures such as snow clearing operations in its design.

The location of the Village in the valley presents the opportunity to create a welcoming entry into the Perisher Range Alpine Resort and as such, requires a high-quality architectural response. Kosciuszko Road will be a key focus as the 'main street' for new development as activity as the interface between Perisher Valley Priority Infill Area and the new Perisher Village.

Built form will define the Kosciuszko Road frontage and provide recognisable landmarks, particularly for those arriving at Perisher Valley via Kosciuszko Road from the north-east.

Perisher Valley provides limited vehicle access and designated drop-off/pick-up areas. The alignment of new streets and public spaces will capture views to the ski slopes and mountains, enhancing the connection with the landscape. A clear movement network will organise the space and ensure wayfinding is easy in all weather conditions. Connection with the key point of arrival at the Ski Tube Terminal will improve wayfinding and create a new and improved pedestrian experience for visitors, with a renewed Ski Tube Terminal sleeved by retail and commercial activation.

In support of the uplift in accommodation and visitation appeal, on-site car parking may be explored as a multi-deck solution, integrated within the wider redevelopment proposal and sleeved from key viewpoints. It is important to maintain and enhance the freight and oversnow hub at the south-western edge of the Village, and facilitate a shuttle bus loop.

A1.1.3 Outer Perisher Valley and Perisher Valley Priority Infill Area

A1.1.3.1 Existing character and built form within Outer Perisher Valley Priority Infill Area

Outer Perisher Valley provides a range of accommodation options predominantly in the form of one to two storey lodges and alpine clubs. The Sundeck Hotel is a popular destination for accommodation and dining located along Burramys Road near the Alpine Church and Perisher Ski Patrol Headquarters.

A selection of photos that indicate the existing character within Outer Perisher Valley is provided at **Figure 62** and **Figure 63**.

Figure 62. The Alpine Church and Perisher Ski Patrol HQ (Perisher Creek in the foreground)

Figure 63. Corroboree Ski Lodge

The **Perisher Valley Priority Infill Area** is currently home to The Man from Snowy River Hotel and a range of other accommodation options including apartments, chalets and lodges. Buildings are spread out and scattered across the undulating landscape, interspersed by landscape features including creeklines, rocks, shrubs and stands of trees. Access is provided via Porcupine Road from Kosciuszko Road.

There is currently no consistency in the design of built form or material choice as evident in the photos at **Figure 64** and **Figure 65**.

Figure 64. The Man from Snowy River Hotel

Figure 65. Marritz Hotel

A1.1.3.2 Desired future character for Outer Perisher Valley Priority Infill Area

Outer Perisher Valley will continue to support the main village providing a variety of accommodation options, retail and dining opportunities.

The **Perisher Valley Priority Infill Area** has been identified as an appropriate area for additional/new built form due to its close proximity and support role in the establishment of the Perisher Village as the gateway to the Perisher Range Alpine Resort. The precinct contains areas of disturbed land (due to previous development), presents comparatively limited environmental constraints and has an existing road network that may provide suitable access for new development.

The Perisher Valley Priority Infill Area will support the hub of Perisher Village with varied

accommodation options, retail, entertainment and food and beverage outlets. The density of built form and activity generated by increased accommodation will establish a unique character for the area.

The lower scale of development and dominant accommodation landuse is conducive to amenity such as restaurants and bars that are internalised with minimal noise and light emission.

The Priority Infill Area will provide a more relaxed experience to that of the buzz and excitement provided within Perisher Village, with a focus on providing family friendly activities such as areas for snow play between buildings and along street frontages. Soft, warm lighting along streets and public spaces will create an inviting night time atmosphere that encourages activity and movement between key destinations.

Figure 66. Artists impression : View of Perisher Valley Priority Infill Area from Kosciuszko Road

A1.2 Smiggin Holes

A.1.2.1 Existing character and built form within Smiggin Holes

Smiggin Holes village is located to the north of Perisher Valley within a small valley located off Kosciuszko Road. The compact village setting presents a range of building typologies, located within the undulating landform and/or along the main access roads.

Key buildings and uses include the Smiggin Hotel and Arcade, the at-grade day car park and the accommodation buildings to the east and west. Club and commercial lodges are the dominant types of accommodation at Smiggin Holes. Shops and services at Smiggin Holes are generally limited to retail/hire ski supplies and gift stores.

The entry to the precinct is marked by the maintenance workshop used to house machinery and equipment which is located between the two access roads, Link Road and Corroboree Road.

Buildings are predominantly three storeys in height, dispersed across the sub-precinct. Whilst there is no uniformity in the approach to setbacks and separation, existing built form is sited relatively close together which contributes to the compact nature of the accommodation precincts within the village. The accommodation buildings within the eastern part of the village are interspersed with heath and woodland. The accommodation buildings within the western part of the village sit within disturbed vegetation, which adjoins dense alpine heath with eucalyptus to the south.

An expanse of car parking forms the central focus of the precinct, located between accommodation in the east and the ski fields in the west.

Figure 67 and **Figure 68** provide a selection of photos that demonstrate the existing character of Smiggin Holes.

A.1.2.2 Desired future character for Smiggin Holes

Smiggin Holes will maintain its 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 sub-precinct's valley views and woodland setting.

Figure 67. Gunama Lodge

Figure 68. View northwest from Gunuma Lodge

Figure 69. View south along Link Road

Expansion and/or refurbishment of existing development is the preferred growth model for Smiggin Holes. The Smiggin Hotel and Chalet Apartments have been identified as a key development site given the large sized parcel of disturbed land. Furthermore, key development sites comprising the former concrete batching plant site on the northern edge and Wattle Lodge at the foot of the ski slope both provide opportunity for redevelopment leveraging their strategic location.

A key opportunity may exist in the repurposing of the existing workshop located adjacent to the site's entrance from Kosciuszko Road. Redevelopment of this site may provide a new tourist node, car parking and gateway entry to the resort. A suitable alternative location for the workshop will be required should this development occur.

A1.3 Pipers Gap

A.1.3.1 Desired future character for Pipers Gap

Pipers Gap, located between Perisher Valley and Smiggin Holes off Kosciuszko Road is proposed to accommodate a multi-use hub comprising the following features and facilities:

- car parking for day visitors in winter and summer,
- Park and Ride Shuttle terminus,
- shelters and transit amenities,
- dedicated recreational snow play area in winter, and
- provision for small scale retail and/or food and beverage offering.

The extent of land required for development at Pipers Gap will be determined alongside plans for car parking provision within Perisher Valley.

A1.4 Guthega

A.1.4.1 Desired future character of Guthega

Guthega is the most remote of the Alpine Sub-regions, occupying the north-western corner of the Perisher Range Alpine Resort Sub-region, adjoining the Snowy River and Guthega Pondage.

The Guthega Ski Centre marks the entry to the village, with day parking located adjacent. Car parking provides 60 spaces for day visitors and 50 spaces for overnight visitors.

Accommodation is the key land use within the Sub-region providing for approximately 240 guests, with club lodges being the dominant form of accommodation. Other uses within the village comprise a limited range of food and drink premises and a ski hire equipment store and backcountry guiding service located at Guthega Ski Centre.

Built form comprises a small number of two to three storey buildings, predominantly lodges and chalets, nestled amongst the landscape in a linear alignment perpendicular to Guthega Road and Mount Tate Road. Lower levels generally comprise a basement / mud room or limited habitable space.

Many of the buildings along Mount Tate Road offer uninterrupted views across the Snowy River towards the Main Range Management Unit. Whilst the built form material palette differs from building to building, the colours and materials chosen blend with the surrounding landscape.

Future development will largely be limited to upgrades and expansions to the existing chalets and lodges focused around existing disturbed areas as demonstrated in the ILP at **Figure 29**.

Figure 70 to **Figure 72** provide a selection of photographs that demonstrate the existing character of Guthega.

Figure 70. Lodges and ski clubs along Farm Creek Place

Figure 71. Guthega Centre

Figure 72. Brindabella Ski Club from Mount Tate Road – Tiobunga Lodge

A1.5 Blue Cow Terminal

A.1.5.1 Desired future character of Blue Cow Terminal

Blue Cow Terminal Sub-region is located east of Guthega Sub-region and encompasses the Blue Cow Ski Tube Terminal. The Ski Tube is the only public access to the Sub-region for non-skiers and provides access to a middle station at Perisher Valley and base station at Bullocks Flat. Restaurants, cafes and take-away food shops are located at the terminal. Downward slopes and ski lifts are located to the east and north-east of the terminal. This provides access to the ski-lifts and slopes of Blue Cow Mountain, located further north-east of the terminal. There is no accommodation at Blue Cow Terminal Sub-region, with the exception of staff accommodation.

Future changes to this Sub-region are expected to be limited to improvements on the existing train station and day lodge facility – such as enclosing deck areas.

No changes are proposed to the existing land uses and activities at the Sub-region, with the potential for some modest additional staff accommodation, and improvements to the existing on-mountain infrastructure and associated retail and amenities.

The Blue Cow Ski Tube Terminal is the only building at Blue Cow. It is three storeys in height with a large building footprint that follows the topography of the land so that the south side of the building presents as two storeys (see **Figure 73** south elevation).

The principal elevation of the terminal building is northward towards Blue Cow Mountain and nearby ski slopes. A larger outdoor seating area is located on the upper deck, which is orientated south towards the Perisher Valley. The building incorporates a series of low pitched, stepped roof forms, which assists in minimising the overall bulk.

Figure 73. Blue Cow Terminal (south elevation)

A2 Thredbo Alpine Resort Sub-region

Thredbo Alpine Resort is situated on the southwestern slopes of the Crackenback Range, with the village nestled on the northeastern slopes of Paddy Rush Bogong Hill. The resort area provides year-round activities, including winter snowsports, summer mountain biking, and hiking. It also serves as the main access point to Mount Kosciuszko and the Main Range. The village's natural setting within a vegetated valley and steep terrain defines its character, with built form sensitively integrated into the landscape.

The Thredbo River bisects the village and resort, with the resort, some accommodation and supporting infrastructure on the northern side and the commercial centre and primary accommodation areas on the southern side.

Thredbo's built character has evolved through a strong influence from the National Parks and Wildlife Service (NPWS) building code, resulting in a consistent architectural style defined by the use of natural materials, colour, and form. This unique alpine style includes stone bases, wooden cladding, residential-scale windows and pitched, articulated roofs. The colour palette reflects the natural seasonal hues of local flora, bark, foliage, and granite outcrops. Thoughtful building placement allows the architecture to integrate with the surrounding environment, with building scale concentrated in the village centre and tapering toward the eastern and western fringe to maintain harmony with the landscape.

Accommodation styles have shifted over time to meet changing visitor needs, moving from shared club-style to apartment-style and self-contained developments, catering to short-term stays during winter and summer. The satellite precincts of Woodridge and Crackenback Ridge have similarly developed in harmony with the natural environment, featuring sympathetic form, colour, and design.

Future development in Thredbo is expected to uphold this established character while allowing for contemporary architecture that is responsive to the unique climatic conditions of the Australian alpine environment. This approach supports a continuity of Thredbo's unique character, defined by its architectural style and a sensitive response to its surrounding landscape.

A2.1 Friday Flat Car Park

A.2.1.1 Existing character of Friday Flat Car Park

Friday Flat car park is the main car park for day visitation to the Thredbo Alpine Resort with the main car park located on the southern side of Friday Drive, partly screened from Friday Drive and ski areas by mature trees. Additional car parking is provided on the northern side of Friday Drive, south of the Thredbo Valley Track.

A.2.1.2 Desired future character for Friday Flat Car Park

The Friday Flat Car Park will continue to serve as the main car park for day visitation. Existing car parking on the northern and southern sides of Friday Drive will be maintained, with opportunities to further develop the southern car park for multi-level parking. The visual appearance of any multi-level parking structures will be minimised through vegetated screening or other means, without compromising natural ventilation.

New development or upgrading of existing facilities integrates existing and new landscaping to screen and soften car parking area and maintains Friday Drive as a priority pedestrian access road to connect with the Friday Flat Base Station and the Village Centre.

The desirable land uses for the Friday Flat Car Park include car parking, passenger transport facilities, advertising structures and recreational facilities.

The undesirable land uses for the Friday Flat Car Park are any land use not reasonably associated with car parking, passenger transport or ancillary development supporting existing land uses.

A2.2 Friday Flat Base Station

A.2.2.1 Existing character of Friday Flat Base Station

Friday Flat Base Station sits at the southern extent of the Friday Flat Car Park on the Northern side of Friday Drive. The Base Station functions as the winter base for day visitation with the 'Thredboland' ski school and supporting commercial uses on the northern side of Friday Drive. The Base Station also serves as the arrival/departure point trailhead of the Thredbo Valley Track, a popular multi-use track which descends along the Thredbo River towards Jindabyne.

A.2.2.2 Desired future character for Friday Flat Base Station

The Friday Flat Base Station will continue to be the winter-day user hub and expand into summer-related uses. Pedestrian connectivity between the bus station, Friday Flat car park and the village will be maintained, as will Friday Drive as a priority pedestrian access road.

The Friday Flat Base Station will continue to play a key role in supporting day visitation, with the opportunity for the development of desirable land use up to five (5) stories in height. The expansion of complementary uses will ensure that building heights appropriately respond to the natural and built environment and do not otherwise unreasonably limit the core function of the precinct as the all-year-round day user hub.

The desirable land uses for the Friday Flat Base Station include car parking, commercial premises, advertising structures, building and business identification signs, community facilities, information and education facilities, infrastructure facilities, skier base station facilities*, recreation infrastructure to support the function of the ski slopes, tourist and visitor accommodation (excluding hotel and motel accommodation), lifting facilities, management trails, medical centres, recreation facilities, ski slope huts, ski slope and snowmaking infrastructure/

The undesirable land uses for the Friday Flat Base Station include any other forms of development (structures and uses) not consistent with the desirable land uses or ancillary development supporting existing land uses and hotel and motel accommodation.

A2.3 Woodridge Estate

A.2.3.1 Existing character of Woodridge Estate

Woodridge Estate is located on generally flatter land at the village entrance. Built form is typified by low scale, two to three storey (plus mezzanine levels), disbursed accommodation buildings within an open bushland setting, including vegetation between buildings and within setbacks from the road edge.

The architecture of accommodation buildings is characterised by stone bases, wooden cladding to the upper floors and pitched, articulated roofs. Buildings are well articulated with a mixture of projections and recessions which contribute towards visual interest. Ancillary structures such as bin enclosures are typically constructed with stone or timber.

A.2.3.2 Desired future character for Woodridge Estate

Woodridge Estate will maintain its distinctive low-scale character through a pattern of well-spaced buildings set within a landscaped setting. Future development will be limited to two to three storeys plus mezzanine/loft (excluding undercroft/storage/mud rooms), with pitched roofs between 10-30 degrees. Buildings will respect established spatial patterns through generous setbacks of 15m from the centreline of Friday Drive, 3m from sublease boundaries, and minimum 6m separation between buildings. Development intensity will be controlled through a maximum site coverage of 35%, ensuring the estate's open character is preserved.

The landscape character will be protected and enhanced through a minimum 35% soft landscaping across each sub-lease area. While existing significant vegetation will be retained, where possible, all landscape design must carefully balance aesthetic and environmental values with contemporary bushfire safety requirements. New development will utilise modern building materials and construction methods that enhance bushfire resilience, while new plantings will maintain and supplement the precinct's tree canopy coverage.

Progressive improvements to vehicle management will focus on reducing visual impact and

improving winter functionality, without resulting in loss of parking spaces.

The desirable land uses for Woodridge Estate include car parking, tourist and visitor accommodation and food and drink premises (when ancillary to approved tourist and visitor accommodation) .

The undesirable land uses for Woodridge Estate include any other forms of development (structures and uses) not consistent with the desirable land uses.

A2.4 Crackenback Ridge

A.2.4.1 Existing character of Crackenback Ridge

Crackenback Ridge is located on steeper topography on the western edge of the village with similar built form scale and bushland setting to that of Woodridge Estate to the east. Accommodation buildings are predominately two to three storeys in height (plus mezzanine levels) and typically have consistent separation between adjoining buildings and setbacks from the internal road network.

The architecture of accommodation buildings and ancillary structures is characterised by stone bases, wooden cladding to the upper floors and pitched, articulated roofs. Buildings are well articulated with a mixture of projections and recessions which contribute towards visual interest.

A.2.4.2 Desired future character for Crackenback Ridge

Crackenback Ridge will maintain its distinctive alpine character, comprising two to three storey plus mezzanine/loft (excluding undercroft areas for storage and mud rooms) buildings positioned at least 3m from sublease boundaries and 6m between each other. This spatial arrangement, combined with a maximum site coverage of 35% and minimum soft landscaping of 35%, will preserve the area's connection to its natural setting.

The architectural composition will emphasise a clear transition from ground to upper levels, featuring local stone facades at the base transitioning to more lightweight materials above . Buildings will incorporate pitched roofs between 10-30 degrees and well-articulated facades that create visual interest through shadow lines and thoughtful integration of outdoor living spaces . The material and color strategy will embrace natural tones that harmonise with the alpine environment, while incorporating contemporary, fire-resistant materials that enhance bushfire safety outcomes.

Development will demonstrate a sensitive response to topography through careful building placement and landscape integration. The interface between buildings and landscape will be strengthened through native species selection and natural materials, maintaining the precinct's distinctive character. This approach ensures that while buildings are renewed and redeveloped, they continue to contribute to Crackenback Ridge's established architectural themes while meeting contemporary safety and sustainability requirements.

The desirable land uses for Crackenback Ridge include car parking, tourist and visitor accommodation, places of public worship and community facilities.

The undesirable land uses for Crackenback Ridge include any other forms of development (structures and uses) not consistent with the desirable land uses.

A2.5 Village Centre

A.2.5.1 Existing character of Village Centre

The Village Centre is Thredbo's social and community hub, comprising apartment-style accommodation that is up to six storeys in height and substantially setback and screened from Friday Drive by terraced, landscaped retaining walls. This includes Thredbo Alpine Hotel, a focal point for the village.

A central plaza known as Mowamba Place is situated to the rear of the Thredbo Alpine Hotel. This forms the commercial core, dining centre and hub of the village.

A.2.5.2 Desired future character for Village Centre

The Thredbo Village Centre will maintain its role as a year-round alpine destination and activity hub, characterised by a vibrant mix of commercial, hospitality, and recreational uses. The concentration of hotels and lodges within the Village Centre, accessible via an activated pedestrian-friendly core, will be maintained and enhanced, supporting both winter and summer tourism while preserving the intimate village atmosphere.

Future development will be guided by a design approach that emphasises architectural excellence and respect for the alpine context. The Thredbo Alpine Hotel will serve as an anchor for this renewal, with its expansion establishing design precedent for the precinct, whilst acknowledging its heritage significance. Alterations and additions that include additional height will create distinctive architectural focal points, enhancing the village skyline while maintaining human scale at street level.

Development maintains the village's spatial character and amenity and preserves view corridors, solar access, and the characteristic spacing between buildings, while also supporting natural ventilation and access. These built form controls will work together to create a cohesive village environment that balances development intensity with alpine village character.

The desirable land uses for Village Centre include car parking, commercial premises, advertising structures, building and business identification signs, community facilities, information and education facilities, tourist and visitor accommodation, entertainment facilities, function centres, public utility undertaking, recreation facilities (indoor), staff accommodation and telecommunication facilities.

The undesirable land uses for Village Centre include any other forms of development (structures and uses) not consistent with the desirable land uses.

A2.6 Valley Terminal

A.2.6.1 Existing character of Valley Terminal

The skier/mountain bike/walker base station and recreational facilities known as Valley Terminal is located on the northern side of the Thredbo River providing access to the main lifts, the Alpine Coaster and the Kosciuszko Walk trail head.

A.2.6.2 Desired future character for Valley Terminal

The Valley Terminal precinct will be sensitively redeveloped to enhance and support on-mountain activities while preserving the connection between the village and ski slopes. Development will be carefully scaled with a maximum three-storey height limit above natural ground level, ensuring buildings remain subordinate to the mountain landscape and maintain critical view corridors towards the ski slopes .

Future built form will demonstrate architectural excellence through thoughtful response to the site's environment Buildings will incorporate high-quality design elements that complement and respect the architectural character of adjoining structures, particularly through considered roof forms and facade articulation. Ground floor spaces will prioritise non-habitable uses to maintain activity and services that support the terminal's primary function, while upper levels will be designed to minimise visual bulk.

The desirable land uses for Valley Terminal include car parking, commercial premises, advertising structures, building and business identification signs, community facilities, medical centres, emergency services facilities, information and education facilities, lifting facilities, infrastructure facilities, skier base station facilities*, recreation facilities (indoor and outdoor), recreation infrastructure to support the function of the ski slopes and tourist and visitor accommodation (excluding hotel and motel accommodation).

The undesirable land uses for Valley Terminal include any other forms of development (structures and uses) not consistent with the desirable land uses and hotel and motel accommodation.

A2.7 Inner Village

A.2.7.1 Existing character of Inner Village

The Inner Village is characterised by higher density development that responds to the steep topography of the valley. There is a mixture of both lodge and apartment-style accommodation. Landscaped trees and vegetation are interspersed amongst the built form with pedestrian connections providing access to the Village Centre. As development steps up the valley the views of the ski slopes become more prominent.

A.2.7.2 Desired future character of Inner Village

The Inner Village will evolve as a vibrant precinct that prioritises sensitive redevelopment and strategic infill. Development will primarily focus on renewing established accommodation sites while introducing new buildings that respect the natural topography and maintain critical view corridors to the ski slopes.. New buildings will be limited to four storeys , following the natural ground level contours, with setbacks of three metres on side and rear boundaries, and front setbacks that maintain alignment with adjacent properties.

The precinct will expand its commercial and community offerings through carefully integrated food and beverage establishments, and health and wellbeing services that complement the existing village character. These additions will be positioned to enhance the pedestrian experience and create activated street frontages while preserving solar access and views for uphill developments. Building design will emphasise visual permeability and stepped forms that respond to the slope, creating a harmonious relationship between built form and landscape .

Connectivity will be enhanced through a comprehensive network of shared-use zones and pedestrian pathways that provide safe, accessible links between accommodation in the Inner Village and the Village Centre below. Streets will maintain their dual function as both vehicle and pedestrian spaces where dedicated walkways are absent, with new development required to contribute to the pedestrian network through site-responsive design and clear wayfinding elements. This integrated approach to movement will strengthen the Inner Village's role as a key accommodation and activity node while preserving its distinct alpine character.

The desirable land uses for Inner Village include retail premises (including food and drink premises as part of a commercial lodge and ancillary to the provision of tourist and visitor accommodation), building and business identification signs, tourist and visitor accommodation (excluding hotel or motel accommodation), staff accommodation and car parking associated with a desirable land use (not as standalone car parking).

The undesirable land uses for Inner Village include hotel and motel accommodation and any other forms of development (structures and uses) not consistent with the desirable land uses.

A2.8 Outer Village

A.2.8.1 Existing character of Outer Village

The Outer Village is characterised by medium density development that responds to the steep topography, accessible via winding, narrow roads. Accommodation on the western fringe transitions to a lower scale of riverside cabins with limited food and drink offerings. There is a mixture of both lodge, apartment and cabin accommodation. Vegetation is interspersed amongst the built form in a landscaped setting.

A.2.8.2 Desired future character for Outer Village

The Outer Village will continue to support the Village Centre through increased accommodation offerings, with development intensity graduating from east to west. The eastern area will maintain established street setbacks along key frontages like Bobuck Lane, while requiring minimum three metre side and rear setbacks. The western area/precinct will adopt a more spacious built form character with consistent three metre setbacks on all boundaries and six metre building separation requirements, creating a softer interface with the natural environment.

Future development will prioritise the renewal and redevelopment of existing development sites, allowing for buildings up to four storeys in height while maintaining a balanced relationship with the landscape. Building mass and scale will be carefully modulated to preserve significant

views from the ski slopes, valley vantage points, and public spaces, with site coverage limited to 35% of sublease areas to prevent overdevelopment. This approach enables more substantial redevelopment opportunities while ensuring buildings sit comfortably within their alpine setting.

The precinct's character will be enhanced through a strong emphasis on landscaping, with a minimum 35% of sublease areas dedicated to soft landscaping to maintain the alpine village atmosphere. This landscaping requirement, combined with the setback controls and building separation distances, will create vegetated breaks between buildings, frame view corridors, and soften the visual impact of increased density. The resulting built form will strike a balance between achieving higher density outcomes while preserving the distinctive landscape character that defines the village experience.

The desirable land uses for Outer Village include food and drink premises (lot 842 and 768 only), building and business identification signs, tourist and visitor accommodation (excluding hotel or motel accommodation) and car parking associated with desirable land use (not as standalone car parking).

The undesirable land uses for Outer Village include commercial premises (excluding food and drink premises at lot 842 and 768 only), hotel and motel accommodation and any other forms of development (structures and uses) not consistent with the desirable land uses.

A2.9 Golf Course

A.2.9.1 Existing character of Golf Course

Thredbo Golf Course is Australia's highest elevation golf course. It is a nine-hole course around the base of the mountain, along the Thredbo River and, interspersed with pockets of vegetation. It is located on the western fringe of the village and is otherwise surrounded by dense vegetation. The Precinct also includes the Thredbo Community Centre and licensed not-for-profit community based long day care centre fronting the Thredbo River and Crackenback Drive.

A.2.9.2 Desired future character for Golf Course

A redevelopment of the Golf Course will provide an opportunity for low density tourist accommodation that responds to the landscaped setting. A modified golf course will continue to contribute towards the year-round activation of Thredbo.

The tourist accommodation development will establish a distinct village-like atmosphere that prioritises visitor comfort while respecting the natural environment. The development will create a sense of retreat and escape, where buildings harmoniously integrate with the landscape to provide a unique accommodation experience that balances privacy with community connection.

The development's physical arrangement will be characterised by thoughtfully positioned detached buildings that maintain generous spacing and setbacks. Each building will be set back a minimum of four metres from side and rear boundaries and six metres from road edges, creating a clear separation between structures and establishing private zones around each dwelling. A maximum site coverage of 35% will facilitate spatial separation between buildings and limit the building footprint to ensure adequate landscaped area and private open space.

Buildings within the development will display a cohesive architectural style through their form and scale, with heights limited to two storeys above natural ground level. Roof designs will feature pitches between 10 and 30 degrees, creating visual interest and maintaining quality urban and building design. The architectural expression will emphasis on quality materials and finishes that complement the natural setting, with building forms that respond to the site's topography and environmental conditions.

Future modifications or additions will maintain the established design principles of privacy, separation, and landscape integration. Development will continue to respect the prescribed height limits, setbacks, and site coverage requirements.

The desirable land uses for Goild Course include tourist and visitor accommodation (excluding hotel or motel accommodation), car parking, recreation facilities (outdoor and indoor), community and recreation facilities and building and business identification signs.

The undesirable land uses for Gold Course include commercial premises, hotel and motel accommodation and any other forms of development (structures and uses) not consistent with the desirable land uses.

A3 Charlotte Pass Alpine Resort Sub-region

A3.1 Existing character of Charlotte Pass

Charlotte Pass Alpine Resort is an important gateway to the Main Range Management Unit of Kosciuszko National Park and is the highest of all the Alpine Sub-region villages.

Charlotte Pass Alpine Resort is renowned for being snowbound during winter and can only be accessed by oversnow transport. Outside the winter season, the Sub-region is accessed via Kosciuszko Road. The Sub-region provides accommodation focused around commercial and club lodge facilities, with associated infrastructure. While the peak activity and visitation to the Sub-region occurs during the winter ski season, it is an increasingly important staging point for other recreation uses, including sightseeing, walking, mountain biking and hiking all year around. The Charlotte Pass Alpine Resort is an important trailhead for the Mount Kosciuszko Summit Walk/Ride, the Main Range Walk, Mount Stillwell Walk and Snowies Alpine Walk. **Figure 74** provides a photograph of the view of Charlotte Pass Alpine Resort from Charlotte Way.

Charlotte Pass Alpine Resort presents a small-scale village atmosphere, centred around the Kosciuszko Chalet Hotel and offering visitors ski-in ski-out accommodation, access to relatively uncrowded ski slopes and views to the Main Range Management Unit and Mount Kosciuszko.

Land use and activities

The majority of the Sub-region's visitor services and hospitality offerings are located both within and around the Chalet Hotel, positioning it as the Sub-region's anchor destination. There is also a small bar and food offer at Stillwell Hotel, shown in **Figure 75** and **Figure 76.**

While the peak activity and visitation to the Sub-region is during the snow season, it continues to cater for visitors for other recreation uses, including sightseeing, walking and hiking all year around, including the Mount Kosciuszko Summit Walk/Ride.

Charlotte Pass Alpine Resort provides accommodation within a combination of hotels, commercial lodges, club lodges and staff accommodation.

Built form

The landmark Kosciuszko Chalet Hotel (shown in **Figure 77**) is one of the oldest surviving accommodation buildings within the Alpine Region and is known as the 'Grand Old Lady of the Mountains' having high historic, social and aesthetic values. The Chalet is the largest scale building within the sub-region, located on the flatter portion of the valley floor.

The Chalet forms part of a largely intact group comprising the staff quarters, the administration building, Knockshannoch, the Kosciusko Alpine Club and the Kosciusko Alpine Club's Manager's House. These buildings form a gateway view as visitors enter the village and consist of a variety of architectural styles that are generally low-rise when compared to lodges constructed further upslope.

Buildings within Charlotte Pass Alpine Resort are sited within close proximity to one another, contributing to the compact nature of the village and in respect of high biodiversity value areas. Separation between the buildings provides pedestrian and ski access to the lodges via informal paths and stairs. The existing buildings at the end of Charlotte Way are illustrated in **Figure 78** and **Figure 79**.

There are no established built form setback standards to the village roads, with an irregular layout and building orientation. The road network is unsealed with no formal infrastructure due to its winter 'snowbound' condition.

Building heights vary between one and five storeys depending on their location within the Sub-region and topography. Buildings located on the flattest, northern-most part of the slope, are predominantly two storeys, while those located on the steeper slopes within the southern part of the Sub-region are generally one to two storeys in height on the upslope, three to four storeys on the downslope, or step in sections, as is evident with the Stillwell Hotel as illustrated in **Figure 79**.

Figure 74. Kosciuszko Chalet Hotel

Figure 75. Existing buildings at the end of Charlotte Way

Figure 76. Cascading form of Stillwell Hotel

Figure 77. Spencers Creek

Figure 78. Rocky terrain

Character of the built environment is defined by the variation in building form and style. The predominant roof design is a pitched or skillion style, with large overhanging eaves. Most are of timber construction with stone faced basement structures reflecting Kosciusko State Park Trust (KSPT) influences. Exceptions to this are the range of commercial lodges erected from the late 1970s which incorporate contemporary materials and construction techniques and are often multi-storeyed.

Although differing in style and articulation, a consistency in building materials includes:

- wall materials: Stone bases and / or timber or metal and composite cladding to the upper levels,
- roof materials: Colourbond clad, and
- colour palette: neutral shades comprising of navy blue, green, grey and browns.

Most buildings within the Charlotte Pass Alpine Resort are of two or three storeys due to the steeply sloping terrain.

The overriding value at the Charlotte Pass Alpine Resort is that views to the Chalet are not blocked when entering the village or when viewed from Kosciuszko Road. Also important is the maintenance of the compact feel of the village, as well as the existing scale of the place.

Landscape

Set in an amphitheatre-shaped valley, Spencers Creek (**Figure 80**) traverses the Sub-region providing a natural separation between the village to the east and ski slopes and associated infrastructure to the west.

The Sub-region'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 and Guthega Skink. Charlotte Pass Alpine Resort is within and adjacent to a range of terrestrial and riparian ecosystems of conservation importance, including 'Montane Peatlands and Swamps' and 'Alpine Sphagnum Bogs and Associated Fens' which are endangered ecological communities. The rocky terrain throughout the Sub-region is illustrated in **Figure 81**.

The waterways within the Alpine Sub-region are of high catchment value for downstream users including hydro electrical generation and are part of an endangered ecological community. The buildings within the eastern part of the village abut vegetation which encompasses lower lying bog plant communities, grasslands and heath, as well as taller snowgum eucalypt forest.

An outdoor seating area directly adjoins the western facade of the Chalet and is the main public gathering area within the Sub-region.

Figure 79. View of Charlotte Pass Alpine Resort from the entrance at Charlotte Way

Figure 80. Stillwell Hotel

Figure 81. Stillwell Hotel outdoor dining area

Views and vistas

Key views are from Charlotte Way and Kosciuszko Road on approach from the east.

Desirable views from the Sub-region present to the ski slopes / the Main Range Management Unit in the west, as well as across the open plains of the Spencer's Creek valley to the east and north.

A3.2 Desired future character for Charlotte Pass

Charlotte Pass Alpine Resort will continue to grow its profile as a high-altitude winter destination while increasingly becoming a summer node for hiking with improved access between the village and main trail heads.

Key development sites (shown in **Figure 35**) provide opportunity for a range of accommodation typologies, including serviced apartments, with contemporary architectural style. Increasing building height will minimise impact and disturbance of sensitive biodiversity values whilst responding sympathetically to the heritage values of the Kosciuszko Chalet Hotel and key views.

An expanded range of food and drink and recreational uses will draw visitors to the village and contribute towards the vision of a year-round destination in summer months. This includes the potential for a zipline attraction and dedicated facilities for day visitation.

Establish a public realm that provides visitor gathering points and plazas that improve the amenity and desirability of the village and that are appropriately designed for the difficult alpine climate. Improvements to access and parking, including through surfacing of the village road network and installation of stormwater infrastructure, will support day visitation and ease of movement through the village while improving outcomes for riparian ecosystems.

Future development within the Charlotte Pass Alpine Resort Sub-region will continue to build upon the existing consistency of building materials and colours, comprising stone bases and metal composite cladding to the upper levels of external walls, Colourbond clad roofs and a netrual shades of navy blue, green, grey and browns for the colour palette.

A4 Mount Selwyn Alpine Resort Sub-region

A4.1 Existing character of Mount Selwyn

The Mount Selwyn Alpine Resort Sub-region is located approximately 130 kilometres north of Jindabyne, near Cabramurra, and is the northern-most resort within Kosciuszko National Park. The wider landscape of the resort is characterised by mountains and valleys.

Existing development within the Sub-region is limited to a day resort providing ski-slope infrastructure for visitors, including ski lifts and small huts. There is access to cross-country ski trails which extend beyond the Sub-region. Outside of the snow season, hikers can access the walking and park management trails that traverse the Sub-region.

Buildings and infrastructure within the Sub-region are located within cleared land. The ski slopes and infrastructure are located within areas of disturbed vegetation and interspersed pockets of woodland.

Buildings at the resort centre were completely destroyed in the 2019-20 'Black Summer' bushfires and have since been rebuilt. The rebuilt facilities include a Visitor Centre (with equipment hire, ticketing, ski school/crèche, café and restaurant facilities) a Resort Operations Centre (with machinery maintenance, ski patrol and other resort operations facilities), staff accommodation cabins and a sewerage treatment plant to the north of the site.

The rebuilt facilities provide significantly enhanced visitor capacity and amenity for the Alpine Resort Sub-region and follow a consistent visual theme complimentary to the surrounding landscape. These buildings curve around the southern side of the Selwyn Trail towards the intersection with Kings Cross Road. The buildings are sited on a high point of the resort and are elevated above the ski slopes to the south and south-east. This maximises views across the Sub-region and surrounding landscape of Kosciuszko National Park, particularly from the rebuilt Visitor Centre. From the Visitor Centre, expansive views are available in all directions, particularly southward towards the peaks of Tabletop Mountain and Mount Jagungal.

Clear Creek lies just inside the southern end of the western boundary of the Sub-region while Bullock Head Creek hugs the northern end of the western boundary. The tributaries and corridors from Clear Creek extend westwards across the Sub-region and intersect with the ski slopes.

Vehicular access to the resort is generally from the north via a two kilometre stretch of Kings Cross Road which connects to Link Road. Link Road is accessed from the north or south along the Snowy Mountains Highway or from the west via Goat Ridge Road and the Elliott Way. During winter months, access to the resort along Kings Cross Road is from the north, as the road is closed to the south of the Mount Selwyn Alpine Resort Sub-region. **Figure 82** is a photograph of the view of the ski field from Mount Selwyn looking to the south.

Figure 82. View of ski field from Mount Selwyn looking south

A4.2 Desired future character for Mount Selwyn

The Mount Selwyn Alpine Resort Sub-region is a small scale, winter season day resort providing a range of snow-based recreation facilities for snowplay, beginner and intermediate skiers. Future development should build on the consistent visual identity adopted for the resort during the rebuilding, including in terms of colour and material choice.

Vehicle access and visitor car parking will be maintained to facilitate the ongoing 'park and ski' operation of the resort.

The Mount Selwyn Alpine Resort Sub-region is located within a sub-alpine is dominated by sub-alpine woodland, interspersed with tall sub-alpine health and grassland. Further disturbance of the sub-alpine woodland is to be minimised. Buildings and structures outside the centre will be limited to ski infrastructure and associated low scale huts and structures and will be integrated with the sub-alpine landscape setting.

A5 Bullocks Flat Terminal

A5.1 Existing and desired future character

Bullocks Flat Terminal is located around 21km west of Jindabyne, along the Alpine Way on the eastern edge of Kosciuszko National Park. The site accommodates the Ski Tube terminal and functions as a transport interchange during the snow season. Visitors' park vehicles in the provided day or overnight car parking and catch the Ski Tube to Perisher Valley or Blue Cow Mountain. Visitors to Charlotte Pass Alpine Resort alight at Perisher Valley to access that Alpine Sub-region by oversnow. There is no ski infrastructure or guest accommodation at Bullocks Flat Terminal, but it contains a small amount of staff accommodation. The Thredbo River runs along the north-western boundary of the primary lease area and Little Thredbo Creek follows the eastern boundary. Little Thredbo Creek forms the eastern boundary of Kosciuszko National Park. The Sub-region lease area is approximately 468 hectares. The Ski Tube terminal and surrounding car park occupy around 25 hectares of the central portion of the Sub-region. The above ground section of the Ski Tube railway track is accommodated within a corridor of the lease area that extends northward.

Figure 83 to **Figure 85** demonstrate the existing character of Bullocks Flat Terminal and the visitors car park.

Figure 83. Car park at Bullocks Flat Terminal

Figure 84. The Ski Tube

Figure 85. View towards car park from Bullocks Flat Terminal

As a result of its lower elevation, the Sub-region is surrounded by montane vegetation. While the parts of the site accommodating the car park and terminal building are largely devoid of vegetation, the areas surrounding the car park and terminal building are interspersed with a montane tree-less complex, and some small clusters of montane woodland. The Thredbo Valley Track and Bullocks Accessibility Track to nearby Bullocks Hut extend through the western areas of the Sub-region and are popular hiking and mountain biking tracks outside of the snow season. Bullocks Flat Terminal forms an important trailhead for both the Thredbo Valley Track and the Thredbo Valley to Perisher Valley section of the Snowies Alpine Walk.

The Ski Tube will continue to have a freight function transporting supplies to the Perisher Range Alpine Resort Sub-region during winter. The scale and form of development on the site will continue to reflect the principal and utilitarian function as a transport interchange, with associated maintenance facilities and limited staff accommodation.

Changes to the Sub-region will be limited to renovations and improvements on the existing train station Terminal building and maintenance facilities, as well as some minor additional staff accommodation. There will be opportunities to enhance trailhead facilities for amenity purposes and to improve signage and wayfinding to and from. Overall, the height, number and size of buildings creates a modest building scale across the Sub-region, which is to be maintained.

While large areas of the Sub-region have been cleared for surface car parking, it is surrounded by elevated bushland terrain, which maintains its national park setting. Further disturbance of the surrounding montane vegetation is to be minimised. Remnant vegetation around the buildings and through the car parks is to be enhanced to improve the landscape qualities within the Sub-region and improve distant views.

Consider opportunities to provide a new multi-storey car park to increase capacity for overnight parking and day visitors.

A6 Creel Bay Alpine Accommodation Sub-region

A6.1 Desired future character

Creel Bay Alpine Sub-region (also known locally as Waste Point) comprises a number of buildings and facilities that have been developed in line with its historical use for management of the Kosciuszko National Park. The built elements of the village form a cohesive grouping that makes Creel Bay unique. They represent varying forms of architecture and functions from a range of historical periods.

Creel Bay Alpine Accommodation comprises a series of cottages managed by NPWS for staff and visitors of the nearby Works Depot and now for broader tourist accommodation from 2011. Creel Bay Road provides access to a public boat ramp and day-use area, which is located at the edge of Creel Bay (part of upper Lake Jindabyne).

A number of informal and formal roads follow the natural ridge line of the site towards low lying areas at the Works Depot and Creel Bay. The gravel service roads to the cottages are well maintained. There are no formalised walking tracks to points of interest such as Creel Bay, vantage points, the lake edge and recreation areas. Topography to the west of Creel Bay day-use area is relatively steep making it difficult to form a direct connection with the cottages.

A selection of photographs of the accommodation and landscape of Creel Bay Alpine Accommodation Sub-region are shown in **Figure 86**.

One of the attractions of the site is the views of the lake and mountains, which include forested slopes and pastoral grasslands. While the site provides a lookout to a number of natural features, it is visually constrained. It is sited below Kosciuszko Road, has varying topography and is surrounded by dense woodland and forested slopes as illustrated in the ILP. This restricts the potential for establishing new view corridors within the site.

The flora is an important component of the natural beauty of the site. The vegetation varies from open woodland and grassland to taller closed forest. These combine to create a picturesque quality of contrasting hues and sinuous trunk forms.

Figure 86. Accommodation within Creel Bay Alpine Accommodation Sub-region

Figure 88. View along Creel Bay Road on approach to Creel Bay

Figure 87. Landscape environment of Creel Bay Alpine Accommodation Sub-region

Many of the existing cottages part of Creel Bay Alpine Accommodation have filtered views to the lake and the refurbishment of the cottages to maximise views where possible should be considered. The cottages were constructed over a period of 25 years and reflect an evolution of Kosciuszko architectural style. The earliest phase of development had an emphasis on stone, reflecting the presence of a stone mason Mr Giovanni 'Jack' Piazza. The cottages establish an architectural language through form, materiality and scale. New additions to the Sub-region will require a building form, typology and scale appropriate to the existing architectural expression of Creel Bay Alpine Accommodation.

The Preliminary Master Plan prepared by NPWS for the Sub-region in 2019 outlines a number of future character and development opportunities, including:

- allowing a portion of the site to be zoned 'Visitor Service' to enable a range of flexible land use options (this has now occurred in the Kosciuszko National Park PoM),
- encouraging a growth in use of the site for summer activities, including improved walking tracks and access to the boating ramp and day-use area, and
- opportunity to experiment with additional eco accommodation.

The buildings form a cohesive grouping representing the varying forms of architecture and functions from a range of historical periods, which contribute to the overall character of the site. All buildings are in good condition, although some of the older cottages are no longer in use and are in the process of being renovated by NPWS. Other cottages are in excellent condition and continue to be used.

A7 Kosciuszko Tourist Park Alpine Accommodation Sub-region

A7.1 Existing character of the Kosciuszko Tourist Park

The Kosciuszko Tourist Park Alpine Accommodation Sub-region (the Tourist Park) is located at Sawpit Creek, approximately halfway between Perisher Valley (16 kilometres) and the Jindabyne town centre (17 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 Kosciuszko Tourist Park provides a range of low-scale accommodation options, including cabins, caravan and camping sites complemented by communal facilities. The Sub-region is located at the trailhead of Sawpit, Pallaibo and Waterfall walking tracks and adjoining picnic areas. Direct access from Kosciuszko Road provides connections to alpine villages and upper Lake Jindabyne.

The Kosciuszko Tourist Park is located near the Kosciuszko Education Centre, which is an NPWS learning facility providing access to interactive activities focusing on Australian wildlife, Aboriginal cultural heritage, natural and historic heritage, and national park management.

The site's established built form comprises several single storey cabins, communal kitchens, amenities buildings, caretakers' accommodation and reception. The site contains several powered and unpowered caravan and camping sites. The Kosciuszko Tourist Park and nearby Education Centre are serviced by NPWS operated water and sewer infrastructure, including a sewerage treatment plant located to the east of the site.

Near the entrance to the Tourist Park is a stone-built chimney within an enclosure wall. It is suspected that the structure dates to the forestry period at the Sub-region. This item has potential heritage value associated with the forestry period within the Kosciuszko National Park.

Figure 89 provides a selection of photographs of Tourist Park Sub-region.

A7.2 Desired future character for the Kosciuszko Tourist Park

Future development opportunities are limited to the existing lease area with a focus on improvements and expansion of the Tourist Park's existing accommodation offering and connecting to the nearby Education Centre. It will continue to provide a range of low-scale accommodation options with further diversity of affordable accommodation options through the addition of eco-cabins sensitively designed to avoid the removal of significant established trees.

Development opportunities identified in the ILP are focused around the existing disturbed areas and avoids the southern part of the Tourist Park which contains more intact vegetation communities. Renewal of the old camping area should be undertaken in a manner that minimises the footprint and therefore minimises the impact to biodiversity.

Park and ride services or shuttle bus parking will connect the site to key Kosciuszko National Park destinations, including the Alpine Sub-regions of Perisher Range Alpine Resort and Charlotte Pass Alpine Resort for winter recreation activities. In summer, visitor experience benefits from local walking trails including Sawpit Walking Track, Waterfall Walk, and Pallaibo Walk.

Figure 89. Photos of the NPWS day use area and trailhead at Sawpit Creek

A8 Ski Rider Alpine Acommodation Sub-region

A8.1 Existing character

Ski Rider Alpine Accommodation Sub-region (Ski Rider) has positioned itself as a fully serviced accommodation provider with equipment hire, restaurants, bars, and entertainment available on-site. A shuttle service is available for guest use during peak ski season providing access to resorts within the Perisher Range Alpine Resort Sub-region.

Ski Rider is located within Wilsons Valley, approximately 21 kilometres north-west of Jindabyne and 11 kilometres north-east of Perisher Valley via Kosciuszko Road. The Sub-region is situated within heavily vegetated natural bushland and on land that slopes northwards towards Sawpit Creek.

The majority of the accommodation buildings are elongated motel-style buildings with low pitched gabled roofs with eave overhangs. The room entries are generally located along the southern elevation, or on the inward facing side of the building and are accessed via a common, covered walk-way that extends the length of the elevation. These buildings have a moderate roof pitch and are generally unified by the consistent use of stone cladding in select areas, green vertical cladding and a light weight metallic roof.

The northern portion of the Sub-region is heavily vegetated. The remainder is interspersed with vegetation. Car parking is distributed throughout the Sub-region either directly in front of, or opposite, the accommodation buildings. Three sewage treatment ponds lie on the western edge of the lease area and are separated from the Sub-region buildings by vegetation.

A8.2 Desired future character

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

Accommodation is to remain the predominant use within the Sub-region. Ancillary restaurant, bar and dining facilities as well as general amenities, will be maintained for the enjoyment and convenience of guests.

The Sub-region will continue to provide vehicle access to the accommodation buildings and associated parking. The visibility of the port-cochere and car parking areas from Kosciuszko Road should be minimised by restoring remnant vegetation within the building line and enhancing the landscape setting of the Sub-region.

The intent is to maintain the curtilage and general structure of the Sub-region to minimise the clearing of vegetation and to enhance the bushland setting.

The main building of the Ski Rider, as well as three of the dormitory buildings, have been constructed in the Kosciusko State Park Trust alpine style using local stone for the base of the buildings and for the veranda pillars. This more significant building style is confined to the first three dormitory buildings to the west of the main building, as well as the main building itself. The other dormitory buildings are constructed in a more vernacular style and do not have heritage values.

A9 Sponars Chalet Alpine Accommodation Sub-region

A9.1 Existing character

Sponars Chalet Alpine Accommodation Sub-region (the Sponars Chalet) is located on largely undulating lands at the foot of steeply sloping terrain to the west. The Sub-region lies approximately 24km north-west of Jindabyne and 8km north-east of the Perisher Range Alpine Resorts Sub-region via the Kosciuszko Road. The Sub-region has an elevation of 1500 metres.

The Sub-region contains the heritage listed Sponars Chalet building, which is the only remaining section of the original Hotel Kosciusko, which was the earliest hotel in the Alpine Region built in 1907. The Sponars Chalet was originally the servants wing of that much grander hotel which was destroyed by fire in 1951. Today it provides traditional ski lodge accommodation and associated facilities for around 100 guests. There is no ski slope infrastructure at the Sub-region.

The Sponars Chalet is a local landmark building that is clearly visible from Kosciuszko Road when approaching from the east. A second building containing an indoor swimming pool and other guest facilities adjoins the Sponars Chalet. The northern portion of the Sub-region is vacant with the Sponars Chalet, facilities building, and car park confined to the southern portion of the Sub-region. Diggers Creek and Sponars Lake are located directly to the east of the Chalet, just outside the Sub-region boundary.

The Sub-region is located within a low sub-alpine vegetation zone. However, the land surrounding the Sponars Chalet and facilities building, is largely cleared and is dominated by managed grasses and vegetation and an unsealed car park. There is some remnant and exotic vegetation dispersed through the northern portion of the Sub-region. There is a cluster of exotic pine trees within the south-western corner of the Sub-region, which extends outside the Sub-region boundaries into the adjoining steep terrain to the west. This terrain is heavily vegetated with sub-alpine species which creates a backdrop to the Sponars Chalet.

Vehicle access to the Sub-region is via Kosciuszko Road. The vehicle access splits into two roads providing separate access for service and guest vehicles. The access for guest vehicles terminates at a large unsealed car park located on the eastern side of the Sponars Chalet.

In contrast to the larger Sub-regions within the Alpine Region, the Sponars Chalet offers accommodation to a small number of guests within a consolidated footprint. The four-storey, heritage listed Sponars Chalet building contains hotel style accommodation and a restaurant, while a pool and other recreational facilities are housed within the adjacent single storey facilities building.

A9.2 Desired future character

The key future consideration for this Sub-region is to reinforce the landmark qualities and heritage values of the Sponars Chalet and maintain the visual prominence of the Sponars Chalet building from Kosciuszko Road, in particular when approaching the Sub-region from the east.

An additional focus is to retain and rehabilitate remnant vegetation within the Sub-region to enhance visual and physical linkages to the surrounding natural environs to the north, east and west. Future redevelopment will need to remove exotic vegetation and revegetate areas within the Sub-region to minimise the visual impact of surface car parking and enhance the landscape qualities of the Sub-region.

The Sponars Chalet ILP proposes upgrades to existing accommodation and facilities, with potential for future expansion doubling the modest number of beds currently provided. Strategic revegetation and screen planting and rehabilitation will enhance the landscape and environmental qualities of the Sub-region and its surrounds. Upgrades to site access, internal roads and general site amenities, including sewerage treatment, will be required to support increased visitation.

Telecommunication upgrades are also required as limited mobile and internet service at the Sub-region 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.

Sponars Chalet will remain an iconic visitor destination that celebrates the region's alpine heritage. The setting of the Sub-region is characterised by the prominence of the Sponars Chalet building on account of its location within a clearing, the backdrop of the steep, sub-alpine 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 Sub-region as a hub for active travellers. Commercial development will centre around conference facilities to enable the Sponars Chalet to deliver a full-service offering year-round.

Large portions of the area near the Sponars Chalet were once occupied by the historically important Hotel Kosciusko. Some remains of foundations are visible to the north and east of the existing buildings. The surrounds and steps associated with the former tennis court are also visible.

The archaeological remains of the former Hotel Kosciusko at Sponars Chalet constitute significant archaeological deposits of local and perhaps State heritage value given the pioneering role played by the Hotel Kosciusko in the development of the Australian ski industry. Information gained from archaeological investigation would likely enhance the interpretability of the place and would add to our knowledge about the pioneering days of the Australian ski industry.

A10 Thredbo Ranger Station Alpine Accommodation Sub-region

A10.1 Desired future character

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

Existing use of the Sub-region is limited to supporting general NPWS park management and construction operations, with the main building no longer in use as NPWS accommodation. The Sub-region boasts linkages to existing telecommunications and electrical services and is in a highly accessible location. New water and sewer infrastructure will be required to support development. Vehicular access is available to the Thredbo Ranger Station through a sharp entry from Alpine Way and there are connections for walkers and riders to the nearby Thredbo Valley Track. The Sub-region's established built form comprises the existing, unused Thredbo Ranger Station and associated service buildings.

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

The Sub-region's unique setting will be a fundamental part of its visitor appeal in providing significant views to the mountain ridgelines and direct access to the Thredbo River for both active recreation and passive enjoyment. The siting and design of future development will 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 finishing activities.

The Sub-region presents a strong development opportunity for sustainable eco-tourism, suitable for use during summer and winter. It benefits from the Sub-region's proximity to the Thredbo River's renowned fishing locations and existing shared use biking and walking trail. Future development should be limited to existing, disturbed areas centralising development and reducing the need for site preparation works while also limiting environmental impacts.

Figure 90. **Photos of the Thredbo Ranger Station Alpine Accommodation Sub-region**

Appendix B

Carrying Capacity Framework

B1 Bed release assumptions and requirements

The staging of bed releases detailed in **5.0 Alpine Carrying Capacity Framework** and this Appendix assumes a peak in visitation by 2040 and that all beds up to the maximum limit identified in the Kosciuszko National Park PoM should be made available to align with the expected peak, subject to compliance with the Chapter and Kosciuszko National Park PoM requirements around release.

For Thredbo, Perisher Range and Charlotte Pass Alpine Resort Sub-regions, this assumes a staged release for all accommodation. In all other Sub-regions, full bed release is assumed given the smaller quantity of beds provided for under the Kosciuszko National Park PoM and the likely implication for infrastructure upgrades. The release of a range of beds within each tranche rather than a specific number will provide some flexibility for operators to make appropriate development decisions within the limitations established by this Chapter and the requirements for release specified by the Kosciuszko National Park PoM.

Where conformance to the requirements of the Precincts-Regional SEPP 2021, Kosciuszko National Park PoM, EMS, **5.0 Alpine Carrying Capacity Framework** and this Appendix has been demonstrated by the resort operator, and to the satisfaction of NPWS, consideration may be given to a variation of the staged release of beds under this Appendix for the relevant Sub-region.

When considering the release of beds for each Sub-region, regard will be given to the extent to which beds have been released or are already available under the Kosciuszko National Park PoM for that Sub-region but not yet allocated and constructed. This is to ensure the staged release and construction of beds in accordance with **5.0 Alpine Carrying Capacity Framework**. Staging also allows any adverse environmental impacts arising from development and increased visitation to be more effectively monitored and mitigated through EMS arrangements for the Sub-region, with those results to then to be considered prior to the release of a further tranche of beds.

B1.1 Thredbo Alpine Resort Sub-region

Table 1.1 provides an overview of the proposed bed release requirements for the Thredbo Alpine Resort Sub-region. Further details on each aspect are included in Section B2 of this Appendix.

Table 1.1 Proposed bed release tranches and requirements for Thredbo Alpine Resort Sub-region

<table>
<tr><th colspan="5">Upper bed limit - Thredbo Alpine Resort Sub-region[1] 6,455</th></tr>
<tr><td colspan="2">Snowy Mountains SAP Master Plan bed uplift</td><td colspan="3">1,635</td></tr>
<tr><td colspan="2" rowspan="2">Staged release of Snowy Mountains SAP Master Plan bed uplift</td><td>Tranche 1</td><td>Tranche 2</td><td>Tranche 3</td><td>Tranche 4</td></tr>
<tr><td>20-30%[2]</td><td>20-30%[2]</td><td>20-30%[2]</td><td>Remaining</td></tr>
<tr><td colspan="2">Operational and regulatory</td><td colspan="2">Planning</td><td colspan="2">Development</td></tr>
<tr><td>Tenure and regulatory compliance</td><td>Environmental management system (EMS)</td><td colspan="2">Infrastructure</td><td colspan="2">Development Control Plans</td></tr>
<tr><td>Extent of compliance by operator with past development consents and the lease /licence arrangements which apply to them, as they relate to the operation of the CCF and aims and objectives in NSW Alpine Region DCP - Section 5.1.3.</td><td>Does the operator have an approved ISO 14001 EMS?

Is compliance demonstrated with the NPWS EMS policy framework and relevant MEPS?

(Refer to NSW Alpine Region DCP - Section 5.3)</td><td colspan="2">Does the operator have an approved Infrastructure Delivery Plan?

Has implementation of the Infrastructure Delivery Plan been demonstrated / certified to the extent necessary for the relevant stage / tranche of bed release?

(Refer to NSW Alpine Region DCP - Section 5.4)</td><td colspan="2">Is proposed development consistent with the requirements of the Alpine Region DCP?</td></tr>
</table>

[1] This figure includes approximately 370 beds that have been released under the Kosciuszko National Park PoM but not yet constructed or encompassed within a current development application. As these 370 beds are part of an existing allocation, they are not part of the 'Snowy Mountains SAP Master Plan bed uplift' referred to in this table.

[2] Percentage of the 1,635 Snowy Mountains SAP Master Plan bed uplift available for allocation across the Thredbo Alpine Resort Sub-region (subject to CCF and Kosciuszko National Park PoM requirements.

B1.2 Perisher Range Alpine Resort Sub-region

Table 1.2 provides an overview of the proposed bed release requirements for the Perisher Range Alpine Resort Sub-region. Further details on each aspect are included in Section B2 of this Appendix.

Table 1.2. Proposed bed release tranches and requirements for Perisher Alpine Resort Sub-region

<table>
<tr><th colspan="5">Upper bed limit – Perisher Range Alpine Resort Sub-region1[1] 6,684</th></tr>
<tr><td colspan="2">Snowy Mountains SAP Master Plan bed uplift</td><td colspan="3">1,906</td></tr>
<tr><td colspan="2" rowspan="2">Staged release of Snowy Mountains SAP Master Plan bed uplift</td><td>Tranche 1</td><td>Tranche 2</td><td>Tranche 3</td><td>Tranche 4</td></tr>
<tr><td>20-30%[2]</td><td>20-30%[2]</td><td>20-30%[2]</td><td>Remaining</td></tr>
<tr><td colspan="2">Operational and regulatory</td><td colspan="2">Planning</td><td colspan="2">Development</td></tr>
<tr><td>Tenure and regulatory compliance</td><td>Environmental management systems (EMS)</td><td colspan="2">Infrastructure</td><td colspan="2">Development Control Plans</td></tr>
<tr><td>Extent of compliance by operator with past development consents and the lease/licence arrangements which apply to them, as they relate to the operation of the CCF and aims and objectives in NSW Alpine Region DCP -Section 5.1.3.</td><td>Does the operator have an approved ISO 14001 EMS?

Is compliance demonstrated with the NPWS EMS policy framework and relevant MEPS?

(Refer to NSW Alpine Region DCP - Section 5.3)</td><td colspan="2">Does the operator have an approved Infrastructure Delivery Plan?

Has implementation of the Infrastructure Delivery Plan been demonstrated / certified to the extent necessary for the relevant stage / tranche of bed release?

(Refer to NSW Alpine Region DCP - Section 5.4)</td><td colspan="2">Is proposed development consistent with the requirements of the Alpine Region DCP?</td></tr>
</table>

[1] This figure includes approximately 877 beds that have been released under the Kosciuszko National Park PoM but not yet constructed or encompassed within a current development application. As these 877 beds are part of an existing allocation, they are not part of the 'Snowy Mountains SAP Master Plan bed uplift' referred to in this table.

[2] Percentage of the 1,906 Snowy Mountains SAP Master Plan bed uplift available for allocation across the Perisher Range Alpine Resort Sub-region (subject to CCF and Kosciuszko National Park PoM requirements).

B1.3 Charlotte Pass Alpine Resort Sub-region

Table 1.3 provides an overview of the proposed bed release requirements for the Charlotte Pass Alpine Resort Sub-region. Further details on each aspect are included in Section B2 of this Appendix.

Table 1.3. Proposed bed release tranches and requirements for Charlotte Pass Alpine Resort Sub-region

<table>
<tr><th colspan="4">Upper bed limit – Charlotte Pass Alpine Resort Sub-region[1] 849</th></tr>
<tr><td colspan="2">Snowy Mountains SAP Master Plan bed uplift</td><td colspan="2">238</td></tr>
<tr><td colspan="2" rowspan="2">Staged release of Snowy Mountains SAP Master Plan bed uplift</td><td>Tranche 1</td><td>Tranche 2</td></tr>
<tr><td>40-50%[2]</td><td>Remaining</td></tr>
<tr><td colspan="2">Operational and regulatory</td><td>Planning</td><td>Development</td></tr>
<tr><td>Tenure and regulatory compliance</td><td>Environmental management systems (EMS)</td><td>Infrastructure</td><td>Development Control Plans</td></tr>
<tr><td>Extent of compliance by operator with past development consents and the lease/licence arrangements which apply to them, as they relate to the operation of the CCF and aims and objectives in NSW Alpine Region DCP - Section 5.1.3.</td><td>Does the operator have an approved ISO 14001 EMS?

Is compliance demonstrated with the NPWS EMS policy framework and relevant MEPS?

(Refer to NSW Alpine Region DCP - Section 5.3)</td><td>Does the operator have an approved Infrastructure Delivery Plan?

Has implementation of the Infrastructure Delivery Plan been demonstrated / certified to the extent necessary for the relevant stage / tranche of bed release?

(Refer to NSW Alpine Region DCP - Section 5.4)</td><td>Is proposed development consistent with the requirements of the Alpine Region DCP?</td></tr>
</table>

[1] There are currently no beds that have been released under the Kosciuszko National Park PoM which are not yet constructed or encompassed within a current development application.

[2] Percentage of the 238 Snowy Mountains SAP Master Plan bed uplift available for allocation across the Charlotte Pass Alpine Resort Sub-region (subject to CCF and Kosciuszko National Park PoM requirements).

B1.4 Alpine Accommodation Sub-regions

Table 1.4 provides an overview of the proposed bed release requirements for the Alpine Accommodation Sub-regions which have bed uplift identified in the Snowy Mountains SAP Master Plan. Further details on each aspect are included in Section B2 of this Appendix.

Table 1.4. Requirements for bed release in Alpine Accommodation Sub-regions

		Upper limit on number of beds in the identified Alpine Accommodation Sub-region[1]	**Snowy Mountains SAP Master Plan bed uplift** [2]
Thredbo Ranger Station		100	100 (100%)
Sponars Chalet		238	116 (100%)
Creel Bay		108	108 (100%)
Kosciuszko Tourist Park		122	50 (100%)
Operational and regulatory		**Planning**	**Development**
Tenure and regulatory compliance	**Environmental management systems (EMS)**	**Infrastructure**	**Development Control Plans**
Extent of compliance by operator with past development consents and the lease/licence arrangements which apply to them, as they relate to the operation of the CCF and aims and objectives in NSW Alpine Region DCP - Section 5.1.3.	Does the operator have an EMS approved by NPWS? Is compliance demonstrated with the NPWS EMS policy framework and any applicable MEPS? (Refer to NSW Alpine Region DCP - Section 5.3)	Does the operator have an approved Infrastructure Delivery Plan? Has the implementation of the Infrastructure Delivery Plan been demonstrated/ certified as providing sufficient capacity for the bed release? (Refer to NSW Alpine Region DCP - Section 5.4)	Is the proposed development consistent with the requirements of the Alpine Region DCP?

[1] Total beds available for the relevant Alpine Accommodation Sub-region, including those currently allocated and those identified in the Snowy Mountains SAP Master Plan for uplift (subject to Kosciuszko National Park PoM requirements).

[2] Percentage of the total Snowy Mountains SAP Master Plan bed uplift available for allocation across each of the Alpine Accommodation Sub-regions (subject to CCF and Kosciuszko National Park PoM requirements).

B2 Infrastructure Delivery Plan

To facilitate the staged release of beds within the Alpine Resort Sub-regions (as outlined in **Appendix B**), operators will need to demonstrate how infrastructure will be upgraded to cater for the expected future growth in both day and overnight visitation. Resort operators, with assistance from professional engineer(s) and other subject matter experts, will be required to develop an Infrastructure Delivery Plan, consistent with the aims, objectives and minimum infrastructure/ utility requirements outlined in the CCF.

In seeking approval of an Infrastructure Delivery Plan or amended Plan from NPWS and DPHI, certification must be provided by a professional engineer that the works proposed in the Infrastructure Delivery Plan will provide capacity in the relevant infrastructure to support the next tranche of beds proposed to be released under the CCF for the Alpine Resort Sub-region and the specific number of beds to be supported/sought. The professional engineer must consider the demands on the relevant infrastructure from both day and overnight visitation expected in the Alpine Resort Sub-region.

Infrastructure upgrades proposed in an Infrastructure Delivery Plan that provide capacity for the upper limit of beds available under the Kosciuszko National Park PoM will not necessarily allow for the corresponding release of beds under the Kosciuszko National Park PoM. Rather, the staged release of beds in accordance with Section B1 of **Appendix B** will still be required, and releases remain subject to other required considerations of the Kosciuszko National Park PoM. For example, continuous achievement of MEPS agreed under the EMS arrangements for the Alpine Sub-region must be demonstrated prior to and following the release of a tranche of beds before the release of further tranches can be considered.

Infrastructure Delivery Plans must be reviewed and approved by both NPWS and DPHI prior to the release of a tranche of beds and lodgement of one or more development applications proposing development utilising the tranche of beds released by NPWS.

As detailed in section 2.2, amendment or replacement of the plan must occur prior to application by the operator for release of any further tranche of beds which may be available for the relevant Alpine Resort Sub-region under the CCF and the Kosciuszko National Park PoM. See also section 2.3 detailing certification requirements which may be applied through pre-occupancy certificate conditioning on development consents relevant to the CCF.

B3 Minimum infrastructure/utility requirements

B3.1 Thredbo Alpine Resort Sub-region

Table 3.1 provides a guide as to the likely infrastructure and utility requirements for the release of additional beds within the Thredbo Alpine Resort Sub-region. The table may be used to assist in the preparation of the relevant Infrastructure Delivery Plan in addition to the general matters specified in Section B2 of this Appendix.

Table 3.1. Potential infrastructure / utility requirements for the Thredbo Alpine Resort Sub-region

Aspect	Description	Requirement	Role/ Responsibility
Water Availability – Extraction and Treatment Capacity	Water extraction within extraction licence conditions or expanded licence limit consistent with legislative requirements. Water treatment infrastructure designed / constructed / operated to meet peak visitation demand.	Operator to plan for an increase in the extraction licence and treatment capacity to meet future potable water and firefighting demands consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Water access licence and corresponding water extraction limit for domestic proposes to be reviewed against the future water requirements as bed releases and developments are planned. • It has been estimated that the future demand for water treatment capacity to cater for the expected growth in visitation may be up to 911kl/d. This would need to be substantiated by the operator through the preparation of the Infrastructure Delivery Plan.	Operator / NPWS / DCCEEW Water / NSW Health / DPHI
Water Availability – Snowmaking	Water extraction within extraction licence conditions, or expanded licence limit consistent with legislative requirements	Operator to plan upgrades to meet future snowmaking requirements, consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Water consumption used for snowmaking may be offset through recycled water use from the Thredbo Sewerage Treatment Plant (STP). • Further investigations for recycled water infrastructure would be required to address, although not be limited to, system feasibility, dilution adherence, development footprint, licensing requirements, system governance, and human health and environmental risk assessment (including in relation to potable water supply).	Operator / DCCEEW Water / DPHI NSW Health / EPA / NPWS (where recycled water usage proposed)

Aspect	Description	Requirement	Role/ Responsibility
Wastewater Treatment	Wastewater treatment infrastructure designed / constructed / operated to meet peak visitation demand consistent with applicable legislative requirements	Operator to plan upgrades to existing STP and other wastewater treatment infrastructure to meet future demands, consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Major upgrade / replacement of Thredbo STP, and amendment of the effluent discharge licence arrangements to cater for the proposed level of growth. • Potential for recycled water usage for non-potable p**urposes including snowmaking.**	Operator / DPHI / EPA NSW Health / NPWS (where recycled water usage proposed)
Electricity	Electricity network capacity designed / constructed / operated to meet peak visitation demand	Assessment and development of electrical infrastructure will need to occur consistent with Essential Energy standard process. Considering, but not limited to, the following matters: • An additional transformer will be required to provide capacity for the future expected demand. A new 11kV reticulation will likely be required to the new growth areas. At this stage the capacity of the distribution feeders is unknown.	Energy providers / Operator / DPHI / NPWS
Telecommunications	Telecommunications network designed / constructed / operated to meet peak visitation demand	Any development would require connection to existing services, requiring minor extensions. Application and development via telecommunication providers.	Telecomms. providers / DPHI
Access	Transport and access upgrades consistent with Snowy Mountains SAP Master Plan and this DCP	Alpine Resort Sub-region operator to maintain appropriate shuttle bus services during peak period and plan required infrastructure upgrades within the Sub-region. Improved public transport facilities are operational which may include park-and-ride shuttle bus service. Priority access given to public transport and other high occupancy vehicles. Improved access and parking facilities for private vehicles.	TfNSW / DPHI / Operator

B3.2 Perisher Alpine Resort Sub-region

Table 3.2 identifies the minimum infrastructure and utility requirements for the release of additional beds within the Perisher Range Alpine Resort Sub-region. These requirements must be addressed in the preparation of the relevant Infrastructure Delivery Plan in addition to the general matters specified in Section B2 of this Appendix.

Table 3.2. Minimum infrastructure / utility requirements for the Perisher Range Alpine Resort Sub-region

Aspect	Description	Requirement	Role/ Responsibility
Water Availability – Extraction and Treatment Capacity	Water extraction within extraction licence conditions, or expanded licence limit consistent with legislative requirements. Water treatment infrastructure designed / constructed / operated to meet peak visitation demand.	Operator to plan for an increase in the extraction licence and treatment capacity to meet future potable water and firefighting demands consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Water access licence and corresponding water extraction limit for domestic proposes to be reviewed against the future water requirements as bed releases and developments are planned. • Assessment and implementation of an automated chlorine disinfection system, consistent with the relevant guidelines. • Replacement/ upgrades of the existing UV stations. • Perisher storage upgrade comprising: – Additional system storage of approximately 0.2ML; and – A new dedicated water main to enable independent filling of Reservoir 2 with Reservoir 1 isolated/bypassed. This would enhance network resilience and operational flexibility.	NPWS / DCCEEW Water / NSW Health / DPHI

Aspect	Description	Requirement	Role/ Responsibility
Water Availability – Snowmaking	Water extraction within extraction licence conditions, or expanded licence limit consistent with legislative requirements	Operator to plan for upgrades to meet future snowmaking requirements, including an increase in storage capacity for snowmaking operations, consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Storage dam with a capacity of at least 50 ML in order to make effective use of recycled water from Perisher STP. • Further investigations for recycled water infrastructure would be required to address, although not be limited to, system feasibility, dilution adherence, development footprint, licensing requirements, system governance, and human health and environmental risk (including in relation to potable water supply).	Operator / DCCEEW Water / DPHI NSW Health / EPA / NPWS (where recycled water usage is proposed)
Wastewater Treatment	Wastewater treatment infrastructure designed / constructed / operated to meet peak visitation demand consistent with applicable legislative requirements	Operator to plan upgrades to existing STP and other wastewater treatment infrastructure to meet future demands, consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • Replace existing blowers in Extended Aeriation Tank (EAT1). • Retrofit existing EAT 2 and 3 to a membrane bioreactor treatment system, or complete process optimisation. • Additional space at EAT 2 created by the MBR upgrade to be used for additional waste sludge digestion and storage, which is a current limitation. • Upgrade Pump Station 1 and 2. • Potential for recycled water usage for non-potable purposes including snowmaking.	DPHI / EPA NSW Health / NPWS (where recycled water usage proposed)

Aspect	Description	Requirement	Role/ Responsibility
Electricity	Electricity network capacity designed / constructed / operated to meet peak visitation demand	Assessment and development of electrical infrastructure will need to occur consistent with Essential Energy standard process. Considering, but not limited to, the following matters: • The establishment of a new 33/11kV Zone Substation in the Perisher Range Alpine Resort Sub-region to replace aging and under capacity substation on Kosciuszko Road opposite Perisher Valley Ski Tube Terminal. Note that Zone Substation replacement also relevant to security of electricity supply to Charlotte Pass Alpine Resort Sub-region. • Following relocation of Zone Substation, reuse of existing substation premises for Essential Energy infrastructure associated with increased 11kV supply to new development. • Provision of depot space and emergency accommodation for Essential Energy personnel, potentially in combination with relocated Zone Substation. • The requirement for further upgrades will need to be assessed further on a case-by-case basis as development uplift progresses and changes are made from the proposals in previous assessments.	Energy providers / Operators / DPHI / NPWS
Telecommunications	Telecommunications network designed / constructed / operated to meet peak visitation demand	It is recommended that the coverage and level of service provided be improved, however, any further upgrade will be subject to telecommunications providers' development plans and as such direct engagement with those will be required. Any development would require connection to existing services, requiring minor extensions.	Telecomms. providers / DPHI

Aspect	Description	Requirement	Role/ Responsibility
Access	Transport and access upgrades consistent with Snowy Mountains SAP Master Plan and this DCP	Alpine Resort Sub-region operator to maintain appropriate shuttle bus services during peak period and plan required infrastructure upgrades within the Sub-region Improved public transport facilities are operational which may include park-and-ride shuttle bus service. Priority access given to public transport and other high occupancy vehicles. Improved access and parking facilities for private vehicles. Improvements to the Ski Tube railway including any upgrades to rolling stock, platforms or associated Ski Tube infrastructure.	TfNSW / NPWS / DPHI / Operators

B3.3 Charlotte Pass Alpine Resort Sub-region

Table 3.3 identifies the minimum infrastructure and utility requirements for the release of additional beds within the Charlotte Pass Alpine Resort Sub-region. These requirements must be addressed in the preparation of the relevant Infrastructure Delivery Plan in addition to the general matters specified in Section B2 of this Appendix.

Table 3.3 Minimum infrastructure / utility requirements for the Charlotte Pass Alpine Resort Sub-region

Aspect	Description	Requirement	Role/ Responsibility
Water Availability – Extraction and Treatment Capacity	Water extraction within extraction licence conditions, or expanded licence limit consistent with legislative requirements. Water treatment infrastructure designed / constructed / operated to meet peak visitation demand.	Operator to plan for an increase in the extraction licence and treatment capacity to meet future potable water and firefighting demands consistent with applicable legislative requirements and quality parameters/guidelines. Considering, but not limited to, the following matters: • Water access licence and corresponding water extraction limit for domestic purposes to be reviewed against the future water requirements as bed releases and developments are planned. • Potable and firefighting water system has limited reliability due to lack of reservoir storage and source reliability. • Upgrades to storage and supply capacity required for both present and future development. • Metering of water extraction required.	Operators / NPWS / DCCEEW Water / NSW Health / DPHI
Water Availability – Snowmaking	Water extraction within extraction licence conditions, or expanded licence limit consistent with legislative requirements.	• Operator to plan for upgrades to meet future snowmaking requirements, including extraction metering and storage capacity for snowmaking operations, consistent with applicable legislative requirements. • Water consumption used for snowmaking may be offset through recycled water use from the Charlotte Pass STP. • **Further investigations for recycled water infrastructure would be required to address, although not be limited to, system feasibility, dilution adherence, development footprint, licensing requirements, system governance, and human health and environmental risk assessment (including in relation to potable water supply).**	Operators / DCCEEW Water / DPHI NSW Health / EPA / NPWS (where recycled water usage proposed)

Aspect	Description	Requirement	Role/ Responsibility
Wastewater Treatment	Wastewater treatment infrastructure designed / constructed / operated to meet peak visitation demand consistent with applicable legislative requirements	Operator to plan upgrades to existing STP and other wastewater treatment infrastructure to meet future demands, consistent with applicable legislative requirements. Considering, but not limited to, the following matters: • A permanent solution for treatment of sewage from the Charlotte Pass Alpine Resort Sub-region is required, which may incorporate the current containerised equipment. • Remaining aging STP infrastructure requires a condition assessment to determine whether upgrades or replacement is required. • Stormwater and geotechnical assessment for infrastructure including gabion walls surrounding the STP is required. • Subject to upgrades, potential for recycled water usage for non-potable purposes including snowmaking.	Operators / DPHI / EPA NSW Health / NPWS (where recycled water usage proposed)
Electricity	Electricity network capacity designed / constructed / operated to meet peak visitation demand	Existing capacity in the distribution network is unknown although Essential Energy currently progressing network upgrades from Perisher Range Alpine Resort Sub-region including line replacements and potential new 33/11kV Zone Substation. Technical inputs to cable condition, cable specifications, and system load analysis will be required to specify any additional network upgrades. Assessment and development of the electrical infrastructure would be through Essential Energy standard processes.	Energy providers / Operators / DPHI / NPWS
Telecommunications	Telecommunications network designed / constructed / operated to meet peak visitation demand	Any development would require connection to existing services, requiring minor extensions. Application and development via telecommunication providers.	Telecomms. providers / DPHI

Aspect	Description	Requirement	Role/ Responsibility
Access	Transport and access upgrades consistent with Snowy Mountains SAP Master Plan and this DCP	Alpine Resort Sub-region operator to maintain appropriate shuttle bus or oversnow services and associated facilities during peak period and plan required infrastructure upgrades within the Sub-Region Improved public transport facilities are operational which may include park-and-ride shuttle bus service terminus in the summer season. Improved access and parking facilities for private vehicles which supplements those for the Kosciuszko Road turning area at Charlotte Pass. Surface and formalise internal roads and parking areas and provide associated stormwater infrastructure. Widen and/ or provide additional passing bays along Charlotte Way.	TfNSW / NPWS / DPHI / Operators

B4 Alpine Accommodation Sub-regions

This section provides a guide to the preparation of Infrastructure Delivery Plans for the Alpine Accommodation Sub-regions.

B4.1 Infrastructure Delivery Plans

To facilitate the release of beds within the Alpine Accommodation Sub-regions (as outlined in **5.0 Alpine Carrying Capacity Framework** and this Appendix, it must be demonstrated how infrastructure will be upgraded to cater for the expected future growth in visitation. Accommodation operators with assistance from a professional engineer will be required to prepare an Infrastructure Delivery Plan that shows how infrastructure will be upgraded consistent with the aims, objectives and other requirements of the CCF. An Infrastructure Delivery Plan must satisfy the following matters, in addition to specific Sub-region requirements outlined within Table 3.1 (minimum infrastructure/utility requirements):

a. water availability and licence limits, water and wastewater network, treatment capacity, and discharge licencing and electricity infrastructure capacity within the Alpine Accommodation Sub-region to cater for the expected growth in overnight visitation;

b. access infrastructure upgrades, including parking, internal roads, intersections with major roads and shuttle bus facilities within the Alpine Accommodation Sub-region as identified by the Snowy Mountains SAP Master Plan and this DCP;

c. consider infrastructure solutions that seek to minimise the overall footprint and disturbance of the construction and subsequent operation of infrastructure and that utilise technological advancements; and

d. consideration of the relevant licensing or other regulatory authorisation requirements, including those of the Environment Protection Authority and DCCEEW Water when designing or upgrading infrastructure.

In seeking approval of an Infrastructure Delivery Plan from NPWS and DPHI, certification must be provided by a professional engineer that the works proposed in the Infrastructure Delivery Plan will provide capacity in the relevant infrastructure to support all beds proposed to be released under this CCF for the Alpine Accommodation Sub-region. The professional engineer must consider the demands on the relevant infrastructure from overnight visitation and any other visitation (e.g. public restaurant, café, bar etc) expected in the Alpine Accommodation Sub-region.

B4.2 Minimum infrastructure / utility requirements

Table 4.2 provides a guide to infrastructure requirements in preparation of the relevant Infrastructure Delivery Plans for the Alpine Accommodation Sub-regions. These are in addition to the general matters specified in Section B3 of this Appendix.

Table 4.2. Infrastructure / utility requirements for the Alpine Accommodation Sub-regions

Water Availability – Potable	Water extraction within extraction licence conditions, or new or expanded licence limit consistent with legislative requirements. Water treatment infrastructure designed / constructed / operated to meet peak visitation demand consistent with applicable legislative requirements.	**Thredbo Ranger Station**: Operator to establish a source and licence for water extraction requirements. Operator to plan and construct water treatment infrastructure to meet peak demand requirements, consistent with applicable legislative requirements. **Other Alpine Accommodation Sub-regions**: Operators to ensure water access licence and infrastructure adequate for potable water requirements and firefighting demands consistent with applicable legislative requirements. Operators are to plan upgrades to existing water treatment to meet future demands, consistent with applicable legislative requirements.
Wastewater Treatment	Wastewater treatment infrastructure designed / constructed / operated to meet peak visitation demand consistent with applicable legislative requirements.	**Thredbo Ranger Station**: Operator to plan and construct wastewater treatment infrastructure to meet design capacity. **Creel Bay**: Operator to plan upgrades to existing wastewater treatment to meet future demands, consistent with applicable legislative requirements. **Other Alpine Accommodation Sub-regions**: The operator to determine the required capacity of wastewater treatment infrastructure and upgrade if necessary.
Electricity	Electricity network capacity designed / operated to meet peak demand for electricity	**Thredbo Ranger Station**: Assessment and development of the electrical infrastructure would be through the Essential Energy standard process. **Other Sub-regions**: Minor connections are potentially required within the existing Sub-region network.
Telecommunications	Telecommunications network designed / operated to meet peak demand for communications	**Thredbo Ranger Station**: Development would require connection to existing services, requiring minor extensions. Application and development via telecommunication providers and DPHI. **Other Alpine Accommodation Sub-regions:** Application and development of any telecommunications upgrades via telecommunication providers and DPHI.
Access	Priority access given to public transport and other high occupancy vehicles Road and intersection upgrades	**All Alpine Accommodation Sub-regions:** Operator to consider maintaining appropriate shuttle bus services during peak periods and plan required infrastructure upgrades within the Sub-region, including parking for light vehicles and (if relevant) busses. Road and intersection upgrades as identified in the Snowy Mountains SAP Master Plan and Alpine Region DCP. Internal roads and parking areas are to be surfaced and provided with associated stormwater infrastructure.

Appendix C

Glossary of terms

Term	Definition
AEP (Annual Exceedance Probability)	The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage.
Alpine	Land above the treeline, generally defined by the 1,800 metre contour.
Alpine Region	The Alpine Region identified on the State Environmental Planning Policy (Precincts — Regional) 2021 Kosciuszko Alpine Region Land Application Map.
Alpine Sub-regions	An Alpine Subregion specified in section 4.2(2) of the Precincts-Regional SEPP.
Asset Protection Zone (APZ)	A fuel-reduced area surrounding a built asset or structure which provides a buffer zone between a bush fire hazard and an asset. The APZ includes a defendable space within which firefighting operations can be carried out. The size of the required APZ varies with slope, vegetation and FFDI.
Building articulation	The process of breaking up the façade of a building to avoid large, blank walls. It involves use of windows, doors and balconies and other recesses, projections, and variations in the building line to add visual interest and reduce the perceived bulk of the structure.
Carrying Capacity Framework (CCF)	The planning tool used to assess and manage the environmental, social, and economic impacts of development within the Alpine Region. It aims to ensure that development is sustainable and does not exceed the capacity of the environment to support it.
CMP (Conservation Management Plan)	A document prepared in accordance with guidelines prepared by the Public Service agency responsible to the Minister administering the Heritage Act 1977 that documents the heritage significance of an item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.
Complying development	Development for which provision is made as referred to in section 4.2(5) of the EP&A Act.
Core Riparian Zones	The area of land directly adjacent to a watercourse that plays a critical role in maintaining the ecological health of the watercourse and its surrounding environment. It is characterised by its unique vegetation, soil, and hydrological conditions, which support a diverse range of plant and animal life.
Cumulative effect of development	The combined environmental, social, and economic impacts that result from multiple development projects over time within a particular area.
Development	As per section 1.5 of the EP&A Act, being the use of land, subdivision of land, erection of a building, carrying out of a work, demolition of a building or work or any other act, matter or thing that may be controlled by an environmental planning instrument.
Development Control Plan (DCP)	A development control plan made, or taken to have been made, under Division 3.6 of the EP&A Act and in force.
Development application	An application for consent under Part 4 of the EP&A Act to carry out development but does not include an application for a complying development certificate.
Disturbed land	Land that has been the subject of human activity that has changed the land's surface, being changes that remain clear and observable
Endemic alpine biodiversity	The unique plant and animal species that are naturally found only in the alpine regions of New South Wales and nowhere else in the world. These species have evolved specific adaptations to survive the harsh conditions of high altitudes, including cold temperatures, strong winds, and heavy snowfall.

Environmental Management Systems (EMS)	A framework that helps organisations identify, monitor, and control their environmental impact. It provides a structured approach to managing environmental responsibilities and ensuring compliance with relevant laws and regulations.
First and last mile freight facilities	A term applied to the first and final stage of the journey in which people or goods travel to a broad range of origins or destinations. An example of a last mile journey is the trip made between a train station and the final destination of a shopping centre or place of work
Flood Prone Land (FPL)	Land susceptible to flooding by the PMF event.
Historic heritage	Places, objects, and landscapes that have non-Aboriginal aesthetic, historic, scientific, social, or spiritual significance and are valued by the community for their contribution to our understanding of the past.
Key development sites	Sites identified in a respective Alpine Sub-region ILP as having strategic importance for future development with specific planning controls and design guidelines that aim to ensure high-quality development outcomes.
Key gateway views	Gateway views identified in a respective Alpine Sub-region ILP and in desired future character statements as having significant importance for arrival experience with specific planning objectives and controls to ensure these are prioritised.
Key view corridors and vistas	View corridors and vistas identified in a respective Alpine Sub-region ILP and in desired future character statements as having significant importance for public spaces, vantage points and surrounding landscape with specific planning objectives and controls to ensure these are prioritised.
Light spillage	The spilling of light beyond the boundary of the area intended to be lit.
Long term investigation areas	A location identified as having potential for future development that is support by the Master Plan and DCP. However, these areas are likely to require further investigation and detailed assessment before any development can proceed.
Main Range Management Unit	A 20,800 ha area extending 28 km along the Great Dividing Range, bordered by significant landmarks and roads, and adjacent to several other management units in the region. Management efforts in the unit aim to safeguard and improve its distinctive natural and cultural heritage, focusing on key viewpoints and upgrading recreational offerings, with sustainable practices to accommodate increasing visitor numbers.
Minimum Environmental Performance Standards (MEPS)	The baseline requirements that a project or development must meet to ensure it minimises negative environmental impacts and complies with relevant regulations, this may include water management, energy efficiency, waste management, biodiversity conservation, air quality and noise management.
Merit-based approach	The assessment of development applications evaluated based on their individual merits, considering the specific context of the site and the potential benefits and impacts of the proposed development.
Micromobility	Small, lightweight, personal vehicles that typically operate at low speeds. This includes devices such as scooters, bikes, skateboards, etc., whether powered or unpowered.
NSW Flood Prone Land Policy and the NSW Flood Risk Management Manual	The policy and manual for the management of flood liable land (2023) published by Department of Planning and Environment

On-mountain development and infrastructure	Development on land outside of the village and outer village areas identified in the respective Alpine Resorts of Thredbo, Perisher, Charlotte Pass and Mt Selwyn and may include area of ski slope for development that may include recreation infrastructure, lifting facility, ski slope hut and snow making infrastructure.
Overshadowing	The casting of a shadow by a proposed building or structure.
Oversnow	All activities and services that take place on the snow during the winter season and rely on specialised snow vehicles for transportation and access. These vehicles are designed to travel over snow-covered terrain where regular wheeled vehicles cannot or are difficult to operate. Not sure about this definition. My understanding is oversnow is a form of transportation – this definition makes it sound like an area.
Oversnow interchange	A designated area within a ski resort where different modes of oversnow transportation intersect and passengers can transfer between them.
Park-and-ride shuttle terminus	Refers to a designated facility where commuters can park their private vehicles (usually cars) and transfer to a shuttle bus service.
Probable Maximum Flood (PMF)	The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation (PMP), and where applicable, snow melt, coupled with the worst flood-producing catchment conditions.
Ridgeline	The line that follows the highest points along the crest of a hill or range.
Riparian corridors	Refer to a transition zone between the land, also known as the terrestrial environment, and the river or watercourse (aquatic environment).
Setbacks	The horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and a building wall, the outside face of any balcony, deck or the like, or the supporting posts of a carport or verandah roof, whichever distance is the shortest.
Sleeved uses	A design strategy whereby certain uses that would have an undesirable streetscape outcome are concealed within a building, generally by being enveloped by other uses.
Snow-clearing operations	The activities and processes undertaken to remove snow and ice from roads, paths, and other infrastructure to ensure accessibility and safety during the winter months and may include plowing, de-icing and snow removal.
Snow deposition patterns	Refer to the spatial distribution of snow accumulation on the terrain. This distribution is influenced by wind, topography, precipitation types vegetation and solar radiation
Special Fire Protection Purpose (SFPP)	Specific development types which are considered as SFPP development are listed within the RF Act. The RF Reg also details specific development types which are either excluded from the requirement for a BFSA or are considered as additional SFPP developments for which a BFSA is required.
Subalpine	Land below the alpine areas and above the 1,300 to 1,500 metre contours. Subalpine areas are characterised by frost hollows, woodlands and open forests generally dominated by snowgums.
Test excavation	A type of archaeological investigation used to assess the heritage significance of a site before development. It involves the careful digging of small test pits or trenches to identify and evaluate any potential archaeological remains (relics) present.

Thermal mass principles	Strategies that utilise the ability of certain materials to absorb, store, and release heat to regulate a building's temperature and improve energy efficiency.
Trailheads	Serves as the gateway to the park's trail network, providing visitors with essential information and resources for a safe and enjoyable hike.
Village square	A central gathering area designed to foster a sense of community and provide essential services, including, retail and dining, services (restrooms, information and ski rental or ticketing), entertainment options.
Vegetated Riparian Zone (VRZ)	The required width of the VRZ measured from the top of the high bank on each side of the watercourse.
Water Sensitive Urban Design (WSUD)	an approach to urban planning and design that integrates water cycle management into the built environment. WSUD aims to mimic natural water processes to manage stormwater runoff and improve water quality, while also creating a more sustainable and resilient urban environment.
Zone of archaeological potential	An area identified as having a high likelihood of containing archaeological sites or relics.

Appendix D

Aboriginal Cultural Heritage Maps

Figure 5-1: Registered AHIMS locations within the Alpine Precinct

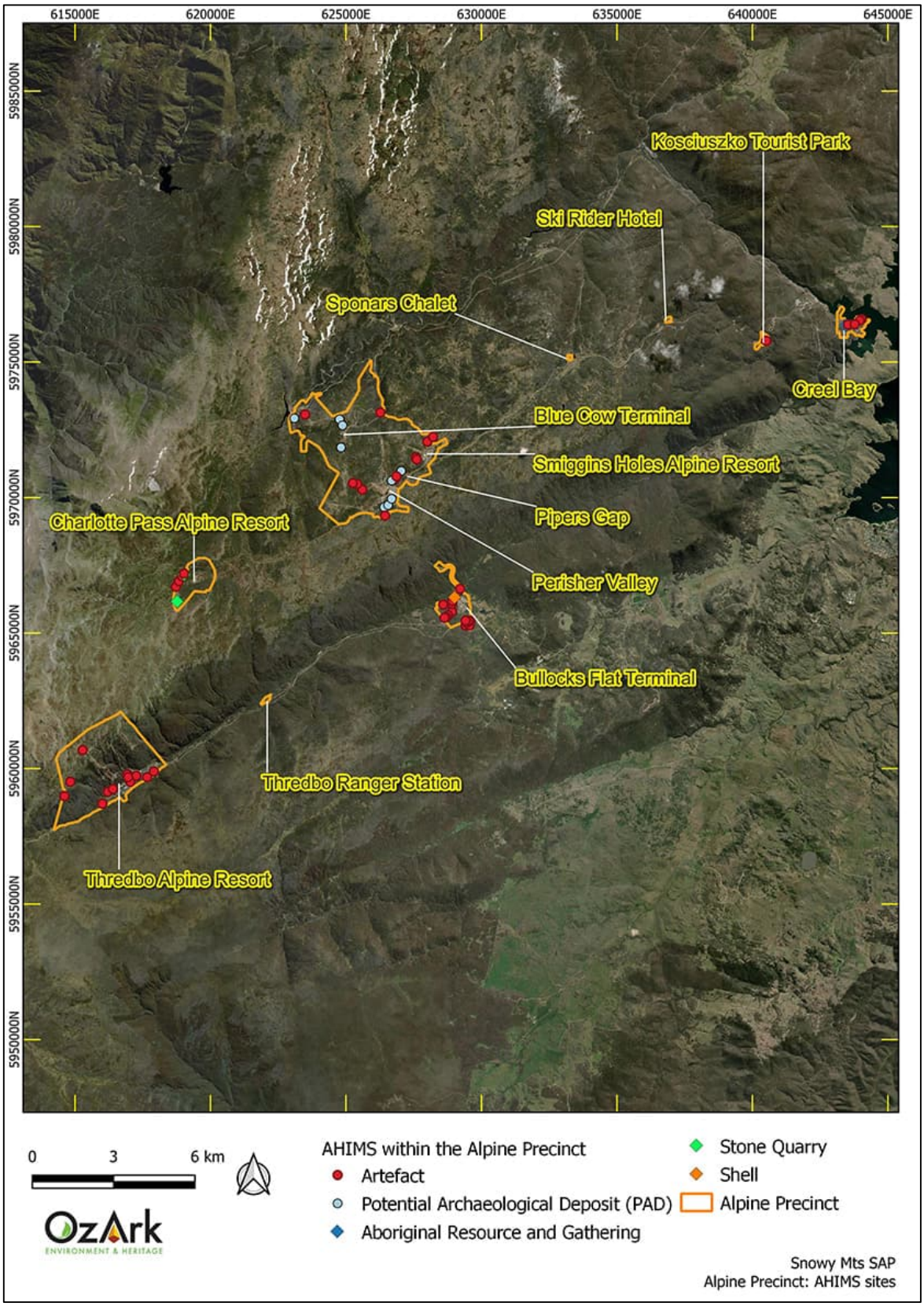


Figure 6-1: Heritage management zones within the Thredbo Alpine Resort.

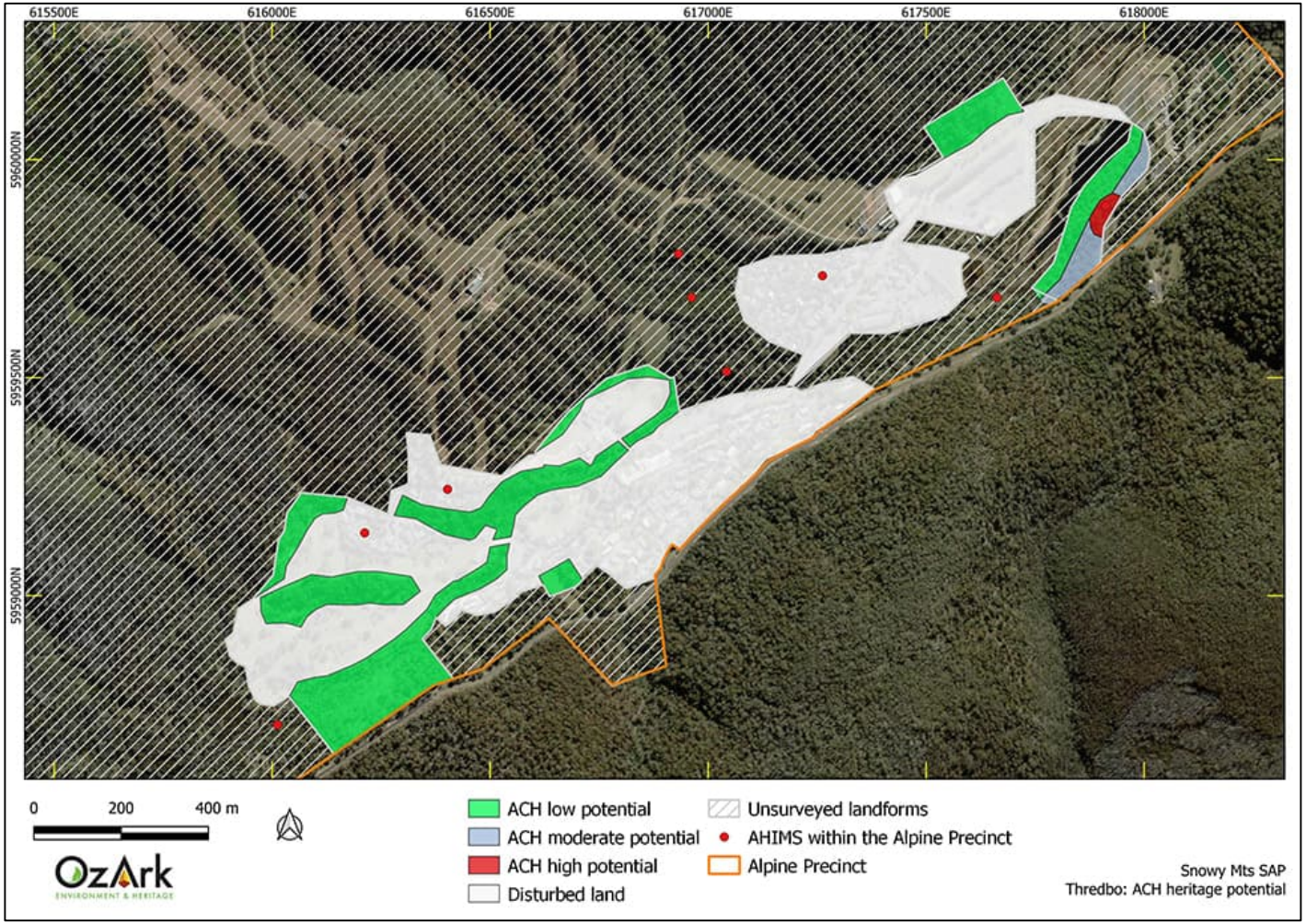


Figure 6-2: Heritage management zones within the Thredbo Ranger Station.

Figure 6-3: Heritage management zones within the Bullocks Flat Terminal.

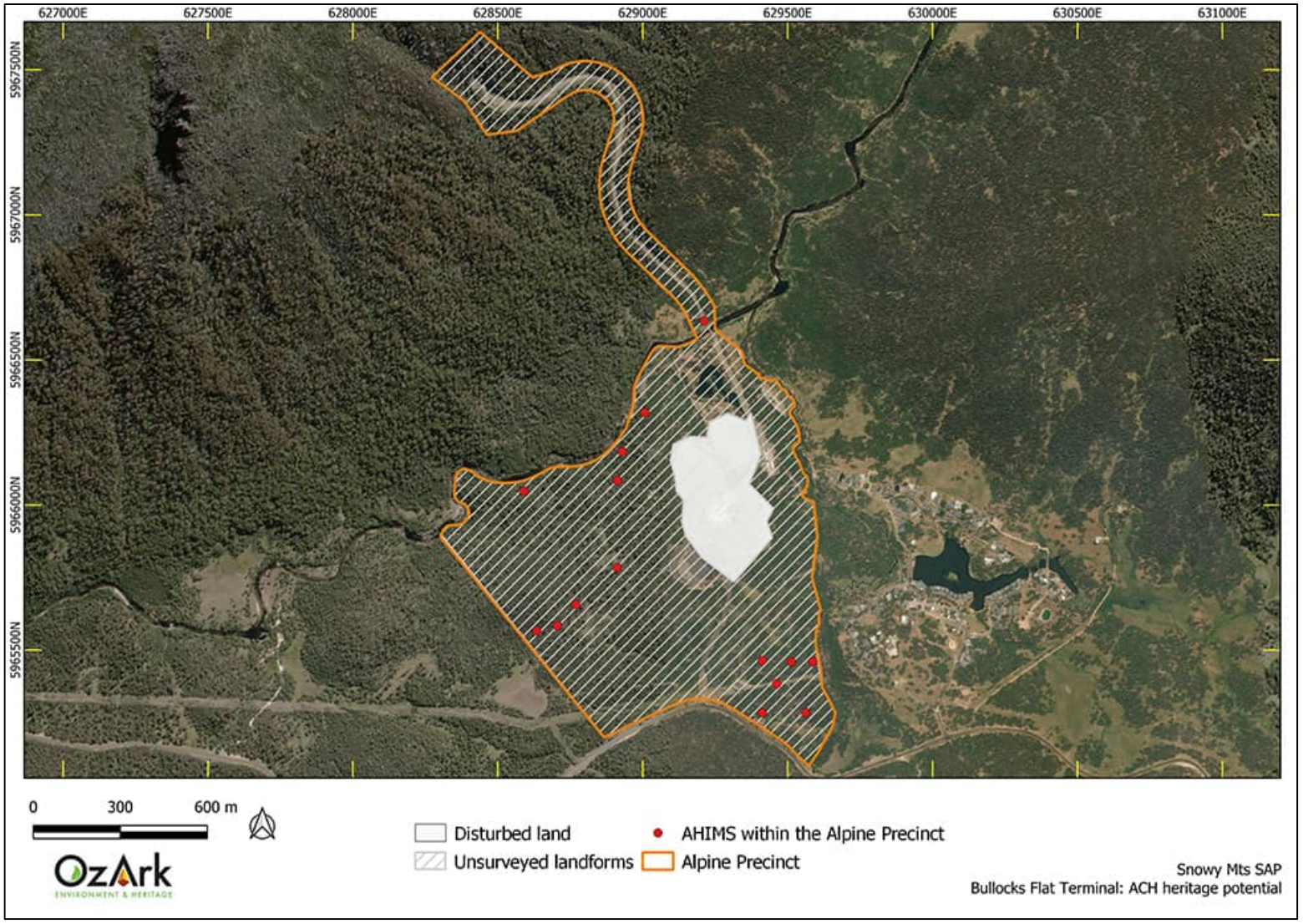


Figure 6-4: Heritage management zones within the Creel Bay area.

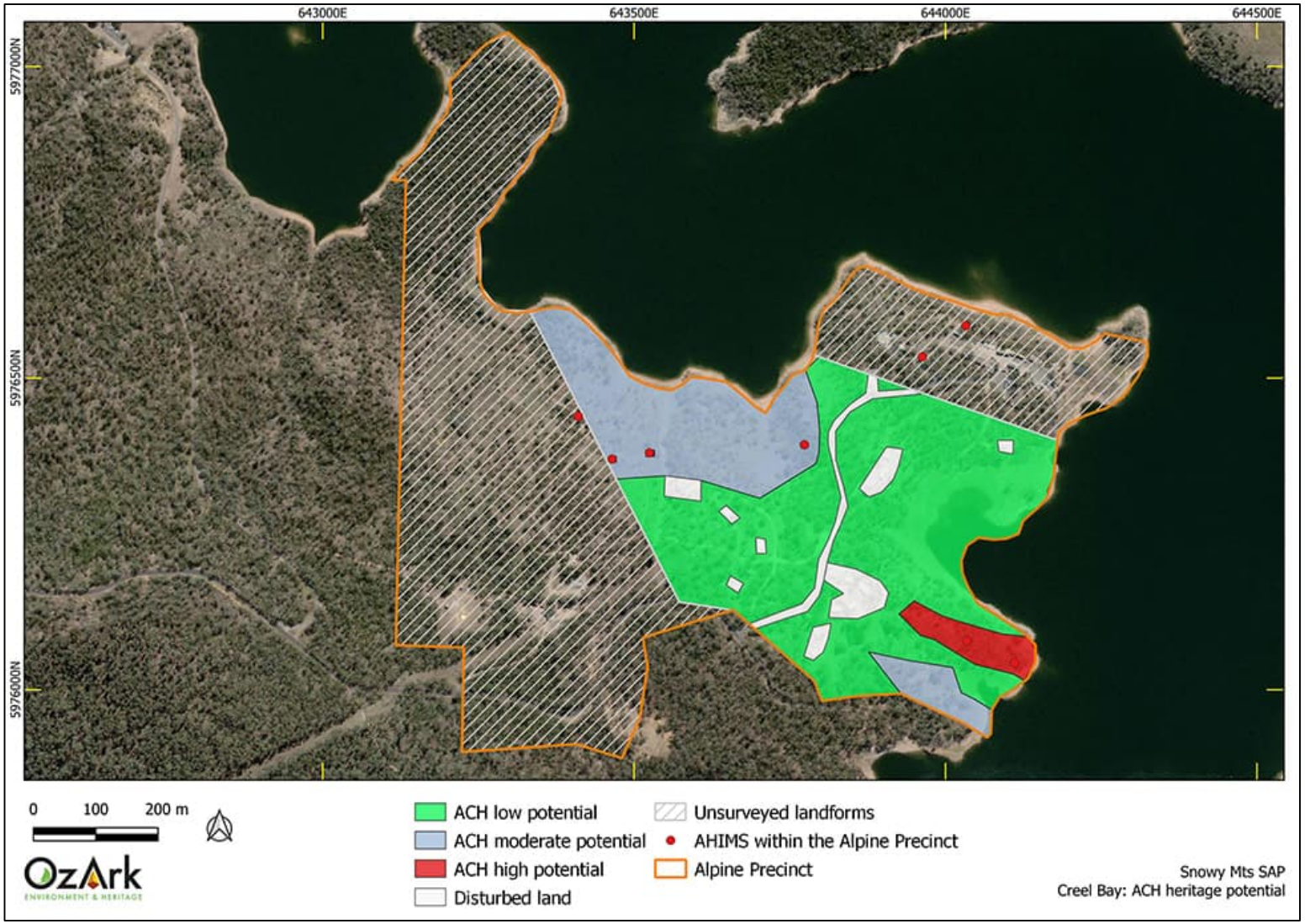


Figure 6-5: Heritage management zones within the Kosciusko Tourist Park.

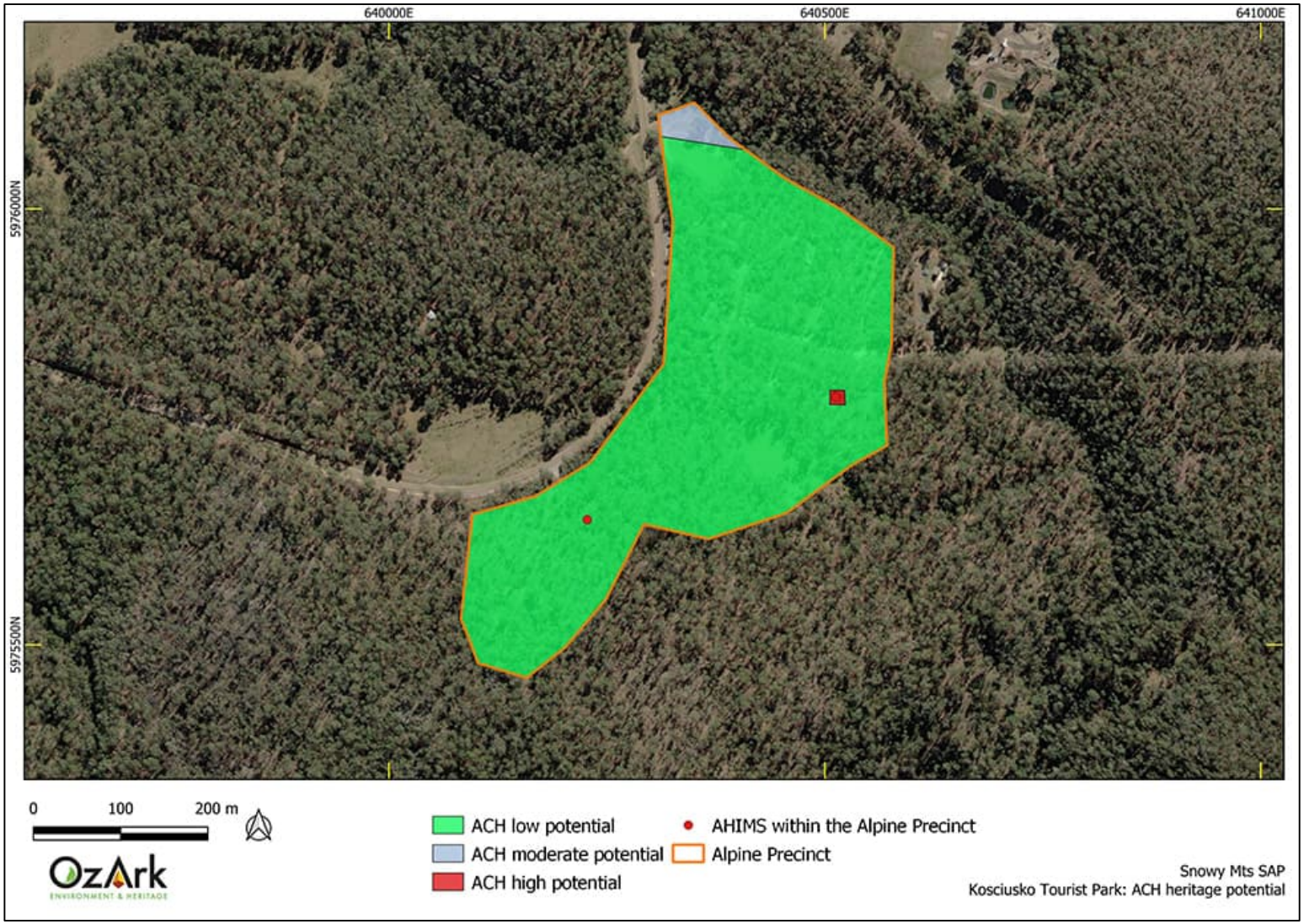


Figure 6-6: Heritage management zones within the Ski Rider Alpine Resort.

Figure 6-7: Heritage management zones within the Sponars Chalet Alpine Resort.

Figure 6-8: Heritage management zones within the Perisher Range area.

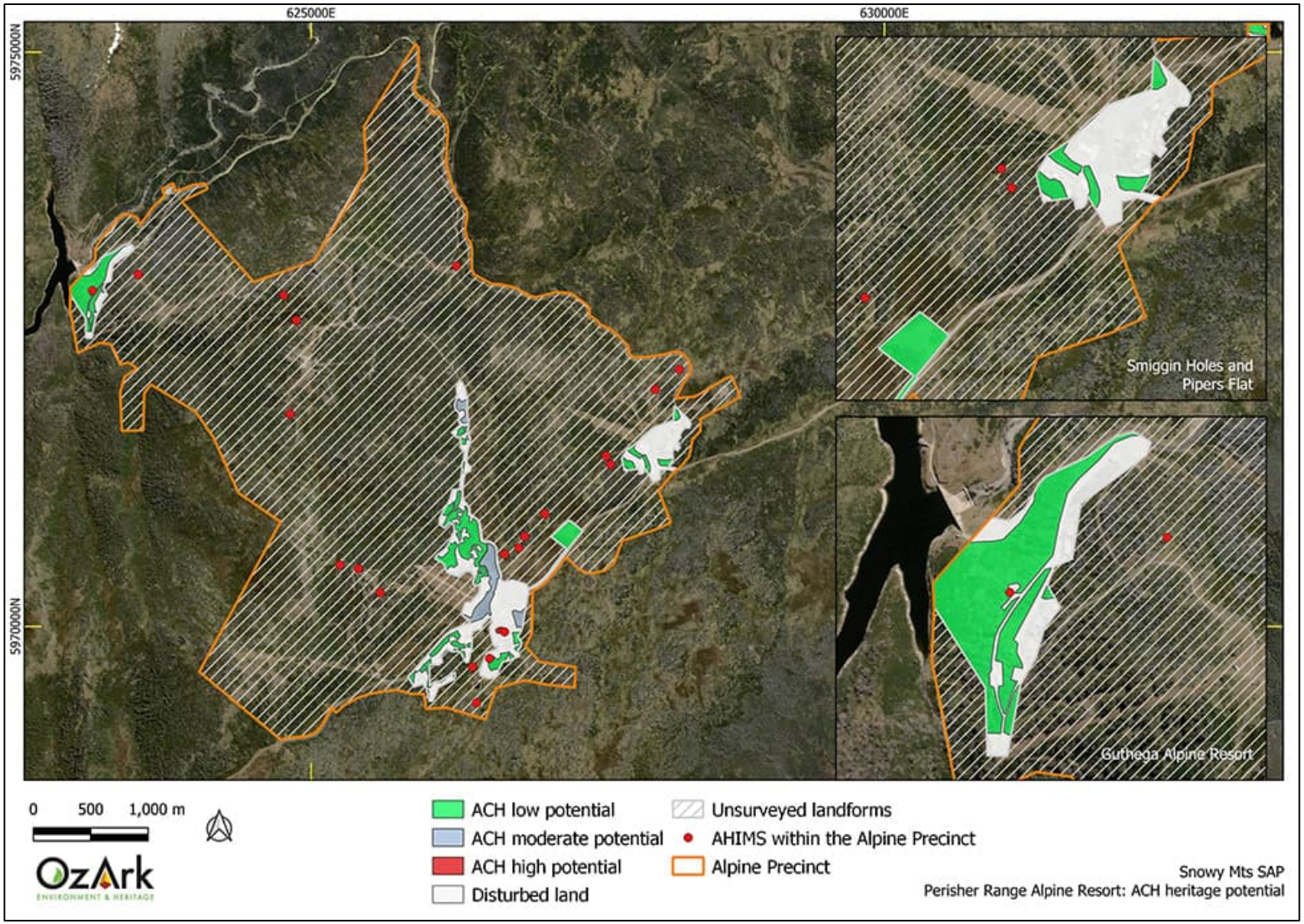


Figure 6-9: Heritage management zones within the Perisher Alpine Resort.

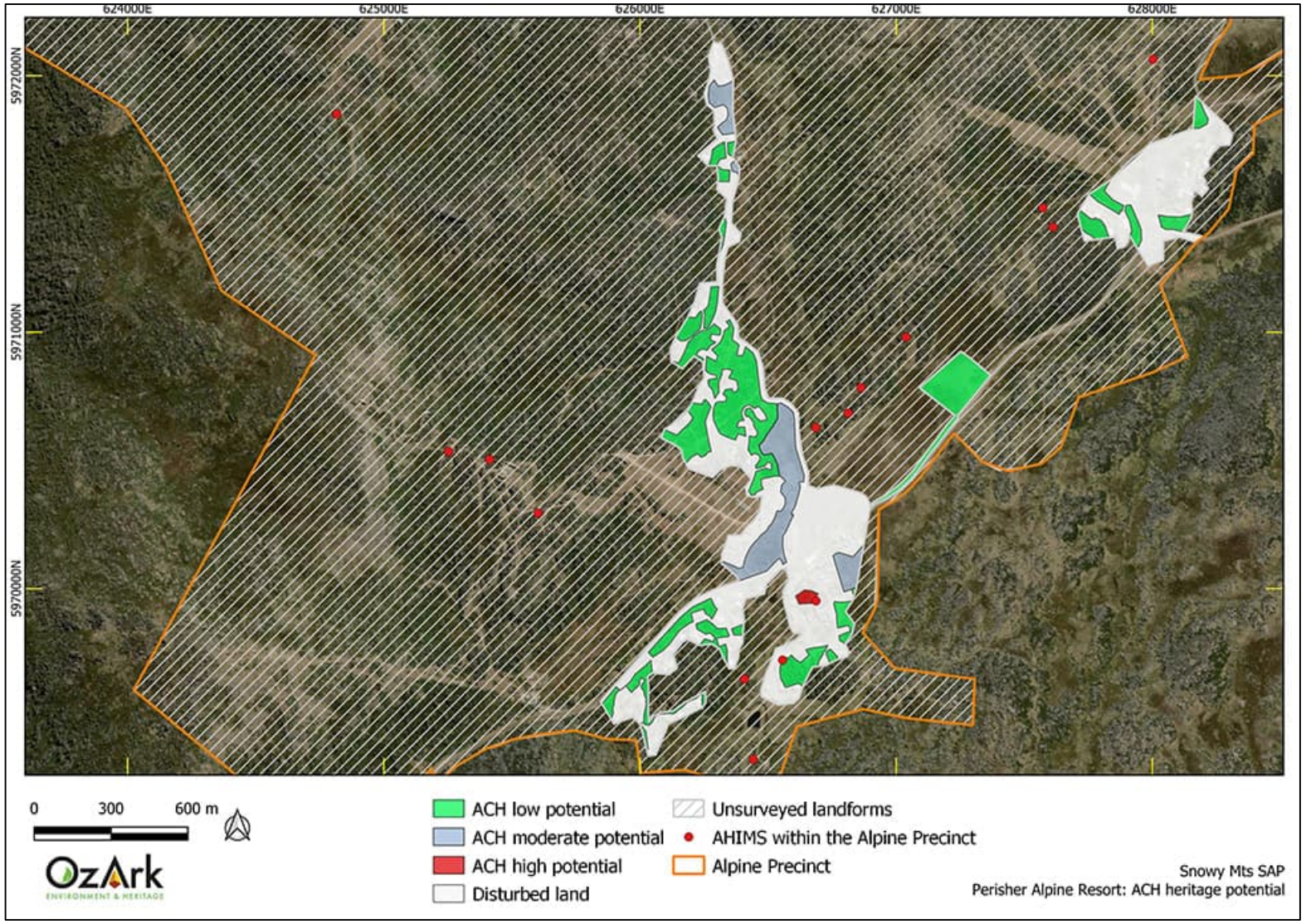
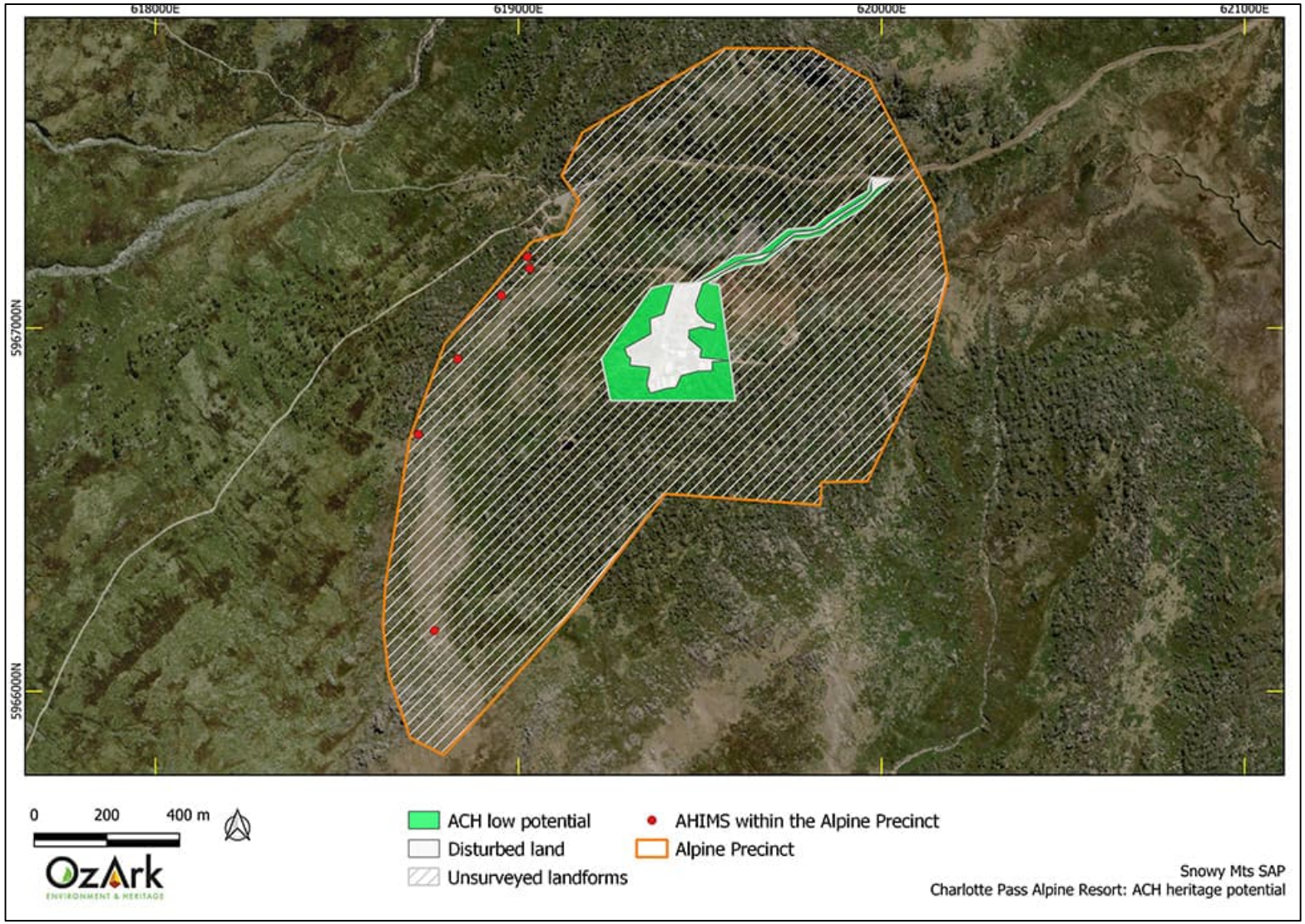


Figure 6-10: Heritage management zones within the Charlotte Pass Alpine Resort.



Appendix E

Biodiversity Maps

Snowy SAP - Biodiversity Constraints

Figure 4.1

Thredbo Village sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- High
- Moderate
- Low

0 0.15 0.3 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:7,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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Snowy SAP - Biodiversity Constraints

Figure 5.1

Thredbo Ranger Station Sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- Watercourse
- Roads

Biodiversity Constraints

- High
- Moderate
- Low

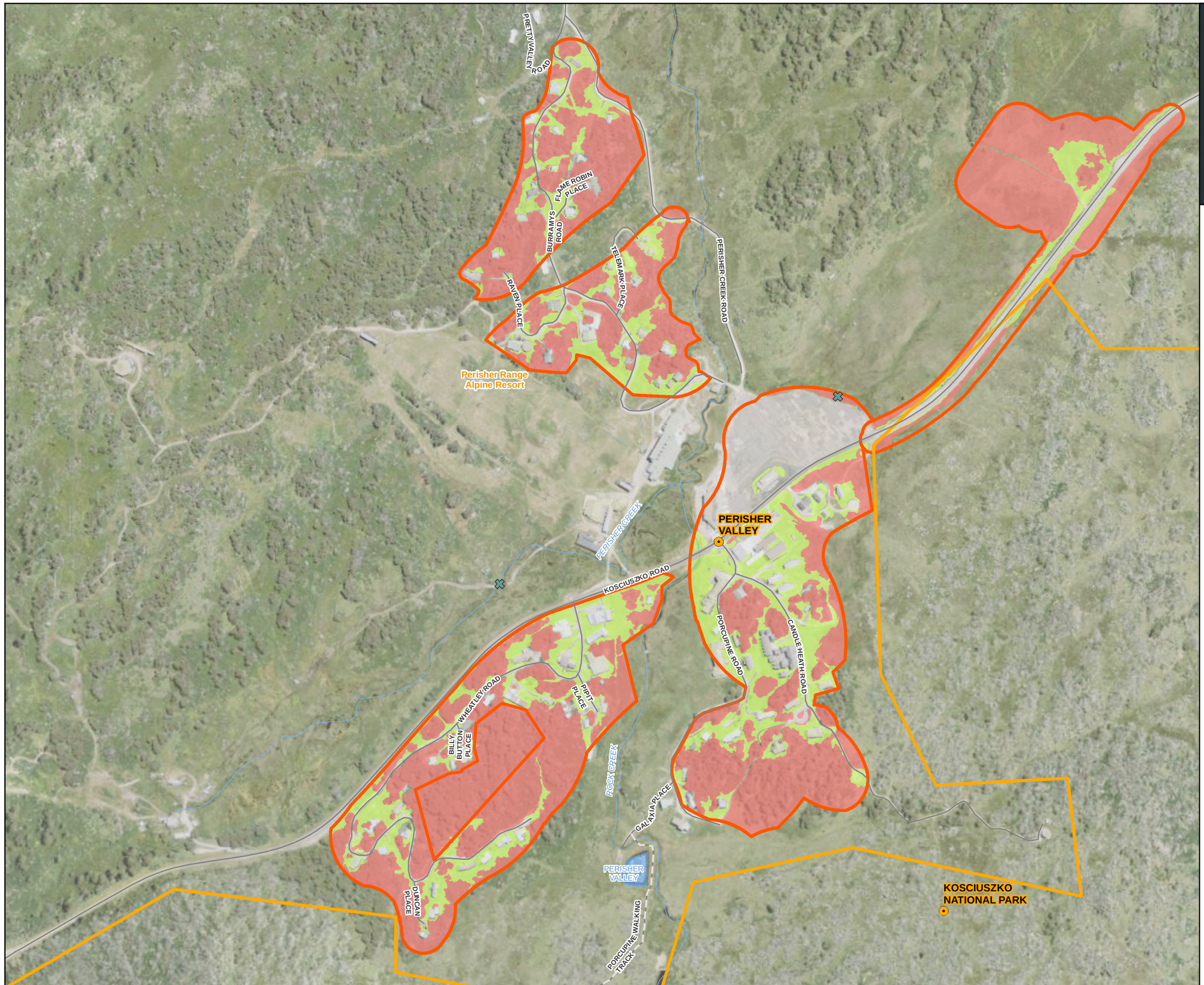
0 0.05 0.1 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:2,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap



wsp

Snowy SAP - Biodiversity Constraints

Figure 6.1

Perisher Village Sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Waterbodies
- Watercourse
- Roads

Threatened Flora Species

- *Rytidosperma vickeryae*

Biodiversity Constraints

- High
- Low

0 0.15 0.3 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:7,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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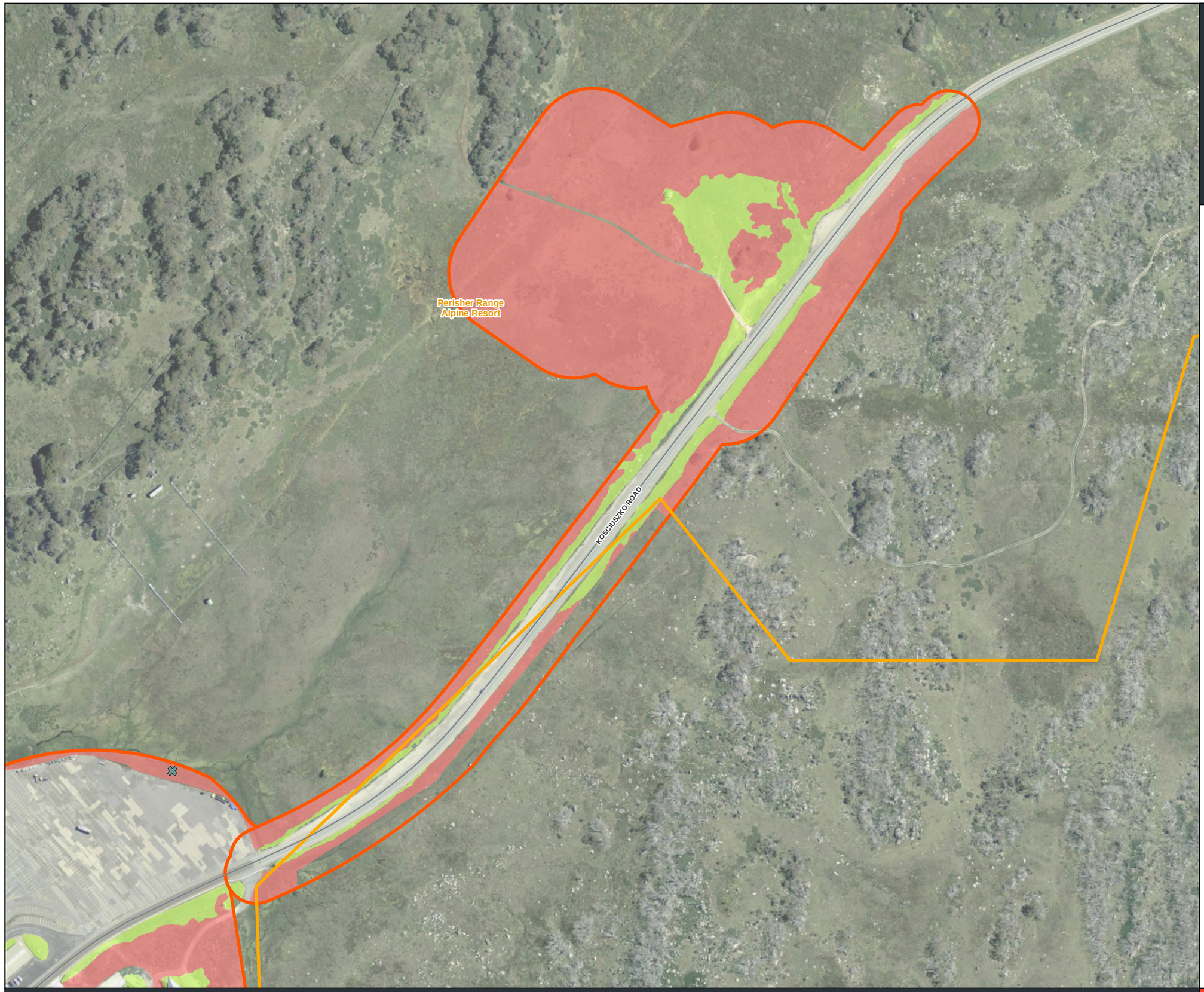


Snowy SAP - Biodiversity Constraints

Figure 7.1

Pipers Gap Sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Roads

Threatened Flora Species

- *Rytidosperma vickeryae*

Biodiversity Constraints

- High
- Low

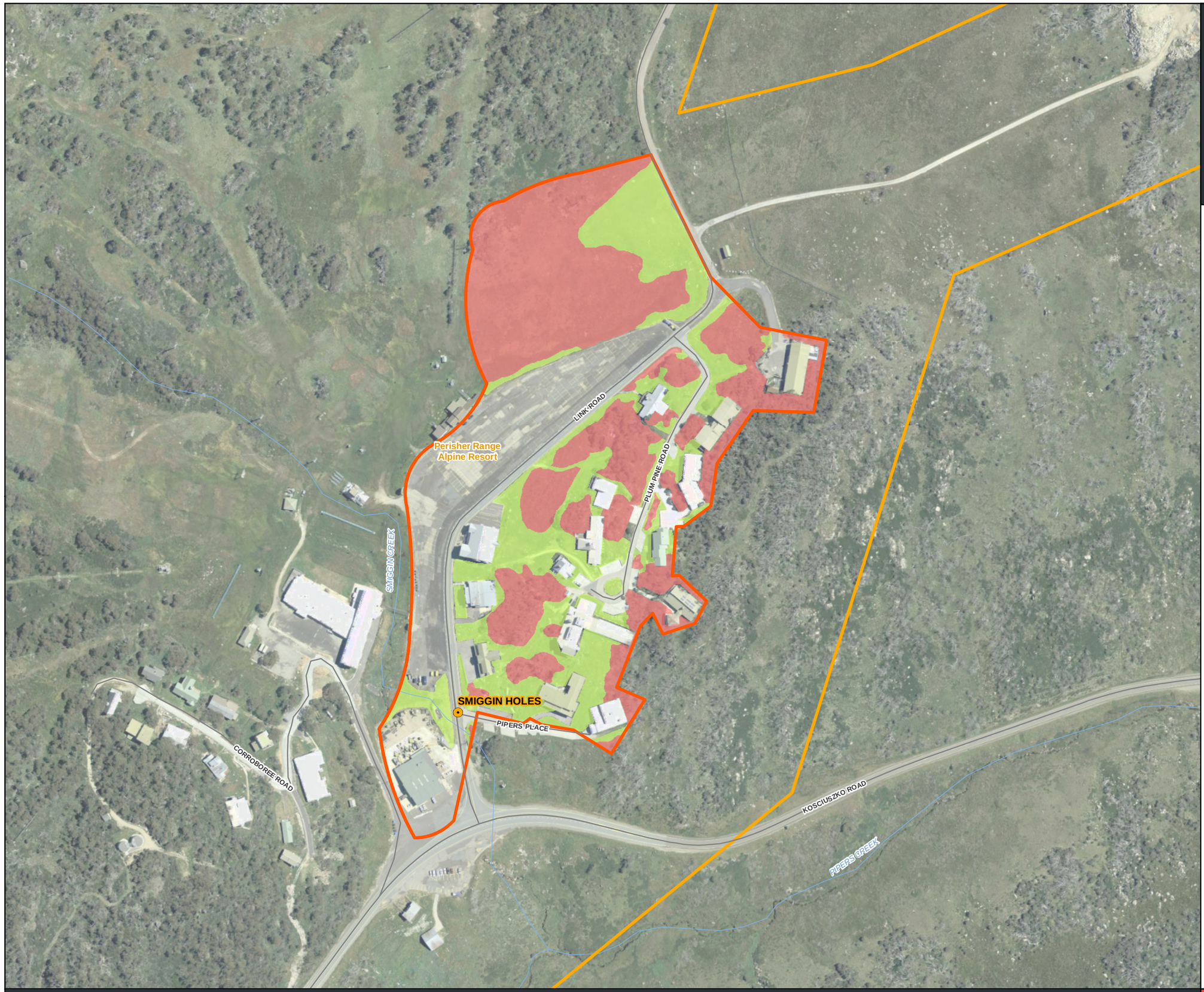
0 0.075 0.15 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:3,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap



Snowy SAP - Biodiversity Constraints

Figure 8.1

Smiggin Holes sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Watercourse
- Roads

Biodiversity Constraints

- High
- Low

0 0.075 0.15 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:3,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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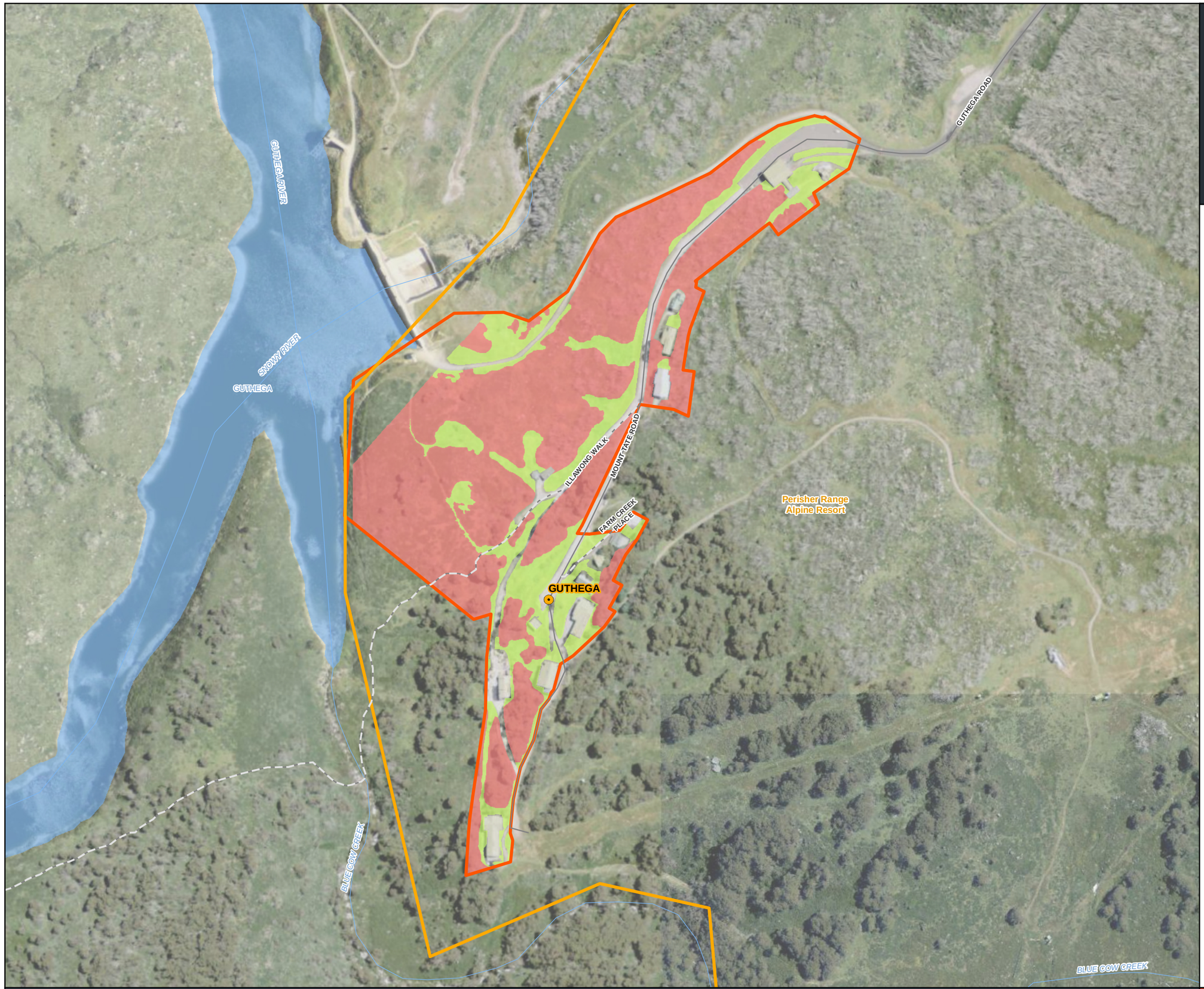

Snowy SAP - Biodiversity Constraints

Figure 9.1

Guthega Sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- High
- Low

0 0.1 0.2 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:4,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

wsp

Snowy SAP - Biodiversity Constraints

Figure 10.1

Charlotte Pass sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- High
- Low

0 0.1 0.2 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:4,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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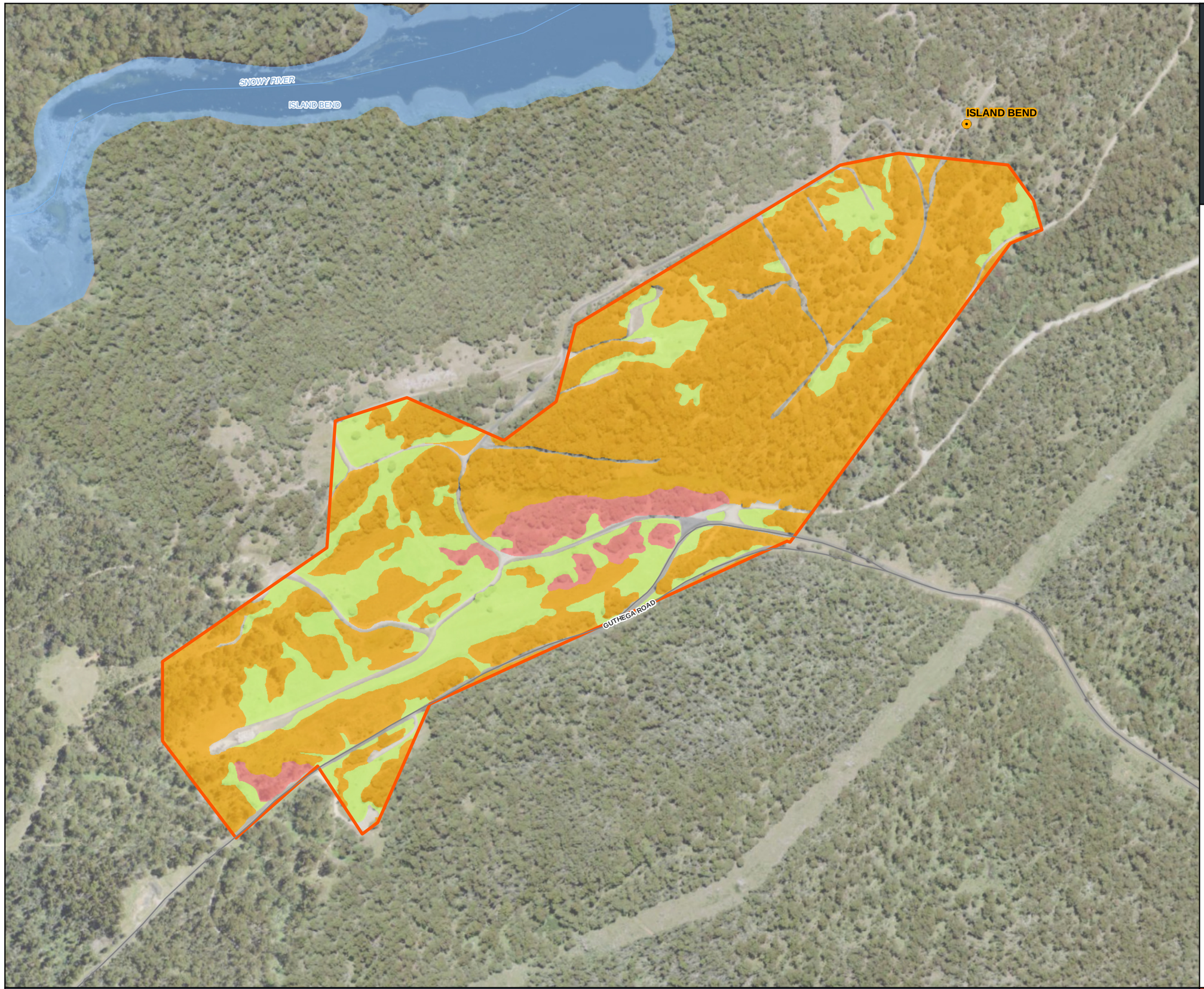

Snowy SAP - Biodiversity Constraints

Figure 11.1

Island Bend Sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- High
- Moderate
- Low

0 0.1 0.2 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:5,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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Snowy SAP - Biodiversity Constraints

Figure 12.1

Sponars Chalet sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Cadastre
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- Moderate
- Low

0 0.05 0.1 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:2,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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Snowy SAP - Biodiversity Constraints

Figure 13.1

Ski Rider Hotel sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Cadastre
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- Moderate
- Low

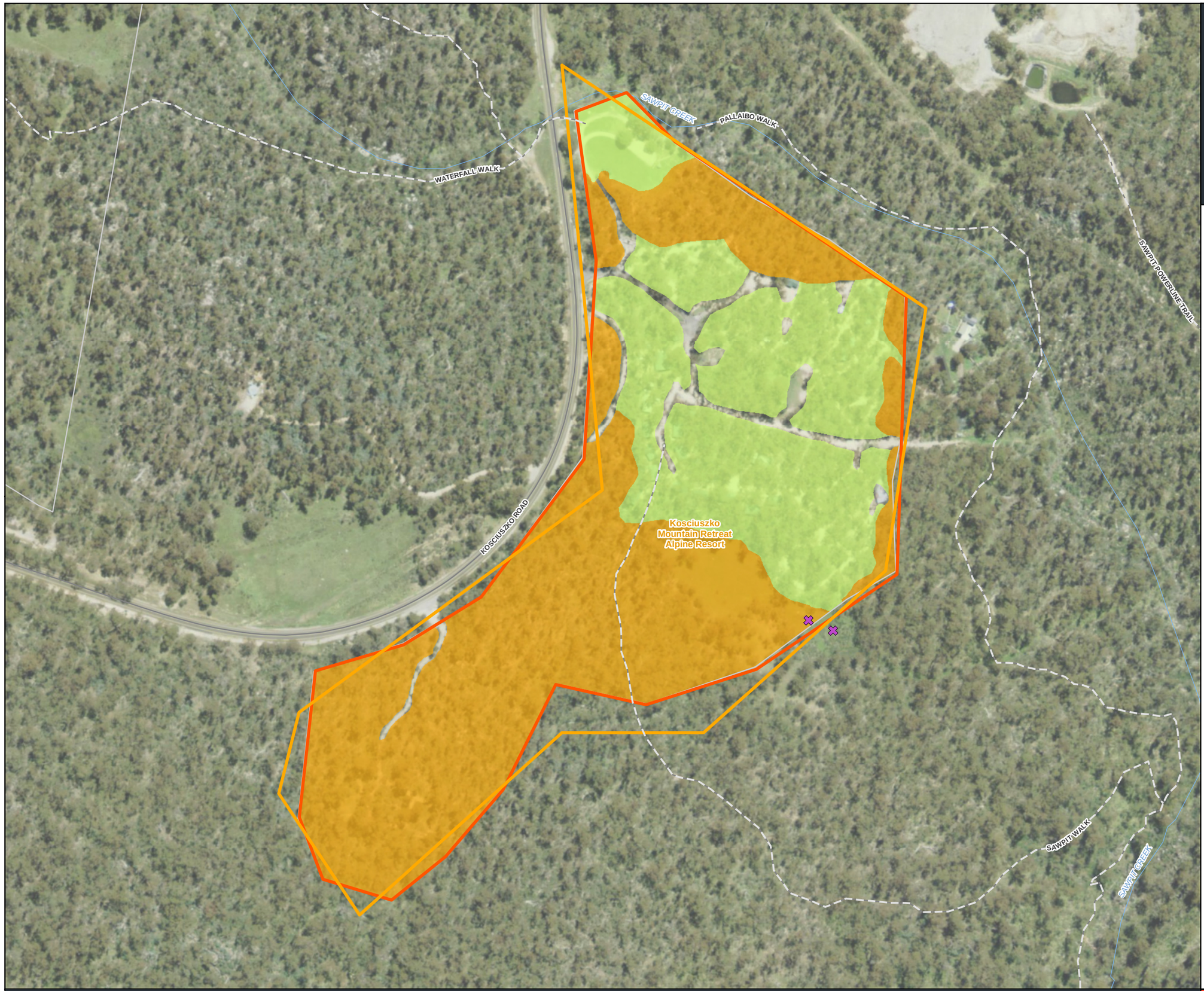
0 0.05 0.1 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:2,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap



wsp

Snowy SAP - Biodiversity Constraints

Figure 14.1

Kosciuszko Tourist Park sub-precinct
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Cadastre
- Watercourse
- Roads

Threatened Flora Species

- *Carex sp.*

Biodiversity Constraints

- Moderate
- Low

0 0.075 0.15 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:3,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

wsp

Snowy SAP - Biodiversity Constraints

Figure 15.1

Bullocks Flat Terminal
Alpine SEPP Sub-precinct

Legend

- Study Area
- SAP Precincts
- Waterbodies
- Watercourse
- Roads

Biodiversity Constraints

- High
- Low

THREDBO RIVER
THREDBO
BULLOCKS WALKING TRACK
Bullocks Flat Terminal
BULLOCKS DRIVE
STOCKWHIP WAY
LITTLE THREDBO RIVER
ROCKY ROAD
LITTLE ROCKY ROAD
LITTLE THREDBO LANE
LITTLE THREDBO ROAD

0 0.1 0.2 km

Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A3

1:5,000 Date: 22/03/2022

Data sources: - NSWSS, Geoscience Australia, DPIE, Metromap

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Appendix F

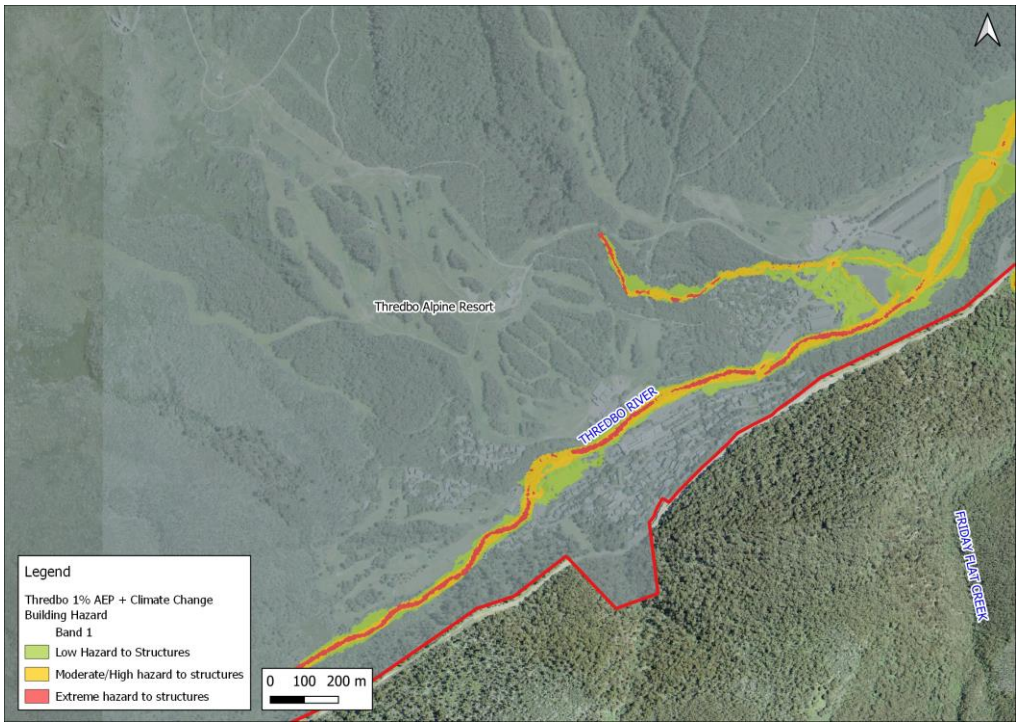
Stormwater / Flooding Maps

Sub-Precinct Building Vulnerability Information

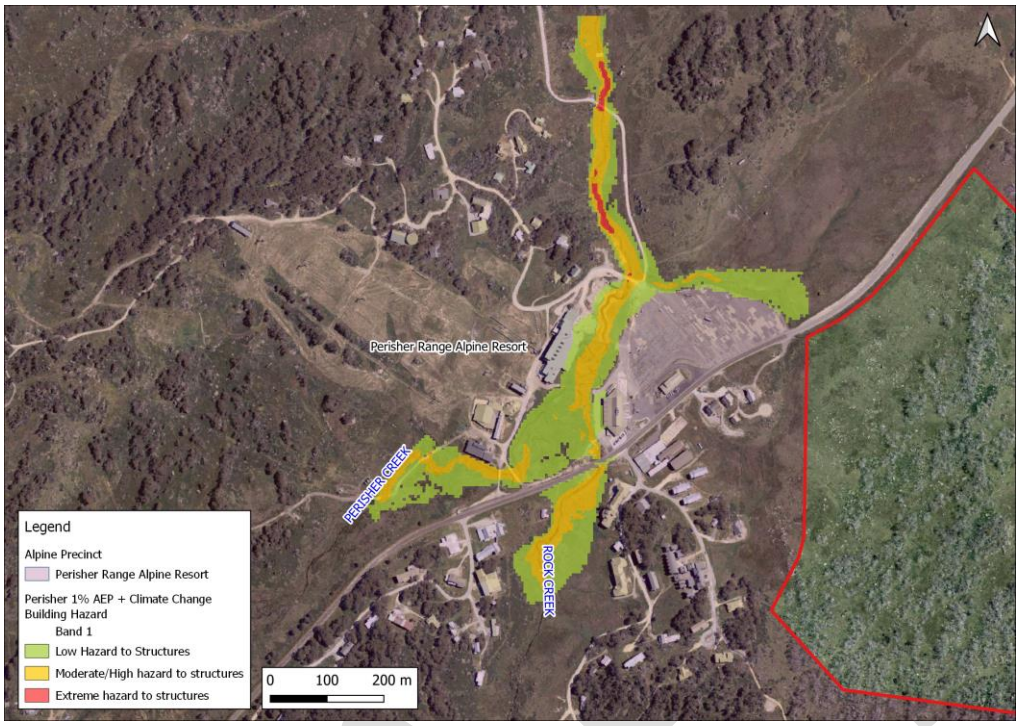
The following sub precinct maps have been prepared based on available information and identify the 1% AEP and climate change building hazard band levels.

Based on current available data, no flood studies have been developed for the other areas of the Alpine Precinct. However, if further flood studies are available, further advice and technical input can be provided if relevant.

Thredbo



Perisher



Bullocks Flat