

Snowy Mountains Special Activation Precinct



Delivery Plan



Acknowledgement of Country

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

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

We also recognise the continuing living culture of Aboriginal people, and the significance of the Snowy Mountains in that living culture. We recognise the contemporary stories of displacement and the cultural significance of Monero Ngarigo in the continued journey of self-determination in Australia.

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

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

Cover image:
Lake Jindabyne





Sun setting over Lake Jindabyne
Courtesy of Destination NSW

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1

Introduction



Lake Jindabyne at night



This section provides an overview of Special Activation Precincts, the role of a delivery plan and how to use this document.

- 1.1 What is a Special Activation Precinct?
- 1.2 What is the Snowy Mountains Special Activation Precinct?
- 1.3 Vision and aspirations for Snowy Mountains Special Activation Precinct
- 1.4 Planning framework
- 1.5 What is a delivery plan?
- 1.6 Activation Precinct Certificate process
- 1.7 Proposal documentation requirements
- 1.8 Proposal referrals and concurrences

1.1 What is a Special Activation Precinct?

Special Activation Precincts are dedicated areas within regional New South Wales which have been identified by the NSW Government to drive regional economic development. They bring together planning and investment support services to create jobs, foster economic activity and grow our regional areas.



Foundations for Special Activation Precincts



Government-led studies



Streamlined planning



Government-led development



Infrastructure investment



Business concierge



Aerial of Jindabyne

The planning and delivery of Special Activation Precincts is underpinned by extensive environmental and infrastructure investigations which inform a master plan.

Special Activation Precincts offer businesses confidence with streamlined planning approvals, government-funded infrastructure and business support services to reduce the time and cost of setting up business.

Special Activation Precincts are being delivered by the Regional Growth NSW Development Corporation (RGDC) and are funded by the \$4.2 billion Snowy Hydro Legacy Fund.

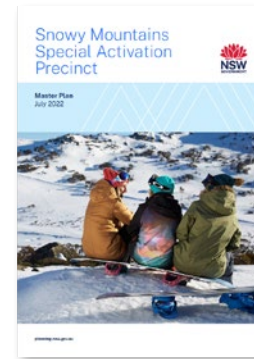
1.2 What is the Snowy Mountains Special Activation Precinct?

The Snowy Mountains Special Activation Precinct (the Precinct) is one of four Special Activation Precincts across NSW that have been identified to become thriving business hubs. The precinct will leverage the region's environmental, cultural and landscape attributes and establish Australia's alpine capital as a resilient, year-round tourism destination. The planning process is focused on improving transport connectivity, conserving important environmental and heritage values, and supporting Jindabyne's role as Australia's national centre for elite winter sports.

The Precinct contains the Jindabyne Catalyst and Growth Precincts, plus the Alpine Precinct (see Figure 1). This Delivery Plan relates to development within the Jindabyne Catalyst Precinct, which comprises five strategic sub-precincts that present opportunities to promote and facilitate the vision of the broader precinct. The Precinct will:

- create key destination attractions that appeal to a broad visitor audience
- deliver on eco-tourism principles to develop an environmentally sustainable tourism offering
- expand attractions and amenity to deliver a year-round destination.

For more information on the Growth and Alpine Precincts, refer to the Snowy Mountains Precinct Master Plan.



Snowy Mountains Special Activation Precinct Master Plan

The Snowy Mountains Special Activation Precinct Master Plan (master plan) was finalised by the NSW Government in July 2022. It identifies the vision and principles for the Precinct and provides goals and performance criteria for development considerations such as land use, built form and landscape, and transport and movement.

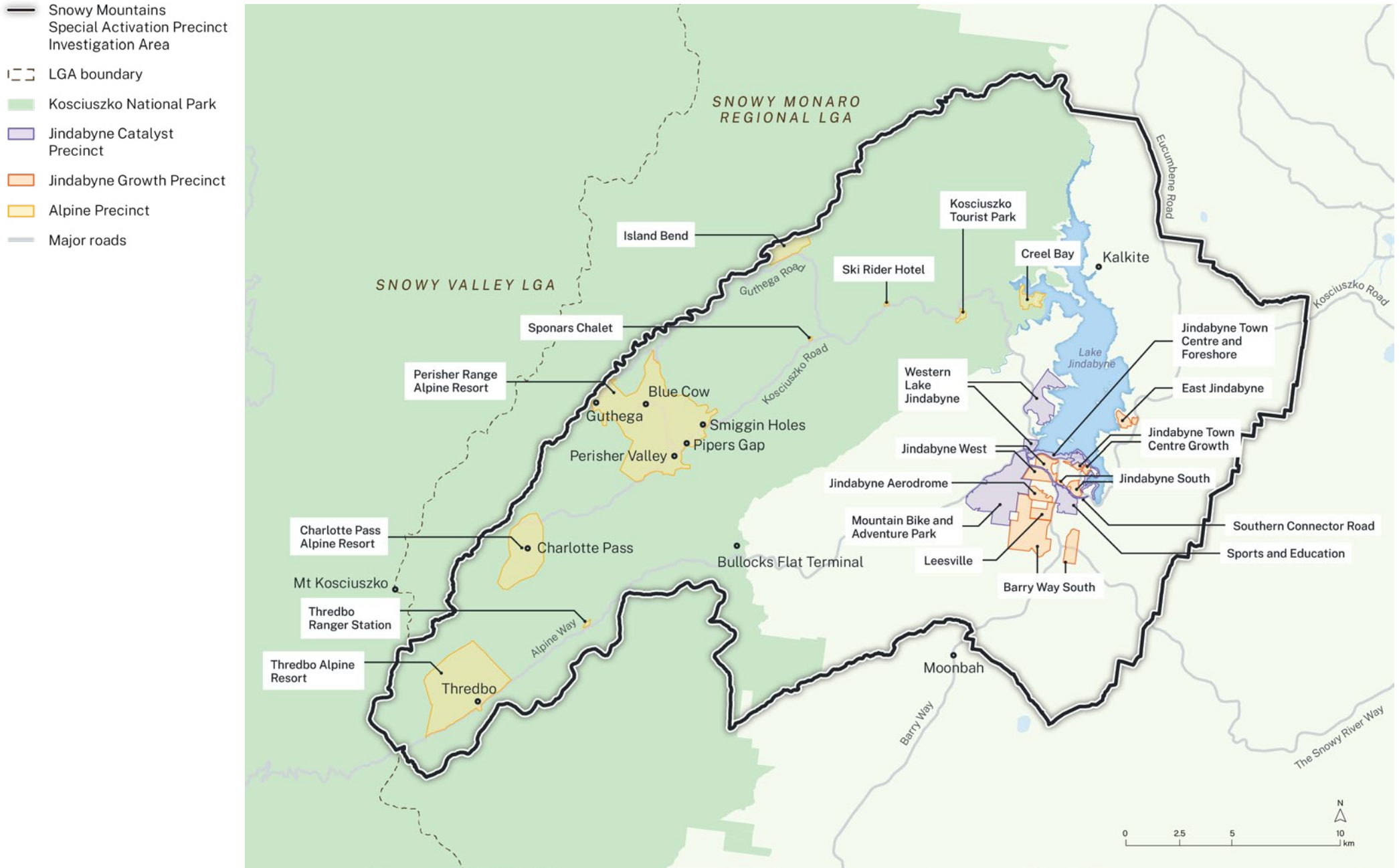
The State Environmental Planning Policy (Precincts – Regional) 2021 (Precincts – Regional SEPP) requires a delivery plan to be consistent with the Precinct's master plan.

The Precinct has been assessed by technical experts, ecologists, engineers, stakeholders, and urban planners. Ongoing input and feedback from the community, landowners, businesses, and other key stakeholders also informed the master planning process.

The master plan applies to all land within the Precinct.

The master plan identifies a structure plan layout to guide future development and nominate development footprints, infrastructure and other key features such as environmental and heritage areas for protection.

Figure 1 Snowy Mountains Special Activation Precinct



Five principles underpin planning for the Precinct and frame the performance criteria within this Delivery Plan:

1



Economic development

- Australia's alpine capital
- World-class sustainable and resilient tourism precinct
- New tourism attractions and activities
- Employment and economic development opportunities for local Aboriginal people
- Strategic approach to managing growth

2



Infrastructure and transport

- Equitable and efficient access arrangements
- Opportunities for road infrastructure improvements
- Integrate active transport opportunities
- Highly connected
- Future transport and infrastructure
- Current and future servicing needs
- Environmentally sensitive solutions

3



Environment and sustainability

- Protect environmental values
- Eco-tourism principles
- Management of climate change risk

4



Community

- Embed Aboriginal cultural values and knowledge
- Boost available housing stock and enable affordable, low-cost and social housing choices
- Modern community that supports future generations

5



Place and landscape

- Caring for Country principles
- High-quality public realm
- Vibrant villages with a defined character
- High amenity public open space
- Compatible developments and uses

1.3 Vision and aspirations for Snowy Mountains Special Activation Precinct

The Snowy Mountains is the rooftop of Australia where a unique alpine landscape meets a dramatic climate not found elsewhere on the continent. This is the high country, an unmissable destination where visitors from Australia and abroad are drawn year-round to the everchanging seasons and unparalleled outdoor experiences. The rich culture, authentic character, and endless opportunities of the region is why people call the Snowy Mountains home. A patchwork of local landscapes and connections that inspire exploration and provoke adventure mean your first visit is never your last.

Kosciuszko National Park
Courtesy of Ben Coope

The Precinct offers investors, businesses, and the community the ability to:

- **leverage the region's environmental, cultural and landscape** attributes to establish Australia's alpine capital as a resilient year-round tourism destination
- **create a world-class sustainable and resilient tourism precinct** that attracts investors, boosts the region's economy, and improves the quality of life for the Snowy Mountains community
- **enable equitable and efficient access** arrangements that prioritise sustainable mass transport modes and intelligent parking and transport systems to provide safe and efficient travel between Jindabyne and Kosciuszko National Park
- **foster a mix of compatible developments** and uses that work together to create viable places which respond to market and local needs
- **provide a strategic approach to managing growth**, with developers and businesses having certainty about the planning process and expectations relating to streamlined assessments and determinations
- **ensure continual improvement and analysis** of the relationship between existing visitation, growth projections and impacts on future transport and infrastructure requirements, particularly increases in day visitation in Kosciuszko National Park
- **develop adaptation measures** to consider the management of climate-change risks in future development within the Precinct and improve climate resilience to ensure the Precinct is prepared to respond to natural hazards and environmental emergencies
- **enable Monero Ngarigo participation** in Caring for Country, making decisions about Country, contemporary use of natural resources and cultural knowledge transmission.

1.4 Planning framework

1.4.1 Snowy River Local Environmental Plan 2013

Provisions from an amended Snowy River LEP will apply to land within the Jindabyne Growth Precinct:

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

Development of these sub-precincts will be facilitated by Snowy Monaro Regional Council through the Master Plan and the Jindabyne Development Control Plan.

1.4.2 State Environmental Planning Policy (Precincts – Regional) 2021

The Precincts – Regional SEPP contains provisions for precinct planning, which is a form of strategic planning applied to a specified geographic area.

The Precincts in this SEPP are located in Regional NSW, outside the Greater Sydney Region Plan and include the former *State Environmental Planning Policy (Activation Precincts) 2020* (Activation Precincts SEPP) and *State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007* (Alpine SEPP).

Chapter 3 – Activation Precincts

Provisions from the Precincts – Regional SEPP Chapter 3 – Activation Precincts will apply to land within the Jindabyne Catalyst Precinct:

- Jindabyne Town Centre and Foreshore
- Mountain Bike and Adventure Park
- Western Lake Jindabyne
- Sports and Education

Development of these sub-precincts will be facilitated by the Corporation through the Master Plan and this Delivery Plan.

Chapter 4 – Kosciuszko National Park and alpine resorts

Provisions from the Precincts – Regional SEPP Chapter 4 – Kosciuszko National Park and alpine resorts will apply to land within the Alpine Precinct:

- Alpine Resorts
- Alpine Accommodation

Development of these sub-precincts will be facilitated by the Department through the Master Plan and Alpine Development Control Plan.

1.4.3 Kosciuszko National Park Plan of Management

The Kosciuszko National Park Plan of Management provides a framework to guide the long-term management of the broad range of values contained in the park. It contains a suite of actions to be undertaken by the NSW National Parks and Wildlife Service and other organisations to protect and conserve the values of the park.

Amendments to the Kosciuszko National Park Plan of Management have been made to enable the core elements of the Precinct and adjust parkwide policy on built accommodation.

1.4.4 Planning framework for Special Activation Precincts

The planning framework ensures the right mechanisms are in place for industry and community to access and comply with a streamlined planning process for the effective delivery of the Precinct.

Note: Any reference to Special Activation Precinct in this Master Plan has the same meaning as Activation Precinct in the Precincts–Regional SEPP.

What is the role of Regional Growth NSW Development Corporation



Regional Growth NSW Development Corporation will support investors and businesses with simplified approval processes to enable businesses to set-up faster in Special Activation Precincts in regional NSW.

The RGDC offers business concierge services for end-to-end development within Special Activation Precincts. Its goal is to deliver commercially successful Special Activation Precincts that boost economic development and jobs growth in regional NSW.

Infrastructure and services are embedded upfront in the master planning process. The RGDC works collaboratively with businesses to set up true triple helix partnerships and bringing together all stakeholders to achieve the Special Activation Precinct's vision and aspirations.

A key component is streamlined planning, which is facilitated by the issue of an Activation Precinct Certificate. This certificate is required for all development requiring consent within a Special Activation Precinct. The RGDC plays a key role in facilitating and coordinating development within the Precinct, working with government agencies and stakeholders to ensure a streamlined planning process.

The Activation Precinct Certificate process is summarised in Section 1.6 of this document.



- 1 Services**
Physical and digital enabling infrastructure, utilities and services
- 2 Approvals**
Streamlined planning and environmental approvals
- 3 Investment**
Industry investment and attraction incentive packages and management
- 4 Partnerships**
Triple helix partnerships and collaboration



Thredbo Valley

1.5 What is a delivery plan?

A delivery plan is a statutory document, referenced by the *State Environmental Planning Policy (Precincts-Regional) 2021* (Precincts-Regional SEPP), and is required before any development can occur within a Special Activation Precinct.

The Snowy Mountains Special Activation Precinct Delivery Plan (delivery plan) has been prepared by the RGDC and must be consistent with the master plan. It sets out criteria for applications for an Activation Precinct Certificate, including:

- Precinct guiding principles
- development objectives
- prescribed development outcomes
- performance guidance
- infrastructure planning and delivery
- assessment criteria for change of land uses and the construction of new buildings and structures.

Who will use this delivery plan?

This delivery plan will be used by:

- the RGDC, the issuing authority and consent authorities to evaluate or assess development proposals and provide advice to investors
- land owners, proponents and businesses to understand development and infrastructure obligations
- the community to understand the criteria and monitoring applied to development within the Precinct.

The following planning framework facilitates the streamlined planning process for Special Activation Precincts (see Section 1.7 for more detail).



Precincts-Regional SEPP 2021

- zone
- objectives
- land uses.



Snowy Mountains Special Activation Precinct Master Plan

- vision and aspirations
- principles
- precinct-wide performance measures.

We are here



Snowy Mountains Special Activation Precinct Delivery Plan

- built form and landscape design guidelines
- precinct-wide mapping
- landscape strategy
- precinct and site-based assessment criteria and solutions.

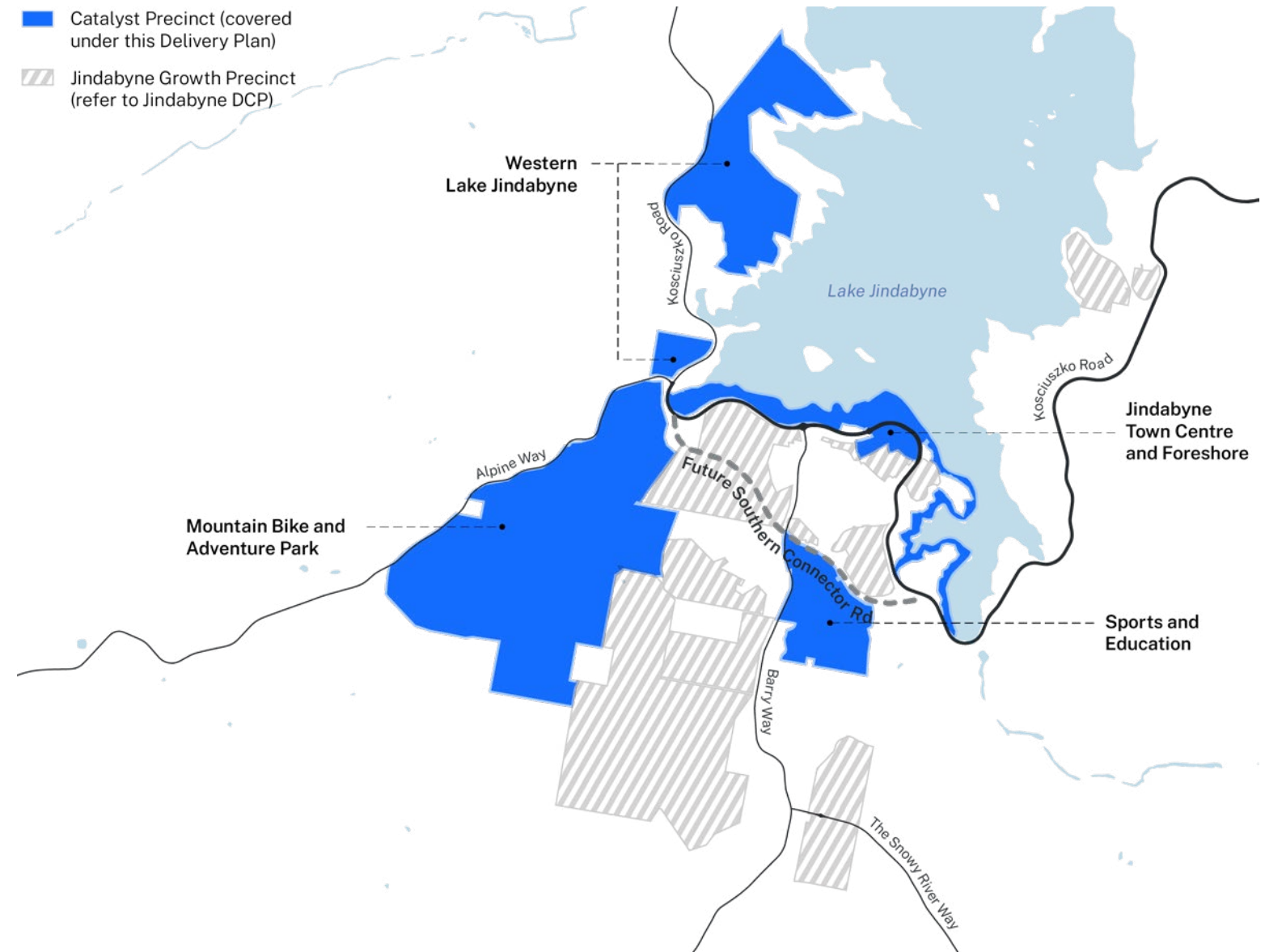
Where does this delivery plan apply?

Under clause 3.10 of the Precincts — Regional SEPP, an issuing authority can only issue an Activation Precinct Certificate for land if there is a master plan and delivery plan that applies to the land concerned. This applies to the Catalyst Precinct as shown in Figure 2. The Catalyst Precinct comprises the:

- Jindabyne Town Centre and Foreshore sub-precinct
 - Jindabyne Town Centre
 - Jindabyne School Site
 - Jindabyne Foreshore
- Sports and Education sub-precinct
- Mountain Bike and Adventure Park sub-precinct
- Western Lake Jindabyne sub-precinct.

This delivery plan does not apply to the hatched areas in Figure 2 identified as ‘Growth Precinct’. For further information on the Jindabyne Growth Precinct, refer to the Snowy Mountains Special Activation Precinct webpage and the Jindabyne Development Control Plan 2023.

Figure 2 Snowy Mountains Special Activation Precinct – land to which this delivery plan applies



1

Introduction (this section)

This chapter sets the context for the Precinct, including the broader legislative framework. It also sets out how this delivery plan should be navigated for development proposed within the Precinct, and the process development proposals will go through to obtain an Activation Precinct Certificate.



Read this section to understand:

- the broader legislative framework
- how to use the delivery plan
- the Activation Precinct Certification process.

2

Guiding principles

This chapter sets out the development principles that apply to all sub-precincts, to ensure the Precinct is characterised by high-quality development outcomes.



Read this section to understand:

- the overarching design outcomes and how they're aligned with the master plan guiding principles and the design considerations incorporated into the master plan's performance criteria.

3

General provisions

This chapter sets out the development controls that apply to all sub-precincts, to ensure that the Precinct achieves the intent of the Snowy Mountains Special Activation Precinct Master Plan 2022 and results in development that enhances the accommodation and service offering within Jindabyne.



Read this section to understand:

- what must be considered for all development within the Precinct, including the prescribed outcomes and performance guidance for:
 - land use and character
 - siting built form and height
 - connectivity, street network and active transport
 - parking and access
 - historic heritage
 - Aboriginal cultural heritage and connection to Country
- landscape and open space
- fencing
- lighting
- signage and wayfinding
- biodiversity and ecology
- flood, stormwater and water quality
- earthworks
- erosion and sediment control
- bushfire
- utilities and services
- sustainability.

Chapters 4-7 Sub-precinct prescribed outcomes and performance criteria

These chapters set the design objectives, desired future character, prescribed outcomes, and performance criteria for development within the sub-precincts:

4

Jindabyne Town Centre
and Foreshore

5

Sports and Education

6

Mountain Bike and Adventure Park

7

Western Lake Jindabyne



Read these sections to understand:

- what must be considered for development within specific sub-precincts, including the desired future land use character, design objectives for land uses, built form and height, connectivity, street network and active transport, parking, and landscape and open space.

What parts of this delivery plan should I look at?

✓ Applies

→ Check to determine whether the controls are triggered

Sub-precinct	Chapter 2 Guiding principles	Chapter 3 General provisions	Chapter 4 Jindabyne Town Centre and Foreshore sub-precinct	Chapter 5 Sports and Education sub-precinct	Chapter 6 Mountain Bike and Adventure Park sub-precinct	Chapter 7 Western Lake Jindabyne sub-precinct	Appendices
Town Centre	✓	→	✓				✓
Foreshore	✓	→	✓				✓
Sport and Education	✓	→		✓			✓
Mountain Bike and Adventure	✓	→			✓		✓
Western Lake Jindabyne	✓	→				✓	✓

This table is a guide only. Other parts of this delivery plan may apply than those identified, due to the scale and nature of the development proposal. The issuing authority will confirm applicable controls of this delivery plan as part of Step 3 – Pre-lodgement in the Activation Precinct Certification process.

Where more than one development type applies, all applicable controls will apply.

1.6 Activation Precinct Certification process

The Activation Precinct Certification process provides a streamlined planning pathway for development to help our regions grow while providing certainty and confidence to stakeholders.

Business concierge

The Business Concierge team is a relationship management function that provides a single point of contact to streamline engagement between investors and government. The team partners with investors and businesses to streamline investment decision making, address establishment challenges, identify precinct related partner and project opportunities.

Applicant-driven process

Applicants play a crucial role in streamlining the development approval process.

The Activation Precinct Certification process allows applicants to decide:

- when they will prepare any required technical documentation
- when they will lodge the application for an Activation Precinct Certificate (APC)
- whether they will seek to process other required approvals and licences in parallel with the Activation Precinct Certification process.

The business concierge offers a coordinated service for investors to undertake additional approval and licence processes in parallel with the Activation Precinct Certification process.

The RGDC will engage with other government agencies, regulatory bodies and Snowy Monaro Regional Council (SMRC) to discuss any additional approval requirements at Step 2 – Concept design.

It will be at the applicant's discretion when they choose to initiate the other approval and/or licence requirements.

Poplar trees, Snowy Mountains
Courtesy of Destination NSW



Activation Precinct Certification process

Pre-application evaluation

Business concierge

One-stop-shop through the business concierge



1 Development enquiry

High level advice on suitability of proposal for the Precinct

- how a potential investor, business or activity aligns with the Precinct goals

Required information:

- no information required

2 Concept design

Advise application requirements, including other agency approval requirements

- site location
- design advice
- key matters to be considered
- technical documentation
- additional approvals and/or licences required

Required information:

- concept sketch/plans
- written statement

3 Pre-lodgement

Review and refine technical documentation

- aspects needing further consideration
- alternate solutions to performance criteria
- agencies and Council advice on specific matters
- review and advice on plans and technical information
- infrastructure requirements
- other approval and/or licence matters

Required information:

- proposal overview
- site plan, design plans, floor plans, elevations, materials schedule, survey plan etc.
- draft technical documentation

- The RGDC
- NSW Environment Protection Authority (EPA)
- Council/private certifier
- Other approval authority
- Applicant led



Proposal not suitable for Special Activation Precinct

Other approvals advice

Application requirements and technical documentation advice



Other approvals

(i.e. Section 68 under *Local Government Act 1993*, Section 138 under *NSW Roads Act 1993*)



Environment Protection Licence (EPL)

Pre-application advice

* *Environmental Planning and Assessment Act 1979*

** NSW Department of Planning, Housing and Infrastructure

Application evaluation and determination

4 Application Lodge application

- complete checklist application form
- accept application or request information
- give written notice of application to utility providers (i.e. land near electricity transmission and distribution networks, pipeline areas, and level crossings and rail corridors) for comment within 14 days

Required information:

- application form
- technical documentation

5 Evaluation and determination 30 day evaluation period commences once application is accepted

- ensure consistency with master plan and delivery plan
- on basis of submitted plans and technical documentation
- consider any submissions received from any utility providers

Activation Precinct Certificate

- 3 year currency period
- stamped and dated technical documentation attached
- may include requirements for consistency
- Corporation gives copy of APC to other agencies and Council

Optional parallel assessment pathways

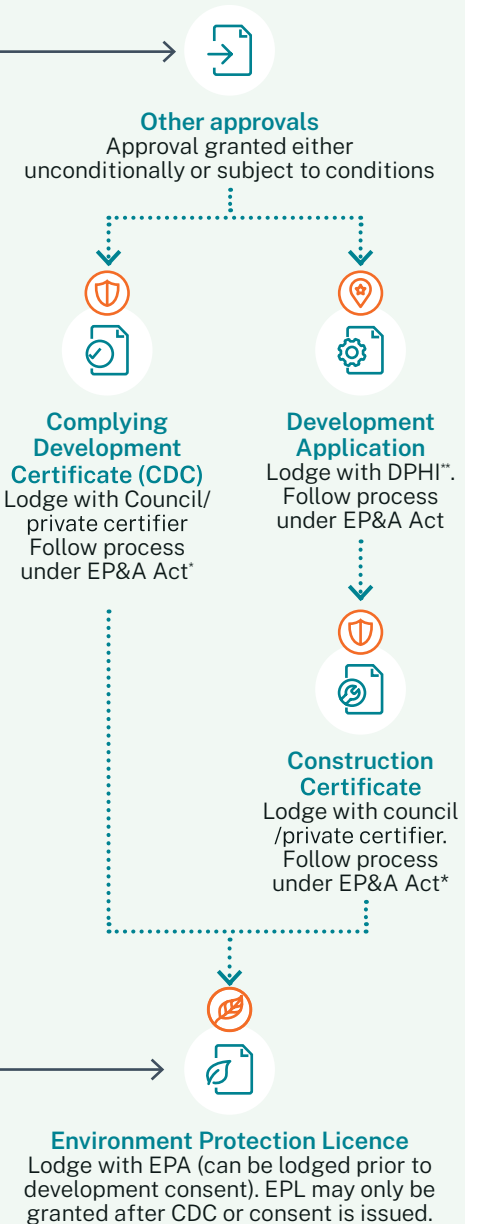
Information request
Evaluation period pauses

Refine for consistency
Evaluation period stops and starts again

Applicant liaises with corporation on modifications after APC issued

Lodgement and assessment

Application for development approval



1.7 Proposal documentation requirements

All applications for an Activation Precinct Certificate should adequately address the Master Plan and Delivery Plan requirements.

Proposals should include the following information to demonstrate consistency with the Master Plan and Delivery Plan.

What supporting documents will I need for my application?⁴

✓ Applies

→ Check to determine whether the controls are triggered

Type ^{5,6}	Change of use	Subdivision	Development on a small lot (less than 1 hectare) subsequent to and consistent with a subdivision under this Delivery Plan	Development on a small lot (less than 1 hectare)	Development on a large lot (minimum 1 hectare)	Development on land identified as a Commercial Node	Rail and intermodal development	Solar energy farm	Works to or within the curtilage of a heritage item	Potentially hazardous development	Development that is a scheduled activity listed in Schedule 1 of the POEO Act	Development that may involve emissions (i.e. air, odour, noise)	Demolition, damage or removal of structures or buildings	Development in the Rural Activity Zone	Out of sequence development
Application form	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Development Specific Checklist	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Architectural plans															
Elevations and sections	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Floor plans	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓
Landscape plan	→	✓	✓	✓	✓	✓	✓	✓	→	✓	✓	✓		✓	✓
Photo montage			→	→	→	→			→						
Proposed subdivision plan		✓													
Schedule of colours, materials and finishes	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Shadow diagrams			→	→	→	→									
Site plans	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Survey plan	→	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Any other plans that demonstrate how the proposal addresses the assessment criteria	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→

Type^{5,6}

General

	Change of use	Subdivision	Development on a small lot (less than 1 hectare) subsequent to and consistent with a subdivision under this Delivery Plan	Development on a small lot (less than 1 hectare)	Development on a large lot (minimum 1 hectare)	Development on land identified as a Commercial Node	Rail and intermodal development	Solar energy farm	Works to or within the curtilage of a heritage item	Potentially hazardous development	Development that is a scheduled activity listed in Schedule 1 of the POEO Act	Development that may involve emissions (i.e. air, odour, noise)	Demolition, damage or removal of structures or buildings	Development in the Rural Activity Zone	Out of sequence development
Cost estimate report for development with a value of: <ul style="list-style-type: none"> • \$0-\$150,000: prepared by the applicant or a suitably qualified person • greater than \$150,000 - \$3 million: prepared by suitably qualified person • greater than \$3 million: detailed cost report prepared by a registered quantity surveyor 	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Owner's consent	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Party wall consent	→		→	→	→	→	→	→	→	→	→	→	→	→	→
Plan of management										✓	✓	✓			✓
Political donations and gifts disclosure statement	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
Statement of environmental effects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

6.1 General controls

Erosion and sediment control plan	→	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Geotechnical report where development: <ul style="list-style-type: none"> • has potential to adversely affect surrounding properties during excavation or construction of subsurface structures • involves excavation of a certain volume, within proximity to a property boundary or depth below ground level • are located on land with certain site constraints (i.e. steep slopes) 	→	→		→	→	→	→	→	→	→	→			→	→
Maintenance plan for stormwater treatment	→	✓	✓	✓	✓	✓	✓	✓	→	✓	✓	✓			✓

Type ^{5,6}	Change of use	Subdivision	Development on a small lot (less than 1 hectare) subsequent to and consistent with a subdivision under this Delivery Plan	Development on a small lot (less than 1 hectare)	Development on a large lot (minimum 1 hectare)	Development on land identified as a Commercial Node	Rail and intermodal development	Solar energy farm	Works to or within the curtilage of a heritage item	Potentially hazardous development	Development that is a scheduled activity listed in Schedule 1 of the POEO Act	Development that may involve emissions (i.e. air, odour, noise)	Demolition, damage or removal of structures or buildings	Development in the Rural Activity Zone	Out of sequence development
Proposed potable water and non-potable water demand and percentage to be delivered via onsite water systems	→		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓
Proposed sewer outflow requirements	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓
Stormwater drainage plan	→	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓			✓
Structural engineers report													✓		
Traffic and parking study	→	→		→	→	→	→			→	→	→		→	✓
Traffic impact assessment	→	→		→	→	→	→			→	→	→		→	✓
Voluntary planning agreement															✓
Waste management plan	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Water pollution impact assessment	→		→	→	→	→	→	→		→	→	→		→	→

6.3 Sustainability

Confirmation of proposed building rating/certification (e.g. Green Star), if applicable	→		→	→	→	→	→	→	→	→	→	→			→
Net Zero transition plan, if applicable	→		✓	✓	✓	✓	✓	→	→		✓	✓		✓	✓
Proposed electricity demand and consumption and percentage proposed to be delivered via renewables (onsite and offsite)	✓		✓	✓	✓	✓	✓	✓	→	✓	✓	✓			✓
Identification of resource flows	✓		✓	✓	✓	✓	✓	✓	→	✓	✓	✓			✓
Commitment to alignment with the UNIDO Eco-Industrial Park Framework	✓		✓	✓	✓	✓	✓	✓	→	✓	✓	✓			✓

Type^{5, 6}

	Change of use	Subdivision	Development on a small lot (less than 1 hectare) subsequent to and consistent with a subdivision under this Delivery Plan	Development on a small lot (less than 1 hectare)	Development on a large lot (minimum 1 hectare)	Development on land identified as a Commercial Node	Rail and intermodal development	Solar energy farm	Works to or within the curtilage of a heritage item	Potentially hazardous development	Development that is a scheduled activity listed in Schedule 1 of the POEO Act	Development that may involve emissions (i.e. air, odour, noise)	Demolition, damage or removal of structures or buildings	Development in the Rural Activity Zone	Out of sequence development
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6.4 Environment

Aboriginal cultural heritage assessment		→		→	→	→		→	→	→	→	→		→	→
Arborist report		→		→	→	→		→	→	→	→	→		→	→
Biodiversity impact statement		→		→	→	→		→		→	→	→		→	→
Biodiversity assessment report		→		→	→	→		→		→	→	→		→	→
Groundwater management plan	→				→					→	→			→	→
Heritage impact statement	→	→		→	→	→		→	✓	→	→	→		→	→
Hydrogeological report		→			→					→	→			→	→
Species impact statement		→			→			→		→	→	→		→	→

6.5 Environmental hazards

Bushfire safety authority														→	
Bushfire hazard assessment		→		→	→	→	→	→	→	→	→	→		→	→
Certificate confirming development conforms to relevant bushfire specifications and requirements		→		→	→	→	→	→	→	→	→	→		→	→
Contamination/remediation action plan	→	→		→	→	→	→	→		→	→	→	→	→	→
Fire safety upgrade report	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Flood risk management report	→	→		→	→	→	→	→		→	→	→		→	→
Site based flood emergency response plan	→		→	→	→	→	→	→		→	→	→		→	→

Type^{5, 6}

	Change of use	Subdivision	Development on a small lot (less than 1 hectare) subsequent to and consistent with a subdivision under this Delivery Plan	Development on a small lot (less than 1 hectare)	Development on a large lot (minimum 1 hectare)	Development on land identified as a Commercial Node	Rail and intermodal development	Solar energy farm	Works to or within the curtilage of a heritage item	Potentially hazardous development	Development that is a scheduled activity listed in Schedule 1 of the POEO Act	Development that may involve emissions (i.e. air, odour, noise)	Demolition, damage or removal of structures or buildings	Development in the Rural Activity Zone	Out of sequence development
6.6 Environmental impact management															
Air quality impact assessment											→	✓			
Emergency disposal and biosecurity protocol											→			→	
Odour impact assessment											→	✓			
Odour impact statement											→	✓			
Noise impact statement											→	✓			
Noise impact assessment											→	✓			
Preliminary hazard analysis										✓					

4 This table is a guide only and should be read together with Section 6. The issuing authority will prepare a Development Specific Checklist for each development proposal which will set out the specific documentation requirements.

5 More than one development type may apply to the development proposal. Where more than one development type applies, all applicable documentation requirements may apply.

6 Should a development proposal not be listed, the relevant documentation requirements will be determined by the issuing authority at the pre-lodgement stage.

Environmental management plans

Where the issuing authority requires, a site-based environmental management plan may need to be prepared by a suitably qualified person in consultation with relevant government agencies to ensure appropriate environmental management practices are followed during a project's construction and operation. The site-based environmental management plan should identify environmental impacts, and management activities and controls related to managing and minimising environmental issues, including how the environmental management activities and controls will be monitored and reviewed.

Depending on the nature, scale and/or location of the development proposal, environmental issues may relate to:

- flora and fauna
- rehabilitation
- noise emissions
- energy efficiency and energy consumption
- water consumption
- stormwater management
- erosion and sedimentation
- flood emergency response plan
- traffic, parking and access
- waste management
- Aboriginal cultural heritage
- historic heritage
- site security
- accessibility and inclusion (universal design principles)
- bushfire management
- any other matters as may be required by the Master Plan or Delivery Plan.

Where necessary, a site-based environmental management plan may be required to be provided to the RGDC before an application for a Complying Development Certificate is submitted. Where a development requires a development application, the site-based environmental management plan will become a condition of consent.

The requirements for the site-based environmental management plan will vary depending on the nature and scale of the proposed development.

Special Activation Precincts are about making it easier and more attractive for businesses to set up in regional NSW, create more jobs, and grow our regional engine industries such as freight and logistics, renewable energy, advanced manufacturing, agribusiness, tourism, hospitality and defence.

Ram Ranges Head, Kosciuszko National Park
Courtesy of Don Fuchs and Destination NSW



1.8 Proposal referrals and concurrences

Proposed development may be referred to other government agencies, regulatory bodies, and Council as part of the Activation Precinct Certification process. The following referrals and concurrences may be required and should be consulted on early in the Activation Precinct Certification process, before making an application for an Activation Precinct Certificate.

Does the application include any aspects that need to be referred or consulted on?

If any of the following matters are relevant to the application, the application will require referral or consultation with the respective Authority.

Development	Consult with	Separate licence or approval may be required ^{7,8}	Written confirmation required	Authority
Specific development				
Hydrogen development, or other renewable energy development where required	✓	✓	✓	Safe Work NSW, Fire and Rescue NSW, the Department of Planning and Environment – Industry Assessments, and the EPA
Demolition	✓	✓		Safe Work NSW
Access				
Vehicular access	✓	✓		Roads Authority under section 138 of the <i>Roads Act 1993</i>
Transport infrastructure and utilities				
Development on land that interfaces with or adjoins an existing or future transport asset	✓	✓	✓	Roads Authority or Rail Authority
Development requiring rail access	✓	✓	✓	Rail infrastructure provider
Connections to utilities and services including: a. water b. wastewater c. electrical d. telecommunications and e. other utilities and services as required such as gas, hydrogen reticulation (including future hydrogen), recycled water etc	✓	✓		Relevant utility suppliers: • electricity supply – Essential Energy • water supply – Snowy Monaro Regional Council • waste water – Snowy Monaro Regional Council Note: May require an EPA referral
Development with trade waste	✓	✓		Council or the Department of Planning, Housing and Infrastructure
Development within 20 metres of a pipeline corridor	✓	✓	✓	Pipeline Operator
Development near electricity transmission and distribution networks	✓	✓	✓	Electricity Supply Authority
Signage within 250 metres of a classified road	✓	✓	✓	Roads Authority

Development	Consult with	Separate licence or approval may be required ^{7,8}	Written confirmation required	Authority
Heritage				
Development cannot avoid impacts to Aboriginal cultural heritage	✓	✓	✓	Heritage NSW
Works proposed to be carried out on or within the curtilage of an item listed on the State Heritage Register	✓	✓	✓	Heritage NSW
Carrying out works on a local heritage item	✓	✓	✓	Snowy Monaro Regional Council
Biodiversity, vegetation and riparian corridors				
Clearing native vegetation not approved under biodiversity certification	✓	✓	✓	Department of Planning and Environment under the <i>Biodiversity Conservation Act 2016</i>
Reduced setbacks to riparian corridors	✓	✓	✓	NSW Water
Groundwater				
Development within 750 metres of an existing registered bore for stock, domestic, irrigation and/or water supply use	✓	✓	✓	NSW Water
Bushfire protection				
Development of bushfire prone land for a special fire protection purpose	✓	✓		Bushfire safety authority will be required in accordance with section 100B of the <i>Rural Fires Act 1997</i>
Environmental impact management				
Potentially Hazardous and Offensive Development	✓	✓	✓	Department of Planning and Environment
Development that is a scheduled activity under the POEO Act	✓	✓		Environment Protection Authority
Intensive agriculture, waste disposal or resource management facilities and any other development that may impact on biosecurity	✓	✓	✓	Department of Primary Industries

Generally, it will be at the applicant's discretion when they choose to initiate the other approval and/or licence requirements.

Where possible, other approvals and licences may be able to be assessed in parallel with the RGDC's evaluation of the application for an Activation Precinct Certificate. However, there may be limitations on when an approval or licence may be able to be determined and issued. For instance, the EPA cannot issue a licence until development consent is obtained.

In some instances, an approval may also need to be obtained prior to the determination of an application for an Activation Precinct Certificate. For example, the Planning Secretary must provide approval to the RGDC for an Activation Precinct Certificate to be issued for potentially hazardous or offensive industry.

7 The relevant Authority will provide advice as part of consultation early in the Activation Precinct Certification process on whether an approval will be required.

8 Advice will be provided as part of consultation with relevant authorities on whether any other approvals and/or licences will need to be obtained.

2

Guiding principles



Smiggins Hole
Courtesy of Perisher



This section includes design principles which outline the overarching design outcomes for the precinct.

2.1 Guiding principles of the Snowy Mountains Special Activation Precinct Delivery Plan

2.1 Guiding principles of the Snowy Mountains Special Activation Precinct Delivery Plan

Precinct design principles will guide development outcomes to ensure the Snowy Mountains Special Activation Precinct is characterised by high-quality development outcomes that contribute to a strong economic, social and environmentally sustainable region. These guiding principles are detailed in this section.



1

Support Jindabyne as a **critical hub of Australia's Snowy Mountains alpine capital** to enable a high-quality, year-round destination that generates new jobs and economic development opportunities.

3

Boost available housing stock and enable affordable, low-cost and social housing choices that cater for a variety of household types suitable for residents, seasonal workers and visitors.

2

Enable the success of a **sustainable and resilient tourism precinct** that hosts an exciting mix of tourism attractions and activities.

4

Ensure development protects environmental values, including biodiversity, Aboriginal and historic heritage and landscape character, and implements best-practice sustainability measures to ensure Jindabyne can manage risks associated with climate change.



5

Respect Monero Ngarigo people's rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural values and knowledge in project delivery, and foster relationships with these communities for employment and economic development opportunities.

6

Foster a mix of compatible developments and uses that work together to create viable places that respond to market and local needs.

7

Integrate critical transport infrastructure, road infrastructure improvements and sustainable mass-transit to enable equitable and efficient access arrangements within Jindabyne and to the Kosciuszko National Park.

8

Promote design that is inclusive, healthy and safe for everyone.

9

Provide a high-quality public realm, with a pedestrian-focused, green road network within Jindabyne that:


- a. prioritises **safe connections** and reflects the local landscape to connect businesses, residents and visitors
- b. creates a **legible street, walking and cycling network** with highly connected recognisable routes, intersections, and landmarks to help people find their way around safely, including a recreational walking and cycling path around Lake Jindabyne
- c. facilitates equal access for all users.

3

General provisions



Aerial of Lake Jindabyne and town



This chapter provides a range of general provisions for design, planning and environmental sustainability.

- 3.1 Land use and character
- 3.2 Siting, built form and height
- 3.3 Outdoor dining and trade
- 3.4 Connectivity, street network and active transport
- 3.5 Parking and access
- 3.6 Historic heritage
- 3.7 Aboriginal cultural heritage and connecting to Country
- 3.8 Landscape and open space
- 3.9 Fencing
- 3.10 Lighting
- 3.11 Signage and wayfinding
- 3.12 Biodiversity and ecology
- 3.13 Flood, stormwater and water quality
- 3.14 Earthworks
- 3.15 Erosion and sediment control
- 3.16 Bushfire
- 3.17 Utilities and services
- 3.18 Sustainability
- 3.19 Event management

The general provisions apply to the Catalyst Precinct, namely:

1. Jindabyne Town Centre and Foreshore sub-precinct
 - Jindabyne Town Centre
 - Jindabyne School Site
 - Jindabyne Foreshore
2. Sports and Education sub-precinct
3. Mountain Bike and Adventure Park sub-precinct
4. Western Lake Jindabyne sub-precinct.



Chapter 2
Guiding principles of the delivery plan



Aligned with the Snowy Mountains Special Activation Precinct master plan



Chapter 3
General provisions



- Land use and character
- Siting built form and height
- Connectivity, street network and active transport
- Parking and access
- Historic heritage
- Aboriginal cultural heritage and connecting to Country
- Landscape and open space
- Fencing
- Lighting
- Signage and wayfinding
- Biodiversity and ecology
- Flood, stormwater and water quality
- Earthworks
- Erosion and sediment control
- Bushfire
- Utilities and services
- Sustainability



Chapter 4 - 7
Sub-precinct specific provisions



Performance criteria
What we want to achieve



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

3.1 Land use and character

Each sub-precinct includes a range of development types and land uses, including urban renewal and greenfield opportunities along with housing, tourism and sports and education uses.

The Precincts-Regional SEPP provides the land use table and objectives for each zone within the Precinct including:

- SP1 Special Activities
- SP3 Tourist
- SP4 Enterprise Zone
- RE1 Public Recreation Zone.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Land use and character

PC1 Land uses that encourage and support year-round visitation to Jindabyne and the Snowy Mountains.

A1.1 Land uses that:

- reflect the desired future character and land uses described for individual sub-precincts
- promote year-round sustainable tourism growth
- demonstrate efficient use of land and minimise environmental impact
- respect the natural and cultural values of the area
- provide appropriate interfaces between established land uses and new development
- meet the needs of all users, regardless of age or ability.

B1.1 Ancillary land uses that support the desired future character of the Precinct without compromising the ability to deliver any preferred land use.

U1.1 Land uses that do not align with the desired future character of each sub-precinct.

3.2 Siting, built form and height



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Siting, built form and height

<p>PC2 Built form responds sensitively to the natural state of the site.</p>	<p>A2.1 Avoid excessive cut and fill by stepping built form with the natural topography of the land.</p> <p>A2.2 Structures are designed and sited to minimise excavation and fill for foundations and associated hardstand areas.</p> <p>A2.3 Limit removal of trees and impacts on natural elements by appropriately siting built form and associated amenity.</p>	<p>Not applicable.</p>	<p>U2.1 Development that is not responsive to the topography of the site, including unnecessary cut and/or fill, or vegetation removal.</p>
<p>PC3 Appropriate access and amenity for all visitors, regardless of ability.</p>	<p>A3.1 Design all building elements to provide equitable access for all users.</p>	<p>Not applicable.</p>	<p>U3.1 Development resulting in unnecessary barriers to access and inclusion.</p>
<p>PC4 Built form responds sensitively to the natural state of the site.</p>	<p>A4.1 Buildings are oriented to maximise solar access and designed to allow sunlight in as much as possible in winter.</p> <p>A4.2 Buildings are designed to maximise north and south exposure.</p> <p>A4.3 Glazing is provided to northern sides to benefit from winter solar access, particularly for offices and other parts of buildings where people work and inhabit.</p> <p>A4.4 Landscaping provides valuable shade throughout summer and allows for the use of the winter sun.</p>	<p>B4.1 Building design considers natural climate-control design elements to improve building energy efficiencies, natural ventilation and to maximise natural daylight.</p> <p>B4.2 Buildings are designed to minimise east and west-facing orientation or provide adequate shading.</p>	<p>U4.1 Indirect evaporative cooling and/or economy cycle ventilation where natural ventilation is possible is prohibited due to process/manufacturing requirements.</p>



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC5 Incorporate natural ventilation as the primary measure for cooling buildings and reducing thermal loads.

- A5.2** Buildings are designed to consider shading of windows and open areas in summer months to maintain comfort levels for visitors, including:
- a. minimising penetration of sunlight into any part of a building between 10am and 3pm between 21st November and 21st March
 - b. provide shade and rain/snow protection in areas where people will congregate outdoors.
- A5.3** Buildings are designed and orientated to maximise natural cross-flow ventilation by incorporating:
- a. windows or doors to allow for cross ventilation
 - b. roof ventilation measures to allow for heat to rise and disperse
 - c. indirect evaporative cooling and/or economy cycle ventilation where natural ventilation is prohibited due to process/ manufacturing requirements.
- A5.4** Built form explores opportunities to mitigate and manage projected future impacts of climate change.

Not applicable.

Not applicable.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC6 Buildings are thermally insulated.

A6.1 Incorporate external cladding and insulation to concrete pre-cast or tilt-up panels to minimise heat gain, isolate thermal mass internally and minimise heat radiation to the interior.
Insulation is to achieve minimum R values as follows:

- 3.5 or more for ceilings
- 2.5 or more for walls
- 2.0 or more for raised or lightweight-type floors
- 1.0 or more for insulation around the vertical edge of the perimeter of concrete slab-on-ground with an in-slab or in-screed heating or cooling system.

Note: An R-value is the measurement of insulations ability to resist heat flow.

A6.1 Incorporate external cladding and insulation to concrete pre-cast or tilt-up panels to minimise heat gain, isolate thermal mass internally and minimise heat radiation to the interior.
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- 3.5 or more for ceilings
- 2.5 or more for walls
- 2.0 or more for raised or lightweight-type floors
- 1.0 or more for insulation around the vertical edge of the perimeter of concrete slab-on-ground with an in-slab or in-screed heating or cooling system.

Note: An R-value is the measurement of insulations ability to resist heat flow.

U6.1 Buildings that are not thermally insulated.



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

PC7 Materials and colours are to be sympathetic and complementary to place.

- A7.1** Use building materials and colours that reflect the natural environment and complement surrounding areas.
- A7.2** Colour palettes involve a range of subtle and natural colour tones that help buildings blending into the landscape, with:
 - a. highlight colours used in strategic locations
 - b. a 70/20/10 application to buildings including:
 - 70 per cent of the building is in tonal and recessive colours to help large buildings blend into the broader landscape. This would apply to most areas of large industrial buildings, stores, etc. Appropriate colours include Woodland Grey, Bushland, Jasper, Pale Eucalypt and Wilderness.
 - 20 per cent of the building is in a colour used to highlight and express architectural features, building entrances or principal office areas etc. Allowable colours include lighter or darker tonal colours to the colours stated above.
 - 10 per cent of the building is in bolder colours, including corporate colours.
- A7.3** The visual appearance of all ancillary infrastructure (including paint colours) blends in as far as possible with the surrounding landscape.

Not applicable.

U7.1 Materials and colours that clash with the surrounding landscape and visually dominate.

3.3 Outdoor dining and trade



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Location and layout

PC8 Built form should be designed and oriented to optimise natural forms of thermal comfort and daylight.

A8.1 Maintain the primary function of footpaths as public pedestrian corridors and domains, while encouraging opportunities for outdoor dining and other footpath trading activities.

A8.2 Allow for the use of airspace over public roads and public land for dining only where appropriate.

A8.3 Ensure access for people with disabilities is provided within dining areas and associated facilities.

A8.4 Maintain public safety, including unobstructed access to footpaths and adjacent buildings.

A8.5 Provide high-quality furniture and fittings that enhance the streetscape.

A8.6 Have regard to the heritage significance of an item or area, where applicable.

Not applicable.

U8.1 Footpath trading activities not in conjunction with an approved or proposed associated indoor business.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC9 Ensure footpath trading is appropriately located.

- A9.1** Provide a clear zone on the footpath with a minimum width of three metres for locations adjacent to classified roads, busy footpaths, footpaths in excess of four metres wide.
- A9.2** Provide a minimum kerb setback of 0.6 metres. Note the following kerb setbacks apply regardless of footpath width:
 - a. 0.9 metres adjacent to loading zones
 - b. one metre adjacent to “No Standing” zones
 - c. 1.2 metres adjacent to angle parking
 - d. not appropriate adjacent to a disabled parking space or bus stop.
- A9.3** For trading areas longer than 10 metres, provide a 1.5 metre break in the centre of the trading area (excluding doorways and other essential openings).
- A9.4** Provide a minimum break of one metre from public utilities including fire hydrants, rubbish bins, seats, telephones, bicycle stands and bus shelters.
- A9.5** Provide a minimum break of 0.5 metres from all other street furniture, including bollards, tree pits, street lights and traffic and electricity poles.
- A9.6** Provide a minimum depth of 1.1 metres within the footpath trading area for the comfort of patrons.
- A9.7** Comply with a footpath gradient (crossfall) range of 1:100 to 1:40 (maximum).
- A9.8** Align the footpath trading area with adjacent footpath trading activities, existing public utilities, landscaped areas and open spaces to provide consistent pedestrian access subject to the minimum setbacks above.
- A9.9** Provide clear sightlines from inside the premises to the outdoor trading area.

- B9.1** Locating footpath trading adjacent to the building line must demonstrate consistency with existing footpath trading activities, exceptional circumstances and/or a public benefit.
- B9.2** Where A9.2 cannot be achieved, applicants must demonstrate the following:
 - a. existing levels of public access and safety will be maintained for the footpath and the adjacent road
 - b. there will be no unreasonable impacts on amenity or streetscape.
- B9.3** If A9.7 cannot be achieved, the applicant must demonstrate that suitable access can be provided if a proposal is located on grades outside this range.

U9.1 Trading cannot extend to the area in front of neighbouring properties.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Use of public place for sale and display of merchandise

PC10 Ensure any sale and display of merchandise is suitably located.

A10.1 Each commercial premises (business, office or retail) is permitted to place only two items (excluding café tables and chairs) on the public area outside the business. This includes items such as a sandwich board sign, trading table, display stand and/or display rack.

A10.2 The display of goods and articles is limited to fresh flowers, fruit and vegetables, clothing and accessories, sporting equipment and tourist promotional material.

A10.2 Articles displayed relate specifically and only to the primary approved business conducted at the directly adjoining premises.

A10.3 All articles or display stands are secure and finished so as not to cause injury to pedestrians and must be removed from the public place when the premises are closed.

B10.1 Articles other than those listed in A10.2 may be considered where adequately justified.

U10.1 The use of public address systems or cash registers.

U10.2 Display items greater than 750mm wide, 1500mm long and 1500mm high.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

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What we do not want to see

Use of public place for footpath dining

PC11 Ensure outdoor dining is appropriately located in conjunction with associated food premises.

- A11.1** Tables, chairs, umbrellas, pot plants and other necessary outdoor dining furniture may be placed only on that part of the footpath directly adjacent to the commercial premises. Any additional items shall not extend beyond the property side boundaries.
- A11.2** All tables, chairs and other outdoor furniture shall be removed from the public place when the premises are closed.
- A11.3** All tables, chairs and other outdoor furniture shall be of an approved structural and aesthetic quality (meets Australian Standards) and details are to be included in an application.
- A11.4** The use of the public footpath does not prevent statutory authorities' right of access to utilities and the like for repairs or to maintain infrastructure and equipment.

- B11.1** The consumption of alcohol may be considered on the following merits:
- a. alcohol is served with a meal
 - b. the type and nature of the food business
 - c. history of the existing premises in relation to compliance with liquor licensing requirements
 - d. impact of serving alcohol in a public place directly outside the subject food premises
 - e. considerations and consultation with the Liquor Administration Board and the Local Area Commander of the NSW Police Service.

- U11.1** Tables, chairs, umbrellas, pot plants and ancillary outdoor furniture fixed to the pavement.
- U11.2** The canopy of umbrellas or other furniture projecting beyond the designated licence area and with a clearance above the footpath of less than two metres.
- U11.3** Outdoor furniture, tables and chairs not removed at the end of business trade, or at the expiry of the approval period.
- U11.4** Use of community furniture within the licence area.
- U11.5** Food and drink preparation equipment located in public areas.
- U11.6** Entertainment or amplified music in public areas.

Furniture and fittings

PC12 Demonstrate that outdoor furniture is appropriately sited and safe for use in public space.

- A12.1** All furniture and fittings must demonstrate the following:
- a. dimensions fit into the footpath trading area, including consideration for the comfort of patrons
 - b. they are safe, sturdy, (but not bulky), waterproof and weather resistant, can be easily removed at the close of business each day, will not damage the footpath or other public infrastructure or pose a trip/fall hazard or inconvenience to the public

Not applicable.

- U11.1** Umbrellas overhanging the roadway.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC12 Continued

- c. they are weighted down or otherwise secured to prevent accidental dislodgement (e.g. umbrellas, A-frames)
- d. they visually complement and are physically aligned with other street furniture (including adjacent footpath trading areas) and adjacent public utilities
- e. a footpath trading activity is defined by landscape planter boxes and flowerpots, bollards or screens (all to a maximum 1.2 metres high and maximum 1.8 metres long) provided they are located within the boundaries of the footpath trading area and are removable at the close of business or otherwise designed as an integral part of a public open space area. Fittings are supplied and maintained at the expense of the applicant
- f. they do not define the footpath trading area by full-height solid or plastic screens or other types of enclosure.

A12.2 Umbrellas are to have a safe and secure anchor point (permanently fixed and which does not pose a trip hazard when in storage). Umbrellas must be fire retardant when located near a heating device, and are to be market style, not beach style.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

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Unacceptable solutions
What we do not want to see

Amenity

PC13 Outdoor dining and sale of goods in public does not negatively impact on the amenity of the street.

- A13.1** Provide lighting and/or heating adequate for safety and amenity for all patrons.
- A13.2** Development must demonstrate suitable measures to control noise, litter and cleanliness of the outdoor trading area.

Not applicable.

- U13.1** Footpath dining and trading that has unreasonable impacts on the amenity of adjacent residences.
- U13.2** Light and/or heating which causes a nuisance.

Goods displays

PC14 Goods displays are located appropriately.

- A14.1** Goods display structures (racks, shelves or similar) must be portable and must be removed out of trading hours.
- A14.2** Goods displays may be provided on footpaths with a minimum footpath width of three metres.
- A14.3** Goods displays are to be used for the orderly display of goods that are sold in the contiguous business premises.

B14.1 Goods displays may abut the shopfront only, and only where other footpath trading activities exist adjacent to adjoining shopfronts and a clear pathway is provided.

- U14.1** Advertising or signage affixed to goods displays.
- U14.2** More than one goods display per commercial tenancy or multiple-occupancy commercial tenancy.
- U14.3** Display that is more than one metre in width from the premises, and with a length of more than 50 per cent of the total length of the shopfront.
- U14.4** Goods displays that restrict access to public utilities or pose a hazard or inconvenience to pedestrian movements.
- U14.5** Display of food.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

A-frame advertising structures

PC15 Signage is high-quality and suitably located.

- A15.1** A-frame signage is permitted where there is a minimum footpath width of two metres and a clearance zone of two metres can be maintained.
- A15.2** Signage is to be located adjacent to the kerb line with a minimum setback of 0.6 metres. Signage is to have a minimum setback of two metres from a building corner at intersections or at arcade entrances.
- A15.3** One sign per commercial business or multiple-occupancy commercial tenancy.
- A15.4** Signage is to be safely anchored, secured and positioned so as not to pose a hazard or inconvenience to pedestrians, especially those with a disability, or to traffic safety.
- A15.5** Signage to be constructed of durable, fade-proof materials of a high aesthetic and professional quality and have a design theme compatible with adjacent elements within the footpath.
- A15.6** Signage content must relate directly to an activity carried out on or associated with the related business premises and must not substantially duplicate advertising or signage elsewhere within the footpath trading area.

Not applicable.

- U15.1** Signage with a height greater than 1200mm and width greater than 600mm.
- U15.2** Signs that are affixed or restrict access to public utilities.

3.4 Connectivity, street network and active transport



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Location and layout

PC16 A safe, legible and efficient vehicular network for visitors and servicing needs.

A16.1 Road reserves, road carriageway, road verges and shared paths are sized and designed appropriately for their intended use.

A16.2 Ensure the safe and efficient movement of vehicles entering and exiting the development without adversely affecting the existing and future service and safety levels of the road.

A16.3 Roads, shared paths and pedestrian accessways are to be designed to follow the contours of the existing landform.

A16.4 New roads/upgrades to a road or intersection to cater for the anticipated traffic flow or specific vehicle types servicing the development must demonstrate:

- a. road and lane widths that allow for two-way movement and turning movements of the largest design vehicle
- b. adequate turning paths for the largest vehicle at intersections and for property access
- c. road widths that are set to minimise kerbside restrictions and regulatory signage
- d. sufficient width is provided for drainage functions
- e. there is either sufficient space for shared infrastructure, or provision of infrastructure within the road reserve is not required due to its location elsewhere or within an easement on adjacent private property

Not applicable.

U16.1 Development should not occur before servicing road network and intersection capacities are delivered to a standard that can accommodate the anticipated additional traffic volumes of the development.

U16.2 Roads that are not suitable to service likely traffic volumes or vehicle types generated by the development.

U16.3 Roads that are designed and/or constructed in a manner that is not suitable for asset transfer to the relevant public authority.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC16 Continued

- f. lifecycle costs for construction and maintenance are minimised
- g. adequate on-street parking is provided, where required
- h. a shared-use path is provided, where appropriate
- i. street tree planting is provided, where appropriate
- j. lighting is provided in accordance with the relevant Australian Standards.

Note: A traffic impact assessment prepared by a suitably qualified person is required and considers the suitability of the proposal in terms of the design and location of the road, and the likely nature, volume or frequency of traffic generated by the development.

PC17 Promote active transport by providing safe, legible and efficient active transport infrastructure.

- A17.1** Provide a connected network of active transport pathways that are a minimum of three metres wide.
- A17.2** Integrate green connections, active transport routes and shared paths to reduce heat island effect, improve human comfort and general walkability.
- A17.3** Provide infrastructure that supports universal access.
- A17.4** All cycle routes and facilities are built to relevant standards and Council policies regarding bicycle access.
- A17.5** End-of-journey facilities are provided on site for staff, including:
 - a. secure, highly visible and conveniently located bike racks
 - b. shower facilities
 - c. lockers.

Not applicable.

Not applicable.

3.5 Parking and access

The spread of development and limited public transport options within Jindabyne and the Snowy Mountains more broadly means that the major mode of transport is by car. New development must ensure that adequate car, bus and bicycle parking is provided and that the design of parking spaces meets the needs of visitors.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Location and layout

PC18 Adequate car parking is provided on site.

A18.1 Car parking (including disabled car parking), access and manoeuvring areas, and internal roadways are designed in accordance with relevant standards and guidelines.

A18.2 The design of parking areas considers vehicles with externally mounted bicycles, roof racks and the like, that are common in Jindabyne.

In areas/development with a likely high use of mountain bikes, car parking spaces consider a minimum width of 2.7 metres and depth of 7.4 metres, or alternatively a two-metre shared zone may be added to the aisle width or accommodated within a wide island between parking rows.

Not applicable.

U18.1 Development that does not consider the parking needs generated by development and potential impacts on existing parking arrangements surrounding the site.

PC19 Car parking is safe and conveniently integrated with the development.

A19.1 Visitor car parking is located next to the main building entry.

A19.2 Parking is designed to ensure pick-up and drop-off areas are safe and convenient.

A19.3 Coach drop-off and pick-up areas are connected to associated buildings via safe pedestrian access.

A19.4 Design of the car park ensures that passive surveillance is possible and, where appropriate, incorporates active measures such as cameras and security patrols.

A19.5 Movement of pedestrians throughout the car park is clearly delineated and visible for all users of the car park to minimise conflict with vehicles.

Not applicable.

U19.1 Car parking facilities that are disassociated from the intended land use and fail to provide safe and logical pedestrian access to users.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC20 Car parking is appropriately landscaped to improve visual amenity.

A20.1 Ensure visual and amenity impacts on the public domain caused by car parking, loading and servicing activities and on the scenic qualities of the surrounding area are minimised.

A20.2 Landscaping of car parking areas should maximise permeable surfaces, improve the appearance of the car park, provide shade and shelter from weather and prevent opportunities for concealment.
Water-sensitive urban design (WSUD) principles are to be integrated into the development of car parks.

A20.3 The design of car parks is to include:

- a. one semi-mature tree at a minimum between every five car spaces or one tree every three spaces evenly through the parking areas
- b. landscaping adjacent to the edge of all car parks and pathways
- c. plant species in accordance with the planting palette in Appendix G
- d. existing vegetation of ecological value
- e. recycled water or on-site stormwater for irrigation.

B20.1 Large expanses of car parking can be considered where it can be demonstrated that the visual impact is reduced through:

- a. landscaping beds at least five metres wide to the edges of the site that screen large portions of the car park from view from roads and public spaces
- b. regular landscaped areas and tree plantings are included within the design to break up the expanse of paved areas, provide shade and reduce the heat island effect of the space.

U20.1 Large, uninterrupted areas of car parking visible from streets without any landscaping.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC21 Development provides adequate space for parking and manoeuvring of service vehicles.

- A21.1** On-site loading facilities are provided to accommodate the anticipated service vehicle demand for the site.
 - A21.2** Loading dock circulation areas for service vehicles are:
 - a. integrated into the design of developments
 - b. separated from staff/visitor car parking areas and waste storage and collection areas located away from the circulation path of other vehicles
 - c. located at the rear or sides of the buildings behind the front building line
 - d. screened from the street.
 - A21.3** Adequate space is provided on site for reversing of service vehicles in designated loading bays and loading docks.
- Note: The RGDC may require a traffic and parking study to be prepared by a suitably qualified person to demonstrate the design and space for parking and manoeuvring of service vehicles is adequate.

Not applicable.

U21.1 Loading, unloading or servicing within public areas.

PC22 Avoid significant earthworks in the location and design of at-grade car parking.

A22.1 Design car parking to be located on flatter areas of the site and/or tier car parking to limit the impact on the natural landform.

B22.1 Multi-storey parking facilities may be considered in sub-precincts where this type of development will not have an adverse impact on views or street front urban character.

U22.1 Car parking areas or multi-storey facilities that create adverse visual impacts.

PC23 Parking areas should provide infrastructure that supports electric vehicles.

- A23.1** Incorporate electric vehicle charging infrastructure for cars, buses and bicycles.
- A23.2** All new parking spaces (residential and non-residential development) have electric circuitry (cabling, distribution board and power supply) for 'Level 2' electric vehicle charging points.

Not applicable.

U23.1 Development that does not provide adequate EV-ready parking.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC23 Continued

- A23.3** All new residential and non-residential development (other than for dwelling houses, semi-detached dwellings or dual occupancies) must provide one car parking space per 10 parking spaces or about 10 per cent of all car parking spaces – whichever is greater – to have a ‘Level 2’ electric vehicle charging point installed.
- A23.4** In addition, it is recommended that parking for new development is 100 per cent ‘EV ready’ spaces – EV charge points can be installed.

Note: For this definition, ‘Level 2’ charging consists of a single or three-phase power point with a power range of 7kW-22kW, as defined by the NSW Electric and Hybrid Vehicle Plan, Future Transport 2056.

PC24 Adequate bicycle parking is provided on site that is safe and conveniently integrated within the site.

- A24.1** Provide bike parking/storage within development for residents, staff and visitors in accordance with Table 1 and Table 2.
- A24.2** Bicycle parking facilities are to be designed in accordance with relevant standards and guidelines.
- A24.3** Bicycle parking is provided to promote and cater for mountain biking activity during the summer season.
- A24.4** Bicycle parking is located conveniently and to minimise conflict with vehicles and high pedestrian areas.

Not applicable.

Not applicable.

Table 1 Jindabyne bicycle parking security levels

Security level	Style	Suitability
A	Bicycle locker	Long-term parking that includes overnight storage.
B	Bicycle cage	Day parking for staff, students and public transport users. Some overnight parking in residential buildings.
C	Bicycle rack	Short-term parking such as visitor or customer parking.

Table 2 Jindabyne bicycle parking rates

Development type/land use	Minimum bicycle parking requirements	Minimum motorbike parking requirements
Residential		
Dwelling house	-	-
All other forms of residential accommodation (classified by Snowy River Council as attached dwellings, attached dual occupancy, detached dual occupancy, multi-dwelling housing, residential flat buildings, shop-top housing and semi-detached dwellings)	<ul style="list-style-type: none"> Bike parking of one space per dwelling is required unless separate storage is provided (Council determines the required security level) One space per 10 dwellings (Security Level C) for visitors 	One space per 20 car spaces
Group homes (transitional and permanent)	<ul style="list-style-type: none"> One space per 10 bedrooms (Security Level B) for staff/residents One space per 20 bedrooms (Security Level C) for visitors 	One space per 20 car spaces
Casual Accommodation		
Bed-and-Breakfast accommodation	-	-
Hotel or Motels accommodation (including pubs where accommodation is provided), Backpackers' accommodation	<ul style="list-style-type: none"> One space per 20 units (Security Level B) 	One space per 20 car spaces
Serviced apartments	<ul style="list-style-type: none"> One space per five apartments (Security Level B) One space per 20 apartments (Security Level C) for visitors 	One space per 20 car spaces
Caravan parks	-	One space per 20 car spaces

Development type/land use	Minimum bicycle parking requirements	Minimum motorbike parking requirements
Commercial – Office/Retail		
Commercial premises including offices	<ul style="list-style-type: none"> • One space per 200 square metres GFA (Security Level B) 	One space per 20 car spaces
Shops (retail)	<ul style="list-style-type: none"> • One space per 20 staff (Security Level B) 	One space per 20 car spaces
Service stations and convenience stores	<ul style="list-style-type: none"> • One space per 20 staff (Security Level B) • One space per 10 staff (Security Level C) for visitors 	One space per 20 car spaces
Vehicle sales or hire premises	<ul style="list-style-type: none"> • One space per 20 staff 	One space per 20 car spaces
Bulky goods/retail outlets	<ul style="list-style-type: none"> • One space per 200 square metres GFA (Security Level B) 	One space per 20 car spaces
Drive-in/Take-away food and drink premises	<ul style="list-style-type: none"> • One space per 100 square metres GFA (Security Level B) for staff • One space per 50 square metres GFA (Security Level C) for visitors 	One space per 20 car spaces
Restaurants or Cafes	<ul style="list-style-type: none"> • One space per 100 square metres GFA (Security Level B) 	One parking space per employee
Pubs	<ul style="list-style-type: none"> • One space per 20 accommodation rooms plus one space per 25square metres bar area plus one space per 100 square metres lounge, beer garden (Security Level B) for staff • One space per 25 square metres bar area plus one space per 100 square metres lounge, beer garden (Security Level C) for visitors 	One space per 20 car spaces
Neighbourhood shops	<ul style="list-style-type: none"> • One space per 200 square metres GFA (50 per cent Security Level B, 50 per cent Security Level C) 	One space per 20 car spaces
Entertainment facilities	<ul style="list-style-type: none"> • One space per 20 staff (Security Level B) • One space per 20 visitors (Security Level C) 	One space per 20 car spaces
Educational establishments		
School	<ul style="list-style-type: none"> • One space per 10 staff (Security Level B) • One space per 10 students (Security Level C) 	One space per 20 car spaces
Tertiary education	<ul style="list-style-type: none"> • One space per 20 staff (Security Level B) • One space per 20 students (Security Level C) 	One space per 20 car spaces



Thredbo Village
Courtesy of Destination NSW

3.6 Historic heritage



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

Historic heritage

PC25 Protect the heritage significance of historic buildings, including associated fabric, settings and views, by avoiding impacts and allowing for ongoing use.

A25.1 Development avoids impacts on historic heritage and is undertaken in accordance with the Precinct's Historic Heritage Management Plan.

Note: The RGDC can provide access to the Precinct's Historic Heritage Management Plan.

A25.2 Approval is given under section 58 for a matter or thing referred to in section 57 of the *Heritage Act 1977* for carrying out works on or within the curtilage of an item listed on the State Heritage Register.

Note: An exemption may apply depending on the nature of the proposed works.

Heritage NSW must be consulted for any works proposed to be carried out on or within the curtilage of an item listed on the State Heritage Register as part of the Activation Precinct Certificate process.

The process for seeking approval under section 58 of the *Heritage Act 1977* should begin at the earliest possible time and should run in parallel with the Activation Precinct Certificate process where possible.

B25.1 Development is supported by a development-specific Heritage Management Plan that does not compromise the implementation of the overarching Precinct Historic Heritage Management Plan.

U25.1 Heritage items are damaged or destroyed.

3.7 Aboriginal cultural heritage and connecting to Country



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

Aboriginal cultural heritage and connecting to Country

PC26 Management of Aboriginal cultural heritage to be based on the principles of protection, maintenance and enhancement, to preserve the significance of Monero Ngarigo landscapes, sites and objects. PC25 Protect the heritage significance of historic buildings, including associated fabric, settings and views, by avoiding impacts and allowing for ongoing use.

A26.1 Development is undertaken in accordance with Table 3 and the Precinct's Aboriginal Cultural Heritage Management Plan.

Note: The RGDC can provide access to the Precinct's Aboriginal Cultural Heritage Management Plan.

A26.2 Implement Aboriginal Land Management Practices within the development site, specifically around Keep Sites open areas, and areas that have high Aboriginal cultural heritage or cultural significance. Aboriginal Land Management Practices may include, but are not limited to, cultural burning, water monitoring and management.

A26.3 Development is to designate Keep Sites, where appropriate, as areas to be kept aside and protected from/earmarked for Aboriginal economic and/or cultural development. Keep Sites may be decided in partnership with local Aboriginal Land Councils, Elders, Knowledge Holders and the community. Keep Sites are in collaboration with the relevant Aboriginal Land Councils, Aboriginal Elders and knowledge holders.

B26.1 Where development cannot avoid impacts on Aboriginal cultural heritage, development undertakes an Aboriginal Cultural Heritage Report (ACHAR).

Note: Part 6 of the *National Parks and Wildlife Act 1974* (NPW Act) provides specific protection for Aboriginal objects and declared Aboriginal places by establishing offences of harm. Harm is defined to mean destroying, defacing or damaging an Aboriginal object or declared Aboriginal place, or moving an object from the land. Anyone proposing to carry out an activity that may harm an Aboriginal object or a declared Aboriginal place must investigate, assess and report on the harm that may be caused by the activity proposed. The Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW provides guidance on the process to follow when investigating and assessing whether Aboriginal cultural heritage values and objects are present and the harm a proposed activity may cause to them. It also includes the requirements for an ACHAR. Where necessary an Aboriginal Heritage Impact Permit (AHIP) will be required after development consent is granted. The application for an AHIP may be commenced before development consent is granted.

U26.1 Aboriginal culturally significant places and sites are harmed, except where an AHIP has been issued.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC27 Promote awareness of Aboriginal history, understanding and appreciation among individuals and communities.

- A27.1** The design and layout of development, streets, lots and infrastructure retains (in place) and integrates scarred trees, identified artefact sites and other indigenous cultural heritage places of importance within areas of environmental significance and green space that is publicly accessible as appropriate.
- A27.2** Development promotes the history and landscape values of the site by considering story-telling and memory through site layout, building design and/or interpretative signage.

Note: The Aboriginal Cultural Heritage Management Plan provides further guidance on how development may promote the history and landscape values of the Precinct.

Not applicable.

U27.1 Development that does not acknowledge Aboriginal cultural heritage significance.

PC28 Protect and incorporate Monero Ngarigo heritage.

- A28.1** Demonstrate consideration of the principles outlined in the Government Architect NSW's Connecting with Country framework.
- A28.2** Development incorporates Aboriginal perspectives and cultural considerations. Where appropriate, development is to include engagement and collaboration with the Aboriginal community to:
 - a. ensure their accurate representation and alignment with their cultural narratives
 - b. ensure that their perspectives, values and aspirations are considered and integrated into the project's design and implementation
 - c. identify, protect and appropriately manage significant sites, respecting their cultural protocols and facilitating community involvement and connection with their heritage
 - d. integrate cultural land management practices.

Not applicable.

U28.1 Development that is not considerate of ongoing Aboriginal cultural heritage.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC28 Continued

- A28.3** Development is to ensure that the Aboriginal community has access to sites and places of cultural significance, facilitating their engagement, participation and connection with their heritage.
- Development integrates Aboriginal cultural items such as artistic design, public art and place naming that reflect and celebrate Monero Ngarigo design, culture, and heritage.
- Wayfinding signage and/or interpretive panels incorporate Aboriginal cultural items.
- A28.4** Interpretation initiatives are to include consultation with Aboriginal community members and, if reasonably available, employ Aboriginal community members to design signage motifs and other elements for use around the Precinct.

Table 3 Process for dealing with Aboriginal Cultural Heritage

Development type	Process
Development within surveyed areas	<ul style="list-style-type: none"> • Development proposed on any landform identified as ‘unsurveyed’ must undertake an Aboriginal cultural heritage assessment that follows relevant guidelines. At a minimum, this is to include the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (Due Diligence Code of Practice). • If the unsurveyed landforms include undisturbed lands, the assessment is to follow the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (Code of Practice). • Assessments are to include the involvement of the Aboriginal community.
Development in areas with known Aboriginal sites and landforms	<ul style="list-style-type: none"> • Development proposed on land in which an Aboriginal object/site is located must undertake a heritage impact assessment following the Code of Practice that assesses the extent to which a proposed development will harm Aboriginal objects. • If impact to an Aboriginal object is unavoidable, an AHIP will be needed. • Prior to lodgement of an AHIP, an ACHAR is to be prepared, including further consultation with the Aboriginal community following the Aboriginal cultural heritage consultation requirements for proponents. • The AHIP and ACHAR are to be prepared by a suitably qualified Aboriginal cultural heritage specialist.
Development in areas defined as disturbed land	<ul style="list-style-type: none"> • An application for an Activation Precinct Certificate must demonstrate that a due diligence assessment has been undertaken for the ‘disturbed land’ (as defined by section 58 of the National Parks and Wildlife Regulation 2019) to determine if the need to undertake test excavation has been completely removed by previous development. • Development on ‘disturbed land’ is to follow an unexpected finds protocol to manage the unlikely event that Aboriginal objects are noted during work. This will include a ‘stop work’ protocol and the requirement to assess the significance of the find with the Aboriginal community.
Development in areas defined as low Aboriginal cultural heritage potential	<ul style="list-style-type: none"> • Development within areas defined as ‘low’ Aboriginal cultural heritage potential are to be assessed when the impacts are known by following the appropriate assessment guidelines, currently the Due Diligence Code of Practice. This assessment may involve a visual inspection of the impact area by a suitably qualified Aboriginal cultural heritage expert if determined as needed in the Due Diligence Code of Practice. • Test excavation is to be carried out if deemed necessary following the visual inspection. • The developer is to engage a suitably qualified person to undertake consultation with the Aboriginal community if harm to Aboriginal objects is likely and follow applicable protocols to obtain an AHIP if needed.
Development in areas defined as high or moderate Aboriginal cultural heritage potential	<ul style="list-style-type: none"> • Applications for an Activation Precinct Certificate in areas with ‘moderate’ or ‘high’ Aboriginal cultural heritage potential are to include an impact assessment undertaken following the Code of Practice. The assessment must include a survey of the development area, including participation from the Aboriginal community and possibly test excavation, if warranted by the results of the survey.

3.8 Landscape and open space



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Landscape and open space

PC29 Landscaping that creates a distinctive and memorable experience for users and is used in high-visitation areas.

A29.1 Provision of a landscape plan that demonstrates consistency with the planting and materials palette provided at Appendix G.

B29.1 Landscape-responsive streets and places are developed.

U29.1 No provision for landscaping.

A29.2 Enhance public open space, promote outdoor activities and connect visitors to the native landscape.

A29.3 Landscaped areas to the primary street frontage, main entrance driveway, street interfaces, car parks and other open space areas provided for customers and staff within developments include:

- a. mulch to a depth of 75mm
- b. irrigated garden beds to a minimum width of 1500mm, except for any garden bed to the primary street frontage along the front fence which is to be a minimum of two metres wide.

A29.4 Irrigated semi-mature trees are provided along both sides of the driveway/main access road, with tree height and spread at maturity considering the height of the largest vehicle to use the accessway.

A29.5 WSUD measures are integrated into landscape design, such as irrigating garden beds using stormwater captured on-site and recycled water.

A29.6 Landscaping at the street frontage and entrances to development is to enhance the appearance of development.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC30 Landscaping is to retain and protect areas of high-value biodiversity in the site landscape design. It should:

- build on the ecology, habitat and biodiversity of the Precinct and wider region
- use revegetation practices and include a mix of endemic plant species and plants native to the Precinct
- use perimeter buffer planting to screen development from surrounding vistas, and longer-distance views from settlements across valleys.

A30.1 Landscape design integrates remnant vegetation, precinct biodiversity corridors, riparian corridors and strategic revegetation sites.
Any native vegetation clearing is avoided, minimised and offset.

A30.2 Maintain significant landscape features such as rocky outcrops and existing mature trees where possible.
Avoid alteration to natural features such as drainage lines and waterways, hill tops and ridgelines.

A30.3 Identify Indigenous heritage features which should be retained.

U30.1 Landscaping contributes to enhanced public domain outcomes.

U30.2 Relocation of bush rock or hollows into areas containing fauna habitat.

U30.1 Landscaping in areas of high biodiversity value that does not reflect the surrounding natural environment.

U30.2 Use of inappropriate or exotic species, or species considered to be environmental weeds in landscaping.

U30.3 Removal of native vegetation to replace with exotic vegetation for landscaping aesthetics.

U30.4 Unnecessary removal of natural landscape features and native vegetation.

PC31 Landscaping is to build on the ecology, habitat and biodiversity of the Precinct and wider region and include revegetation practices with a mix of endemic water-efficient plant species and plants native to the region.

A31.1 New vegetated and landscaped areas that form a green corridor are integrated into the landscape design on the site and provide additional connectivity to existing vegetated areas and points of interest, such as Lake Jindabyne and scenic lookouts.

Not applicable.

U31.1 Use of exotic and inappropriate species that provide little or no habitat benefit.

PC32 Landscaping approach considers response to context, adopts sustainable materials and mitigates the impacts of climate change.

A32.1 Landscaping uses non or low-flammable plant species, ground covers and pathways to slow fires and reduce fire intensity.

A32.2 Landscaped elements use recycled materials in landscape design and construction.

A32.3 Use of shade trees to reduce impacts of heat island effects.

B32.1 Use of artificial shade structures where tree planting is not possible (e.g. due to safety or bushfire considerations).

B32.2 Use of non-recycled materials where recycled materials may not be fit for purpose or readily available.

U32.1 Use of artificial structures in landscaping where natural features could have provided microclimatic benefits.

3.9 Fencing



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

Fencing

PC33 Fencing is integrated with the development and is suitable for its intended purpose. Fencing complements the character of the street and/or locality and responds appropriately to the environmental constraints of the site.

- A33.1** Fences use materials and styling that reflects the purpose it serves as a space delineator, safety or security barrier.
- A33.2** New fence materials are durable, robust and compatible with the associated building and adjoining fences.
- A33.3** Fencing responds to the topography of a site, and any build-ups of fencing with retaining and/or blockwork walls to mitigate significant level changes is to be avoided.
- A33.4** Sheet metal fencing is not used at the street frontage or in front of the building line or in locations that have an interface with the public domain.
- A33.5** The design and materials of front fencing must fit sympathetically with housing styles and streetscapes in the local context.

- B33.1** Fencing is designed to enhance the visual amenity of the Precinct and ensure that drainage flow paths are maintained.
- B33.2** Landscaping (such as rockery and/or planting) is used to create an attractive street frontage and privacy.

- U33.1** Security fencing, cyclone mesh and chain wire fencing in front of the building line and not suitably screened with landscaping.
- U33.2** Fences constructed in floodways.
- U33.3** Where this is unavoidable fences are to be built of flood-compatible and open type materials that will not restrict the flow of flood waters and are resistant to blockage.
- U33.4** Front fences where the streetscape is characterised by an absence of front fences and the natural landscape or streetscape is significantly impacted.

3.10 Lighting



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Lighting

PC34 Development provides for energy efficient lighting that maximises comfort, safety and security. Ensure lighting:

- is energy efficient and maximises on-site comfort, safety and security
- avoids impacts to surrounding sensitive receivers
- does not compromise night-time amenity of sensitive receivers for 24-hour developments.

- A34.1** Compliance with relevant standards and guidelines.
- A34.2** Lighting is located, directed and shielded to avoid glare directly to surrounding habitable areas.
- A34.3** Promote the adequate illumination of public and private spaces during low-light conditions.
- A34.4** Enhance on-site comfort, safety, and security.
- A34.5** Lighting of key landscape or built features that contributes to the visitor experience.

- B34.1** Development may include barriers, mounds or dense vegetation to stop light infiltration into surrounding habitable areas.
- B34.2** Lighting is provided along the main building entry, primary vehicle accesses and in car parks which contributes to a safe night-time environment for staff and visitors and supports an active and connected precinct.

- U34.1** Lighting that impacts surrounding sensitive receivers and flora and fauna habitats.
- U34.2** Development that creates dark corners or pockets, risking user safety.
- U34.3** Development that does not appropriately light pedestrian pathways, creating slip or trip hazards and risking user safety.

PC35 Lighting that marks the main entry to a Precinct/building and provides safe and comfortable egress.

- A35.1** Development may include:
- solar-lit bollards or pole-top lights along the main building entrance path
 - controlled uplighting (timer) to selected trees along the primary vehicle access
 - appropriately illuminated (backlighting, uplighting) business signage, as required
 - security and sensor lighting, as required.

Not applicable.

Not applicable.

PC36 Lighting of car parks to improve safety and comfort for night-time users.

- A36.1** Lighting of car parks should include:
- continuous provision along pathways to the main building entrance/s
 - solar-lit bollards or pole-top lights along pedestrian path/s
 - security and sensor lighting, as required.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC37 Street, pathway or roadside lighting to ensure safe passage from vehicles to destination points and movement along active transport routes.

- A37.1** Provide lighting along key vehicular and active transport routes to encourage walking and cycling as an option after dark.
- A37.2** Include shields to minimise light spill.
- A37.3** Reduce glare by using a flat glass aero screen instead of refractor glass covers.
- A37.4** Use signage reflectivity and road striping (retro-reflectivity) to increase visibility for drivers.

Not applicable.

Not applicable.

3.11 Signage and wayfinding



Acceptable solutions How to achieve it



Merit assessment Objectives for considering alternate solutions



Unacceptable solutions What we do not want to see

Performance criteria What we want to achieve

Signage and wayfinding

PC38 Business identification signage visible from the public realm contributes to a legible, coherent and visually attractive suite throughout the Precinct.

A38.1 Business identification signage is limited to one logo/company badge/ name per tenancy.

A38.2 Integrate signage with the building design through location of signage panels, and colour and materiality of any visible structural supports.

A38.3 Consider Appendix H-Wayfinding and Signage in developing signage.

A38.5 Locate signage within the overall building frontage or corner and ensure it makes up no more than 10 per cent of the building façade.

A38.6 Where illuminated:

- include illumination time automation and overrides as required
- include sensors to control lighting in concert with natural daylight
- use the most energy efficient LED fittings, including light colour control, dimming and output.

Note: The Roads Authority must be consulted early in the Activation Precinct Certificate process regarding signage greater than or equal to 20 square metres or higher than eight metres above the ground within 250 metres of, and visible from, a classified road, and proper approvals obtained.

B38.1 Additional business identification signage may be appropriate where it can be demonstrated that it is:

- complementary to the scale of the allotment and buildings on the site,
- compatible with the signage that is within the streetscape,
- needed to provide directions and identification to other entries on the site, particularly if located on another street frontage,
- needed to aid in identifying/help identify key building entry points to of the land use activity (such as reception and other departments), or separate buildings on the site, and
- consistently sized and designed as a suite with a common appearance and materiality.

U38.1 Signage that:

- flashes, moves or is animated in any way and/or incorporates LED screens
- large and obtrusive signage that detracts from the visual character of the Precinct
- proliferation of signage along site frontages
- provision of third-party advertisements within the Precinct.

U38.2 Signage that extrudes beyond any roof line.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC39 Wayfinding signage is used and designed to help visitors, staff and customers navigate large sites with multiple buildings and access points.

- A39.1** Locate signage at key vehicle and pedestrian site entry points, building entries and other key sites such as Monero Ngarigo Keep Sites or locations of cultural significance.
- A39.2** Wayfinding signage:
- a. is designed as a suite and integrated into the landscaping design
 - b. is appropriately sized to suit all users navigating the site
 - c. remains visible during all hours of the day and night
 - d. provides for all users through their positioning, size and content
 - e. is constructed of hardy and sustainable materials sourced locally, including stone and timber.

Not applicable.

Not applicable.

PC40 Enhance visitor experience through wayfinding signage which incorporates Monero Ngarigo design and storytelling.

- A40.1** Wayfinding signage incorporates Monero Ngarigo design elements, including:
- a. integration of Aboriginal design iconography in artworks
 - b. dual naming of locations and features
 - c. identification of sites with cultural importance, such as providing information on their location and distance from each relevant sign
 - d. integration of sculpture, asphalt, concrete or landscape patterns, message sticks and wall surfaces.

Not applicable.

Not applicable.



Wild flowers, Lake Jindabyne

3.12 Biodiversity and ecology

It is noted that the RGDC will be seeking bio-certification for a number of Snowy Mountains Special Activation Precinct sub-precincts. The outcome of this process may affect the application of prescribed outcomes and performance criteria in this Delivery Plan.

Biodiversity maps are provided in Appendix C.



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Biodiversity and ecology

PC41 Development that meets the assessment and approval requirements outlined in the *Biodiversity Conservation Act 2016* and protects and enhances native vegetation and areas of high-value biodiversity through landscaping and open spaces.

A41.1 Development is to be sited, designed and managed to:

- avoid and minimise impacts on threatened species by avoiding and minimising the clearing of native vegetation
- avoid impacts to serious and irreversible impact (SAIL) entities
- enhance biodiversity corridors to support existing native plant and animal communities and protect from further fragmentation
- protect and enhance areas of high and moderate-value biodiversity as demonstrated in maps at Appendix C.

A41.2 Retain native vegetation where possible and incorporate with landscaped areas as appropriate.

B41.1 Where development is likely to impact native vegetation and areas of high-value biodiversity, the design must demonstrate:

- that clearing of native vegetation is required for essential infrastructure
- that there is no feasible alternative
- that approval has been obtained to clear native vegetation under the *Biodiversity Conservation Act 2016* and required offset obligations have been met.

Note: The issuing authority may require a written advice statement to be prepared by a suitably qualified person which confirms that the development proposal will not directly or indirectly impact on areas of high-value biodiversity.

Note: At such time that there is a biodiversity certification order, applicants will be required to ensure they meet any conditions of the biodiversity certification order and implement the terms of any biodiversity certification agreements.

Note: Development consent is required under the Precincts – Regional SEPP for clearing of native vegetation on land identified within an environmentally sensitive area, as outlined in the Snowy Mountains Activation Precinct Environmentally Sensitive Areas map.

U41.1 Development results in irreversible impacts on areas of high-value biodiversity.

U41.2 Appropriate mitigation measures have not been incorporated.

U41.3 Unnecessary removal of native vegetation.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC42 Further assessment of biodiversity impacts.

A42.1 If native vegetation is proposed to be removed, a biodiversity assessment is to be undertaken according to the requirements under Part 7 of the *Biodiversity Conservation Act 2016*. The assessment must determine:

- a. if the development is likely to significantly affect threatened species, or ecological communities, or their habitat according to the test in section 7.3 of the *Biodiversity Conservation Act 2016*
- b. if the development exceeds the biodiversity offsets scheme threshold
- c. if it is carried out in a declared area of outstanding biodiversity value.

Not applicable.

U42.1 No consideration of requirements (tests and thresholds) under Part 7 of the Biodiversity Conservation Act 2016.

PC43 A Biodiversity Development Assessment Report (BDAR) is required for development likely to significantly affect threatened species or ecological communities, and their habitat.

A43.1 An accredited assessor must apply the Biodiversity Assessment Method (BAM) and offsetting rules to prepare a Biodiversity Development Assessment (BDAR) to assess the impacts of the development on biodiversity. The BDAR will outline how the development will avoid and minimise impacts on biodiversity and identify the number and class of biodiversity credits that will need to be offset to achieve a standard of no net loss of biodiversity.

Not applicable.

U43.1 Development significantly impacting threatened species or ecological communities and their habitat without meeting offset obligations under the Biodiversity Offset Scheme.

PC44 Construction activities that consider the natural environment and prevent the introduction and spread of weeds and exotic species.

A44.1 Prepare a Construction Environment Management Plan to accompany any application, detailing construction methodology.

A44.2 Construction, operation and maintenance activities are planned and executed to avoid disturbing high-value areas and habitats, including waterways, and integrate noise and dust-suppression measures.

Not applicable.

U44.1 Degradation of the quality of the environment resulting from the introduction of weeds and exotic species.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC45 Contribute to the preservation and enhancement of natural waterways and riparian habitats to improve water health and protect the area's character and biodiversity.

- A45.1** Development is to:
- a. avoid or minimise alteration to natural features such as drainage lines and waterways
 - b. provide buffer areas in accordance with the *Water Management Act 2000* and as set out in the master plan for the preservation and maintenance of riparian corridors and habitat protection as shown in maps at Appendix C
 - c. include revegetation of riparian corridors and associated buffer areas.

Note: Works within 40 metres of a watercourse may require a controlled activity approval under the *Water Management Act 2000*.

Note: Works within identified key fish habitat may require approval under the *Fisheries Management Act 1994*.

Note: The issuing authority may require a report to be prepared by a suitably qualified person which shows any potential adverse impacts on waterways and riparian habitats and a description of the proposed measures that may be undertaken to ameliorate any potential adverse impact.

B45.1 Reduced setbacks to riparian corridors may be considered in accordance with the requirements of the *Water Management Act 2000*.

Note: Consultation with the NSW Office of Water should be undertaken early in the Activation Precinct Certificate process and appropriate approvals obtained where required.

Not applicable.

3.13 Flood, stormwater and water quality

Development is to take into consideration flood risk for land shown in the flood constraints maps contained in Appendix D.

For areas that lie beyond the flood mapping, a site-specific Flood Assessment and Stormwater Management Report is to be prepared by a suitably qualified engineer. A site survey is to be undertaken to set the flood planning level against the flood modelled one per cent annual exceedance probability (AEP) flood level for all new development. The survey plan is to be prepared by a registered surveyor and show ground levels (Australian Height Datum (AHD)), layout of the location of any existing or proposed buildings on the site and flood levels at the site including flood events.

Flood Planning Area (FPA): area of land at or below the flood planning level (FPL)

Flood Planning Level (FPL): 1:100 AEP Plus 0.5 metre freeboard



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Flood, stormwater and water quality

PC46 Flood-prone land is to be considered in accordance with relevant standards and guidelines.

A46.1 Refer to the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (or as updated) which demonstrates how:

- activities within this area are located above the Flood Planning Level
- proposed mitigation infrastructure addresses flood risk
- development does not increase flood risk onsite or elsewhere
- development avoids release of pollutants during floods.

B46.1 Development within the Flood Planning Area may be considered appropriate where it is unable to meet the minimum levels but is supported by a flood risk management report prepared by a suitably qualified person that demonstrates how flood risk will be managed and mitigated.

U46.1 Development that adversely increases the potential flood affliction on other development or properties, either individually or in combination with the cumulative impact of similar development/s likely to occur within the same catchment.

U46.2 The filling of land up to 1:100 Average Recurrence Interval is not permitted. The filling of land above 1:100 Average Recurrence Interval up to the Probable Maximum Flood must not adversely impact upon flood behaviour.

PC47 Development that manages the impact of flooding and flood liability.

A47.1 Development does not divert floodwaters, nor interfere with floodwater storage or the natural functions of waterways.

A47.2 Development will not significantly alter flow distributions and velocities to the detriment of other properties or the environment of the floodplain.

A47.3 Planting of grasses and other stabilisation measures are encouraged to assist with flood and stormwater management.

Not applicable.

U47.1 Development resulting in a risk to human life or loss of critical infrastructure.

U47.2 Planting of trees in flood ways resulting in unacceptable impact upon the movement of flood waters.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC47 Continued

- A47.4** Minimum habitable flood levels are to be set at the flood planning level of one per cent AEP plus a freeboard of 500 millimetres.
- A47.5** To the greatest extent possible, water treatment solutions are to be located above the one per cent AEP flood extent to maximise their efficiency and limit inundation during a 1% AEP event.
- A47.6** Development is to ensure no net loss of flood storage due to:
 - a. cut and fill
 - b. loss of flood conveyance
 - c. significant diversion of flood flows
 - d. significant changes to hydraulic flood hazard conditions that impact on private property
 - e. impact on safe access or on evacuation routes.

PC48 Development will not adversely affect the safe and efficient evacuation from the land or impact the capacity of existing evacuation routes for the surrounding area.

- A48.1** Access is considered satisfactory when the depth of flooding over vehicular driveways and roads is limited to approximately 0.3 metres and velocities of less than 2m/s. This equates to a velocity depth product of less than 0.6m²/s.
- A48.2** Development is to consider the hazard vulnerability classification of the land described in Table 4 and Table 5.
It is to be noted that for Lake Jindabyne, the still water depth may be more appropriate than the velocity depth product (D*V).
- A48.3** The following sensitive land uses are not to be located on flood-prone land:
 - a. centre-based childcare facilities
 - b. educational establishments
 - c. emergency services facilities
 - d. information and education facilities.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC49 Development is compatible with the flood function and the flood hazard of the land.

A49.1 For development near Lake Jindabyne:

- a. flood-tolerant paving and planting can be located below the Lake Jindabyne full supply level
- b. buildings and infrastructure are to be located above the Lake Jindabyne full supply level
- c. critical infrastructure is to be located above the Lake Jindabyne full supply level.

Note: Further information in relation to the flood planning level can be obtained from the RGDC.

Not applicable.

Not applicable.

PC50 Development will not increase the potential for hazardous material to pollute the environment during flood events.

Note: Hazardous material is any item or agent (biological, chemical, radiological, and/or physical) that has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors.

A50.1 Hazardous materials are stored above the flood planning level or contained in a way that is designed to avoid release of the materials during floods.

Note: Further information in relation to the flood planning level can be obtained from the RGDC.

Not applicable.

U50.1 Release of hazardous materials during flooding events (including rarer flood events than the Defined Flood Event). This includes pollutants such as onsite effluent or tailings treatment or chemical storage.



Acceptable solutions

How to achieve it

Performance criteria

What we want to achieve

PC51 Stormwater generated on site is appropriately managed to ensure minimal nuisance, danger and damage to people, property and the environment.

A51.1 Sites to provide a minimum 30% pervious surfaces to capture rainwater and surface water runoff and maintain predevelopment flow rates for all events up to, and including, the one per cent AEP.

Note: Pervious surfaces may include:

- tree planting
- mulched garden beds with planting
- planting for screening purposes
- pervious surface treatments, including compacted rubble, decorative gravels and inorganic mulches/sands
- drainage areas and WSUD treatments
- grasslands and rehabilitated/revegetated areas
- planting to any existing creek lines or surrounding remnant vegetation.

A51.2 Onsite stormwater infrastructure is designed, constructed and operated:

- a. to not impede or cause alterations to the precinct-wide stormwater infrastructure
- b. to not impact on flood risk management requirements
- c. in accordance with the Snowy Monaro Regional Council, Engineering Guidelines for Subdivisions and Development Standards
- d. to ensure that the detention capacity is in accordance with Australian Rainfall and Runoff (Engineers Australia, 2019) and Managing Urban Stormwater: Council Handbook (EPA, 1997) guidelines.



Merit assessment

Objectives for considering alternate solutions

B51.1 Sites may include less than 30 per cent pervious surfaces when on-site stormwater detention infrastructure is provided to capture rainwater and surface runoff and maintain pre-flow rates for all events up to, and including, the one per cent AEP at a capacity nominated by a Stormwater Management Plan prepared by a suitably qualified person.



Unacceptable solutions

What we do not want to see

U51.1 Onsite stormwater detention infrastructure impacts precinct-wide stormwater infrastructure or flood risk management requirements.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC52 Development integrates best-practice water cycle management initiatives with both quantity and quality aspects for water management.

A52.1 Development provides the following on-site rainwater capture, storage facilities and re-use of water in irrigation, industrial processes, toilet flushing, evaporative cooling or for other non-drinking purposes:

- a. for development with a building footprint less than 6,000 square metres, a rainwater tank with a minimum of 10,000 litres
- b. for development with a building footprint greater than 6,000 square metres, onsite rainwater storage tanks equivalent to a minimum of 1.65 litres storage per square metre of gross floor area.

Note: Information is required on the proposed potable water and non-potable water demands and percentage to be delivered via onsite water systems for the proposed development.

B52.1 Development demonstrates equivalent or better alternatives for integrating best-practice water cycle management initiatives in order to reduce potable water use.

U52.1 Development does not seek to reduce potable water use.

PC53 Protect, maintain and restore water quality and waterway health, the ecological condition of aquatic systems and native vegetation to promote aquatic ecosystem functioning.

A53.1 Site-based stormwater quality control measures are provided on site and:

- a. ensure water pollution is avoided
- b. contribute to the following precinct-wide pollution load reduction targets:
 - Total Suspended Solids (TSS) by 80 per cent
 - Total Phosphorus (TP) by 60 per cent
 - Total Nitrogen (TN) by 45 per cent
 - Gross pollutants by 90 per cent.

Note: Development that meets the relevant water-quality targets for the receiving waters to support the NSW Water Quality and River flow objectives (WQOs) are considered to satisfy this control.

A53.2 Development incorporates WSUD measures through the design of stormwater drainage, onsite detention and landscaping.

A53.3 Ongoing operation and maintenance of stormwater treatment is considered.

B53.1 If discharges are unavoidable, a water pollution impact assessment commensurate with the potential risk and in accordance with the National Water Quality Guidelines must be prepared, consistent with section 45 of the *Protection of the Environment Operations Act 1997* (POEO Act) and in consultation with the Environment Protection Authority where required.

The assessment must at a minimum:

- a. predict the expected frequency and volume of discharge characterise the quality of any discharge in terms of the concentrations of all pollutants present at non-trivial levels

U53.1 Discharge of wastewater and/or contaminated stormwater to watercourses or waterways.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC53 Continued

- b. assess the potential impacts of the proposed discharge on the environmental values of the receiving waterways consistent with the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, 2018)
- c. demonstrate that all practical and reasonable measures to avoid or minimise water pollution are considered and implemented
- d. propose appropriate discharge criteria based on the potential water quality impacts and the practical measures available to minimise pollution (e.g. treatment performance).

Note: Under section 120 of the POEO Act, it is an offence to pollute waters. However, sections 121 and 122 of the POEO Act provide a defence against a prosecution under section 120 where the pollution was regulated by a licence or regulation which was complied with fully. The definition of 'water pollution' in the POEO Act sets out general and specific circumstances that constitute pollution. At its broadest, this means a prohibition on placing anything in waters that changes their chemical, biological or physical nature. Development that is a scheduled activity under the POEO Act, or requires an environment protection licence to discharge water, must first seek to avoid any discharges. If discharges are unavoidable, development must comply with POEO Act requirements.

B53.2 Development provides onsite end-of-pipe treatment devices where it can be demonstrated that WSUD measures are not feasible.

Table 4 Hazard classification and land use types

(Source: WSP, 2022)

Hazard Vulnerability Classification	Description	Building Vulnerability Thresholds	Classification Limit (D and V in Combination) m ² /s	Limiting still water depth (D) m ² /s	Limiting velocity (V) m/s
H1	Generally safe for vehicles, people and buildings.	Low	$D*V \leq 0.3$	0.3	2.0
H2	Unsafe for small vehicles.	Low	$D*V \leq 0.6$	0.5	2.0
H3	Unsafe for vehicles, children and the elderly.	Low	$D*V \leq 0.6$	1.2	2.0
H4	Unsafe for vehicles and people.	Low	$D*V \leq 1.0$	2.0	2.0
H5	Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust buildings subject to failure.	Moderate/High	$D*V \leq 4.0$	4.0	2.0
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure.	Extreme	$D*V > 4.0$	-	-

Note: For Lake Jindabyne the still water depth may be more appropriate than the velocity depth product (D*V).

Table 5 Possible structural considerations relevant

(Source: WSP, 2022)

Hazard Vulnerability Classification

PMF extent and one per cent or one per cent climate change low hazard

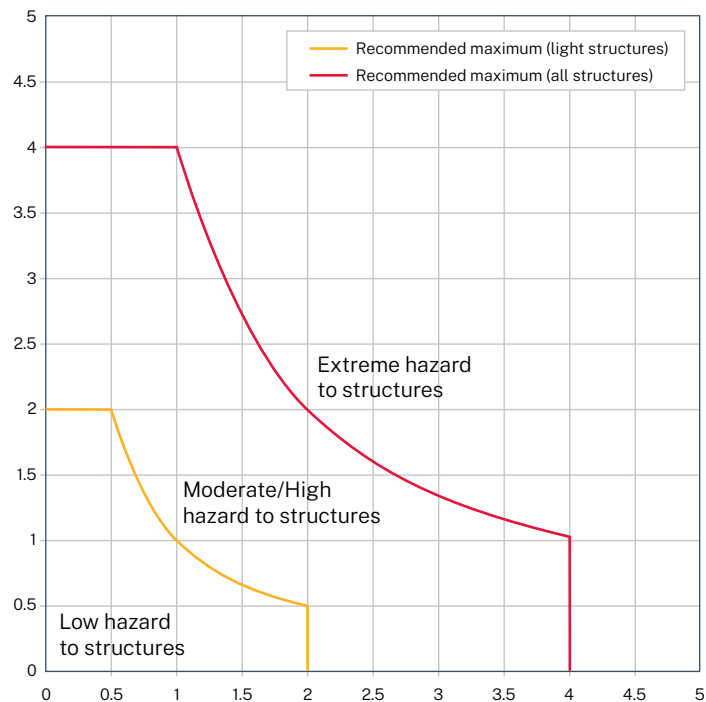
Description of possible structural consideration

The type of development depends on still water depth. Residential and essential services should be avoided but are possible with consideration of the flood hazard.

The yellow curve is proposed as a lower threshold for residential homes, built without consideration of flood forces.

This curve can be used as a minimum criterion for building stability in existing flood-affected areas. (ARR, 2019).

For design of buildings within this vulnerability classification, buildings must comply with clauses 2.3 to 2.10 of the ABCB Standard: Construction of buildings in flood hazard areas, 2012.3 or NCC Volume One, BP1.4 or NCC Volume Two, P2.1.2, as appropriate.



Hazard Vulnerability Classification	Description of possible structural consideration
Moderate/High one per cent or one per cent Climate Change Hazard extent	<p>Residential and essential services should be avoided in this classification.</p> <p>Possible to build a purpose-built structure that is appropriately engineered structure specifically designed to withstand the full range of anticipated flood forces listed below, and in locations where timely evacuation is not possible such purpose-built structures may be required for vertical evacuation (ARR, 2019).</p> <p>Flood forces include:</p> <ul style="list-style-type: none"> • hydrostatic forces • buoyant forces • hydrodynamic forces • impulsive forces • uplift forces • debris impact forces • damming of waterborne debris • wave actions • erosion and scour. <p>Design of buildings within this vulnerability classification buildings must comply with clauses 2.3 to 2.10 of the ABCB Standard: Construction of buildings in flood hazard areas, 2012.3 or NCC Volume One, BP1.4 or NCC Volume Two, P2.1.2 as appropriate.</p>
Extreme Hazard one per cent1% Climate Change extent	<p>All buildings should be avoided in this classification.</p> <p>Buildings in areas classified with flood hazard above this threshold are considered vulnerable to collapse under these extreme flood conditions. (ARR, 2019).</p>

3.14 Earthworks



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Earthworks

PC54 Earthworks should:

- respond sensitively to the natural topography and minimise disturbance and maintain stability of natural landforms
- reuse fill material from within the Precinct and minimise volume of waste to landfill
- minimise the quantity of imported fill required, promoting the use of local, clean and sustainable materials
- level transitions that are managed within lots.

A54.1 Design and site layout minimises the need for cut and fill and does not result in siltation or pollution of waterways and drainage lines.

A54.2 Implement rehabilitation and revegetation techniques which use endemic native species.

A54.3 Cut-and-fill activities ensure geological stability and prevent any potential risks or hazards.

Note: A geotechnical report prepared by a suitably qualified geotechnical engineer is to be submitted where earthworks greater than one metre in height are proposed.

A54.4 Demonstrate ability to divert at demolition and construction waste from landfill.

A54.5 Fill must comply with the relevant legislation.

A54.6 Use fill that is clean and does not contain any contaminated materials, weed propagules.

A54.7 Use virgin fill comprised of excavated natural material (e.g., clay, gravel and sand).

A54.8 Level transitions are managed between lots and not at the interface to the public domain.

A54.9 Finished ground levels adjacent to the public domain or public road dedication are no greater than one metre above the finished road level (or public domain level).

A54.10 Excavation and fill up to one metre may be permitted to allow for the establishment of a level construction pad providing excavation is adequately retained and drained in accordance with engineering requirements.

Not applicable.

U54.1 Filling, excavation or retaining walls that impact areas of high-value biodiversity, the root systems of paddock trees or the amenity and functionality of adjoining properties.

U54.2 Filling, excavation or retaining walls located within easements.

3.15 Erosion and sediment control



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Erosion and sediment control

PC55 Protect waterways, drainage systems and groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of development.

A55.1 An Erosion and Sediment Control Plan is prepared by a suitably qualified person in accordance with Managing Urban Stormwater: Soils and Construction prepared by Landcom (Blue Book) prior to applying for a Complying Development Certificate.

Note: Under section 120 of the POEO Act, it is an offence to pollute waters. However, sections 121 and 122 of the POEO Act provide a defence against a prosecution under section 120 where the pollution was regulated by a licence or regulation which was complied with fully. The definition of 'water pollution' in the POEO Act sets out general and specific circumstances that constitute pollution. At its broadest, this means a prohibition on placing anything in waters that changes their chemical, biological or physical nature.

Not applicable.

U55.1 Development and construction activities undertaken without erosion and sediment control measures in place prior to commencement of works.
Sediment moving off-site and sediment-laden water entering any water course, drainage line or drainage inlets.

3.16 Bushfire



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Bushfire

PC56 Development protects life and minimises potential impacts to property caused by bushfire.

A56.1 Development is to comply with the most recent version of Planning for Bushfire Protection (PBP), prepared by NSW Rural Fire Service, and demonstrate a commitment to proactive bushfire risk management.

A56.2 Development for a special fire protection purpose must comply with the requirements of:

- a. the latest version of PBP
- b. *Rural Fires Act 1997*.

Note: A bushfire hazard assessment and management plan will be required in accordance with PBP for a special fire protection purpose.

Note: A bushfire safety authority will be needed in accordance with section 100B of the Rural Fires Act 1997 for development of bushfire-prone land for a special fire protection purpose.

A56.3 Applications for land identified as bushfire prone are to be accompanied by a Bushfire Assessment Report prepared by a suitably qualified bushfire consultant.

A56.4 Development, landscaping and infrastructure is to be designed in accordance with Australian Standard AS 3959:2018 *Construction in Bushfire-prone Areas*.

A56.5 Development is to contain provisions for adequate water supply for firefighting purposes that are compliant with *Australian Standard AS 2419:1:2005*.

A56.6 New development is to be consistent with the Emergency Evacuation Strategy prepared for the Precinct.

Not applicable.

U56.1 Development of a special fire protection purpose that compromises existing or future development envisaged.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC57 Development that ensures future land uses are in appropriate locations to minimise risk to human life and property from the threat of bushfires.

A57.1 Avoid development on bushfire-prone land.

B57.1 Development responds appropriately to the bushfire risk present on the site.

U57.1 Development proposed where a significant threat to life and property is posed.

PC58 Safe evacuation in the event of a bushfire.

A58.1 Development is to include safe evacuation and emergency access in line with the Emergency Evacuation Strategy prepared for the Precinct.

Not applicable.

Not applicable.

A58.2 Two-way access roads are to be provided to link to perimeter roads and/or connector roads. Roads are to be located between the urban development and the bushfire-prone vegetation.

3.17 Utilities and services



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Utilities and services

PC59 Adequate services available to facilitate development.

A59.1 Development sequencing and staging is consistent with infrastructure provision and capacity for the Precinct.

A59.2 Development makes provision for and connects to the key infrastructure in accordance with Council's relevant guidelines and policies, including as required:

- a. water
- b. wastewater
- c. electrical
- d. telecommunications.

Note: The relevant utility suppliers should be consulted at the earliest possible time. The following suppliers maintain or supply electricity and water to Jindabyne:

- electricity supply – Essential Energy
- water supply – Snowy Monaro Regional Council.

Note: Council should be consulted on connections to utility services including for sewerage, drainage and approval under section 68 of the *Local Government Act 1993*. The process for seeking approval from the Council should begin at the earliest possible time and run in parallel with the Activation Precinct Certificate process where possible.

Note: Information will be required on the proposed sewer outflow requirements, including general sewer and trade waste. For trade waste, nominate the expected material/chemical composition. Depending on the trade waste, a separate approval may be required from Council or the Department of Planning and Environment.

B59.1 A reduced design standard or design approach may be acceptable if the infrastructure is intended to be temporary while other development is established or the permanent infrastructure is being built, provided the design does not present a risk to life or property.

Alternative locations for key infrastructure are identified as a result of further investigations and feasibility assessment.

B59.2 Development may occur in advance of infrastructure provision being in place, provided it can demonstrate that:

- a. capacity and loads for all utilities and services is known for future connection to infrastructure
- b. the development is a catalyst project that cannot be accommodated within existing land areas currently able to be serviced by existing infrastructure
- c. the applicant contributes to the provision of infrastructure, at a rate commensurate to the bringing forward of such infrastructure.

U59.1 Development that compromises the planned and orderly delivery of infrastructure throughout the Precinct, either due to location, sequencing, or demand generation.

PC60 Development protects existing and proposed utilities and services corridors.

A60.1 Development is appropriately designed, constructed, operated and maintained to protect existing and proposed utility and services corridors.

Not applicable.

Not applicable.

3.18 Sustainability



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Event management

PC71 Development is sustainable, future proofed and climate resilient.

A71.1 Development is compliant with one of the following sustainability management tools:

- a. Green Star Rating
- b. BASIX Energy and Water
- c. NABERS
- d. State Environmental Planning Policy (Sustainable Buildings) 2022.

A71.2 Roofing materials and unshaded hardscaping should have a minimum Solar Reflectance Index (SRI) of 64.

Not applicable.

U71.1 Development is unable to demonstrate compliance with an acceptable sustainability management tool.

U71.2 Development roofing materials and unshaded hardscaping does not meet minimum SRI of 64.

PC72 Development has an Environmental Management System and ongoing management tools covering design and construction or operational phase to achieve sustainability outcomes.

A72.1 Where applicable, developments have either:

- a. Uncertified Environmental Management System for medium-scale commercial developments or businesses (20–199 employees)
- b. Environmental Management System ISO14001 certified for large-scale commercial developments or businesses (200+ employees).

A72.2 Developers developing and operating large tenancies must have a green tenancy agreement.

Not applicable.

U72.1 Medium or large commercial developments or businesses unable to demonstrate they have an Environmental Management System.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC73 Development is Net Zero ready.

A73.1 Development shows how it will contribute towards a carbon-neutral Precinct by having a Net Zero-ready design where energy efficiency and thermal performance has been optimised.

Note: Access to Snowy Mountains Special Activation Precinct Sustainability Technical Guidance can be obtained from the RGDC.

Not applicable.

U73.1 Development is unable to demonstrate the design is Net Zero ready.

PC74 Development supports emission reduction and reduction in grid demand through the use of renewable energy.

A74.1 Where possible, development:

- a. maximises energy capture and reuse through rooftop-mounted solar PV
- b. uses an equivalent or better alternative onsite renewable energy generation system
- c. uses/connects to an offsite renewable energy resource.

Note: Information on the proposed electricity demand and consumption and percentage proposed to be delivered via renewables (onsite and offsite) will be required.

Not applicable.

Not applicable.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

- PC75** To minimise the overall environmental impact of waste and enable uptake of circular economy opportunities by:
- encouraging development to facilitate ongoing waste avoidance
 - encouraging development to embed circular-economy principles in its planning and operations
 - requiring on-site waste separation and other design and siting standards which help waste collection and management
 - decorating building designs and construction techniques that minimise waste generation
 - maximising opportunities to reuse and recycle building and construction materials as well as other waste in the ongoing use of a premises
 - reducing the demand for waste disposal.

- A75.1** Facilitate ongoing waste avoidance, notably for single-use disposable products, and reduce the demand for waste disposal.
- A75.2** Embed circular economy principles in planning, design and operations such as enabling return of packaging for reuse or identifying leasing arrangements for products or equipment with guaranteed end-of-life disposal solutions.
- A75.3** Provide on-site waste separation and other design and site standards which help with waste collection and management.
- A75.4** Building designs and construction techniques that minimise waste generation.
- A75.5** Development incorporates the use of recycled or reclaimed materials into design and construction.

Note: The issuing authority may require a waste management plan to be prepared which details the waste management and minimisation activities to be carried out during demolition and/or construction of the development.

Not applicable.

- U75.1** Development is unable to show the achievement of ongoing waste avoidance during operations.
- U75.2** Circular economy principles have not been embedded in planning, design and operations and no examples are provided, such as enabling return of packaging for reuse or identifying leasing arrangements for products or equipment with guaranteed end-of-life disposal solutions.
- U75.3** Development does not have on-site waste separation or design features that enable waste collection and management.
- U75.4** Building designs and construction techniques do not minimise waste generation.
- U75.5** Development is unable to demonstrate the use of recycled or reclaimed materials has been incorporated into design.

Note: The issuing authority may require a waste management plan to be prepared which details the waste management and minimisation activities to be carried out during demolition and/or construction of the development.

3.19 Event management



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

Event management

PC64 Events are planned, managed and completed through an organised and safe procedure.

A64.1 An Event Management Plan is to be provided for all events. The Event Management Plan is to detail:

- date/s and hours of operation
- estimated attendees, purpose, target demographic, required infrastructure (including details such as food stalls, stages, marquees, temporary structures, races)
- anticipated noise and traffic generation and mitigation measures
- provision of overflow parking
- additional amenity impacts on the surrounding locality.

A64.2 A site plan demonstrating proposed layout of the event is to be provided and is to detail:

- location of all required infrastructure
- set up and pull-down of required structures
- location of first aid
- emergency evacuation points.

A64.3 All structures are to be installed according to the specifications.

A64.4 On-water components may require Council approval. Events on Lake Jindabyne require approval from Snowy Hydro.

A64.5 Engineering certification or similar is required for higher risk structures confirming installation, operation and location.

Council approval is required for amusement rides and the like.

A64.6 A noise assessment may be required for events that create unavoidable and unreasonable noise impacts to the community.

B64.1 Events may have amenity impacts where demonstrated these impacts are appropriately managed and temporary in nature.

U64.1 Events are unable to demonstrate how amenity impacts on the community will be managed.

U64.2 Events which are not temporary in nature.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Risk management

PC65 Events are organised to ensure patrons and staff are protected in the event of an emergency.

A65.1 A valid Certificate of Currency for Public Liability Insurance with an approved Australian provider, to a minimum of \$20 million and identifying Council as an interested party is required for all events.

Note: Events on Crown Land managed by Council must name the Minister administering the Crown Lands Act as an interested party (in addition to Council) on their valid Certificate of Currency.

A65.2 NSW Police are to be notified of all events.

A65.3 Security is required at all events serving alcohol or at events considered high-risk by NSW Police. Security personnel must hold and display a current NSW Security Licence while working.

A65.4 Liquor licence or relevant exemption issued by the Office of Liquor and Gaming will be required for all events serving alcohol.

A65.5 A risk assessment is to be undertaken for all events. The assessment is to cover bump-in, bump-out and the operation of the event. The risk assessment is to include proposed mitigation measures to manage event risks.

A65.6 An Emergency Management Plan must be provided for all events and should detail:

- key contacts
- chain of command
- onsite medical, police and security capabilities
- evacuation process and emergency assembly areas.

High-risk events and large events may require a more detailed Emergency Management Plan.

A65.7 NSW Ambulance to be notified of all medium and large events via Ambulance-EventPlanning@health.nsw.gov.au

B65.5 High-risk activities are identified and individually assessed for suitability by Council and other parties as relevant (including motocross, demolition derby, rodeos, fires, pyrotechnics, etc.). Further information may be requested, and specific conditions placed to protect equipment, infrastructure, grounds, members of the public, residents, and businesses.

U65.5 Event risks are not appropriately identified and managed.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

P65 Continued

- A65.8** All events are to have appropriate first-aid equipment and qualified first aiders onsite.
- A65.9** Crowded spaces self-assessment must be conducted for all events and NSW Police and Council notified if your event scores 40 or more via the Crowded Places Self-Assessment Tool (nationalsecurity.gov.au)
- A65.10** Any proposed drone use may require a Civil Aviation Safety Authority (CASA) Permit.

Traffic and parking

P66 Event organisation ensures traffic impacts are minimised.

- A66.1** A Traffic Management Plan is required for events which cause changes to traffic conditions. This Plan is to be submitted to Council and Transport for NSW and is to detail:
 - road closures
 - stop/slow traffic management
 - detours
 - closing of carparks or parking spaces
 - emergency service vehicle access
 - shared use of roads including cycling events.
- A66.2** Provision of the following documentation may be required, as relevant to the event:
 - traffic control plans
 - speed zone authorisation application
 - a race permit for on-road cycling events as per the NSW Guidelines for Bicycle Road Races
 - a Road Occupancy Licence is required for the use of or effect on State roads
 - parking plans where attendance exceeds 200 patrons
 - a Pedestrian Management Plan.

B66.1 Events with minimal or no traffic impacts are able to provide evidence of this in the submitted Activation Precinct Certificate documentation.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Signage

PC67 Event signage is informative and includes appropriate details.

A67.1 Signage is to include:

- event name
- operation times
- emergency access points
- site layout.

Not applicable.

U67.1 Signage with offensive lighting.

Sustainability

PC68 Events are designed and managed sustainably.

A68.1 Events are to include:

- waste-management strategies
- demonstrated attempts to reduce the production of waste
- sustainable procurement strategies
- water and energy efficiency strategies
- provide waste bins.

Not applicable.

Not applicable.

Accessibility

PC69 Events are accessible to all patrons.

A69.1 Events are to include:

- accessible and inclusive event design
- accessible toilets
- adequate paths to allow all patrons to easily traverse the event.

Not applicable.

Not applicable.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Community notification

PC70 The community is informed.

A70.1 All events are to be publicly advertised and this is to occur at least 21 days prior to the event.
Notification can occur via the following:

- social media (relevant community group pages)
- event website
- local business chamber and community consultative bodies
- posters
- letterbox drop to businesses and residents in the vicinity.

Not applicable.

Not applicable.

4

Town Centre and Foreshore



Jindabyne Lake foreshore

4



This section outlines specific controls and design objectives for development within the Jindabyne Town Centre and Foreshore sub-precinct.

- 4.1 Jindabyne Town Centre
- 4.2 Jindabyne Central School Site
- 4.3 Jindabyne Foreshore

The Jindabyne Town Centre and Foreshore sub-precinct is divided into three sections as illustrated in Figures 3 and 4:

- Chapter 4.1: Jindabyne Town Centre
- Chapter 4.2: Jindabyne Central School Site (School Site)
- Chapter 4.3: Jindabyne Foreshore.

Each section has a set of objectives, prescribed outcomes and performance criteria to guide development.

Figure 3 Key areas within the Jindabyne Town Centre and Foreshore sub-precinct

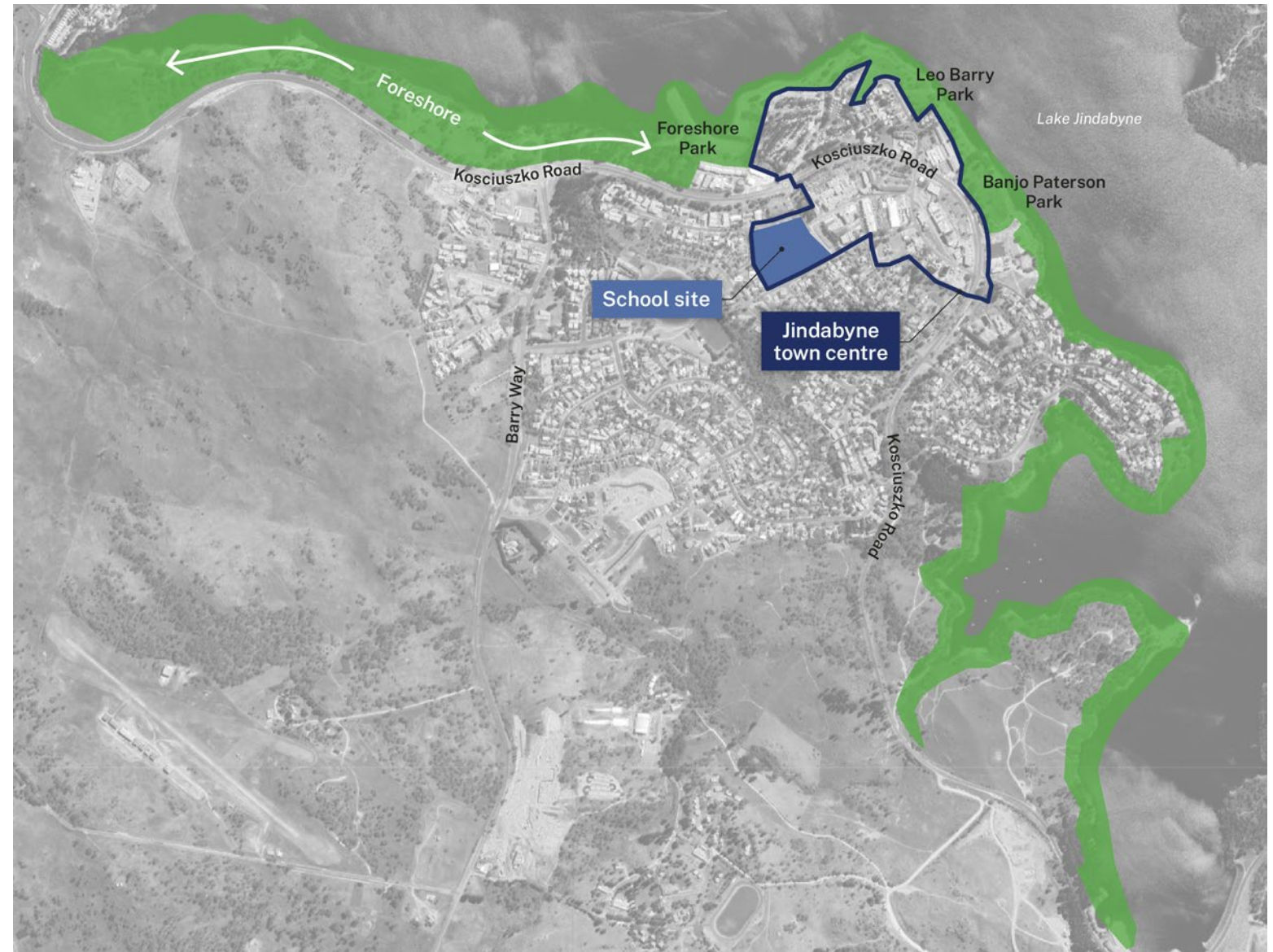
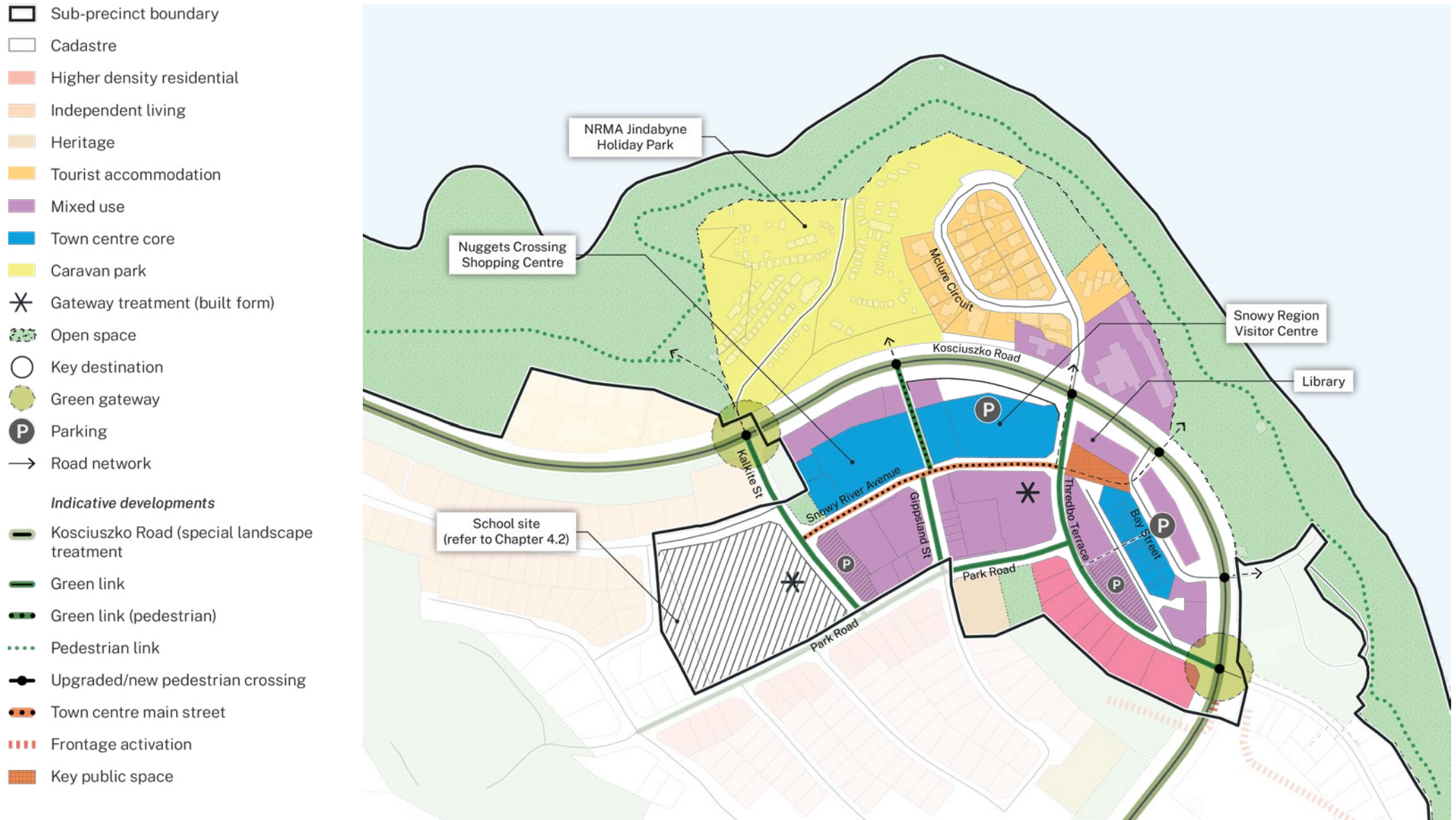


Figure 4 Jindabyne Town Centre, School Site and Foreshore – Indicative Layout Plan



4.1 Jindabyne Town Centre

Jindabyne Town Centre serves as the hub of business and community activity in the Snowy Mountains. It provides important community facilities, including public open space along Lake Jindabyne foreshore, community services, commercial and retail establishments, as well as residential and tourist accommodation.

→ This section provides specific design, planning and environmental development controls and design objectives to support development proposals within Jindabyne Town Centre.

Major retail development follows the alignment of Kosciuszko Road between Kalkite Street and Thredbo Terrace (south). Jindabyne Town Centre presents as two distinct retail hubs due to the curve and change in topography along Kosciuszko Road. The western retail hub is focused around the retail offerings within Nuggets Crossing Shopping Centre (Figure 5). The eastern hub is anchored by Banjo Patterson Inn (Figure 6) and offers a range of ski hire shops, and other retail offerings, as well as a small amount of accommodation as shop-top provision (Figure 7).



Figure 5: Nuggets Crossing Shopping Centre from Snowy River Avenue



Figure 6: Banjo Patterson Inn



Figure 7: retail and accommodation offer and built form example of existing development along Thredbo Terrace



10

The orientation of each development further emphasises the separation, with built form facing different directions. Mitre 10 (Figure 8) is located at the eastern end of Snowy River Avenue, just before the intersection with Thredbo Terrace.

Snowy Region Visitor Centre (Figure 9) is located between the two retail hubs, offering unique architectural design that provides a point of interest in the landscape.

Snowy River Avenue (Figure 10) plays an important role in the structure of the town centre, linking the former Jindabyne Central School in the west with the visitor centre and retail hub on Thredbo Terrace. While it is an important connector road, it lacks activation and destinations that would encourage people to park once and explore on foot.

Jindabyne Town Centre is characterised by low-scale buildings of up to three storeys, serviced by expansive car-parking areas fronting Kosciuszko Road. While individual built form features diverse architectural design and materials, as a whole it presents an alpine village feel which complements its location.

The undulating landform of Jindabyne Town Centre is both advantageous and limiting. High points offer views of the surrounding mountains, while lower ground along the foreshore provides a unique place for recreation, reflection and connection with nature. The sloping terrain, as well as the curved alignment and heavy vehicular use of Kosciuszko Road, however, poses a challenge for pedestrians moving between the commercial centre and the lake foreshore.

Jindabyne Town Centre includes areas of flood-prone land and items of heritage significance that also require careful consideration.



8

Figure 8. Mitre 10 located at the eastern end of Snowy River Avenue

Figure 9: Snowy River Visitor's Centre

Figure 10: Snowy River Avenue looking west towards Jindabyne Central School



9

Desired future character

The desired future character for Jindabyne Town Centre is to be a vibrant alpine village for residents and visitors, and an attractive gateway to the Snowy Mountains. It will continue to grow as a hub for residential, commercial, community and tourism activities, within a landscape setting that instils a sense of place and provides opportunities to connect and reflect.

Development within Jindabyne Town Centre will build on its established character as a thriving hub for business and community activity, as the civic and retail heart of the region.

→ Design of future redevelopment and revitalisation of the Jindabyne Town Centre should:



enable strategic redevelopment and public domain improvements to create a vibrant, attractive, and integrated town centre



provide new and improved residential, retail, community services and social infrastructure such as aged care, a permanent library, community centre and youth hub



build on the existing alpine village character with modern solutions that employ sustainable construction and operation methods



maintain and improve view corridors that connect the town with Lake Jindabyne and the mountains beyond

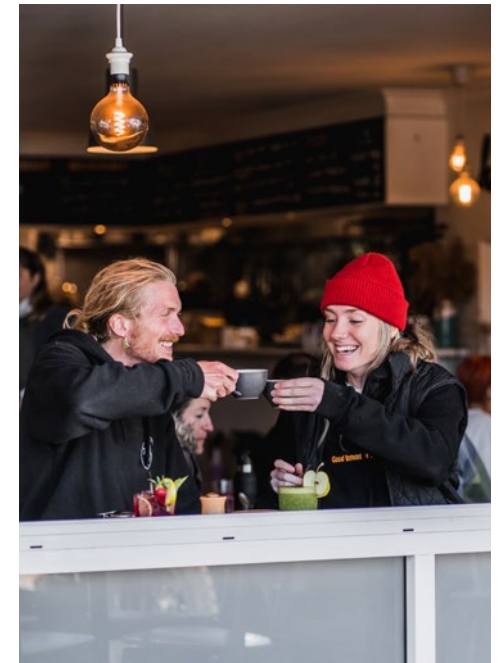


provide walking and cycling infrastructure to encourage connection with the foreshore and community open space such as JJ Connors Oval



provide refreshed and inclusive public realm and recreational spaces along the foreshore

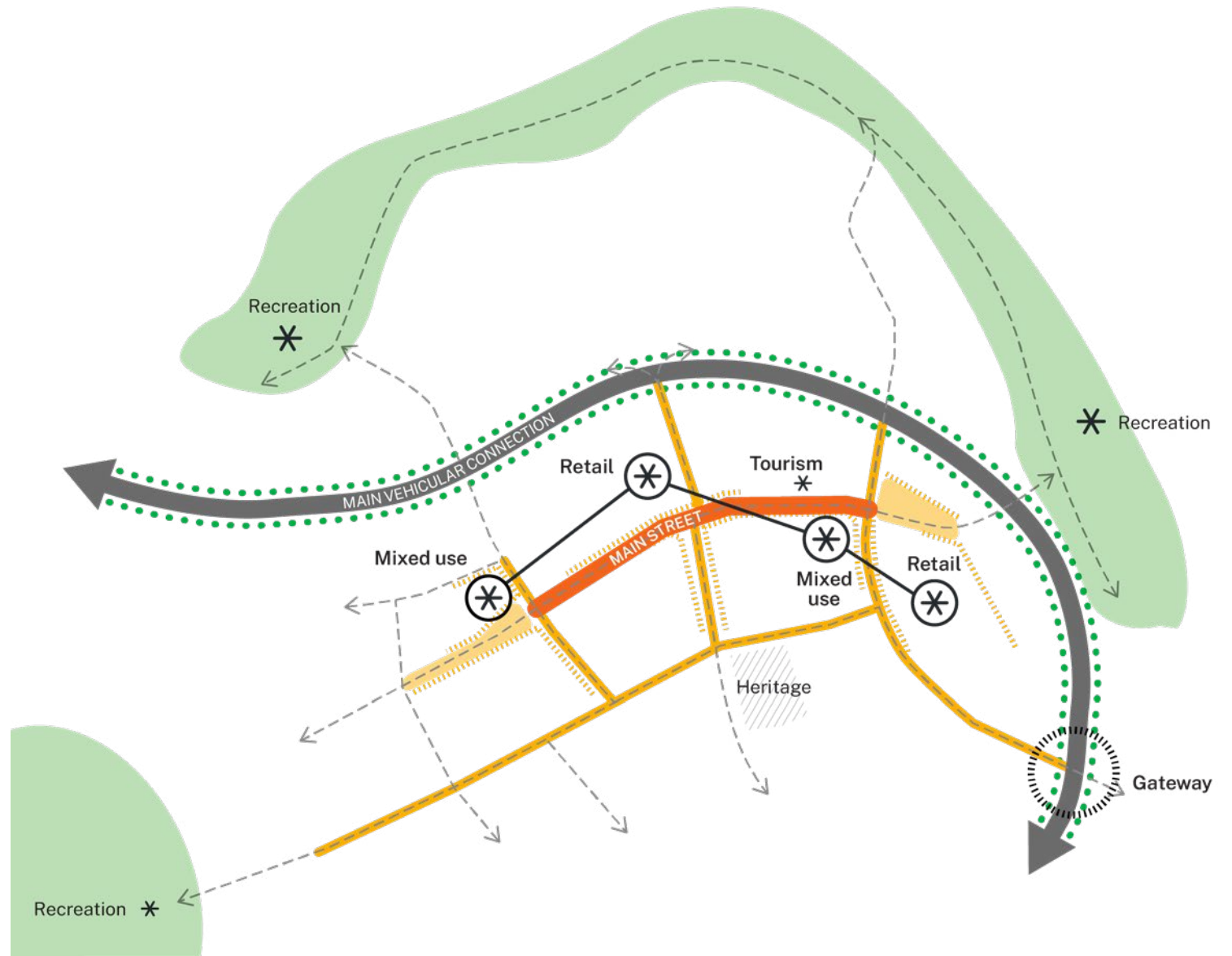
Birchwood Cafe, Jindabyne



An indicative layout plan that demonstrates future land uses and key connections is provided at Figure 11.

Figure 11 Jindabyne Town Centre – destinations and structure

- ⊗ Landmarks/destinations
- Open space
- Town centre main street
- Town centre streets
- Key plaza spaces
- ▨ Active frontage
- ⊙ Gateway to the town centre
- //// Heritage item
- - - Pedestrian connections
- Green boulevard





Artist's impression: view from Mitre 10 to Jindabyne Town Centre sub-precinct



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Land use and character

PC1 Revitalise Jindabyne Town Centre and create a vibrant hub for community and visitors.

- A1.1** Foster a vibrant and attractive town centre through a mixture of residential and tourist accommodation, as well as commercial, retail, community and cultural facilities.
- A1.2** Emphasise the eastern bookend of Snowy River Avenue by locating a new town square/communal plaza adjacent to the Memorial Hall.
- A1.3** Locate critical mass and destination points at either end of Snowy River Avenue to encourage movement and support a ‘park once and walk’ strategy.
- A1.4** Provide increased density in the town centre with new residential and tourist accommodation in apartment-style dwellings at key development sites.
- A1.5** Snowy River Avenue is a destination main street linking the Jindabyne Central School development site with the Nuggets Crossing Shopping Centre, the key development site on the corner of Thredbo Terrace (Mitre 10 site), and the eastern retail hub.

- B1.1** Infill development and renewal is undertaken via adaptive re-use of existing buildings within the town centre.
- B1.2** Amalgamate lots to create a connected village and promote a cohesive layout.
- B1.3** Focus community spaces (such as plazas, outdoor dining, active transport pathways) in areas that receive the most sunlight to support use during winter and at strategic locations to encourage foot traffic between destination sites.
- B1.4** Encourage a ‘park once and walk’ strategy by creating destination points at strategic locations.

- U1.1** Development that does not foster a mixture of residential and tourist accommodation, as well as commercial, retail, community and cultural facilities.
- U1.2** Development that does not provide destination community sites such as plazas at strategic locations that foster a vibrant community hub and support a ‘park once and walk’ strategy.
- U1.3** Development that does not provide active street frontages and public spaces within the town centre to encourage foot traffic, particularly on Snowy River Avenue.
- U1.4** Development that does not provide higher-density development in the town centre and destination points at either end of Snowy River Avenue.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC2 Provide a choice of residential and tourist accommodation options within the Jindabyne Town Centre near employment, amenity and transport connections.

- A2.1** For residential development, provide:
- a. a mix of dwelling sizes that includes more compact dwellings, while maintaining amenity, privacy, and access to quality outdoor private space
 - b. diverse and affordable housing options that cater for permanent residents, seasonal workers and short-stay accommodation,
 - c. 15 per cent of a building’s floor space for the purpose of affordable housing, as defined in *State Environmental Planning Policy (Housing) 2021* (Housing SEPP 2021)
 - d. a mix of dwelling types/sizes that promote Jindabyne Town Centre as an affordable option for short-term stays,
 - e. multi-dwelling configurations that facilitate adaptation over time and ensure that where dwellings are used for short-term accommodation there is clear delineation between permanent residents and visitors
 - f. communal open space/other amenity to improve desirability and opportunities for social interaction.

- A2.2** For tourist accommodation:
- a. the minimum floor area per person is in accordance with the following (provided it can be demonstrated that the property has the capacity to accommodate any additional requirements for wastewater disposal):
 - i. two people; seven square metres
 - ii. three people; 11 square metres
 - iii. four people; 15 square metres

B2.1 Provide a balanced mix of dwelling and accommodation options suitably supported by open space (both private and public) and other desirable amenity to encourage investment in the Town Centre.

B2.2 Provide adequate facilities for residences and visitors that considers their length of stay (e.g. permanent residents, short-term stays, bed and breakfast, etc) and associated requirements such as secure storage, and shower and toilet facilities. Facilities for visitors are kept separate from permanent residents where possible.

U2.1 Development that does not provide a diverse mix of accommodation types/sizes that cater to a range of budgets and provide affordable options for short-term stays.

U2.2 Development that does not provide communal open space/ other amenity to encourage social interaction.



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

PC2 Continued

- iv. five people; 19 square metres
- v. six people; 23 square metres.
- b. provide adequate space and secure storage facilities to allow occupants to store clothes and travel gear in the building
- c. ensure adequate toilet and shower facilities are available to guests
- d. where more than one guest bedroom is proposed, one bathroom and toilet is available for the use of guests and is separate from the bathroom/toilet used by the permanent residents of the dwelling
- e. locate toilets and bathrooms in the dwelling where access is available without entering another bedroom
- f. provide bed and breakfast accommodation to guests that consist of no more than three bedrooms
- g. bed and breakfast accommodation is appropriately managed and operated. A management plan is submitted in support of any development application for bed and breakfast accommodation and includes:
 - i. waste management
 - ii. provision and maintenance of essential services
 - iii. protection against natural hazards (e.g., bushfire).
- h. the operator of the bed and breakfast accommodation is a permanent resident of the premises
- i. visitors are not permitted to stay at the bed and breakfast accommodation for more than one month of continuous duration.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC2 Continued

- A2.3** For short-term holiday rental accommodation:
- a. visitors are not permitted to stay at the short-term holiday rental accommodation for more than 28 days of consecutive duration
 - b. the existing amenity of the area is maintained and not negatively impacted by use of short-term holiday rental accommodation
 - c. a storage area of two square metres is provided per bedroom within the short-term holiday rental accommodation. At least 50 per cent of this storage space is within the dwelling. Storage space does not include built-in wardrobes in bedrooms, or kitchen storage cupboards. The remaining 50 per cent is located in the garage, in the sub-floor space or other outdoor enclosure and is easily accessible and usable.

B2.3 Provide tourist development for the economic and social benefit of Jindabyne and include tourist accommodation options such as bed and breakfast accommodation, short-term holiday rental accommodation and eco-tourist facilities.

U2.3 Accommodation that does not provide adequate facilities for guests, including space and secure storage facilities and toilet and shower facilities.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC3 For areas shown as 'Mixed Use' and 'Town Centre Core' in the Indicative Layout Plan at Figure 4, build on the existing character of the town centre with new retail and commercial uses.

A3.1 Retail and commercial uses should be provided at the ground floor and activate street frontages by providing public access and windows that look over the street.

B3.1 Residential uses/access at ground floor may be considered where an active street frontage can be demonstrated.

B3.2 Shop top housing/accommodation may be provided above ground floor if it can demonstrate appropriate access, servicing and on-site parking for residents and visitors.

U3.1 Development within mixed use areas that does not activate street frontages or provide an interface with the street that contributes positively to the town centre.

PC4 Development within the area shown as 'Higher Density Residential' in the Indicative Layout Plan at Figure 4 is to provide new housing in higher yield formats.

A4.1 Dwellings in the form of dual occupancies, multi dwelling housing and terrace housing.

A4.2 Development that uses the land efficiently given its proximity to the Town Centre and public transport opportunities.

A4.3 A minimum lot size of 600 square metres is required for development.

A4.4 Minimum built form setbacks as follows:

- a. Front (up to three storeys):
 - i. 3.5 metres
 - ii. two metres front setback on secondary road setback on corner lots for levels one and two, and
 - iii. three-metre setback for level three.

Note: Garage to be set back at 5.5 metres from front.

- b. Side:
 - i. 0.9 metres level one
 - ii. 1.2 metres levels two and three
- c. Rear:
 - i. three metres level one
 - ii. six metres level two
 - iii. eight metres level three

U4.1 Land uses other than residential.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC5 Development within the area shown as 'Caravan Park' in the Indicative Layout Plan at Figure 4 should provide land uses that are similar to existing.

A5.1 Affordable accommodation options including eco-cabins, powered and unpowered camping and caravan sites as well as recreational facilities and amenities to support visitor stays, such as heated water play parks, slides, bike parks and play equipment areas.

Not applicable.

Not applicable.

Built form and height

Revitalisation of Jindabyne Town Centre will include new built form, as well as transformation and renewal of existing buildings to create a vibrant and architecturally diverse alpine village. Development within Jindabyne Town Centre should promote high-quality urban design, consider important views and vistas, incorporate sustainable building practices, and integrate universal design principles. Future development should contribute to a thriving and cohesive community in Jindabyne by prioritising a harmonious blend between the built environment and natural alpine setting.



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

Built form and height

PC6 High quality and cohesive alpine village architecture that reflects the alpine setting of Jindabyne Town Centre and fosters a welcoming village atmosphere.

A6.1 Include a mix of building types and designs of high architectural merit that promote visual interest. Refer to Figure 13 for examples of desirable alpine character, building materials and architectural styles.

A6.2 Built form that is proportionally suited to individual sites.

A6.3 Maintain a compatible bulk, scale and height to adjacent existing development within Jindabyne Town Centre.

A6.4 Buildings along Snowy River Avenue, active transport routes or facing public open space employ a zero-lot setback where active uses are proposed at the ground floor. Above ground floor, upper levels are set back three metres.

A6.5 Visual interest and diversity are created by stepping built form into the natural topography, using materials creatively, and employing articulation in facades.

B6.1 Where dwellings cannot be oriented to capture desirable views of the lake and surrounding mountains, the orientation prioritises capture of sunlight and views of streetscapes, activated street frontages or other desirable views.

B6.2 Increased bulk, scale and density is provided in suitable locations to support growth and development.

B6.3 Development minimises its visual impact where sites are more highly visible.

B6.4 Alternate setbacks may be considered where appropriate public domain outcomes are achieved.

B6.5 Buildings are designed to minimise intrusion into the landscape through careful placement, design and landscaping.

U6.1 Built form that is of a height, bulk and scale that obstructs important views from heritage items and obstructs views of the lake and surrounding mountains.

U6.2 Development that does not provide a mix of building types and design that promotes visual interest.

U6.3 Buildings that do not provide setback where there are no active uses proposed at the ground floor.

U6.4 Building heights that are greater than specified limits, and are not in keeping with the height and scale of adjacent existing development.

U6.5 Car parking facilities with internal car parking visible from public spaces which reduces the visual amenity from the public realm.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC6 Continued

- A6.6** Provide street frontage activation and passive surveillance along Snowy River Avenue, key active transport routes and public open space.
- A6.7** Active frontages have weather protected awnings for inclement weather protection, in the form of colonnades and/or awnings, designed to accommodate snow loads.
- A6.8** Built form considers flexible building design to accommodate future uses and adaptive re-use.
- A6.9** Orientate dwellings where possible to capture desirable views of the lake and surrounding mountains, ensuring compliance with solar requirements in the Apartment Design Guide 2015 (ADG) (Department of Planning and Environment) for apartments.
- A6.10** All new residential development is to incorporate Liveable Housing Design Guidelines silver level universal design features.

For new residential development involving five or more dwellings a minimum of 20 per cent of dwellings are to incorporate Liveable Housing Design Guidelines gold level universal design features.
- A6.11** Non-residential land uses offer a range of floorplate sizes to accommodate diverse business types.
- A6.12** The height, bulk and scale of multi-deck parking facilities complement the character of the town centre and incorporate active ground floor frontages along key facades. Any facades on and above ground floor that are exposed to the public domain are screened such that the car parking internally is not visible.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC7 Building heights that reflect those shown in Figure 12.

- A7.1** Buildings of up to three storeys in height across the Jindabyne Town Centre.
- A7.2** Additional height is permitted on the Jindabyne School Site (refer Chapter 4.2) and the key development site on the corner of Thredbo Terrace and Snowy River Avenue.
- A7.3** Development within the Higher Density Residential area (as shown in Figure 4) is designed up to three storeys and considers and mitigates view loss from surrounding public domain and heritage sites.

- B7.1** Development responds to the existing and desired future development on adjoining sites and results in no adverse impacts on users of the site or surrounds.
- B7.2** Building height is subject to demonstration that key views from heritage items are retained.

- U7.1** Development that is greater than the specified heights and not in keeping with adjacent development, and obscures views to the surrounding mountains and lake.
- U7.2** Development that obstructs key views and is not in alignment with the alpine village feel.

PC8 The main street of town, Snowy River Avenue is defined with landmark development at bookends.

A8.1 Design for landmark buildings at both ends of Snowy River Avenue to enhance legibility and create distinct focal points (refer Figure 12).

Not applicable.

U8.1 Prominent landmark development that does not demonstrate high quality integrated aesthetic architectural design.

PC9 Development within the area shown as 'Caravan Park' in the Indicative Layout Plan at Figure 4 should not exceed one storey.

A9.1 Maintain the existing height, bulk and scale of permanent buildings in the caravan park.

B9.1 Development that can demonstrate it will not result in unacceptable impacts on key view corridors or loss of amenity to surrounding development.

U9.1 Development resulting in unacceptable impacts on key view corridors.

Figure 12 Jindabyne Town Centre – heights of buildings and landmark sites

- ⊗ Landmarks/destinations
- ▨ Key development site
- 3 storeys
- 4 storeys
- Up to 6 storeys (refer to Chapter 4.2)
- Open space
- Town centre main street
- ▨ Active frontage
- /// Heritage item



Figure 13 Examples of alpine character, building materials and architectural style

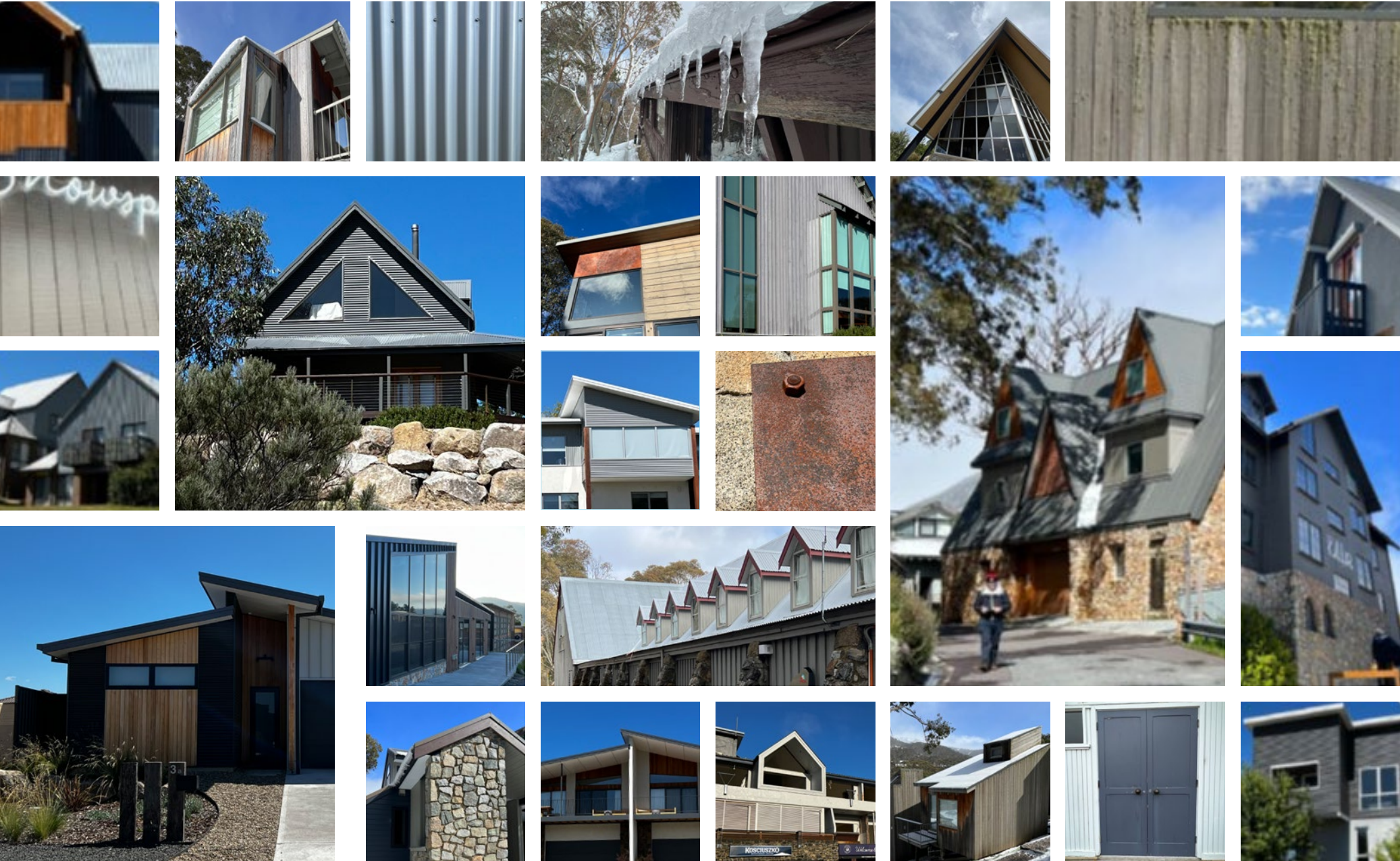


Figure 14 Jindabyne Town Centre –indicative connectivity plan

- ⊗ Landmarks/destinations
- Open space
- ➔ Snowy River Avenue
- Town centre streets
- Key plaza spaces
- ✱ Town square
- ⊗ Green gateway to the town centre
- //// Heritage item
- Pedestrian connections
- Green boulevard
- Key public domain node
- New pedestrian link



Connectivity, street network and active transport





By prioritising legibility, walkability and connections to public spaces, Jindabyne Town Centre will become a pedestrian-friendly environment that encourages and supports active modes of transport.

Construction of the Southern Connector Road will provide an alternate route to the mountain resorts and lessen the traffic pressure along Kosciuszko Road. The main road into town will become a slower speed, pedestrian and cycle-friendly environment, allowing for safe connections between the town centre and the foreshore of Lake Jindabyne.

Snowy River Avenue will continue to grow in its role as the main activity street within Jindabyne Town Centre, linking the Snowy Region Visitor Centre, library and Mitre 10 (as well as other retail) in the east with the redeveloped School Site in the west. To prioritise Snowy River Avenue as the key pedestrian link through Jindabyne Town Centre, it will be transformed into a one-way vehicular access street.

Improved pedestrian and cycling infrastructure will facilitate seamless movement, while a captivating lakefront promenade will connect key sites within Jindabyne.

An indicative plan for connectivity is provided at Figure 14. The following Chapter provides criteria and solutions in accordance with this figure.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Connectivity, street network and active transport			
PC10 Transform Kosciuszko Road into a 'main street', with identifiable gateways into the heart of the town.	<p>A10.1 Upgrade Kosciuszko Road to a two-lane roadway (one lane in each direction) with a dedicated parking lane and shared paths on each side (Refer to Figure 15).</p> <p>A10.2 Reduce the speed limit along Kosciuszko Road to 30km/h between Thredbo Terrace and Kalkite Street.</p> <p>A10.3 Locate pedestrian crossings at key locations to improve connectivity between Jindabyne Town Centre and foreshore.</p> <p>A10.4 Locate green gateways at the intersections of Kalkite Street/Kosciuszko Road and Thredbo Terrace/Kosciuszko Road to mark the entry to Jindabyne Town Centre (Refer to Figure 14).</p> <p>A10.5 Promote connection with Lake Jindabyne by transforming Kosciuszko Road into a green, civic boulevard as a welcoming arrival experience to Jindabyne Town Centre.</p> <p>Incorporate a boulevard of trees for shade and high-quality garden beds to improve the aesthetic and convert the focus from cars to people.</p>	<p>B10.1 Alternative designs for Kosciuszko Road may be considered where the design achieves the performance criteria.</p> <p>B10.2 Staging of delivery of Kosciuszko Road may be considered where it is demonstrated that development is carried out in a logical sequence and achieves the performance criteria.</p>	<p>U10.1 A street hierarchy that prioritises motor vehicles and does not ensure pedestrian and cyclist needs are adequately and safely accommodated.</p> <p>U10.2 An active transport network that does not incorporate amenity into the design, including tree plantings along active transport routes.</p>



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria

What we want to achieve

PC11 Snowy River Avenue is a vibrant pedestrian spine and civic and retail street.

A11.1 Redefine and develop the street as part of the civic heart of Jindabyne, connecting the new town square and the Jindabyne Central School site (refer to Figures 16 and 17).

A11.2 New development at ground level along Snowy River Avenue should incorporate active frontages and all-weather dining opportunities.

A11.3 Convert Snowy River Avenue to a slow traffic street of a single lane with one-way traffic movement in an eastbound direction between Kalkite Street and Thredbo Terrace.

A11.4 Provide more space for people to walk and cycle, with pathways designed to a minimum of 1.5 metres in width. In areas of high foot traffic a minimum of 3.5 metres is preferred to allow space for stopping, checking directions, resting and turning around wheelchairs/ prams without slowing other foot traffic.

A11.5 Quality paving materials, street furniture and effective lighting should be installed.

A11.6 Provide 40 per cent canopy coverage by creating tree-lined streets which will provide shade and celebrate the landscape and environmental character of Jindabyne.

A11.7 Creation of landscaped open spaces that provide shelter and amenity with granite boulders, low shrub and grassed planting as well as groups of dwarf snow gums to accentuate human scale.

A11.8 Provide a 10km/h shared space with flush kerbs between the Gippsland Street intersection and Thredbo Terrace.

A11.8 Use of a unified palette of materials that extends along the whole avenue.

A11.9 Seating should be provided every 20 metres and include a mix of seating types including back and arm rests.

B11.1 Parallel parking between Gippsland Street and Thredbo Terrace may be accommodated should it be demonstrated that it is required and will have minimal impact on the pedestrian-focused environment and safety for walkers and cyclists.

U11.1 A street hierarchy that prioritises motor vehicles and does not ensure pedestrian and cyclist needs are adequately and safely accommodated.

U11.2 An active transport network that does not incorporate amenity into the design, including tree plantings along active transport routes.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC12 Redefine the role of **Kalkite Street** as a walking and cycling connection between Jindabyne Town Centre and Jindabyne Foreshore.

- A12.1** Provide a seven-metre dual road carriageway, with a 2.4 metre vehicle parking bay and footpath on the western side, and continuous three metre shared use path on the eastern side.
- A12.2** Provide wider footpaths, universal access, quality paving materials, street furniture and effective lighting.
- A12.3** Enable the redevelopment of the Jindabyne Central School site.
- A12.4** Maintain a 50km/h speed limit.

Not applicable.

- U12.1** A street hierarchy that prioritises motor vehicles and does not ensure pedestrian and cyclist needs are adequately and safely accommodated.
- U12.2** An active transport network that does not incorporate amenity into the design, including tree plantings along active transport routes.

PC13 Define, reinforce and develop **Thredbo Terrace** as a connecting street to the town centre, visitor centre, and new town square.

- A13.1** Maintain two-way vehicular access and prioritise pedestrian movement ahead of parking.
- A13.2** Provide a shared-user path along the western edge of Thredbo Terrace.
- A13.2** Create a paved threshold intersection with Snowy River Avenue, with a continuous pavement across the intersection to indicate pedestrian priority.

Not applicable.

- U13.1** A street hierarchy that prioritises motor vehicles and does not ensure pedestrian and cyclist needs are adequately and safely accommodated.
- U13.2** An active transport network that does not incorporate amenity into the design, including tree plantings along active transport routes.

PC14 Define **Park Road** as a key connector street to wider Jindabyne as well as forming the south-east edge of the town centre.

- A14.1** Provide a seven-metre dual road carriageway with a kerb build out on the northern side to facilitate garden bed and tree planting and a 3.5 metre wide shared-user path.
- A14.2** Create a welcoming tree-lined street with improved wayfinding and orientation.
- A14.3** Provide a raised shared-user path intersection with Gippsland Street, and continuous pavement across the intersection.
- A14.4** Enhance connection points along Park Road at Kalkite Street, Gippsland Street and Thredbo Terrace with signage/other wayfinding and public domain treatment to direct movement toward the Jindabyne Town Centre.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC15 Support the new, active civic heart of Jindabyne by connecting the active transport network between the town centre, Kosciuszko Road and Lake Jindabyne.

A15.1 Provide a new pedestrian link that connects Snowy River Avenue at the intersection with Gippsland Street, between the visitor centre and Nuggets Crossing to Kosciuszko Road.

Not applicable.

U15.1 A connection that prioritises car access over pedestrian and cyclist movements.

PC16 Provide a street hierarchy that is clear for vehicles, pedestrians and cyclists, and designed to meet safety and comfort levels for all users.

A16.1 Prioritise pedestrian movement and safety along Gippsland Street by providing quality pathways and associated infrastructure.

A16.2 Prioritise pedestrian and cycle amenity along active transport routes, including consideration of public domain quality and tree planting to encourage walking and cycling.

A16.3 Active transport infrastructure accommodates universal accessibility, where possible. Pathways should be generous and have the capacity to accommodate pedestrians, wheelchairs and strollers passing each other in opposite directions.

A16.4 Reduce modal conflict between cyclists, pedestrians and vehicles.

A16.5 Provide bicycle parking at key destinations to promote the use of cycling for short trips.

Not applicable.

Not applicable.

Figure 15 Potential future arrangement of Kosciuszko Road including bike lanes, footpaths and shared-user path

(Source: Aurecon)



Figure 16 Indicative streetscape along Snowy River Avenue (east)
(Source: Aurecon)







Figure 17 Indicative public domain node at the Snowy River Avenue/Gippsland Street intersection
(Source: Aurecon)



Parking

Parking provision in Jindabyne Town Centre will be influenced by the balance of retail, commercial and residential development.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Parking			
PC17 Parking that meets the needs of all users, located where it is convenient without impacting the active transport network or impeding on the desired streetscape environment (refer Chapter 4.1 Connectivity, street network and active transport).	A17.1 Consolidate parking at key locations on the periphery of the Jindabyne Town Centre and promote a ‘park once and walk’ strategy. A17.2 Conveniently locate and design accessible car parking spaces to provide easy access from the vehicle to the kerb/main entry of the building it services. A17.3 Prioritise on-street parking spaces in the centre of town for pick up/drop off and loading. A17.4 Consider parking allocation for emergency vehicles. A17.5 Design parking for recreational and tourism uses to meet the uses particular parking needs. Larger vehicles such as private coaches, minibuses and campervans are common in Jindabyne and require the ability to stop, to set down and pick up passengers and extended layovers. A17.6 Ensure the design of car parking is multifunctional and allows for other uses, such as markets and other community events.	Not applicable.	U17.1 Parking located where it dominates the streetscape in areas of high pedestrian activity.
PC18 Reduce reliance on on-street parking with on-site parking provided for larger developments.	A18.1 Integrate appropriate on-site car parking provisions for development in accordance with Table 6. A18.2 Provide accessible car parking spaces in accordance with Table 7 and designed in accordance with <i>Australian Standard AS2890.6-2022</i> .	Not applicable.	U18.1 Large areas of interrupted parking visible from streets without landscaping.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC18 Continued

- A18.3** Integrate parking for residential use within the built form at key development sites.
- A18.4** Encourage shared parking arrangements between businesses to optimise land use efficiency.
- A18.5** Consider the potential for multi-deck parking facilities at appropriate locations, including at the existing carpark to the south of the Snowy River Health Centre on Thredbo Terrace.
- A18.6** Bus parking for tourist and visitor accommodation and eco-tourist facilities development proposals must:
 - a. consider a maximum 25 per cent discount in the total provision of on-site car parking spaces provided that it can be demonstrated any shortfall in on-site car spaces can be met by the provision of dedicated on-site bus bays, and
 - b. be supported by a traffic impact statement prepared by a traffic engineer demonstrating that the design of the bus bays and all associated car parking and manoeuvring areas for the proposed development complies fully with Council and Transport for NSW requirements.
- A18.7** Provide loading and servicing requirements on site within larger development to ensure the safety of pedestrians and cyclists and minimal impact on the proper functioning of the street network in Jindabyne Town Centre.

U18.2 Development that provides excess parking facilities within the town centre in preference to active transport/pick-up and drop-off spaces thereby encouraging reliance on on-street parking.

PC19 Promote use of active transport in Jindabyne Town Centre.

A19.1 Provide end-of-trip facilities for commercial developments on key sites.

Not applicable.

U19.1 Development that prioritises motor vehicle use and does not provide adequate active transport routes, parking, and end-of-trip facilities.

Table 6 Jindabyne Town Centre parking rate

Development type/ land use	Minimum parking requirements
Residential	
Dwelling house	<ul style="list-style-type: none"> Two parking spaces per one-, two-, three- or four-bedroom dwelling house One parking space per two bedrooms thereafter
All other forms of residential accommodation (classified by Snowy Monaro Regional Council as attached dwellings, attached dual occupancy, detached dual occupancy, multi dwelling housing, residential flat buildings and semi-detached dwellings)	<ul style="list-style-type: none"> One parking space per one or two-bedroom dwelling Two parking spaces per three-bedroom dwelling One parking space for each bedroom where a dwelling has more than three bedrooms <p>Visitor parking (for multi dwelling housing and residential flat buildings):</p> <ul style="list-style-type: none"> One designated visitor parking space per three to five dwellings, or two designated visitor parking spaces per six or more dwellings or part thereof
Secondary dwellings	<ul style="list-style-type: none"> No additional parking spaces are to be provided on the site
Group homes (transitional and permanent)	<ul style="list-style-type: none"> Two parking spaces per group home
Shop top housing	<ul style="list-style-type: none"> One parking space per one or two-bedroom dwelling Two parking spaces per three or more bedroom dwelling Shared resident and commercial/retail parking spaces may be considered where it can be demonstrated there will be an adverse impact on on-street or public parking spaces
Hostels	<ul style="list-style-type: none"> One parking space for each five bedrooms in the hostel One parking space for every two people employed in connection with the development and on duty at any one time and one parking space suitable for an ambulance
Casual accommodation	
Bed and Breakfast accommodation	<ul style="list-style-type: none"> One space per bedroom and two spaces for the owner
Hotel or motel accommodation (including pubs where accommodation is provided)	<ul style="list-style-type: none"> One space per unit/room and two spaces per manager's residence One space per two employees
Backpackers' accommodation	<ul style="list-style-type: none"> Off street parking requirements assessed on merit
Serviced apartments	<ul style="list-style-type: none"> One parking space per one-bedroom serviced apartment unit, or Two parking spaces per two or more bedroom serviced apartment, and one parking space per two employees

Development type/ land use	Minimum parking requirements
Caravan parks	<ul style="list-style-type: none"> • One parking space per caravan site, and • One space per 10 long-term sites, and • One space per 10 short-term sites
Camping grounds	<ul style="list-style-type: none"> • Off street parking requirements assessed on merit
Commercial – office/retail	
Commercial premises including offices	<ul style="list-style-type: none"> • 2.5 parking spaces per 100 square metres GFA
Shops (retail)	<ul style="list-style-type: none"> • Four parking spaces per 100 square metres GFA • For ski hire premises: 6.7 parking spaces per 100 square metres GFA
Service stations and convenience stores	<ul style="list-style-type: none"> • One parking space per 20 square metres GFA of convenience store and • One parking space per 200 square metres site area • (Where a work bay is proposed, additional parking will be required at the rate of four spaces per service bay)
Vehicle sales or hire premises	<ul style="list-style-type: none"> • One parking space per two employees • 1.5 parking spaces per 200 square metres sale yards/showroom, and • Six parking spaces per service bay
Bulky goods/retail outlets	<ul style="list-style-type: none"> • One parking space per 50 square metres GFA
Drive-in/take-away food and drink premises	<p>Where no on-site seating is provided:</p> <ul style="list-style-type: none"> • One parking space per 8.5 square metres GFA • One parking space per employee <p>Where on-site seating is provided:</p> <ul style="list-style-type: none"> • One parking space per 10 square metres GFA, and • One parking space per five seats (internal or external), or • One parking space per five seats (internal) whichever is greater <p>Where on-site seating and drive-through facilities are proposed</p> <ul style="list-style-type: none"> • One parking space per two seats (internal), or • One parking space per three seats (internal and external) and queuing area of 10-12 cars within the drive-through as measured from the pick-up point • One parking space per employee
Restaurants or cafes	<ul style="list-style-type: none"> • Five parking spaces per 100 square metres GFA • One parking space per 6.5 square metres of public dining area • One parking space per employee

Development type/ land use	Minimum parking requirements
Function centre	<ul style="list-style-type: none"> • One space per five seats
Garden centre	<ul style="list-style-type: none"> • Minimum five spaces plus one space per 100 square metres site area used for plant propagation or sale
Pubs	<ul style="list-style-type: none"> • Five parking space per 100 square metres GFA • One parking space per 3.5 square metres of licensed floor area (i.e., bar, lounge, beer garden and games room) • One parking space per 40 square metres GFA of office space • One parking space per 6.5 square metres of public dining area or refreshment room • One parking space per employee, and two parking spaces per manager's residence • While no additional car parking is required for beer gardens and un-roofed areas in hotels/clubs, any enclosing of these areas by roofing will render them liable for additional on-site car parking at a rate of one space per 2.5 square metres licensed floor area
Neighbourhood shops	<ul style="list-style-type: none"> • One parking space per 20 sqm Gross Leasable Floor Area (GLFA)
Entertainment facilities	<p>Greater of:</p> <ul style="list-style-type: none"> • One space per 20 square metres GFA, or • One space per 10 seats

Table 7 Jindabyne Town Centre minimum percentage of accessible parking spaces





Types of development and land use	Minimum number of accessible spaces
Retail/commercial	2%
Public transport	2%
Community facilities, libraries, galleries, places of worship	2%
Senior citizens centres, clubs and residential care facilities	3% to 4%
Medical centres, services and hospitals	3% to 4%
Tertiary education institutions	1% to 2%
Entertainment centres, function centres	2%
Outdoor sporting facilities and outdoor recreation areas	1% to 2%

Source: Australian Standard AS2890.5-2020: Parking facilities Part 5 On-street parking

Sustainability, landscape and open space

Development within Jindabyne Town Centre should aim to protect and enhance areas of environmental value, employ sustainable landscaping practices and foster a harmonious connection between the built environment and the natural landscape.

As Jindabyne Town Centre is predominantly already disturbed land, the emphasis of new development should be on sustainability, rehabilitation and regeneration of suitable landscapes utilising Water Sensitive Urban Design (WSUD) practices and a planting palette including endemic species.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see								
Sustainability, landscape and open space				PC20 Sustainable design outcomes are achieved in the revitalisation of Jindabyne Town Centre.	<p>A20.1 Protect and enhance the existing blue-green network to emphasise the connection between mountain and Lake Jindabyne. Opportunities are considered for establishing additional native vegetation corridors where feasible.</p> <p>A20.2 Ensure development integrates harmoniously with the topography of the land, preserving and establishing native vegetation corridors.</p> <p>A20.3 Link the Jindabyne Town Centre to Jindabyne Foreshore with green street connections that offer shade of canopy trees and visual appeal.</p> <p>A20.4 Implement best practice WSUD along streets and in the public realm to enhance its green character, improve water quality and mitigate urban heat. WSUD measures are integrated into landscape design such as irrigating garden beds using stormwater captured on site and recycled water.</p>	Not applicable.	<p>U20.1 Development constructed solely of man-made materials that is not in keeping with the natural topography and landscape.</p> <p>U20.2 Development that is devoid of native vegetation corridors and green links, with barriers between Jindabyne Town Centre and Jindabyne Foreshore.</p>	PC21 Provide opportunities for people to occupy and nurture the public domain and reinforce the character of the region in materials and planting selection.	<p>A21.1 Improve Jindabyne Town Centre through the creation of welcoming public spaces, green infrastructure integration and scenic preservation.</p> <p>A21.2 Provide public open space at key locations that encourage gathering to improve social sustainability and instil community pride.</p>	Not applicable.	<p>U21.1 Development that does not incorporate natural materials and consider other elements such as plantings that tie it in with the existing character of the region.</p>
PC20 Sustainable design outcomes are achieved in the revitalisation of Jindabyne Town Centre.	<p>A20.1 Protect and enhance the existing blue-green network to emphasise the connection between mountain and Lake Jindabyne. Opportunities are considered for establishing additional native vegetation corridors where feasible.</p> <p>A20.2 Ensure development integrates harmoniously with the topography of the land, preserving and establishing native vegetation corridors.</p> <p>A20.3 Link the Jindabyne Town Centre to Jindabyne Foreshore with green street connections that offer shade of canopy trees and visual appeal.</p> <p>A20.4 Implement best practice WSUD along streets and in the public realm to enhance its green character, improve water quality and mitigate urban heat. WSUD measures are integrated into landscape design such as irrigating garden beds using stormwater captured on site and recycled water.</p>	Not applicable.	<p>U20.1 Development constructed solely of man-made materials that is not in keeping with the natural topography and landscape.</p> <p>U20.2 Development that is devoid of native vegetation corridors and green links, with barriers between Jindabyne Town Centre and Jindabyne Foreshore.</p>								
PC21 Provide opportunities for people to occupy and nurture the public domain and reinforce the character of the region in materials and planting selection.	<p>A21.1 Improve Jindabyne Town Centre through the creation of welcoming public spaces, green infrastructure integration and scenic preservation.</p> <p>A21.2 Provide public open space at key locations that encourage gathering to improve social sustainability and instil community pride.</p>	Not applicable.	<p>U21.1 Development that does not incorporate natural materials and consider other elements such as plantings that tie it in with the existing character of the region.</p>								



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering
alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC21 Continued

- A21.3** Create a public forecourt at the Snowy Mountains Visitor Centre to instil civic presence and as a wayfinding device and landmark for the town.
- A21.4** Utilise high quality natural materials in the design of open space to complement the surrounding landscape and soften Jindabyne Town Centre.
- A21.5** In public domain areas including streets, plazas and parks:
 - a. a range of seating is provided, from standalone seats in standard lengths to groups of seating that can be attached to walls
 - b. a range of bins are provided in accordance with Council and NPWS standards
 - c. a standard bollard, a removable bollard and other bollards are provided as required for the protection of trees, car parking delineation and in directing vehicles on kerbless intersection treatments
 - d. a standard and simple bicycle rack is provided as a secure and convenient facility to store and lock bicycles
 - e. drinking fountains are provided with options for bottle refilling and animal drinking bowls
 - f. a restrained and limited range of materials is used to form a consistent and coherent public domain
 - g. street furniture is arranged and located to ensure comfort, accessibility and positive social interaction for all users



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC21 Continued

- h. the hierarchy of streets, pathways and junctions is reinforced for the application of street furniture such as benches, bollards and other elements
- i. the design and construction consider economies of scale in supply and replacement, and considers maintenance
- j. robust, high-quality and sustainable materials are used that reflect the harsh climatic factors in a whole-of-life context, including levels of service and maintenance
- k. placement of street furniture avoids creating trip hazards, avoids interrupting pedestrian desire lines.

4.2 Jindabyne Central School Site

The Jindabyne Central School Site (School Site) forms part of the wider Jindabyne Town Centre and presents a unique renewal opportunity that will strengthen the retail, residential and community amenity of Jindabyne.

→ This section provides specific design, planning and environmental development controls and performance criteria to support development proposals on the School Site (see Figure 18).

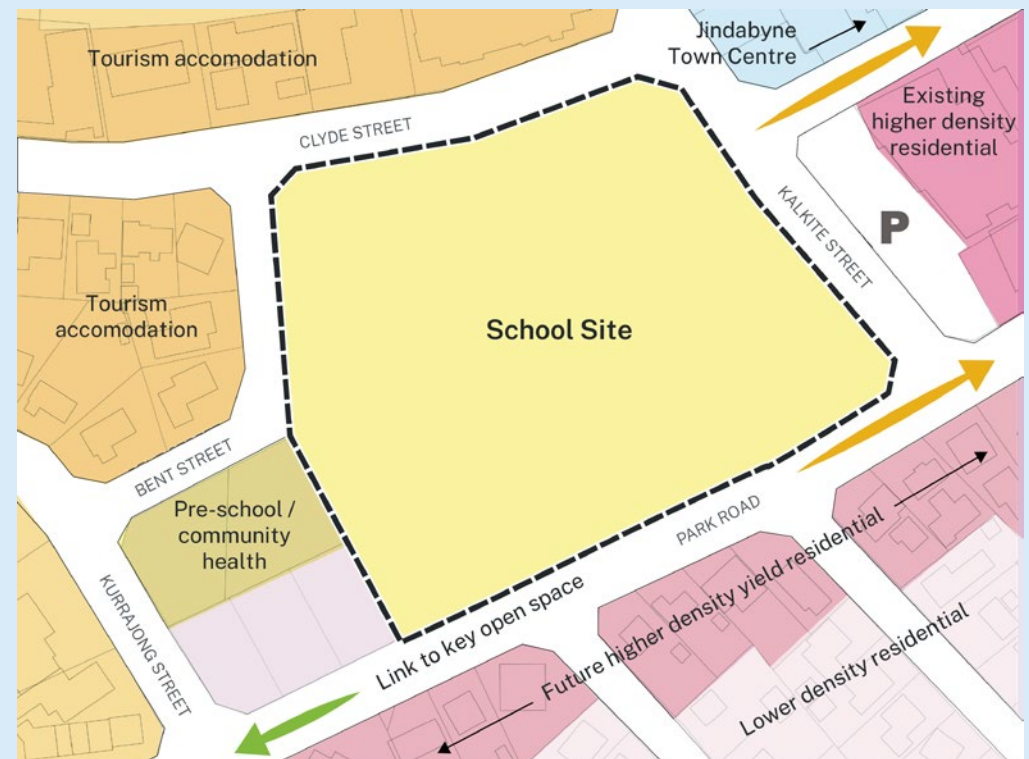
Through thoughtful redevelopment, the School Site will be transformed into a vibrant hub that enriches the community's social, cultural, and recreational experiences, providing a new place for residents and visitors to enjoy.

The following prescribed outcomes and performance guidance are designed to provide a framework for development on the School Site.

Aerial over existing Jindabyne Central School



Figure 18 Future land use surrounding the School Site



Land use and character

At the time of drafting this plan, the School Site continues to function as Jindabyne Central School. On delivery of a new school in 2024 (the Jindabyne Education Campus within the Sports and Education sub-precinct), the existing school will cease to operate and offer an opportunity for redevelopment.














The School Site is approximately 29,690 square metres, bound by three road frontages –Kalkite Street, Clyde Street and Park Road –as demonstrated in Figure 19. The site adjoins an existing early learning centre/pre-school along a portion of its western boundary, with the remainder of the western frontage to Bent Street.

The natural slope of the land falls from a peak at the southwest end of Park Road, down toward Kalkite Street and Jindabyne Town Centre. The land fronting Kalkite Street is predominantly flat and has direct connection to the street, and further east toward Jindabyne Town Centre.

Over time, existing single dwellings along the southern frontage to Park Road may be redeveloped for higher density housing up to three storeys in height, emphasising the role of Park Road as an important link between the Jindabyne Town Centre and community open space at JJ Connors Oval.

The Indicative Layout Plan at Figure 19 provides a framework for development of the School Site that is to be considered in future design stages. The development proposal should also comply with the principles outlined in this chapter.

Figure 19 School Site –Indicative Layout Plan

-  Sub-precinct boundary
-  Residential
-  Independent living
-  Tourist accommodation
-  Mixed use
-  Gateway treatment (built form)
-  Communal space
-  Road network
-  Green link
-  Pedestrian link
-  Town centre main street
-  Frontage activation
-  Key public space





Artist's impression:
School Site



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Land use and character

PC22 Create a vibrant mixed use landmark development within Jindabyne Town Centre as a cohesive precinct.

- A22.1** Ensure overall design comprises a mix of uses on site that complement the Jindabyne Town Centre, including residential, retail (shops, restaurants, cafes), commercial (including health and wellbeing facilities and community amenity) (refer to Figure 19).
- A22.2** Ensure development creates an inviting new place that encourages visitation and gathering and the opportunity to enjoy a range of activities (refer to Figures 20 and 21).
- A22.3** Establish development as a key destination that anchors Jindabyne Town Centre at the western end of Snowy River Avenue.
- A22.4** Ensure new uses are complementary to each other and designed to limit conflict such as noise and lighting at night.
- A22.5** Establish a new plaza space near to the corner of Snowy River Avenue on Kalkite Street to entice movement from Jindabyne Town Centre and support walkability.
- A22.6** Locate active frontages (such as cafes, restaurants and other retail offer) along key active transport links and plaza spaces.
- A22.7** Design public open space to be flexible in use and allow for use as an event space for public gathering such as markets, art exhibitions, live music shows and the like.
- A22.8** Ensure fences and landscaping allow people with homes (in close proximity to the street) to view adjacent street activity.

B22.1 Individual developments may comprise a single use however they should not compromise the desired future character of the site as a mixed use site.

- U22.1** Development that does not provide a mix of uses on the site.
- U22.2** Development that does not provide adequate public open space to meet the needs of the community.
- U22.3** Development that does not include community facilities.
- U22.4** Activation of public land and active transport routes that is not adequately delineated from private land, resulting in impacts on the privacy and security of ground floor dwellings or other private land uses.
- U22.5** Ground level dwellings fronting public areas.
- U22.6** Activation of public land impacting on the privacy of private land uses.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC22 Continued

- A22.9** Encourage use and activities at ground floor that offer passive surveillance over public spaces and activate the building frontage (optimally during the day and night).
- A22.10** Ensure boundaries between public domain and private land are clearly delineated for privacy and security.

PC23 Provide a diverse mix of housing to cater for the needs of a growing community.

- A23.1** Provide an appropriate dwelling mix that responds to the needs of Jindabyne and includes one, two and three bedroom apartments.
- A23.2** Locate dwellings appropriately in consideration of the potential impacts of night-time economy (light spill and noise) and community uses that encourage large group gatherings.
- A23.3** Locate seniors living/independent living as a segregated building arrangement (refer to Figures 22 and 23).
- A23.4** Provide housing options for key workers and seasonal workers on site.
- A23.5** Provide private open space in accordance with the ADG, noting increased sizes for ground floor dwellings.
- A23.6** Provide communal open space and amenity requirements in accordance with the ADG and compliant for each individual stage of development.
- A23.7** Provide a range of housing formats that allows for intergenerational living over multiple levels and aging in place and options (where appropriate).

B23.1 Seniors living/independent living may be integrated with other development types where it's demonstrated that the design gives consideration to quality of living for residents.

U23.1 Development that does not provide a diverse mix of dwellings that includes seniors housing/independent housing, key worker housing, and housing for seasonal workers.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

PC24 Provide community amenity in the development.

- A24.1** Provide new community facilities that are desired by the community and cater for future community needs and population growth.
- A24.2** Ensure community amenity assists with site activation and encourages day and night-time activation throughout the week and in all seasons.



Merit assessment
Objectives for considering alternate solutions

Not applicable.



Unacceptable solutions
What we do not want to see

- U24.1** Community consultation is not undertaken to inform the most desirable community amenity to incorporate into the development.
- U24.2** Development that does not prioritise community amenity for year-round day and night-time activation.

Figure 20 Jindabyne Central School Site –artist’s impression of the street view of Kalkite Street at junction with Snowy River Avenue looking towards plaza (indicative only)

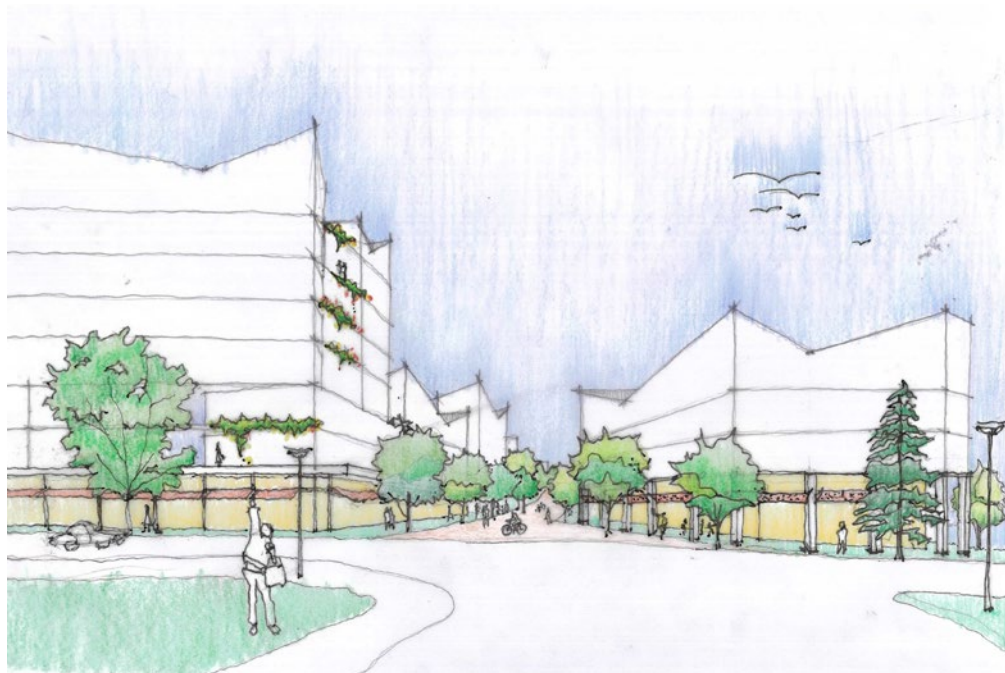


Figure 21 Jindabyne Central School Site –artist’s impression of the street view of Clyde Street looking towards community building and public open space (indicative only)



Figure 22 Jindabyne Central School Site – Indicative building envelope layout plan – ground plan





-  Retail
-  Independent living
-  Residential
-  Community uses



Figure 23 Jindabyne Central School Site – Indicative building envelope layout plan – upper levels





- Commercial
- Independent living
- Residential



Built form and height

Built form on the School Site will comprise multi-storey residential development, either standalone or with a podium of retail, commercial or community use.

The location and size of the School Site provides the opportunity to develop new buildings that go beyond the existing one to four storey form that currently characterises the Jindabyne Town Centre.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Built form and height			
PC25 Ensure built mass and height is compatible with the desired future character of the precinct and complements and enhances the existing village atmosphere of Jindabyne Town Centre.	<p>A25.1 Built form follows the fall of topography towards Lake Jindabyne in height and mass.</p> <p>A25.2 Use building height and mass to create visual appeal and landmarks that spark interest and encourage visitation.</p> <p>A25.3 Intensify built form height, mass and use at the closest point to the existing Jindabyne Town Centre (in the north-east corner), and ensure it transitions as the site interface changes to a residential environment.</p> <p>A25.4 A landmark building located at the northeast corner of the site may be up to six storeys in height.</p> <p>A25.5 Provide built form up to four storeys in height across the remainder of the site.</p> <p>A25.6 Development provides 15 per cent of its floor space for the purpose of affordable housing, as defined in <i>State Environmental Planning Policy (Housing SEPP) 2021</i>.</p> <p>A25.7 Ensure buildings are designed to minimise intrusion on the landscape through careful building placement, design and landscaping.</p>	Not applicable.	<p>U25.1 Development that is of significant built form height and mass that it is not in keeping with the surrounding landscape, is significantly taller than adjacent development, and does not fall in topography toward Lake Jindabyne.</p> <p>U25.2 Development built directly adjacent to the road corridor (where there are no activated land uses) without providing adequate setbacks to allow for active transport infrastructure, landscaping, stormwater treatment and on-street parking where applicable.</p> <p>U25.3 Development that impacts on visual amenity or impacts on significant views of the mountains or views from heritage items.</p>



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC26 Built form setbacks address streets and public spaces appropriately.

- A26.1** Design built form with zero setbacks at the ground floor where active uses are provided on Kalkite Street and fronting public spaces. Above the ground floor, setbacks are a minimum of three metres.
- A26.2** Ensure ground floor-built form setbacks along Clyde Street, Bent Street and Park Road are a minimum of six metres in response to the surrounding low density residential development. The setback will provide space for active transport infrastructure, landscaping, stormwater treatment and on-street parking.
- A26.3** Use upper-level setbacks to address overshadowing/ overlooking and provide articulation and interest in building façades.
- A26.4** Building separation setbacks are aligned with the ADG.

B26.1 Alternative setbacks may be accepted if the design can show merit in design and strong evidence of superior urban design outcomes.

U26.1 Built form that lacks articulation and visual interest through the use of appropriate setbacks.

PC27 Built form contributes positively to the character of the Jindabyne Town Centre and presents high quality development.

- A27.1** Create visual interest through change in articulation, materials or colour, roof expression or changes in height.
- A27.2** Ensure neighbouring properties continue to receive solar access as per the ADG after the new development is complete.
- A27.3** Ensure built form provides passive surveillance and activation of communal open spaces.
- A27.4** Ground levels of residential buildings present finer-grain building character to the adjoining public domain than the remainder of the building.
- A27.5** Building façades are visible from streets, communal driveways, and other public spaces and vantage points feature textured building elements, which are consistent with function and form of the building.

Not applicable.

- U27.1** Solid, unarticulated walls exceeding eight metres in length.
- U27.2** Solar access is further reduced for a neighbouring development that already receives less than required solar access.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

PC27 Continued

- A27.6** Built form design minimises overlooking and overshadowing of existing residential development surrounding the site.
- A27.7** Avoid long expanses of uninterrupted walling by using a combination of the following:
 - a. articulating the façade
 - b. regular openings (doors or windows)
 - c. integrating a variety of materials, textures and finishes (at least three) along the length of the façade
 - d. Including an awning or canopy along the whole or substantive part of the façade to provide depth and shadowing.
- A27.8** Where ground floor dwellings incorporate live/work components, secondary entrances from the public domain and or communal areas are considered. Living areas are orientated toward open space where possible.
- A27.9** Maximum building length is 40 metres inclusive of articulation.
- A27.10** Building separation allows for through site links for pedestrian permeability.

PC28 Basement service areas that are well-designed, safe, and seamlessly integrated into the building, and contribute to the efficient operations and maintenance.





A28.1 Basement service areas ensure large vehicles (including waste collection) can access and egress in a forward-facing direction and comply with all requirements of *Australian Standard 2890.2: 2018 Off-street commercial vehicle facilities*.

Not applicable.

U28.1 Basement service areas that do not provide the adequate space or design required to service the development.

Connectivity, street network and access

The School Site is located at the western end of Snowy River Avenue - the main street of the Jindabyne Town Centre. Implementation of a movement network that integrates and enhances the existing network is vital to the success of development, and growth of the town centre.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Connectivity, street network and access			
PC29 Ensure the site is serviced by a permeable movement network that services the needs of the community.	<p>A29.1 New roads are provided within the precinct that offer appropriate access to new development and extend the existing active transport network.</p> <p>A29.2 New roads within the precinct are designed to align and connect with the existing road network.</p> <p>A29.3 Provide appropriate vehicular access to new development for residents, servicing and emergency access.</p> <p>A29.4 The existing one-way function along Kalkite Street is returned to bi-directional with the redevelopment of the School Site (refer to Chapter 4.1 Connectivity, street network and access).</p> <p>A29.5 All new roads have pedestrian pathways on both sides. Where shared ways are provided, pavement finishes prioritise pedestrian movement.</p> <p>A29.6 Where practicable, streets are designed to be wide enough to accommodate on-street parking (for visitors) in peak season, requirements of service vehicles (such as garbage trucks) and emergency service vehicles.</p> <p>A30.1 Ensure design of footpaths and cycleways considers slope with the aim of providing flat/gently undulating movement links. Footpaths to have a minimum width of 3.5 metres to accommodate all users.</p>	No applicable.	<p>U29.1 A movement network that does not cater for the needs of current residents and visitors to the site and does not include provision for future demand associated with population growth.</p> <p>U29.2 Development that impacts the safety, function or performance of existing transport assets.</p> <p>U29.3 Development that does not incorporate physical and visual connections with Jindabyne Town Centre.</p>



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC30 Development prioritises and encourages walking and cycling.

- A30.2** Provide a movement network that is comfortable and accessible for all ages and abilities.
- A30.3** Plant trees along road edges to provide shade and visual amenity (refer to Appendix G for planting and material palette).
- A30.4** Implement restrictions on vehicular access (where appropriate) to promote a car-free environment.
- A30.5** Design for a low-speed environment.
- A30.6** Clearly distinguish pedestrian only areas from trafficable zones to ensure clarity in the movement network and improve safety for pedestrian and cyclists.
- A30.7** Introduce a wayfinding system that clearly identifies links with the Jindabyne Town Centre and provides clarity for wayfinding to both active frontages (including retail uses) and residential entrances.
- A30.8** Provide a safe connection or crossing point from the site across Kalkite Street to connect with Snowy River Avenue.
- A30.9** Enhance the street environment along Park Road to provide amenity in line with plans for a higher density residential frontage. (Refer to Chapter 4.1 Connectivity, street network and access).

Not applicable.

- U30.1** Development that prioritises motor vehicles and does not provide a safe, comfortable and convenient active transport network to encourage the uptake of active transport.
- U30.2** Driveways to development that conflict with key active transport routes.

PC31 Limit vehicular access points to development.

- A31.1** Consolidate vehicular access to the site and to buildings within the development.
- A31.2** Limit driveways that traverse pedestrian/ cycle pathways.
- A31.3** Provide access for resident parking, servicing and emergency vehicles via a single/ combined entry point where possible.

Not applicable.

- U31.1** Multiple driveways for access to a single development/building.

Parking



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

Parking

PC32 Provide well-designed and efficiently managed car parking facilities.

A32.1 Provide car parking in basement levels. Where basement levels project above ground due to landform, they have a maximum vertical height above finished ground level of one metre and are screened by landscaping and/or active uses.

Note: vertical height above the finished ground level is measured to the top of the basement level slab.

A32.2 Ensure parking requirements are accommodated pursuant to Table 6 and Table 7 in Chapter 4.1.

A32.3 Ensure the design of the car park prioritises active surveillance where possible and incorporates active measures such as cameras and security patrols where feasible.

A32.4 Use architectural features, planting or screening to limit the visibility of car parking from public space and views from residential development.

A32.5 Locate entries to car parking areas away from key active transport routes, in particular along Kalkite Street and Park Road.

B32.1 Where it can be demonstrated that entry to carparking areas along key active transport routes cannot be avoided, the design minimises entry points (and consolidates for multiple developments where possible). Appropriate solutions to managing vehicular speed of entry/exit to the carparking are incorporated, as well as provision of mirrors and other elements to ensure pedestrians and cyclists are aware of the potential conflict.

U32.1 Development that does not take measures to avoid pedestrian and cyclist collisions with motor vehicles through delineation of vehicle movements and avoiding access points that increase risks to safety.

U32.2 On-site parking that dominates street frontages at the ground level.

Open space and landscape

Landscape design needs to closely consider the various development types and be used to soften the built form, provide visual amenity, shade and include sustainable water treatment solutions.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Open space and landscape

PC33 Provide high quality landscaped public spaces and active transport routes to encourage visitation, improve sustainability and blend the built environment with the natural setting of Jindabyne.

A33.1 Provision of an overarching public domain plan / master plan is to be approved by RGDC prior to development on any portion of the School Site.

A33.2 Provide a community park at a minimum area of 2000 square metres and has a minimum frontage of 20 metres (refer to Figure 19).

A33.3 Enhance the green corridor between the School Site and Lake Jindabyne foreshore to encourage active transport and improve wayfinding.

A33.4 Provide a new pedestrian only public plaza that visually links to Snowy River Avenue as an extension of the main street (refer to Figure 19).

A33.5 Ensure landscaping, materials, furniture and lighting within public open space and along movement corridors are consistent with the approach for the wider Jindabyne Town Centre.

A33.6 Ensure facilities cater for all ages and abilities, and include areas/equipment for children's play, exercise, seating that considers views and visual amenity, adequate rubbish bins and publicly accessible toilets. Adequate shade is provided for the facilities so they can be used year-round.

B33.1 Development contributes to an approved the overarching public domain plan / master plan as identified in A33.1

U33.1 Development that does not provide useable and high amenity public open spaces that encourage gathering, including adequate native tree and vegetation plantings.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC34 Create a strong visual identity for the sub-precinct by including plants with defined form and foliage to help strengthen a pedestrian friendly / oriented environment and narrow the visual acuity of streets to slow down vehicles for safety.

- A34.1** Provide large areas of deep soil capable of accommodating tree planting, located appropriately to provide shade and visual amenity.
- A34.2** Deep soil permeable surfaces will have a width of no less than 900 millimetres.
- A34.3** A minimum pot size of 200 litres is used for new tree plantings.
- A34.4** A minimum pot size of 140 millilitres is used for new shrub and groundcover species (seedstock is not used).
- A34.5** Tree species in accordance with the recommended species list at Appendix G.

Not applicable.

Not applicable.

Figure 24 Example of WSUD treatment and native planting in a public park (Boongaree Park, Berry NSW)



Figure 25 Example of open space, seating and shade (Boongaree Park, Berry NSW)



Figure 26 Capture views and vistas from key public spaces to enhance the character of place (Boongaree Park, Berry NSW)

4.3 Jindabyne Foreshore

The aim for Lake Jindabyne Foreshore (the Foreshore) is to provide an iconic public recreation space that offers a range of amenity for various user groups.

The Foreshore will be designed with Universal Design Principles to ensure all users can enjoy the space. The Foreshore will complement the Town Centre, offering a connection to the natural environment for the community and visitors in support of a year-round destination.



Land use and character

Jindabyne Foreshore follows the southern edge of Lake Jindabyne, stretching from Widows Creek to Barry Way. It provides a picturesque north-facing view and features a combination of grassy areas, tree-lined pathways, and intermittent amenities (refer Figure 27).

The Claypits are located off Barry Way, while the Waterfront Park encompasses the area between Rydges Horizons and NRMA Jindabyne Holiday Park.

Towards the east, a residential area sits atop a high point, separated from the narrow and steep foreshore park by the foreshore edge. Continuing along the curve of the lake and Kosciuszko Road, the park offers a northeast orientation, accompanied by a shared use path that winds behind the Lake Jindabyne Hotel Motel and adjacent to the residential zone.

Banjo Paterson Park, featuring the Sir Paul Edmund Strzelecki Monument and various recreational amenities, leads to a car park on Bay Street serving the park and the Jindabyne

Bowling and Sports Club, providing sweeping views of the town centre and Lake Jindabyne's northern expanse.

The desired future character of Jindabyne Foreshore is to be a dynamic and easily accessible public space that caters to all abilities, ages and interests. Situated close to the Jindabyne Town Centre, Jindabyne Foreshore will offer a diverse range of recreational opportunities in a picturesque location for residents and visitors to enjoy. Jindabyne Foreshore will provide a resilient and inviting environment for passive recreation, organised activities, and large-scale events, even during periods of drought or flooding.

Indicative development at Jindabyne Foreshore is categorised into a number of smaller areas as illustrated in Figure 28.

To bring this vision to life, careful consideration must be given to the impact of varying lake levels, ensuring the foreshore's sustainability and adaptability. Built structures will need to be strategically located above the high-water line, safeguarding against the effects of climate change. Development along the foreshore will need to be sympathetic to the foreshore's surroundings, enhance pedestrian access and use and preserve the scenic views to and from Lake Jindabyne.

Figure 27 Banjo Paterson Park on Jindabyne Foreshore



Figure 28 Indicative layout for the Lake Jindabyne Foreshore

(Source: Jensen PLUS)



- | | |
|---|-------------------------|
| ① Curiosity Rocks | ⑥ The Claypits |
| ② Mountain Bike and Adventure Park link | ⑦ Waterfront Urban Park |
| ③ Widows Creek | ⑧ Banjo Paterson Park |
| ④ Lake Jindabyne Sailing Club | ⑨ East Jindabyne |
| ⑤ Shared user path | |



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Built form and height

PC35 Create a dynamic and easily accessible public space for all users, regardless of age, mobility or body size.

- A35.1** Provide adequate amenities and facilities for recreation users, including public toilets, picnic areas, seating furniture, and shade structures and tree plantings that provide shade.
- A35.2** Improve access for land and water-based recreation at Widows Creek.
- A35.3** Maintain or enhance existing access points to water-based activities and other facilities such as boat ramps or jetties.
- A35.4** Provide boat access to the lake.
- A35.5** Establish inclusive access to the lake for canoes and kayaks.
- A35.6** Integrate improvements to access and amenities, including seating and wayfinding, and allow for amenities, food and drink premises.
- A35.7** Identify and create opportunities for a pump track between the Waterfront Urban Park and Banjo Paterson Park.

Not applicable.

Not applicable.

PC36 Define a clear movement network for pedestrians and cyclists.

- A36.1** Provide a continuous walking and cycling network along the Foreshore that offers connections with the Jindabyne Town Centre.
- A36.2** Create a high-quality pedestrian and cycle route from the Foreshore to the Mountain Bike and Adventure Park as indicated in Figure 28.
- A36.3** Integrate clear wayfinding to ensure legibility in movement, including simple navigation at key locations.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC37 Create a pleasant, landscaped environment that encourages visitation and uses sustainable methods in design.

- A37.1** Implement WSUD techniques such as permeable surface materials, swales and bio-retention areas in roads, carparks and other paved surfaces to reduce stormwater runoff and improve water quality before it is released into the lake.
- A37.2** Incorporate appropriate low-maintenance indigenous lakeside vegetation (e.g. native species that are endemic to the local area) to strengthen the character and environmental sustainability.

Not applicable.

Not applicable.

PC38 Ensure the **Clay Pits** provide a vibrant, welcoming and inclusive space that fosters community engagement, celebrates creativity, and provides opportunities for community gatherings and a recreation and relaxation community hub.

- A38.1** Provide a new grassed amphitheatre that will serve as a focal point for large performances.
- A38.2** Retain and enhance the existing stage to provide a suitable and amenity for community events.
- A38.3** Limit and control vehicular access to the lake foreshore via adequate signage, low speed limits, and clear delineation from pedestrian and cycle access areas to ensure a safe and enjoyable experience for all visitors.
- A38.4** Development considers the indicative design at Figure 29 in development of a final design for the Claypits.
- A38.5** Provide formal locations for sitting or points of interest to capture vistas.

B38.1 Alternative solutions that deliver the performance criteria may be considered.

Not applicable.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC39 Create a vibrant and accessible **waterfront park** in walkable distance of the Town Centre.

- A39.1** Develop a waterfront park in consideration of the indicative design provided at Figure 30 and artist's impression at Figure 31.
- A39.2** Integrate opportunities for a promenade, terracing of land to provide convenient lake access and a viewing platform or jetty.
- A39.3** Provide access for tourism opportunities associated with recreational uses of Lake Jindabyne.
- A39.4** Provide amenities and food and drink premises.

Not applicable.

Not applicable.

PC40 Transform **Banjo Paterson Park** into a vibrant and inclusive space that caters to the community's recreational needs and promotes active lifestyles.

- A40.1** Develop Banjo Paterson Park in consideration of the indicative design provided at Figure 32.
- A40.2** Integrate upgrades to the existing youth hub to cater to diverse age groups.
- A40.3** Enhance the park's amenities and recreational facilities, including the skate park, play space, tennis courts, and half-court basketball wall.
- A40.4** Provide rest areas at key locations.

Not applicable.

Not applicable.

Figure 29 Indicative Claypits park plan

(Source: Aurecon, 2021)

- ① Indicative 3m wide natural coloured exposed aggregate SUP
- ② Indicative roundabout to control vehicle access to the lake foreshore
- ③ Existing stage to be retained
- ④ Indicative grass amphitheatre to host events up to 1,000 people
- ⑤ Indicative event stage and lay down area for events
- ⑥ Indicative controlled access to foreshore
- ⑦ Indicative 1.5m wide gravel pedestrian path with foreshore planting adjacent to enhance biodiversity
- ⑧ Indicative gravel car parking bays
- ⑨ Upgradation of existing toilet block
- ⑩ Existing informal car park -retained and upgraded
- ⑪ Indicative playground equipment
- ⑫ Indicative entrance and shared zone off Kosciuszko Road
- ⑬ Indicative revegetation planting
- Indicative hand railing
- Indicative pavilion and amenity facilities
- Indicative canopy trees
- ⊕ Indicative public realm art elements

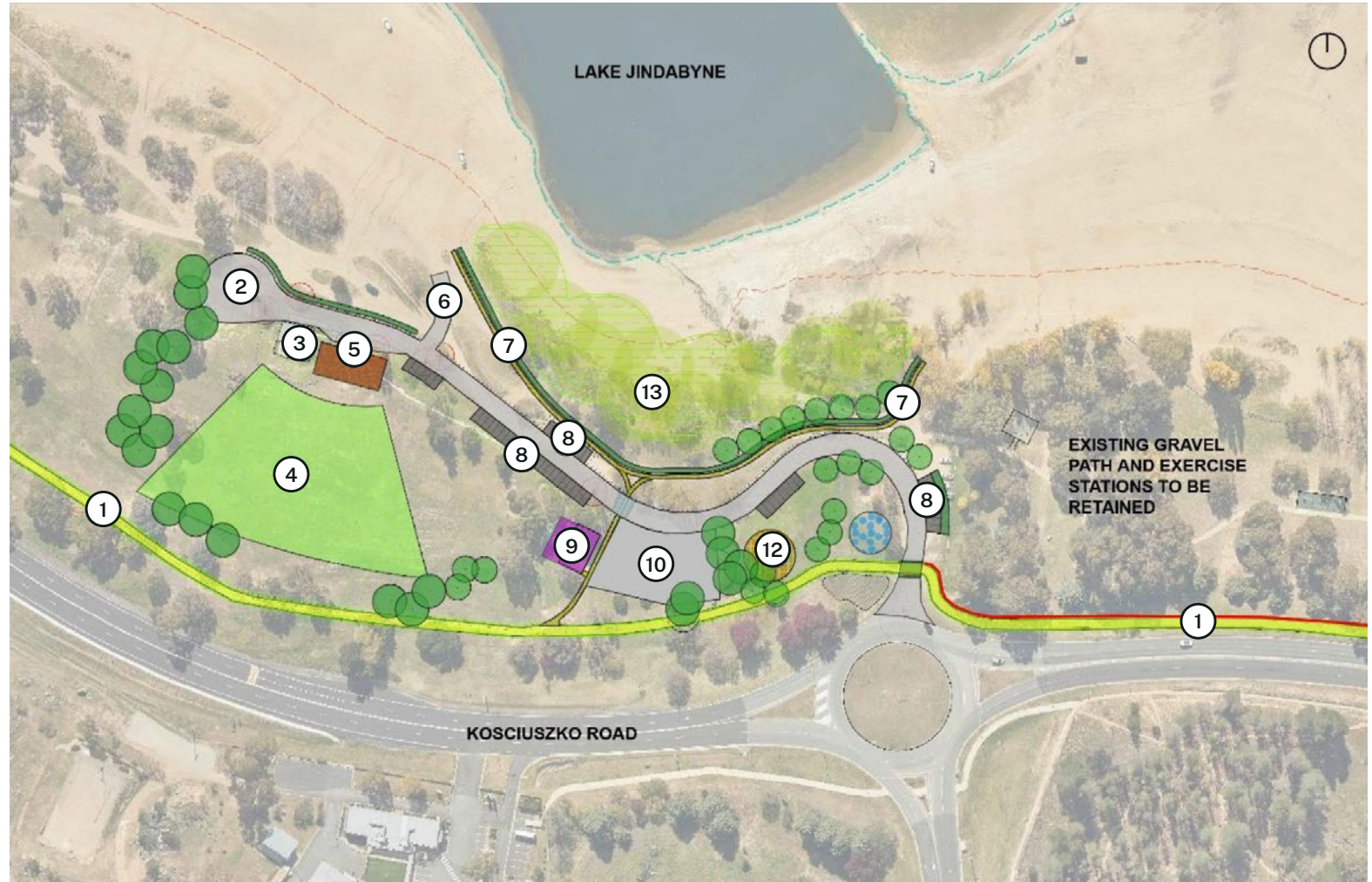


Figure 30 Indicative waterfront urban park plan

(Source: Aurecon, 2021)

- ① Indicative 3m wide natural coloured exposed aggregate SUP
- ② Indicative plaza/turnaround area for maintenance vehicles
- ③ Indicative bioretention basin one. Refer to Services Master Plan for details
- ④ Indicative 4m wide natural coloured exposed aggregate shared SUP/ maintenance access track
- ⑤ Indicative elevated SUP boardwalk with hand railing
- ⑥ Indicative SUP bridge spanning across the existing open stormwater outlet
- ⑦ Indicative erosion protection treatment of rock armouring and embankment planting
- ⑧ Indicative central boardwalk with adjoining tree boulevard and feature planting
- ⑨ Indicative viewing platform
- ⑩ Indicative terraced steps to interact with lake edge
- ⑪ Indicative lawn area affording views across the lake
- ⑫ Indicative public art element (by others)
- ⑬ Indicative revegetation planting
- Indicative hand railing
- Indicative pavilion and amenity facilities
- Indicative canopy trees



Figure 31 Waterfront urban park – Artist’s impression of the proposed viewing platform at the end of the central promenade

(Source: Aurecon, 2021)



Figure 32 Indicative Banjo Paterson Park plan

(Source: Aurecon, 2021)

- ① Indicative 3m wide natural coloured exposed aggregate SUP
- ② Indicative 3m wide natural coloured exposed aggregate SUP to connect Kosciuszko Road SUP
- ③ Existing toilet and playground to be retained
- ④ Indicative picnic pavilion
- ⑤ Indicative playground equipment
- ⑥ Indicative arbour walk for shade and resting
- ⑦ Indicative pedestrian crossing to connect central pedestrian axis between proposed structures
- ⑧ Indicative plaza and Youth Hub (by others)
- ⑨ Indicative skate park upgrade (by others)
- ⑩ Indicative half basketball court (by others) and picnic/garden area
- ⑪ Indicative picnic area
- ⑫ Civic forecourt/public space
- ⑬ Reconfigure car parking on Bay Street and include additional bays on the south-eastern side
- ⑭ Indicative revegetation planting
- Indicative canopy trees



5

Sports and Education



Aerial of Sports and Education sub-precinct

5



This section provides the assessment criteria for planning and designing a site within the Sports and Education precinct.

- 5.1 Land use and character
- 5.2 Siting, built form and height
- 5.3 Connectivity, street network and active transport
- 5.4 Parking
- 5.5 Biodiversity, landscape and open space

The Sports and Education sub-precinct will provide new sport and recreation facilities to encourage year-round visitation. The sub-precinct will also include Tertiary and Further Education (TAFE) facilities, accommodation, and commercial development.

→ This section includes requirements for site layout and built form, car parking and site access, transport and utilities infrastructure, management of on-site stormwater and earthworks, landscaping and signage, certain types of development envisaged for the precinct, and sustainability.

Aerial of Sports and Education sub-precinct



5.1 Land use and character

The Sports and Education sub-precinct encompasses approximately 96 hectares of land, located 1.3 kilometres south of Jindabyne Town centre.

As shown in Figure 33, the sub-precinct includes the Jindabyne Sport and Recreation Centre along with a small area of Crown Land to the north. The area comprises scattered trees and groups of low-set buildings with an internal road network connecting areas within the site. The sub-precinct is connected to the local road network via Barry Way.

The existing Jindabyne Sport and Recreation Centre comprises high-performance and community sport facilities, student camp accommodation, sports infrastructure, and athlete accommodation. The Jindabyne Education Campus is currently being built to the southwest of the sub-precinct.

Approximately 17,000 users visit the centre annually, with a significant number attending for school camps or outdoor education programs.

→ **The Sports and Education sub-precinct design seeks to:**



deliver a sport and recreational hub that caters for multiple users and balances the needs of high-performance athletes, school groups, and the broader Jindabyne community, along with new and upgraded accommodation to cater to different groups



provide for the development and operation of a new primary and secondary school, TAFE and tertiary education facilities



enable the expansion of the high-performance sports precinct to create a National Snow Sports Training Centre to provide year-round high-performance facilities



recognise and celebrate the regional setting of the site, retaining and enhancing existing vegetation and supporting rehabilitation of riparian corridors and other green corridors and connections

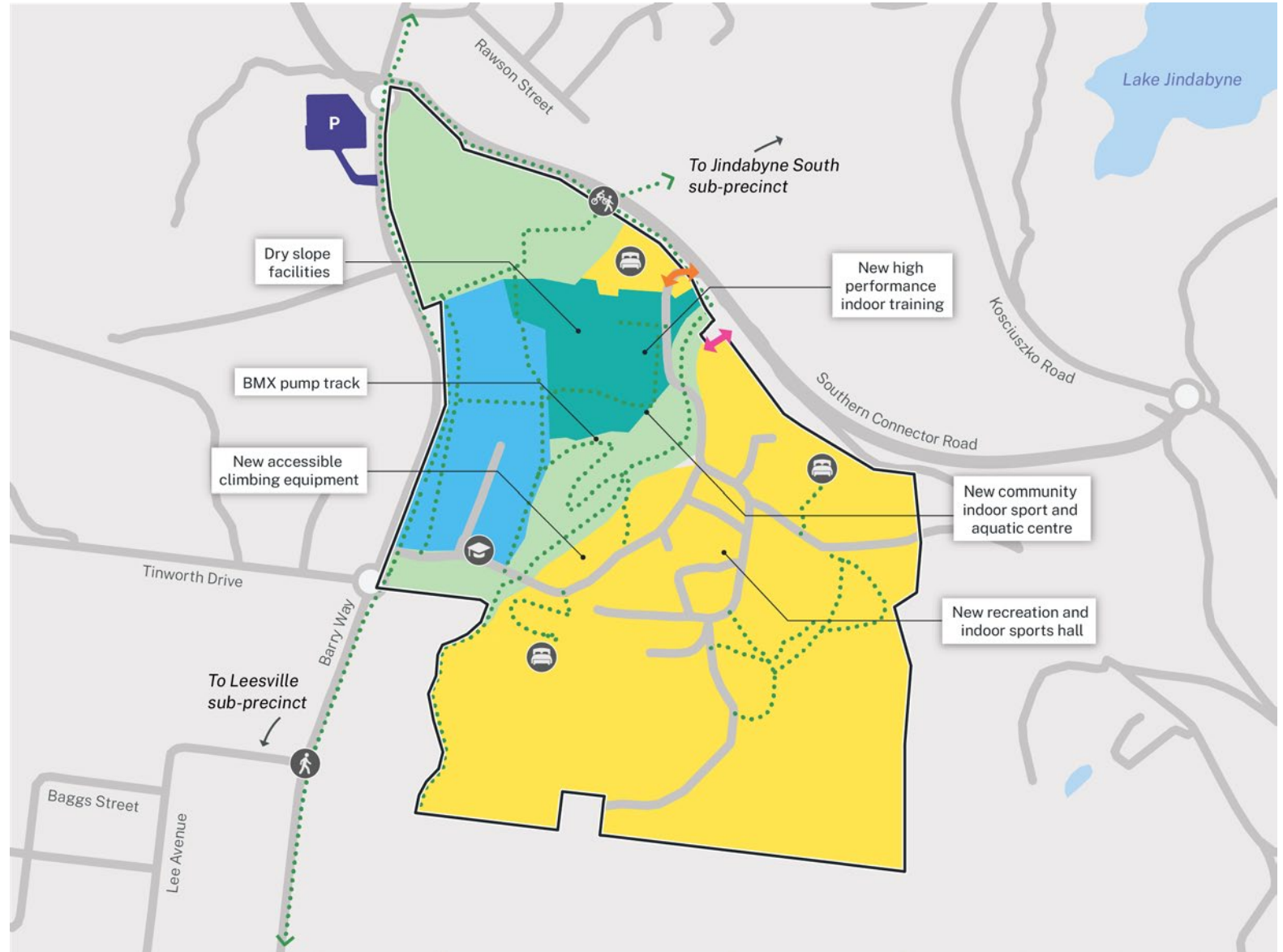


provide an open campus-style setting, ensuring that new buildings and facilities do not impact on visual amenity. Development is to be integrated into the topography of the land, while increasing bulk and scale in appropriate locations.

Future land use planning and development within the site should not conflict with the retention and enhancement of existing vegetation, along with opportunities for rehabilitation of riparian corridors such as Lees Creek, which hold higher biodiversity value. Green pedestrian links will be provided to maintain the regional character of the site.

Figure 33 Sport and Education – Indicative Layout Plan

- Sub-precinct boundary
- Road
- ↔ Shared path
- School camp and outdoor education
- Jindabyne Education Campus
- Winter high performance sport and aquatic centre
- Open space and sport
- Indicative developments**
- ↔ Access to sub-precinct
- ↔ Access to pump station
- 🚶 Shared path bridge
- 🚶 Pedestrian crossing
- 🏠 Tourism accommodation
- 🎓 NSW TAFE connected learning centre and small university facility
- P** Park and ride facility





Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Land use and character

PC1 The sub-precinct comprises a mix of sport, education, community and complementary land uses to cater for multiple users in a sustainable and integrated manner.

- A1.1** Provide a mix of recreation uses, and supporting infrastructure (refer to Figure 33), including:
- a. high-performance sports facilities
 - b. schools and education facilities
 - c. accommodation for school and community groups, athletes and coaches, support staff, seasonal workers and commercial guests
 - a. conference facilities
 - b. health and wellbeing facilities
 - c. community recreation and sports facilities
 - d. sports fields and open space
 - e. supporting facilities and amenities
 - f. ancillary retail
 - g. school camp facilities.

Note: Please refer to the master plan for further guidance on suitable uses.

A1.2 Land uses provide a variety of appropriately scaled complementary commercial uses to create a comprehensive offering and complement sports and education uses.

A1.3 A diverse range of sport, education and community facilities are located in clusters to support efficient operations and equitable access to support facilities.

B1.1 Land uses provide contemporary accommodation that caters for multiple user groups related to sport and education activities. Development may include the use of accommodation for seasonal workers. Land uses demonstrate how sport, education and community facilities support the growing population in Jindabyne, including options for tertiary education.

- U1.1** Commercial and retail land uses that:
- a. are not related to the sports and education functions of the sub-precinct
 - b. are better located within the Jindabyne Town Centre
 - c. would effectively compete with the town centre.

PC2 Ancillary community infrastructure, car parks and other related uses directly support the main purpose of the Sports and Education sub-precinct.

A2.1 Non-educational or recreational uses, if present, should be low impact and co-located to minimise environmental impacts.

A2.2 Development encourages community infrastructure such as community ovals and fields, small grandstand with amenities, cricket nets, outdoor courts and ice-skating rinks.

Not applicable.

Not applicable.

5.2 Siting, built form and height

Built form within the sub-precinct is to respond to the undulating topography, orientation and design, and consider the scenic quality of surrounding development and any impacts on views.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Siting, built form and height			
PC3 The sub-precinct built form reflects an open-style accessible campus that celebrates the regional alpine setting, preserves scenic qualities and the natural environment.	<p>A3.1 Buildings and structures are well designed and materials, colour selections, architectural style, orientation and roof structures respond to the topography of the site, minimise visual impacts and reflect the open campus-style setting of the sub-precinct. Ensure sport and recreation facilities do not impact on the visual amenity of the locality.</p> <p>A3.2 Development addresses and activates street frontages to support wayfinding and promote natural surveillance.</p> <p>A3.3 Development maintains built form within the site, with focal areas of higher density near open space.</p> <p>Note: The RGDC may require a Visual Impact Assessment to be prepared by a suitably qualified person.</p> <p>A3.4 Setback provisions improve amenity and walkability and provide for the activation of streets where required.</p> <p>A3.5 Development is consistent with the principles of Crime Prevention Through Environmental Design (CPTED).</p> <p>A3.6 Demonstrate appropriate placement and interface of buildings, car parking and landscaping for each cluster of facilities within the sub-precinct, including the formation of gateways to the sub-precinct along Barry Way and the Southern Connector Road.</p>	B3.1 Development that has increased bulk and scale may be considered in suitable locations.	Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC4 Building design sensitively responds to building siting and orientation, and considers the scenic qualities, views and topography of the site.

- A4.1** Development includes:
- a. the placement and interface of buildings, car parking and landscaping for each cluster of facilities
 - b. design criteria for built form selections, architectural style, orientation, roof structures and how the development responds to the topography of the site, minimises visual impacts and reflects the open campus-style setting of the sub-precinct
 - c. provisions for managing cut and fill
 - d. requirements for demolition and decommissioning
 - e. best-practice approaches to lighting design
 - f. design guidance for the re-use of heritage-listed buildings and principles for the design of the heritage curtilage
 - g. a public domain strategy.

Not applicable.

Not applicable.

5.3 Connectivity, street network and active transport

The Sports and Education sub-precinct is linked to the regional road network through Barry Way and the proposed Southern Connector Road. A new entry point from the Southern Connector Road will provide a gateway for residents, visitors and users to the sub-precinct.

A green spine created from revegetation of the existing watercourse will allow strong pedestrian connections in the sub-precinct. Walking and bike paths weaving throughout the site will be supported by walking and bicycle paths.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

Connectivity, street network and active transport

PC5 Improve connection within the sub-precinct to Jindabyne Town Centre, other sub-precincts and the wider region.

A5.1 Active transport and street plans are to consider:

- street hierarchy
- street type, sections and reserve widths
- active transport network designs, typical cross sections and integration with existing facilities and infrastructure
- staging of delivery and triggers for upgrades
- long-term ownership and management.

B5.1 Development integrates improved active transport with greater vehicular connections to the regional road network, including for school buses.

Not applicable.

PC6 Prioritise safety in the sub-precinct and consider the frequent use of facilities by large groups of school-aged children.

A6.1 Incorporate design elements to ensure a slower speed environment (20 to 40km/h).

A6.2 Provide kiss-and-drop-off locations with traffic circulation that minimises crossing of pedestrian routes.

A6.3 Provide a pedestrian refuge at the roundabout at the junction of Barry Way and the Southern Connector Road and across Barry Way to the southern part of the Jindabyne West sub-precinct.

Not applicable.

Not applicable.

**Performance criteria****Acceptable solutions****Merit assessment****Unacceptable solutions****What we want to achieve****How to achieve it****Objectives for considering alternate solutions****What we do not want to see**

PC7 The design of streets and vehicular and pedestrian access are compatible with the surrounding network.

- A7.1** Provide footpaths on one or two sides of streets, with an internal footpath network and pedestrian crossings to be provided along key pedestrian desire lines.
- A7.2** Provide kerb ramps at intersections and other crossing locations.
- A7.3** Provide sufficient turning space at internal intersections for trucks.

Not applicable.

Not applicable.

PC8 Provide a shared user path network, including within the sub-precinct, on the proposed bridge over Southern Connector Road (to Jindabyne South) and along the eastern side of Barry Way.

- A8.1** The shared user path must be a minimum of three metres wide to facilitate the safe passing of pedestrians and cyclists and be designed to council's specifications detailed in Design Specifications D9 Cycleway Pathway and the guidance provided in Transport for NSW's (TfNSW) Cycleway Design Toolbox.

Not applicable.

Not applicable.

PC9 Provide pedestrian and cycle connections that support green infrastructure.

- A9.1** A buffer must be established within the road reserve of a major road to provide shared user paths for walking and cycling.
- Note: A landscape plan prepared by a qualified landscape architect or consultant that illustrates the proposed landscape design will be required.

Not applicable.

Not applicable.

PC10 Improve active transport connections and encourage the use of public transport.

- A10.1** Provide secure bicycle parking facilities within the sub-precinct within walking distance of key facilities.
- A10.2** Provide the following for buses:
 - a. school bus stops on the western side of the sub-precinct with access to/from Barry Way
 - b. bus shelters, seating and signage
 - c. coach access and parking area for school groups
 - d. streets wide enough for buses and coaches that require access
 - e. sufficient turning space at internal intersections.

Not applicable.

Not applicable.



Courtesy of Perisher



5.4 Parking

The development of the Sports and Education sub-precinct will require additional and improved parking to be provided. Parking controls in this section relate to on-street and off-street parking. Developments should integrate on-site car parking to minimise on-street parking requirements and, where possible, utilise shared parking solutions to service multiple development sites.





 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Parking			
PC11 Service the sub-precinct with adequate parking facilities that prioritise safety, efficiency and sustainability.	A11.1 Pick-up and drop-off areas must be safe and convenient for visitors and consider the variety of high-performance athletes who will use the infrastructure.	Not applicable.	Not applicable.
PC12 Each development site provides for its own vehicle and coach parking needs to ensure that parking supply keeps pace with increased in demand.	A12.1 Development is to be undertaken in accordance with the minimum parking requirements outlined in Table 8 of this chapter. A12.2 Provide sufficient short and long-stay parking to cater for staff, students and sports facility users. Note: The RGDC may require a traffic and parking assessment to be prepared by a suitably qualified traffic specialist.	Not applicable.	Not applicable.
PC13 Parking facilities are to minimise environmental impacts and visual amenity.	A13.1 Strategically locate parking facilities to minimise vegetation removal and conflict between users, and avoid the loss of scenic visual amenity and maintain access to views.	B13.1 Demonstrate how car parking has been integrated on-site to minimise vegetation removal.	Not applicable.

Table 8 Minimum car parking requirements for the Sports and Education sub-precinct

Development type/ land use	Minimum car parking requirements
Education establishments	
Schools	<ul style="list-style-type: none"> • One car parking space per fulltime teaching or admin staff member and 0.5 spaces for every part-time or casual staff member • One car parking space per 10 students in Year 12 (where applicable) • One bus parking space per 100 enrolled students
Tertiary institutions	<ul style="list-style-type: none"> • One car parking space per employee • One car parking space per three students • One bus parking space per 100 enrolled students
Other educational institutions	<ul style="list-style-type: none"> • Off-street car parking requirements will be assessed on merit • A traffic and parking assessment must be prepared by a qualified traffic specialist
Recreation	
Recreation facilities	<ul style="list-style-type: none"> • Off-street car parking requirements will be assessed on merit • A traffic and parking assessment must be prepared by a qualified traffic specialist
Casual accommodation	
Hotel or motel accommodation	<ul style="list-style-type: none"> • One car parking space per unit/room • Two car parking spaces per managers residence • One car parking space per two employees
Recreation	
Information and education facilities	<ul style="list-style-type: none"> • Six car parking spaces per 100 square metres Gross Floor Area (GFA), and • Coach drop-off and/or parking facility appropriate to size of facility, and • One space for every staff member on site at any one time
Gymnasium	<ul style="list-style-type: none"> • 4.5 car parking spaces per 100 square metres GFA (consider complementary use in commercial use)
Squash courts/tennis courts	<ul style="list-style-type: none"> • Three car parking spaces per court
For any development containing a games room (i.e., pool tables, darts, etc.)	<ul style="list-style-type: none"> • One space per 20 square metres GFA or one space per five seats (whichever is greatest)

Table 9 Minimum bus parking requirements for the Sports and Education sub-precinct





Development type/ land use	Minimum bus parking requirements
Education establishments	
Schools	<ul style="list-style-type: none"> • One bus parking space per 100 enrolled students

5.5 Biodiversity, landscape and open space

The area within the Sports and Education sub-precinct has a long history of agricultural grazing and has also undergone development for the existing sports and recreation centre. As a result, the sub-precinct contains extensive areas of degraded grassland, particularly to the south of the main access road off Barry Way. These areas present opportunities for development considering their location close to Jindabyne town centre.

While there has been disturbance on the site, there are some areas of higher biodiversity value within the sub-precinct including large trees, particularly on the western bank of Lees Creek.

It is noted that the RGDC will be seeking bio-certification for a number of Snowy Mountains Special Activation Precinct sites and the outcome of this process may affect the application of prescribed outcomes and performance criteria in the Delivery Plan.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Biodiversity, landscape and open space			
PC14 Promote biodiversity protection.	<p>A14.1 Development is to conserve and enhance high-value biodiversity where practicable, including the maintenance of habitats, ecosystems and populations of threatened species and endangered ecological communities.</p> <p>A14.2 Development is consistent with a Landscape and Vegetation Management Plan, prepared by the proponent, that includes:</p> <ol style="list-style-type: none"> design solutions to integrate green connections across the sub-precinct landscaping provisions, including gateway treatments for new and upgraded connections along Barry Way and the Southern Connector Road riparian corridor design provisions and how development should interface with watercourses the identification of local climate-ready species 	Not applicable.	Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC14 Continued

- e. management and maintenance provisions
- f. biodiversity offset arrangements.

Note: The RGDC may require a Landscape and Vegetation Management Plan to be prepared by a suitably qualified landscape architect or consultant.

A14.3 Consider opportunities for rehabilitation of threatened species to enhance landscapes within moderate to high-value areas. Refer to maps in Appendix C.

PC15 Use sustainable landscaping to create memorable experiences while enhancing open public spaces, encouraging outdoor activities and connecting visitors to nature.

- A15.1** Landscaping is designed to:
- a. preserve and safeguard areas of significant biodiversity within the site landscape design
 - b. create unique, sustainable and memorable experiences for visitors, particularly in high-traffic areas
 - c. enhance and contribute to the ecology, habitat, and biodiversity of the precinct and the surrounding region
 - d. enhance open public spaces, promote outdoor activities, and connect visitors to the native landscape.

- A15.2** For plantings within the hillside:
- a. provide a largely regenerated native, place-specific planting palette which showcases the pre-colonial landscape character
 - b. help strengthen a green, wild character through the selection of native species authentic to Country
 - c. improve biodiversity through layering of vegetation with different heights, spreads and uses
 - d. use proven plants with lower maintenance requirements which are suitable to the region.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

PC16 Development is to avoid and minimise the removal of native vegetation wherever possible.

- A16.1** Focus development on disturbed areas where possible.
- A16.2** Avoid development in areas of moderate to high biodiversity value to ensure retention of high-biodiversity areas that are unique to the alpine environment, particularly areas containing threatened species and communities along creek lines such as Lees Creek.

B16.1 If further disturbance is required, development is to focus on areas of low biodiversity value.

Not applicable.

PC17 Improve habitat connectivity through retention of habitat and revegetate along the riparian corridor.

A17.1 Development is to rehabilitate, stabilise and improve the quality of natural watercourses and riparian zones, in particular Lees Creek corridor and its tributaries.

Not applicable.

Not applicable.

6

Mountain Bike and Adventure Park



Kosciuszko National Park
Courtesy of Destination NSW



This section provides the assessment criteria for planning and designing a site within the Mountain Bike and Adventure Park.

- 6.1 Land use and character
- 6.2 Siting, built form and height
- 6.3 Connectivity, street network and active transport
- 6.4 Parking
- 6.5 Biodiversity and landscape
- 6.6 Flood, stormwater and water quality

The Mountain Bike and Adventure Park will provide a world-class recreational, accommodation and biking experience that attracts a broad spectrum of trail users to the region.

→ This section includes requirements for site layout and built form, car parking, management of on-site stormwater, landscaping and certain types of development envisaged for the precinct.

6.1 Land use and character

The Mountain Bike and Adventure Park sub-precinct comprises 500 hectares of undulating and rocky terrain, with the western section of the site featuring dense wooded areas around Widows Creek and a watercourse that flows into Lake Jindabyne.

The Mountain Bike and Adventure Park sub-precinct is about three kilometres west of Jindabyne town centre and bordered by Alpine Way to the northwest, Kosciuszko Road to the northeast, and with the future Southern Connector Road to be located along its northeast boundary.

The site is characterised by rolling open grasslands, scattered eucalypt regrowth and granite rock formations that vary in scale and are iconic features of the region. The site rises from the lake (930 metres) to a high point at Widows Peak (1,180 metres Australian Height Datum). Presently, the sub-precinct remains undeveloped, except for existing electricity infrastructure.

The sub-precinct provides panoramic views that create a visual connection between the town centre and the dramatic land formations of The Great Dividing Range and Thredbo Valley. The most prominent panoramic views are from Widows Peak and the central ridge, which ascends from Lake Jindabyne.





Desired future character

The development of the Mountain Bike and Adventure Park sub-precinct will demonstrate a strong commitment to preserving and integrating with the existing natural landscape. The sub-precinct should prioritise nature-based and adventure tourism that caters to active and passive recreation for visitors and the local community while minimising visual, cultural and environmental impacts.

→ The Mountain Bike and Adventure Park should:



create an exceptional destination that offers world-class mountain bike and adventure experiences, characterised by richness, variety, and be of the highest standards



uphold and prioritise ecological excellence to enhance the overall experience of the location, encompassing elements such as climate, culture, and the site's unique qualities



curate a collection of distinctive and memorable experiences that cater to both local communities and visitors



establish a connected and integrated destination that ensures accessibility for all individuals, foster a destination that safeguards and appropriately showcases the historical and cultural narratives embedded in the site, landscape and place



provide quality onsite accommodation that is sympathetic to the sites natural character

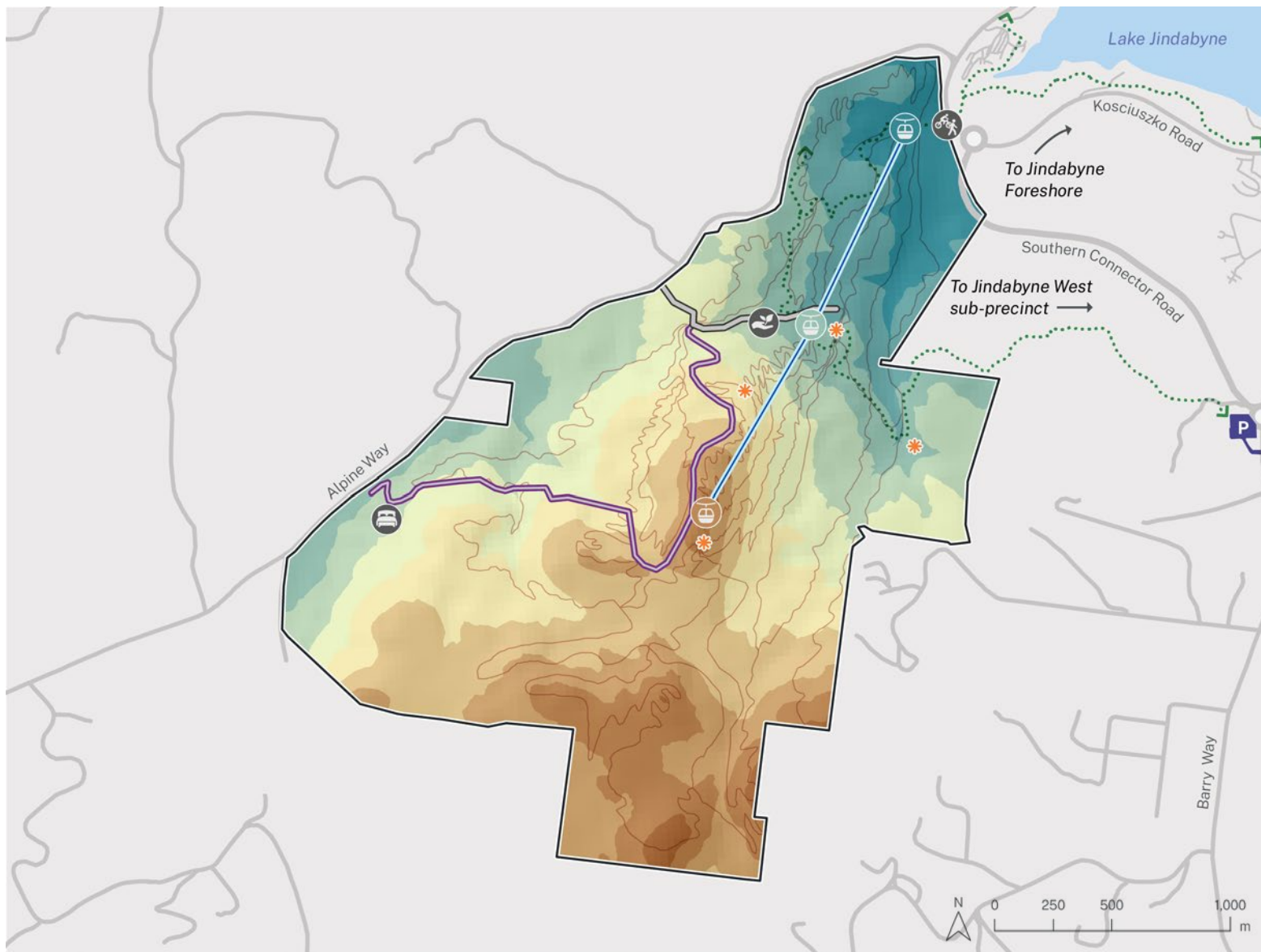


accommodate large events of the sporting, music, cultural type, to promote the Mountain Bike and Adventure Park and the Snowy region. The Mountain Bike and Adventure Park sub-precinct is to comprise development primarily for tourism and recreation with a core objective of preserving and enhancing environmental values.

The precinct will be split into three stations; base, mid and high stations, as demonstrated in Figure 34.

Figure 34 Mountain Bike and Adventure Park – Indicative Layout Plan

- Sub-precinct boundary
- Road
- Main access road
- Service road
- ↔ Shared path
- Indicative development*
- Mountain bike trails
- Lift infrastructure
- ★ Activity node
- Ⓚ Base station (elevation 932m)
- Ⓚ Mid station (elevation 993m)
- Ⓚ High station (elevation 1190m)
- Ⓚ Shared bridge path
- Ⓚ Tourism accommodation
- Ⓚ Eco-tourism accommodation
- P Park and ride facility
- Elevation (m)*
- 917–962
- 963–992
- 993–1,019
- 1,020–1,044
- 1,045–1,078
- 1,079–1,116
- 1,117–1,148
- 1,149–1,175
- 1,176–1,203
- 1,204–1,261





Artist's impression:
Mountain Bike and
Adventure Park sub-precinct



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Land use and character

PC1 Provide a world-class recreational, accommodation and biking experience that attracts a broad spectrum of trail users to the region.

- A1.1** Development provides a broad range of tourism and recreational activities that complement the natural landscape (refer to Figure 24).
- A1.2** Provide a mountain bike trail network concept and associated amenity accessed by dedicated uplift infrastructure, including downhill, enduro, flow, cross country, bike park, tracks for adaptive cyclists, tracks for children and skills development trails and features.
- A1.3** Development caters for a diverse range of visitors, including those with disabilities or restricted mobility.
- A1.4** Provide supporting amenity such as food and drink premises, car parking and other tourism-related uses that directly support activation of the Mountain Bike and Adventure Park sub-precinct.
- A1.5** Co-locate non-recreational land uses with other development to minimise environmental impacts.
- A1.6** Develop a wayfinding strategy and signage suite that ensures a legible movement network and follows the Australian Standards for accessible wayfinding, incorporating clear symbols and tactile elements as needed.

B1.1 Alternative land uses to those described may be considered if they are shown s to be appropriate in the context of the site and in accordance with PC1.

- U1.1** Uses that compromise the delivery of Mountain Bike and Adventure Park activities.
- U1.2** Wayfinding and signage that detracts from the site's natural character, views and visual amenity.



Acceptable solutions

How to achieve it



Merit assessment

Objectives for considering alternate solutions



Unacceptable solutions

What we do not want to see

Performance criteria
What we want to achieve

PC2 Establish and maintain a comprehensive network of connected mountain bike and walking trails with associated infrastructure, such as bicycle parking, bicycle repair stations, washdown areas, toilets and seating/tables.

- A2.1** Prepare a comprehensive trail network plan and design guideline, developed in consultation with key stakeholders including Council, local mountain biking clubs and other relevant sporting bodies and/or associations.
- Mountain bike and walking trails must:
- be designed to minimise erosion, preserve natural landscape and biodiversity, and reduce maintenance
 - work with the natural contours and limit excessive cut and fill be designed with appropriate width and clearances to accommodate different skill levels and types of riders
 - use natural materials such as soil, gravel or rock where practical, and be well-compacted and drained to provide a stable riding experience
 - be built to industry standards to ensure safety and longevity
 - be well-marked, with appropriate signage indicating difficulty ratings, trail direction, and any hazards
 - minimise conflicts between trail users.

A2.2 Classify mountain bike trails according to the Australian Mountain Bike Trail Grading System including Adaptive Trail Rating signage, ensuring a diverse range of trail difficulties to accommodate riders of varying skill levels and abilities.

A2.3 Provide trails that meet the Auscycling Facility Guide for International, National and Local level mountain biking events. Prepare a trail maintenance plan.

A2.4 Development facilitates a Jindabyne Loop shared-user path to connect the Mountain Bike and Adventure Park to a foreshore shared-user path and the Jindabyne West residential growth precinct, to accommodate walkers and cyclists.

B2.1 Development that delivers a trail that forms part of a signposted and mapped walking / riding trail network.

B2.2 Alternative land uses to those described may be considered if shown to be appropriate in the site context and in accordance with PC3.

B2.3 Alternative land uses to those described may be considered if shown to be appropriate in the site context and in accordance with PC4.

U2.1 Development resulting in significant environmental or visual impacts.

U2.2 Development resulting in an uncoordinated trail network that compromises the overall operation of the site as a world-class facility.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

<p>PC3 Base Station will be visually prominent from Kosciuszko Road, providing a landmark that signifies arrival at the Mountain Bike and Adventure Park.</p>	<p>A3.1 Sensitive approach to terminal and related built form design that is seen as a landmark that signifies arrival and provides directions to entry to the sub-precinct on Alpine Way.</p> <p>A3.2 Provide a finishing arena for competitions at the base of key bike trails.</p> <p>A3.3 Provide a skills development park or similar amenities for warm up.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
<p>PC4 Mid Station will be the main entry and activity centre and Adventure Park Hub and generate an intensity of activity that will support year-round activation.</p>	<p>A4.1 Architecturally defined entry to the Mountain Bike and Adventure Park that provides an appropriate public face and amenity for visitors (refer to artist's impression).</p> <p>A4.2 Include car and bus parking, amenity for ticketing and general administration, toilets and other personal amenities such as lockers, bicycle repair and retail shops, bike racks, medical assistance, building services areas and food and beverage outlets.</p> <p>A4.5 Allow development that captures views of Lake Jindabyne and Thredbo Valley and provides visitors with the opportunity to engage with Country and learn about the unique ecological and cultural history of place. The Alpine Heritage Centre is to be connected to the Adventure Park Hub by an active transport pathway, as well as an access road. A small amount of car parking should be allocated to service the alpine heritage centre.</p> <p>A4.6 Design servicing areas (such as waste collection) to provide convenient access to the main entry at mid station while screened from public view.</p>	<p>Not applicable.</p>	<p>U4.1 Large, visually prominent areas of car parking for private vehicles.</p> <p>U4.2 Visually prominent car parking structures.</p> <p>U4.3 Car or bus parking that dominates views of the Base Station entry when viewed from Lake Jindabyne and surrounding roads.</p>



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

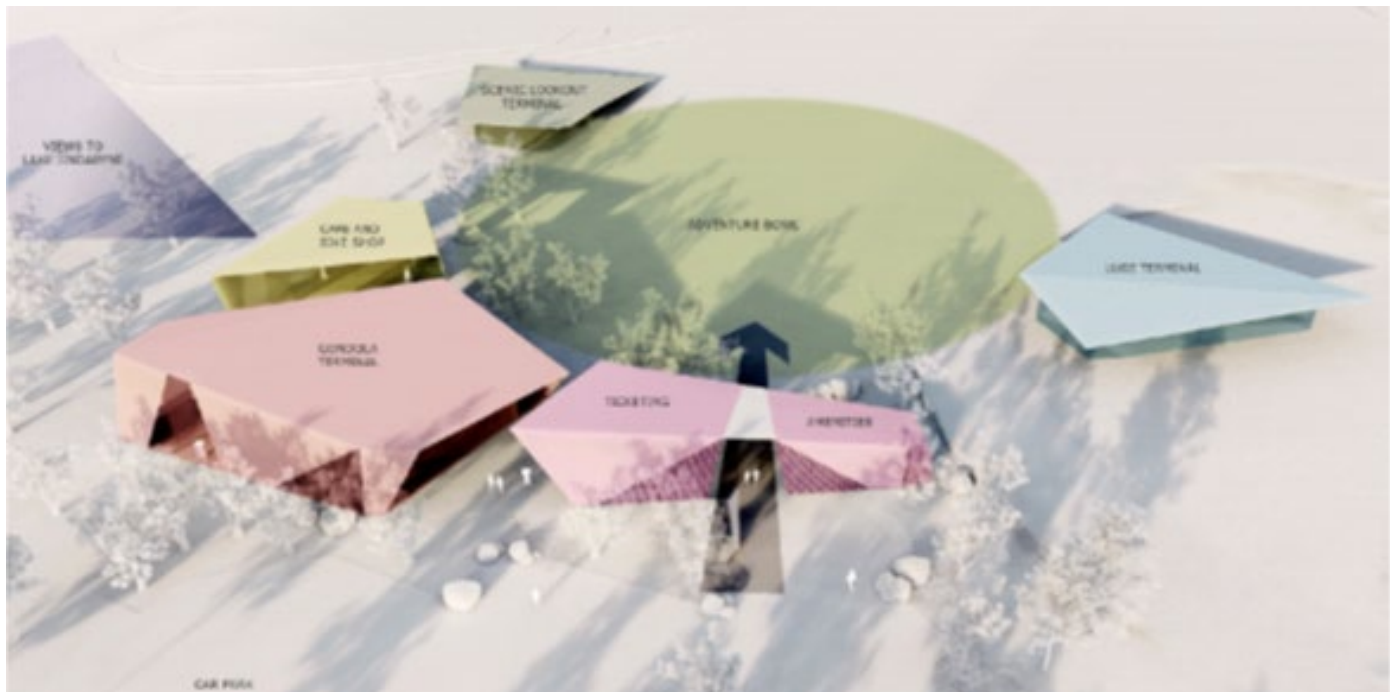
Unacceptable solutions
What we do not want to see

<p>PC5 High Station provides access to trails at the peak of the Mountain Bike and Adventure Park and offers scenic views across the Snowy Mountains.</p>	<p>A5.1 Arrange development (food and beverage and amenities) around the uplift terminus with the scenic lookout located to ensure uninterrupted views over the lake and Thredbo Valley.</p> <p>A5.2 Provide gravity-based activities including but not limited to a zip line network, trail running, high ropes courses, luge, roller coasters, jump development ramps, air pad and trampoline.</p>	<p>Not applicable.</p>	<p>U5.1 Access and parking for vehicles other than infrastructure and emergency services.</p>
<p>PC6 Accommodation responds to the natural landscape as well as the needs of users of and visitors to the Mountain Bike and Adventure Park.</p>	<p>A6.1 Ensure development considers serviceability requirements and limits the impact on the natural environment.</p> <p>A6.2 Accommodation is in the form of standalone cabin-like structures.</p> <p>A6.3 Provide administration, amenity, car parking for staff and guests, and associated infrastructure.</p>	<p>B6.1 Larger-scale accommodation may be considered where the structure is suitably integrated into the landform to achieve similar visual outcomes.</p> <p>B6.2 Larger accommodation structures are to be supported by a visual impact assessment demonstrating that the proposal does not result in any negative visual impacts.</p>	<p>U6.1 Accommodation located where it is unable to be appropriately serviced, or where servicing requirements will result in significant impacts on the operation of the Mountain Bike and Adventure Park, the natural environment or scenic quality of the sub-precinct.</p> <p>U6.2 Car parking for use by visitors other than guests of the accommodation.</p>
<p>PC7 Provide services and facilities for sporting, music and cultural events.</p>	<p>A7.1 Provide space and supporting servicing and infrastructure for sporting, music and cultural events.</p> <p>A7.2 Provide facilities that meet Auscycling guidance for international, national and local-level mountain biking events.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

Figure 35 Artist's impression of Base Station (indicative only)



Figure 36 Artist's impression of Mid-Station arrangement (indicative only)



6.2 Siting, built form and height

The architecture, location and design of built form within the Mountain Bike and Adventure Park sub-precinct will vary to suit specific venues. It is important that all development is sensitive to the scenic qualities and views to and from the sub-precinct.



Acceptable solutions
How to achieve it



Merit assessment
Objectives for considering alternate solutions



Unacceptable solutions
What we do not want to see

Performance criteria
What we want to achieve

Siting, built form and height

PC8 World-class development outcomes that are guided by an approved master plan and detailed design.

A8.1 A detailed design (equivalent in detail to that of a development application) for the sub-precinct must be submitted by the proponent to the approving authority, that presents a framework for development.

The guideline includes (at a minimum):

- a. the location of key nodes for buildings to host tourism, recreation and ancillary uses
- b. a design that ensures connectivity throughout the precinct, in particular between built form and bike trails
- c. how development responds to the topography of the site and minimises visual impacts
- d. heights of buildings and building footprints
- e. detailed design criteria for built form, including building materials and colour, architectural style, orientation and detail of roof structures
- f. demonstration of how impact on the natural environment is minimised
- g. provisions for access, car parking and design solutions for how car parks can be integrated with buildings at key nodes.

Not applicable.

Not applicable.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC9 Built form is an appropriate scale to accommodate and appropriately service estimated visitor numbers.

A9.1 Buildings provide required amenity to suitably service peak visitation periods with minimal additional space to ensure the footprint remains as compressed as possible.

Not applicable.

U9.1 Built form is excessively larger than required to service the needs of visitors during peak periods.

PC10 Built form should not dominate road frontages.

A10.1 Buildings are set back at least 15 metres from Alpine Way and Kosciusko Road.

Not applicable.

Not applicable.

PC11 Built form in the sub-precinct will be provided in clusters.

A11.1 Built form is focussed around hubs of activity in clusters to limit the impact on the natural landform.

B11.1 Built form may be located separately if there is a defined need.

Not applicable.

PC12 Buildings should be designed with multiple 'faces' and entry points.

A12.1 Buildings provide suitable access from multiple points.
A12.2 Design of public facades and entry points may differ from internal facades and entry points to create visual interest and contribute positively to activation and wayfinding.

B12.1 Development greater than six metres in height may be considered where it is supported by a visual impact assessment demonstrating that it does not result in any significant visual impacts.

U12.1 Blank facades to public spaces, car parking areas and active transport links.

PC13 Buildings should fit with their immediate surroundings.

A13.1 Buildings, excluding lifting infrastructure, should not exceed six metres in height.
A13.2 Reflect the natural topography by stepping up or down to align with the gradient of the slope and minimise the need for earthworks, cut and fill.

Not applicable.

U13.1 Development failing to integrate with the natural surrounds and resulting in significant visual impacts.

U13.2 Built form dominates the natural landform, vegetation, or other features of the landscape setting.

PC14 Materials and colours are sympathetic and complementary to place.

A14.1 Materials and colours reflect the surrounding natural environment and allow the built form to blend into its surrounds.

Not applicable.

U14.1 Materials and colours that clash with the surrounding landscape and visually dominate.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC15 Roofing should be designed as a protective skin for the building, offering protection from the weather and be recessive against the rolling landscape.

A15.1 Folded roof forms and deep eaves reduce the visual impact of built form and unify clusters of buildings.

B15.1 Other roof forms may be demonstrated as appropriate in meeting the requirements of PC15.

U15.1 Roof forms that do not consider the climate in the Alpine environment, in particular snow loading and strong winds.

PC16 Built form should be oriented to capture sunlight and provide shelter from wind at outdoor gathering spaces and active transport links.

A16.1 Buildings are clustered and arranged in a manner that allows for sunlight to penetrate into gathering spaces and provides a buffer to strong winds and rain.

Not applicable.

U16.1 Buildings that are not designed to ensure user comfort across all seasons.

U16.2 Open gathering areas and active transport links that are oriented in the direction of prevailing winds.

U16.3 Buildings that do not allow sunlight access and views across the sub-precinct.

PC17 Accommodation should be of an appropriate scale and not a visual focus of the landscape.

A17.1 Built form is discreet and in its placement within the sub-precinct and design detail.

A17.2 Built form should be obscured from views of the Mountain Bike and Adventure Park precinct, using the topography of the site and natural landscaping elements as screening solutions where possible.

B17.1 Where buildings cannot be completely discreet, demonstrate how architectural treatment and suitable landscaping to screen development is appropriate.

U17.1 Built form that has an unreasonable visual impact when viewed within the broader landscape from surrounding public and private areas.

PC18 Innovative uplift infrastructure provides access across the park and caters for the needs of mountain bikers and other visitors.

A18.1 Uplift infrastructure connects the foreshore, mid-station and top station.

A18.2 Uplift infrastructure minimises the removal of native vegetation.

A18.3 Lifting infrastructure and stations are designed by suitably qualified engineers/ architects.

Not applicable.

Not applicable.



Performance criteria

Acceptable solutions

Merit assessment

Unacceptable solutions

What we want to achieve

How to achieve it

Objectives for considering alternate solutions

What we do not want to see

PC19 Uplift infrastructure is visually appealing and designed to limit visual intrusion on the natural landscape.

A19.1 Mechanics of uplift infrastructure is designed to be an interesting visual feature or screened to blend with the surrounding environment.

Not applicable.

U19.1 Uplift infrastructure that is a significant visual intrusion on the landscape.

PC20 Provide scenic lookout opportunities at key nodes.

A20.1 Create opportunities within/around buildings, at the entry to the sub-precinct and at station points that provide places to stop and appreciate the scenery.

Not applicable.

U20.1 Lookout infrastructure that detracts from the natural beauty of the sub-precinct.





A20.2 Where not incorporated into the built form, lookout infrastructure should touch the ground lightly and use materials that blend with the surrounding natural environment.

U20.2 Lookout infrastructure that impacts on areas of high biodiversity or iconic natural features.

6.3 Connectivity, street network and active transport

The Mountain Bike and Adventure Park sub-precinct will be easy to navigate via a legible network of pathways with suitable access provided for all users and all abilities.

The sub-precinct is accessed via Alpine Way, with a main road connection to Mid Station and service road provided across the precinct. An active transport bridge will connect the sub-precinct to the Lake Jindabyne Foreshore and shared paths along the 1,000-metre contour line to the Park and Ride facility via Jindabyne West precinct.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Connectivity, street network and active transport			
PC21 Safe vehicular access is provided to and from the sub-precinct.	A21.1 Provide a legible main vehicle entry/exit point on Alpine Way for visitors. A21.2 Ensure a convenient road across the sub-precinct for emergency and service access.	Not applicable.	Not applicable.
PC22 Provide a safe and convenient network of active transport paths throughout the sub-precinct that links key nodes, buildings and car-parking areas, and key destinations outside the sub-precinct.	A22.1 Create a legible network of pathways suitable for walking and cycling (or pushing a bike) between key nodes, buildings, uplift infrastructure and other amenities. A22.2 Provide active transport pathways that link with the broader trail network (such as the Bungarra Alpine Centre and 1,000-metre contour trail to the east) and Lake Jindabyne Foreshore to the north. A22.3 Provide an active transport link via a bridge over Kosciuszko Road to connect the sub-precinct to the Lake Jindabyne Foreshore sub-precinct.	Not applicable.	Not applicable.

6.4 Parking

Parking within the Mountain Bike and Adventure Park sub-precinct is to be kept to a minimum to limit impact on the natural environment. Visitors for mountain biking purposes should be encouraged to use active transport and public transport. Other visitors to lookouts or event spectators are to be provided with the option of bus or coach services from a suitable local pick-up point or the opportunity to park at mid station.

Visitors to accommodation will be provided with on-site parking.





 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Parking			
PC23 Equitable, efficient and convenient access for visitors to the Mountain Bike and Adventure Park.	A23.1 Limit the number of car parking spaces and encourage travel to site via active transport or bus/coach. A23.2 Provide car parking spaces in accordance with Table 10. Note: The RGDC may require a Traffic Impact Assessment prepared by a qualified traffic specialist to be submitted with any development application. A23.3 Provide coach parking spaces determined by a Traffic Impact Assessment at Mid Station as well as areas for coach loading/unloading.	Not applicable.	U23.1 Expanses of car parking that dominate the landscape. U23.2 Car parking in excess of peak period requirements.
PC24 Car parking areas should not dominate road frontages or building entries.	A24.1 Locate car parking behind buildings or screen with landscaping to minimise visual impact. A24.2 Locate car parking on areas of lower ground, avoiding visually obvious high points.	Not applicable.	U24.1 Car parking is the visual focus of the Mountain Bike and Adventure Park sub-precinct, particularly at entry points. U24.2 Car parking that is not located directly adjacent the node it is servicing.
PC25 Avoid significant earthworks in the location and design of car parking.	A25.1 Design car parking to be located on flatter areas of the site and/or tier car parking to limit the impact on the natural landform.	Not applicable.	Not applicable.

Table 10 Mountain Bike and Adventure Park parking rates





Development type/land use	Minimum car parking requirements
Casual accommodation	
Accommodation facilities	<ul style="list-style-type: none"> • One parking space per accommodation unit • One parking space per two employees
Recreational Facilities	
Mountain Bike and Adventure Park	<ul style="list-style-type: none"> • Off-street parking requirements assessed on merit
Information and education facilities (art gallery, museum, library, visitor information centre etc)	<ul style="list-style-type: none"> • Six spaces per 100 square metres GFA plus coach drop-off and/or parking facility appropriate to size of facility • One space for every staff member on site at any time

6.5 Biodiversity and landscape

The Mountain Bike and Adventure Park sub-precinct is located within the South-Eastern Highlands bioregion (Monaro subregion), and has a complex history of agricultural grazing, urban development and infrastructure activities that have resulted in degraded areas and disruptions to habitat connectivity. The area comprises significant and high-value biodiversity which requires careful protection and consideration.

To achieve positive environmental outcomes, development is to be carefully planned and located to maximise opportunities to create habitats and promote biodiversity through on-site landscaping and open space. It is also vital to prioritise the conservation and improvement of riparian habitats and natural waterways.

It is noted the RGDC will be seeking bio-certification for a number of Snowy Mountains Special Activation Precinct sites and the outcome of this process may affect the application of performance criteria in the delivery plan.





 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Biodiversity and landscape			
PC26 Protect the landscape character and natural topography and features such as drainage lines and waterways of the precinct.	A26.1 Retain and enhance areas of vegetation, vegetation corridors and riparian corridors, in particular Widows Creek as illustrated in the Biodiversity Constraints Map in Appendix C. A26.2 Development rehabilitates, stabilises and improves the quality of natural watercourses, in particular Widows Creek corridor and its tributaries. A26.3 Maintain significant landscape features of the sub-precinct such as the rocky outcrops and maintain mature trees.	B26.1 Development avoids or minimises alteration to natural features such as drainage lines and waterways, hill tops and ridgelines. B26.2 Any disturbance of vegetation will need to be assessed in terms of the significance of its impact on existing ecological communities. A biodiversity assessment is required to determine the impacts on threatened species, ecological communities, or their habitat, and determine any offset requirements. B26.3 Where trees are to be removed, a strategy for replanting mature trees must be incorporated into the design.	U26.1 Development that does not integrate site-specific solutions. U26.2 Native vegetation removal that is not assessed or offset.
PC27 Development improves the diversity and abundance of locally indigenous flora and fauna species.	A27.1 Planting of native vegetation and tree species along access roads and to screen car parking and built form (where necessary).	Not applicable.	Not applicable.

6.6 Flood, stormwater and water quality

The Widows Creek corridor and its numerous tributaries play an important role within the sub-precinct as a primary drainage pathway for rainwater flowing into Lake Jindabyne. The restoration, stabilisation and enhancement of this creek corridor will be an integral contribution to the area's green infrastructure and preservation of water quality.

Flood hazards in the Mountain Bike and Adventure Park sub-precinct are limited to the Widows Creek floodplain in the eastern section of the precinct, with the flood hazard level ranging from low to extreme due to varying depths and floodwater velocities.

Lake Jindabyne is an operational dam and subject to fluctuating water levels and therefore infrastructure located within the operational levels must adhere to strict requirements to ensure it does not compromise dam operations or pose undue burden on Snowy Hydro and/or Snowy Monaro Regional Council.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Flood, stormwater and water quality			
PC28 Ensure development considers Jindabyne Dam's operational levels when designing and developing the sub-precinct.	A28.1 Development located within Jindabyne Dam's operational levels adheres to Snowy Hydro's requirements.	Not applicable.	U28.1 Discharge of wastewater and/or contaminated stormwater to watercourses or waterways.
PC29 Protect, maintain and restore natural features of waterways, particularly Widows Creek.	A29.1 Development avoids Widows Creek and any other watercourses.	Not applicable.	U29.1 Development that interferes with the operational capacity of Jindabyne Dam.

7

Western Lake Jindabyne



Western Lake



This section provides the assessment criteria for planning and designing a site within Western Lake Jindabyne.

- 7.1 Land use and character
- 7.2 Siting, built form and height
- 7.3 Connectivity, street network and active transport
- 7.4 Parking
- 7.5 Biodiversity, landscape and open space
- 7.6 Flood, stormwater and water quality

The future development of the Western Lake Jindabyne sub-precinct aims to enhance accessibility, connectivity, and tourism offerings in the area.

→ This section includes requirements for site layout and built form, car parking, management of on-site stormwater, landscaping and certain types of development envisaged for the precinct.

Western Lake Jindabyne looking north



7.1 Land use and character

The Western Lake Jindabyne sub-precinct, with its expansive views of Lake Jindabyne, encompasses the land between Kosciuszko Road and Lake Jindabyne, and extends north from the intersection with Alpine Way, including Hatchery Bay and Hayshed Bay.

The sub-precinct currently comprises minimal rural residential and agricultural land uses.

The future character of the Western Lake Jindabyne sub-precinct is to be a sustainable tourism destination that seamlessly combines leisure, recreation and tourism opportunities. Located at the foothills of the Snowy Mountains, the sub-precinct has growing demand for captivating tourist attractions and high-quality accommodation.

Development should prioritise ongoing recreational use of the lake's foreshore while supporting tourism growth for Jindabyne and the Snowy Mountains region. The sub-precinct seeks to create an inviting and authentic place by offering a range of leisure and recreational experiences that respect the natural environment and rural lakeside setting.

The design approach (as indicated in Figure 37) encourages the creation of tourist facilities, accommodation, and activities that are sympathetic to the natural environment and rural setting. Safeguarding the integrity of the area is important to enable the coexistence of rural land uses and strategic growth.

The future development of the Western Lake Jindabyne sub-precinct should enhance accessibility, connectivity and tourism offerings in the area.

The development envisions the creation of Lake Jindabyne Village, featuring self-catering and medium-density tourism accommodation, as well as a holiday park for families.

In addition, an ecotourism resort focused on health and wellness and various alternative tourism accommodation options are potential attractions. These developments will create a vibrant and connected destination, while preserving the natural environment and scenic qualities of the area.

→ **Key objectives include:**



upgrading roads



establishing an underpass



improving the Lake Jindabyne shared trail



providing access to Lake Jindabyne for recreational activities.

Figure 37 Western Lake Jindabyne – Indicative Layout Plan

- Sub-precinct boundary
- Road
- ↔ Shared path
- ⚓ Existing boat ramp
- 🎯 Aboriginal heritage place
- Indicative developments**
- ↔ Access point
- 🏪 Commercial
- 🏌️ Golf course
- 👁️ Viewing platform
- 🏠 Tourism accommodation





Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Land use and character

PC1 A diversity of land uses provides a range of accommodation and tourism offerings to cater to different user groups in a sustainable and integrated manner.

- A1.1** Provide a mix of tourism and recreational uses, and supporting infrastructure, including:
- a. tourist and visitor accommodation (camping, eco-tourism, self-catering, farm stays, hotel or lakeside cottages)
 - b. ancillary retail
 - c. conference and wellness facilities
 - d. recreation facilities (shared path)
 - e. heated water play parks
 - f. bike parks
 - g. fishing and play equipment areas
 - h. golf course
 - i. waterfront infrastructure.

Note: the Master Plan provides additional description of acceptable land uses envisaged for the Western Lake Jindabyne sub-precinct.

B1.1 Alternative land uses to those described may be considered should they be shown to be appropriate in the context of the site and in accordance with PC1.

- U1.1** Uses that are not related to tourism and accommodation activities. Commercial and retail land uses that:
- a. are not related to the tourist-related functions of the sub-precinct
 - b. are better located within the Jindabyne town centre
 - c. would effectively compete with Jindabyne Town Centre.

PC2 Provide tourism and accommodation facilities that attract a broad spectrum of tourists to the region.





- A2.1** Encourage tourism through the development of a range of leisure, recreation and accommodation options. Development is undertaken generally in accordance with Figure 37.
- A2.2** Include a mix of self-catering and medium-density tourist and visitor accommodation, a small commercial node and green infrastructure in Lake Jindabyne Village.
- A2.3** Development is to cater for a diverse range of visitors, including those with disabilities or restricted mobility.
- A2.4** Provide supporting amenity such as food and drink premises, car parking and other tourism-related uses that directly support the main purpose of the Western Lake Jindabyne sub-precinct.
- A1.5** Co-locate non-recreational land uses with other development to minimise environmental impacts.

Not applicable.

U2.1 Industrial or commercial land uses of a scale and nature that would compromise existing and future tourist and visitor development within the sub-precinct.

7.2 Siting, built form and height

The architecture, location and design of built form within the Western Lake Jindabyne sub-precinct will vary to suit specific accommodation offerings. It is important that all tourism accommodation and attractions are sensitive to the scenic qualities and views to and from the sub-precinct.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Siting			
PC2 Development respects the natural and cultural values of the area and provides a memorable experience for visitors.	A2.1 Set development back from the foreshore to: <ol style="list-style-type: none"> preserve scenic value avoid ecological impacts maximise lake views provide public access to the Lake Jindabyne waterfront. A2.2 Development is designed to: <ol style="list-style-type: none"> maximise access to the water by strategically locating pontoons near key entry points to the site integrate and activate the Lake Jindabyne foreshore by creating vibrant and engaging spaces that encourage public use and enjoyment of the waterfront. 	Not applicable.	Not applicable.
PC3 Building design sensitively responds to the topography of the site, minimises visual impacts and reflects the natural landscape. Form, scale and massing proportions of development recognise and adapt to the characteristics of the site, including topography, orientation and surrounding environment.	A3.1 Development is consistent with an approved design guideline prepared by the proponent for the sub-precinct, or for key elements of the structure plan presented in the Western Lake Jindabyne structure plan (refer to Master Plan), which includes: <ol style="list-style-type: none"> design and layout solutions for the different accommodation uses and tourism activities detailed design criteria for built form, including guidance on how the development responds to the topography of the site, minimises visual impacts (in particular from East Jindabyne) and reflects the natural landscape setting provisions for managing cut and fill requirements for demolition and decommissioning best-practice approaches to lighting design. 	Not applicable.	Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

<p>PC4 Provide appropriate setbacks, considering existing vegetation screening, topography and other site-specific conditions.</p>	<p>A4.1 Front setbacks:</p> <ul style="list-style-type: none"> a. tourist and accommodation resort (eco-tourism resort): Maintain a minimum front setback of 50 metres from public roads. b. Lake Jindabyne Village and Holiday Park: Maintain a minimum front setback of 10 metres where tourism development areas adjoin roadways (i.e., not separated by open space). <p>A4.2 Separated cabins or cottages retain setback of at least 10 metres to habitable rooms to ensure adequate noise and visual privacy is achieved.</p> <p>A4.3 Side and rear setbacks:</p> <ul style="list-style-type: none"> a. tourist and accommodation resort (eco-tourism resort): Maintain a minimum side setback of 50 metres. b. Lake Jindabyne Village and Holiday Park: Maintain a minimum side and rear setback of five metres. <p>A4.4 Infrastructure improvements have minimal visual impact on the aesthetics of the site.</p>	<p>B4.1 Reduced front and side setbacks may be considered where good public domain, scenic and rural landscape setting outcomes are achieved, in accordance with Chapter 2 –Precinct design principles and the land use character statement for Western Lake Jindabyne.</p>	<p>Not applicable.</p>
<p>PC5 Minimise vegetation disturbance.</p>	<p>A5.1 The disturbed footprint of buildings and hardstand is minimised, and cabins/cottages are grouped in clusters/nodes where practical.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

Built form

<p>PC6 Buildings are designed to reflect and consider the rural landscape setting and scenic alpine character of the area.</p>	<p>A6.1 All structures are designed and sited to minimise the need for excavation or fill for foundations and minimise associated hardstand areas.</p> <p>A6.2 Buildings incorporate architectural elements that are consistent with, and reinforce or enhance, the Alpine character of the region.</p> <p>A6.3 Use architectural elements, such as folded roof forms and deep eaves, to seamlessly integrate built structures with the natural landform and landscape features.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
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Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

PC6 Continued

- A6.4** Integrate rock formations into buildings to create spaces that allow ecologies to flourish and take advantage of microclimates in the dynamic climate and landscape.
- A6.5** New structures are designed to blend rather than contrast with the existing environment.
- A6.6** Building design is not to include highly reflective surfaces such as Zinalume or tinted glass panels. External finishes may be natural or untreated or, where colours are used, these should have a light reflectivity index of 12 per cent or below.
- A6.7** The roof of the building should be designed so it does not unduly increase the bulk of the building including:
 - a. careful selection of materials, colour and pitch
 - b. use of low-angled pitched roofs.

PC7 Respect and respond to views of Lake Jindabyne and the Snowy Mountains.

A7.1 Promote foreshore development that harmonises with the scenic qualities and scale of the locality, while enhancing pedestrian access and usage.

Not applicable.

Not applicable.

PC8 Eco-tourism accommodation delivers experiential and nature-based accommodation with a point of difference.

A8.1 New accommodation should be both contemporary and iconic in a unique nature-based setting.

Not applicable.

Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Heights

PC9 Sensitively integrate development into the natural landscape and topography.

- A9.1** Buildings are to be no more than six metres in height from natural ground level.
- A9.2** Align building heights with the adjacent vegetation canopy line and keep built form close to the ground to minimise visual impacts.
- A9.3** Buildings are to be no more than six metres in height from natural ground level.

- B9.1** Buildings over six metres in height from the natural ground level only where there is minimal visual impact to key public open spaces and Lake Jindabyne.
- B9.2** Buildings over six metres in height from the natural ground level only where there is minimal visual impact on key public open spaces and Lake Jindabyne.





U9.1 Buildings or structures that generate a significant visual impact detrimental to the rural landscape setting and scenic alpine character of the area.

7.3 Connectivity, street network and active transport

The Western Lake Jindabyne sub-precinct is primarily accessed via Kosciuszko Road, with a connection to Hatchery Bay through an unsealed road. To improve connectivity within the sub-precinct, road upgrades are required to enhance accessibility.

The sub-precinct can also be accessed via the Lake Jindabyne shared trail, and a new underpass near Gaden Road will extend the trail network, providing seamless access across Kosciuszko Road.

The Western Lake Jindabyne sub-precinct presents opportunities for lake-based transport, including a pontoon and potential water taxi or ferry services, to enhance connectivity and provide alternative transport options to Jindabyne Town Centre.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Connectivity, street network and active transport			
PC10 Create a well-connected and accessible sub-precinct.	A10.1 Provide seamless integration of road networks within the Western Lake Jindabyne sub-precinct, including upgrades to enhance overall connectivity. A10.2 Upgrade the shared trail along the foreshore up to Hatchery Bay Picnic Area so it is more accessible.	Not applicable.	Not applicable.
PC11 Deliver a legible street network that creates permeability and considers existing landscape character.	A11.1 A street network that provides suitable access for all users and functions. A11.2 Facilitate and incorporate an underpass across Kosciuszko Road, adjacent to Gaden Road, to extend and connect shared trails throughout the sub-precinct.	Not applicable.	Not applicable.
PC12 Expand the active transport network within the Western Lake Jindabyne sub-precinct.	A12.1 Provide a Lake Jindabyne shared trail as a vital active transport link, connecting the Western Lake Jindabyne sub-precinct to Jindabyne and supporting recreational activities.	Not applicable.	Not applicable.
PC13 Establish active transport links within the Western Lake Jindabyne sub-precinct.	A13.1 Provide easy access to nature-based recreation and neighbouring areas, key tourism accommodation sites, and attractions including the Lake Jindabyne shared trail.	Not applicable.	Not applicable.

7.4 Parking

The integration of vehicle access and parking into early site planning and design is crucial to balance pedestrian movements, local traffic patterns, and streetscape character, as they significantly impact the overall site layout and façade design.





 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Parking			
PC14 Develop parking facilities that are functional, safe and visually integrated with the surroundings.	A14.1 Provide a minimum number of car-parking spaces based on the specific land use as outlined in Tables 11 and 12 respectively. A14.2 Locate parking areas away from the foreshore and waterways to maximise views to and from Lake Jindabyne.	Not applicable.	U14.1 Parking areas that damage ecological habitat.
PC15 Provide sufficient area for required parking in existing disturbed areas to minimise environmental impacts while encouraging active and water transport options.	A15.1 Integrate on-site car parking to reduce on-street parking requirements and explore shared parking for multiple development sites.	B15.1 Visitor parking should be limited where possible.	Not applicable.

Table 11 Western Lake Jindabyne sub-precinct minimum car parking requirements

Development type/land use	Minimum car parking requirements
Tourist accommodation	
Bed-and-breakfast accommodation	<ul style="list-style-type: none"> • One car parking space per bedroom • Two car parking spaces for the owner
Hotel or motel accommodation (including pubs where accommodation is provided)	<ul style="list-style-type: none"> • One car parking space per unit/room • Two car parking spaces per manager’s residence • One car parking space per two employees
Serviced apartments	<ul style="list-style-type: none"> • One car parking space per one-bedroom serviced apartment unit • Two car parking spaces per two or more bedroom serviced apartments • One car parking space per two employees
Eco-tourist facilities	<ul style="list-style-type: none"> • One car parking space per accommodation unit • One car parking space per two employees
Commercial – Office / Retail	
Business premises (including offices)	<ul style="list-style-type: none"> • 2.5 car parking spaces per 100 square metre gross floor area (GFA)
Shops (retail)	<ul style="list-style-type: none"> • Four car parking spaces per 100 square metres of GFA
Service stations and convenience stores	<ul style="list-style-type: none"> • One car parking space per 20 square metres of GFA for a convenience store • One car parking space per 200 square metre site area. • Where a work bay is proposed, additional parking will be required at the rate of four spaces per service bay
Take-away food and drink premises	<p>Where no on-site seating is provided:</p> <ul style="list-style-type: none"> • one car parking space per 8.5 square metres of GFA • one car parking space per employee. <p>Where on-site seating is provided:</p> <ul style="list-style-type: none"> • one car parking pace per 10 square metres of GFA • one car parking space per five seats (internal or external) • one car parking pace per five seats (internal), whichever is greater. <p>Where on-site seating and drive-through facilities are proposed:</p> <ul style="list-style-type: none"> • one car parking pace per two seats (internal) • one car parking space per three seats (internal and external) and queuing area of 10 – 12 cars within the drive-through as measured from the pick-up point • one car parking space per employee.

Development type/land use	Minimum car parking requirements
Restaurants or café	<ul style="list-style-type: none"> • Five car parking spaces per 100 square metres of GFA • One car parking space per 6.5 square metres of seating area • One car parking space per employee
Neighbourhood shops	<ul style="list-style-type: none"> • One car parking space per 20 square metres of GFA

Table 12 Western Lake Jindabyne sub-precinct minimum bicycle parking requirements

Development type/land use	Bicycle parking	Motorcycle parking
Drive-in/Take-away food and drink premises	<ul style="list-style-type: none"> • One bicycle parking space per 100 square metres GFA (Security Level B) for staff • One bicycle parking space per 50 square metres GFA (Security Level C) for visitors 	<ul style="list-style-type: none"> • One motorcycle parking space per 20 car spaces
Restaurants or Cafes	<ul style="list-style-type: none"> • One bicycle parking pace per 100 square metres GFA (Security Level B) 	<ul style="list-style-type: none"> • One parking space per employee
Pubs	<ul style="list-style-type: none"> • One bicycle parking space per 20 accommodation rooms plus one space per 25 square metres bar area plus one space per 100 square metres lounge, beer garden (Security Level B) for staff • One bicycle parking space per 25 square metre bar area plus one space per 100 square metre lounge, beer garden (Security Level C) for visitors 	<ul style="list-style-type: none"> • One space per 20 car spaces
Neighbourhood shops	<ul style="list-style-type: none"> • One bicycle parking space per 200 square metres GFA (50 per cent Security Level B, 50 per cent Security Level C) 	<ul style="list-style-type: none"> • One space per 20 car spaces

7.5 Biodiversity, landscape and open space

The Western Lake Jindabyne sub-precinct has a long history of agricultural grazing, resulting in most of the area being farmland. However, there are pockets of higher biodiversity, including moderately preserved stands of trees at Rabbits Corner.





Although only a small portion of the sub-precinct has been surveyed, the surveyed areas are primarily exotic grasslands invaded by high-threat weed species. While these grasslands are degraded, they still contain a limited number of native species. Consequently, they are considered degraded components of the Monaro Tableland Cool Temperate Grassy Woodland.

The focus should be on avoiding impact to the highest biodiversity areas while directing development towards the exotic and native-dominant grasslands, as well as the rocky outcrop zones, only if necessary. Opportunities exist for protecting and restoring the foreshore, as well as enhancing water quality and connectivity through the revegetation of Wollondibby Creek.

Additional surveys are needed to identify potential areas of conservation value, particularly for the unexplored parts of the sub-precinct. Further assessment is recommended for unsurveyed areas and potential habitat supporting threatened species.

It is noted that the Regional Growth NSW Development Corporation (RGDC) will be seeking bio-certification for a number of Snowy Mountains Special Activation Precinct sites and the outcome of this process may affect the application of prescribed outcomes and performance criteria in the Delivery Plan.

A constraints map for the sub-precinct is provided in Appendix C.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Biodiversity conservation			
PC16 Promote sustainable development of tourist and recreational facilities in balance with preserving biodiversity values.	A16.1 Avoid impact in areas of high biodiversity value, particularly the Plant Community Type (PCT) in moderate condition and the Rabbits Corner area as illustrated in the Biodiversity Constraints Map in Appendix C. A16.2 Include measures to protect, restore and revegetate the foreshore and Wollondibby Creek to enhance water quality, promote connectivity, and improve overall amenity, where possible.	B16.1 Avoid areas containing native dominant grasslands, and areas of rocky outcrops. B16.2 Any disturbance of vegetation must undergo a biodiversity assessment to determine the significance of its impact on threatened species, ecological communities, or their habitat.	U16.1 Unnecessary removal of high-value biodiversity. U16.2 Degradation of the environment as a result of development.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering
alternate solutions

Unacceptable solutions
What we do not want to see

Landscape and open space

PC17 Promote development that enhances and complements the established landscape character and natural habitat.

A17.1 Development is consistent with a Landscape and Vegetation Management Plan, prepared by the proponent, that addresses:

- a. early tree plantings that can be undertaken across the sub-precinct
- b. design solutions to integrate green connections across the sub-precinct, including public and private realms, shared and active paths, and open spaces
- c. landscaping provisions, including gateway treatments from Kosciuszko Road
- d. riparian corridor design provisions and how development should interface with watercourses
- e. the identification of local climate-ready species
- f. management and maintenance provisions
- g. biodiversity offset arrangements.

Note: RGDC may require a Landscape and Vegetation Management Plan to be prepared by a suitably qualified landscape architect or consultant.

Not applicable.

U17.1 Development that is not complementary to the surrounding natural environment and biodiversity values.

PC18 Improve the diversity and abundance of locally Indigenous flora and fauna species.

A18.1 Planting of native vegetation and tree species should be adopted along access roads.

Not applicable.





U18.1 Planting of inappropriate or weed species with little or no habitat value.

7.6 Flood, stormwater and water quality

Building development within Western Lake Jindabyne is predominantly located outside the one per cent climate change hazard and Probable Maximum Flood (PMF) extent. However, there are sections of land, particularly along the southern boundary impacted by the PMF event from Wollondibby Creek, and along the eastern boundary affected by the PMF event from Lake Jindabyne.

Development within flood-prone areas requires careful planning and design to limit risk to property and life in a flood event.

Flood constraint maps for the Western Lake Jindabyne sub-precinct are provided in Appendix D.

 Performance criteria What we want to achieve	 Acceptable solutions How to achieve it	 Merit assessment Objectives for considering alternate solutions	 Unacceptable solutions What we do not want to see
Flood			
PC19 Minimise flood risk and preserve natural watercourses by considering flood-prone land.	A19.1 Buildings are designed to minimise the impact of flood events, PMF Event from Wollondibby Creek. A19.2 Minimise road widths where possible and in accordance with relevant Australian Standards to reduce impermeable surface areas.	B19.1 Land beyond the floodplain in Western Lake Jindabyne A and B is excluded from flooding-related structural requirements.	Not applicable.
Stormwater			
PC20 Maintain overland flow paths for effective stormwater management.	A20.1 Manage stormwater at the source and allow for the treatment of stormwater runoff. A20.2 Incorporate edge treatments (rock-lined channels) to store snow push, reduce velocities of melted water and allow for sediment to be captured in the channel before discharge into nearby watercourses. A20.3 Vegetate buffer strips on roads to capture runoff sediments. A20.4 Retain natural features of waterways for stormwater source management and control, in preference for structural or end-of-pipe solutions.	B20.1 Develop site-specific stormwater pollution devices to capture runoff from large paved areas such as car parks.	Not applicable.



Performance criteria
What we want to achieve

Acceptable solutions
How to achieve it

Merit assessment
Objectives for considering alternate solutions

Unacceptable solutions
What we do not want to see

Water quality

PC21 Best practice for the stormwater cycle is incorporated into all development.

A21.1 Building design incorporates collection of stormwater, treatment of stormwater and release at pre-development flow rates, capture of rainwater and reuse.

Not applicable.

Not applicable.



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