

# Snowy Mountains Special Activation Precinct

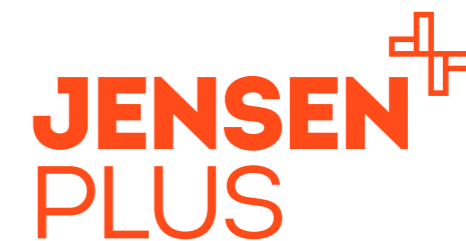
Draft Structure Plan Report \_ Part I \_ Structure Plans



Prepared for the NSW Department of Planning, Industry and Environment

+ Jensen PLUS with

+ Deicke Richards



Planning  
Landscape Architecture  
Urban Design  
Social Planning



## Acknowledgements

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- \_ The traditional owners of the Snowy region, the Monero Ngarigo people
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## Structure Plan Team



## Interactive report viewing recommendations



This graphic report is designed to be **viewed on a screen and includes some interactive elements**. Look out for this icon on pages with interactive elements to explore.

**The vision for the Special Activation Precinct is the Snowy Mountains as Australia's Alpine Capital.**

**(DPIE, June 2020)**

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Produced by Jensen PLUS  
Level 1, 21 Roper Street  
Adelaide 5000 South Australia  
08 8338 5511  
admin1@jensenplus.com.au  
[www.jensenplus.com.au](http://www.jensenplus.com.au)





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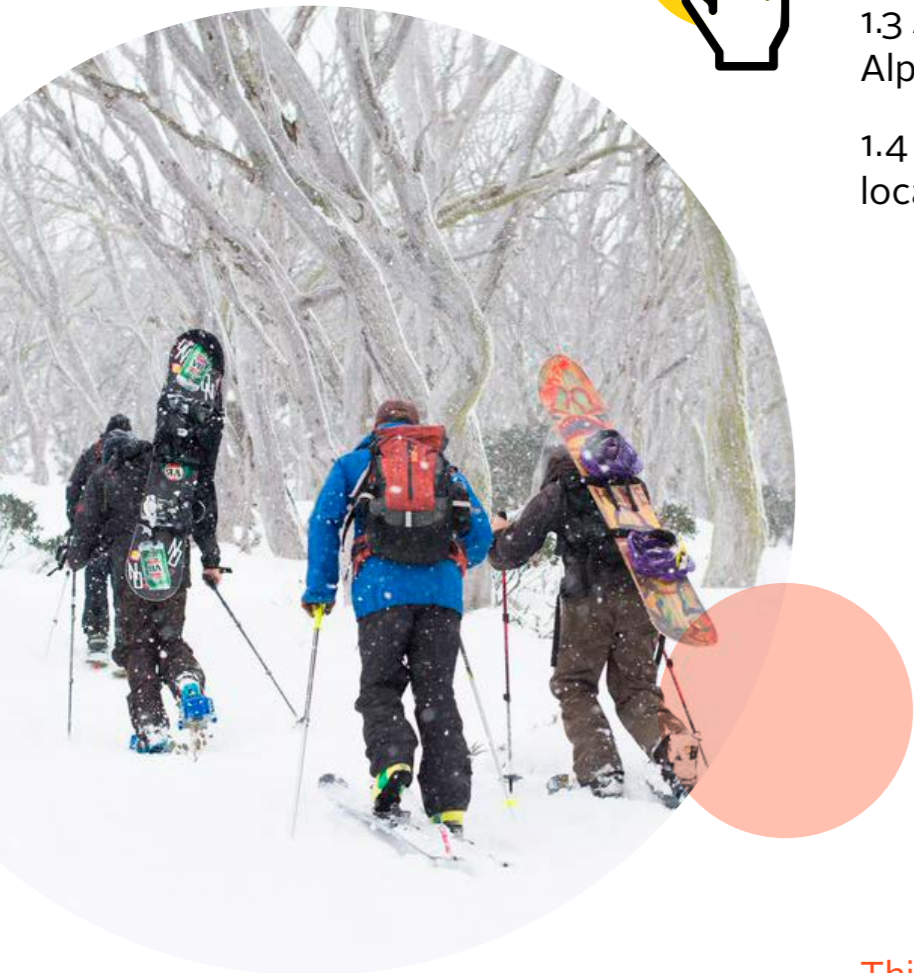
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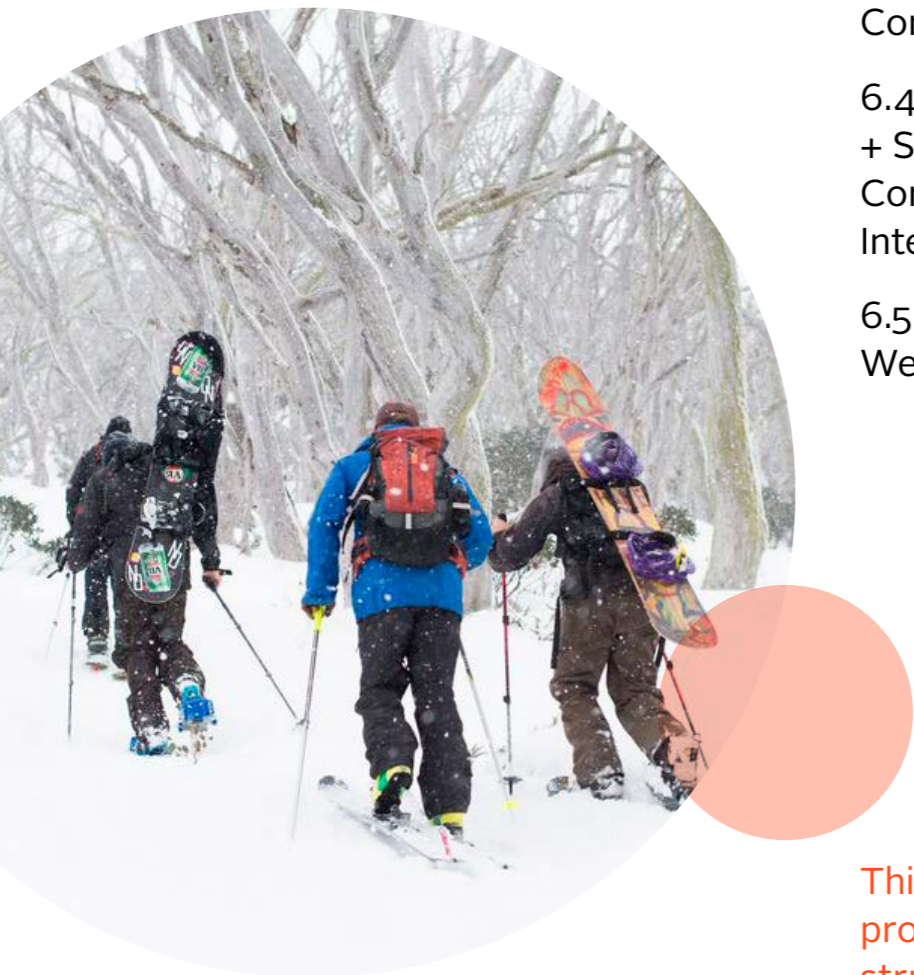
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**This section  
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of the report.**

# 1. Introduction

- 1.1 Purpose
- 1.2 Why Snowy Mountains? Challenges and opportunities
- 1.3 Australia's Alpine Capital
- 1.4 Strategic location





# 1. Introduction

An overview of the objectives of this report

**The Snowy Mountains Special Activation Precinct Structure Plan identifies and guides the key areas of growth and change to deliver on the vision for Jindabyne and the Snowy Mountains as Australia's Alpine Capital.**

## 1.1 Purpose

This Structure Plan report for the Snowy Mountains Special Activation Precinct is a key input to the draft Master Plan for the Precinct.

Due to the size and complexity of the Special Activation Precinct area, reporting has been split into two.

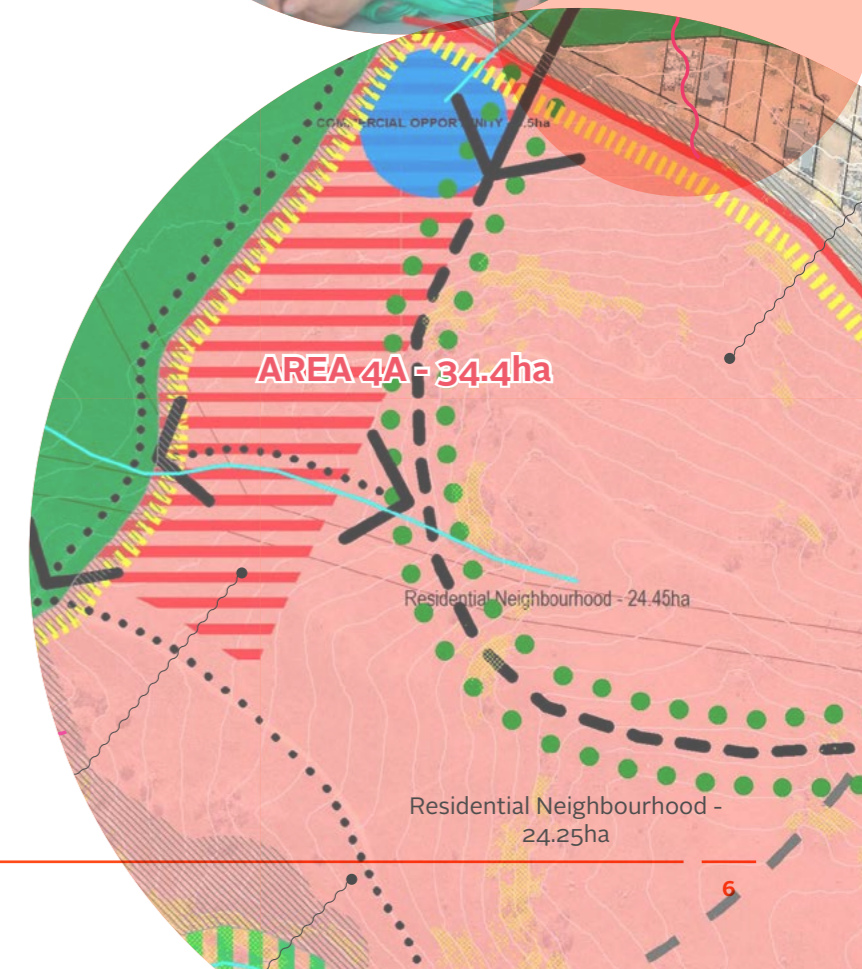
**\_The Structure Plan report (this document) comprises all spatial plans, future planning intent, and supporting illustrations for all identified Sub-Precincts of the Snowy Mountains Special Activation Precinct. A brief introduction to the project is included.**

**\_A separate Structure Plan Part II \_ Investigations Report includes more detailed summaries of the project context, technical analysis, and stakeholder engagement that informs the Structure Plans.**

**\_Appendices and confidential materials are included in Part III.**

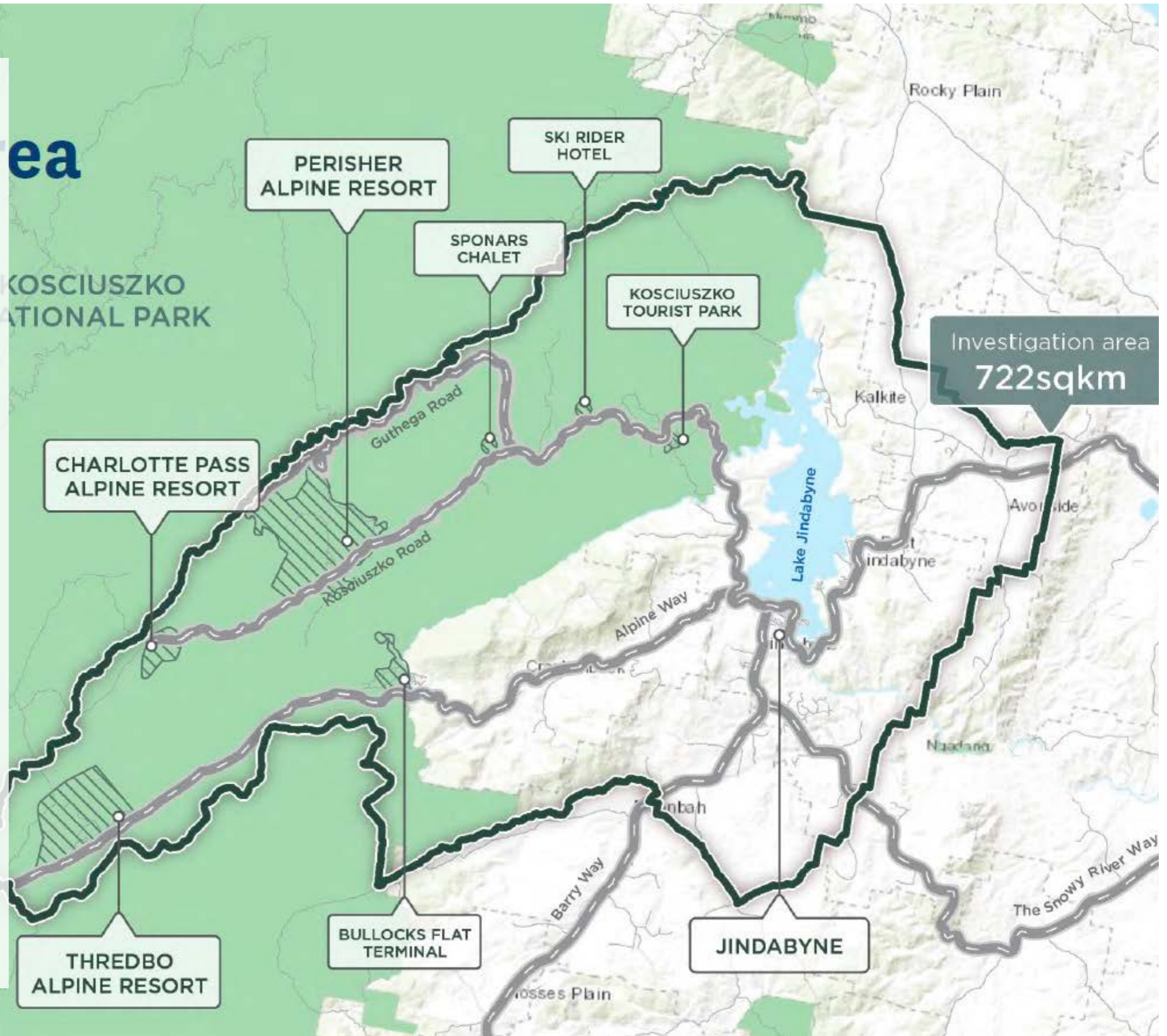
**The Special Activation Precinct structure plans in this report:**

1. Apply the Special Activation Precinct vision, strategic framework and site-based opportunities identified during the planning process.
2. Describe and illustrate the strategic planning intent and future land uses and development patterns.
3. Are informed by site and technical analysis, stakeholder engagement and testing, previous master plans, and concepts developed collaboratively including at Enquiry by Design workshops (documented in the Structure Plan Part II \_ Investigations Report).
4. Guide DPIE's Special Activation Precinct Master Plan and legislative planning framework including the design of Sub-Precincts, zoning, and other elements of the proposed three-tiered planning framework for the Snowy Mountains Special Activation Precinct.
5. Are spatial plans, focussing on 'Sub-Precincts' of major change over the 40-year time frame of the Special Activation Precinct, rather than a comprehensive 'zoning' approach.





**The 722km<sup>2</sup> Investigation Area for the Snowy Mountains Special Activation Precinct included parts of Kosciuszko National Park and many of its alpine resorts (but not Mt Kosciuszko). Jindabyne, Lake Jindabyne and surrounds comprise the eastern part of the Investigation Area. The final Special Activation Precinct boundary - defined in DPIE's Master Plan - may differ from the Investigation Area.**







Note: this page is a snapshot of the background and context to the Precinct. Refer to *Structure Plan Part II - Investigations* more detailed summaries of the project context, technical analysis, and stakeholder engagement that informs the Structure Plans.

(cont.)

## Introduction

### 1.2 Why Snowy Mountains? Challenges and opportunities

The Snowy Mountains is Australia's premier alpine and winter sports destination, with tourism the major economic driver and employer in the region. However the tourist economy is heavily geared towards the short winter season, resulting in this location being the most seasonal tourism region in Australia.

The reliance on skiing is also threatened through the effects of climate change, which is forecast to reduce the quality and length of the snow season.

Like some other tourism hotspots, housing supply and affordability is a complex issue. Housing costs at Jindabyne are often much more than those of nearby towns, and permanent residents are increasingly said to be competing with tourism accommodation such as AirBnB for housing.

The Snowy Mountains is a sensitive natural environment, with a significant proportion of the Special Activation Precinct investigation area located within Kosciuszko National Park. Whilst this is an asset from which to build opportunities, it is also a challenge to ensure that future development and growth outcomes are

sustainable, focus on eco-tourism, and 'tread lightly' on the environment.

Today, the region's tourism attractions including ski resorts are heavily car dependent. Road and parking bottlenecks are widely reported as a negative visitor experience in the ski season.

Improving the attractiveness of the Special Activation Precinct's destinations and ageing infrastructure will be an essential part of improving the visitor experience, with particular opportunities present at Jindabyne including the town centre and Lake Jindabyne Lakeside Linear Park.

### 1.3 Australia's Alpine Capital

The vision for the Special Activation Precinct is the Snowy Mountains as **Australia's Alpine Capital**.

DPIE consulted on this draft vision in July and August 2020, which has helped shape the strategic directions for the Structure Plan. The Strategic planning intent has been further developed into a strategic framework consisting of 16 strategies and 123 actions.

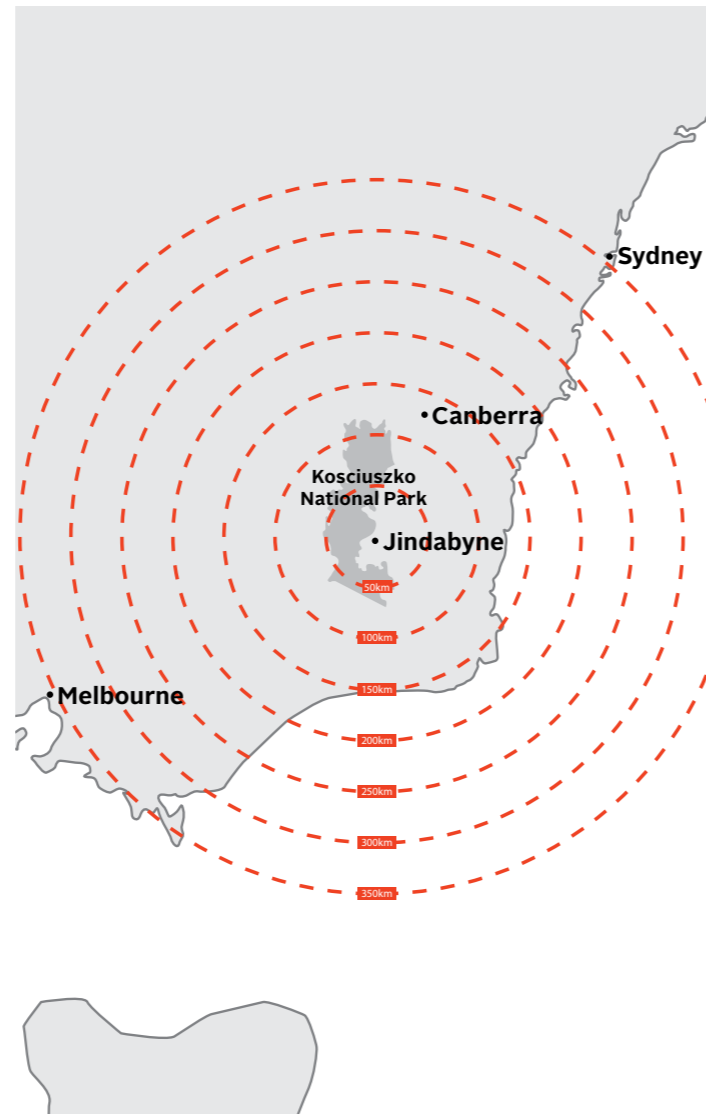
The objective of the 'Strategic Framework' is to develop a clear set of Special Activation Precinct-wide development strategies to guide all planning.





## 1.4 Strategic location

**Jindabyne acts as an important local and regional gateway to the National Heritage Listed Australian Alps and Australia's highest peak, Mount Kosciuszko. Its strategic location, proximity to major environmental attractions, and seasonal growth patterns make it, and Kosciuszko National Park, an important destination for NSW and beyond.**



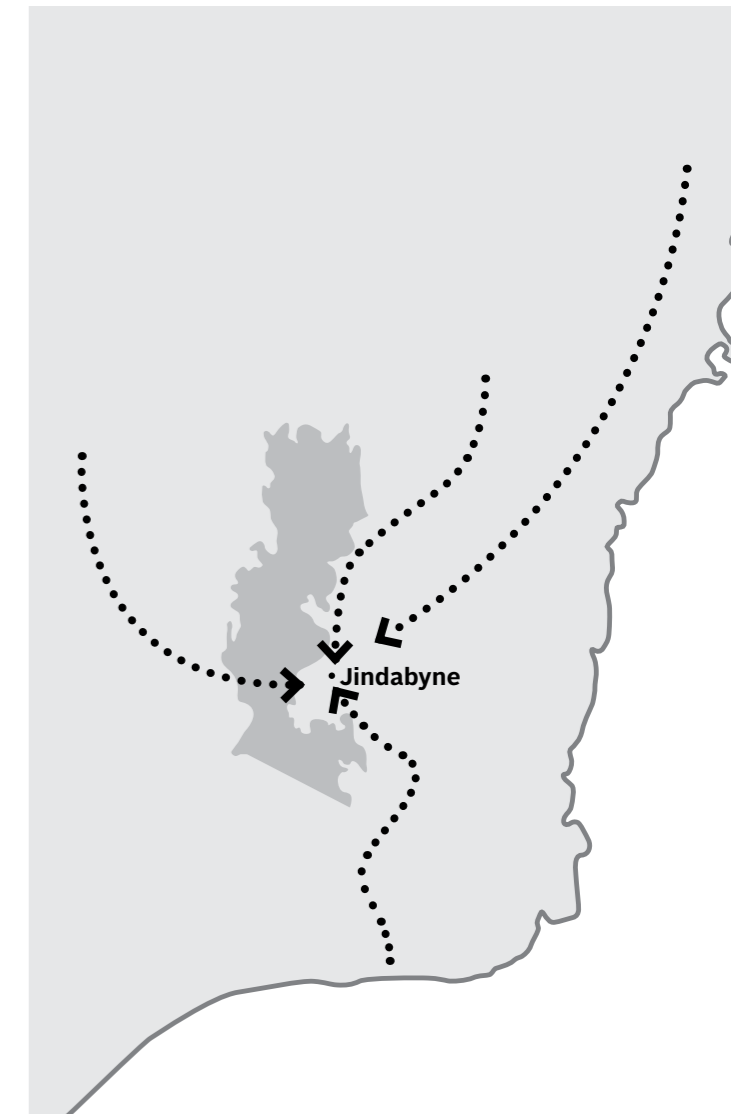
### 1. Strategic Location

- \_ Close proximity to major regional cities and state capitals.



### 2. Environment

- \_ Forms an integral part of the Australian Alps, a National Heritage Listed area of high value with access to world class hiking facilities including the proposed Snowies Iconic Walk.



### 3. A gathering place throughout history

- \_ The area was an important gathering place for Aboriginal people, and continues to act as a popular seasonal destination for travellers today.





## 2. Strategic Framework

- 2.1 Vision + Strategic Framework informing the Structure Plan
- 2.2 The vision for the Snowy Mountains
- 2.3 Strategic Framework

**This section provides an overview of the vision and strategic framework**

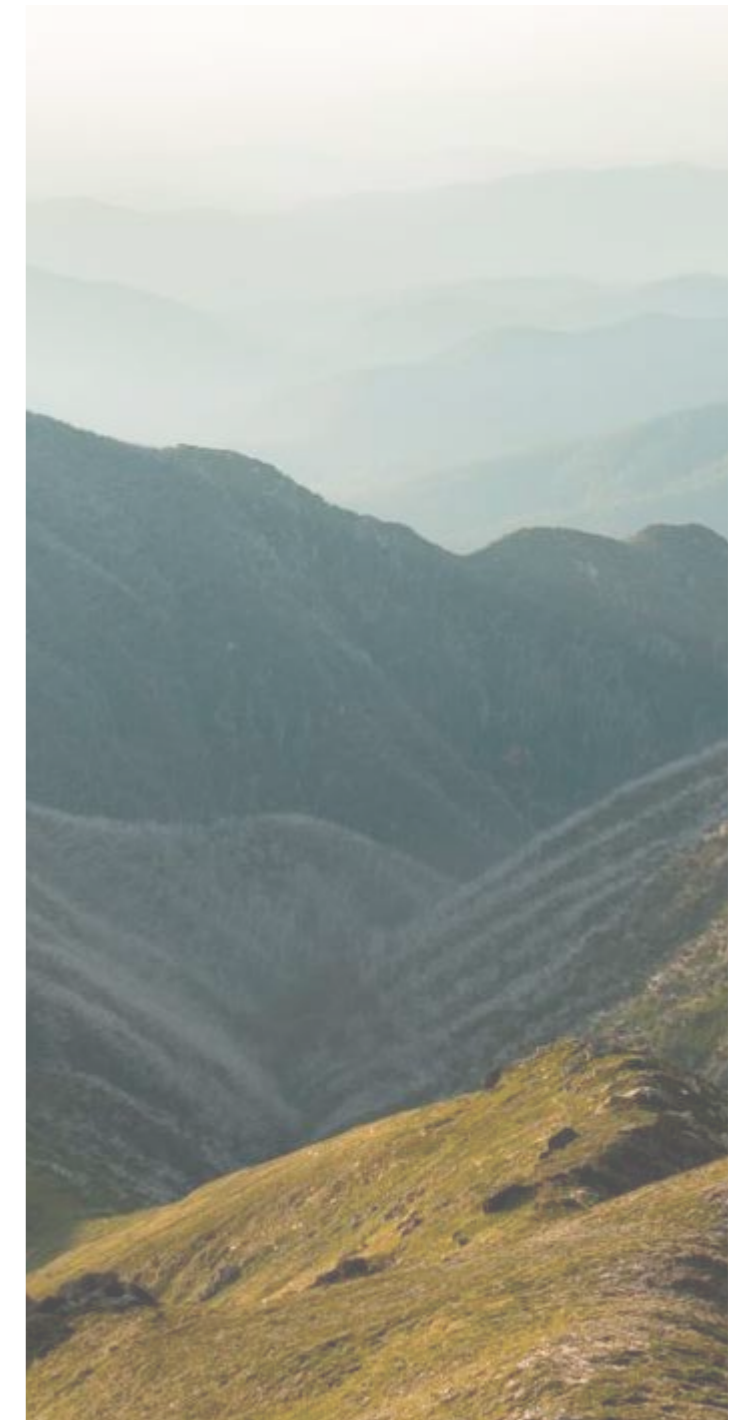
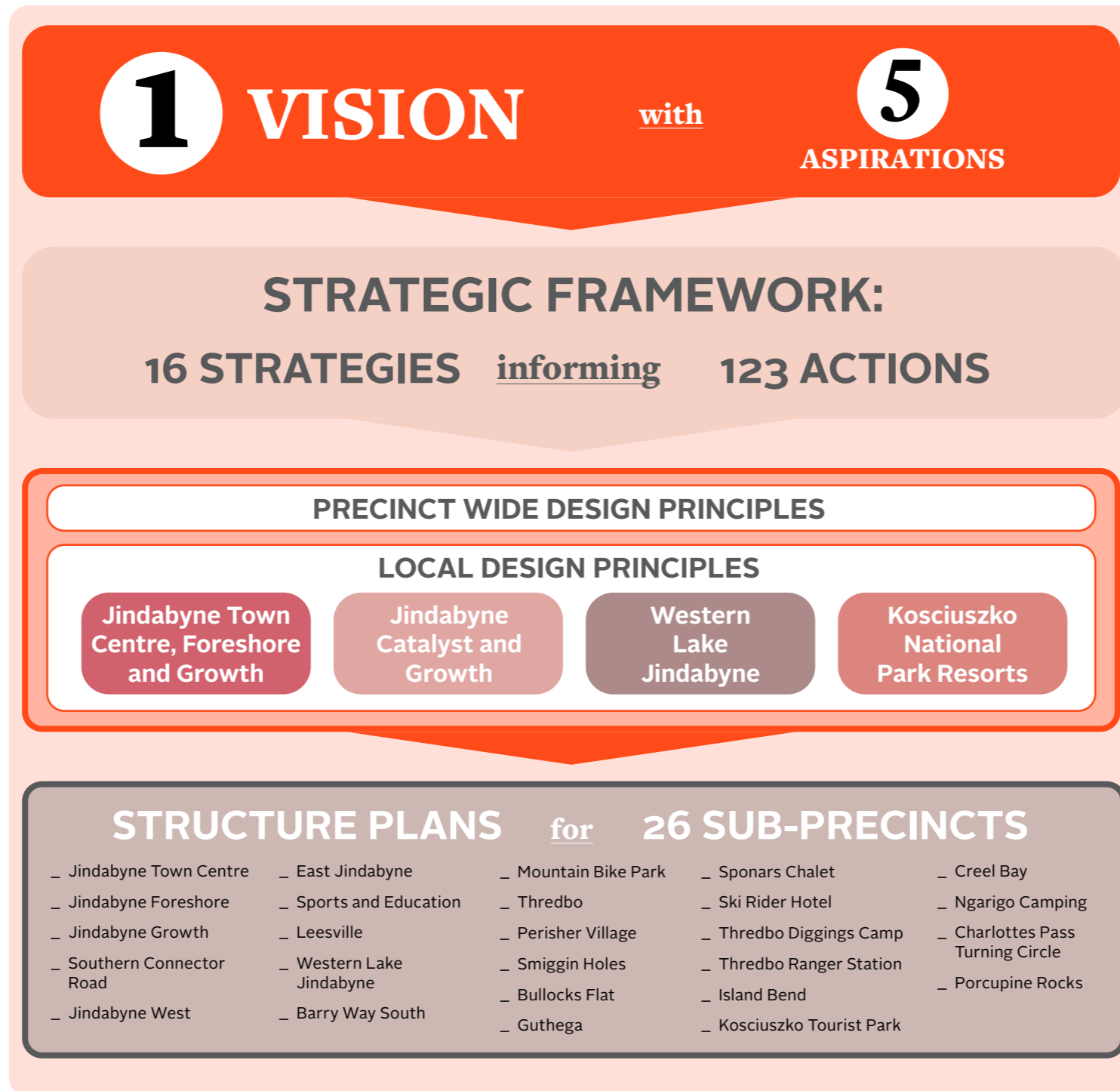




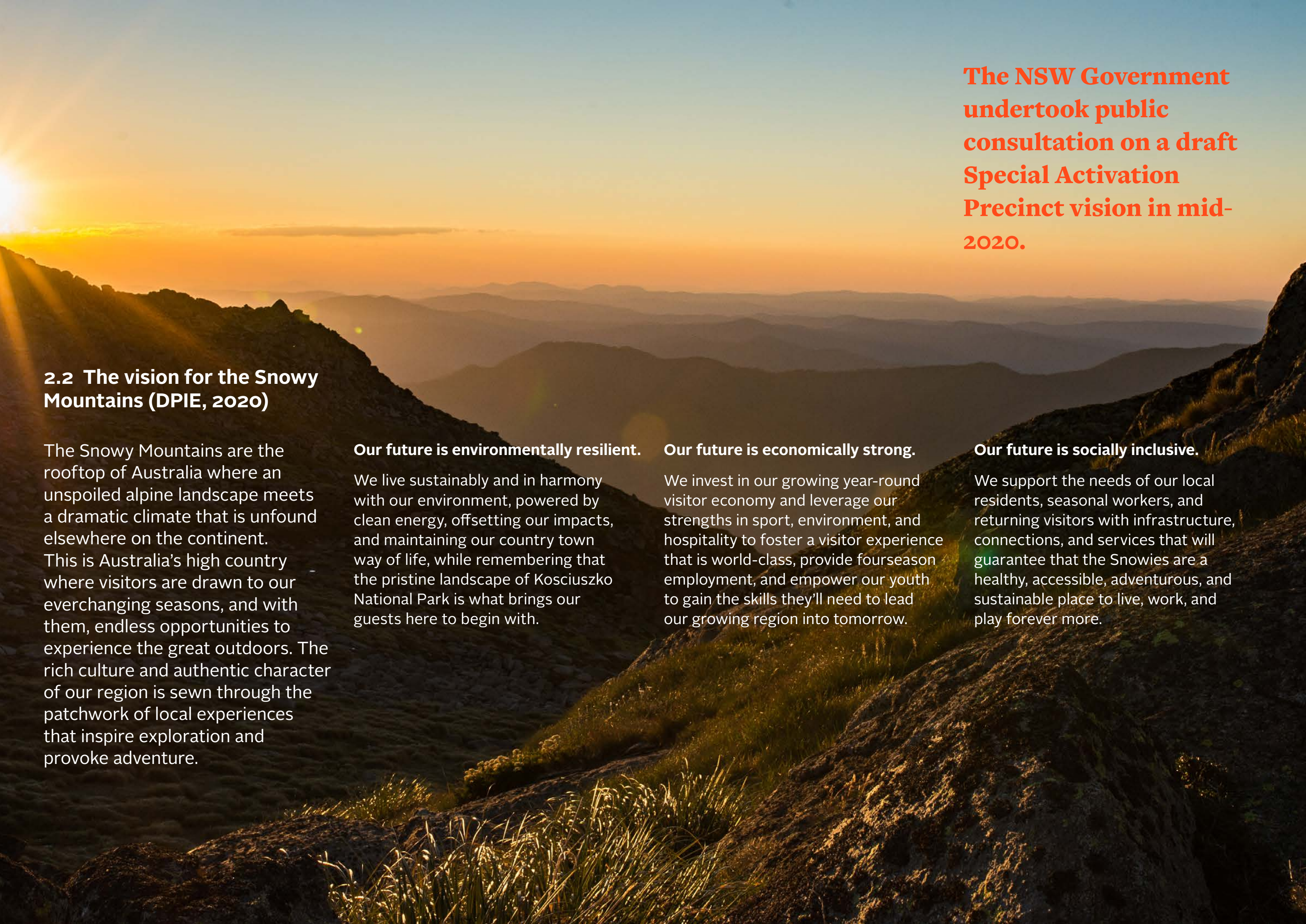
## 2.1 Vision + Strategic Framework informing the Structure Plan

Early in the master planning process, DPIE’s draft vision for the Special Activation Precinct was developed into a “Strategic Framework” to guide planning and future development.

This framework has continued to guide the Structure Plans for all Sub-Precincts identified, with additional design principles also established for specific and localised design outcomes.







**The NSW Government undertook public consultation on a draft Special Activation Precinct vision in mid-2020.**

## **2.2 The vision for the Snowy Mountains (DPIE, 2020)**

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

### **Our future is environmentally resilient.**

We live sustainably and in harmony with our environment, powered by clean energy, offsetting our impacts, and maintaining our country town way of life, while remembering that the pristine landscape of Kosciuszko National Park is what brings our guests here to begin with.

### **Our future is economically strong.**

We invest in our growing year-round visitor economy and leverage our strengths in sport, environment, and hospitality to foster a visitor experience that is world-class, provide fourseason employment, and empower our youth to gain the skills they'll need to lead our growing region into tomorrow.

### **Our future is socially inclusive.**

We support the needs of our local residents, seasonal workers, and returning visitors with infrastructure, connections, and services that will guarantee that the Snowies are a healthy, accessible, adventurous, and sustainable place to live, work, and play forever more.



# Five aspirations organise the vision into key areas of focus for the Special Activation Precinct.

## Our aspirations

ADVENTURE + ECOTOURISM



SPORT + EDUCATION



SUSTAINABILITY + WELLNESS



DESIGN + CULTURE



INFRASTRUCTURE + CONNECTIONS



The Snowy Mountains will offer a range of exhilarating adventure and ecotourism opportunities, to transform a successful snowsport destination into a year-round alpine mecca that will draw visitors from near and far to earn its brand as Australia's Alpine Capital.

## ADVENTURE + ECOTOURISM



With a growing specialisation in alpine sport and the development of Australia's national training base for alpine athletes, the region will foster sport education pathways and offer specialised tertiary education in sports science, environmental management, and hospitality and tourism, while providing world-class facilities for high-performance athletes.

## SPORT + EDUCATION



As a region, the Snowy Mountains will be a national leader in environmental resilience and sustainability, with investment in renewable energies, green infrastructure, and carbon sequestration, aspirations for a carbon-negative future, opportunities to connect with nature, and continued protection of the vulnerable alpine environment of Kosciuszko National Park.

## SUSTAINABILITY + WELLNESS



The Snowy Mountains will celebrate its rich and diverse history as it redefines its future, with strengthened alpine character, heightened attention to design, enhancement of Lake Jindabyne's foreshore, improved social equity, and authentic opportunities to experience the essence of the Snowies.

## DESIGN + CULTURE



With improved air access to Jindabyne from key markets, public transport between Jindabyne and Kosciuszko National Park, more transport technologies and less congestion, and a pedestrian- and cycle-friendly town centre, the potential of the Snowy Mountains will be unlocked with a quality visitor experience on offer to keep our visitors coming back.

## INFRASTRUCTURE + CONNECTIONS

## Five aspirations for the Snowy Mountains

(DPIE, 2020)





## 2.3 Strategic Framework

16 strategies (summarised below), informing 123 actions on the following pages



1. Develop an exciting mix of new tourism activities + accommodation to substantially grow visitor yield + reduce seasonality



2. Plan for a bigger, year-round tourism economy to support the Precinct's vision as Australia's alpine capital



3. Improve Jindabyne's public realm especially Lake Jindabyne Lakeside Linear Park + town centre streets and public spaces



4. Australia's national winter training centre and a hub for community and non-winter sports



5. Balanced + sustainable growth targeting infill development, alongside greenfield + rural locations



6. New Special Activation Precinct Access Strategy - including bus shuttles to KNP + resorts



7. Plan for improved air access to the region to support growth



8. A carbon negative and climate positive precinct



9. Provide sufficient supply of new housing for predicted growth in resident, seasonal worker and tourist populations to 2061



10. New, three-tiered planning framework



11. Develop a new carrying capacity framework to protect the Alpine environment + quality of visitor experience



12. Provide social infrastructure + liveability for residents and amenity for visitors throughout the year



13. Develop in disturbed areas and places of low environment and heritage values as a priority



14. Manage bushfire risks and plan development around them



15. Design and build enabling infrastructure to support sustainable Special Activation Precinct growth



16. Engage all parts of the community with transparency





ADVENTURE + ECOTOURISM	
DESIGN + CULTURE	
INFRASTRUCTURE + CONNECTIONS	
SPORT + EDUCATION	
SUSTAINABILITY + WELLNESS	

Relevant aspiration(s)  
of Snowy Mountains  
Special Activation  
Precinct vision

# Tourism



## 1. Plan for an exciting mix of new tourism activities + accommodation to substantially grow visitor yield + reduce seasonality

**1.1** Plan for an exciting **mix of new tourism activities + accommodation** to substantially grow visitor yield + reduce seasonality.

**1.2** Continue to protect the environment, strengthen social licence for tourism, and **address climate change risks**.

**1.3** Position Jindabyne as **Australia's Alpine Capital**.

**1.4** Provide Special Activation Precinct investment early to **leverage private investment** and achieve long term objectives.

**1.5 Destination management approach** applied:

- \_ Products + experiences
- \_ Infrastructure
- \_ Governance
- \_ Sustainability
- \_ Marketing + promotion.







ADVENTURE + ECOTOURISM



INFRASTRUCTURE + CONNECTIONS



## Economic development, visitation + population



### 2. Plan for a bigger, year-round tourism economy to support vision as Australian alpine capital



#### 2.1 Plan for a bigger, year-round tourism economy to support vision as Australian alpine capital:

- \_ New geographical markets
- \_ Reduce seasonality of visitors and accommodation
- \_ More visitors and visitor expenditure
- \_ A larger share of people living in the community all year round
- \_ A larger regional economy, with higher levels of year-round employment.

#### 2.2 Plan for increased visitation to 2061 of 649,000 additional persons, in five-year increments (from current 703,000 visitors in 2019).

#### 2.3 Include appropriate housing, transport, social and other infrastructure improvements to support visitation:

#### 2.4 Make better use of public assets such as Kosciuszko National Park and Lake Jindabyne in developing tourism attractions.

#### 2.5 Plan for increased population to 3,885 additional people by 2041 and 4,110 additional people by 2061, plus 910 additional seasonal workers.

#### 2.6 Plan for increase of 9.16 hectares of additional industrial land to 2036 and additional 2.23 hectares to 2061

#### 2.7 Include an increase of 6.4 hectares of business (retail and commercial) land to 2036 reducing by 2.1 hectares by 2061.

#### 2.8 Stimulate growth with tourism, infrastructure and other Special Activation Precinct investments:

- \_ Physical + social infrastructure
- \_ Government-led development + land purchases
- \_ Business concierge + promotions
- \_ Incentives.

#### 2.9 Reduce barriers to private sector investment including new planning framework, carrying capacity limits, leases, management reforms.

#### 2.10 Improve precinct access including air access.





## Public Realm



### 3. Improve Jindabyne's public realm especially Lake Jindabyne Lakeside Linear Park + town centre streets and public spaces

**3.1** Develop the **Lake Jindabyne Lakeside Linear Park** as a major destination in Jindabyne.

**3.2** Improve Jindabyne's town centre streets and public spaces (including a new town square) using 'streets for people' design techniques.

**3.3** Rebalance street metrics to minimum 50% people + green spaces.

**3.4** Design a **welcoming public realm**.

**3.5** Develop a stronger, **all-season landscape character** for Jindabyne.

**3.6** Integrate public realm strategies with town centre renewal and growth.

**3.7** Prioritise public realm upgrades through Special Activation Precinct including Town Square, **Kosciuszko Road**, Snowy River Avenue, and **Lake Jindabyne Lakeside Linear Park**.







## Sport Infrastructure



### 4. Australia's national winter training centre and a hub for community and non-winter sports



**4.1** The **Sport and Recreation Centre site is developed as a hub that caters to multiple user groups**, balancing the needs of high performance sport; the site's primary function of providing outdoor education in the form of school and other camps; the local community (including community sport and schools) and visitors to the Special Activation Precinct area.

**4.2** Provide **sporting infrastructure for high performance sport** and the community.

**4.3** Provide for **dedicated on-mountain high performance sport facilities** and amenity.

**4.4** Pro-actively **integrate the Sport and Recreation Centre into the town design**, improving connections and accessibility and encouraging community use of facilities on site.

**4.5** Consider the **integration of renewable energy into sport infrastructure developments** to offset the environmental and/or carbon impact.

**4.6** Provide **year round high performance sport opportunities** to balance the seasonality of visitation to the region.

**4.7** Planning at **Jindabyne Sport and Recreation site to consider visitor and community access to shared use sport facilities** such as the ice rink, indoor court and aquatics facilities.

**4.8** Consider a **staged approach to facilities** to balance costs of delivery and maintenance.

**4.9** A **delivery model needs to identify who is responsible for delivering and maintaining the sports facilities**.





# Growth Management

DESIGN + CULTURE

INFRASTRUCTURE + CONNECTIONS

SUSTAINABILITY + WELLNESS



## 5. Balanced + sustainable growth management approach targeting infill development, alongside greenfield + rural locations

**5.1** Balanced + sustainable growth management approach targeting **40% infill 50% greenfield 10% rural.**

**5.2** Balanced growth including a strong focus on Jindabyne town centre and inner suburbs.

**5.3** Balanced growth including **well-planned new residential neighbourhoods** south and west of existing urban areas, and at East Jindabyne.

**5.4** **Enable alpine resort renewal and development** where carrying capacity of environmental and infrastructure resources, and amenity values, allows

**5.5** **Walkable neighbourhoods + town:**  
\_ Design for a '20 minute town' at Jindabyne where housing, shops and services are no more than 20 mins walk or bike apart.







# Transport



## 6. New Access Strategy - including rapid bus shuttles to KNP + resorts



**6.1 Special Activation Precinct Access Strategy** with focus around customers, access, place, sustainability with links to Future Transport 2056 framework.

**6.2 Customer-focussed, rapid shuttle bus network** with low or zero emissions and connecting Jindabyne, KNP, resorts + tourism nodes:

- \_ 'Turn up and go' peak 'times, on-demand off-peak
- \_ Equitable access to attractions
- \_ Park-and-ride at Jindabyne + Sawpit Creek + hotel pick ups
- \_ KNP Access Strategy: skitube upgrade platform and carriage extensions

**6.3 Demand Management to transition car users to rapid transit:**

- \_ Including user, timing + occupancy-based pricing measures into KNP
- \_ Restricted parking in KNP + cap future parking growth with integration of car parks into new redevelopment opportunities
- \_ Education re climate change.

**6.4 Intelligent transport systems (ITS) to improve choice + safety:**

- \_ Weather + parking + congestion activated
- \_ Promote rapid transit use
- \_ Links to pricing mechanisms

**6.5 Smart ticketing systems to integrate tourism + transport.**

**6.6 Round the lake trail:**

- \_ Includes Thredbo Valley Track extension to Lake Jindabyne
- \_ Day and multi-day experience

**6.7 Prioritise sustainable transport solutions including:**

- \_ Zero-emission vehicles
- \_ Walking + cycling network
- \_ Car-free zones
- \_ Light touch infrastructure solutions

**6.8 Adjust speed limits on Kosciuszko Rd and Barry Way** as part of Jindabyne 'streets of people' approach.

**6.9 New Southern Connector Road** to enable access + town centre renewal.





## Air access

INFRASTRUCTURE + CONNECTIONS 



### 7. Plan for improved air access to the region to support growth

**7.1 Jindabyne Aerodrome to be readied for future aviation uses** such as Advanced Air Mobility, helicopter, light aircraft and commercial aviation

**7.2** Canberra Airport identified as the **international gateway** to the Snowy Mountains, noting Canberra is a growing international aviation hub.

**7.3 Support improved air access** particularly from capital city markets, via Snowy Mountains (Cooma) Airport, ensuring a **commercially sustainable airport operation**.

**7.4** Promote **sustainable aviation fuels + technology** as part of social licence + vision alignment.

**7.5 Align regional infrastructure investment** including road and public transport linkages to airports.

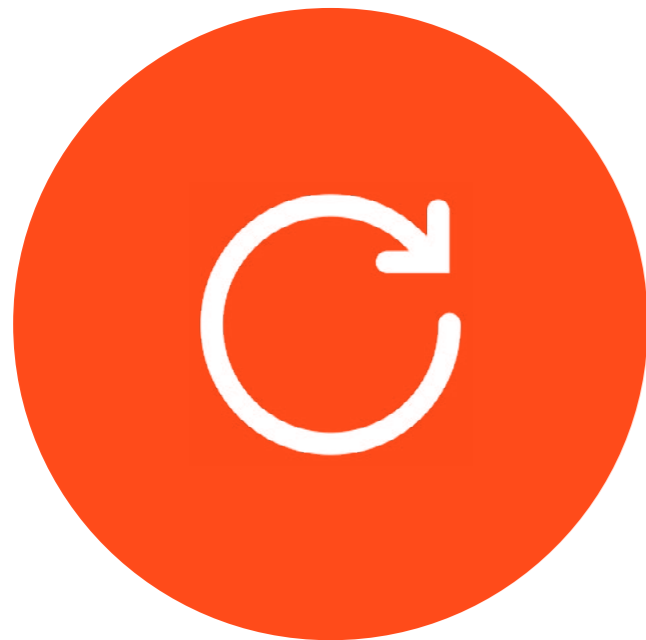
\_Note: During master planning preliminary investigations were made into the potential for a new airport closer to Jindabyne, but aviation and physical, and high costs of a new airport, suggest that a strategy utilising existing aviation sites is appropriate.







# Sustainability



## 8. A carbon negative and climate positive precinct

\_(note winter and summer growth predicted especially in early years. Potential expansion and/or relocation of ski areas not addressed in this structure plan.)

### 8.1 Precinct scale Environmental Management System

8.2 Adapt to climate change including more **alternatives to snow-based tourism.\***

8.3 Implement **urban design, infrastructure and building standards to increase climate resilience.**

### 8.4

\_Develop a renewable Power Purchase Agreement with Snowy Hydro to supply **100% renewable energy to the Special Activation Precinct.**

\_Build **solar PV and battery storage systems** on a smaller scale to support individual developments where viable.

8.5 Develop **zero emission transport and infrastructure**, prioritising public transport options within the Special Activation Precinct.

### 8.6

\_New water infrastructure and urban planning to **incorporate water sensitive urban design including more water capture and reuse infrastructure.**

\_Wastewater treatment systems in the alpine areas to be upgraded to closed loop systems with **no pollution to alpine streams.**

### 8.7

\_Touch the ground **lightly** is the overarching development strategy for new buildings and infrastructure.

\_Green Infrastructure to be embedded in urban design.

### 8.8

\_Carbon negative by **offsetting 100% of the development emissions.**

\_Develop an emissions boundary and inventory.

\_Develop a carbon neutral certification plan.

8.9 Prioritise community and visitor health and wellbeing through **inclusion of wellbeing principles in all development.**

8.10 Build **waste management and recycling infrastructure**, and develop **circular economy relationships** between Special Activation Precinct businesses.





## Housing + Accommodation



### 9. Provide sufficient supply of new housing for predicted growth in resident, seasonal worker and tourist populations to 2061



#### Permanent residents

**9.1** Incentivise landowners to **develop Jindabyne infill sites.**

**9.2** Introduce planning controls that **permit diverse housing options.**

**9.3** Provide **land for 1,868 new homes.**

**9.4** Provide **facilities for aged care.**

**9.5** Provide **places and spaces to encourage Return to Country.**

#### Visitors

**9.6** **Upgrade existing accommodation at the Sport and Recreation Centre** and deliver new quality and flexible accommodation in Jindabyne.

**9.7** **Limit AirBnB capacity** to encourage competitive accommodation investment.

**9.8** Incentivise landowners to develop in Jindabyne infill sites.

**9.9** Provide **high quality tourist accommodation for 3,610 units for visitors by 2041** decreasing to 2,238 to 2061.

**9.10** Provide places and spaces to encourage Return to Country.

#### Seasonal workers

**9.11** **Provide 451 units by 2036** then reducing to 162 units by 2061 for seasonal worker accommodation in the resorts and in Jindabyne.

**9.12** Introduce planning controls that permit diverse housing options.





## Statutory Planning



### 10. New, three-tiered planning framework, including the Activation Precincts SEPP

#### 10.1 New, three-tiered planning framework, including Activation Precincts SEPP organised using spatial + land use principles:

- \_ Identification of catalyst development sites as sub-precincts, to which the Activation Precincts SEPP will apply.
- \_ Amend the Snowy River LEP by rezoning land in key sites of change and introducing provisions to support streamlined approval for development that is consistent with the Snowy Mountains Special Activation Precinct Master Plan.
- \_ Amend the Alpine SEPP to include additional developed areas as Alpine Sub-precincts.

#### 10.2 Application of complying/ exempt development to support catalyst land uses e.g. tourism, housing sectors:

- \_ Where legislation allows.
- \_ Within an acceptable risk framework.
- \_ Where it can improve timeframes.

- \_ Where it achieves the Special Activation Precinct vision.
- \_ Where leasing also enables development .

#### 10.3 Fast-tracked DA process for non exempt/complying developments:

- \_ With dedicated DA team e.g. Alpine Resorts team.
- \_ Improved processes + timeframes.
- \_ Some minor developments (e.g. residential alterations) excluded.

#### 10.4 Special Activation Precinct boundary to be defined based on proposed master plan, sub precincts + buffers:

- \_ May be smaller or larger than investigation area.
- \_ Buffers to prevent encroachment of inappropriate uses/ appropriate uses just outside Special Activation Precinct area.







## Carrying Capacity

SUSTAINABILITY + WELLNESS



### 11. Develop a new carrying capacity framework to protect the Alpine environment + quality of visitor experience

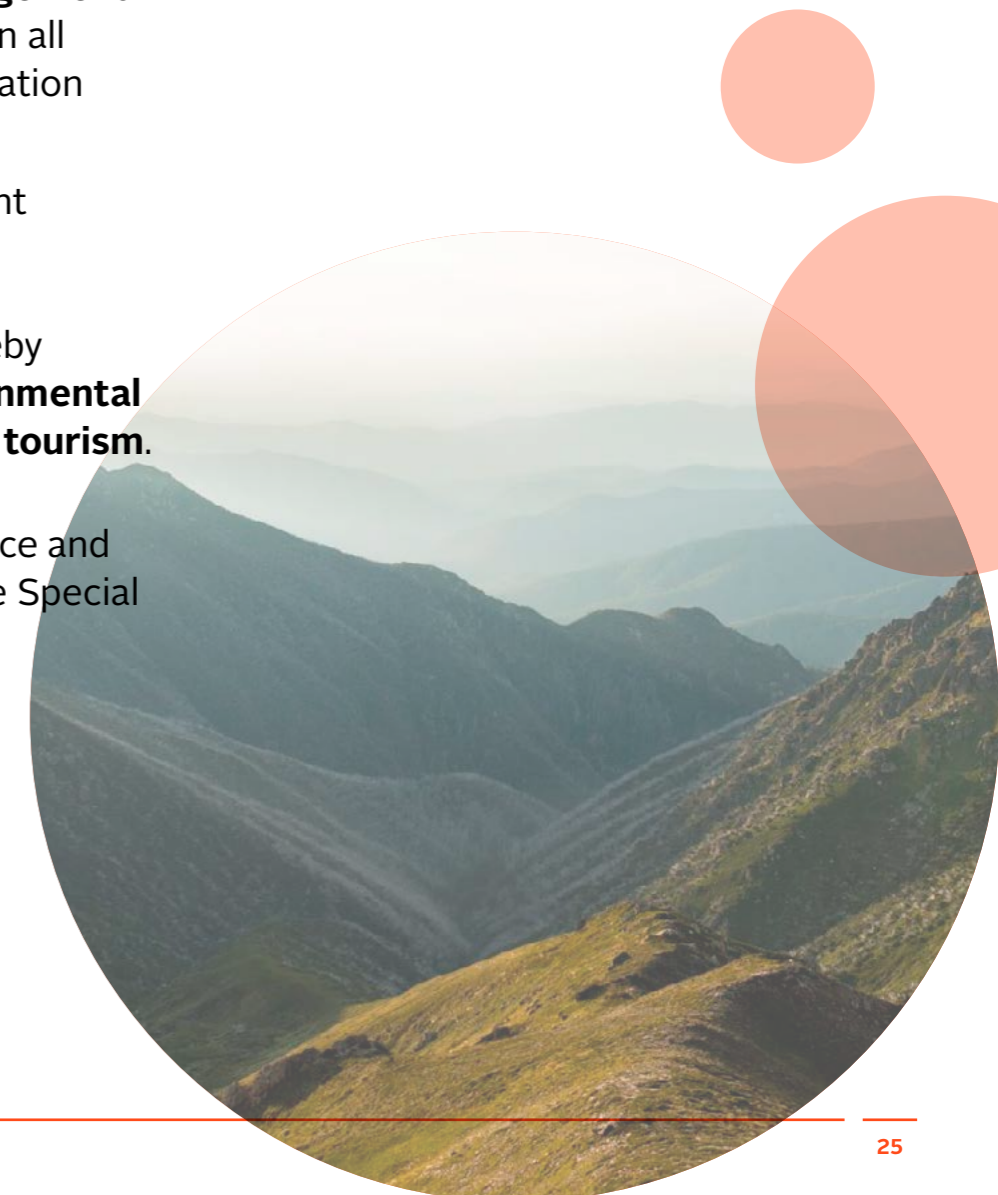
**11.1** Develop a **year round carrying capacity model for KNP based on environmental impacts and quality of visitor experience ('amenity' factor), not just focussing on bed limits.**

**11.2** Integrate with **Special Activation Precinct Environmental Management System** to control and report on all actions within the Special Activation Precinct.

\_Establish KPI's for development within KNP.

**11.3** Develop a strategy whereby **visitors contribute \$ to environmental upgrades to offset impacts of tourism.**

**11.4** Infrastructure maintenance and ongoing upgrades as part of the Special Activation Precinct EMS.





## Social Infrastructure



### 12. Provide social infrastructure + liveability for residents and amenity for visitors throughout the year



**12.1 Create facilities to serve all three population groups** – residents, visitors and seasonal workers. There will be crossover of use for some facilities, while others will be aimed to cater for the resident population primarily.

**12.2 Jindabyne Central School to be relocated** to Sports and Education Sub-Precinct to cater for increased school population.

**12.3 Jindabyne Central School to be developed** following best practice, future focussed principles.

**12.4 Create sport and education hub at Sport and Recreation Centre.**

**12.5 Increased health services** will be planned for in line with population projections and in consultation with NSW Health.

**12.6 Provide affordable housing** to ensure social service providers can

afford to live in the local area.

**12.7 Provide healthy lifestyle opportunities with recreation options outdoors.**

**12.8 Improve walkability, connectivity and accessibility for all abilities.**

**12.9 Improve the quality, function and usability of open space and Foreshore.**

**12.10 Ensure facilities and spaces for cultural, art and events opportunities.**

**12.11 Integrate Connection to Country and Indigenous heritage.**

**12.12 Funding opportunities for social (and other) infrastructure** will be explored further.

**12.13 Resorts could incorporate social responsibility initiatives** to give back to the local community in Jindabyne.





## Environment + Heritage

SUSTAINABILITY + WELLNESS



### 13. Develop in disturbed areas and places of low environment and heritage values as a priority

**13.1 Touch the ground lightly**, including by **prioritising previously disturbed sites** and areas of low environmental and heritage values.

**13.2** Develop a **biodiversity mapping and offset strategy** for where avoidance and mitigation cannot be achieved.

**13.3** Develop **heritage and cultural experiences** to preserve these assets and attract visitation.

**13.4** Develop a **network of guided walk experiences**, focussing on environment and heritage values.

#### 13.5

\_Undertake an **anthropology study to understand Connection to and Return to country strategies**.

\_Develop Connection to and Return to country experiences.

**13.6 Water management that maximises re-use and maintains water quality and protects from flooding.**





# Bushfire

SUSTAINABILITY + WELLNESS



## 14. Manage bushfire risks and plan development around them



**14.1 Development strategies to be considered taking into account bushfire risk.** Need to determine the tolerable level of risk, given the entire Special Activation Precinct is within a risk area.

**14.2** Determine appropriate use types and constraints from a bushfire perspective across the Special Activation Precinct area prior to the EbD workshops.

**14.3 Rural Fires Act** (and section 100b) remains relevant to the Special Activation Precinct and **will not be changed.** Proposed Special Activation Precinct developments will need to demonstrate that they comply/ accommodate requirements.

**14.4** Incorporate a **tiered approach to how different types of development will be treated** depending on level of bushfire risk.

**14.5 Identify no development areas early** and rule those out for development.

**14.6 Focus for development to be outside the Kosciuszko National Park.** Develop both in and out of Kosciuszko National Park, but place different restrictions/ protections on these developments.

**14.7 Implement provisions to ensure that buildings are designed for fire safety.** E.g. internal water sprinklers.

**14.8 Adequate access routes** need to be provided **across the Special Activation Precinct for bushfire access and evacuation.**

**14.9 Make use of the APZ** for bushfire protection.

**14.10 Perisher Village to be a focus for development** due to it being flat and having a built in APZ.

**14.11** Ensure adequate infrastructure is in place for firefighting purposes.





# Infrastructure

INFRASTRUCTURE + CONNECTIONS 



## 15. Design and build enabling infrastructure to support sustainable Special Activation Precinct growth

**15.1** Develop infrastructure strategies for all Sub-Precincts including KNP resorts to meet carrying capacity.

**15.2** Upgrade aged wastewater infrastructure to low impact, low energy plant.

**15.3** Upgrade digital infrastructure and include smart technologies to be future ready.

**15.4** Implement water sensitive urban design, including water capture and reuse, to alleviate burden on water infrastructure and minimise pollution.





## Community, Culture + Lifestyle



### 16. Engage all parts of the community with transparency



**16.1 Engage with key stakeholders and businesses** who are already investing in the area to kickstart the process.

**16.2 Build community confidence in the project** by having local champions and outlining the benefits for the community.

**16.3 Conduct stakeholder engagement with open transparency,** addressing any concerns head on.

**16.4 Integrate seasonal workers into the community** through the provision of affordable housing.

**16.5 Provide infrastructure for all age groups** and build social capital.

**16.6 Provide facilities that encourage events** that gather the community together to build social capital.

**16.7 Consider the impact of climate change on the community** and their resilience to cope with this change.

**16.8 Integrate Indigenous culture throughout the Special Activation Precinct** and undertake ongoing engagement and relationship building with the local Indigenous community.

**16.9 Engage openly and genuinely with the local Indigenous community** to explore what is needed for Connection to and Return to Country. This work needs to commence imminently.

**16.10 Integrate the European and Indigenous heritage into the design and cultural offerings.**



## 3. Structure Plan Spatial Vision

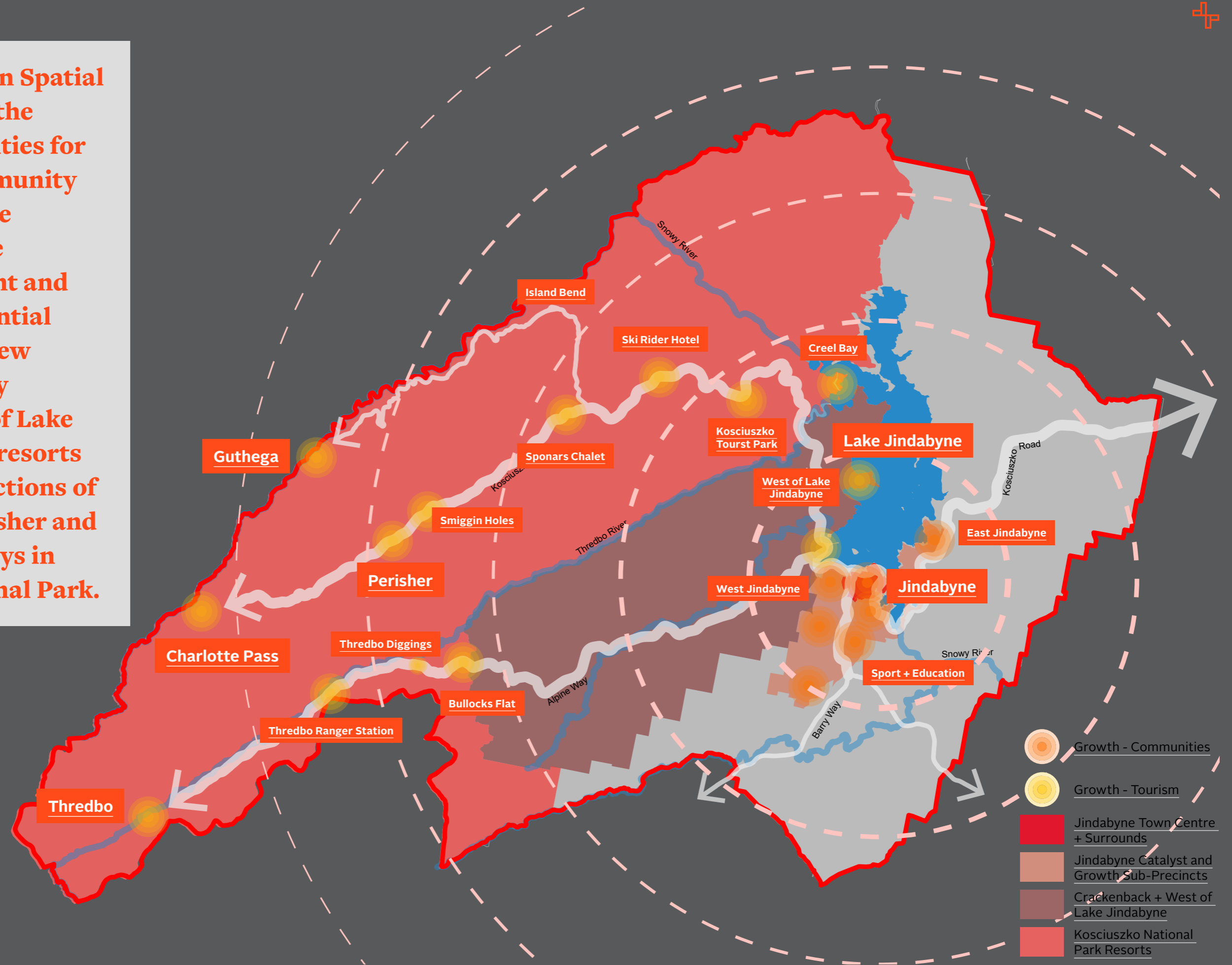
- 3.1 Structure Plan Spatial Vision
- 3.2 Master Plan Sub-Precincts
- 3.3 Transport Strategy Summary
- 3.4 Infrastructure to support growth

A holistic view  
of the Precinct's  
Structure Plan  
outcomes





**The Structure Plan Spatial Vision highlights the diverse opportunities for tourism and community growth around the Precinct, from the urban development and public realm potential of Jindabyne, to new clusters of activity along the shores of Lake Jindabyne, to the resorts and natural attractions of the Thredbo, Perisher and Snowy River Valleys in Kosciuszko National Park.**

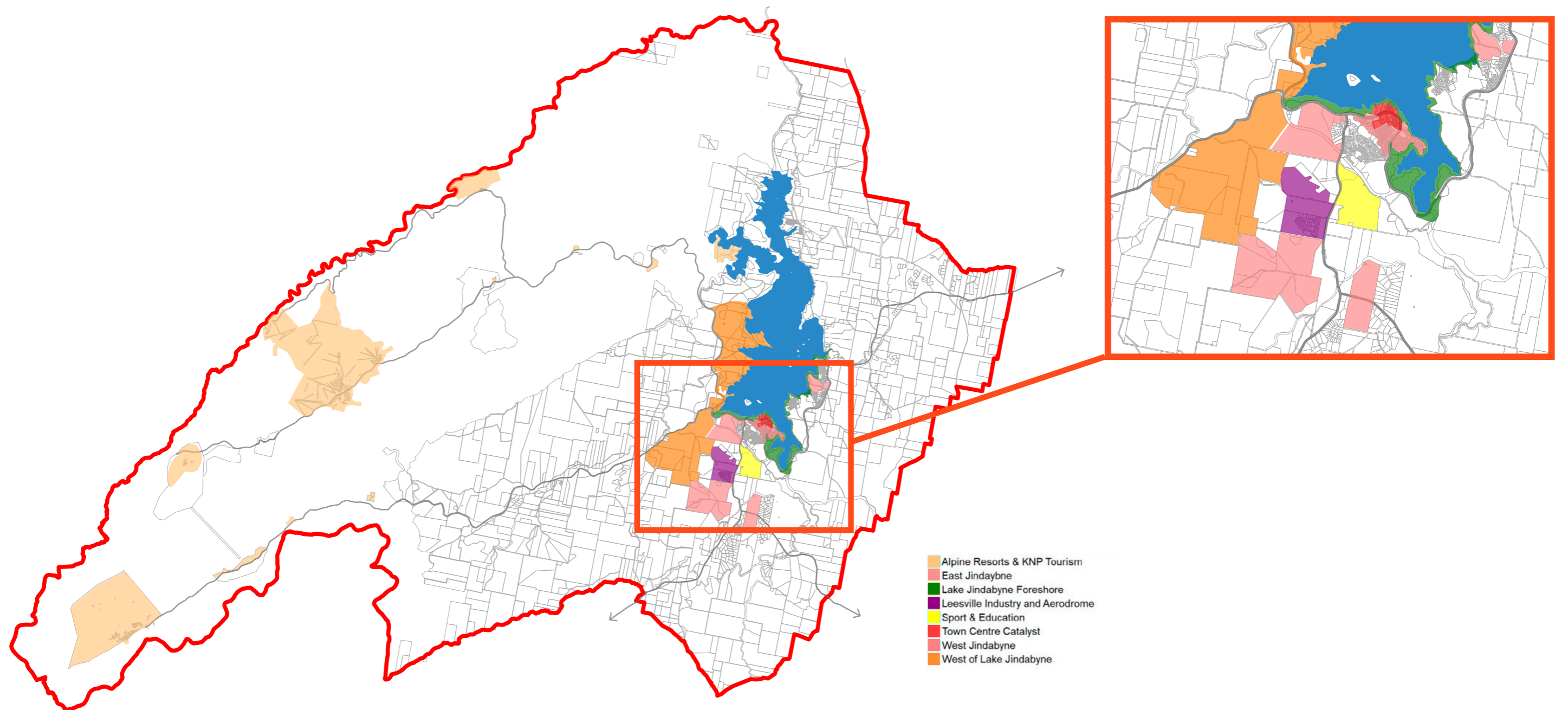






### 3.2 Sub-Precincts and Zoning

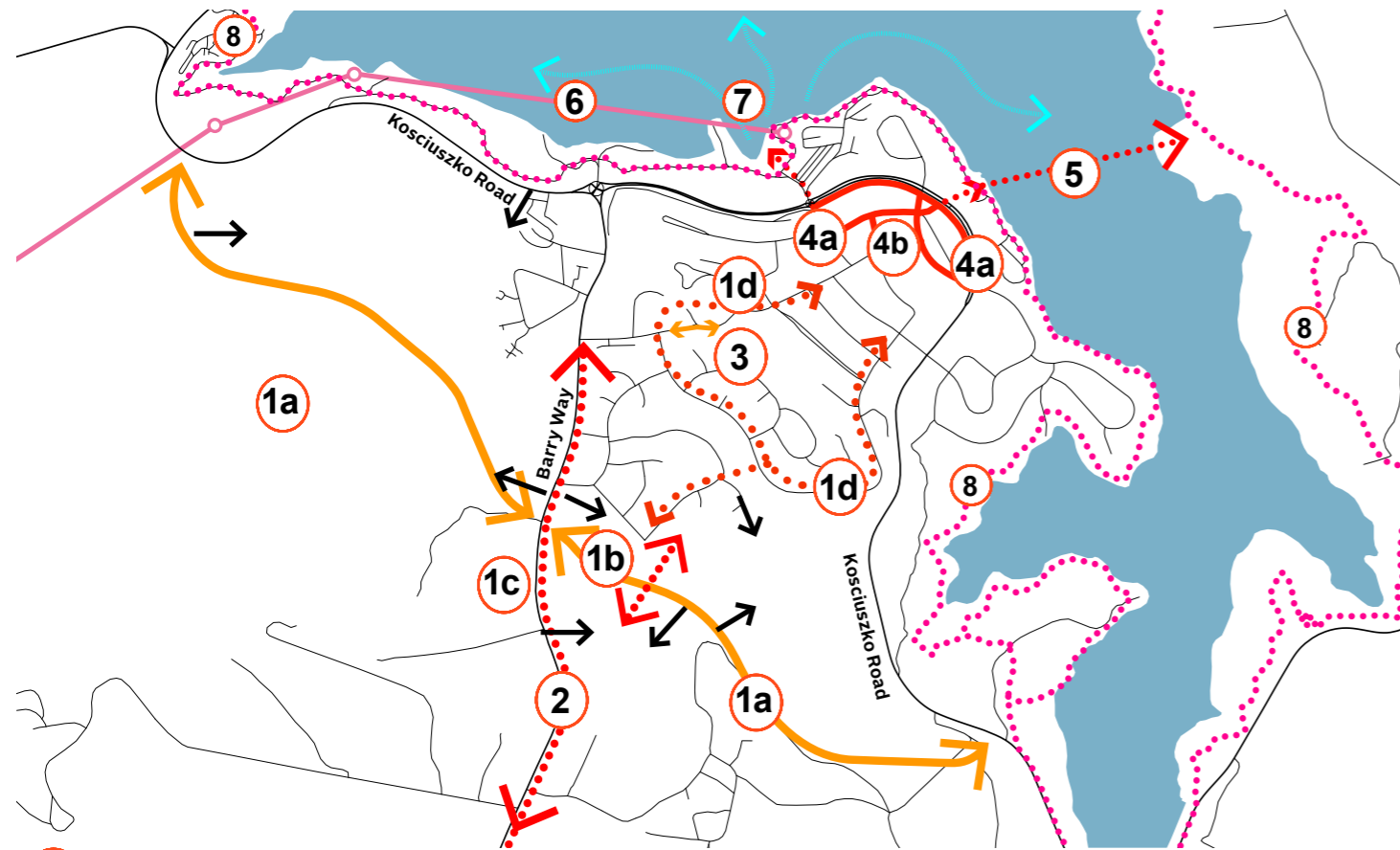
A number of Structure Plan areas are proposed to be included in the Special Activation Precinct Master Plan (by DPIE)



### 3.3 Transport Strategy Summary

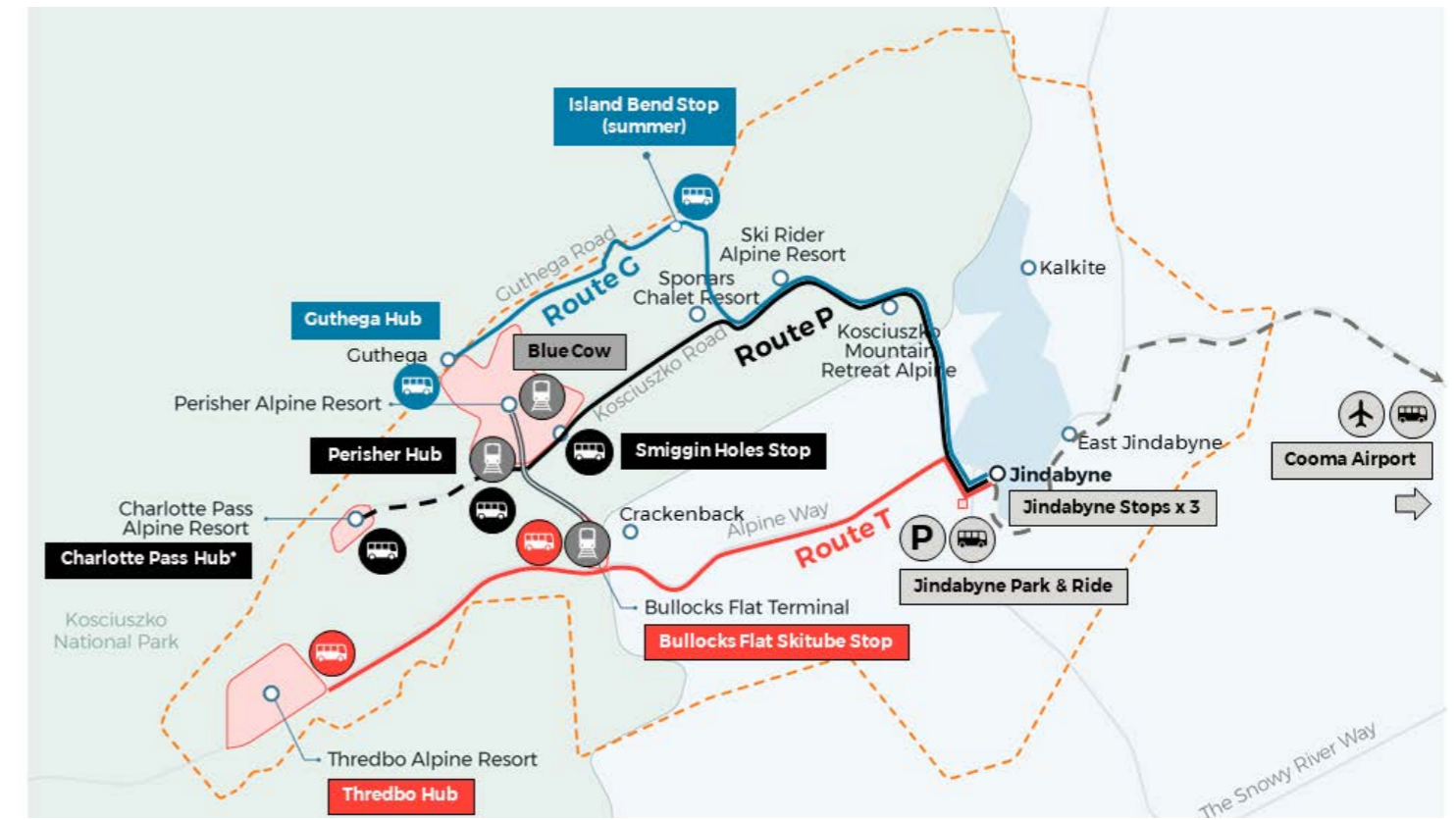
WSP has developed a transport strategy to facilitate new transport choices including faster, safer and more sustainable options for visitors to Jindabyne and Kosciuszko National Park attractions and resorts.

#### 1. Improve local connectivity within Jindabyne, especially for walking and cycling



- 1a** New Southern Connector Road
  - 1b** Pedestrian bridge over Southern Connector to new schools
  - 1c** Park and Ride (Shuttle Bus network) for day visitors
  - 1d** Improved walking + cycling path connections between new schools, residential areas, and town centre
  - 2** Shared path along Barry Way
  - 3** New bus-only link Park Road to Barry Way
  - 4a** Improved pedestrian + cycling facilities in town centre including traffic calming + crossings of Kosciuszko Road
  - 4b** Shuttle Bus hub at town centre
  - 5** New pedestrian and cycling link to East Jindabyne
  - 6** Tourist and MTB Gondola/chairlift
  - 7** Opportunity for water transport + recreation
  - 8** Lake Jindabyne Trail
- Street access to new Sub-Precincts

#### 2. An efficient shuttle bus network, and Ski Tube, are central to the future transport strategy



Source: WSP

#### Shuttle Bus Service

The bus network is focused on transporting people - quickly, sustainably and safely - from Jindabyne to tourist resorts and destinations within Kosciuszko National Park. The proposed network is a limited stop shuttle service that aims to compete with cars in terms of travel times, and includes a new depot and a Park and Ride in Jindabyne.

#### Integration with Ski Tube

Ski Tube is an underground electric railway connecting car parks at Bullocks Flat with Perisher and Blue Cow ski resorts. Ski Tube will remain an essential transport choice for efficient and sustainable access to key destinations within Kosciuszko National Park, and continued utilisation of Ski Tube is an important part of the future transport strategy for the Precinct.

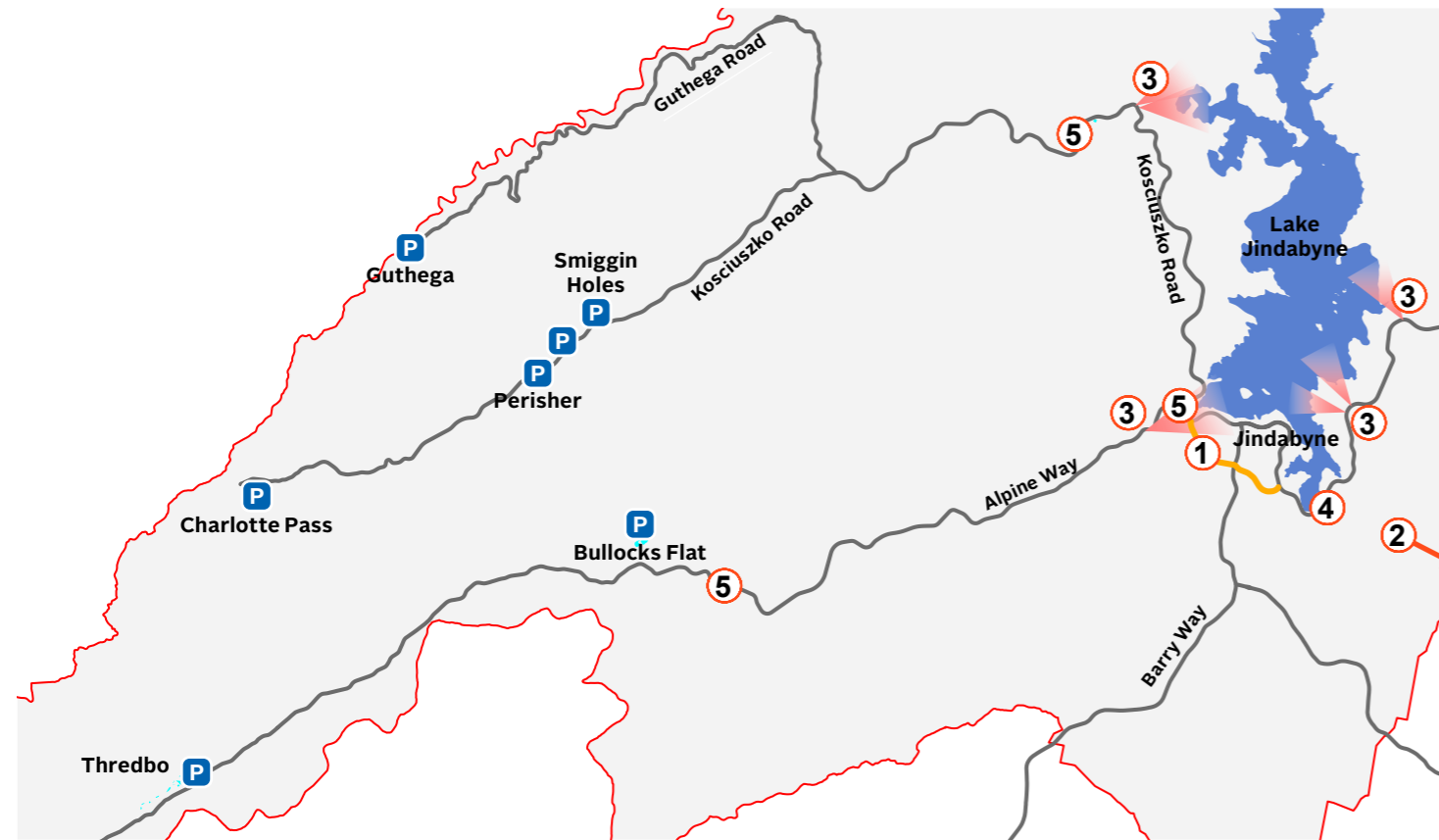




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Transport Strategy

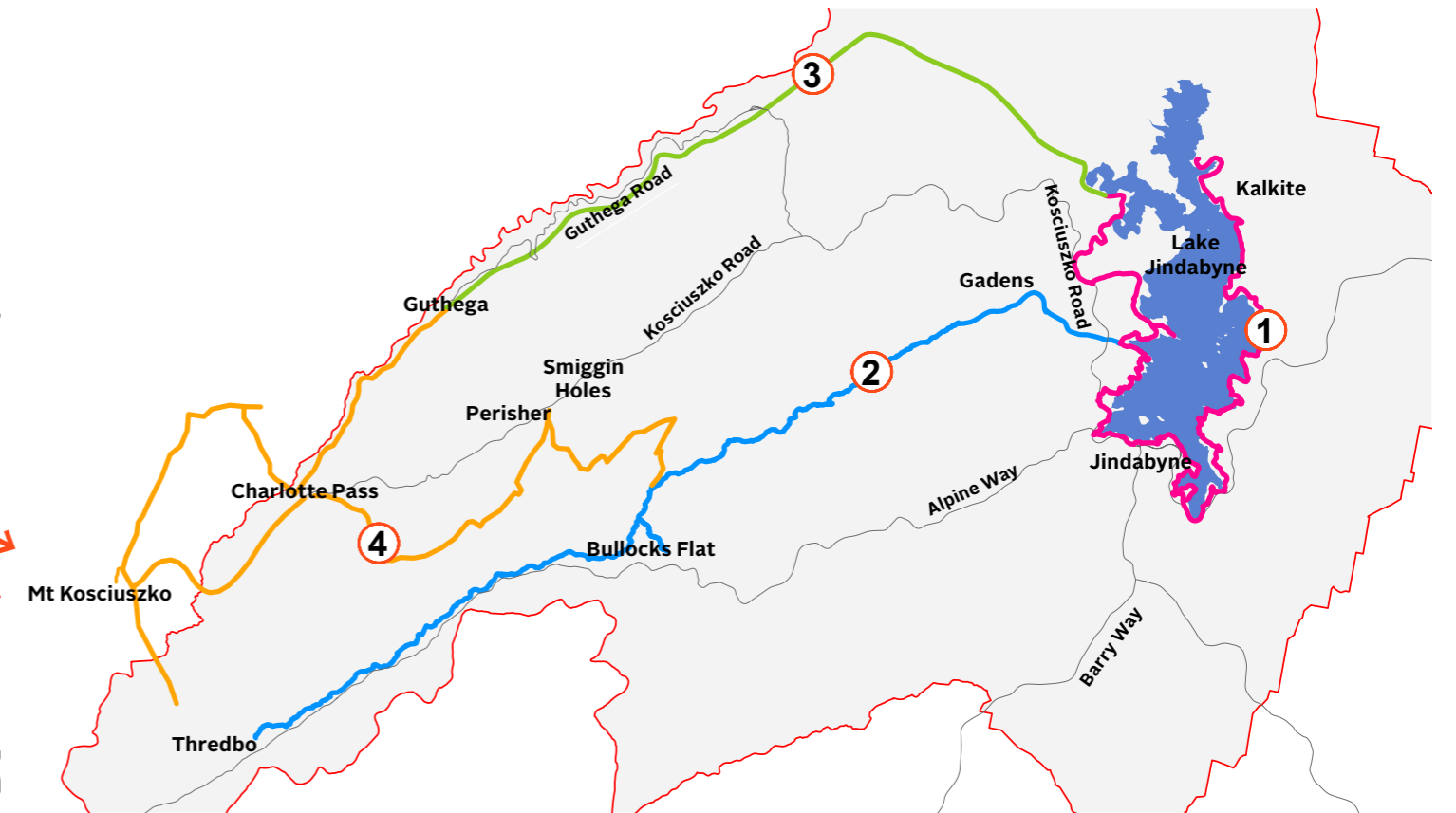
3. Targeted road and car park upgrades to support increased visitation



- ① **New Southern Connector Road**
- ② **Upgraded Snowy River bridge at Dalgety**
- ③ **Roadside lookout location options**

- ④ **Upgrade Parts of Kosciuszko Road** between East Jindabyne and Jindabyne Dam
- ⑤ **Intelligent Transport Systems** including real time road conditions, parking weather, safety information
- P** **New/Upgraded parking** for summer + winter visitation

4. Long distance recreation trails connecting places + creating new adventures



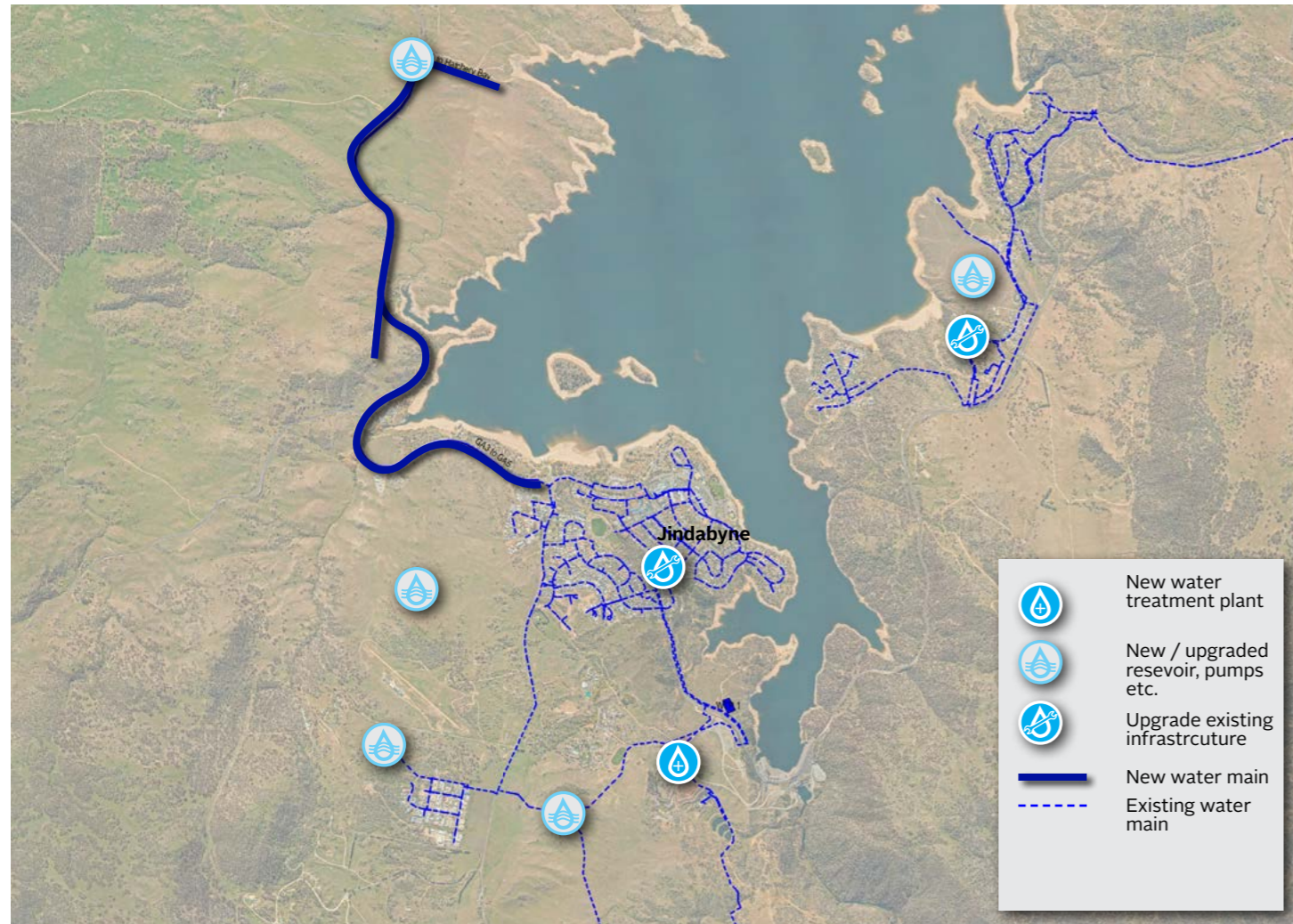
- ① **Lake Jindabyne Trail** \_ east and west extensions designed and funded
- ② **Thredbo Valley Track** \_ with new connection from Gadens Trout Hatchery to Lake Jindabyne
- ③ **Snowy Valley Track** \_ new proposed trail to link Guthega to Lake Jindabyne via iconic Snowy River
- ④ **Snowies Iconic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



### 3.4 Infrastructure to support growth

WSP has developed an infrastructure plan to connect new Sub-Precincts to water, waste water, power and other essential infrastructure supplies. Highlights of this plan are presented here.

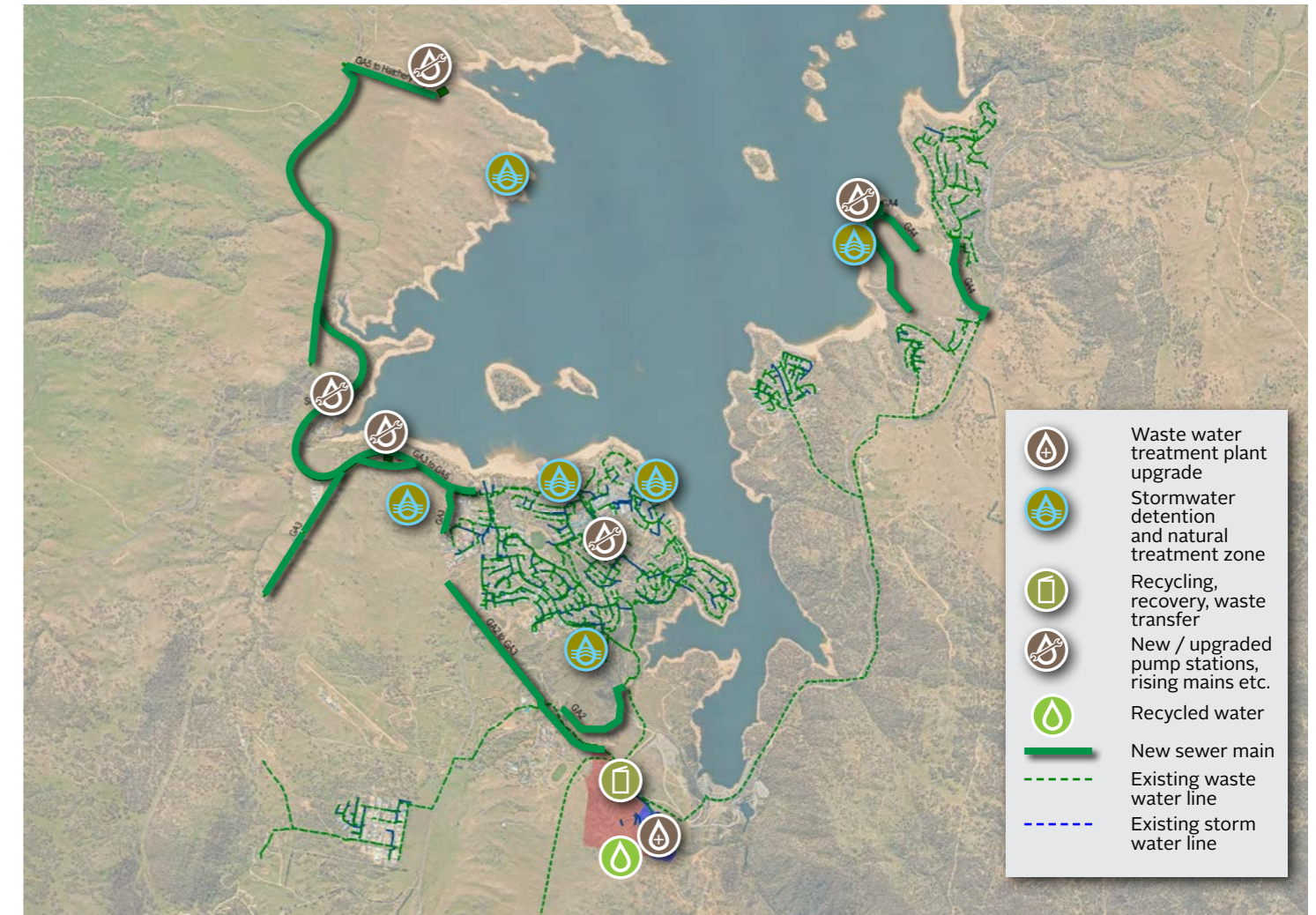
#### Jindabyne \_ Water supply



- \_ New or major upgrade to town Water Treatment Plant(s)
- \_ Signficiant upgrades to reservoirs, booster pumps and reticulation mains in existing urban areas and new Sub-Precincts.

- \_ 3km of new water main from the existing Jindabyne network to service Western Lake Jindabyne Sub-Precinct.

#### Jindabyne \_ Waste water, storm water, and resource recovery, waste + recycling



- \_ New sewer mains, rising mains and pump stations to connect new Sub-Precincts to Jindabyne Waste Water Treatment Plant
- \_ Alternative opportunity for local waste water treatment system at Western Lake Jindabyne Sub-Precinct
- \_ Significant upgrade to Jindabyne Waste Water Treatment Plant, with opportunity for

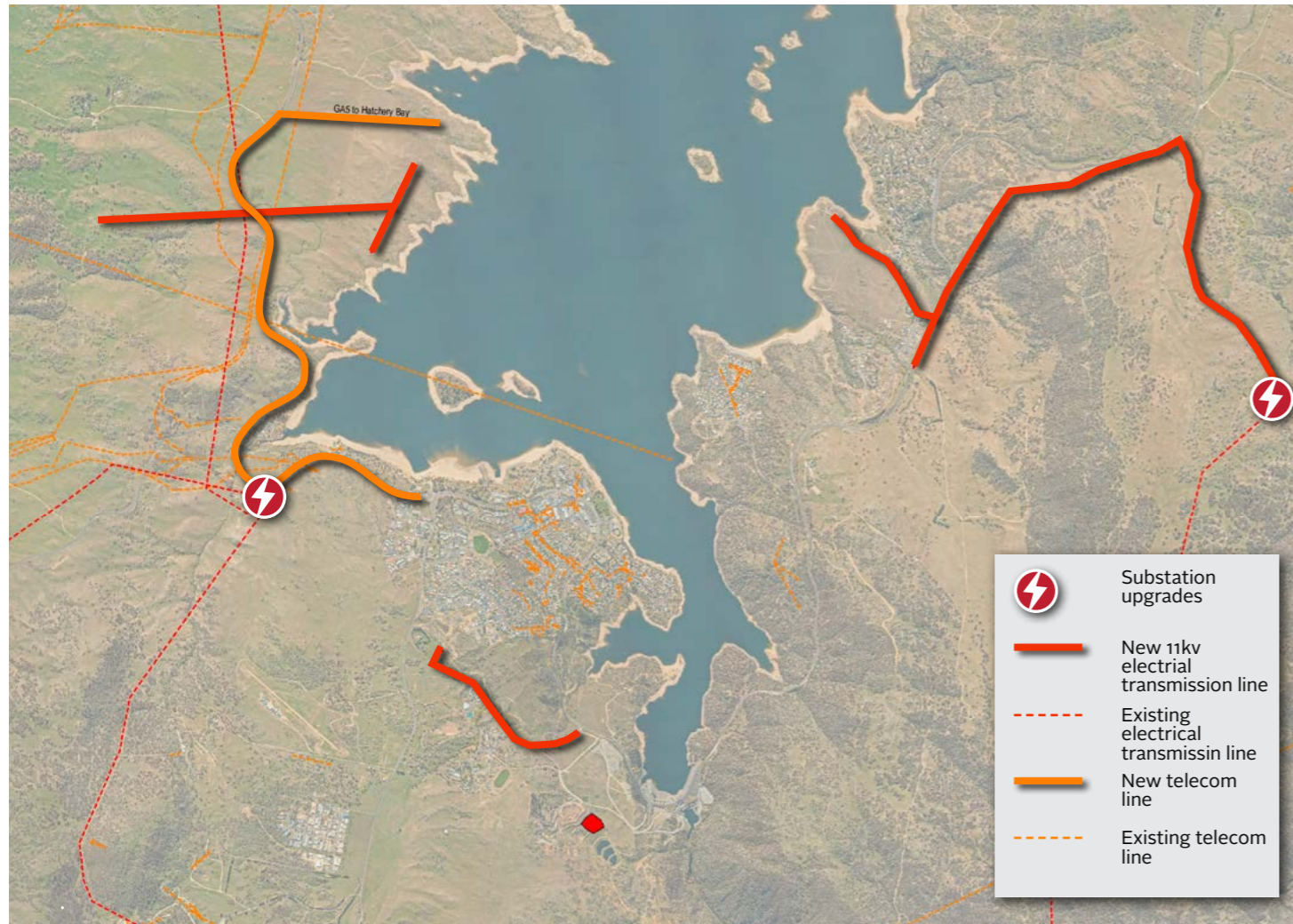
- recycled water
- \_ Significant upgrades to existing infrastructure including pump stations etc.
- \_ Landfill, resource recovery centre and waste transfer station upgrades, potentially on an expanded site with improved access.
- \_ Expansion of waster water treatment in the East Jindabyne Sub-Precinct



(cont)

Service Infrastructure

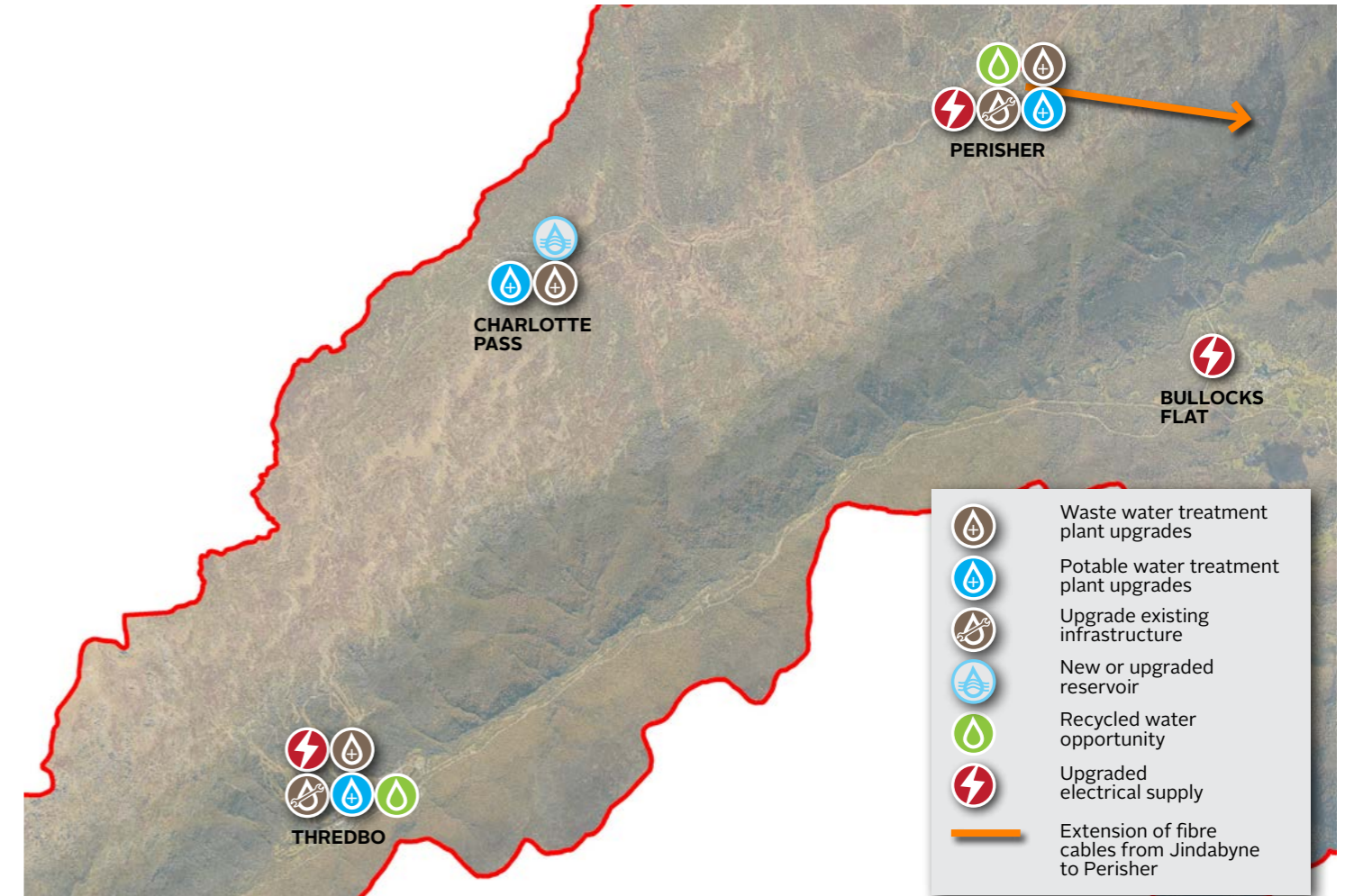
Jindabyne \_ Energy and Communications



- \_ 4.8km of new 11kv line connecting East Jindabyne to the substation
- \_ New fibre connections at East Jindabyne, Western Lake Jindabyne and Jindabyne West Growth Sub-Precincts

- \_ 2.5km of new 11kv line at Western Lake Jindabyne
- \_ New 11kv line from existing distribution in Jindabyne to new Growth Sub-Precincts

Kosciuszko National Park services



- \_ Thredbo: Upgraded water treatment system, upgraded / replacement sewage treatment plant, opportunity for recycled water for snow making, additional electricity transformer and new reticulation, general network upgrades for water and wastewater
- \_ Perisher: Upgraded water treatment system and water mains and significant network upgrades, upgraded / replacement sewage treatment plant and network upgrades, opportunity for recycled water for snow making, additional electricity transformer

- expansion of substation and new / relocated transmission lines, extension of fibre cables from Jindabyne to Perisher.
- \_ Charlottes Pass: Additional water storage and treatment facilities, upgraded sewer treatment plant.
- \_ Bullocks Flat: Upgraded transformer
- \_ Other: Upgraded effluent disposal system at Sawpit Creek sewerage treatment plant, detailed analysis of Essential Energy reticulation network, expansion of Snowy Adit Substation, fibre connections established.





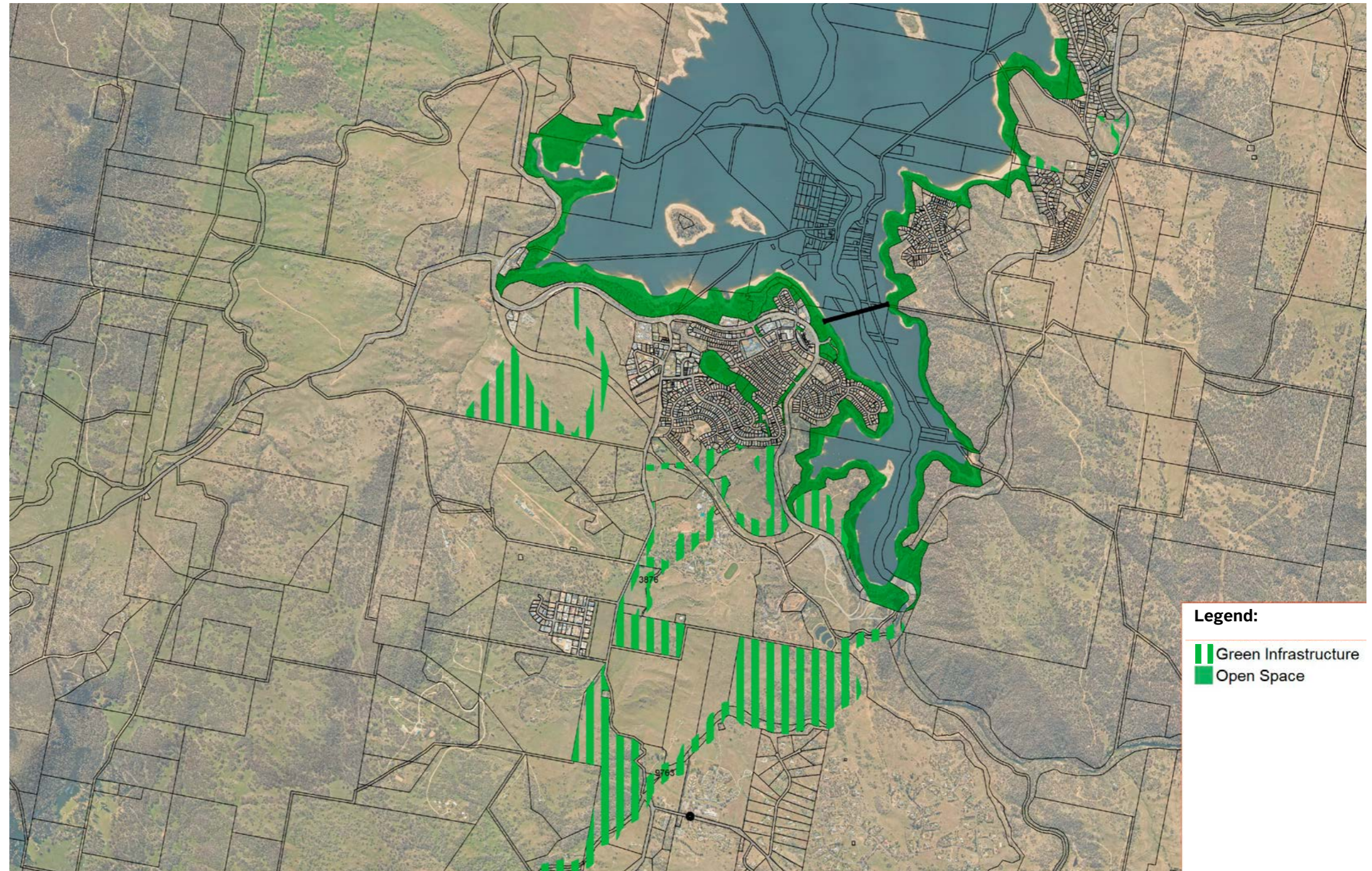
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Green infrastructure is a critical layer of planning to support development and sustainability

## Green infrastructure areas are identified in all Structure Plan Sub-Precincts.

Green infrastructure has multiple roles and values, including conservation of environmentally valuable areas, as public open space, water sensitive urban design areas, as landscape buffers, and as revegetation areas to improve biodiversity and potentially offset vegetation loss.

All new development in the Structure Plan is to avoid, protect and enhance the green infrastructure in and between Sub-Precincts.







## 4. Structure Plans Overview

4.1 Purpose of structure plans

4.2 Format of Structure Plan chapter

4.3 Precinct Wide Design Principles

**This section  
provides an  
overview of the  
structure plans.**





## 4. Structure Plans for Sub-Precincts

**The Special Activation Precinct Structure Plan(s) identifies and guides the key areas of growth and change to deliver on the vision as Australia's Alpine Capital.**

### 4.1 Purpose of structure plans

The Special Activation Precinct structure plans:

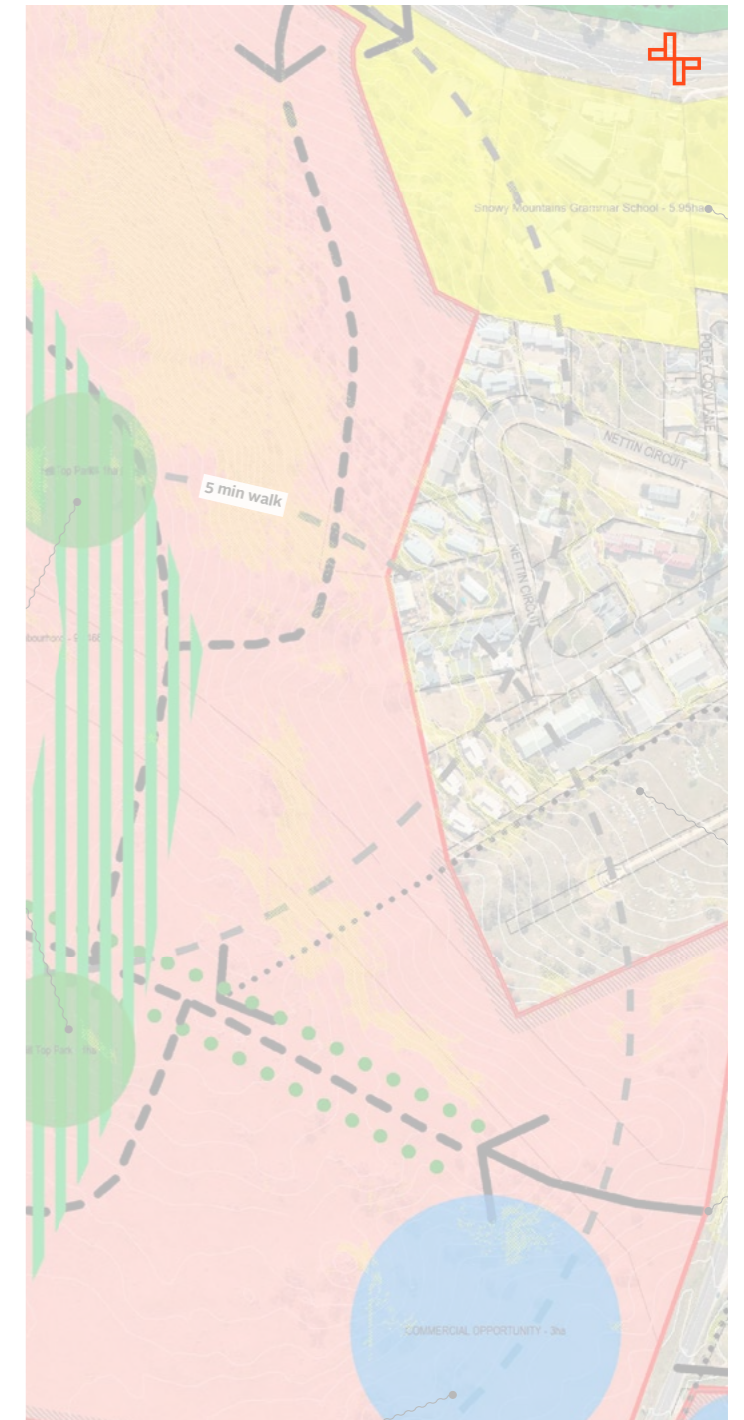
1. Apply the Special Activation Precinct vision, strategic framework and site-based opportunities identified during the planning process
2. Describe and illustrate the strategic planning intent and future land uses and development patterns
3. Are informed by site and technical analysis, stakeholder engagement and testing, previous master plans, and concepts developed collaboratively including at Enquiry by Design workshops
4. Guide DPIE's Special Activation Precinct Master Plan and legislative planning framework, including the design of Sub-Precincts, zoning, and other elements of the proposed three-tier planning framework for the Snowy Mountains Special Activation Precinct
5. Are spatial plans, focussing on 'Sub-

Precincts' of major change over the 40-year timeframe of the Special Activation Precinct, rather than a comprehensive 'zoning' approach.

### Format

Each Structure Plan drawing typically defines:

- \_ land uses (strategic groupings)
- \_ access and connectivity
- \_ open spaces
- \_ environmental areas and green infrastructure
- \_ natural features including contours, views
- \_ public realm and activation opportunities
- \_ highlight key development sites
- \_ opportunities for orderly and efficient development patterns including street layouts, location of open spaces etc.
- \_ Sub-Precinct boundaries.







(cont.)

Introduction

## 4.2 Format of Structure Plan chapter

An overall strategic narrative is provided for the whole of the Special Activation Precinct first, followed by a series of focussed Sub-Precinct structure plans where more detail can be provided about the development intent for local areas.

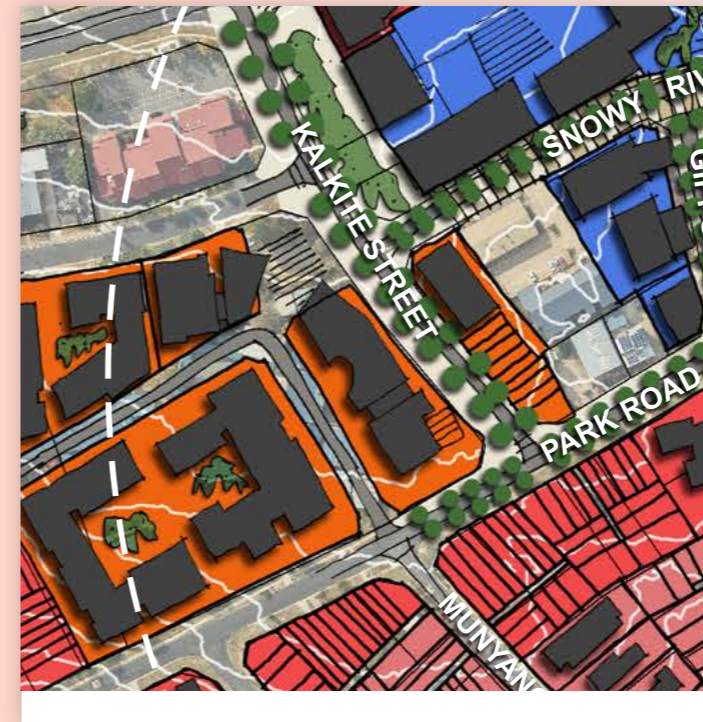
Structure plans for each Sub-Precinct are described in a similar format.

- \_ Description of existing conditions.
- \_ Description of future development intent, to be read alongside.
- \_ Structure Plan drawing.
- \_ For key locations, an Illustrative master plan drawing provides further detail (e.g. showing streets and buildings and parks) of how the Sub-Precincts could be developed. These concept plans are not intended as a final or definitive description of all design details. Other designs and layout are also possible.
- \_ Artists impressions, massing illustrations, and precedents are also provided to further illustrate the potential development outcomes.



### Structure Plan drawing

- \_ defining land uses, access, key features



### Illustrative master plan

- \_ Illustrative drawings help the reader visualise and understand better the intention of the structure plan author



### Artists impressions and precedent examples





## 4.3 Design Principles

Precinct Wide

Design Principles	Balanced Growth	Connectivity	New tourism opportunities	Alpine Capital	Protect natural environment
	 <ul style="list-style-type: none"> <li>_ Identifying areas inside Kosciuszko Nation Park, at Jindabyne, and between, for an equitable growth pattern.</li> <li>_ Supports local business and major investor opportunities.</li> <li>_ Lifestyle choices.</li> </ul>	 <ul style="list-style-type: none"> <li>_ Improved precinct access</li> <li>_ Better local connections</li> </ul>	 <ul style="list-style-type: none"> <li>_ New tourism development nodes</li> <li>_ Provide enough land for growth to 2061.</li> <li>_ Tourism opportunities support broader economic development and population growth.</li> </ul>	 <ul style="list-style-type: none"> <li>_ Improve year-round alpine sports, and adventure opportunities.</li> <li>_ Sport and education focus</li> </ul>	 <ul style="list-style-type: none"> <li>_ Protect the sensitive alpine environment which is the major asset for the Precinct.</li> <li>_ Design for climate resilience</li> <li>_ Touch the ground lightly</li> <li>_ Design with Country</li> </ul>

### Relationship to Precinct Vision

Supporting the SUSTAINABILITY + WELLNESS of the region


Improved INFRASTRUCTURE + CONNECTIONS are a major focus for the Precinct.

New ADVENTURE + ECOTOURISM opportunities will draw visitors from near and far.

SPORT + EDUCATION provides a major opportunity at elite and community levels.

SUSTAINABILITY of nature, community and cultural will be essential to a successful Precinct.





**This section provides structure plans to guide development in key Sub-Precincts.**

## **5. Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct**

- 5.1 Overview + Location Plan
- 5.2 Design Principles
- 5.3 Jindabyne Town Centre, Foreshore and Growth Sub-Precincts
- 5.4 Snowy Mountains Heritage / Discovery Centre Location Options

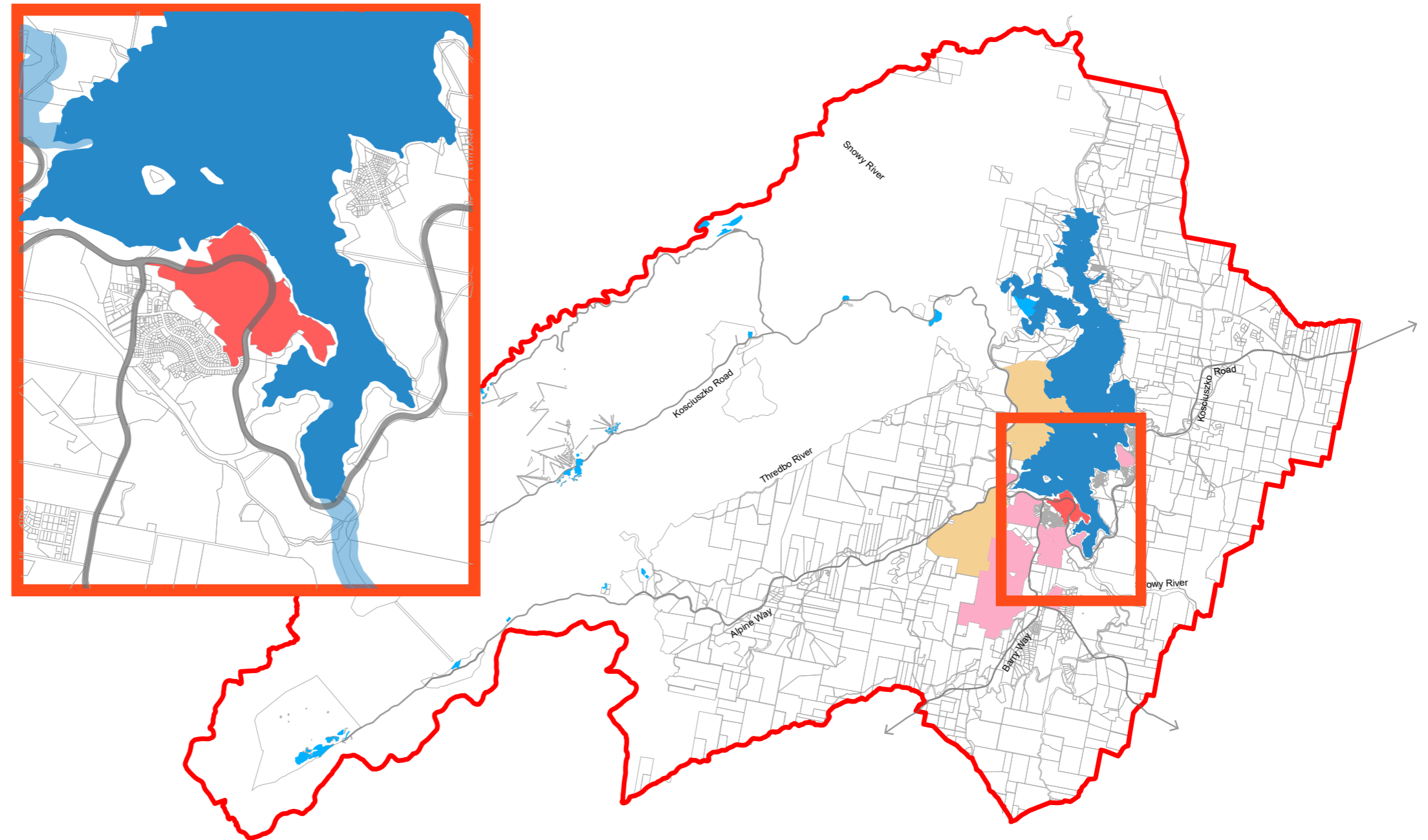




## 5.1 Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

Overview + Location Plan

**The Structure Plan for Jindabyne Town Centre Sub-Precinct, Jindabyne Forehsore Sub-Precinct, and Jindabyne Growth Sub-Precinct focuses on improving amenity in the town centre and, renewal of catalyst sites and infill development in select locations.**







## 5.2 Design Principles

Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

Design Principles	Public Realm Activation	Mixed Use	Walkability	Catalyst Sites
	<ul style="list-style-type: none"> <li>_ Revitalise the streetscapes, public spaces and green spaces of Jindabyne town centre.</li> <li>_ Lake Jindabyne foreshore open space activation</li> <li>_ Lake-based activation and water activities.</li> </ul>	<ul style="list-style-type: none"> <li>_ Business and retail hub for the region.</li> <li>_ Mixed use development to activate the town centre day and night.</li> <li>_ Increase tourist + residential accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>_ Improve walkability (and cycling) in town centre and to nearby suburbs.</li> <li>_ Traffic calm key streets including Kosciuszko Road, connecting to Lake Jindabyne.</li> </ul>	<ul style="list-style-type: none"> <li>_ Two larger catalyst sites at Jindabyne Central School and Lake Jindabyne Foreshore as catalyst development opportunities.</li> <li>_ Set investment + quality benchmarks.</li> </ul>

### Relationship to Precinct Vision

A strengthened public realm is central to enhanced character, DESIGN + CULTURE.

SUSTAINABILITY of local economies and local services are enhanced by a renewed town centre.

A more pedestrian and cycle-friendly town centre is a key part of better INFRASTRUCTURE + CONNECTIONS.

Set new DESIGN standards through catalyst projects.





## 5.3 Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

Renewal and change at and around the town centre

**Revitalising Jindabyne Town Centre to create a more vibrant, attractive, integrated and modern ‘alpine village’ is central to achieve the Special Activation Precinct’s vision of growing a year-round visitor destination and stronger community.**

### Introduction

Jindabyne is the principal town within the Special Activation Precinct and the wider region. Jindabyne’s town centre is the centre of business and community activity, as well as accommodating many of the region’s visitor services and accommodation.

Famously relocated in the 1960s to make way for Lake Jindabyne, and used intensively by skiers and other visitors for decades since, Jindabyne town centre is showing the effects of the many busy tourist seasons, and its buildings and infrastructure are ageing rapidly. Despite this many parts of the town centre remain thriving and successful places, with many more opportunities to further develop and renew the town centre, and revitalise it as the heart of the growing Special Activation Precinct and community.

The town centre structure plan sets out a strategic overview of the future land uses, key development sites, transport connections (including better lake and

foreshore access), and public realm improvements needed to deliver on its promise for the next generation of visitors and locals.

### Existing conditions – Jindabyne Town Centre Sub-Precinct

- \_ The town centre core can be described as the land bounded by Kosciuszko Road to the north and east, Thredbo Terrace and Park Road to the south and Jindabyne Central School to the west. This area contains most retail and business uses, and stretches for about 600m from end to end. The land form falls down towards the lake, with a difference in levels of up to 15 metres.
- \_ The town centre is close to Lake Jindabyne but is poorly connected to it across Kosciuszko Road. In fact the town centre generally has poor pedestrian connections and amenity, due to a lack of modern footpaths and pram ramps, steep slopes, little shelter in poor weather, indirect and unclear routes, and a general lack of welcoming street activation along many building frontages. The better streets include Gippsland Street (north) and Snowy River Avenue.
- \_ Car parking was a major design feature in the 1960s as it is today, and at-grade parking



Old town centre shops, terrace and parking



Distinctive Memorial Hall fronting Kosciuszko Road



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Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct



Car parking in front of Nuggets Crossing Shopping Centre



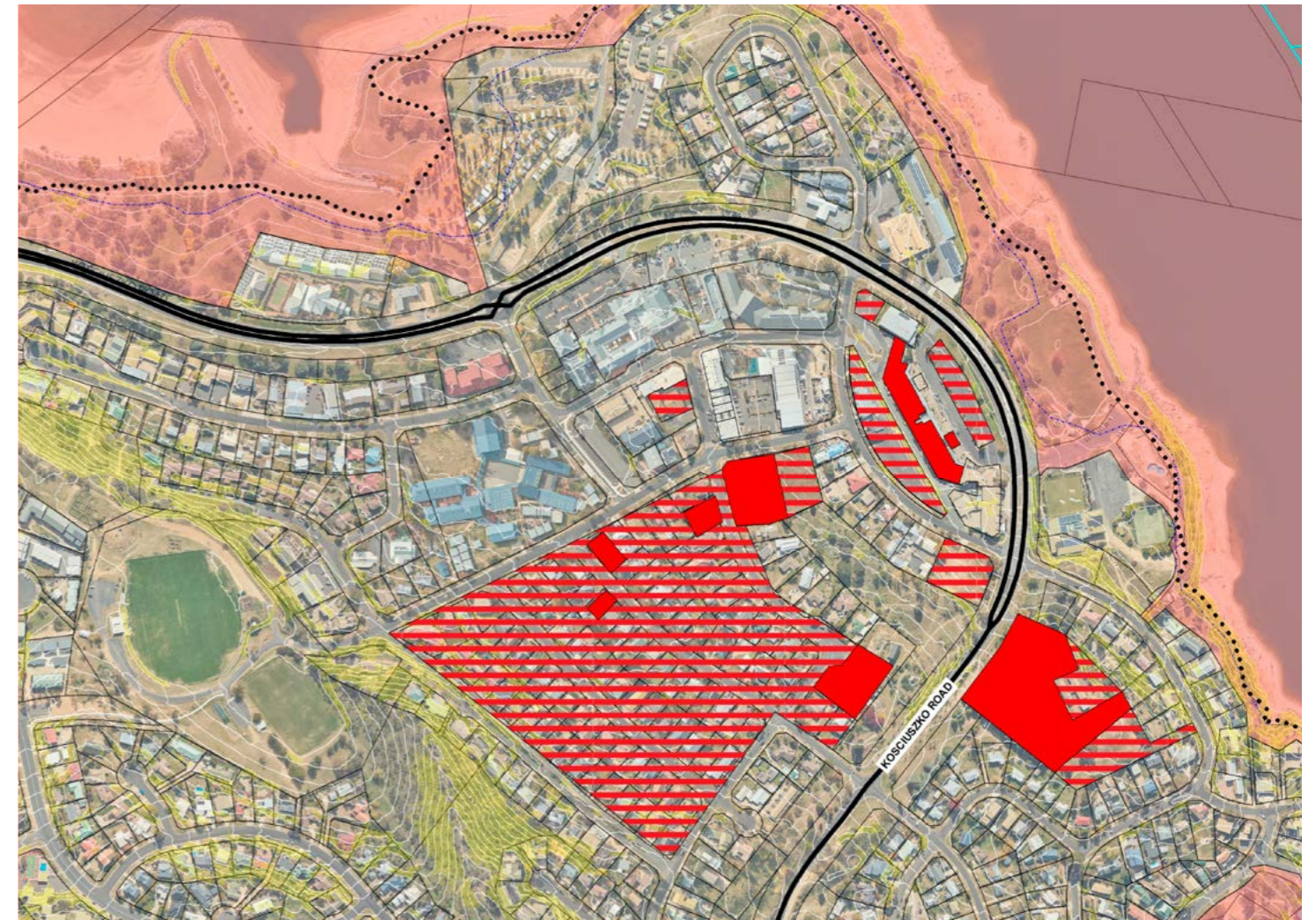
Jindabyne Central School. Some buildings are recently built and may be worthy of adaptive re-use



Well-scaled development with positive street interfaces in Gippsland Street

dominates some sites and streets. As most visitors arrive by car, and the town and suburbs are not easily walkable, most people drive into town and many drive within the town centre.

- \_ Nuggets Crossing Shopping Centre is the principal retail centre, and includes a Woolworths supermarket, and a range of specialty retail, commercial and restaurant uses, and some offices. The site fronts both Kosciuszko Road and Snowy River Avenue and is split across a number of levels. Nuggets is popular and contains comfortable courtyards and shopping arcades, but the many car parks, level changes and the complex layout mean the contribution to street activation and broader town centre activation is patchy.
- \_ Jindabyne Central School is situated at the western end of Snowy River Avenue. The school's planned relocation makes this site a strategic redevelopment priority. This change is also an opportunity to revisit the restricted access arrangements of Kalkite Street adjacent to the school, as well as the improvement of off-street parking in this location.
- \_ Mixed-use buildings fronting Gippsland Street include some recent developments which make a positive contribution to the street



As the most built up part of the investigation area, Jindabyne town centre has few environmental constraints, but analysis does highlight the LEP Scenic Protection overlay, as well as sites and localities of historic heritage value.

- Historic Heritage High Risk
- Historic Heritage Moderate Risk
- Scenic Protection
- Slope greater than 1 in 4
- Arterial Road
- Lake Jindabyne Full Levels
- - - Shared Path
- Water Course





**(cont.)**

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

through their three-storey form, verandah over the footpath and welcoming shopfronts. Uses include shops and offices and cafes, with a backpackers hostel located upstairs.

\_ A Mitre 10 hardware centre is located on the corner of Thredbo Terrace and Snowy River Avenue. In the long run this use is better located elsewhere, on a larger site with better servicing arrangements that do not conflict with the pedestrian priority of the town centre. This is a strategic redevelopment site, given its scale and location.

\_ The Kosciuszko National Parks Visitor Centre is a large boomerang shaped building that rises to two storeys at the eastern end. Visitor and coach parking is situated on the Kosciuszko Road frontage, with a secondary entrance from Snowy River Avenue. The Visitor Centre occupies part of the building, with rest used for offices, and some car parking beneath. The building exhibits an alpine architecture with a solid stone base, steeply sloping roofs without gutters, and muted landscape colours. Greater street activation should be an aim of future redevelopments at this site.

\_ The Jindabyne Memorial Hall is one of a few civic and historic buildings in the town centre, given its community focus, prominent clock tower and early presence in the relocated township. The adjacent public toilets are in poor condition and detract from this location. A proposal to redevelop the toilets and create a town square has been developed by Council prior to the commencement of the Snowy Mountains Special Activation Precinct. Informal parking areas and verges around the Memorial Hall present poorly and are underutilised.

\_ The adjacent 'Old Town Centre' shops is another early construction of the relocated Jindabyne and houses ski hire, shops, cafés and restaurants. The buildings are single storey with some two storey elements that look out towards Lake Jindabyne. The development is dated and some buildings and public realm are in poor condition. The centre is under multiple ownerships which complicates its comprehensive redevelopment. Interestingly, the car park and terraces to the front of the building, and the lane behind, form part of the public road reserve (just like in a traditional main street, but in a different, mid-20th-century layout!).

\_ Behind the 'Old Town Centre', Thredbo

Terrace houses police and other emergency services which might relocate over time. Some buildings have already been converted to commercial uses with further redevelopment likely.

### Existing Conditions – Foreshore Sub-Precinct

\_ Jindabyne Holiday Park, Rydges Hotel, residential properties on McLure Court, and the Lake Jindabyne Motel are positioned close to the lake. Banjo Paterson Park and nearby community and sports facilities (e.g. Bowling Club and skate park) are important recreation and open space facilities.

\_ In places the land slopes steeply from Kosciuszko Road to the waterfront (and the lake level fluctuates down and up). The Holiday Park is accessed from a Kalkite Street / Kosciuszko Road roundabout and contains cabins and some fixed caravans which accommodate tourists and seasonal workers, along with camp and caravan sites closer to the lake's edge.

\_ Mature trees along Kosciuszko Road, within the caravan park, at Banjo Paterson Park and the lake foreshore generally contribute to a green landscaped setting when viewed from the elevated town centre.



Kosciuszko National Parks Visitor Centre



Lake Jindabyne foreshore showing impacts of fluctuating water levels



Caravan park in prime location near lake and town centre





**(cont.)**

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

\_ Lake Jindabyne Hotel comprises a tavern and motel-style rooms, some of which front onto the Lake edge. The building is one of several dated accommodation options but which boast fantastic locations and prospects for renewal to support increased year-round visitation.

### Existing Conditions – Jindabyne Growth Sub-Precinct

\_ Jindabyne’s early residential areas are south and east of the town centre, on a plateau uphill from the lake, and on the eastern and western sides of the Kosciuszko Road entry to the town. A modified grid street layout on the western side of Kosciuszko Road, and curvilinear streets on the eastern side, provides flexibility for future redevelopment over time.

\_ Housing is mostly detached on large allotments. While some locations are sloped (particularly Ingebyra Street and parts of Banjo Paterson Court) many are either flat or gently sloping.

\_ Housing forms are typically single storey, with some two and three storey buildings, particularly where views over the lake exist (mostly along Banjo Paterson Crescent).

\_ Most sites are spacious in their setting with large setbacks to front and side boundaries. Those that are more densely developed are often multiple dwellings or lodge style accommodation.

\_ An undeveloped open space area is located between properties fronting Thredbo Terrace and Gippsland Street. The space is underutilised, poorly activated and has no through connection. It is understood Council is open to this being redeveloped given its characteristics and lack of use.

\_ Some key sites near this location include St Columbkille’s Church, The Village Church and the Alpine Uniting Church and Op Shop which are large sites in strategic locations. Whilst these sites contain heritage buildings (the original church buildings), they are strategic sites for development opportunities around these buildings in partnership with owners.

\_ To the west, many properties fronting Clyde Street and Kurrajong Street have already been developed for multi-storey buildings, adapted to the sloping location. Proximity to the town centre and attractive views afforded of the lake from this elevated location have made them

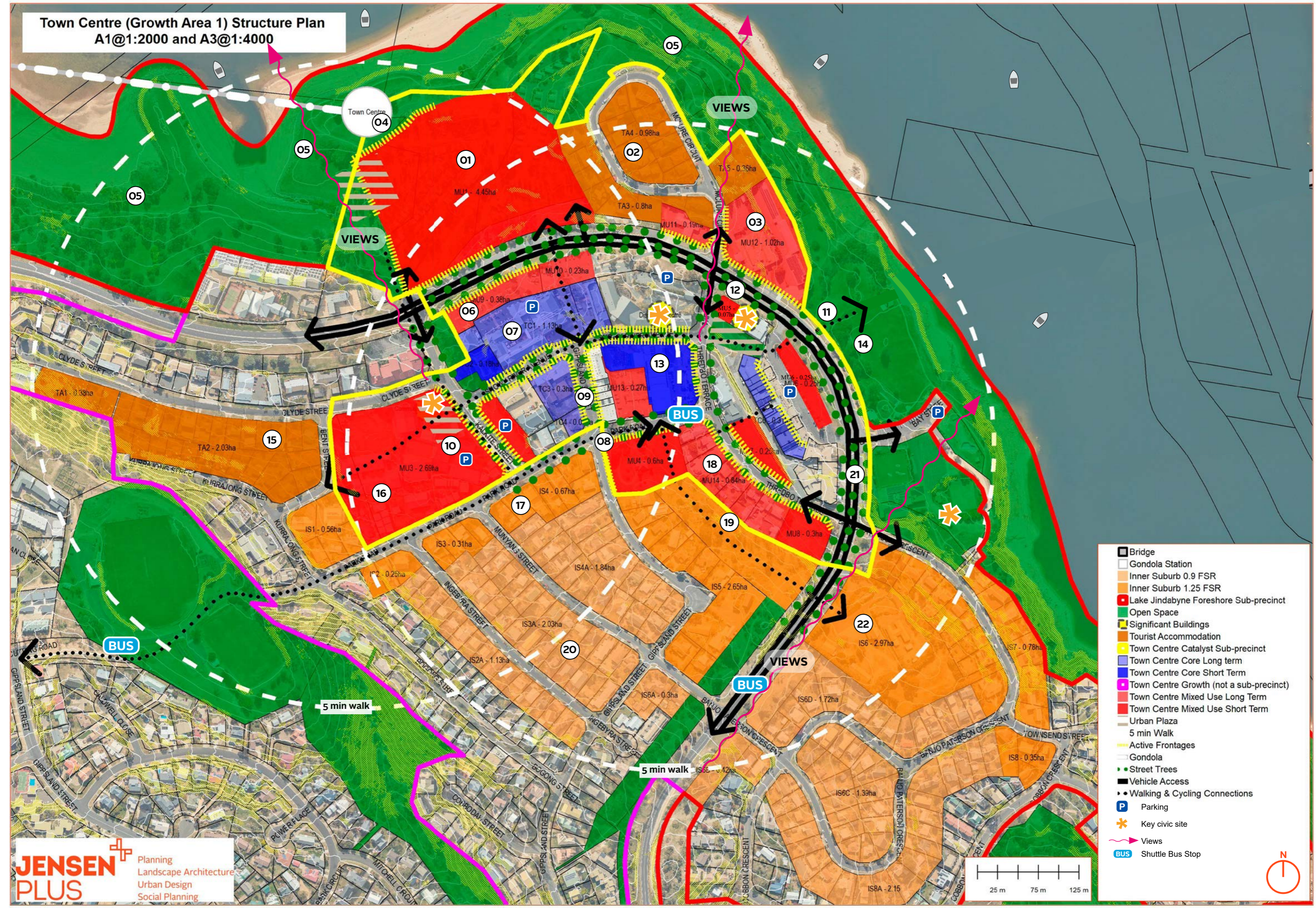


Recent apartment and townhouse developments in inner suburbs of Jindabyne

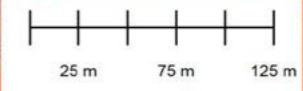
attractive to lodges and other forms of tourist accommodation, particularly along Clyde Street. Some vacant land parcels provide early opportunities for renewal. The western end of Kurrajong Street is narrow, and presents a challenge for two-way vehicle movements and provision for on-street parking.



**Town Centre (Growth Area 1) Structure Plan**  
**A1@1:2000 and A3@1:4000**



- Bridge
- Gondola Station
- Inner Suburb 0.9 FSR
- Inner Suburb 1.25 FSR
- Lake Jindabyne Foreshore Sub-precinct
- Open Space
- Significant Buildings
- Tourist Accommodation
- Town Centre Catalyst Sub-precinct
- Town Centre Core Long term
- Town Centre Core Short Term
- Town Centre Growth (not a sub-precinct)
- Town Centre Mixed Use Long Term
- Town Centre Mixed Use Short Term
- Urban Plaza
- 5 min Walk
- Active Frontages
- Gondola
- Street Trees
- Vehicle Access
- Walking & Cycling Connections
- Parking
- Key civic site
- Views
- Shuttle Bus Stop







## Town Centre Structure Plan

### Legend and notes



- 01 Jindabyne Waterfront Development on reconfigured caravan park site. Mixed use buildings including ground level retail and food/beverage fronting new streets and lakefront, with tourist accommodation above. High quality public realm.
- 02 McLure Cct small-medium scale tourist accommodation developments
- 03 Lake Jindabyne Motel site redeveloped as mixed use tourism and retail
- 04 Future opportunity for gondola and station
- 05 Lake Jindabyne Foreshore open space
- 06 Development of car parking for mixed use developments with frontage to Kosciuszko Road subject to levels
- 07 Nuggets Crossing Shopping Centre
- 08 Snowy River Avenue street upgrade
- 09 Gippsland Street renewal of older commercial sites over time
- 10 Strategic public car parking on edge of town centre to encourage “park and walk” between shops, businesses, community services.
- 11 Improved access to Banjo Paterson Park from Town Centre
- 12 Expansion of Memorial Hall + temporary library
- 13 Mitre 10 site – key town centre retail and commercial opportunity. Second supermarket site.
- 14 Banjo Paterson Park, improve pedestrian connection to town centre
- 15 Kurrajong Street older housing stock redeveloped for small-medium scale tourist accommodation developments
- 16 JCS site redeveloped for mixed tourist accommodation and community uses including new community centre and library, re-use of school hall, plaza
- 17 Low rise attached dwellings and walk-up apartments
- 18 Emergency services precinct redevelops in longer term for mixed use development
- 19 Underutilised open space developed for mixed tourist accommodation and dwellings
- 20 Redevelopment of housing stock over time for new dwellings with some tourist accommodation throughout
- 21 Kosciuszko Road traffic calmed and streetscaped with focus on key segments at Old Town Centre/Banjo Paterson Park, and Nuggets/Jindabyne Waterfront
- 22 St Columbkille’s Church redevelopment for aged and specialist accommodation and community uses

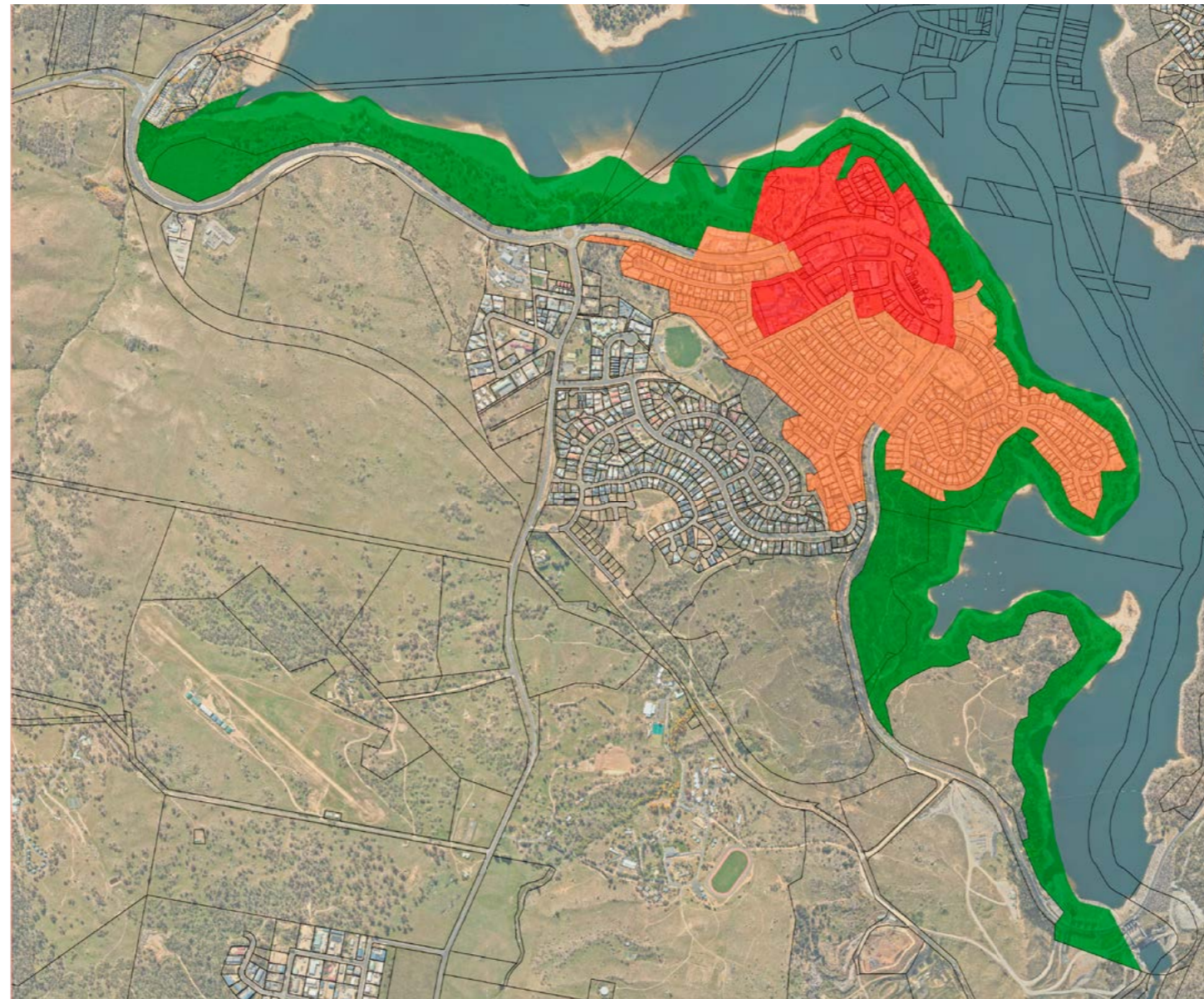




## 5.3 Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precincts

### Sub-Precincts

**The Town Centre Structure Plan includes three separate areas: Jindabyne Town Centre Sub-Precinct, Jindabyne Town Centre Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct. The Jindabyne Town Centre and Foreshore Sub-Precinct are proposed to be included in the Master Plan and rezoned under the Activation Precincts SEPP. The Jindabyne Growth Sub-Precinct is proposed to be included in the Master Plan and rezoned under the Snowy River Local Environmental Plan.**



- Cadastre
- Jindabyne Town Centre Foreshore Sub-Precinct
- Jindabyne Town Centre Sub-Precinct
- Jindabyne Growth Sub-Precinct





(cont.)

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

### LAND USES

SUB-PRECINCT	PROPOSED LAND USES*
Jindabyne Town Centre, Foreshore and Growth Sub-Precinct	<ul style="list-style-type: none"> <li>_ attached dwellings</li> <li>_ multi dwelling housing</li> <li>_ residential flat buildings</li> <li>_ seniors housing</li> <li>_ home business</li> <li>_ backpackers accommodation</li> <li>_ Hotel or motel accommodation</li> <li>_ Serviced apartments</li> <li>_ bed &amp; breakfast accommodation</li> <li>_ Business premises</li> <li>_ office premises</li> <li>_ retail premises (excluding garden centres, hardware &amp; building supplies, landscape material supplies, plant nurseries, rural supplies, timber yards)</li> <li>_ entertainment facilities</li> <li>_ function centres</li> <li>_ service stations</li> <li>_ roads</li> <li>_ centre-based child care facilities</li> <li>_ car parks</li> <li>_ signage</li> <li>_ boat launching ramps</li> <li>_ public open space</li> <li>_ passenger transport facilities</li> <li>_ environmental protection works</li> <li>_ health services facilities</li> <li>_ educational establishments</li> <li>_ community facilities</li> <li>_ emergency services facilities</li> <li>_ information and education facilities</li> <li>_ public administration building</li> </ul>

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

### Future development – overall

- \_ Revitalising Jindabyne town centre to create a more vibrant, attractive, integrated and modern ‘alpine village’ is central to achieve the Special Activation Precinct’s vision of growing a year-round visitor destination and stronger community.
- \_ The growth strategy places a high emphasis on development at the town centre to provide an uplift in accommodation, for tourists, seasonal workers as well as permanent resident dwellings. New shopping, business and community spaces are also needed and should be developed in a way that improves and activates the main town centre streets including Snowy River Avenue and Kosciuszko Road.
- \_ Analysis suggests a framework of around 900 tourist accommodation units, 330 dwellings and 130 seasonal worker dwellings may be developed within the town centre area studied. This makes a significant contribution to the overall growth strategy for the Special Activation Precinct.
- \_ Many sites (including some vacant land) and buildings present opportunities for renewal and investment, but a small number of larger, strategic redevelopment sites have been identified as opportunities for catalysts to wider improvement. These include the Jindabyne Central School site, Town Square

and library, Lake Jindabyne Waterfront development site (largely the caravan park site) and Mitre 10 site.

- \_ Opportunities for an increase in the scale and height of buildings is canvassed especially on key sites and corners, and at the waterfront where the lower elevation enables a greater height without significantly impacting on views from the town.
- \_ Significant improvements to public spaces and the pedestrian environment will be achieved through new development that activates street frontages through shop fronts, frequent tenancy entries and canopies and verandahs that provide pedestrian shelter. This will be supported by the implementation of a higher quality public realm within streets and public spaces, including wider footpaths, street trees and furniture, and safer and more convenient connections through the town centre, particularly across a traffic calmed Kosciuszko Road to the development and open spaces along the foreshore.
- \_ Parking must be better managed across the centre with strategic public parking on the edge of the town centre core (potential in larger, multi-storey car parks), to encourage a ‘park and walk’ culture. Parking must also be better integrated into buildings and sites to reduce its dominance within the streetscapes. This can be achieved through basement,



Creating an attractive village feel to attract visitors throughout the year



Opportunities to provide more accommodation including an uplift in scale and height of buildings in parts of the town centre



Integrating new public spaces with new buildings to ensure the town centre is an easy place to walk





**(cont.)**

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

undercroft or decked parking behind retail and residential uses.

### Future Developments – Jindabyne Town Centre Sub-Precinct

- \_ The relocation of the Jindabyne Central School to the Sports and Education Sub-Precinct represents a strategic opportunity to redevelop the 2.69ha site for a mixture of uses including community centre and library; a performance, recreation centre or gym in the school hall building; shops and cafes, retail, or entertainment uses, focussing on a new plaza space at the end of Snowy River Avenue.
- \_ The majority of the site can be developed for apartments of 3-5 storeys with an expectation that a significant proportion of accommodation will be used for tourist accommodation. A new local street may be needed to access the site, between Bent Street and Park Road. New pedestrian connections will be provided through the site to connect through to Bent Street and the communities further east.
- \_ The redevelopment of the school site also facilitates the development of better public car parking at Kalkite Street, potentially within a decked or multi-level car park in this strategic location to encourage “park and walk” between shops and reduce the parking

and traffic movements throughout the town centre’s streets.

- \_ At the opposite end of Snowy River Avenue, the ‘main street’ of the town, the development of a new town square connecting Snowy River Avenue to Kosciuszko Road and Banjo Paterson Park will become an important civic space for Jindabyne which will accommodate new public toilets and can support an expanded Memorial Hall building (and temporary library built behind the Hall).
- \_ Nearby the Mitre 10 site provides an opportunity to establish additional retail and commercial land uses in a strategic corner site. The site’s size means that there is potential for the development of a second supermarket or larger shopping and business centre in this location in the longer term to better support the growing population and visitor levels throughout the year.
- \_ Note it is our view that in a smaller town and especially a tourist centre it is desirable to locate future supermarkets in the town centre (and not in new out-of-town shopping centres). This will maintain a strong cluster of retail and economic activities, maximise accessibility for visitors (increasing numbers of whom may not drive on their visit), and avoid fragmenting town centre economic activity and the overall vibrancy of the town.



Concept illustration of proposed Town Square upgrade, constructed over a series of levels and connected by ramps, with an upgraded Snowy River Avenue in the background. The proposal not only provides public spaces for passive use and small events but connects the town centre past Memorial Hall and across Kosciuszko Road to Lake Jindabyne (Snowy Mountains Special Activation Precinct Public Space Study, 2021)





(cont.)

Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct



Perspective of a proposal to upgrade Snowy River Avenue to a tree lined slow speed environment with level surfaces, to promote walking and pedestrian amenity and safety

- \_ The Mitre 10 site may also be suitable for other land uses, such as a larger tourist accommodation redevelopment, or an office development, or a mixture of uses including retail and hospitality businesses, or even additional medical uses to complement the health centres opposite.
- \_ The Kosciuszko National Park Visitor Centre could be adapted to integrate the proposed Snowy Mountains Heritage / Discovery Centre, creating a stronger visitor hub. The building is a good option due to its strategic location, views, the potential reuse of its carpark along Kosciuszko Road and potential for greater activation and integration with Snowy River Avenue. Options may be explored to deliver the Discovery Centre at this site including: re-purposing the existing visitor centre space, expanding into the cinema or office sections of the building, or building a new centre (or replacement offices) on the car park to the north of the building.
- \_ Other options also exist for the location of a Snowy Mountains Heritage / Discovery Centre, in the town centre and nearby (see discussion later in this chapter).
- \_ The 'Old Town Centre' buildings need renewal over time (including the Memorial Hall and other ageing community infrastructure buildings), but another opportunity at this locality is the part development of at-grade parking areas fronting Kosciuszko Road for



Example of a contemporary library / civic building



Example of area in front of retail outlets and cafes



Example of creating streets for everyone - people walking, cycling and driving





(cont.)

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct

mixed use development, with upper levels providing opportunities for accommodation uses with attractive views over Banjo Paterson Reserve and to the Lake.

- \_ While removal of parking may seem ambitious today, the re-routing of some ski traffic via the Southern Connector Road, and subsequent changes to retail patterns (e.g. location of some ski hire businesses to a new node on the Southern Connector) provides an impetus to change the speed and amenity of Kosciuszko Road in this location, providing an alternative future land use and activity mix for the Old Town Centre.
- \_ There is an opportunity for the redevelopment of the Nuggets Crossing Shopping Centre in the long term to establish an expanded retail and business centre that better activates and addresses the street frontages including Kosciuszko Road and Snowy River Avenue.
- \_ This may include mixed use development (potentially including tourist accommodation and more cafe/resaurants) to front onto a traffic calmed and streetscaped Kosciuszko Road, replacing the existing at-grade parking, and integrating with the proposed Lake Jindabyne Waterfront development on the north side of Kosciuszko Road.

### Future Developments – Foreshore Sub-Precinct

- \_ Alongside the JCS site, the Lake Jindabyne Waterfront development (Jindabyne Holiday Park site) represents the other large town centre catalyst development opportunity. The strategy is to develop its 4.45ha of lakefront land into a mixed-use village precinct, with significant tourist accommodation options, eating and drinking destinations including a lakefront promenade, and other recreation and visitor attractions.
- \_ An extension of Kalkite Street across Kosciuszko Road (via new traffic signals or similar) will provide much better integration between the town centre core and foreshore, including a revitalised foreshore park and beach. New local streets and public spaces with a high-quality public realm treatment will draw pedestrians across Kosciuszko Road into this Sub-Precinct.
- \_ An opportunity for signature hotel or apartment hotel building of scale and architectural interest on the waterfront are included, but it is important that the Sub-Precinct be developed as a series of different development sites (some small and medium sized) with different developers and buildings, to create the vibrancy, mix of accommodation options, and the interest of an urban village, and not a 1980s-style resort complex by a



Traffic calming Kosciuszko Road to enable safe and easy crossing between the town centre and Lake Jindabyne parks and development precincts will be a key enabler of town centre activation. Opportunities also existing for more on-street parking and cycling infrastructure and landscaping, while retaining existing kerbs and infrastructure alignments (Snowy Mountains Special Activation Precinct Public Space Study, 2021).





(cont.)

## Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct



Illustration showing town centre infill over time including adjacent to Memorial Hall and NPWS Visitor Centre (bottom) and Snowy River Avenue behind

single developer.

- \_ The views and outlook from nearby McLure Circuit properties will make them attractive for small to medium scale tourist accommodation development, with this location expected to be progressively developed over time. The Lake Jindabyne Hotel is another significant renewal opportunity.
- \_ Further east, Banjo Paterson Park and a renewed skate and youth hub and recreation centre will also transform the amenity of the foreshore and support further tourist and residential developments nearby.

### Future Developments – Jindabyne Growth Sub-Precinct

- \_ Residential areas close to the town centre are expected to progressively redevelop and intensify for a range of tourist accommodation and permanent dwellings over the 40-year timeframe of the Special Activation Precinct master plan, in response to site availability and market demands. In fact it is not unreasonable to assume that *most* sites and buildings could be subject to either complete or partial development over this time.
- \_ While many residential sites are relatively modest in land area, there are a small number of key sites. This includes the St Columbkille's Church site which could be developed for

aged and retirement accommodation and allied community facilities, and the Village Church site, which can accommodate mixed use development with retail and commercial land uses fronting Park Road with accommodation uses above. There is also potential for retirement living options and aged care, both of which would have community benefits and fit with broader objectives. Smaller sites throughout the inner suburbs may be suitable for aged care as well.

- \_ The redevelopment of properties fronting Thredbo Terrace is expected to occur more in the longer term. This would be dependant on emergency services facilities being accommodated elsewhere. Any new development should aim to integrate the adjacent open space land and allow for coordinated development outcomes that prioritise mixed use development fronting Thredbo Terrace and accommodation development behind, further up the hill. This would provide the residential development the ability for views of the top of Thredbo Terrace.
- \_ Elsewhere within the Jindabyne Growth Sub-Precinct, it is expected that progressive infill and redevelopment of sites will occur principally for residents and for tourist accommodation.



Example of a lakeside mixed-use building  
Source: Huntington, 2020



Example of contemporary town houses  
Source: City of Goldcoast, 2020



Example of a detached dwelling  
Source: NSW DPIE, 2020





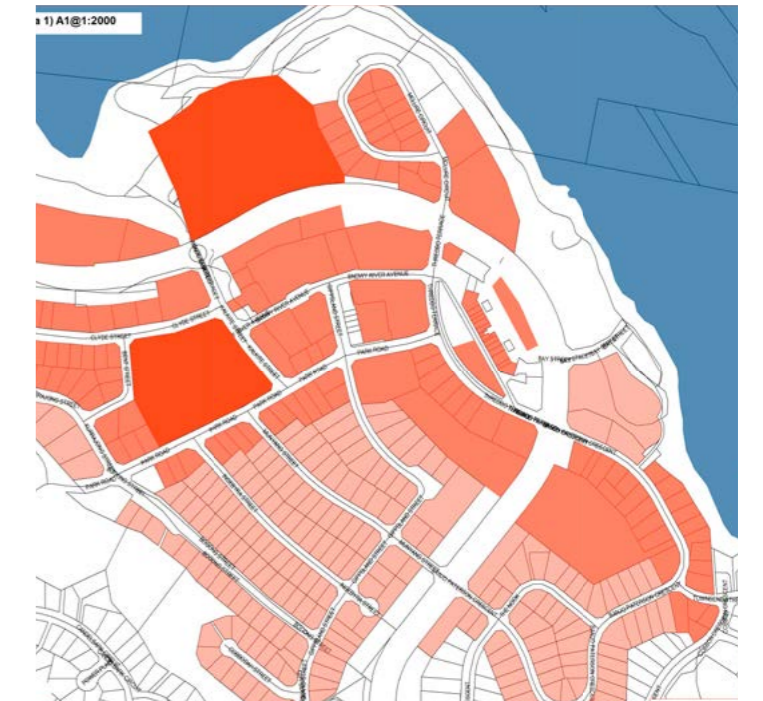
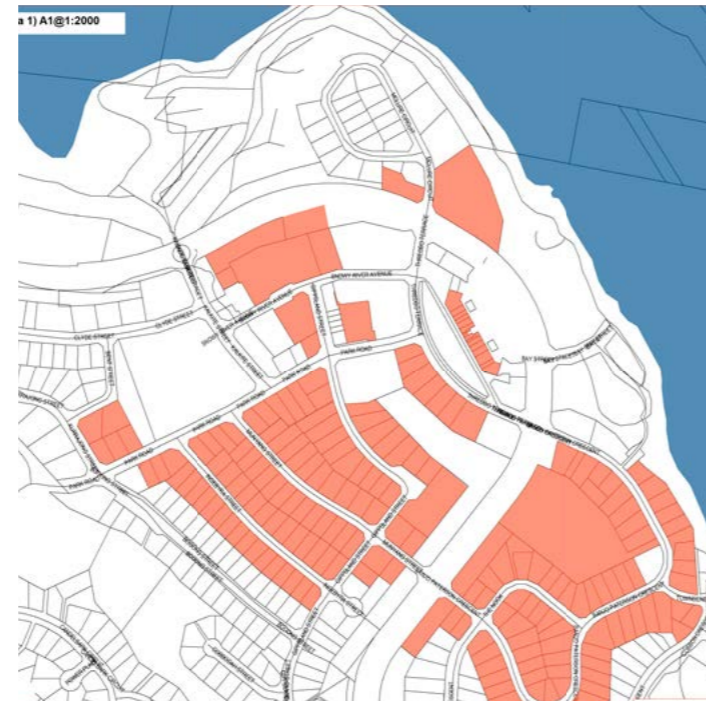
## Town Centre Structure Plan Unpacked

### Short + medium term development opportunities

### Longer term development opportunities

### Access + connectivity improvements

### Building heights



Strategic sites with catalyst development opportunities (due to public ownership, vacancy or underutilisation):

\_ Existing retail and commercial sites, as well as residential and tourist accommodation sites will take longer to redevelop.

- \_ 1 Kosciuszko Road, calmed and streetscaped, is a major activation opportunity
- \_ 2 Snowy River Avenue main street access connecting to JCS school redevelopment, and across Kosciuszko Road to Banjo Paterson Park and future link across Lake Jindabyne
- \_ 3 connections across Kosciuszko Road to waterfront are a priority
- \_ 4 Improved walking and cycling access on Park Road connects to residential communities and JJ Connors Oval
- \_ 5 Lakeside walking and cycling trail

- \_ Lake Jindabyne Waterfront redevelopment precinct
- \_ Jindabyne Central School site

- 1-2 Storeys
- 2-4 Storeys
- 2-6 Storeys





## Street Tree Planting



\_ Kosciuszko Road, Snowy River Avenue, Thredbo Terrace, Park Road, Gippsland Street and Kalkite Street are identified for street tree planting and public realm enhancements.

## Opportunity sites for new / upgraded civic + community facilities



1. Jindabyne Central School site (including re-use of school hall and/or selected buildings)
2. NPWS Visitor Centre and office
3. Vacant land behind Memorial Hall
4. Jindabyne Bowling and Sports Club

## Active Frontages



\_ Active frontages are located to reinforce the town core and ensure a high quality, vibrant public realm

## Parks and Plazas (public space)



\_ Small pockets of open space throughout the town centre, most notably the town square, new plaza and JCS redevelopment, Lake Jindabyne waterfront promenade  
\_ Most open space located along the foreshore and includes upgraded parks and facilities





## 5.4 Snowy Mountains Heritage / Discovery Centre \_ location options

**An important element of increasing year-round visitation and appeal is a modern visitor and heritage centre which “functions as an attraction as well the primary visitor hub in Jindabyne” (Tourism Development Report, 2021)**

A modern, well-located, visitor and heritage centre is a key opportunity for the Precinct. Functions of the centre may include:

- \_ primary ticketing venue for visitor attractions
- \_ interactive visitor information centre
- \_ year-round visitor attraction telling the multiple stories of the region, including Aboriginal history and culture, pioneer settlers and “the man from Snowy River”, the unique environment and beauty of Kosciuszko National Park, alpine and winter sports, and the stories of the town of Jindabyne including the formation of Lake Jindabyne and the hydro-electric scheme.

The concept of an alpine heritage centre, and of an Aboriginal heritage centre, have previously been examined and possible locations discussed. Importantly, advice from Tourism Development Report (Stafford) is that:

- \_ Stand-alone cultural heritage centres have often struggled to remain in constant visitor demand (i.e. long-term viability of a heritage-only centre is questioned).
- \_ “This development element ideally should be located within Jindabyne township, so it is easily walkable from cafes, retail, hotels etc and effectively becomes the focal point for visitor services.”



Potential locations for centre (all locations approximate)





## 1. Snowy Region Visitor Centre (NPWS building)

This option comprises the upgrade and expansion of the existing NPWS visitor centre into a combined Snowy Mountains Heritage – Discovery Centre.

### Advantages

- \_ Prominent location in existing, architecturally prominent building in Jindabyne town centre.
- \_ Avoids duplication with NPWS visitor centre.
- \_ Close to Jindabyne shops, cafes, hotels, and tourist businesses, increasing casual visitation and providing easy access including for visitors without cars, overnight visitors and day visitors passing through Jindabyne.
- \_ Land already in public (state) ownership.
- \_ Close to existing bus hub and proposed town square.

### Disadvantages

- \_ Potential requirement to relocate or part-relocate NPWS office space, although this could in turn be a catalyst for new office and commercial development in Jindabyne.

## 2. Jindabyne Town Centre

Land elsewhere in Jindabyne town centre could be redeveloped for the centre. For example, a site on Kosciuszko Road, Snowy River Avenue, or Gippsland Street, or at the Jindabyne Central School redevelopment area, or on vacant land next to the Memorial Hall.

### Advantages

- \_ Close to Jindabyne shops, cafes, hotels, and tourist businesses, increasing casual visitation and easy access by all visitors including those without cars.
- \_ No impact on NPWS visitor centre and office operations during construction of new centre.
- \_ Potential for co-location with other community facilities such as library, community centre or town square.

### Disadvantages

- \_ Potentially removes land from mixed-use and tourist development opportunities.
- \_ May be less visible on arrival to Jindabyne, depending on location.

## 3. Lake Jindabyne foreshore (more than one possible site)

Land at Lake Jindabyne foreshore, either within open space, or potentially at the proposed Jindabyne Waterfront Development precinct (caravan park land) could be utilised for the centre.

### Advantages

- \_ Iconic location with lake and mountain views.
- \_ No impact on NPWS visitor centre and office operations, including during construction of new centre.

### Disadvantages

- \_ Potentially removes land from open space use, or from mixed-use and tourist development opportunities.
- \_ Depending on location may be separated from other shops, cafes, hotels, and tourist businesses, decreasing casual visitation. Strong year-round visitation from overnight and day visitors is essential to the commercial viability of the centre.

## 4. Jindabyne Mountain Bike + Adventure Park

Co-locating the Snowy Mountains Heritage-Discovery Centre with the proposed Mountain Bike + Adventure Park in a new tourist precinct approx. 4km west of Jindabyne.

### Advantages

- \_ "Greenfield" site; opportunity for iconic buildings surrounded by the mountain landscape and with Lake Jindabyne views.
- \_ Co-location with new adventure tourist attractions and hub, for added activity and shared infrastructure.
- \_ Positioned on Alpine Way, one of the major routes into Kosciuszko National Park.

### Disadvantages

- \_ Not central to Jindabyne shops, cafes, hotels, and other tourist businesses, with reduced casual visitation and reduced access to visitors without a car. Strong year-round visitation from overnight and day visitors is essential to the commercial viability of the centre and this location outside Jindabyne may not satisfy this requirement.
- \_ Duplication with NPWS visitor centre, which may remain operational.



Concept for signature  
tourist accommodation  
building (hotel or  
apartments) at Jindabyne  
Waterfront Development



(cont.)

Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct



**Recommendations for the  
Master Plan and Delivery  
Plan/DCP**

- \_ Facilitate the development of the town centre through appropriate Sub-Precincts and zoning.
- \_ Promote the development of a diversity of lot sizes and housing types to support diversity, housing affordability and lifestyle choice.
- \_ Guide the form, scale, and height of buildings, street and public spaces to create a high quality and sustainable residential environment.
- \_ Design and implement public realm improvements including streets and public spaces to support investment and renewal.
- \_ Government-led land and infrastructure development of JCS site and Lake Jindabyne Waterfront precinct, with developer-led implementation of individual buildings and development parcels.
- \_ Design and implement town centre infrastructure upgrades to support investment and renewal.



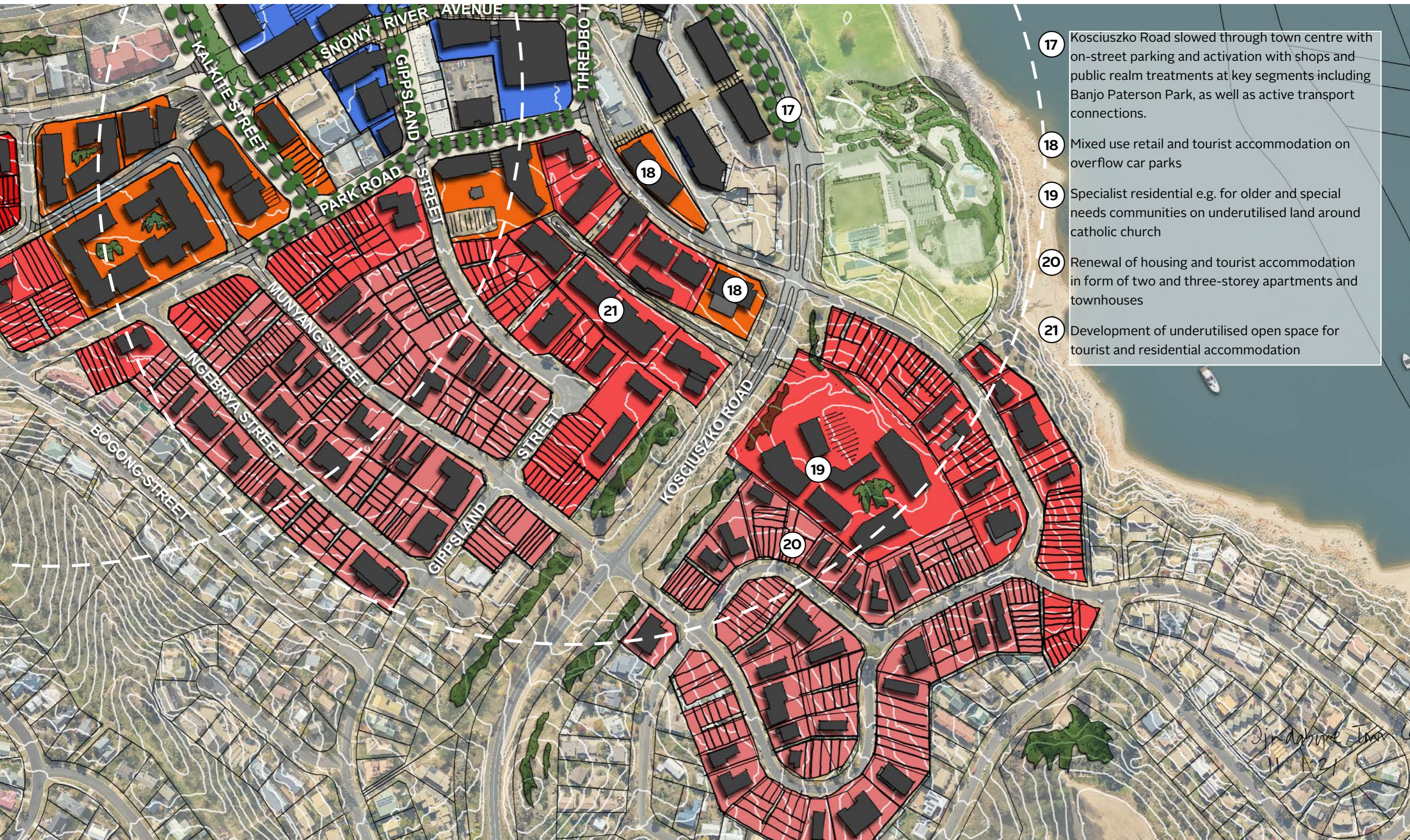
# 'Illustrative master plan' showing concept for future development at Jindabyne town centre

- 1 Foreshore park, beach and water activities
- 2 Lakefront promenade with north orientation and 'eat street' focus including outdoor dining, signature apartment hotel
- 3 Waterfront redevelopment precinct with tourist uses and accommodation, new local streets and subdivision of land into smaller parcels for development diversity and competition
- 4 Two to four-storey apartments and townhouses close to lake
- 5 Snowy River Avenue shared zone main street at retail heart of town with high pedestrian use and high quality public realm
- 6 Kalkite Street parking with potential for multi-level parking and townhouses on Park Street corner
- 7 Jindabyne Centre School site redevelopment including new local street for access to apartments, community uses.
- 8 Adaptive reuse of some buildings e.g. hall for gym or community building, new public spaces as western anchor of Snowy River Avenue main street
- 9 Nuggets Crossing centre renewal over time with increased mix of uses, and street-fronting buildings to all sides including Kosciuszko Road
- 10 Traffic signals (or other pedestrian priority crossing design) for safer access to foreshore park and waterfront areas



- 11 New office building
- 12 Town Square and library adjacent – eastern anchor of Snowy River Avenue main street
- 13 Supermarket, shops and offices above, with options for tourist accommodation and also medical
- 14 Mixed use redevelopment at Old Town Centre. Retail and café on ground floor with tourist apartments above.
- 15 Kosciuszko Road slowed through town centre with on-street parking and activation with shops and public realm treatments at key segments including Banjo Paterson Park, as well as active transport connections.
- 16 Kurrajong Street older housing stock redeveloped for small-medium scale tourist accommodation developments





- 17 Kosciuszko Road slowed through town centre with on-street parking and activation with shops and public realm treatments at key segments including Banjo Paterson Park, as well as active transport connections.
- 18 Mixed use retail and tourist accommodation on overflow car parks
- 19 Specialist residential e.g. for older and special needs communities on underutilised land around catholic church
- 20 Renewal of housing and tourist accommodation in form of two and three-storey apartments and townhouses
- 21 Development of underutilised open space for tourist and residential accommodation

*Sirrahine Tam*  
11/1/21





(cont.)

Jindabyne Town Centre and Foreshore Sub-Precinct and Jindabyne Growth Sub-Precinct



3D model of Jindabyne town centre viewed from the south



3D model of town centre from lake, view south-east



3D view east along Kosciuszko Road



Example of high amenity main street



Example of public park integrating water management



Example of new civic building (library) adjacent heritage town hall





**European Villains**

**This section provides structure plans to guide development in key Sub-Precincts.**

## **6. Jindabyne Catalyst and Growth Sub-Precincts**

- 6.1 Overview + Location Plan
- 6.2 Design Principles
- 6.3 Southern Connector Road Sub-Precinct
- 6.4 Barry Way and Southern Connector Road Intersection Precinct - Retail, Commercial and Other Uses
- 6.5 Jindabyne West Sub-Precinct
- 6.6 East Jindabyne Sub-Precinct
- 6.7 Leesville Sub-Precinct
- 6.8 Sports and Education Sub-Precinct
- 6.9 Barry Way South Sub-Precinct

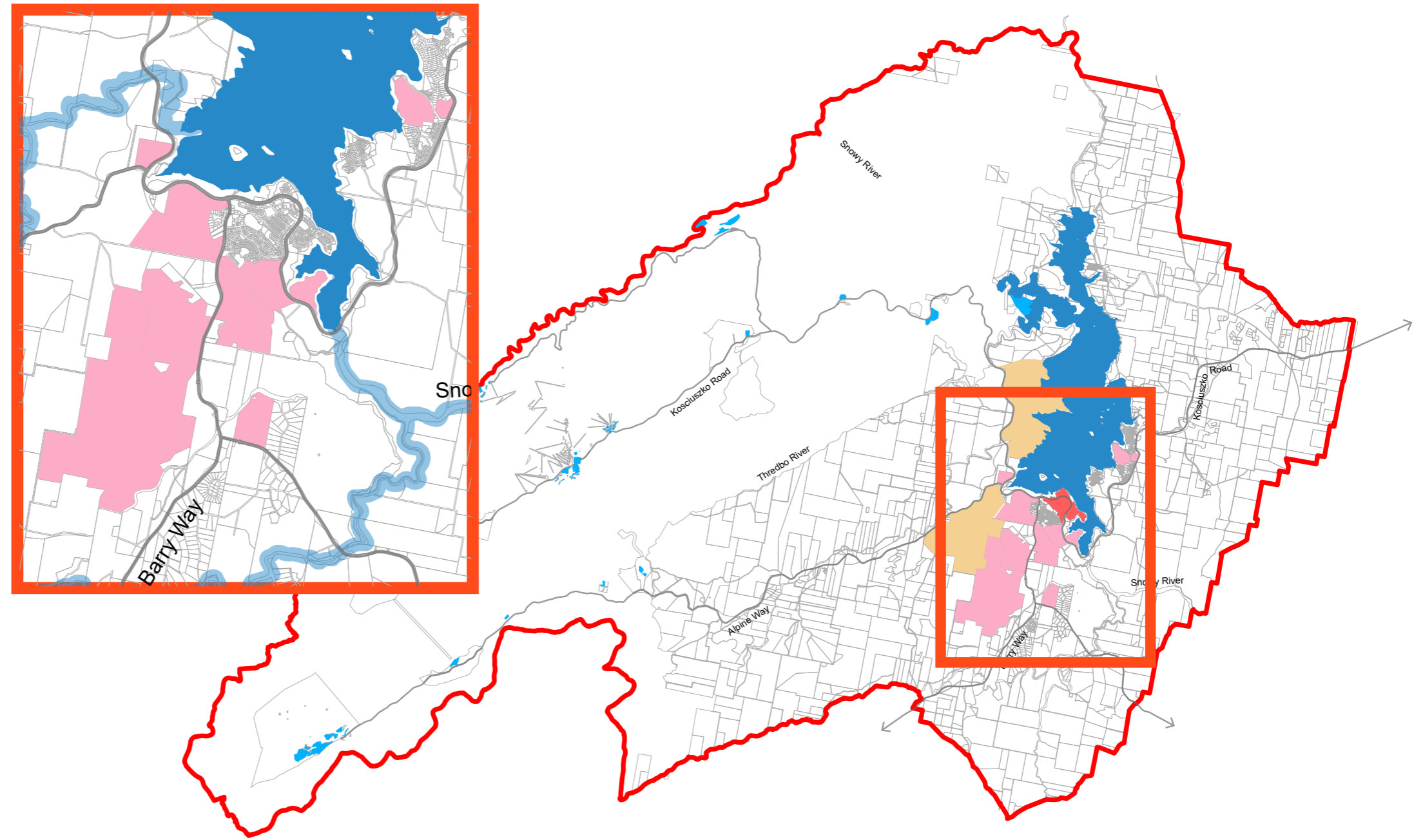




## 6.1 Jindabyne Catalyst and Growth Sub-Precincts

Overview + Location Plan

**Jindabyne Catalyst and Growth Sub-Precincts includes structure plans for residential areas west, south and east of Jindabyne, a new Sports and Education Sub-Precinct, as well as industry and expanded rural accomodation uses to the south.**







## 6.2 Design Principles

Jindabyne Catalyst and Growth Sub-Precincts

### Design Principles

#### A town for walking + cycling



- \_ Design new neighbourhoods to make walking + cycling easy and convenient
- \_ Connect neighbourhoods to destinations including town centre + schools, helping to reduce car dependency
- \_ Compact neighbourhoods promote efficient infrastructure.
- \_ Plan local connector streets to facilitate future public transport access.

#### Liveability



- \_ New public open spaces within walking distance on new homes
- \_ High performance + community sports facilities
- \_ New community infrastructure to support growing community

#### Housing choices



- \_ Provide diversity in housing choices including suburban and rural options
- \_ Promote innovation in housing design including compact housing forms

#### Green infrastructure network



- \_ Protect natural environment and amenity in a green infrastructure network of corridors, reserves, buffers and parks
- \_ Include Water Sensitive Urban Design everywhere
- \_ Minimise bushfire risks

#### Land for business



- \_ Well located light industry + commercial land for future businesses

### Relationship to Precinct Vision

SUSTAINABILITY + WELLNESS supported by active transport designs.

WELLNESS is central to attracting new residents and providing lifestyle benefits.

New DESIGN options will strengthen the alpine character of the region.

Future SUSTAINABILITY of environmental networks supported by green infrastructure network including rehabilitation and offset areas.

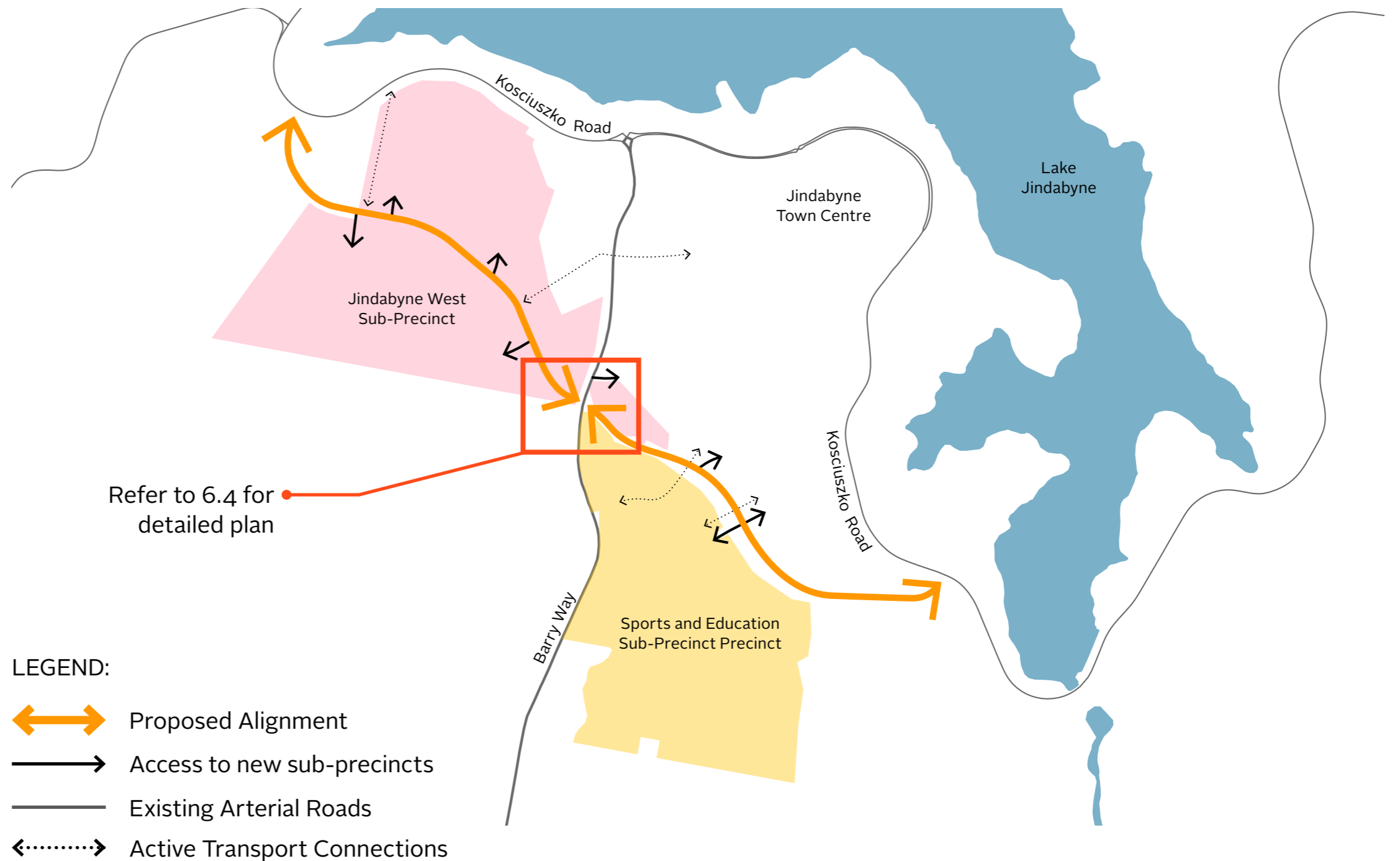
For a SUSTAINABILITY economy and jobs for future generations



### 6.3 Southern Connector Road Sub-Precinct

Proposed design and precedents for a new link for vehicles and people that should not become a barrier to local communities

**A Southern Connector Road has been proposed as a solution to the high traffic volumes on Kosciuszko Road and the negative impact this creates within the Town Centre. This new road would divert a large portion of the through-traffic and heavy vehicles away from the town centre, assisting to create better pedestrian and cycling facilities.**

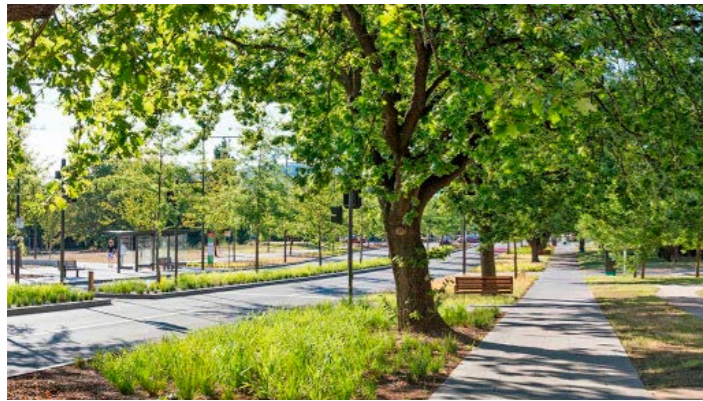






## Southern Connector Road Sub-Precinct cont.

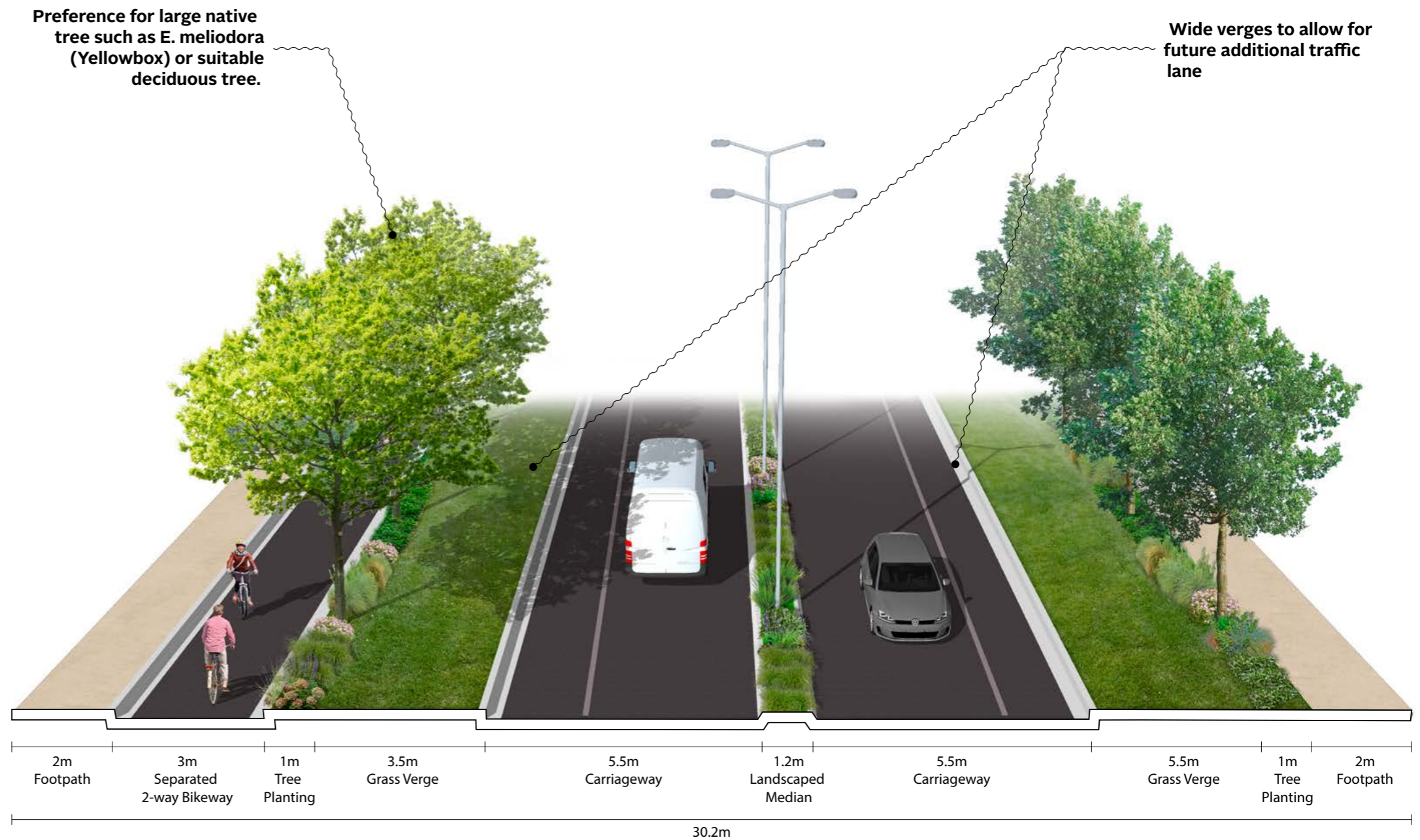
Proposed Design + Precedents for a new link for vehicles and people that should not become a barrier to local communities



Consitution Avenue in Canberra is an excellent example of how a street can look with high amenity, wide verges and greening.



This new suburban Gawler East Link Road in South Australia is an example of a lower amenity link road that includes considerations for tree planting and future additional traffic lanes.







## 6.4 Barry Way and Southern Connector Road Intersection Precinct - Retail, Commercial and Other Uses

Highly accessible local centre opportunities for a mix of uses

### Introduction

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

### Emergency Services Precinct

\_ This intersection is an optimal site for a new emergency service precinct due to its ease of access.

### Park and Ride

This intersection is a good location for a park-and-ride facility as it could:

\_ provide good accessibility to the key road network

- \_ intercept vehicles before they add to the identified congestion locations on Alpine Way and Kosciuszko Road
- \_ connect easily to a new mass-transit shuttle bus service to Thredbo or Perisher
- \_ occupy land that is not identified for other uses and will not cause environmental issues (requires further assessment)
- \_ provide flexible use with community sports and schools nearby especially in low season.

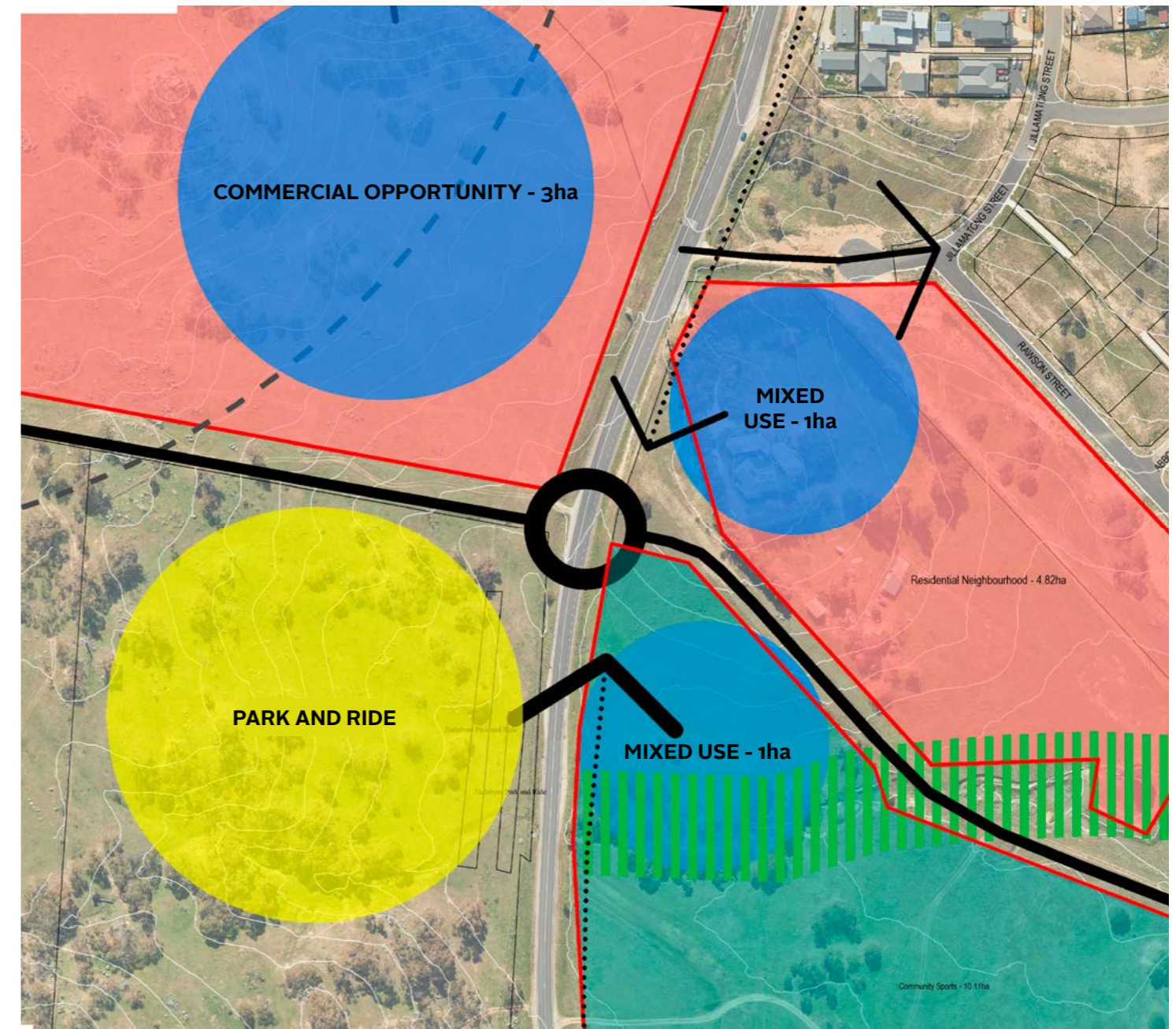
### Mixed-use business and services

\_ A mixed-use business and local service centre is also likely. This centre could cater for local shops and services, but importantly for specialised retail and services supporting tourism e.g. ski hire, service stations etc. for visitors who may not wish to stop in Jindabyne town centre (or not stop in both directions).

\_ Careful planning should ensure that town centre land uses remain viable, such as by introducing planning controls for maximum floorspace for retail outlets of say 500m<sup>2</sup>.

### Design is key

\_ Designing well integrated, pedestrian friendly local centre development at this location is key.







## 6.5 Jindabyne West Sub-Precinct

Large urban expansion area comprising residential neighbourhoods, parks and a local centre

### Area \_ 122.2ha

(Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.)

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

### Introduction

The largest residential expansion area around Jindabyne is identified west of town. This area of over 100ha is in three ownerships and provides a strategic opportunity to support the short, medium and long term growth of Jindabyne and the Special Activation Precinct.

### Existing conditions

This area is characterised by undeveloped and undulating lands (steep in parts).

Little development or infrastructure currently exists (apart from powerlines). Environmental assessments of woodland and grassland habitats across the area reveal that the majority of the site is listed as Tier 2 vegetation, with some smaller pockets of Tier 1 vegetation .



Jindabyne West Sub-Precinct viewed from the south-west. Jindabyne beyond





**(cont.)**

## Jindabyne West Sub-Precinct

The elevated position presents views to Jindabyne and nearby Lake Jindabyne from several locations, as well as to the Snowy Mountains. There are certain steeper areas where future development may be limited.

Most of the area is only 1km to 2km from Jindabyne town centre, although direct travel routes require development.

### Scenic Protection Area

\_ A large portion of the area is listed as part of the Lake Eucumbene and Lake Jindabyne scenic protection area, as is the area between the sites northern edge and Lake Jindabyne.

### Aboriginal Cultural Significance

\_ Two pockets in the site, the north west corner and land set aside for the Southern Connector Road, are listed as having moderate Aboriginal Cultural Significance.

### Vegetation

- \_ Patches of high value (Tier 1) vegetation remain on the land, scattered across some of the steeper areas. These have value for conservation either in local parks, streetscapes, or on larger lots especially on the ridge tops. Removal of this vegetation would also require offsetting.
- \_ Parts of West Jindabyne Sub-Precinct are steeply sloping and not all land is easily developable. However many other parts of Jindabyne also have steeper terrain which often lends towards multi-level buildings taking advantage of lake views and northerly aspects.
- \_ Where development is not possible, steep lands provide opportunity for greening.

### Aerodrome nearby

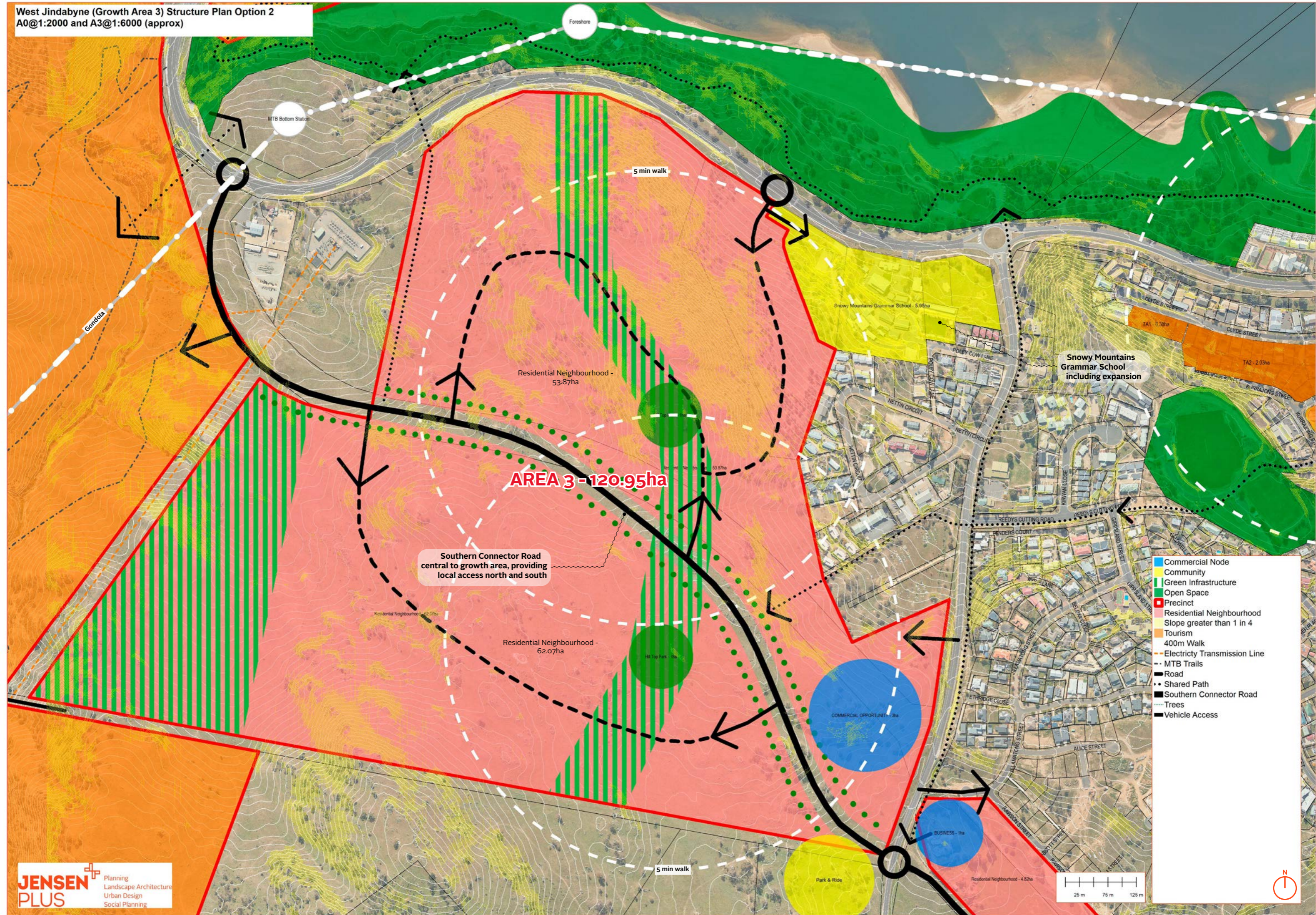
- \_ Potential impacts from the future development of the nearby Jindabyne Aerodrome (such as from noise) are not known at this time, and may also affect the potential growth of this area.



Biodiversity mapping for West Jindabyne

- Legend**
- Major Roads
  - Local Roads
  - Watercourses
  - Waterbodies
  - Investigation Areas
  - TIER 2
  - TIER 3





**AREA 3 - 120.95ha**

Southern Connector Road  
 central to growth area, providing  
 local access north and south

Residential Neighbourhood -  
 53.87ha

Residential Neighbourhood -  
 62.07ha

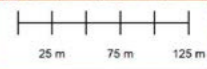
COMMERCIAL OPPORTUNITY - 3ha

BUSINESS - 1ha

Park & Ride

Snowy Mountains  
 Grammar School  
 including expansion

- Commercial Node
- Community
- Green Infrastructure
- Open Space
- Precinct
- Residential Neighbourhood
- Slope greater than 1 in 4
- Tourism
- 400m Walk
- Electricity Transmission Line
- MTB Trails
- Road
- Shared Path
- Southern Connector Road
- Trees
- Vehicle Access







(cont.)

## Jindabyne West Sub-Precinct

### LAND USES

#### SUB-PRECINCT PROPOSED LAND USES\*

SUB-PRECINCT	PROPOSED LAND USES*
Jindabyne West Sub-Precinct	_ attached dwellings
	_ dual occupancies
	_ dwelling houses
	_ multi dwelling housing
	_ residential flat buildings
	_ secondary dwellings
	_ semi-detached dwellings
	_ seniors housing
	_ home business
	_ bed & breakfast accommodation
	_ hotel or motel accommodation
	_ serviced apartments
	_ restaurants or cafes
	_ take-away food & drink premises
	_ neighbourhood shops
	_ roads
	_ centre-based child care facilities
	_ home-based child care
	_ signage
	_ boat launching ramps
_ public open space	
_ specialised retail premises (e.g. ski hire at Barry Way centre)	
_ environmental protection works	
_ retail premises	
_ car park	
_ commercial premises	
_ Signage	

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

### Future development

- \_ The Structure Plan proposes a large, efficient and well planned residential and tourism Sub-Precinct to cater for about 960 dwellings.
- \_ Future development focuses on creating a series of residential neighbourhood that are scaled for walking, well connected to town, to local open space including hilltop parks (for local play, views and amenity), to community services and shops, and to essential infrastructure.
- \_ Good proximity and access to Jindabyne, Lake Jindabyne and Kosciuszko National Park via existing and future roads suggests that this area will also be attractive for tourist accommodation uses, as part of the broader housing and accommodation mix.
- \_ A mixed-use business and local service centre is indicated at Barry Way, with good access and visibility from the Southern Connector Road. This centre is expected to cater for local shops and services (but not large format retail like supermarkets), but also for specialised retail and services supporting tourism e.g. ski hire, service stations etc. for visitors who may not wish to stop in Jindabyne town centre.

- \_ At or near this node is potential for a Park and Ride to service the proposed shuttle bus service to access Kosciuszko National Park resorts.
- \_ A network of green infrastructure is proposed across the Sub-Precinct. To reduce the visual impact of development it is desirable to maintain trees and vegetation especially in key locations such as the north-south ridge through the middle of the area, as well as steep land fronting Kociuszko Road. Two hill top parks are planned within the green ridge for local amenity.
- \_ Public realm features also include shared paths, green leafy streets, and links to the adjacent Mountain Bike Park, residential neighbourhoods, town centre and the Lake Jindabyne Shared Trail.
- \_ The 'balance' of the large Snowy Hydro owned property in the west of the Sub-Precinct has potential for a green infrastructure resource including biodiversity offsets (subject to inclusion in a suitable offsets scheme).
- \_ Additional walking and cycling paths around the Sub-Precinct should be developed for superior access and local amenity.

- \_ The Sub-Precinct is bisected by the proposed Southern Connector Road. The route will provide access to these new neighbourhoods (in limited locations), while also conveying through-traffic safely. Local connector streets within the Sub-Precinct are spaced at approx. 800m intervals to provide convenient internal access and movement without concentrating too much local traffic on any local streets.

### STRUCTURE PLAN AREAS

SUB-PRECINCT	
Residential Neighbourhood	60.19ha
Open Space	2ha
Green Infrastructure	27.76ha
Commercial Opportunity	3ha
Residential Lifestyle - Larger Suburban Lots	11.24ha
<b>Total</b>	<b>122.2ha</b>

Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.





**(cont.)**

## Jindabyne West Sub-Precinct

### Rationale for change

The land at West Jindabyne is large, in three ownerships, and is well located close to existing roads and some services. Parts of the land are sloping (common around Jindabyne), but overall the land is developable.

A larger residential development here will go a long way to meeting additional housing requirements.

A portion of the land in the north-east is already zoned residential, with additional land made accessible by the Southern Connector Road and also by the development nearby of the Sports and Education Sub-Precinct including schools and open space.

The residential development is also large enough to support a wide range of housing choices including larger and smaller housing forms, as well as some tourist accommodation.

Some of the area (in the west) is identified in the LEP scenic protection overlay, but the majority of the land is less visible, being screened from Jindabyne and the lake by the land form.

The western leg of the Southern Connector Road, connecting Barry Way to Kociusko Road near Alpine Way, bisects the Sub-Precinct and as such, will need

to be designed to be sympathetic to the neighbouring residential area.

Snowy Mountains Grammar School are also developing a Master Plan including:

- \_ Relocating the NSW Health ambulance site to allow the expansion of the secondary school playground area and the creation of an oval
- \_ Development of new teaching and learning spaces, a new staff centre with associated student services and general learning areas
- \_ New bus bay area at the front of the school grounds
- \_ Establishing a new car parking area to the west of the school grounds. This includes a new entry off Kosciuszko Rd and a proposed roundabout exit from the car parking area and future residential land development to the west (minimum of 120 dwellings).

The proposed Structure Plan includes key elements of this master plan.

### Recommendations for the Master Plan and Delivery Plan/DCP

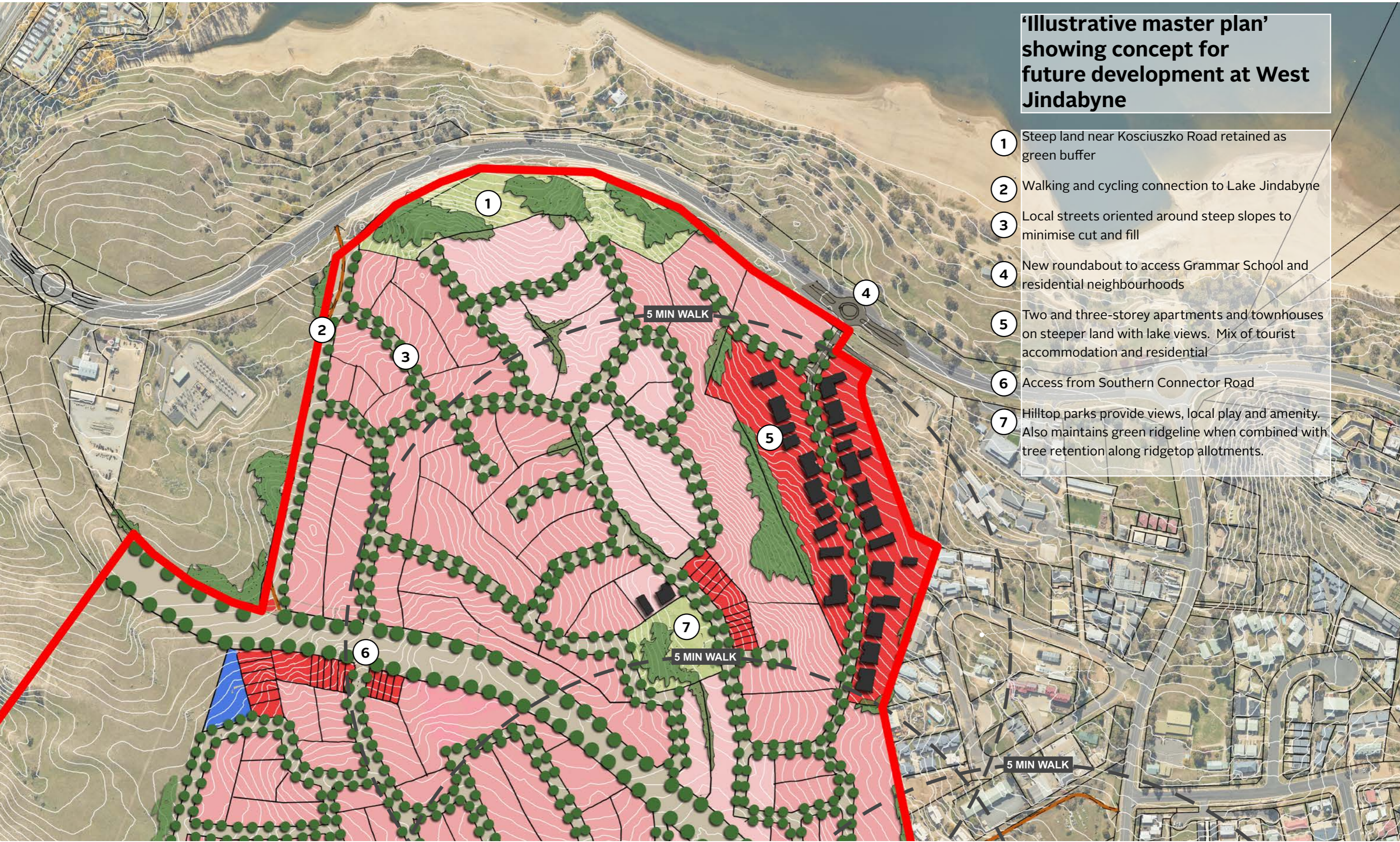
- \_ Facilitate the development of Jindabyne West Sub-Precinct through appropriate zoning and land uses.
- \_ Promote the development of a diversity of lot sizes and housing types to support diversity, housing affordability and lifestyle choice.
- \_ Guide the form, scale, and height of buildings, street and public spaces to create a high quality and sustainable residential environment.
- \_ Confirm planning of the Southern Connector Road and any associated infrastructure corridors to facilitate development.



An alternative Jindabyne West Sub-Precinct structure plan has also been considered during the master planning. The main difference being the position of the Southern Connector Road through the Sub-Precinct. This option proposes a road further to the south to avoid severing residential area.

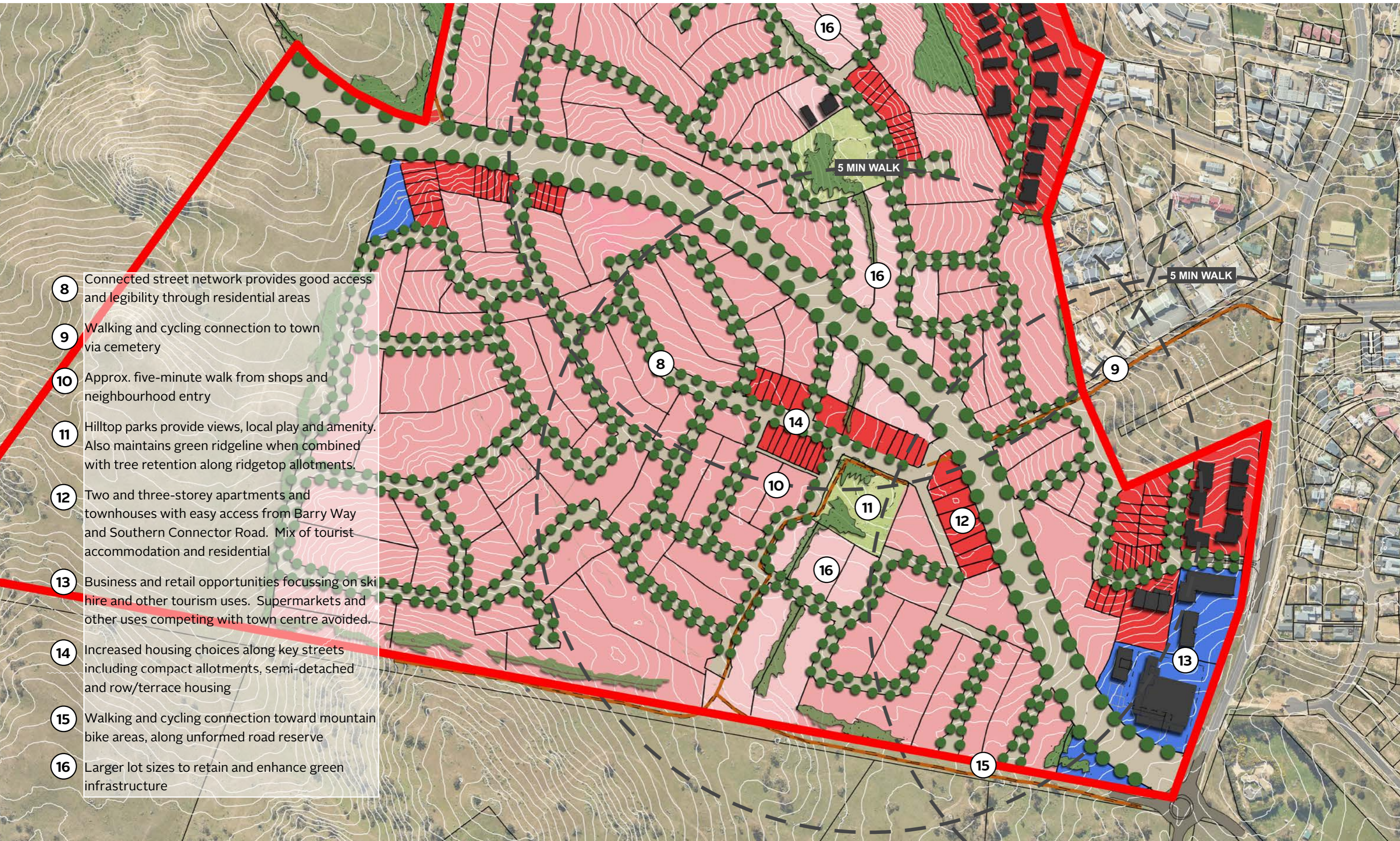


# 'Illustrative master plan' showing concept for future development at West Jindabyne



- 1 Steep land near Kosciuszko Road retained as green buffer
- 2 Walking and cycling connection to Lake Jindabyne
- 3 Local streets oriented around steep slopes to minimise cut and fill
- 4 New roundabout to access Grammar School and residential neighbourhoods
- 5 Two and three-storey apartments and townhouses on steeper land with lake views. Mix of tourist accommodation and residential
- 6 Access from Southern Connector Road
- 7 Hilltop parks provide views, local play and amenity. Also maintains green ridgeline when combined with tree retention along ridgetop allotments.





- 8 Connected street network provides good access and legibility through residential areas
- 9 Walking and cycling connection to town via cemetery
- 10 Approx. five-minute walk from shops and neighbourhood entry
- 11 Hilltop parks provide views, local play and amenity. Also maintains green ridgeline when combined with tree retention along ridgetop allotments.
- 12 Two and three-storey apartments and townhouses with easy access from Barry Way and Southern Connector Road. Mix of tourist accommodation and residential
- 13 Business and retail opportunities focussing on ski hire and other tourism uses. Supermarkets and other uses competing with town centre avoided.
- 14 Increased housing choices along key streets including compact allotments, semi-detached and row/terrace housing
- 15 Walking and cycling connection toward mountain bike areas, along unformed road reserve
- 16 Larger lot sizes to retain and enhance green infrastructure





(cont.)

## Jindabyne West Sub-Precinct



3D model of Jindabyne West Sub-Precinct viewed from the south-west, with the Southern Connector shown to the bottom of the image. Jindabyne town centre to the top right of the image.



3D model of Jindabyne West Sub-Precinct viewed from the south-west, with the Southern Connector shown to the bottom of the image connecting to Kosciuszko Road. Jindabyne town centre to the top left of the image.



Example of low density, compact housing



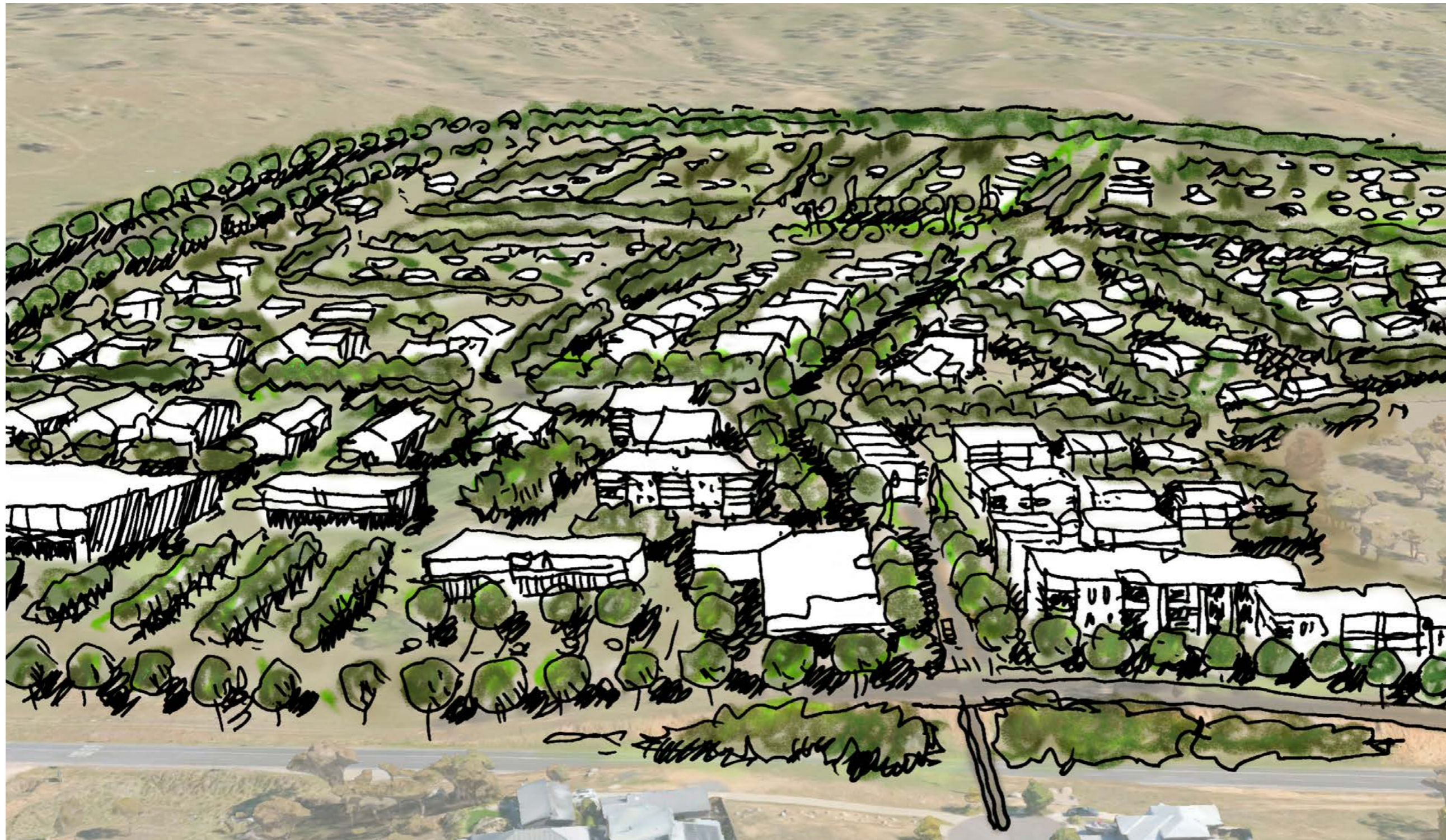
Example of attached housing





(cont.)

Jindabyne West Sub-Precinct



Perspective sketch of Jindabyne West Sub-Precinct looking west from Barry Way, with the Southern Connector at the top of the image.

Higher density development along with commercial facilities are shown closer to Barry Way, with tree lined streets leading into residential neighbourhoods.





## 6.6 East Jindabyne Sub-Precinct

New lakeside residential village and district-scale park servicing communities on east side of Lake

**Developing a ‘Lakeside Village’ and major park to maximise housing, accommodation and lifestyle opportunities in close proximity to Lake Jindabyne and existing infrastructure, to benefit new and existing communities.**

### Introduction

East Jindabyne is an established residential suburb north-east of Jindabyne, overlooking Lake Jindabyne. East Jindabyne is only 3km (in a straight line) from Jindabyne town centre, but the twisting lake shore and undulating terrain make it more than twice this distance to travel between these locations by the shortest route.

The Structure Plan will focus on creating a residential Sub-Precinct and major new public open space on a prominent area of undeveloped land between East Jindabyne and nearby Tyrolean Village.

### Existing conditions

East Jindabyne is a residential area with many larger allotments (over 2,000m<sup>2</sup>) and homes, plus a scattering of tourist lodges and accommodation options, many ageing.

Residential development is often characterised by low-density housing

that responds to the undulating landform. Housing is one or two storey and represents many different styles and fashions from the mid-20th century to present day. Most housing is orientated towards the Lake to take advantage of attractive views.

Although close to the lake edge, there is minimal (no?) formal access, footpaths, or public recreation areas. Instead the foreshore areas are criss-crossed by informal 4WD tracks and walking trails with little obvious management, coordination, equitable access or organised amenity.

There is no path linking East Jindabyne to Jindabyne (although a round-the-lake trail/path is planned). Almost all trips to town are by car, despite the relative proximity.

The land is not grazed (formally) and is covered by grasslands. Environmental surveys have not been undertaken for this area but may be necessary in the future.

### Area \_ 41.6ha

(Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.)



View from proposed residential village over the Lake



Recent detached dwelling with deck facing the lake



Several multi-unit dwellings including dual occupancy and residential flat buildings (two storeys have recently been built in the East Jindabyne / Tyrolean Village area)



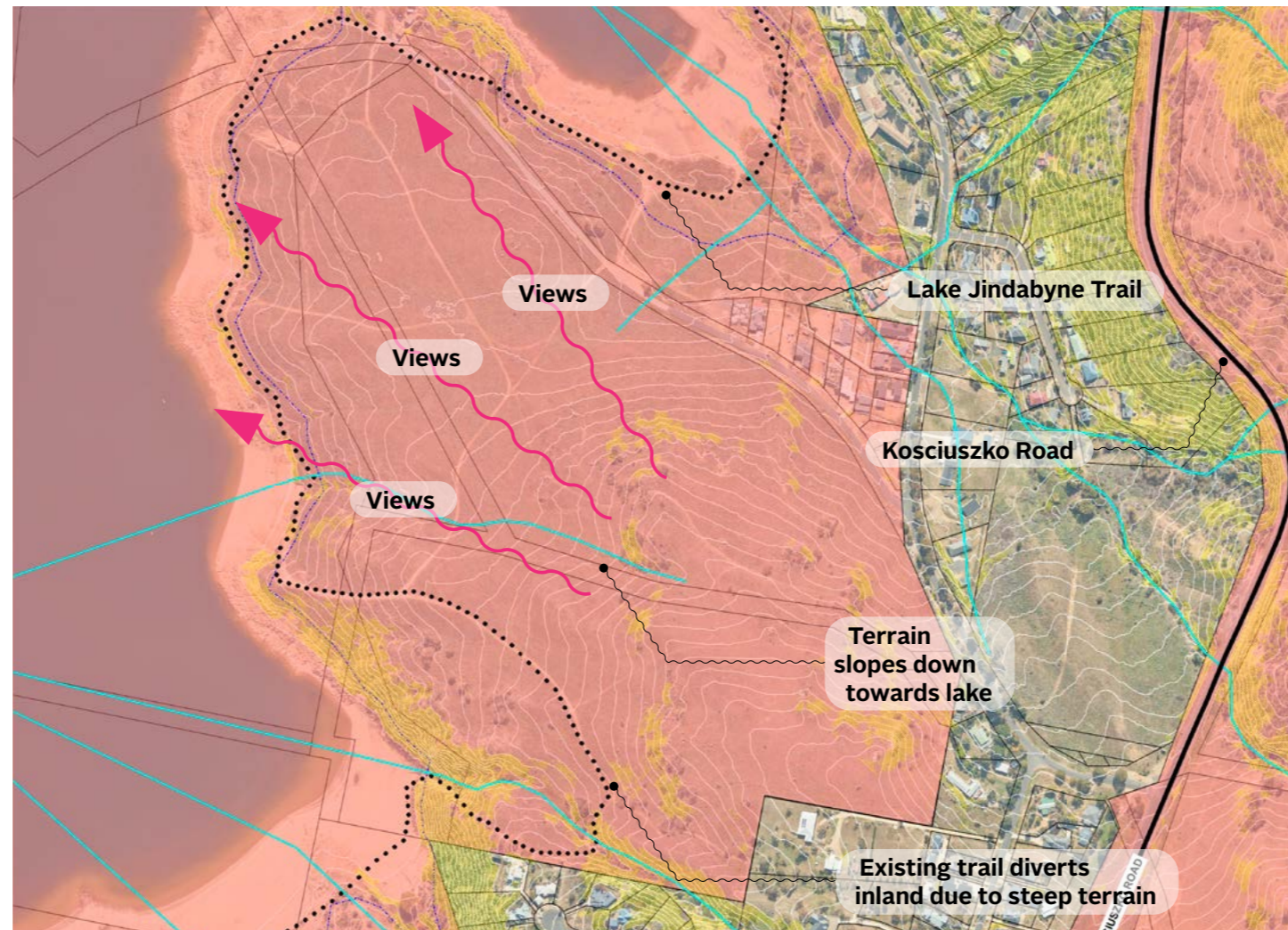


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## East Jindabyne Sub-Precinct

The subject area selected for the East Jindabyne Sub-Precinct is sited in an elevated position with spectacular views to Jindabyne, Lake Jindabyne and the Snowy Mountains.

As with other undeveloped parts of the lake foreshore, the site is located within the Scenic Protection area identified by the Snowy Monaro LEP. This requires for development (under the LEP) to be sensitively considered in this location and to demonstrate that it does not have an unacceptable visual impact on the scenic quality of the area when viewed from Lake Jindabyne or from a public space.



- Scenic Protection
- Slope greater than 1 in 4
- Unknown Area Type
- Arterial Road
- Lake Jindabyne Full Levels
- Shared Path
- Water Course

### Existing conditions continued

#### Scenic Protection Area

\_ A large portion of the area is listed as part of the Lake Eucumbene and Lake Jindabyne.

#### Aboriginal Cultural Significance

\_ Aboriginal Cultural Significance mapping was not undertaken for this area and may be necessary moving forward.

#### Bioregion

- \_ Although not fully surveyed, this location is known to a high quality natural temperate grassland environment,
- \_ Conservation of a large part of this grassland would have a large benefit to the region's ecology, and introduction of other vegetation forms such as large treed areas is not encouraged.
- \_ Detailed biodiversity surveys have not been undertaken and may be necessary moving forward



**East Jindabyne (Growth Area 4) Structure Plan**  
**A1@1:2000 and A3@1:4000**

Round the lake trail in new public open space areas.

5 min walk

Opportunity for café or small business at edge of park. Could be pop-up with minimal infrastructure and seasonal use.

Open space boundary offset 10 from existing path

New residential neighbourhood in elevated position with lake and town views

Housing fronting Old Kosciuszko Road to provide strong address. No back fences.

Residential pocket with larger lots where constrained by vegetation and creeks + provide separation from Kosciuszko Road.

Footpath connection along creek

**AREA 4A - 34.4ha**

**AREA 4B - 7.2ha**

New Public Open Space comprising >20% of total East Jindabyne development precinct. Functions include conservation of grasslands, passive recreation, walking and cycling trails, seating nodes, small scale nature play

Opportunity for increased height and density adjacent to park, without blocking views from land behind.

Round the lake trail through residential neighbourhood. Local street network to accommodate.

Housing fronting Jerrara Drive to provide attractive entry to East Jindabyne. No back fences.

- APZ
- Commercial Node
- Green Infrastructure
- Large Lots
- Open Space
- Precinct
- Residential Neighbourhood
- Slope greater than 1 in 4
- Tourism Opportunity
- 400m Walk
- Active Frontage
- Road
- Shared Path
- Trees
- Vehicle Access
- Water Course
- Views







(cont.)

## East Jindabyne Sub-Precinct

### LAND USES

SUB-PRECINCT	PROPOSED LAND USES*
East Jindabyne Sub-Precinct	_ attached dwellings
	_ dual occupancies
	_ dwelling houses
	_ multi dwelling housing
	_ residential flat buildings
	_ secondary dwellings
	_ semi-detached dwellings
	_ seniors housing
	_ home business
	_ bed & breakfast accommodation
	_ hotel or motel accommodation
	_ serviced apartments
	_ restaurants or cafes
	_ take-away food & drink premises
	_ neighbourhood shops
	_ roads
	_ centre-based child care facilities
	_ home-based child care
	_ signage
	_ boat launching ramps
	_ public open space
	_ environmental protection works
	_ Signage

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

### Future development

- \_ The Structure Plan proposes to develop a new residential neighbourhood in East Jindabyne to increase housing supply in an attractive and popular location. The potential for around 400 dwellings has been identified.
- \_ The largest area (A, 24.25 hectares) allows a well structured residential neighbourhood development in an elevated position with Lake and town views. The village will front a new 9ha public open space comprising of conserved grasslands, passive recreation, walking and cycling trails, seating nodes and small scale nature play areas. The proposed 'around the Lake trail' will also extend through this area connecting to Jindabyne town centre to the south-west, and continuing around the lake to the north.
- \_ An enabler of more walking and cycling to Jindabyne and a demonstration of sustainable development would be the construction of an active transport bridge across the lake linking Tyrolean to Banjo Paterson Park, greatly reducing the distance and travel time from eastern suburbs, making a tourist attraction and taking some pressure off Kosciuszko Road including at the dam wall.
- \_ Residential development as well as tourist

accommodation that takes advantage of the attractive lakeside settings are envisaged for Area A. An opportunity for increased height and density adjacent to the park (without blocking views from land behind) has been identified.

- \_ Good quality urban design principles should inform development here, targeting connected, compact and walkable streets (helping to encourage walking and cycling); local open space focal points and lake access, a variety of housing, protection of environmental values, quality landscape design, efficient use of infrastructure, and placemaking.
- \_ The smaller Area B (7.2 hectares) allows for new residential development with an opportunity for a residential pocket for larger lots (e.g. 1000m<sup>2</sup>) where constrained by vegetation and creeks.
- \_ Small-scale commercial opportunities such as a cafe, shop, child care (or pop ups) are also proposed in visible and accessible locations.

### STRUCTURE PLAN AREAS

SUB-PRECINCT	
Residential Neighbourhood	31.66ha
Open Space	9.92ha
Green Infrastructure	3.83ha
Commercial Opportunity	1ha
Residential Choice - Medium Density Residential Lifestyle - Larger Suburban Lots	4.05ha
	2.38ha
<b>Total</b>	<b>41.6ha</b>

Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc





**(cont.)**

## East Jindabyne Sub-Precinct

### Rationale for change

- \_ Many of Jindabyne's most attractive locations enjoy lakeside settings. In fact many of Australia's best addresses are near water. Developing a new 'Lakeside Village' will maximise housing, accommodation and lifestyle opportunities close to one place people want to be, the water - emphasising Lake Jindabyne as a focal point.
- \_ The land at East Jindabyne is relatively large, in one ownership, well located close to existing roads and services, and sloping but not excessively so (helping to maximise views from many locations), all of which support its develop-ability (subject to environmental surveys). A larger residential development here will go some way to providing the new long term housing and accommodation requirements including more than 400 dwellings.
- \_ The inclusion of a large public open space, filling a major gap in local amenity to the sizable populations of East Jindabyne and Tyrolean Village, will provide a broader benefit to the existing community as well as new residents, and help address a deficiency in lakeside access and maintenance.

- \_ The residential development is also large enough to support a wide range of housing choices including larger and smaller housing forms, as well as some tourist accommodation.
- \_ A desire for more community amenities and services (potentially including a cafe or shop), will also be more realistic if a larger resident population develops in the area.
- \_ As a lakeside development option there is also sensitivity around development on the western side of the lake due to its potential impact on views across the lake towards the mountains.
- \_ A large lakeside park as part of the development will reduce the visual impact.
- \_ About half the land is zoned General Residential in the LEP, with the balance Private Recreation. The proposal is generally consistent with the long term strategic planning intent.

### Recommendations for the Master Plan and Delivery Plan/DCP

- \_ Facilitate the development of the East Jindabyne Sub-Precinct through appropriate zoning and land uses.
- \_ Promote the development of a diversity of lot sizes and housing types to support diversity, housing affordability and lifestyle choice.
- \_ Guide the form, scale, and height of buildings, street and public spaces to create a high quality and sustainable residential environment.
- \_ Develop the new lakeside park as a priority to provide for existing communities as well as stimulating new development.





## 'Illustrative master plan' showing concept for future development at East Jindabyne



- 1 New East Jindabyne park
- 2 Park-side café or small business opportunity on corner
- 3 Two and three-storey walk-up apartments overlooking park and lake, mix of tourist accommodation and residential
- 4 Two-storey attached and semi-detached houses face Old Kosciuszko Road, with rear lane access for garaging
- 5 Larger residential lots average 1000m<sup>2</sup>, enables increased tree retention and garden space
- 6 Creek and local drainage, 30m riparian vegetation either side with walking and cycling paths
- 7 Back gardens of new housing abuts rear of existing residential properties
- 8 50m green buffer for visual screening along Kosciuszko Road
- 9 Convenience retail, small business, local services e.g. child care opportunity
- 10 Jerrara Drive remains primary access to East Jindabyne
- 11 Round the lake trail diverts into neighbourhood
- 12 Local streets oriented around steep slopes to minimise cut and fill





(cont.)

East Jindabyne Sub-Precinct



3D model of East Jindabyne Sub-Precinct viewed from the north-east, with Lake Jindabyne shown to the top of the image. The new East Jindabyne Park is shown in green to the right.



3D model of East Jindabyne Sub-Precinct viewed from the south-east, with Lake Jindabyne shown to the top of the image. The new East Jindabyne Park is shown in green to the top.





## 6.7 Leesville Sub-Precinct

Expansion of Leesville Industrial Estate to accommodate future demand for industry and commercial land uses

**The Leesville Sub-Precinct Structure Plan supports growth and investment for local businesses and industries at Jindabyne’s principal industrial estate. The plan balances growth with the protection of high value vegetation and landscapes.**

### Introduction

Leesville Industrial Estate is the principal industry and commercial area for Jindabyne (and the Special Activation Precinct), and accommodates a diversity of light industrial, manufacturing and commercial businesses.

The estate is located about 3km south of Jindabyne town centre, and is recognised as a valued contributor to the local economy, with over 45 allotments developed for industry and commercial uses.

The estate is being progressively developed by Snowy Monaro Regional Council. Its accessible position off Barry Way, well set back from the road, provides a well-screened interface from nearby rural and tourism uses.

### Existing conditions

A landscape buffer surrounding the estate aids in separating and protecting neighbouring landowners and residents from potential amenity impacts from industry land uses.

The steepness of and vegetation present on undeveloped parts of the Council-owned property to the west of existing lots poses a development constraint.

A historic property adjacent (north) of Leesville at the corner of Barry Way and Tinworth Drive contains several heritage listed sites including the Leesville Hotel, Cottage and Woolshed.

Developed and undeveloped land within the Council-owned/developed Leesville Industrial Estate is zoned General Industrial.

Only a small number of constructed lots are undeveloped with a future Stage 3 of 21 lots DA approved but not constructed. Land to the north and south of the estate is zoned Primary Production under the LEP.

## Area \_ 22.07ha

(Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.)



Leesville Industrial Estate is set back 150m from Barry Way, providing visual separation



The estate is well developed including many businesses servicing the ski and tourist industries



A diversity of service industries, light manufacturing and business support services can be found at Leesville





(cont.)

Leesville Sub-Precinct

**Additional investigations required**

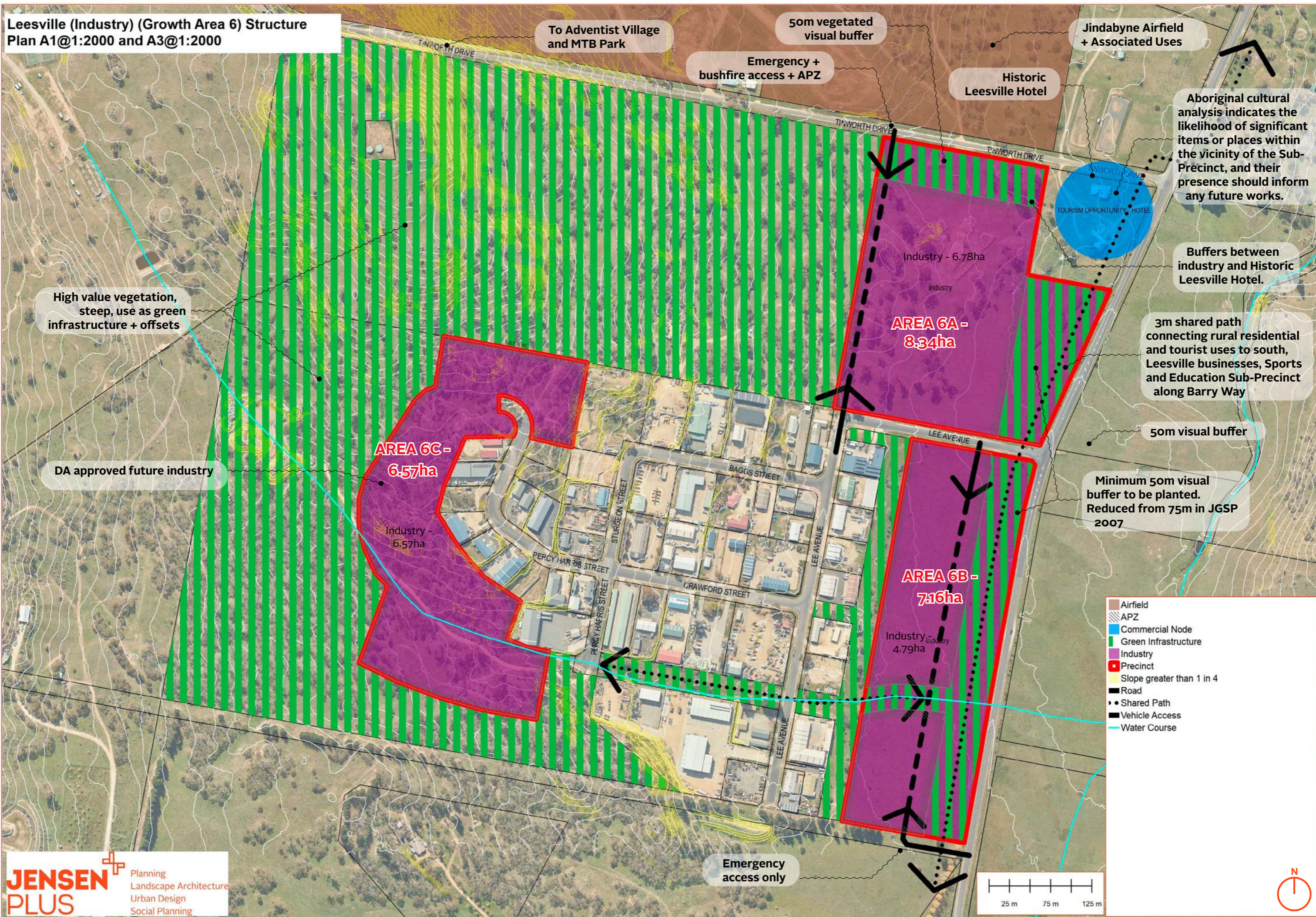
- \_ Environmental and heritage survey data has not yet been fully gathered for this Sub-Precinct. However it is known that high value vegetation is present on most undeveloped land parcels.
- \_ Development near the historic Leesville Hotel requires careful consideration as Aboriginal cultural analysis indicates the likelihood of significant items or places within the vicinity of the Sub-Precinct, and their presence should inform any future works.
- \_ Potential impacts from the future development of the nearby Jindabyne Aerodrome (such as from noise) are not known at this time, and may also affect the potential growth of this area.



- ACH Moderate Potential
- Scenic Protection
- Slope greater than 1 in 4
- Tier 1 Vegetation
- Tier 2 Vegetation
- Tier 4 Vegetation
- Arterial Road
- Arterial Road
- Lake Jindabyne Full Levels
- Water Course



**Leesville (Industry) (Growth Area 6) Structure Plan A1@1:2000 and A3@1:2000**







(cont.)

## Leesville Sub-Precinct

### LAND USES

SUB-PRECINCT	PROPOSED LAND USES*
Leesville Sub-Precinct	Light industries (including artisan food and drink industry, high technology industry, but not home industry)
	General industries
	Hardware & building supplies
	Vehicle body repair workshops
	Vehicle repair stations
	Storage premises
	Garden centres
	Depots
	Warehouse or distribution centres
	Local distribution premises
	Landscaping material supplies
	Wholesale supplies
	Environmental protection works
	Electricity Generating Works (eg small scale renewables)
	Take-away food & drink premises (small scale, no drive-through)
	Freight transport facilities
	Roads
	Transport depots
	Truck depots
	Industrial training facilities
Signage	

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

### Future development

- \_ Three areas totalling 22.07 hectares have been included in the Structure Plan to accommodate a large proportion of future industrial land supply anticipated for the 40 year timeframe of the Master Plan, and to preserve flexibility to respond to market demand for industry and employment uses in Jindabyne.
- \_ An industry mix which includes businesses to service the ski and tourist industry, and local service industries such as construction, is expected to continue. It is also possible that new areas of growth - for example artisan food and drink manufacturers - may wish to establish and expand in the area. Indeed there is some evidence of this already happening at Leesville.
- \_ One area (6.57ha) forms an already planned westward estate expansion (Stage 3 expansion) at the end of Percy Harris Street and behind existing development fronting onto Percy Harris Street.
- \_ A new area of growth (~8ha) is proposed on the north side of Lee Avenue close to Barry Way.
- \_ An area (~7ha) is proposed south of Lee Avenue, within the existing buffer area to Barry Way.

- \_ The development order and sequencing of these areas is dependant on market supply, demand and drivers.
- \_ Outside of these areas, vegetation and landscapes (including high value vegetation) will not be developed for industry uses. This surrounding land will be maintained and utilised as green infrastructure with multiple values including potentially as environmental offsets (subject to suitability under a relevant offset scheme).
- \_ The Structure Plan also promotes tourism and recreational development opportunities at and around the historic Leesville Hotel, by providing separation and buffers from industry land uses. The details of these elements is to be confirmed by further site-based master planning.
- \_ The green buffer between Barry Way and Leesville will be part-developed with the remainder developed with greening, as well as a 3m wide shared walking and cycling pathway which connects rural residential and tourist land uses to Leesville and the Sports and Education Sub-Precinct along Barry Way.

### STRUCTURE PLAN AREAS

SUB-PRECINCT	PROPOSED LAND USES
Industry + Commercial Green	16.82ha
Infrastructure	5.25ha
Total	22.07ha

Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc





(cont.)

## Leesville Sub-Precinct

### Rationale for change

- \_ Advice from CIE is that the future Special Activation Precinct growth of visitation and population will create a need for about 20 ha of industrial land (excluding roads, drainage and other non-industry land). While Leesville continues to provide the primary cluster of industry and commercial use, it is expected that some of this 20ha of development may happen on other land in and around Jindabyne, as well as outside the Special Activation Precinct (e.g. Berridale or even Cooma).
- \_ The proposed Structure Plan includes ~22ha of land and provides substantial growth opportunity, to leverage the existing industry cluster, while also introducing the opportunity for industry estate development by a second landowner.
- \_ At the same time the Structure Plan proposes environmental protections be applied to surrounding landscapes, to support the broader sustainable development objectives of the Special Activation Precinct.

### Recommendations for the Master Plan and Delivery Plan/DCP

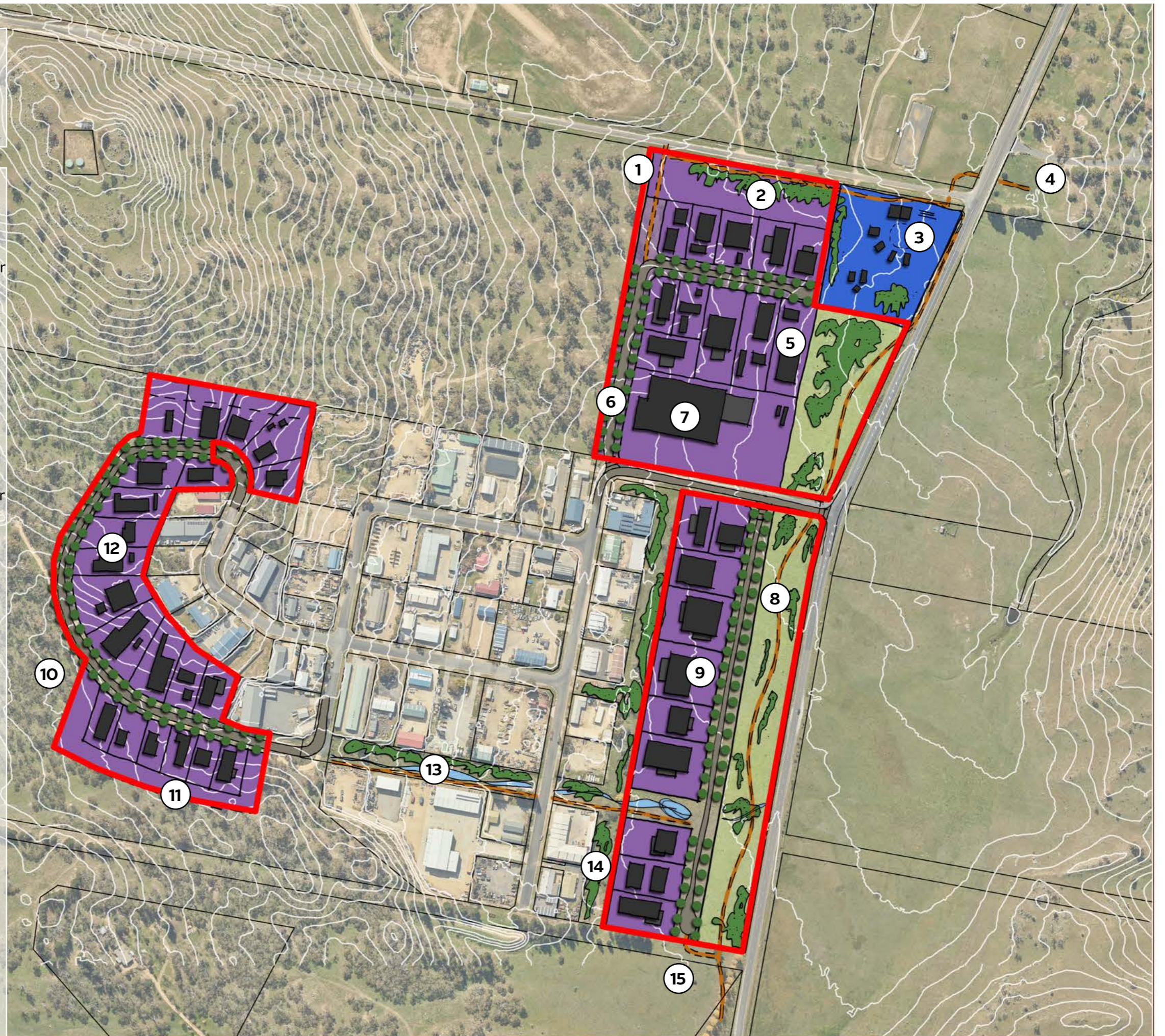
- \_ Facilitate the development of the Leesville Sub-Precinct through appropriate zoning and land uses.
- \_ Promote the development of a diversity of lot sizes and business uses to support local economic development and provide flexibility.
- \_ Enable limited use for hardware, garden centre and trade retail to free up land in other parts of Jindabyne, but avoid general retail uses developing.
- \_ Guide the form, scale and height of buildings to create a high quality commercial precinct and minimise visual impacts including from Barry Way.
- \_ Develop green buffer areas early including along Barry Way.





## 'Illustrative master plan' showing concept for future development at Leesville

- 1 Emergency access and walking/cycling
- 2 50m green buffer for visual screening and bushfire Asset Protection Zone
- 3 Heritage listed Leesville Hotel, opportunity for tourism development
- 4 Shared path connection into the Sports and Education Sub-Precinct
- 5 Industry and commercial uses on 2000-4000m2 allotments
- 6 Local street (20m reserve) for access and bushfire separation
- 7 Large, accessible site of 2ha suitable for major business, trade supplies, or hardware etc
- 8 Minimum 50m green corridor for biodiversity and visual screening, with 3m shared path connecting to tourism and rural residential areas to south
- 9 Commercial sites of 2000-4000m2 with good visibility from Barry Way
- 10 Elevated and vegetated land west of industry areas managed for environmental benefits including potentially offsets
- 11 Bushfire separation and Asset Protection Zone
- 12 Future Stage 3 of Leesville Estate
- 13 Local green corridor for drainage, greened with vegetation, including footpaths and seating for worker access and amenity
- 14 Drainage and water sensitive stormwater design
- 15 Emergency access only







**(cont.)**

## Leesville Sub-Precinct



3D model of Leesville Sub-Precinct viewed from the east with Barry Way shown to the bottom of the image





## 6.8 Sports and Education Sub-Precinct

New schools precinct + centre for high performance winter sports + community sports

**The Sports and Education Sub-Precinct Structure Plan supports the establishment of new schools and education facilities, and world-class sporting facilities to service Jindabyne and the broader Snowy Mountains Region, aligning with the Special Activation Precinct Vision and aspirations.**

### Introduction

The Sports and Education Sub-Precinct will form an important community hub for the Snowy Mountains comprising Jindabyne’s new primary, secondary and tertiary education facilities, along with a world class high performance sports centre and community sporting facilities. The Sub-Precinct is located 1.3 km south of the Jindabyne town centre.

### Existing conditions

The Sports and Education Sub-Precinct is ~96ha hectares in area, combining the Jindabyne Sport and Recreation Centre (JSRC) with a smaller area of Crown Land adjacent.

The northern portion of the Sub-Precinct comprises the Crown land and is subject to a Native Title claim. This land falls from Barry Way towards a watercourse running through it, and aside from a dwelling with associated outbuildings in the northern corner, is utilised for grazing. This parcel is highly visible from Barry Way.

Most of the site is undulating, with two large flat areas positioned adjacent Barry Way and in the location of the existing sports field and running track. The precinct falls down from Barry Way into a valley within the northern portion, and rises above Barry Way within the southern portion, providing expansive views across to Jindabyne and the lake.

JSRC already accommodates the High Performance and Community Sport facilities, associated athlete self-contained accommodation, student camp accommodation, and sports infrastructure facilities and associated student camp accommodation.

The facilities underwent a benchmark assessment as part of the Jindabyne Regional Sport Hub Feasibility Study and found to be lacking in a number of capabilities to serve as the desired Regional Sports Hub focused on high performance winter sports.

The valley accommodating the future Southern Connector Road alignment is located to the north-east of the Sub-Precinct and offers an opportunity for future access.

## Area \_ ~96ha

(Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.)



Athletics track



View of the existing Sport and Recreation site from a high point onsite



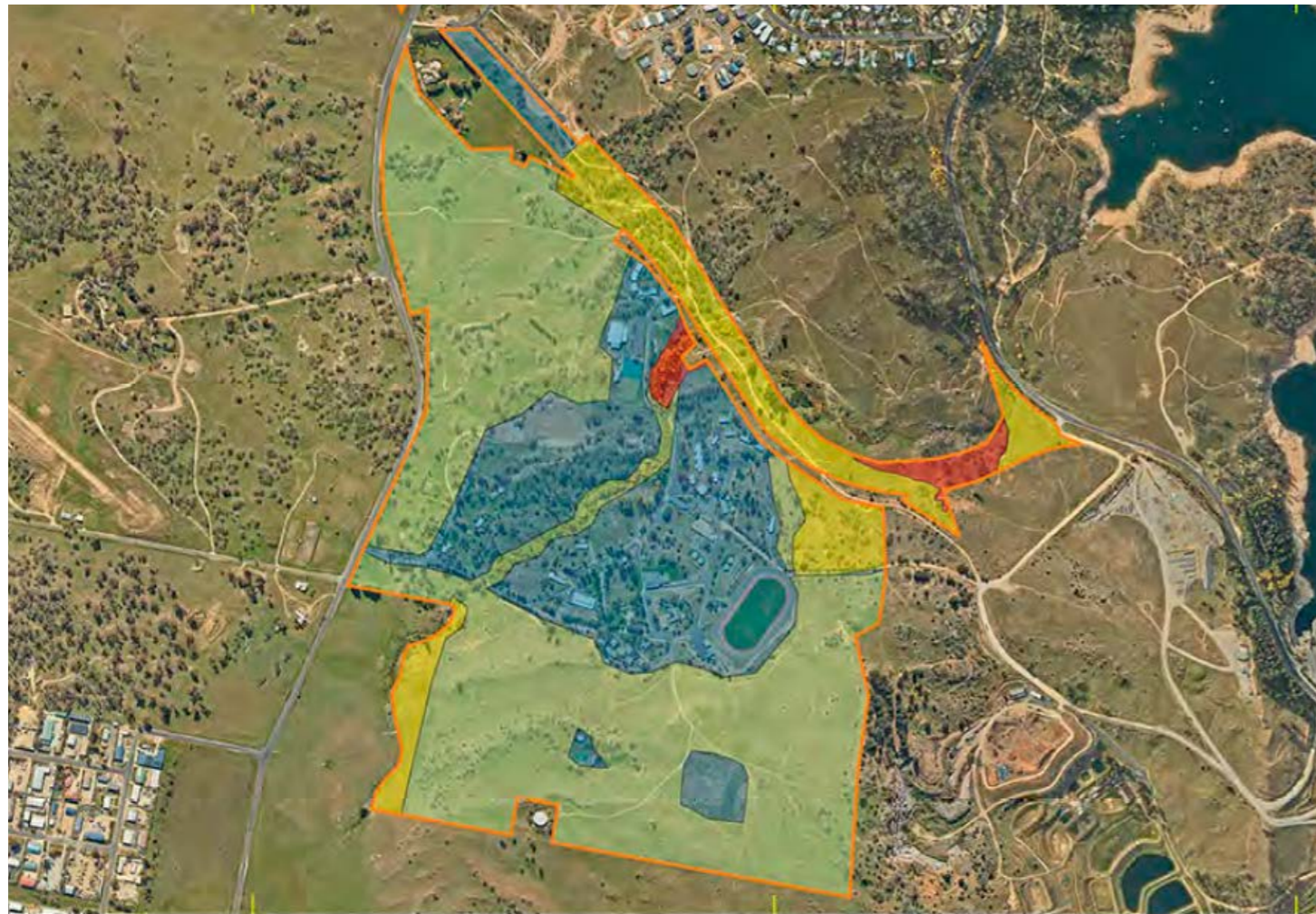
Inside the main gymnasium



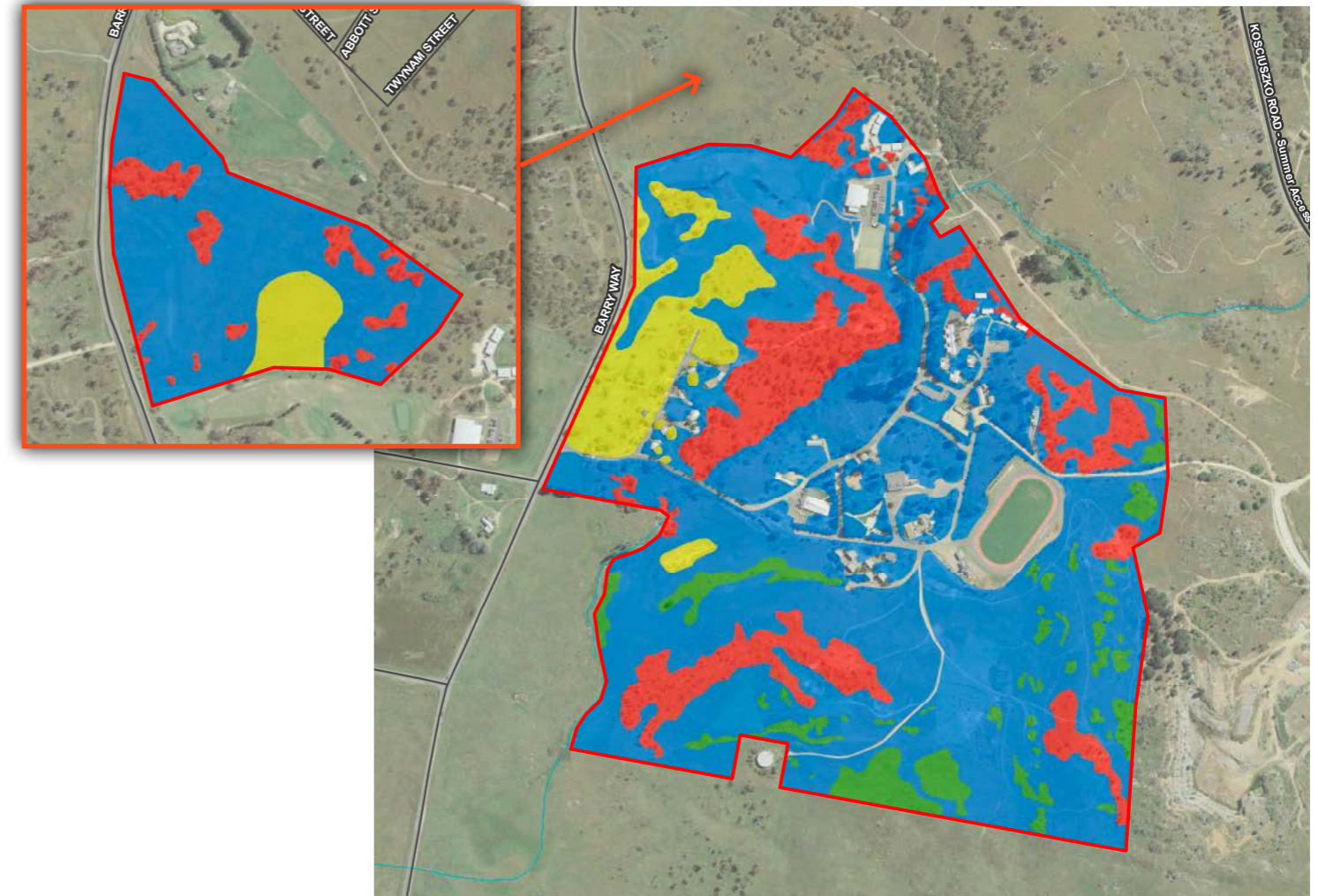
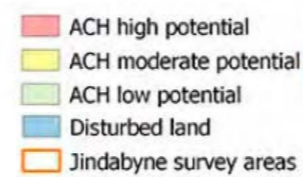


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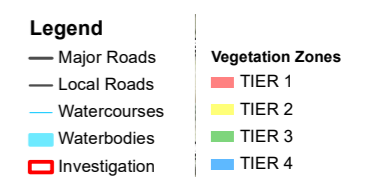
Sports and Education Sub-Precinct



\_ Aboriginal Cultural Heritage surveys highlight areas of high and moderate potential associated with a water course that runs through the site, as well as an area of moderate potential in the north-east corner.



\_ Environmental surveys across the site highlight the highest value biodiversity and vegetation location is the major north-south gully and slopes, as well as patches on higher land to the south and north-west.





# Structure Plan

Bridge providing safe pedestrian and cyclist access across the Southern Connector Road

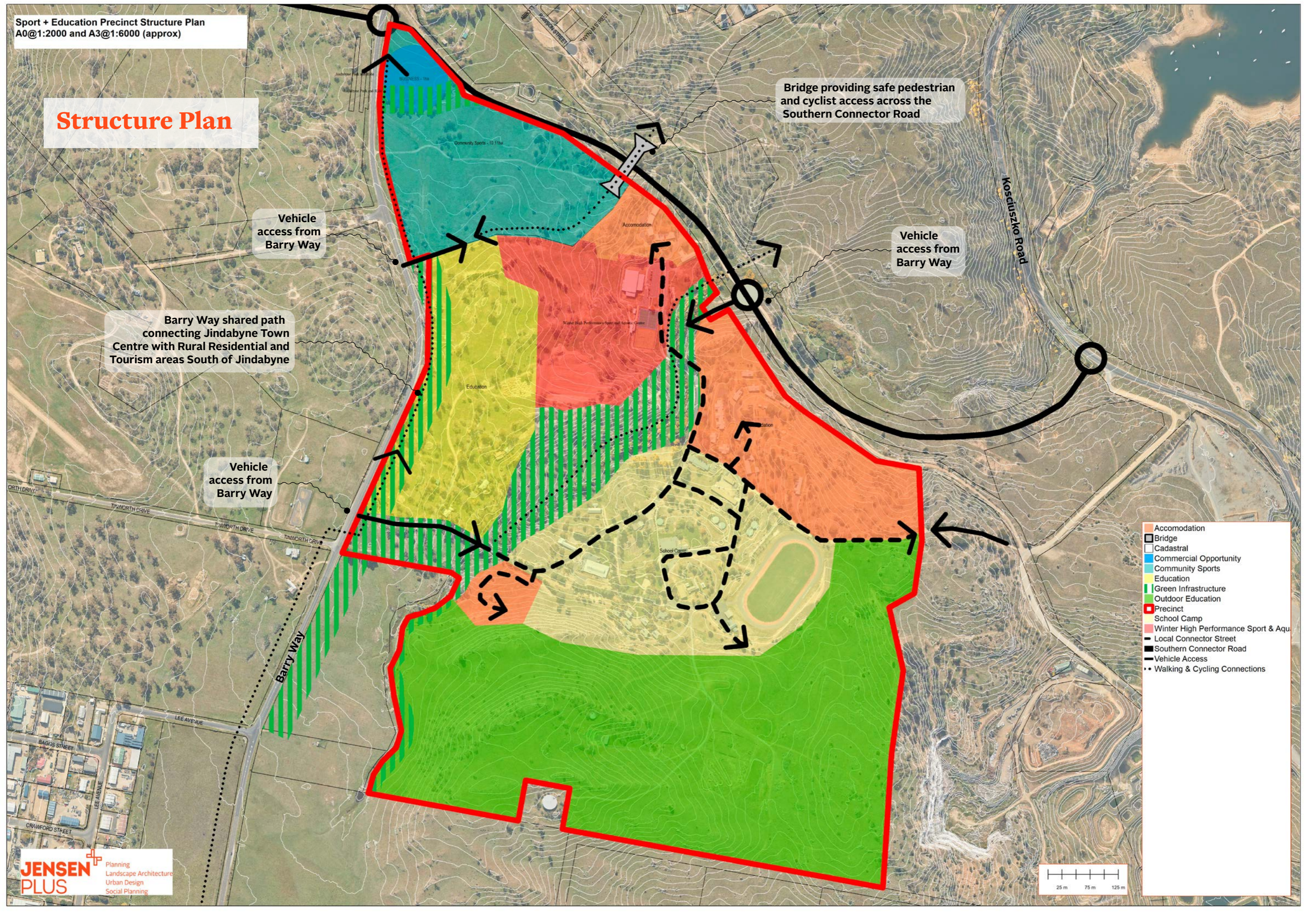
Vehicle access from Barry Way

Vehicle access from Barry Way

Barry Way shared path connecting Jindabyne Town Centre with Rural Residential and Tourism areas South of Jindabyne

Vehicle access from Barry Way

- Accommodation
- Bridge
- Cadastral
- Commercial Opportunity
- Community Sports
- Education
- Green Infrastructure
- Outdoor Education
- Precinct
- School Camp
- Winter High Performance Sport & Aqu
- Local Connector Street
- Southern Connector Road
- Vehicle Access
- Walking & Cycling Connections







(cont.)

## Sports and Education Sub-Precinct

LAND USES		
DEVELOPMENT TYPE	PROPOSED LAND USES*	
Health / Education / Community	– Educational establishments	
	– Health services facilities	
	– Centre-based child care	
	– School-based child care	
	– Community facilities	
	– Public administration building	
	– Research stations	
	– Recreation areas	
	– Recreation facilities (indoor)	
	– Recreation facilities (outdoor)	
	Commercial	– Office premises
		– Restaurants and cafes
		– Kiosks
– Markets?		
– Function centre		
– Bed and breakfast accommodation		
– Serviced apartments		
– Camping grounds		
Tourist + visitor accommodation	– Eco-tourist facilities	

LAND USES	
DEVELOPMENT TYPE	PROPOSED LAND USES*
Residential accommodation	– Attached dwellings (staff accommodation only)
	– Dual occupancies (staff accommodation only)
	– Multi-dwelling housing (staff accommodation only)
	– Residential flat buildings (staff accommodation only)
	– Semi-detached dwellings (staff accommodation only)
Other	– Car parks
	– Electricity generating works
	– Roads
	– Signage
	– Environmental protection works

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

The Sub-Precinct is currently within the Primary Production Zone of the LEP, limiting development opportunities.

Surveys have identified sensitive cultural and environmental areas in parts of the site, with pockets of Tier 1 and Tier 2 vegetation, and small pockets of high and moderate potential Aboriginal Cultural Heritage, largely associated with the watercourse that runs through the site.

The JSRC site is heritage listed within the LEP as the “Jindabyne Winter Sports Academy”, with a focus on a small number of lodges originating from the Snowy development scheme. This listing is unlikely to significantly impact further development potential around the site.

The JSRC site has an open campus style setting, with scattered trees and clusters of buildings representing the four zones and activities, mostly positioned centrally and to the north-western

edges of the site. These facilities are connected by a well-maintained internal road network, accessed from Barry Way.

An easement runs through the Sub-Precinct to Barry Way from the water tank on the top of the hill.

The Sub-Precinct abuts the Waste Tip and Sewerage Treatment Plant to the east, positioned on the other side of the hill and, whilst not visible, is subject to odour impacts at times.

The site is perceived to be relatively distant for the community to access, and there is a need to separate general visitors (and traffic) from student and children using the camp facilities.





(cont.)

## Sports and Education Sub-Precinct

### Future development

- \_ The structure Plan supports the redevelopment of the Sports and Education Sub-Precinct into a hub that caters for multiple user groups, balancing the needs of high performance sport, school users, camp users, the broader community and visitors to the Special Activation Precinct area.
- \_ The structure plan supports the expansion of the high performance sport precinct to create a National Winter Olympic Training Centre, providing year round best in class high performance facilities (focussed on winter and snow sports), linked to on-mountain facilities, the local community, education and dedicated athlete and coach accommodation. This will include purpose built buildings and facilities including air bag dry slope jump, dry slope rails park and start gates, push track, ski flex dry slope area and associated water development jump.
- \_ Integrated within the precinct will be a dedicated indoor sport and aquatic centre building incorporating heated indoor pools, indoor courts, gymnastics facilities and a 17 metre high Olympic standard climb wall (externally), all accessible for general community use, as well as athlete use.

- \_ Accompanying new and upgraded facilities will be the establishment of additional athlete, coach and support staff accommodation in two-to-four storey buildings.
- \_ The high performance precinct's location will capitalise on the Southern Connector Road as a new entrance and gateway into the precinct, reducing traffic conflicts with camp facilities and the new schools, and providing a stronger address and connection to the community.
- \_ The education component of the Sub-Precinct will be positioned along the Barry Way frontage, taking advantage of the flatter area of land and exposure to Barry Way. The precinct will incorporate primary and secondary school campuses with shared performance space, library and outdoor courts.
- \_ The schools will be accessed from an internal road running parallel to Barry Way that will accommodate parking and drop-off areas and contribute to the achievement of the required Asset Protection Zones for Bushfire mitigation purposes.
- \_ A TAFE NSW, other tertiary and technical college facilities is expected to be established to the southern end of the precinct, accessed



Example of water ramp ski slopes for athletes to practise aerial manoeuvres  
Source: Mountain Watch, 2020





**(cont.)**

**Sports and Education Sub-Precinct**

both from the internal service road and the existing roadway running from Barry Way.

- \_ Buildings are anticipated to be a combination of single and two storey structures, designed and positioned to maximise passive design principles, and sustainable building management and materials.
- \_ A Community Sporting precinct is envisaged on the Crown land to the north of the precinct, taking advantage of the flatter portions of this location, its high visibility and strong connection to the future residential communities within Jindabyne's Sub-Precincts. These facilities would incorporate a flexible playing field surface suitable for AFL grade / cricket oval and combined rugby/ soccer sporting fields, together with tennis / netball courts, cricket nets, grandstand / club facilities and associated parking areas.
- \_ There are opportunities for commercial development at the Barry Way / Southern Connector Road junction, given the highly exposed nature of this location.
- \_ The Sub-Precinct will be accessed by a new internal road running from Barry Way, with strong pedestrian connections across the existing watercourse through to the

education precinct. And to the residential areas to the north via an overpass across the Southern Connector Road.

- \_ Parking for the facility adjacent to Barry Way is envisaged to potentially also operate as a park and ride facility for other tourist attractions within the Snowy Mountains.
- \_ The structure plan makes provision (possible in the long term) for a future ice rink building within the southern edge of this precinct, connecting to the high performance precinct.
- \_ The school camp precinct will be provided with safer access and movement, through reduced through traffic from the new entrance points on Barry Way and the Southern Connector Road for the other precincts. More controlled access to this space will be provide for better safety for students and support shared zones for the road network to enable walking and cycling throughout this location.
- \_ Future development will include new and upgraded accommodation for staff and camp facilities, including dining, recreation hall, scout hall and rope course, together with upgrades and expansion of accommodation facilities to cater for larger camps and student visitations.



Example of new TAFE NSW NSW campus  
Source: TAFE NSW, 2019



Example of a rope course  
Source: School News Australia, 2017





**(cont.)**

## Sports and Education Sub-Precinct

- \_ The Structure Plan provides for a concentrated location adjacent to the Southern Connector Road for the establishment of a commercial accommodation precinct, building on the existing accommodation in place in this location. This will potentially accommodate 46 four bedroom apartments across this precinct, together with associated parking. The accommodation will be accessed via the shared Southern Connector Road access to the high performance precinct, and pedestrian paths will provide strong connections to this location for occupants.
- \_ The southern portions of the Sub-Precinct will provide for outdoor programs associated with the school camp and community users. This will include the upgrades to the existing running and cycling tracks, new changing facilities and toilets, upgraded and expanded mountain bike skills park and tracks, camp fire

- site, archery range and paint-ball combat areas.
- \_ New facilities will include roller skating biathlon track, laser shooting range, criterium cycling circuit and associated club rooms.
- \_ The existing watercourse will be revegetated and improved to form the green spine through the site that will also become a suitable focal point for many of the First Nation's, historic heritage and flora and fauna interpretation and education. These will be supported by walking and bike paths connecting different parts of the site, rest areas that support the experience of the space and new improved climbing equipment.

### Rationale for change

- \_ The land is a strategic piece of land large enough to accommodate the types of communities envisaged to be needed for

- Jindabyne (such as upgraded and new school).
- \_ The land will have improved accessibility due to the Southern Connector Road's location to its northern boundary.
- \_ There is already a strong community and high performance sports focus to this location.
- \_ The location will be accessible to future Sub-Precincts for Jindabyne to the west along Barry Way, providing for necessary public space and sporting fields for the growing town.
- \_ A concentrated cluster of facilities of this nature provides for the attraction as a destination for athletes, as well as for shared use with the broader community (where appropriate).

### Further Investigations

- \_ APZs have not yet been developed for this precinct and may have an impact on final master planning

## Recommendations for the Master Plan and Delivery Plan/DCP

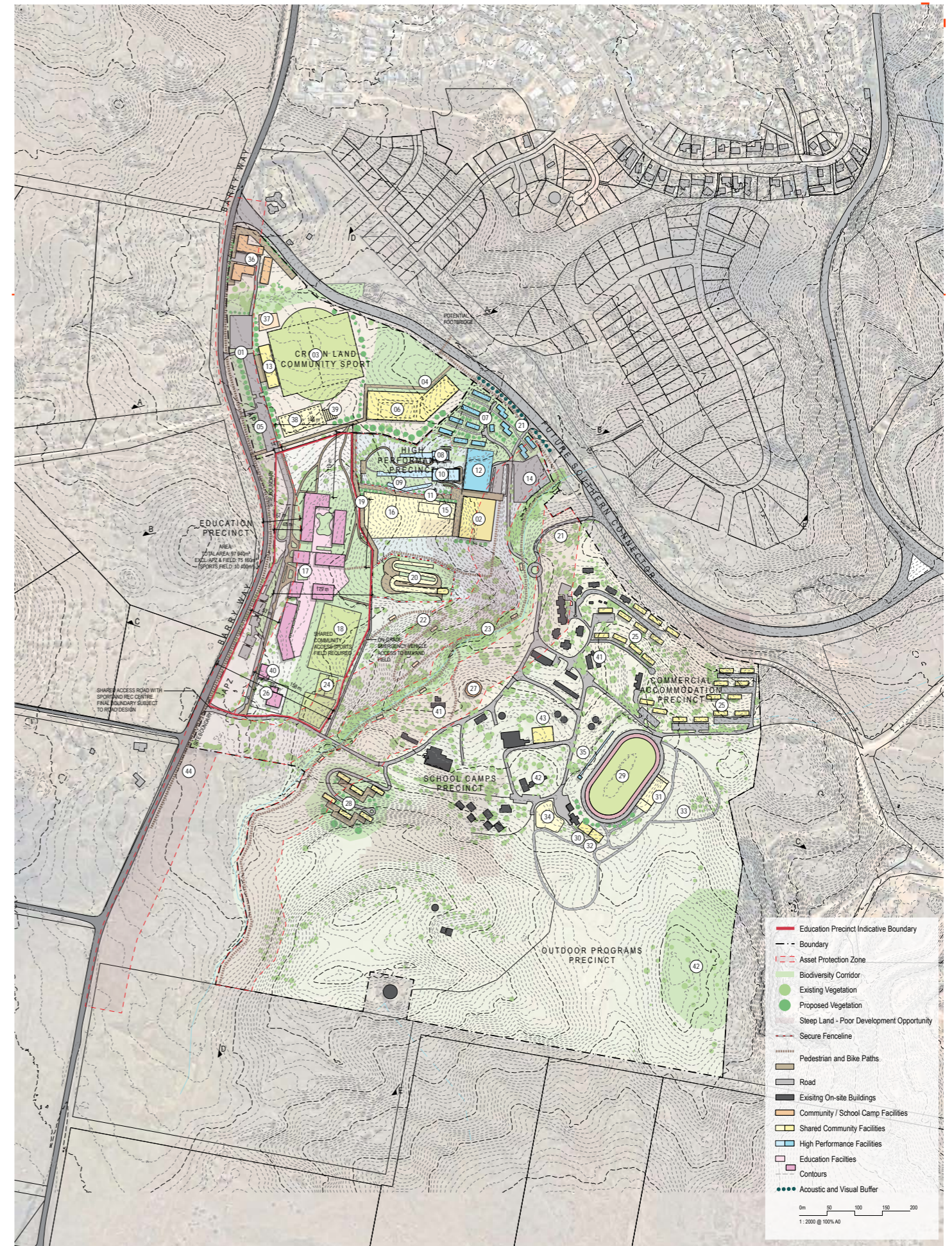
- \_ Facilitate the development of education and sporting infrastructure at the precinct through appropriate sub-precinct and zoning.
- \_ Establish design guidelines for the precinct which support the appropriate placement and design of buildings, car parking and landscaping as a gateway to Jindabyne from the south along Barry Way and with frontage to the Southern Connector Road. This should also include designing large buildings and areas within the sloping environment.
- \_ Identify, design and establish the enabling works that support the delivery of the precinct, particularly those identified for short term development (such as school precinct and high performance and community sport precinct).



**(cont.)**

## Sports and Education Sub-Precinct Master Plan (Populous)

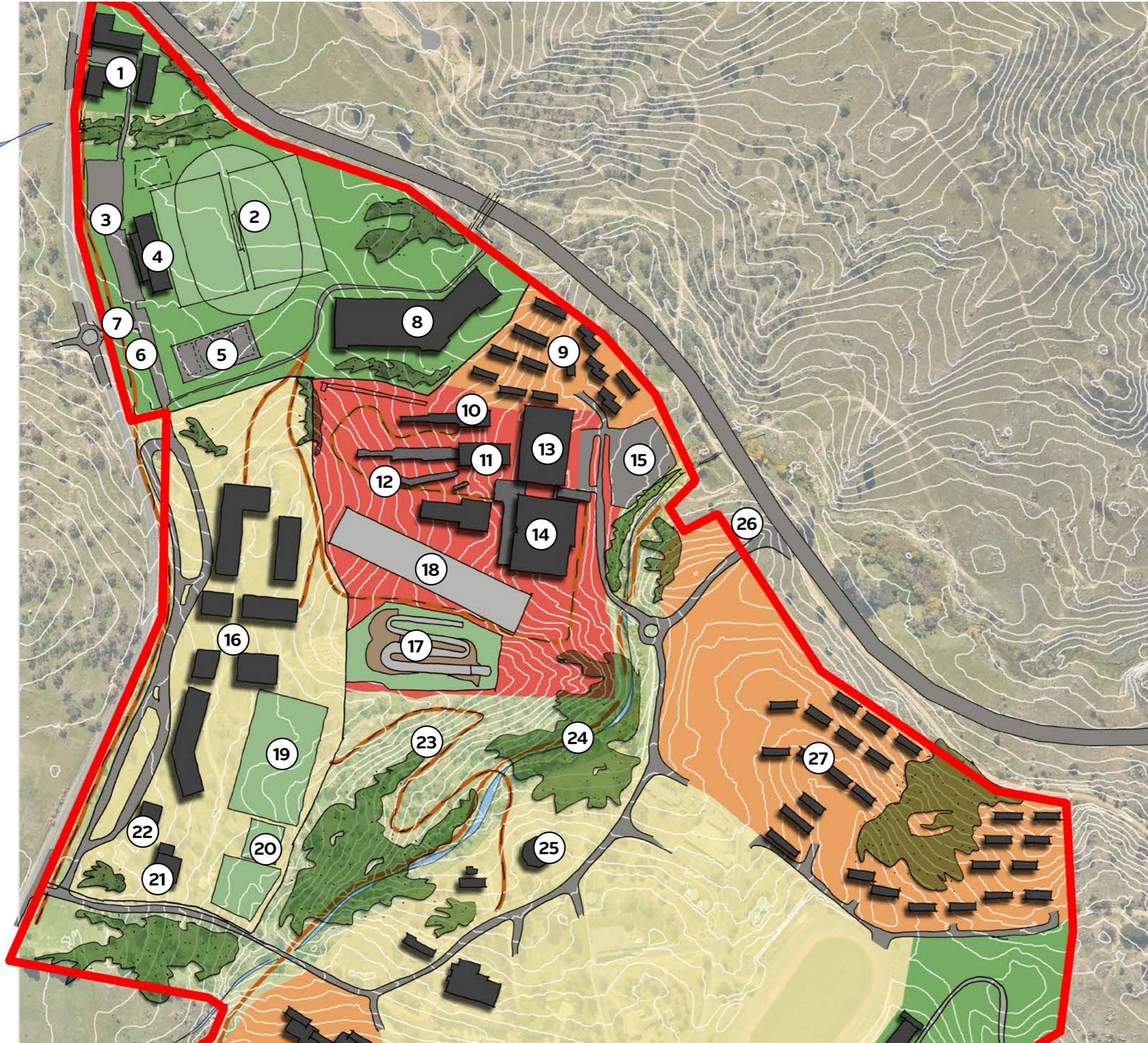
- 01/ Community sport car park (park-and-ride opportunity, potential shared seasonal use).
- 02/ Community sports centre. Built over site of existing courts. Includes 50 metre pool, climbing walls, indoor courts and supporting amenities.
- 03/ Community oval (AFL, Cricket & rectangular sports).
- 04/ Pedestrian path to Southern Connector pedestrian overpass.
- 05/ Community sport dedicated parking.
- 06/ Indoor ice skating rinks.
- 07/ High performance athlete, coach and support staff accommodation. Mix of medium and low density 2-4 storey accommodation buildings.
- 08/ Approved development airbag jump.
- 09/ Approved rails course.
- 10/ Approved high performance airbag jump.
- 11/ Approved start track.
- 12/ High performance training facility. Built over site of existing high performance facility. Contains University Partner facilities.
- 13/ Community oval amenities and grandstand building.
- 14/ Sports precinct parking.
- 15/ Development pool jump.
- 16/ Dry ski slope area.
- 17/ School buildings.
- 18/ School rectangular sports ground with managed community access.
- 19/ Pedestrian access path (emergency vehicle access).
- 20/ BMX track (under construction).
- 21/ Site entry servicing high performance and community sports precinct. To connect with new southern connector. Two options shown. Final option for single entry to be determined upon detailed design.
- 22/ Cultural discovery and history zone path.
- 23/ Biodiversity riparian protection zone bike and pedestrian path. Potential connections offsite. Conservation improvements along riparian corridor.
- 24/ School outdoor courts with managed community access.
- 25/ 2 storey medium density commercial seasonal accommodation buildings. Also to be used for athlete accommodation & school camp overflow.
- 26/ NSW TAFE Connected Learning Centre.
- 27/ Adventure equipment.
- 28/ Low density 1-2 storey on-site staff accommodation buildings.
- 29/ Upgrades to existing athletics track, bike track and oval, to include sports lighting.
- 30/ Change rooms and storage building servicing athletics, biathlon and criterium track areas.
- 31/ Biathlon laser shooting range.
- 32/ Biathlon and criterium club building.
- 33/ Biathlon, roller-ski and criterium track.
- 34/ Mountain bike pump track. Beginner to intermediate level to suit school use.
- 35/ Push track.
- 36/ Commercial development.
- 37/ Children's play area.
- 38/ Community use outdoor courts.
- 39/ Community use cricket nets.
- 40/ New university campus.
- 41/ Heritage lodges.
- 42/ Potential heritage items.
- 43/ Recreation & Indoor Sports Hall
- 44/ Active transport link to Barry Way







## 'Illustrative master plan' showing concept for future development at the Sports and Education Sub-Precinct



- ① Commercial development on junction of Barry Way and Southern Connector Road.
- ② Community Sport Oval - cricket, AFL, recreation
- ③ Community Sport Oval car park (potential shared seasonal use)
- ④ Community Sport Oval amenities and Grandstand
- ⑤ Community use outdoor courts
- ⑥ Community sport car park
- ⑦ Entry from Barry Way
- ⑧ Indoor ice skating rinks
- ⑨ High performance athlete, coach and support staff accommodation. Mix of medium and low density buildings
- ⑩ Development airbag jump
- ⑪ High performance airbag jump
- ⑫ Rails course
- ⑬ High performance training facility
- ⑭ Community sports facility, including 50m swimming pool, climbing walls, indoor courts and supporting amenities
- ⑮ Car park
- ⑯ School buildings
- ⑰ BMX track
- ⑱ Dry slope ski area
- ⑲ School sports oval with managed community access
- ⑳ School outdoor courts with managed community access
- ㉑ TAFE NSW building
- ㉒ New university building
- ㉓ Discovery zone
- ㉔ Biodiversity and riparian path
- ㉕ Adventure equipment
- ㉖ Site entry
- ㉗ Medium density seasonal accommodation





## 3D massing models on aerial showing Sports and Education Sub-Precinct (Populous)



Proposed High Performance Sports Centre (blue) and Community Sports + Aquatic Centre, looking south towards schools (purple)



High performance sports hub viewed from (above) Southern Connector Road alignment



New accommodation precinct overlooking Southern Connector Road / Lees Creek valley





## 6.9 Barry Way South Sub-Precinct

Peri-urban area south of Jindabyne with several tourist resorts and rural residential estates

**The area of land south of Jindabyne already accommodates a mix of tourist resorts in a rural setting, and rural residential development.**

### Introduction

This area of land is south of Jindabyne includes large tourism resorts in a rural setting, along with rural residential development transitioning into the rural hinterland of Jindabyne.

### Existing conditions

Accessed from Barry Way and Snowy River Way, this undulating area is crossed by prominent creeks and has areas of bushland vegetation.

### Future development

- \_ The "Bungarra Precinct" along Bungarra Lane has several large tourist properties with proposals for expansion including eco-tourism, camping, outdoor activities and education.
- \_ Developing Bungarra Lane as a formal public road as part of development would support growth and enable better access and infrastructure provision.

- \_ The Station is a significant tourist accommodation property with room for expansion to the north as well as renewal and diversification over time.
- \_ To the south of The Station, an area of land zoned for rural residential is yet to be developed east of Barry Way.
- \_ The "Cobbin Creek" area to the north includes a proposed rural residential development.
- \_ Other neighbouring land offers potential as green infrastructure corridors and offset areas, subject to suitability and tenure but an opportunity worth examining.
- \_ The Structure Plan supports further growth and development of the existing resorts within the rural landscape of this locality.
- \_ The Structure Plan aims to better connect the area to the Jindabyne township outskirts, including via a new Barry Way shared path, direct connections to the Mountain Bike and Adventure Park and other nearby infrastructure.
- \_ A loop trail along Cobbin Creek to Snowy River is also proposed to provide access and recreation in the area.



'The Station' resort cabins



# Structure Plan

Adventist Alpine Village

Leesville / Aerodrome

Jindabyne Zen Retreat

Bungarra Precinct

Cobbin Creek

The Station

Rural Residential - 23.61 ha

Moobnah

Limited low density (rural residential-style) residential development if flood free. 50m green buffer to Barry Way preserves scenic approach into Jindabyne.

Conservation area as part of Lakewood Estate. Additional opportunity for SAP offsets?

Proposed Cobbin Creek trail to connect The Station and Cobbin Creek Precincts to Snowy River and Lake Jindabyne Dam. Creates recreation and nature-based tourism activity and new loop trail options south of Jindabyne.

Bungarra Lane with additional opportunity for tourist accommodation, school camp and low-scale resort development in semi-rural setting. Trail link to proposed Mountain Bike and Adventure Park to west.

Ridge connecting to Sport and Recreation Centre retained as green infrastructure with opportunity for development as SAP offset receiving area to be investigated.

Proposed shared path along Barry Way to The Station. Safe connection to Jindabyne also improving access to Bungarra Precinct rural residential areas. Loop trail with proposed Cobbin Creek trail to Jindabyne.

The Station. Major opportunity for update and expansion to tourist accommodation.

Rural residential opportunity south of The Station. Approx. 60 allotments.

- Commercial Node
- Green Infrastructure
- Industry
- Intensification Opportunity
- Precinct
- Rural Residential
- Tourism
- Electricity Transmission Line
- MTB Trails
- Road
- Shared Path
- Southern Connector Road
- Vehicle Access
- 20m Contours





## 7. Western Lake Jindabyne Sub-Precinct

7.1 Overview + Location Plan

7.2 Western Lake Jindabyne Sub-Precinct - Hatchery Bay

7.3 Western Lake Jindabyne Sub-Precinct - Rabbits Corner

7.4 Jindabyne Mountain Bike + Adventure Park

**This section provides structure plans to guide development in key Sub-Precincts.**

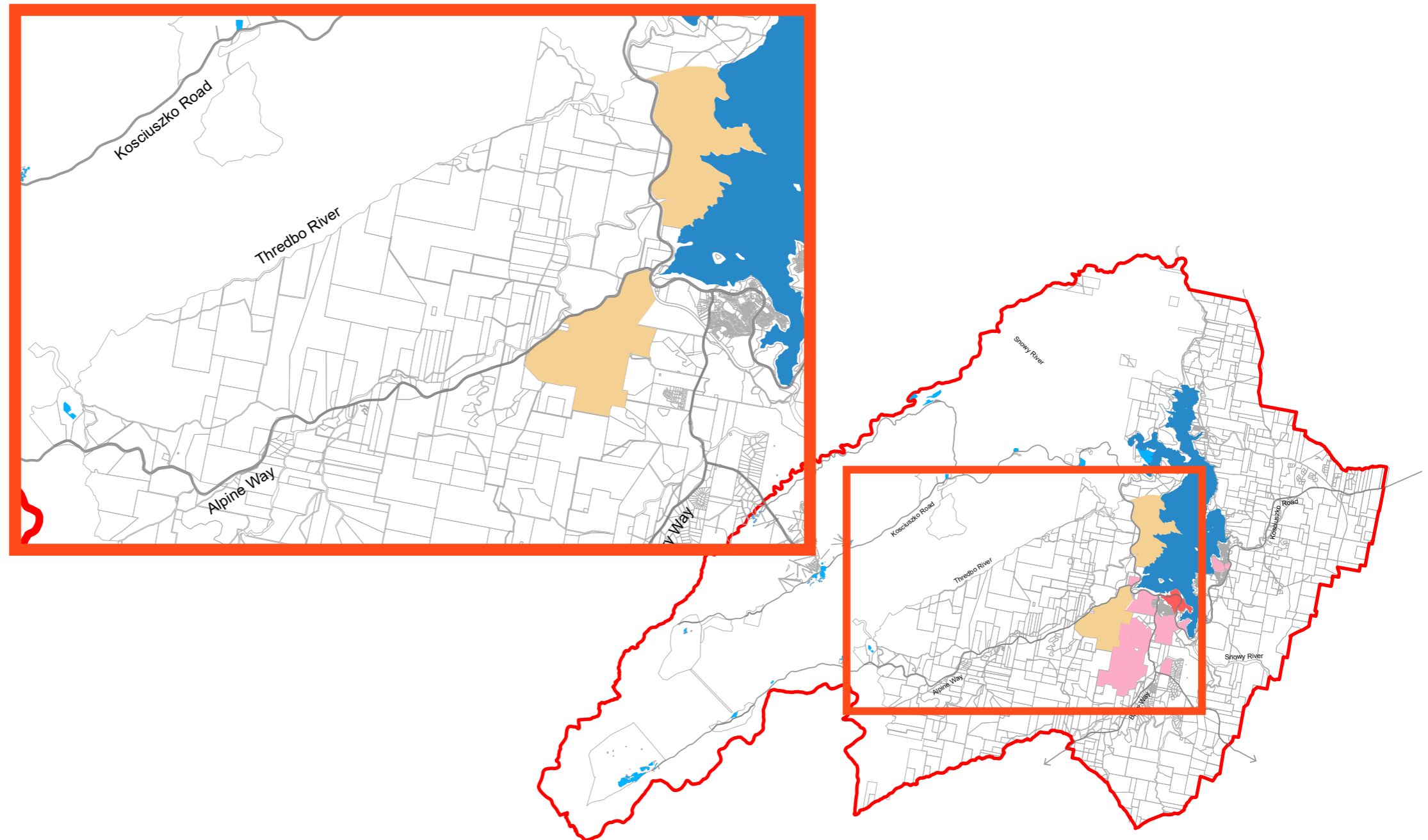




## 7.1 Western Lake Jindabyne Sub-Precinct

Overview + Location Plan

**This area includes areas on the western shore of Lake Jindabyne stretching from above Hatchery Bay south to the Mountain Bike Park Sub-Precinct.**





The Structure Plan for West of Lake Jindabyne is split into two parts: West of Lake Jindabyne A (Hatchery Bay) and West of Lake Jindabyne B (Rabbits Corner)

West of Lake Jindabyne  
590.59ha

Recreation - 20 ha

Resort - 20 ha

Holiday Park - 8 ha

- Commercial Node
- Development Area
- Green Infrastructure
- Intensification Opportunity
- Open Space
- Precinct
- Residential Neighbourhood
- Tourism
- 400m Walk
- Shared Path
- Southern Connector Road
- Vehicle Access
- Walking Trail
- 20m Contours
- Parking
- Node







## 7.2 Western Lake Jindabyne Sub-Precinct - Hatchery Bay

Significant tourism investment through the development of a range of accommodation options and attractions.

**Hatchery Bay is located in a unique position on the edge of Lake Jindabyne. It is located within close proximity to Jindabyne.**

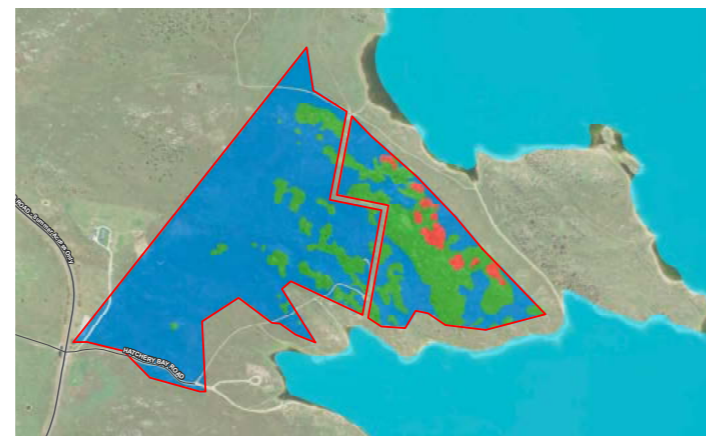
**The Hatchery Bay Structure Plan utilises this position for diversified activities and attractions.**

This Structure Plan envisions Hatchery Bay (as part of a wider West Lake Jindabyne locality) as a destination for leisure, recreation and exploration of the lakeside.

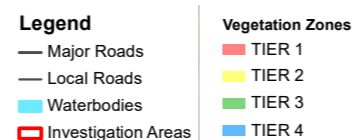
The Structure Plan outlines new tourism redevelopment opportunities for a range of interests.

### Existing conditions

An unsealed road currently connects Kosciuszko Road to Hatchery Bay. This location hosts stunning views across the lake. It is connected via existing mountain bike trails which are already popular.



Hatchery Bay biodiversity mapping



### Future development

\_ Golf course development to the west of the lake and bike trail, with a clubhouse addressing the entry street.

\_ Destination holiday park accessed from further south along Kosciuszko Road, comprising the following:

\_ 25 cabins

\_ 60 caravans

\_ 60 camping sites

\_ recreational features and amenities to support a longer length of visitor stay, such as heated water play parks, water slides, bike parks, jump pillows, climbing walls, major jungle gyms/play equipment areas, mini-golf and bike/trike hire.

\_ Enhancements to the mountain biking trail along the lake, connecting through to the lake front public park in the north. This will also connect up with the broader Lake Jindabyne Shared Trail.

\_ Ecotourism resort overlooking the lake with 40 rooms and a wellness facility. Ecotourism developments have a focus on experiencing natural areas, conserving the environment and improving the well-being of locals and visitors.



\_ Foreshore parkland along Lake Jindabyne.

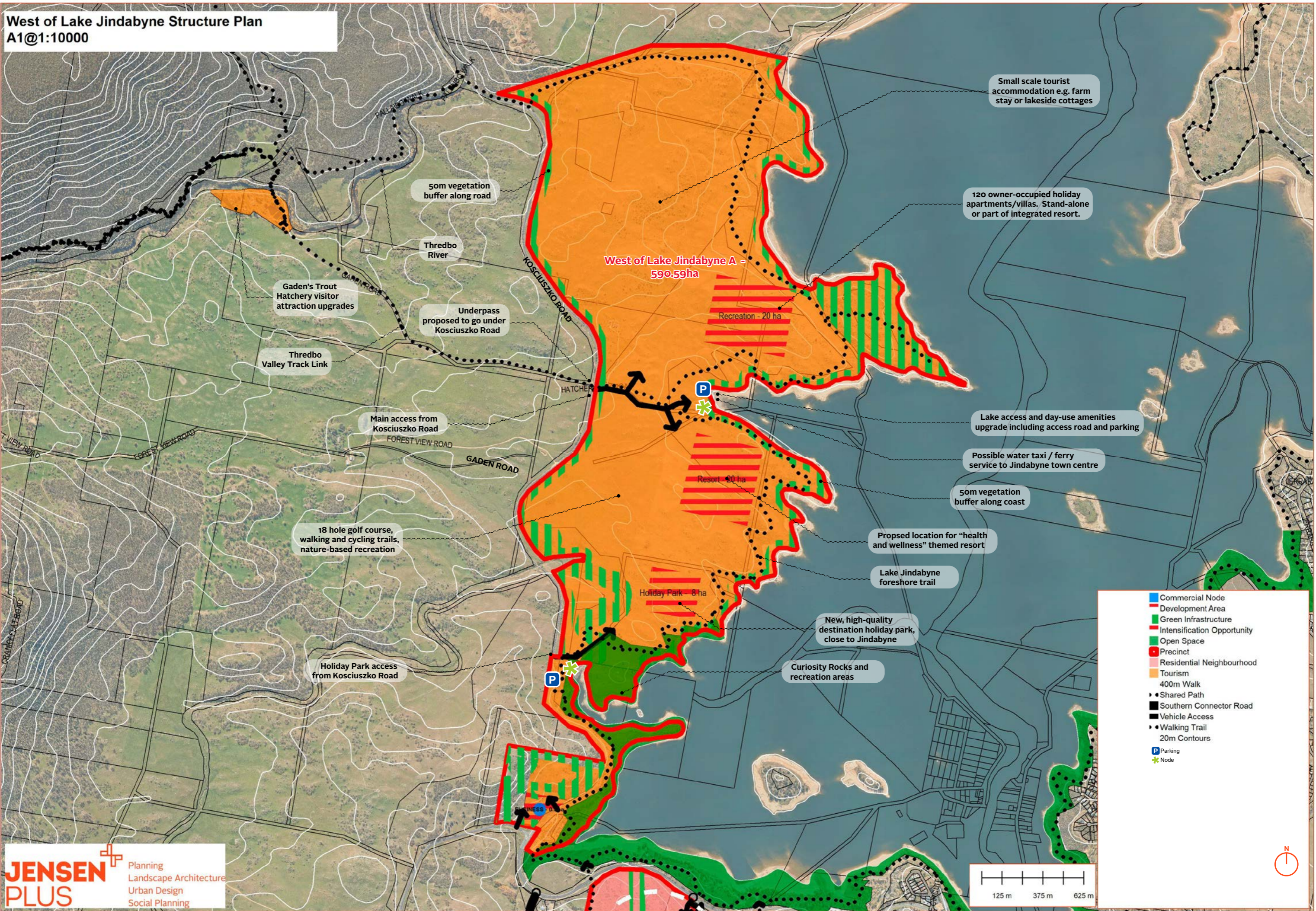
\_ Pontoon with access to Jindabyne in 10 minutes.

\_ Increased opportunities for lake-based/water activities and connections

\_ Flexibility for location of development around locality, subject to detailed master planning and landowner intentions.



**West of Lake Jindabyne Structure Plan**  
**A1@1:10000**







## Hatchery Bay\_ Sketch Illustrations + Precedent Photos



Riding the Hatchery Bay Trail on Lake Jindabyne  
Photo: Stephen Molloy, Destination Jindabyne Facebook



"The Long House" holiday accommodation in  
Queenstown, New Zealand



Hatchery Bay sketch on aerial



'Illustrative master plan'  
showing concept for  
future resort at West Lake  
Jindabyne

Wellness  
Centre

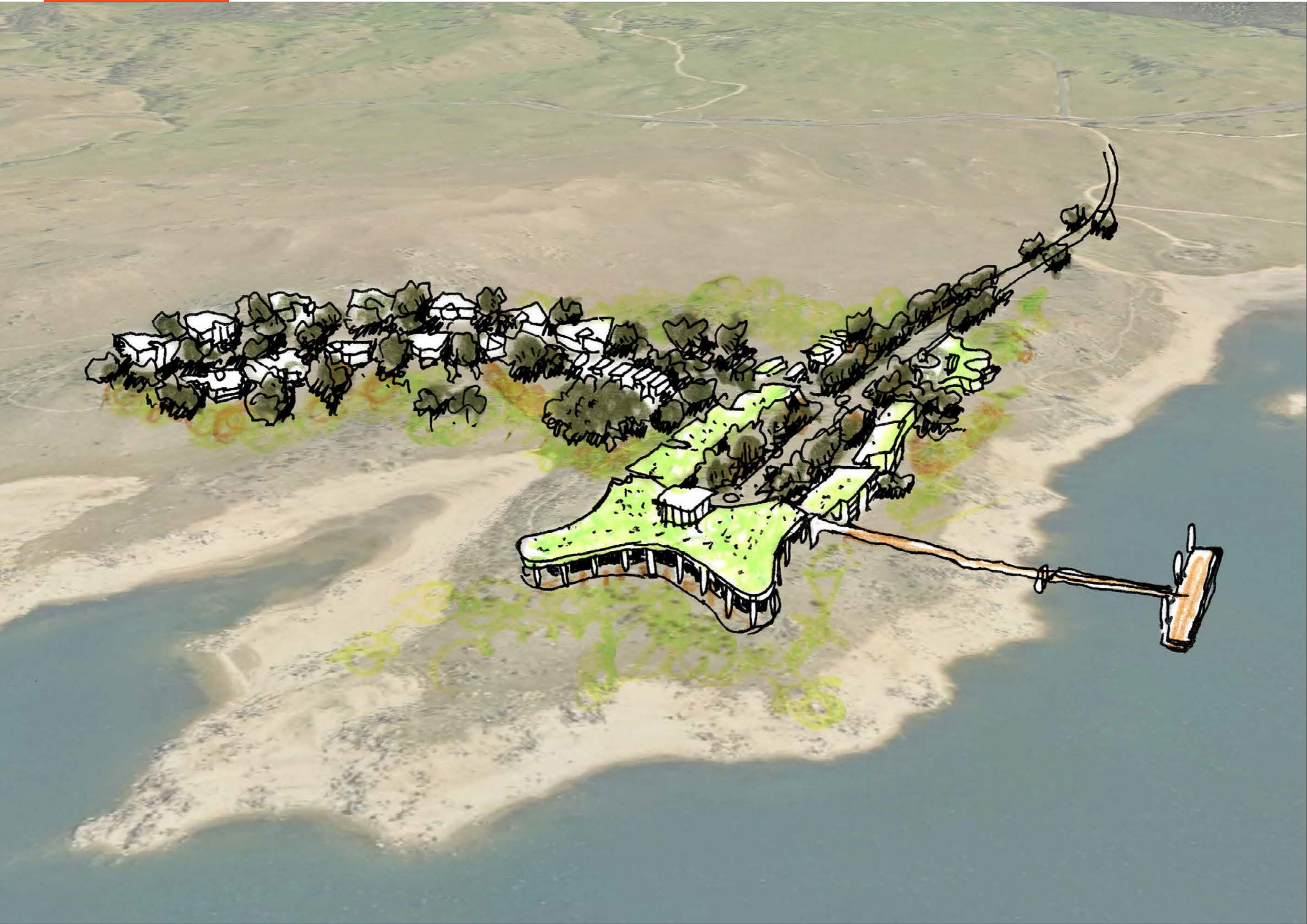
Pontoon

Ecotourism resort



SAP. Snowy  
Hatchery Bay Eco-Tourism Resort.  
A W P/O R









## 7.3 Western Lake Jindabyne Sub-Precinct - Lake Jindabyne Village / Rabbits Corner

Limited tourism accommodation with Lake Jindabyne views and balancing site constraints

**This Structure Plan proposes limited tourism-focussed accommodation and services at the key gateway corner to Perisher and Thredbo.**

### Introduction

Located only 2km to the west of the Jindabyne town centre, this prominent site (20.88ha in size) is located at the key corner of Kosciuszko Road and Alpine Way.

The Structure Plan proposes limited tourism accommodation development, taking advantage of Lake Jindabyne views but balancing constraints including access.

The site has long been mooted for tourist and commercial development but previous proposals have not been approved, and have been subject to extensive assessment and enquiries.

### Existing conditions

The land slopes up from Lake Jindabyne and Kosciuszko Road to ridges on the north and west sides. The slopes require a well-designed master plan to enable sensitive development, but the sloping land does also provide the advantages of lake views, and also visually contains the site behind the two ridges. This limits views into the site from the west and north.

The site is undeveloped, with substantial areas of bushland, including along the western portion of the site where a powerline is also located. The areas of vegetation present potential biodiversity and bushfire risks, constraining development potential.

This area is well situated relatively close to the Lake, and abuts a prominent road intersection where travellers direct towards either the Perisher or Thredbo Valleys. However proximity does not always mean easy access, with safe access from Alpine Way unlikely so close to the intersection, and Kosciuszko Road also offering limited safe access points.

The site is located close to a service station, caravan park, boat harbour, restaurant, and fishing supply services on the other side of Kosciuszko Road.

Services infrastructure provision is limited.

### Future development

## Area \_ 20.88ha

(Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc.)



Views from the ridge top of the site





**(cont.)**

'Lake Jindabyne Village / Rabbits Corner'

**Existing conditions continued**

**Scenic Protection Area**

\_ A large portion of the area is listed as part of the Lake Eucumbene and Lake Jindabyne scenic protection area.

**Aboriginal Cultural Significance**

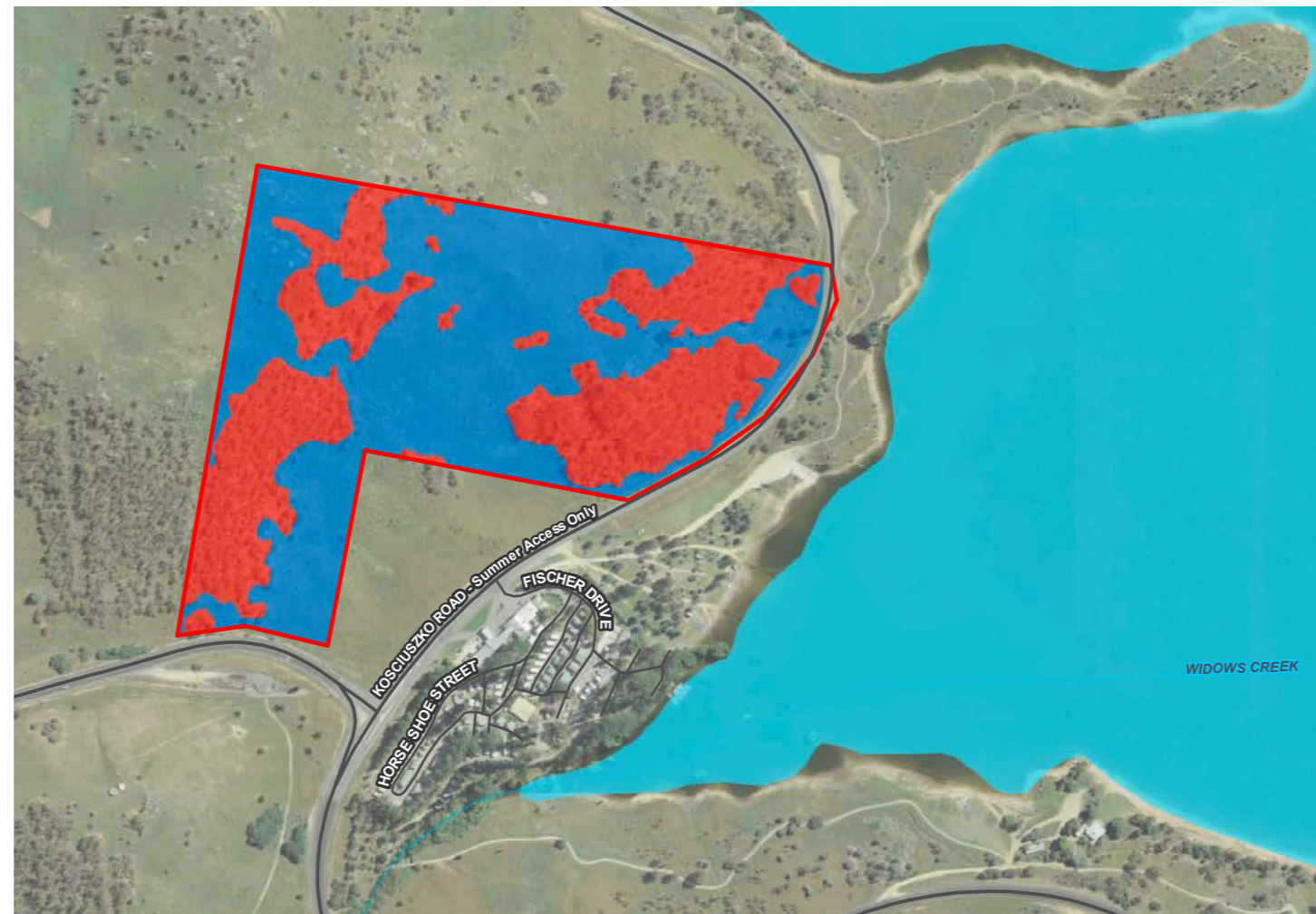
\_ Further investigations will be required to determine Aboriginal Cultural Significance

**Bushfire Prone Land**

\_ Parts of the land are expected to be higher risk and so major setbacks from boundaries are proposed. Safe egress / access to and from the site, along with emergency services access, also needs to be considered.

**Bioregion**

\_ Tier 1 vegetation is found on the site and its desired retention will reduce the development potential significantly.



Biodiversity mapping

**Legend**

- Major Roads
- Local Roads
- Watercourses
- Waterbodies
- Investigation Areas
- Vegetation Zones**
- TIER 1
- TIER 4



# Structure Plan

Self-catering tourist dwellings, villas etc.

Tourism - 11.42ha

West of Lake Jindabyne B

BUSINESS - 0.5ha

Secondary / emergency access (left in - left out)

50m visual buffer from Alpine Way

50m setback from boundary - visual buffer + windbreak + APZ

Wildlife corridor

Tourist apartments, motel attached villas etc.

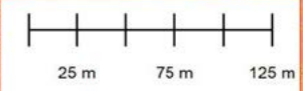
Primary access from Kosciuszko Road

Business node facing lake and Kosciuszko Road

- Commercial Node
- Green Infrastructure
- Intensification Opportunity
- Open Space
- Precinct
- Residential Neighbourhood
- Slope greater than 1 in 4
- Tourism
- Electricity Transmission Line
- MTB Trails
- Shared Path
- Vehicle Access

Gondola

MTB Bottom Station







(cont.)

## Western Lake Jindabyne Sub-Precinct - Lake Jindabyne Village / Rabbits Corner

### LAND USES

SUB PRECINCT	PROPOSED LAND USES*
Western Lake Jindabyne Sub-Precinct	_ Backpackers accommodation
	_ Bes & breakfast accommodation
	_ hotel or motel accommodation
	_ serviced apartments
	_ eco-tourist facilities
	_ restaurants or cafes
	_ neighbourhood shops
	_ specialised retail premises
	_ function centres
	_ signage
	_ environmental protection works

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

\_ The Structure Plan aims to balance limited tourist accommodation development with environmental and landscape protection. No-development areas include steeply sloping terrain with tree cover.

\_ A wildlife corridor is proposed within the centre of the subject site, separating the proposed tourist accommodation and commercial offerings.

\_ Establishing a coherent tourism-focussed business node that faces the Lake and Kosciuszko Road and the existing shops, services and community facilities that are situated on the opposite side of Kosciuszko Road, with improved access between the two areas.

\_ Although the undulating land form limits the potential development footprint on site, 11.42ha of tourist accommodation is proposed as well as 0.5ha of commercial land and 3.23ha of medium density residential land (intended for tourism purposed and not for permanent residential accomodation).

### Rationale for change

While relatively difficult to develop, and not representing a high-yielding opportunity, this area remains well located close to Jindabyne and the two

primary routes into the mountains.

The area addresses the lake and walking trails and supports council's significant investment in upgrading the waterfront areas, facilities, and landscaping through increased visitation.

This location is likely to be enabled by new infrastructure corridors associated with either the western shore of Lake Jindabyne and/or the Southern Connector Road. Development of this land prior the provision of adequate services infrastructure may be premature.

Proponents of this development have plans for a larger residential and tourism-oriented development known as "Lake Jindabyne Village", with a wider mix of tourism, business and residential development (including some affordable housing) than this Structure Plan proposes.

Given the constraints and the relative separation from other residential areas, residential development for permanent residents is not supported. A smaller, tourist-focussed node with lesser environmental impact is instead recommended.

### STRUCTURE PLAN AREAS

SUB PRECINCT	
Excluded from area	9.53ha
Tourist Accommodation	11.42ha
Green Infrastructure	3.66ha
Commercial OVERLAY	0.50ha
Residential Choice - Medium Density	3.23ha
Slope 1 in 4	10.92ha
<b>Total</b>	<b>20.88ha</b>

Areas approximate and may be inclusive of non-developable land for roads, infrastructure, open space, drainage etc

### Recommendations for the Master Plan and Delivery Plan/DCP

- \_ Facilitate the development of the area through appropriate Sub-Precinct and Zoning.
- \_ Promote the development of well-designed tourist accommodation in this prominent and visible location.
- \_ Undertake infrastructure master planning to provide more certainty around the timing of this Sub-Precinct.





## 7.4 Jindabyne Mountain Bike + Adventure Park

Year-round recreation and tourist development close to Jindabyne

**The creation of a world class Mountain Bike and Adventure Park at Alpine Way, close to Jindabyne, as a significant boost to year-round recreation and adventure tourist activities, and to further position the Snowy Mountains as one of the leading mountain bike destinations in Australia.**

### Introduction

The location for the proposed Jindabyne Mountain Bike + Adventure Park is close to Jindabyne's western edge, and only 2.5km from the town centre at the closest point. The subject area comprises a large land parcel of ~500ha which is non-operational land and surplus to owner Snowy Hydro's needs.

The Structure Plan proposes to utilise this land for recreational use as a world-class mountain bike and adventure

tourism hub that could be co-located with other compatible land uses.

This proposal has been initiated by Jindabyne Trail Stewardship, a local mountain bike group who have helped to successfully develop and manage trails around Jindabyne.

As well as mountain biking, the park provides an opportunity to develop other year-round tourism attractions for a range of people and abilities (not just adrenalin bike riders!). The Park is intended to add and complement other mountain bike activity in the Snowy Mountains region such as Thredbo, and the Thredbo Valley Track.

### Existing conditions

The site is large and elevated, boasting panoramic views from high points like 'Widows Peak' 1180m AHD towards Lake Jindabyne (approx 900m), Jindabyne, Crackenback and Thredbo Valley. A prominent central ridge rises up all the way from Lake Jindabyne through the north of the site towards this peak.

Many parts of the area are steep and wooded, with few clear tracks and access points. For this reason the area is seldom visited, despite its proximity to town and to Alpine Way.



Panoramic views from 'Widows Peak', with mountain bike trails (and a tourist gondola) proposed to link down to Lake Jindabyne creating a quality adventure experience





LAND USES	
SUB-PRECINCT	PROPOSED LAND USES*
	<ul style="list-style-type: none"> <li>– Eco-tourist facilities</li> <li>– Restaurants or cafes</li> <li>– Specialist retail premises (mountain bike and adventure park related)</li> <li>– Car parks</li> <li>– Business identification sign</li> <li>– Environmental facilities</li> <li>– Recreation areas</li> <li>– Recreation facilities (outdoor)</li> <li>– Environmental protection works</li> </ul>

\* This list comprises land uses expected, envisaged and/or desired to support the objectives of the Special Activation Precinct. Some additional land use terms may be included in the Master Plan to promote increased flexibility even if the additional land uses are unlikely to occur

The southern half of the site has the most dense woodland, whereas the northern lands includes more open grassland in many places. Environmental assessments of the woodland and grassland habitats across the land are ongoing.

Little development or infrastructure currently exists (apart from powerlines which connect to a major substation to the north).

The site has a long western boundary along Alpine Way. Direct eastern site access is quite limited, although parts of the land abut tourist accommodation sites like Bungarra Village and Adventist Alpine Village, as well as the proposed Jindabyne West Sub-Precinct.

### Future development

- The Structure Plan proposes a large nationally significant mountain bike and adventure park for all abilities with a range of trail types (e.g. beginner, leisure, cross country, flow and gravity trails) to ensure a broad spectrum of trail users being attracted to the region.
- The park could provide over 100km of purpose-built mountain bike trails that will connect the valleys and Lake Jindabyne onto the elevated north-facing slopes (ideal for year-round use), and take advantage of panoramic views of Lake Jindabyne and the Snowy Mountains.
- The Structure Plan was developed with input from local mountain bike groups and has received strong interest from the local community. Early feasibility assessments, best practice case studies, costs, maintenance and governance options have been analysed in support of the proposal.
- The proposed park will be comparable in size to well-known national and international mountain bike parks. Its scale and potential for year-round riding fits well with the Snowy Mountains Special Activation Precinct vision.



Example of a gravity flow mountain bike trail  
Source: Destination Queenstown, 2019



Mountain bike park in Thredbo



Example of a mountain bike chair lift at Thredbo



# Structure Plan

'Widows Peak' - high point for MTB descent to Lake Jindabyne. Potentially top station for gondola/chairlift with lookout and visitor facilities.

Additional access point from Alpine Way, potentially for shuttle buses

Adventure Park: commercially operated adventure activities such as a luge, mountain roller coaster or zip lines. Integrated precinct with MTB trail head. Shared use opportunities for cafes, bike hire and shops. Opportunity for accommodation.

Primary road access and car park for MTB trails and Adventure Park.

Gondola/chair lift mid station and trails.

Trail underpass to Lake Jindabyne

AREA - 546.12 ha

Gravity MTB trails on steeper terrain

Provision for access track through Park for shuttle bus and emergency access

Access from Bungarra precinct and accommodation

Local access and emergency access

- Adventure Park
- Commercial Node
- Community
- Green Infrastructure
- Green Infrastructure 1
- Precinct
- Residential Neighbourhood
- Tourism
- Electricity Transmission Line
- MTB Trails
- Road
- Road (new)
- Shared Path
- Southern Connector Road
- Trees
- Vehicle Access
- P Parking





(cont.)

## Mountain Bike + Adventure Park



Example of a mountain luge  
Source: Skyline Luge Queenstown, 2019



Example of a mountain roller coaster  
Source: Uncover Colorado, 2018



Example of a tree top zip line  
Source: Climb works Smoky Mountains, 2017

\_ It is also proposed that an area of the park, sloping down to Alpine Way and accessed from Alpine Way, will be integrated with commercially operated adventure activities such as a luge, mountain roller coaster or zip lines.

\_ These attractions will broaden the appeal of the Park and provide business opportunities, as well as shared use opportunities (with the mountain bike activities) for elements like parking, cafes, bike hire and shops.

\_ Other access and activity nodes are also possible at the northern edge of the site, perhaps co-located with Jindabyne Sailing Club on Lake Jindabyne.

\_ Cycle path/trail connectivity will be provided directly to Jindabyne, to nearby tourist resorts like Bungarra Alpine Centre, and to Lake Jindabyne and its foreshore via a potential over/under pass associated with Kosciuszko Road. Limited vehicle access (such as shuttle mini-buses) could also be provided into the site on designated roads, which will also provide emergency and fire access and maintenance access.

\_ Other complimentary land uses might include limited tourist accommodation (stand alone on elevated parts of the site, or combined

with other infrastructure at Alpine Way). Early design analysis is required to determine how these additional offerings would fit around the proposed mountain bike trails.

\_ Through the master planning process, the prospect of a short- or long-distance chairlift/gondola route that starts at Jindabyne town centre and links to Widows Peak (and potentially beyond) has been investigated, to function as a either a mountain transport and access solution, or a tourist attraction and mountain bike trail access service (or both).

\_ An early phase of a chairlift/gondola development could be a route from Jindabyne town centre to Jindabyne Mountain Bike and Adventure Park.

\_ Active use and management of this parcel of land will see improved environmental management and rehabilitation to enhance biodiversity in the area. The potential for the land being used for environmental offsets should also be investigated.

### Rationale for change

\_ This Sub-Precinct is a high priority opportunity as it closely aligns with the Snowy Mountains Special Activation Precinct vision and aspirations to 'make Jindabyne & the Snowy Mountains a national &

international mountain biking destination'.

\_ The project is relatively low cost, close to Jindabyne, connects with adjacent compatible land uses, and is likely to have community support, and utilises land that is surplus to Snowy Hydro operational needs.

\_ The land provides an attractive offering of ~300m of vertical range for mountain biking.

\_ The proposal would fill a gap in availability of trail categories around Jindabyne. Currently Jindabyne has a low rating for its availability of all-mountain, downhill and jumps trails.

\_ Mountain biking is a key activity in the green/off-peak season leading to improving the seasonality for visitation to the Snowy Mountains.

\_ An offering of this scale would attract large visitation from nearby major population centres and abroad.

\_ Mountain biking trails are a recreational activity with minimal direct visitor spend but will generate indirect spend in local accommodation and retail offerings.

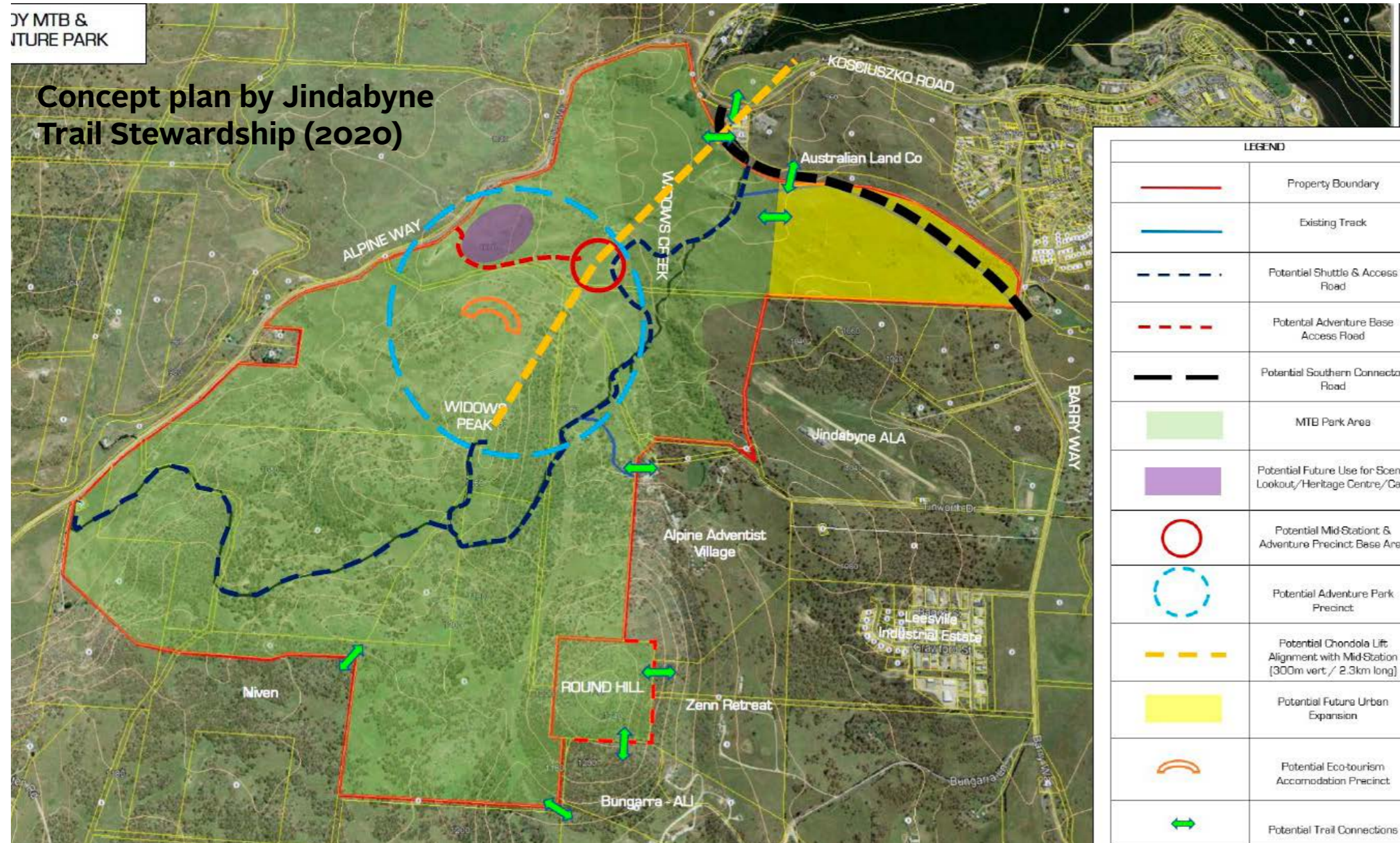
\_ When combined with other adventure tourist attractions the proposal presents strong economic development, employment and community development opportunities.





(cont.)

Mountain Bike + Adventure Park



**Recommendations for the Master Plan and Delivery Plan**

- \_ Facilitate the development of tourism and recreational development through appropriate Sub-Precinct and zoning.
- \_ Undertake concept design development and testing to test and refine the feasibility of the project(s).
- \_ Explore the potential environmental resources including biodiversity offsets.



**This section  
provides structure  
plans to guide  
development in  
key Sub-Precincts.**

## **8. Kosciuszko National Park Resorts**

- 8.1 Overview + Location Plan
- 8.2 Design Principles
- 8.3 Alpine Design Character
- 8.4 Charlotte Pass
- 8.5 Charlotte Pass Trail + Road Head
- 8.6 Porcupine Rocks Viewing Deck
- 8.7 Perisher Village
- 8.8 Bullocks Flat
- 8.9 Smiggin Holes
- 8.10 Guthega
- 8.11 Enabling Snow Play
- 8.12 Sponars Chalet
- 8.13 Ski Rider Motel
- 8.14 Kosciuszko Tourist Park
- 8.15 Island Bend
- 8.16 Creel Bay
- 8.17 Thredbo
- 8.18 Thredbo Ranger Station
- 8.19 Thredbo Diggins
- 8.20 Ngarigo Camping

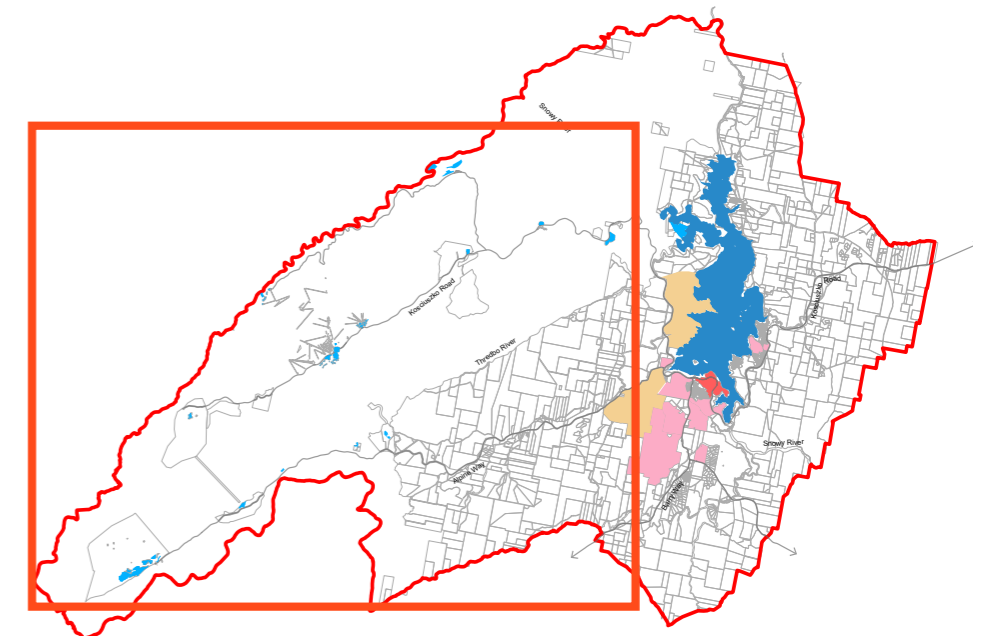
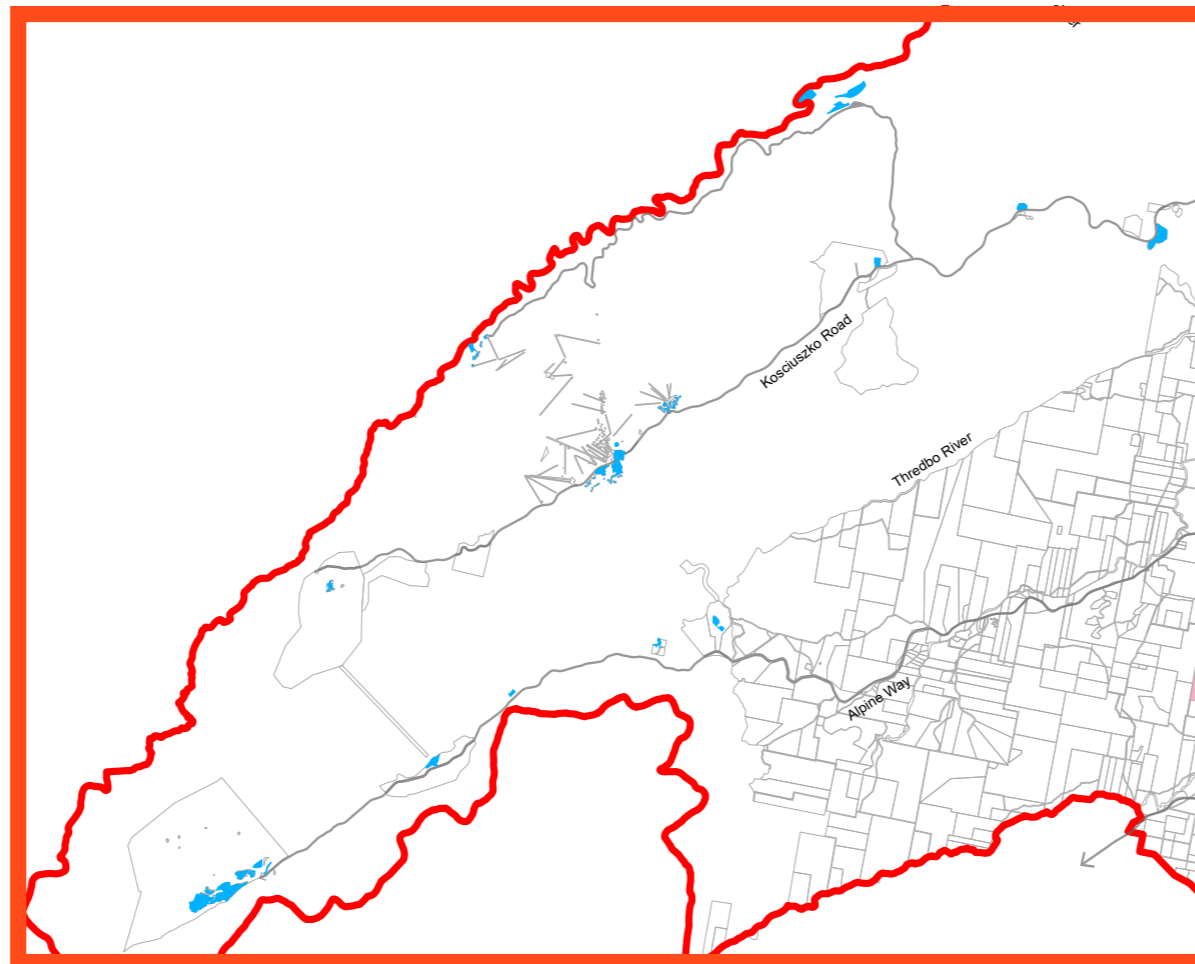




## 8.1 Kosciuszko National Park resorts + destinations

Overview + Location Plan

The structure plans for Kosciuszko National Park focus on infill and improvement of facilities in the existing resorts, as well as a small number of "new" locations.










## 8.2 Design Principles

### Kosciuszko National Park Resorts

Design Principles	Touch the ground lightly	Alpine villages	Year round uses	Alpine design character	Sustainable infrastructure + transport choices
					
	<ul style="list-style-type: none"> <li>_ Limit new development to disturbed areas + small number of expansion areas to cap cumulative impacts of development.</li> <li>_ Move towards resort consolidation and renewal.</li> <li>_ Deliver on ecologically sustainable development principles.</li> </ul>	<ul style="list-style-type: none"> <li>_ Create village centres as community and visitor focal points.</li> <li>_ Include quality public spaces and walkability.</li> <li>_ Create places with defined character.</li> <li>_ Define gateways to improve legibility.</li> <li>_ Improve pedestrian connections within villages, with winter and summer weather in mind.</li> </ul>	<ul style="list-style-type: none"> <li>_ Strengthen KNP resorts and other locations for year-round activities.</li> <li>_ Improve and diversify accommodation choices.</li> <li>_ Provide infrastructure and accommodation to support this.</li> <li>_ Ensure new development is appropriate for year-round use.</li> </ul>	<ul style="list-style-type: none"> <li>_ Architecture + materials responding to alpine setting + conditions</li> <li>_ Creates distinctive precinct character</li> </ul>	<ul style="list-style-type: none"> <li>_ Plan new infrastructure to support existing + future visitation</li> <li>_ New transport choices to reduce car dependence, congestion and parking demands.</li> <li>_ Support carbon negative transport systems.</li> </ul>

### Relationship to Precinct Vision

Part of being a national leader in SUSTAINABILITY

DESIGNING alpine villages with attractive look and feel has been identified as a priority to support future visitation.

ADVENTURE + ECOTOURISM excellence is a year-round goal.

Quality transport INFRASTRUCTURE + CONNECTIONS to keep visitors coming back and improve SUSTAINABILITY.

INFRASTRUCTURE + CONNECTIONS require upgrading to support user experience and carrying capacity of the Precinct.





## 8.3 Alpine design character

Elements of architectural design that can apply to all locations and enhance a distinctive + climatically appropriate design character

- \_ Building form expressed as a series of connected buildings for an agreeable human scale.
- \_ Large wide gabled pitched roof forms with visible gabled walls.
- \_ Sheltered protected verandah spaces.
- \_ Vertical timber boarding using a variety of colours to express massing elements.
- \_ Varying heights within project - long continuous horizontal forms avoided.
- \_ Dormer windows for rooms built into roof spaces.
- \_ Large scale vegetation retained.
- \_ Strong, well defined masonry bases to ground floor in stone, concrete, or face blockwork arched and square openings.







## 8.4 Charlotte Pass Structure Plan

Investment in public realm improvements, urban expansion and retention of significant vegetation.

**A popular ski resort, Charlotte Pass has the potential to become an all year round tourist destination offering access to alpine landscapes, with supporting infrastructure and public space.**

This Structure Plan envisions Charlotte Pass as a key all year round destination.

The Structure Plan highlights spaces with potential for redevelopment, expansion and open space.

### Existing conditions

A smaller resort, Charlotte Pass Resort is nestled high at the head of a valley. Lodges and hotels step up the slopes behind the main resort areas. In winter, visitors arrive on oversnow vehicles as the high elevation means that Kosciuszko Road closes. The historic Kosciuszko Chalet Hotel stands proud at the entrance to the village.

In summer the entrance greeting is slightly less endearing, with large vehicle and bin storage prominent and arrival points undefined.

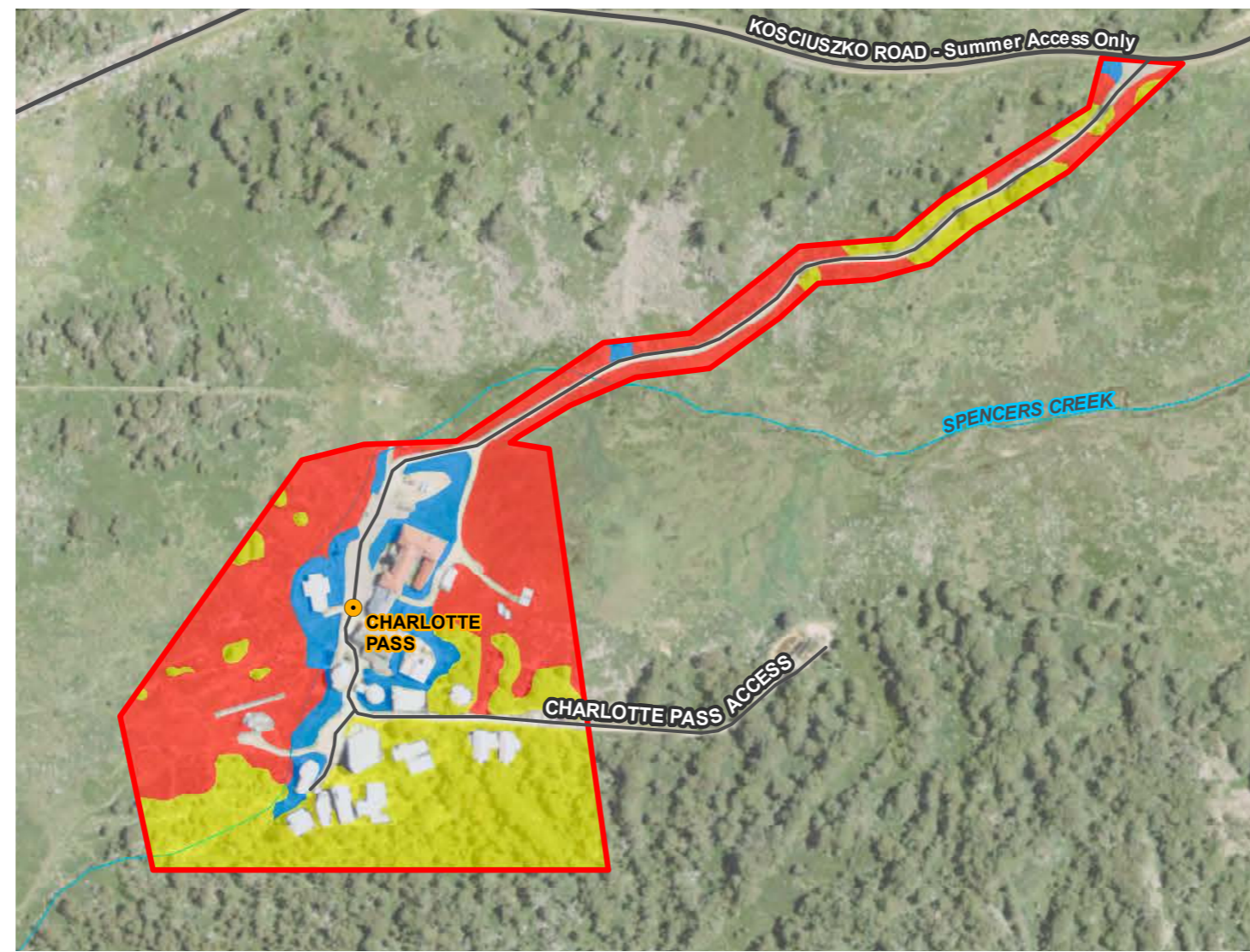


The narrow roadway to Charlotte Pass Resort from Kosciuszko Road is visible on the top left





- \_ Charlotte Pass Resort is at a high altitude and is home to several threatened species and habitats.
- \_ Vegetation mapping highlights extensive areas of Tier 1 vegetation around the resort to the west and east, and alongside the entry road.
- \_ Land rises steeply around the Resort.



Biodiversity mapping

<b>Legend</b>	
● Locality	■ Waterbodies
— Major Roads	■ Investigation Areas
— Local Roads	<b>Vegetation Zones</b>
- - - Walking Tracks	■ TIER 1
— Watercourses	■ TIER 2
	■ TIER 4



Storage and bins are highly visible in summer



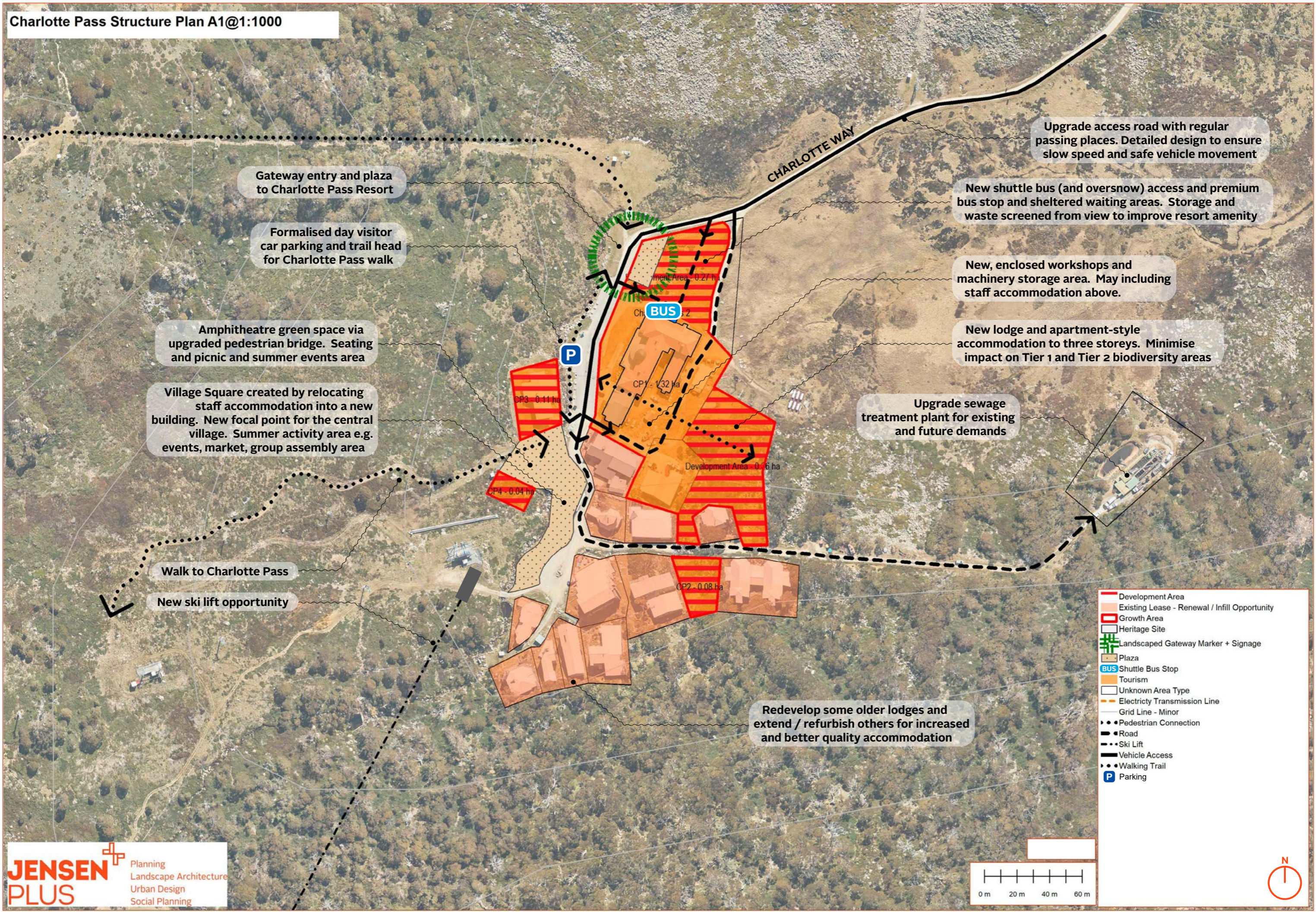
Development in Charlotte Pass



Landscape setting in spring / summer



Charlotte Pass Structure Plan A1@1:1000



Gateway entry and plaza to Charlotte Pass Resort

Formalised day visitor car parking and trail head for Charlotte Pass walk

Amphitheatre green space via upgraded pedestrian bridge. Seating and picnic and summer events area

Village Square created by relocating staff accommodation into a new building. New focal point for the central village. Summer activity area e.g. events, market, group assembly area

Walk to Charlotte Pass

New ski lift opportunity

Upgrade access road with regular passing places. Detailed design to ensure slow speed and safe vehicle movement

New shuttle bus (and oversnow) access and premium bus stop and sheltered waiting areas. Storage and waste screened from view to improve resort amenity

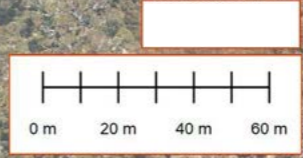
New, enclosed workshops and machinery storage area. May including staff accommodation above.

New lodge and apartment-style accommodation to three storeys. Minimise impact on Tier 1 and Tier 2 biodiversity areas

Upgrade sewage treatment plant for existing and future demands

Redevelop some older lodges and extend / refurbish others for increased and better quality accommodation

- Development Area
- Existing Lease - Renewal / Infill Opportunity
- Growth Area
- Heritage Site
- Landscaped Gateway Marker + Signage
- Plaza
- BUS Shuttle Bus Stop
- Tourism
- Unknown Area Type
- Electricity Transmission Line
- Grid Line - Minor
- Pedestrian Connection
- Road
- Ski Lift
- Vehicle Access
- Walking Trail
- Parking







(cont.)

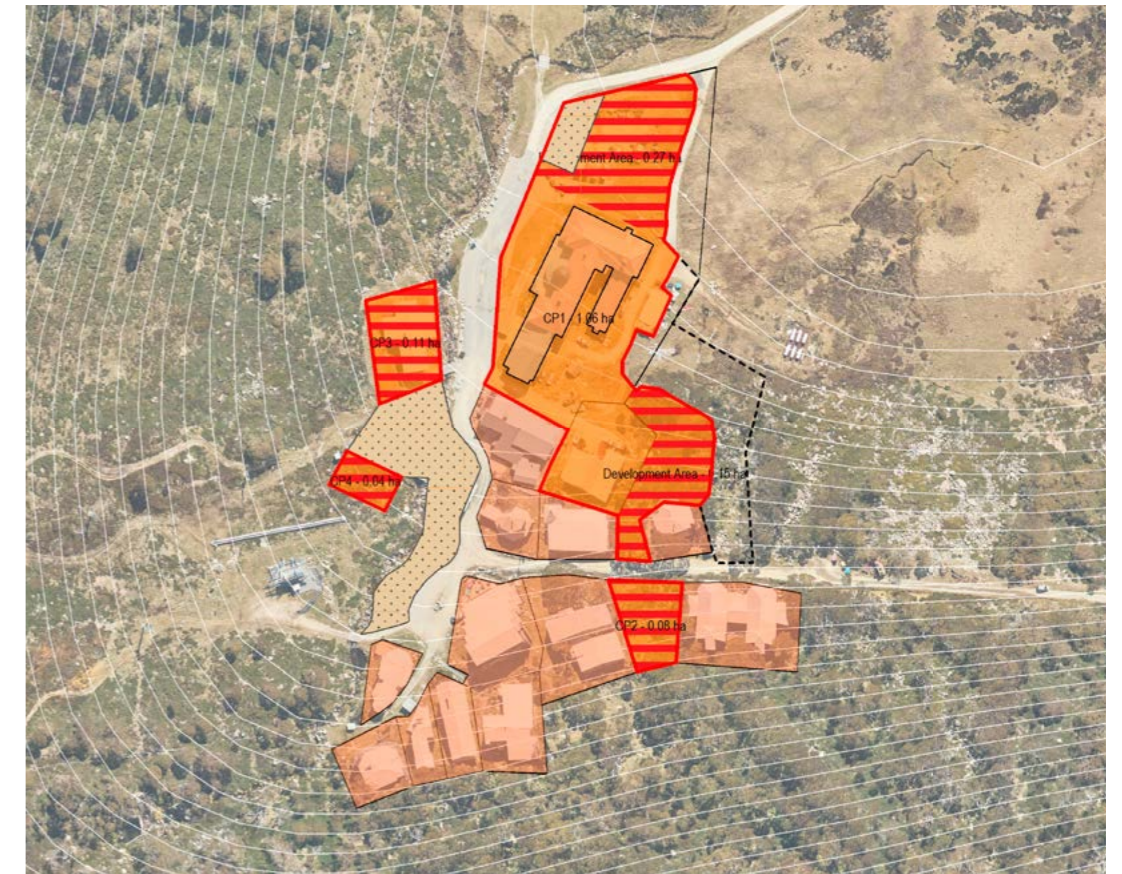
## Charlotte Pass

### Future development

- \_ Charlotte Pass can continue to grow as a winter resort and increasingly become a key summer node for visitors to the Kosciuszko lookout, the walk to the Kosciuszko summit and the other connected walks.
- \_ Opportunities for limited new development sites have been identified on the Structure Plan, with improvements to public realm, access and parking, and public gathering points suggested.
- \_ Renewal of older accommodation is also expected to enable increased accommodation capacity over time.
- \_ Ideally increased visitation can be supported by the proposed shuttle bus services from Jindabyne, allowing overnight and day visitors to access the Resort. Long distance walkers may also arrive at Charlotte Pass and overnight before leaving via shuttle bus.
- \_ Formalising car parking parking will also help enable more non-winter visitation and can be developed in coordination with improvements to the Charlotte Pass road head (see next section).

- \_ Provide landscape elements and signage/ way-finding that define the “village” entry and define and control the pedestrian and vehicle access ways. This will improve summer visual attractiveness of the place. These elements can include stone walls, plantings, fences/ screens and other elements. Detail analysis and design will be required.
- \_ The form and materiality of new buildings will be based on the strong precedents provided by the Chalet and other high quality existing buildings.
- \_ Better responses to passive thermal control design, the use of sustainable materials (local, recovered, recycled, thermally effective, etc.), greater durability, the bushfire regime and access for people with disabilities will impact on the design outcomes. Performance based, formal design controls should be developed.
- \_ Develop interpretation exhibitions (fixed and temporary), signage and pathways to attract, engage, inform and guide visitors. These should apply to the “village” and its broader tourism catchment. Emphasis will be given to indigenous knowledge, understanding, use and attachment to the region including indigenous language(s), names, stories and “placemaking”. This will be paralleled with those aspects of recent European colonisation and settlement.

A smaller development footprint (right) may only be achieved if sensitive habitat on the east of the village is excluded from the Sub-Precinct, limiting potential yield.



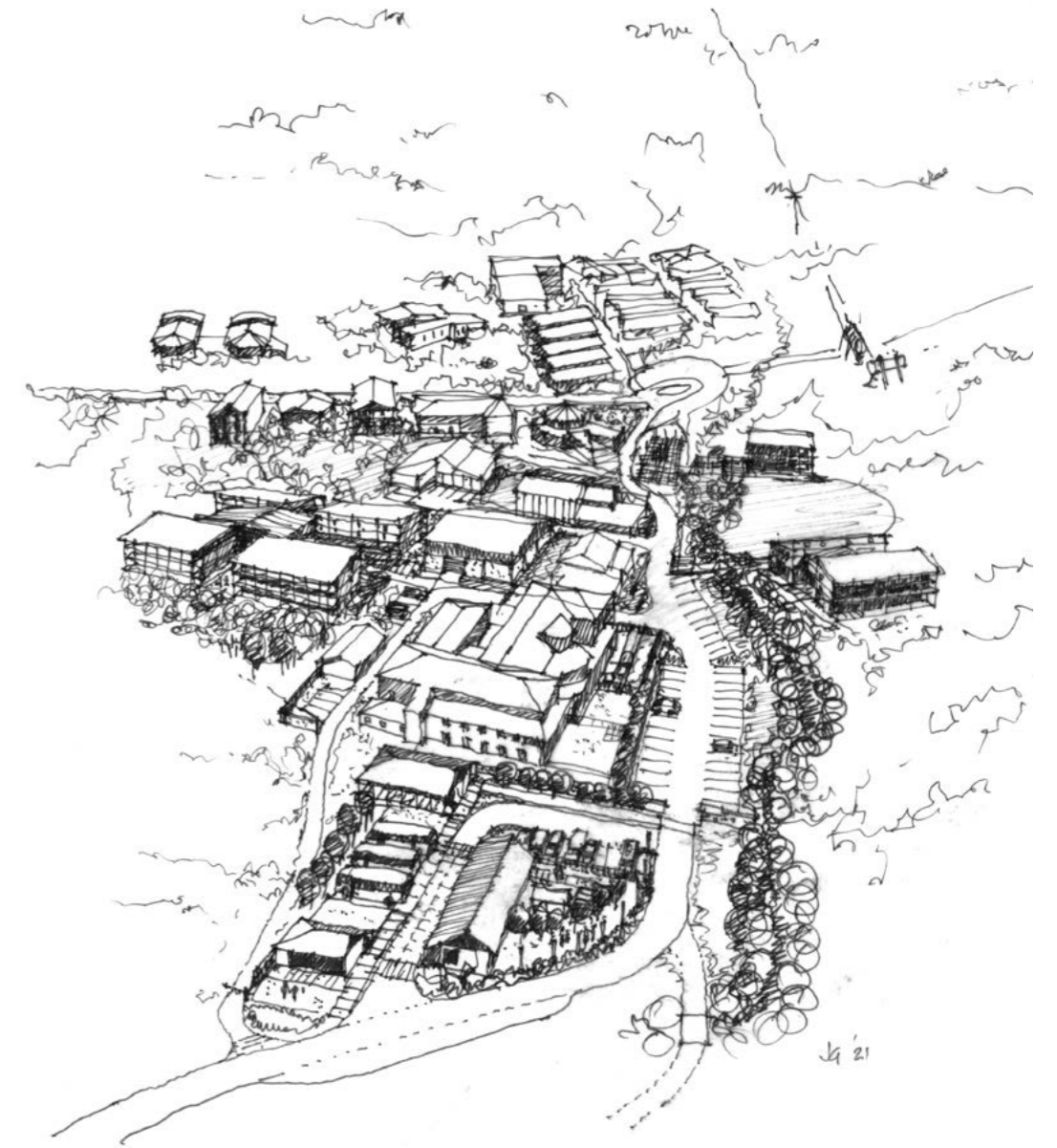




## Charlotte Pass \_ Sketch Illustrations + Precedent Photos



Charlotte Pass Resort view, showing prominent outdoor storage area at entry to resort



Sketch of vision for improved entry



**'Illustrative master plan'  
showing concept for  
future development at  
Charlotte Pass**



new entry walls and signage

de-emphasised gated service entry

gallery/interpretation  
end-of-trip/shop  
courtyard  
bus parking (4)  
car setdown

reception/ cafe/shop/bar

24 x 2-bedroom apartments (lodge). 3 storeys.  
existing building removed

admin/lounge

open "amphitheatre" area

staff accommodation (lodge). 24 rooms  
and shared K/L/D at each level. 3 storeys.  
500KL water storage below ground.

new "town square". existing building removed

new storage/depot facility (500m<sup>2</sup>).

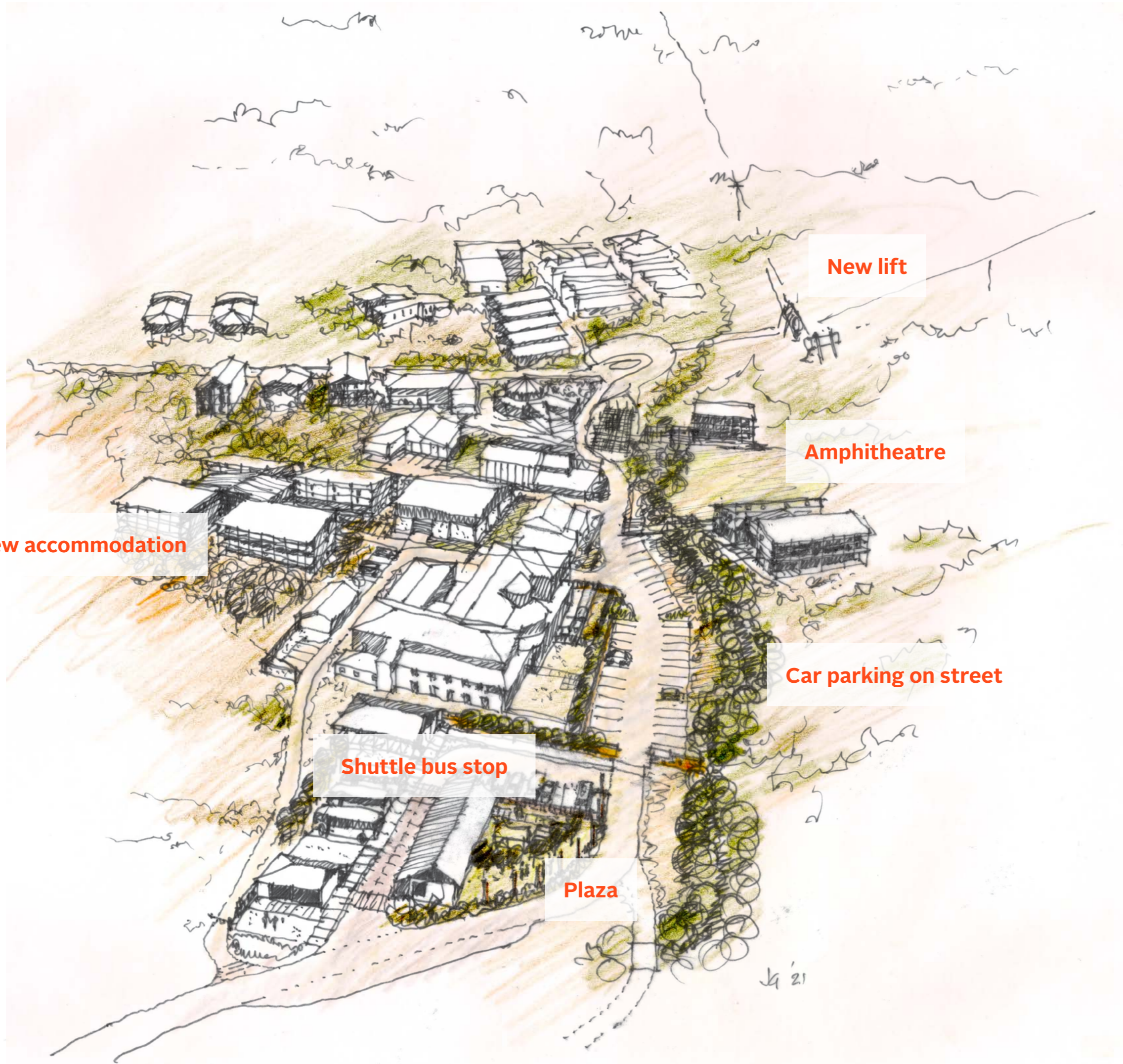
42 x 2-bedroom apartments (lodge). 3 storeys.  
admin/store  
lounge

12 x 2-bedroom apartments. 3 storeys.

18 x 2-bedroom apartments (lodge). 2 storeys.

Charlotte Pass Alpine Reso





**New lift**

**Amphitheatre**

**New accommodation**

**Car parking on street**

**Shuttle bus stop**

**Plaza**

4 '21

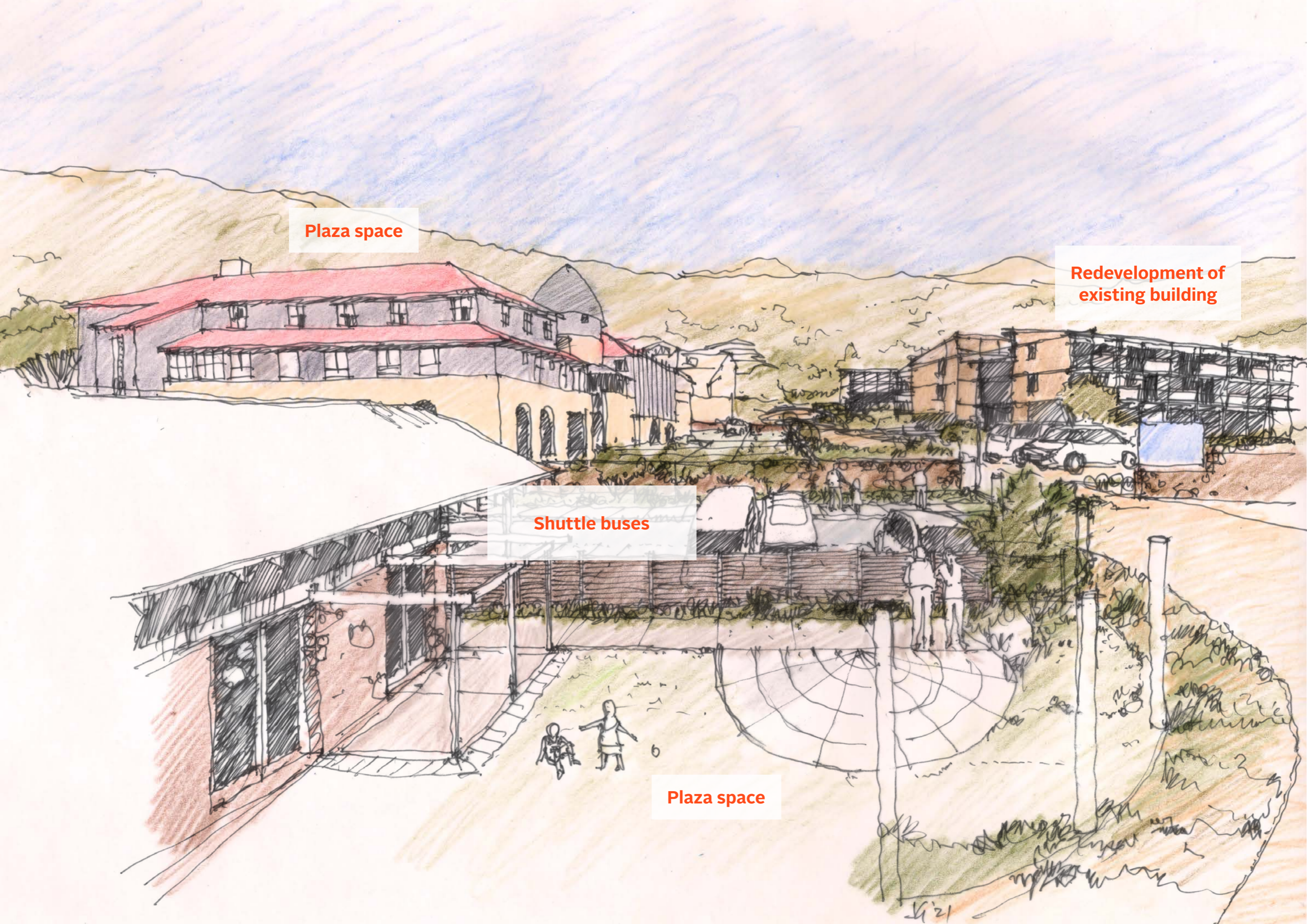


Plaza space

Redevelopment of existing building

Shuttle buses

Plaza space







## 8.5 Charlotte Pass Trail + Road Head

Charlotte Pass is the highest altitude driving destination in Australia

**Better integration with Charlotte Pass Resort, and access from new shuttle buses, is the medium term goal to support increased non-winter visitation to Charlotte Pass while at the same time managing impacts on roads and environment.**

### Introduction

Charlotte Pass is the terminus for Kosciuszko Road and is a popular (often busy) starting point for summit walks and other trails. It is also a destination for day visitors who can park at Charlotte Pass and enjoy a short board-walk to a Mount Kosciuszko and Main Range lookout.

### Existing conditions

Kosciuszko Road to Charlotte Pass is closed in winter, but is a popular summer and non-winter destination.

Formal parking is limited to a small number of short term and disabled spaces only. Walkers typically park alongside Kosciuszko Road on informal verge areas. On busy days cars are parked for several hundred metres back from the road head, causing local congestion and pedestrian safety concerns.

Charlotte Pass Resort is a short distance away (400m straight line distance), but integration is limited.

### Future development

- \_ Formalise safe roadside parking for day visitors along Kosciuszko Road through verge formalisation or similar works (short term action until alternative transport and parking options in operation).
- \_ New shuttle bus stop to provide alternative transport option to Charlotte Pass, including for multi-day visitors who may be encouraged to park at other locations such as Charlotte Pass Resort, Perisher Village or Jindabyne.
- \_ Improved footpath connection to Charlotte Pass Resort to allow for:
  - \_ overnight (non-winter) visitors to Charlotte Pass resort to more easily access Charlotte Pass and main range walking trails.
  - \_ encourage day visitor parking at Charlotte Pass Resort, reducing demand on Kosciuszko Road verge parking, and supporting commercial (e.g. food and beverage) opportunities at Resort.
- \_ Improved wayfinding and signage (including real-time parking information signage) to direct more visitors to Charlotte Pass resort instead of road head.



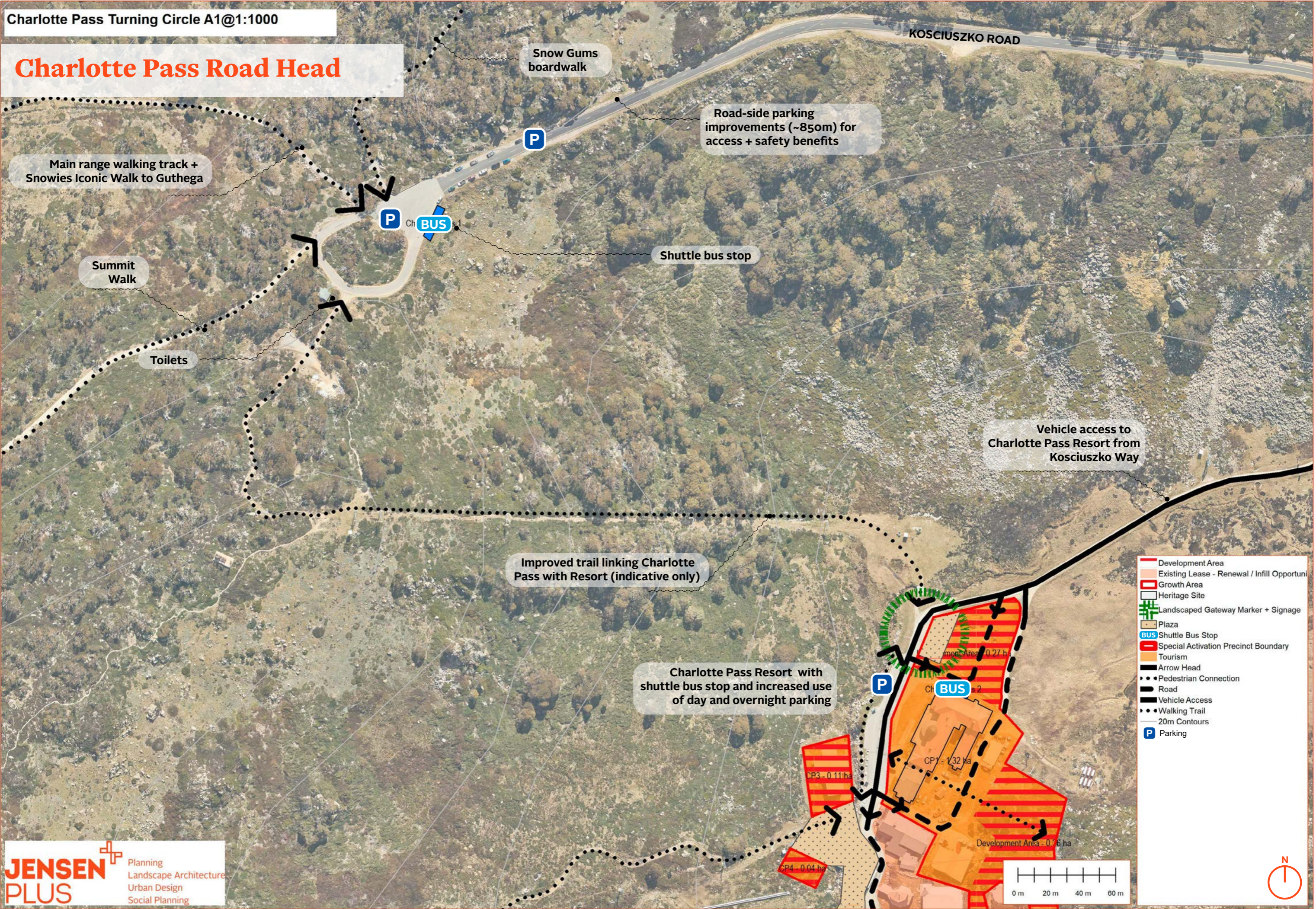
Charlotte Pass includes access to Mount Kosciuszko walking paths and also lookouts for short duration visits



Parking along Kosciuszko Road is popular for hikers. On busy days this area can be congested.



# Charlotte Pass Road Head







## 8.6 Porcupine Rocks Viewing Deck

Offering spectacular views of Thredbo River Valley

**A new viewing deck at Porcupine Rocks could create a spectacular Kosciuszko National Park experience for summer visitors, with an easier walk-in than the Mount Kosciuszko summit hike.**

### Introduction

Porcupine Rocks is a spectacular viewpoint about 2.5km walk from Perisher. Potential exists to create a "cantilevered viewing deck" to create an additional high quality and nature-based tourism attraction.

### Existing conditions

Porcupine Walk is a short, 5.7km return walk from Perisher to Porcupine Rocks. The area is also located on the Snowies Iconic Walk Trail from Charlotte Pass to Perisher (under construction), and is also accessible in winter on the cross-country skiing trail network.

### Future development

- \_ Expand on the attractiveness of this destination with a new high quality viewing deck at Porcupine Rocks, to enjoy views over the Thredbo River Valley to Bullocks Flat.
- \_ Option to construct a cantilevered deck or other elevated structure to maximise the potential for a thrilling walking experience.
- \_ The viewing deck may be located a short distance away from the granite pinnacles of Porcupine Rocks, which are a series of large erratic boulders rather than a continuous rock face.
- \_ Engagement with Monero Ngarigo representatives should be undertaken to ensure this potential project avoids cultural impacts, and includes appropriate cultural values.



Kalbarri Skywalk (top image, WA Dept of Biodiversity, Conservation and Attractions) and Wineglass Bay lookout, Tasmania, showing two different scales of lookout design





# Porcupine Rocks Viewing Deck

Walking trail to Perisher

Snowies Iconic Walk Trail to Charlotte Pass

Lookout (approximate only)



View from Porcupine Rocks. Bullocks Flat and Lake Crackenback Resort in centre



Porcupine Rocks is already part the area's cross country ski trail network, with walking trail links to Charlotte Pass under construction for the Snowies Iconic Walk.





## 8.7 Perisher Village + Bullocks Flat Structure Plans

A significant amount of change and growth is anticipated for the Perisher Valley

**The Structure Plans for Perisher Valley target consolidation, and continue to promote the long-held goal to develop a mixed-use village development as a focal point for year-round activation.**

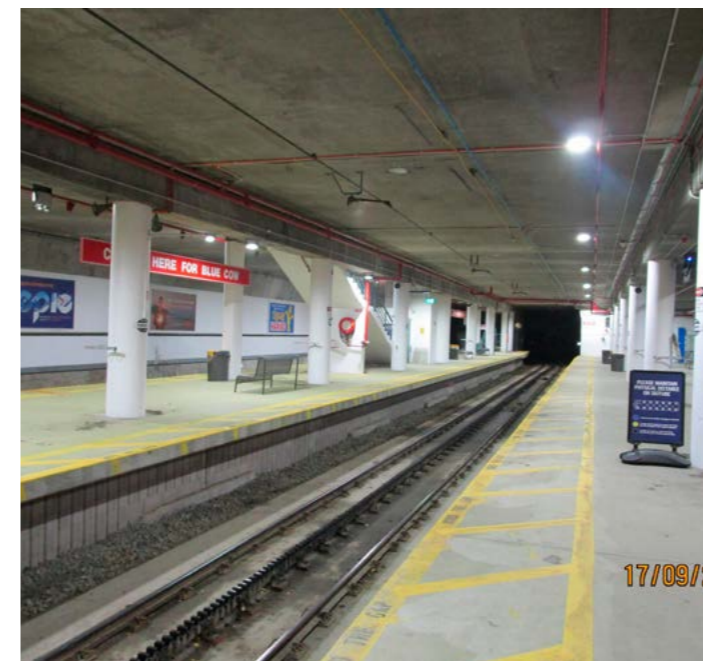
Due to the location and altitude of Perisher Valley, the Structure Plans have to take into account having continued snowfall for longer than other Alpine Resorts. This makes Perisher a key opportunity for new development targeting winter and non-winter use, and to address amenity and legibility issues.

### Existing conditions

Both Perisher Village and Bullocks Flat are dominated by open car parking. Both are linked by the Skitube, with the terminals forming a key node of activity.

A large number of tourist services are concentrated around the centre, including drop off and pick up for buses and other vehicles, and information kiosks that provides ski, accommodation and national park information. Emergency services and other infrastructure services are also present.

Perisher is the largest ski area and is also much more spread out than the other resort areas.

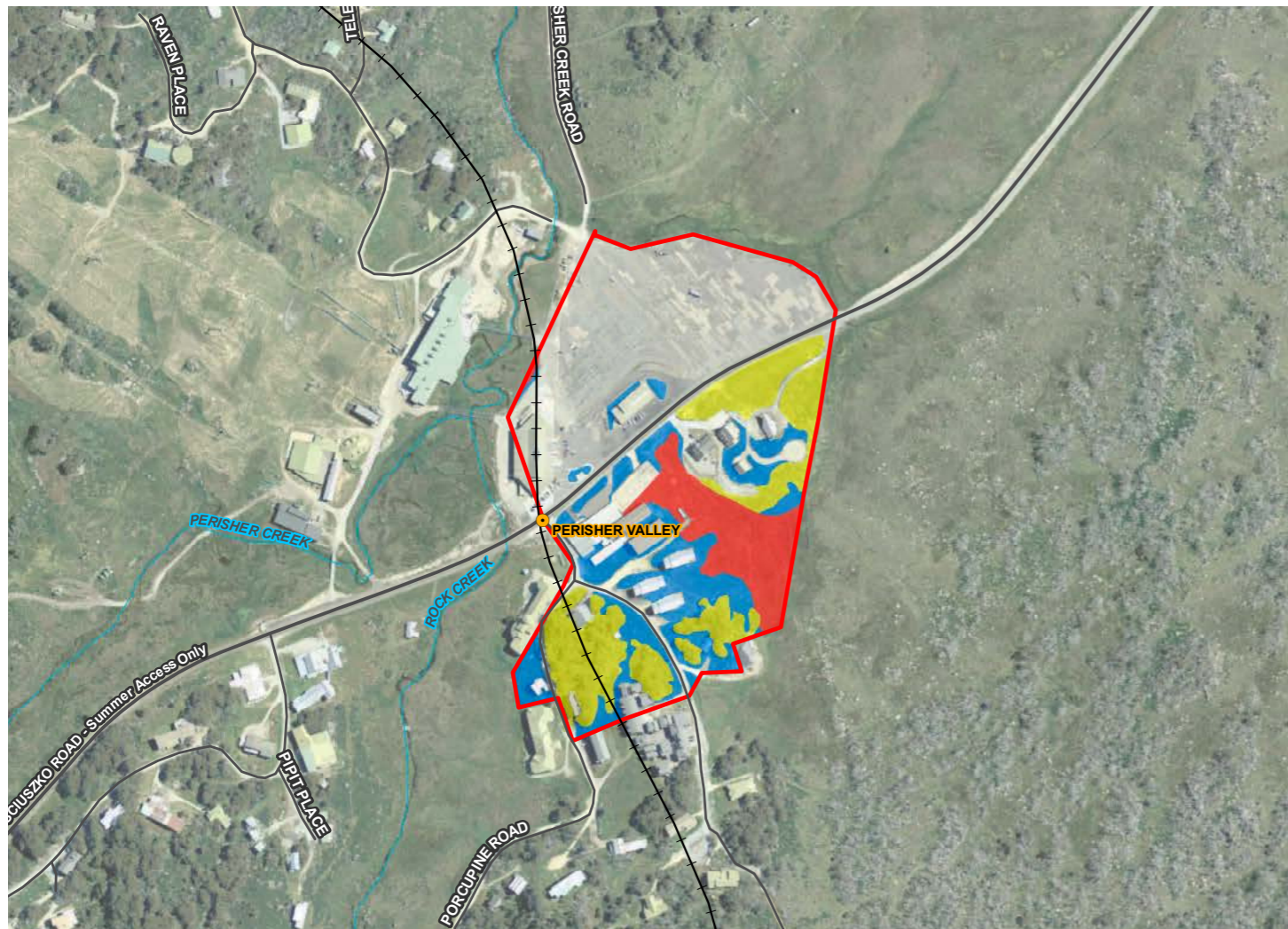


Central facilities including food and beverage, Ski Tube and coach pick up are present the area can feel tired and unattractive especially outside of snow season

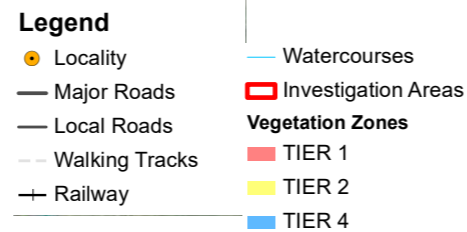


(cont.)

Perisher Village



Biodiversity mapping



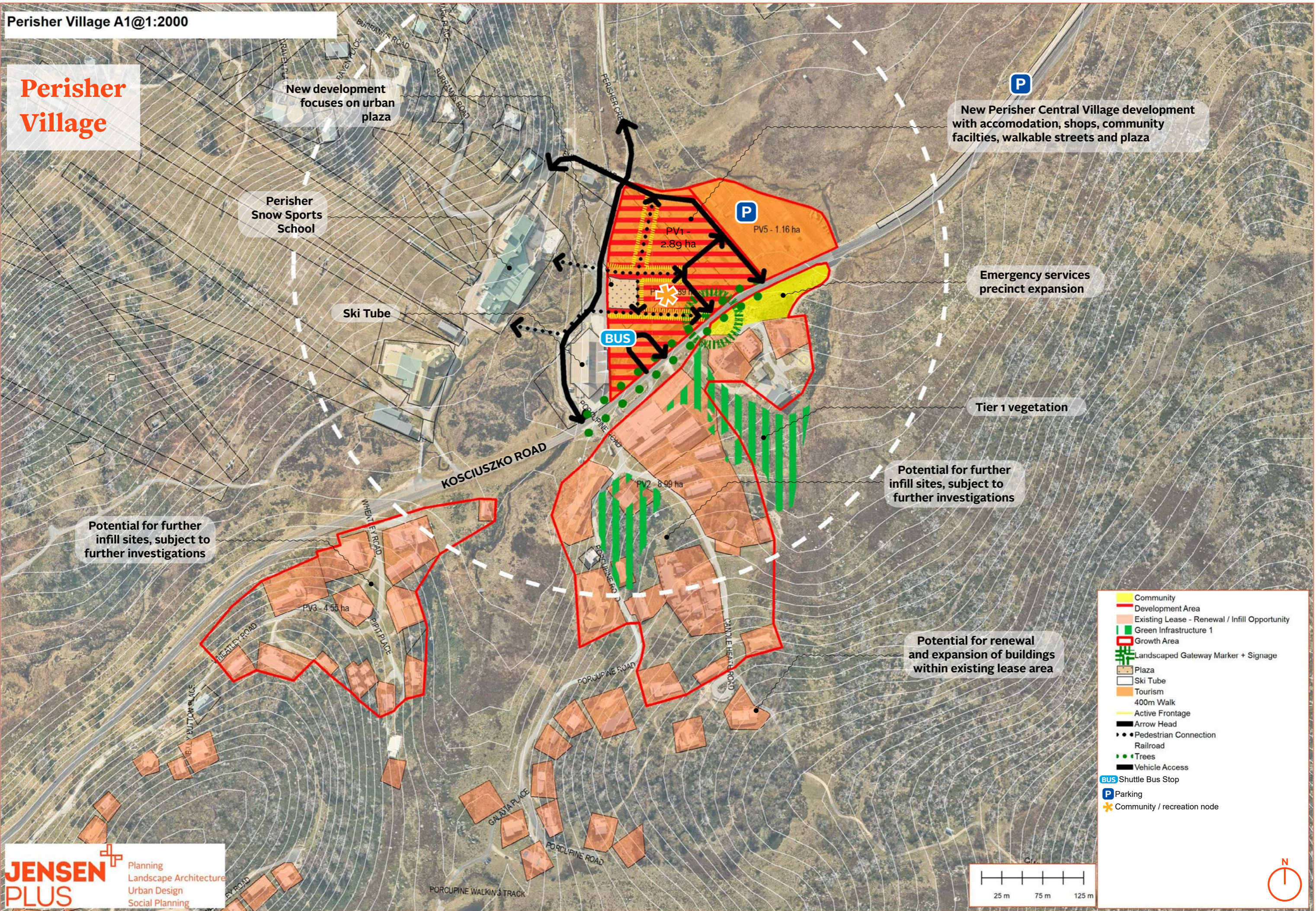
- \_ As with previous master planning including the 2001 master plan, much discussion has focussed around the central part of Perisher for growth and change.
- \_ The large surface car parks have long been identified as a major development site, but to date this development has not proven viable.
- \_ Other nearby "infill" locations are also possible. Early biodiversity surveys highlights that sensitive environmental and cultural heritage features are likely to be present at many possible development locations.



Ski lodges around Perisher



# Perisher Village



New development focuses on urban plaza

New Perisher Central Village development with accommodation, shops, community facilities, walkable streets and plaza

Perisher Snow Sports School

Ski Tube

Emergency services precinct expansion

Tier 1 vegetation

Potential for further infill sites, subject to further investigations

Potential for further infill sites, subject to further investigations

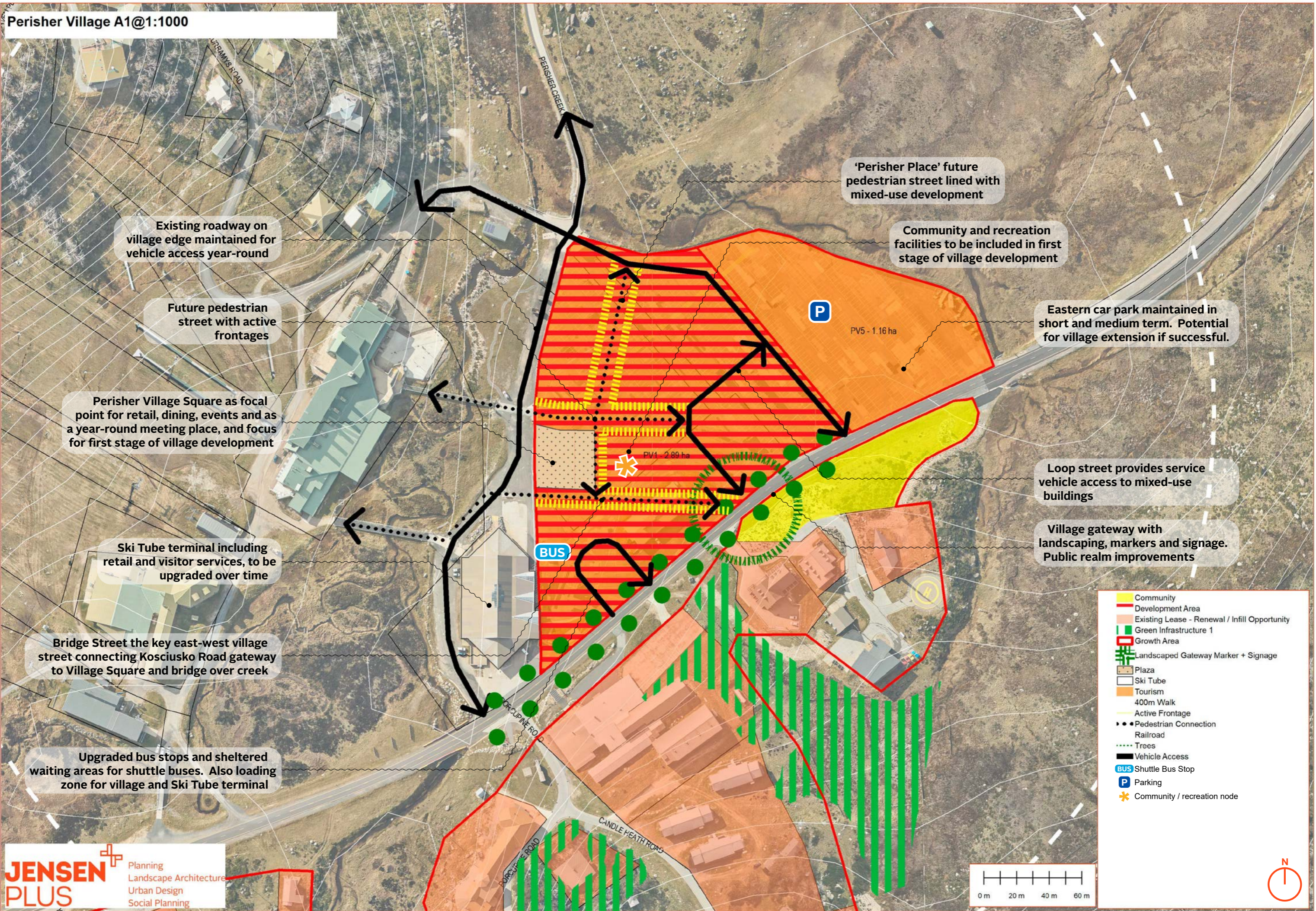
Potential for renewal and expansion of buildings within existing lease area

- Community
- Development Area
- Existing Lease - Renewal / Infill Opportunity
- Green Infrastructure 1
- Growth Area
- Landscaped Gateway Marker + Signage
- Plaza
- Ski Tube
- Tourism
- 400m Walk
- Active Frontage
- Arrow Head
- Pedestrian Connection
- Railroad
- Trees
- Vehicle Access
- Shuttle Bus Stop
- Parking
- Community / recreation node





Perisher Village A1@1:1000



Existing roadway on village edge maintained for vehicle access year-round

Future pedestrian street with active frontages

Perisher Village Square as focal point for retail, dining, events and as a year-round meeting place, and focus for first stage of village development

Ski Tube terminal including retail and visitor services, to be upgraded over time

Bridge Street the key east-west village street connecting Kosciusko Road gateway to Village Square and bridge over creek

Upgraded bus stops and sheltered waiting areas for shuttle buses. Also loading zone for village and Ski Tube terminal

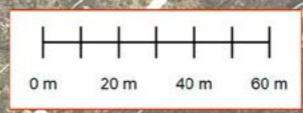
'Perisher Place' future pedestrian street lined with mixed-use development

Community and recreation facilities to be included in first stage of village development

Eastern car park maintained in short and medium term. Potential for village extension if successful.

Loop street provides service vehicle access to mixed-use buildings

Village gateway with landscaping, markers and signage. Public realm improvements







(cont.)

## Perisher Village

### Future development

The Structure Plan focusses on the central part of Perisher, with significant expansion proposed to create a better 'village feel' with activation of streets, new and improved plazas and formalised pedestrian linkages. The Ski Tube terminals and new bus interchanges form key focal points for activity and visitor services.

### Future development – Perisher Village

- \_ Perisher Village is consolidated as a more compact village, better utilising the open car parking area for a major redevelopment (in stages).
- \_ An evolution of the 2001 master plan layout, informed by more recent concept planning by others suggests key street and public space alignments.
- \_ In the short term the development (and loss of car parking) can be supplemented by new parking areas proposed along Kosciuszko Road and at Pipers Gap, although the strategic goal is for greater use of public transport including Ski Tube and shuttle

buses, and greater numbers of overnight visitors, to reduce car use and parking demand and support a more sustainable access pattern.

- \_ Limited infill development sites may also be identified with a focus within walking distance of the village. More detailed site analysis will be required to confirm site suitability.
- \_ A more general emphasis over time will be on the renewal and redevelopment of older ski lodges and properties with the potential not only to modernise and improve accommodation options, but to increase accommodation yield at the same time.
- \_ An emphasis on redevelopment of existing sites (with extensions within existing lease areas anticipates also reflects the fact that high value biodiversity and cultural heritage is present all around this high altitude valley, and that large scale clearing of vegetation for development is not an appropriate development model.
- \_ More detailed master planning is required to continue to develop solutions for local issues such as freight access, medical services, oversnow routes + safety, wind impact on

outdoor spaces, and the design and location of commercial spaces.

- \_ Road and urban runoff are also key issues at Perisher. Stormwater and snowpush area treatments need to be carefully designed, as do gateway features, wayfinding and placemaking and amenity features to improve the sense of arrival to Perisher.



Perisher Village's expanse of car park



Bridge across river at Perisher Village



Skitube interface with public space



First stage village development  
on western half of car park

Pedestrian footbridge  
over creek

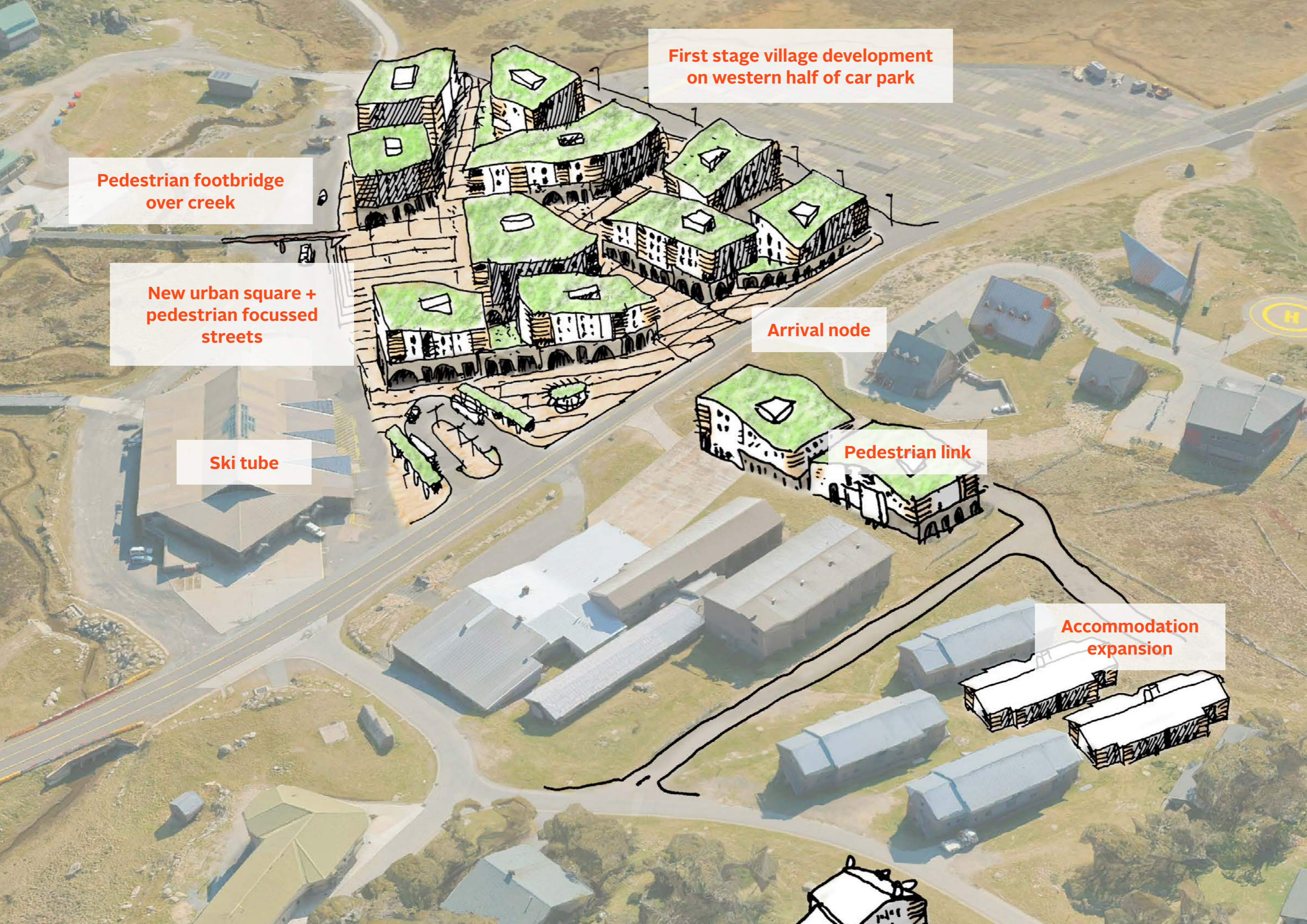
New urban square +  
pedestrian focussed  
streets

Arrival node

Ski tube

Pedestrian link

Accommodation  
expansion







## 8.9 Smiggen Holes

Smiggen Holes is a smaller ski lift and accommodation area about 2km from Perisher

**Smiggen Holes is an established ski area but its lower altitude suggests it will not be a location for major growth in the future.**

Smiggen Holes is a part of the larger Perisher ski area. At a lower altitude, it has less reliable conditions and over time due to climate change this may mean it is less and less utilised for winter sports. This could lead to non-winter opportunities but also suggests that Smiggen Holes may not be a location for many major new developments.

### Future development

- \_ One prominent opportunity exists in the re purposing of a workshop area close to Kosciuszko Road, potentially into a tourist development node, and new gateway to the area.
- \_ An alternative plan to construct additional car parking at this location (and at other more remote sites behind Smiggen Holes) does little to advance the Special Activation Precinct towards a more modern and sustainable tourist destination.



Smiggen Holes is at a lower altitude (top). The workshop (left) near Kosciuszko Road is the major development opportunity.



# 8.8 Smiggin Holes

Smiggins Holes Ski Resort

Possible workshop relocation sites

Smiggins Hotel & Chalet Apartments. Large site, possible redevelopment opportunity

Existing workshop site redeveloped to mixed use accomodation and tourismcentre

Potential for renewal and expansion of buildings within existing lease area

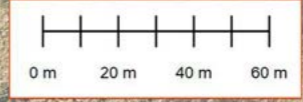
No new development on greenfield land due to altitude relative to snow line

Central walkways and stairs through development link shuttle bus stops to ski and visitor facilities

Tourism Development Area - 0.64 ha

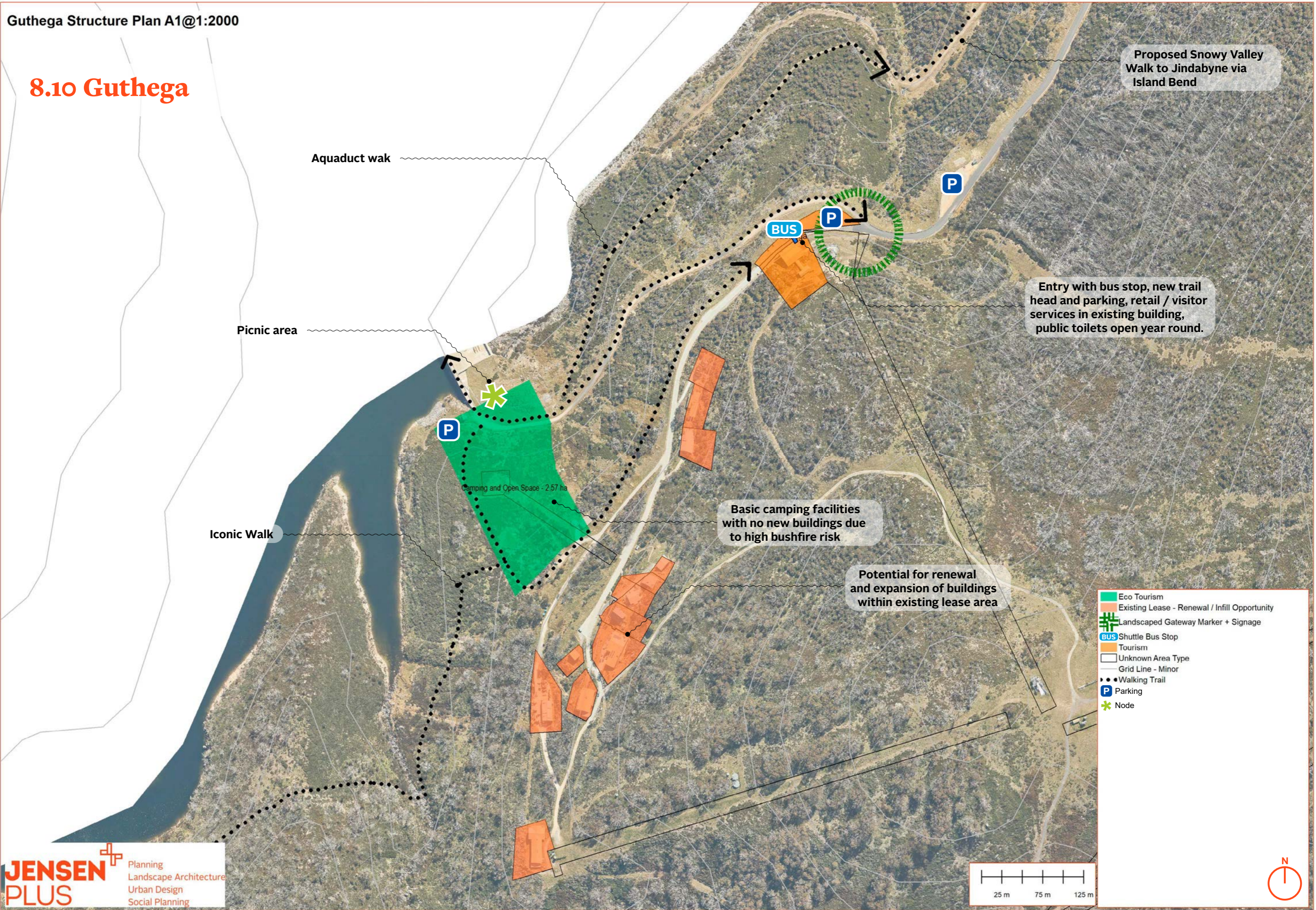
Chain bay and information signage area

- Development Area
- Existing Lease - Renewal / Infill Opportunity
- Landscaped Gateway Marker + Signage
- Shuttle Bus Stop
- Tourism
- Unknown Area Type
- Grid Line - Minor
- Pedestrian Connection
- Unknown Line Type
- Vehicle Access
- Walking Trail Node
- Parking
- Information





# 8.10 Guthega



Proposed Snowy Valley Walk to Jindabyne via Island Bend

Aqueduct wak

Picnic area

Iconic Walk

Camping and Open Space - 2.57 ha

Entry with bus stop, new trail head and parking, retail / visitor services in existing building, public toilets open year round.

Basic camping facilities with no new buildings due to high bushfire risk

Potential for renewal and expansion of buildings within existing lease area

- Eco Tourism
- Existing Lease - Renewal / Infill Opportunity
- Landscaped Gateway Marker + Signage
- Shuttle Bus Stop
- Tourism
- Unknown Area Type
- Grid Line - Minor
- Walking Trail
- Parking
- Node







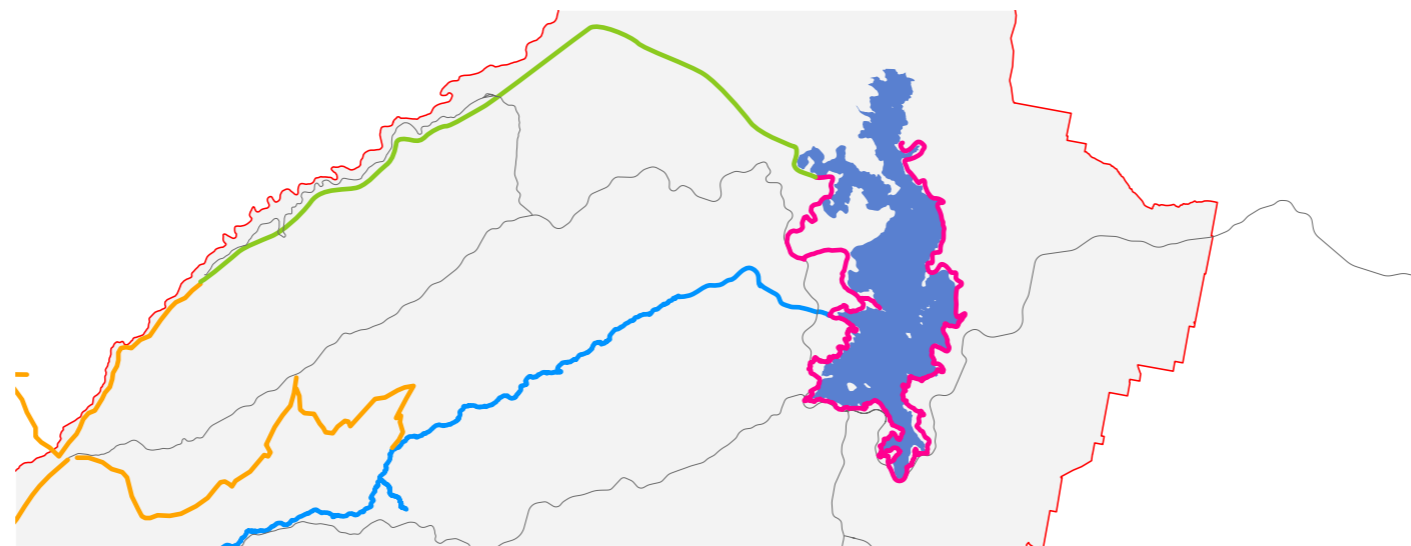
## Guthega (cont.)

**Guthega is one of the Precinct's hidden gems. Introducing more people to this part of Kosciuszko National Park, without changing Guthega's peaceful character, is a key objective of the Structure Plan.**

Guthega's character is influenced by its small size and relative isolation, qualities that regular visitors enjoy.

The Structure Plan for Guthega focuses on modest upgrades to encourage additional year-round visitation without compromising the peaceful nature of the place.

Relatively high bushfire risk (as well as biodiversity and environmental values) has also been identified as a constraint on major expansion of new buildings and land uses at Guthega.

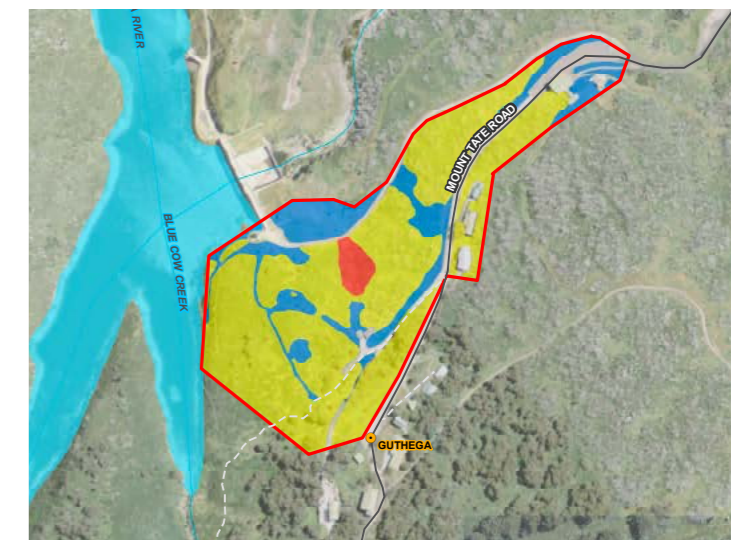


A future Snowy Valley Walk (green) following the Snowy River from Guthega to Lake Jindabyne, to provide new medium and long distance walking opportunities connecting to the Snowies Iconic Walk (yellow) and Lake Jindabyne Trail (pink).

The Structure Plan provides:

- \_ links to walking trails including the Snowies Iconic Walk (already in development) and also a proposed Guthega to Lake Jindabyne long distance walking trail, to follow the iconic Snowy River
- \_ basic camping facilities on land with lower environmental sensitivity (e.g. could be used by long distance walkers accessing the Iconic Walk and other routes)

- \_ ski lodge and accommodation upgrades and expansion (within current lease boundaries)
- \_ upgrades to roads including sealing of Guthega Road from Link Road to Guthega
- \_ year-round access to toilets and greater use of ski amenities building, possibly facilitated with tourist businesses
- \_ loop walks, picnic facilities, information signage, and other low-key infrastructure to support day visitation
- \_ an emphasis on low impact, minimum clearing and minimum environmental impact.



Biodiversity mapping

Legend	
● Locality	■ Investigation Areas
— Local Roads	■ Vegetation Zones
— Walking Tracks	■ TIER 1
— Watercourses	■ TIER 2
■ Waterbodies	■ TIER 4





## 8.11 Enabling Snow Play



Snow Play is an increasingly popular pastime for visitors to the Snowy Mountains who are not participating in more 'skilled' (and expensive) alpine sports like skiing and snowboarding. Snow play includes activity like tobogganing and is popular with families, and those visitors looking for a "snow experience".

Snow Play is a legitimate activity but creates some tension with other winter users through pressure for car parking, and potential for traffic safety issues (like sudden stopping or parking at the side of the road), especially if snow play visitors are less experienced in a winter environment.

There is a desire to create at least one location in southern Kosciuszko National Park where Snow Play can be facilitated and encouraged, to support this activity without placing undue pressure on other users including lift operators.

### Options for improved Snow Play centre

### 1. Pipers Gap

A dedicated location for Snow Play co-located with a proposed new car park at Pipers Gap, between Smiggin Holes and Perisher. Could include a new shelter or building to protect visitors from weather and provide basic amenities like toilets.

#### Advantages

- \_ A dedicated centre would take some pressure away from ski lift areas, and could be independently run (either by NPWS or a business), and promoted to increase overall visitation to the region.
- \_ Snow Play parking at "secondary" car park further from ski lifts.
- \_ Elevated altitude, with more reliable snowfall than lower altitude options (like Smiggin Holes).
- \_ Potential to co locate with cross country ski facilities.

#### Disadvantages

- \_ Environmental impact of development on threatened species habitat, with previously disturbed land not being big enough for the new facilities.
- \_ Promotes driving to Perisher Valley, by

inexperienced drivers, and removes potential car parking from ski centres.

- \_ Poor integration with Ski Tube for public transport access, but with potential for service by proposed shuttle buses.
- \_ Despite purpose-built facility (or building), snow play visitors may still be tempted to travel to Perisher Village to access shops and food outlets, therefore still adding demand to road and parking access.

### 2. Perisher Village

Option for a dedicated Snow Play area or areas at Perisher.

#### Advantages

- \_ Biggest centre with reliable snow and large number of visitor (and emergency) facilities.
- \_ Potential for increased use of Ski Tube (existing infrastructure) and/or shuttle buses to access Snow Play without adding to parking demand, especially opportunity for using Ski Tube outside peak times for skier access (e.g. off-peak ticket pricing).
- \_ Additional custom for Perisher food and beverage outlets.
- \_ Additional custom for accommodation and other uses as part of proposed Perisher Village redevelopment, (including mid-week and in more marginal ski conditions, (Snow Play visitors requiring a relatively small area).





### Disadvantages

- \_ Conflict with skiers for use of snow areas.
- \_ Increased use of Ski Tube for Snow Play visitors (i.e. instead of driving and parking) requires operational and pricing reform of Ski Tube, and cannot be easily enforced including at Kosciuszko National Park entry stations.
- \_ Potential increase in price of Snow Play (e.g. requirement to purchase Ski Tube tickets) may put beyond reach of some visitors and families.

### 3. Thredbo (or Smiggin Holes)

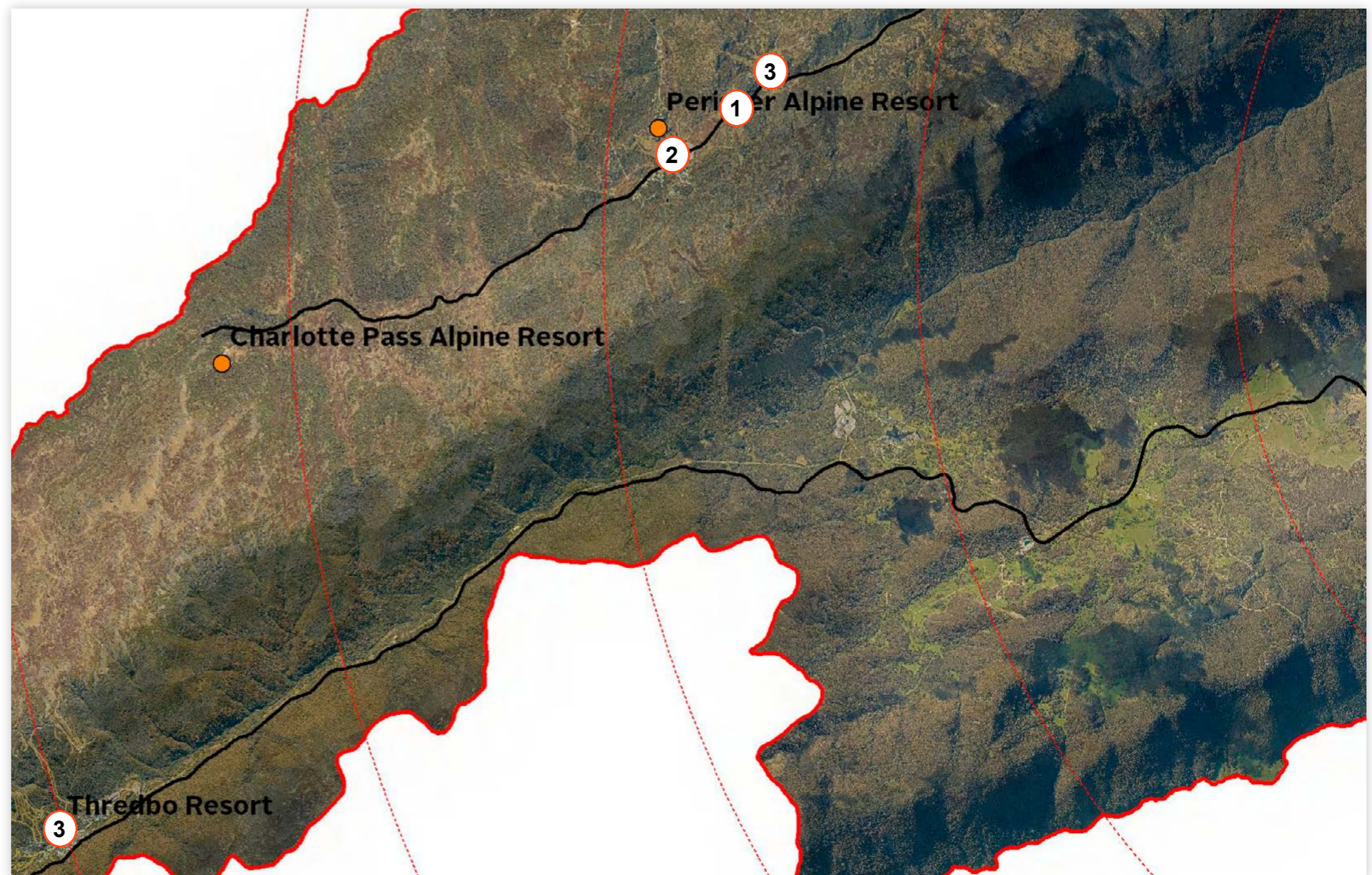
Potential for Snow Play area(s) at Thredbo, potentially at higher altitude and accessed from a gondola or chairlift.

#### Advantages

- \_ Additional custom for gondola tickets and commercial opportunities for Thredbo resort.

#### Disadvantages

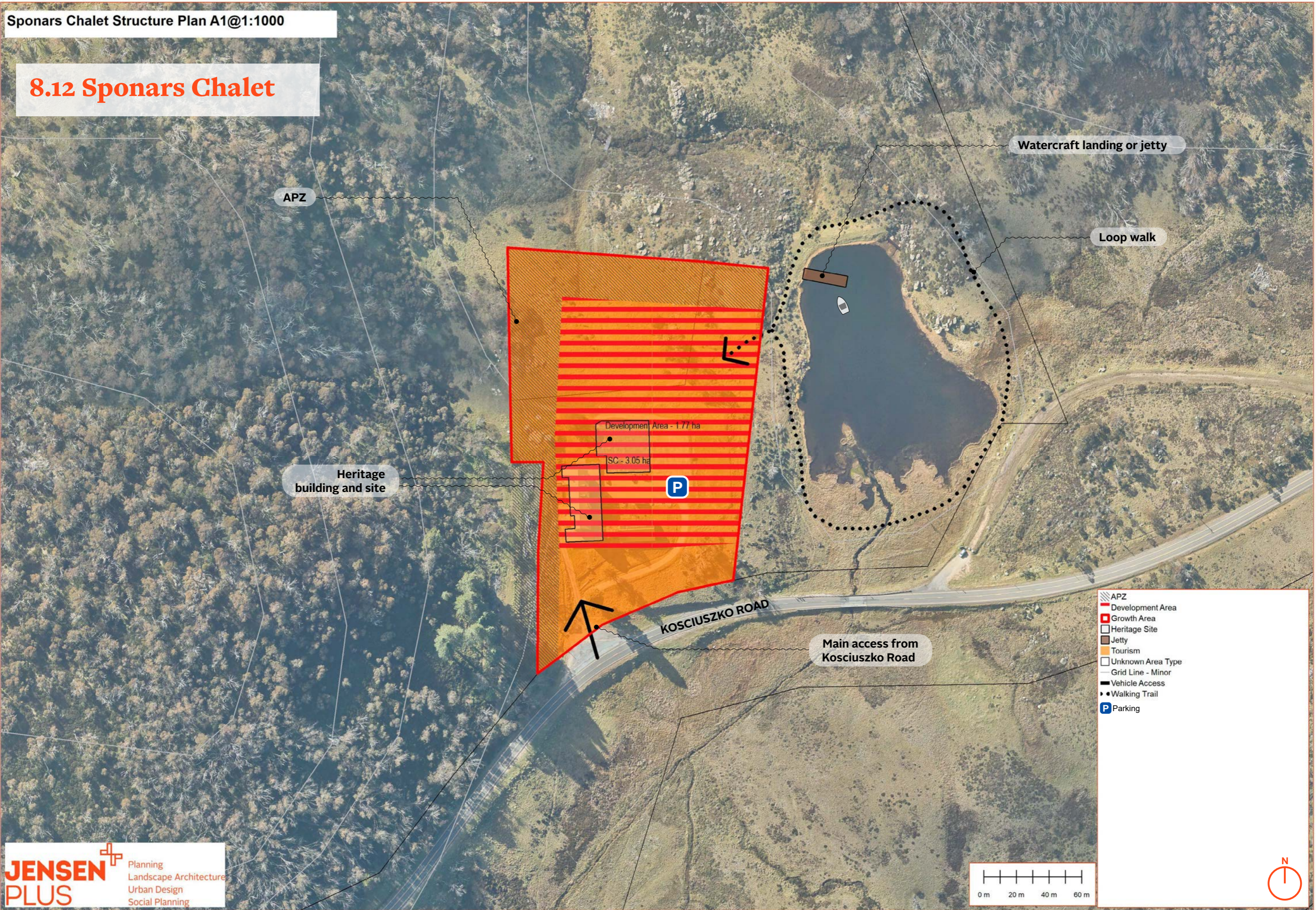
- \_ Less reliable snow at lower altitudes.
- \_ Additional pressure on access roads and car parking, although use of proposed shuttle bus for snow play visitors could be encouraged through pricing.
- \_ Additional pressure on gondola/chairlift capacity at peak times.



Potential locations Snow Play centre (all locations approximate)



# 8.12 Sponars Chalet





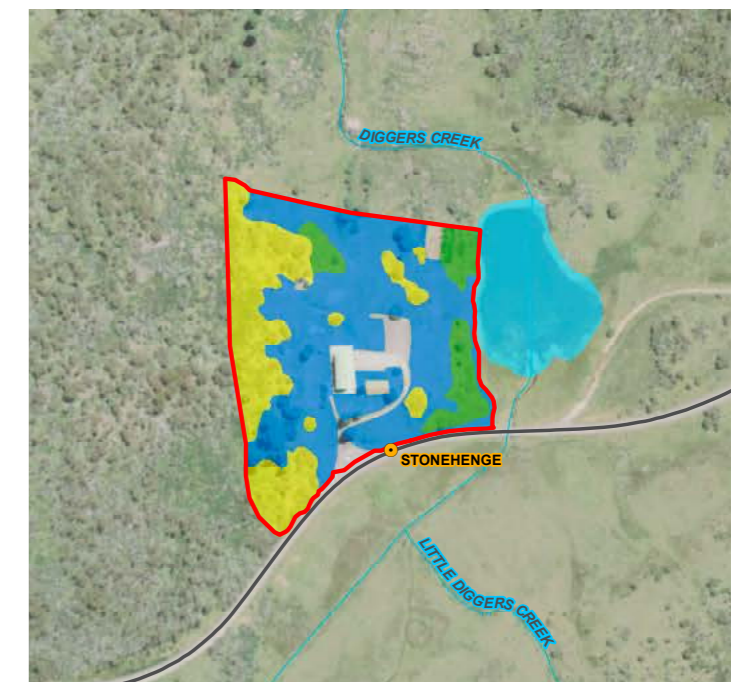


## Sponars Chalet \_ Sketch Illustrations



Sponars Chalet in context

The Structure Plan for Sponars Chalet focuses on upgrading the existing facilities and allowing for a potential future expansion of new buildings and accommodation options, while respecting the heritage setting and ensuring safe road access.

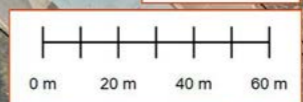
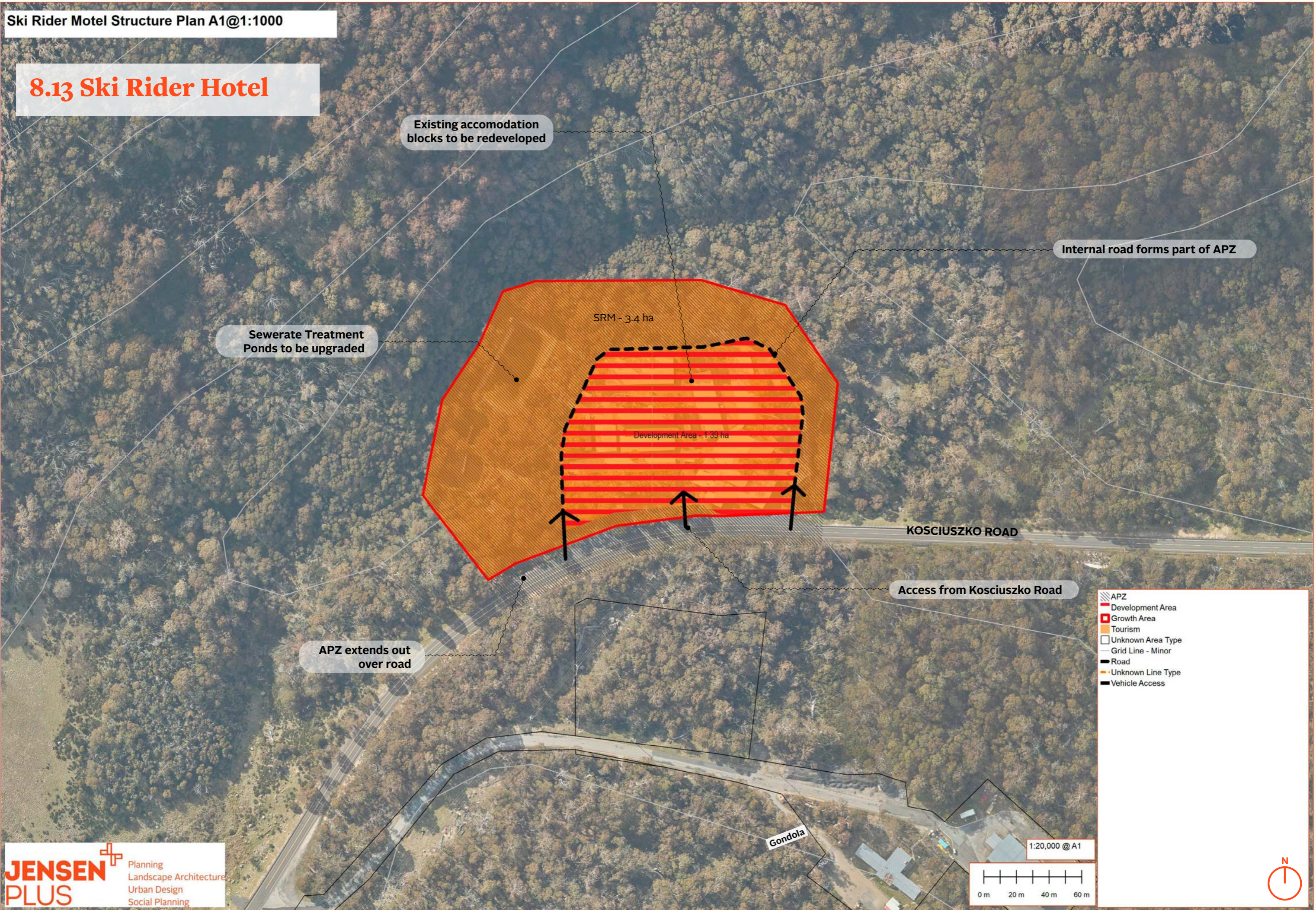


### Legend

- Locality
- Major Roads
- Local Roads
- Watercourses
- Waterbodies
- Investigation Areas
- TIER 2
- TIER 3
- TIER 4



# 8.13 Ski Rider Hotel







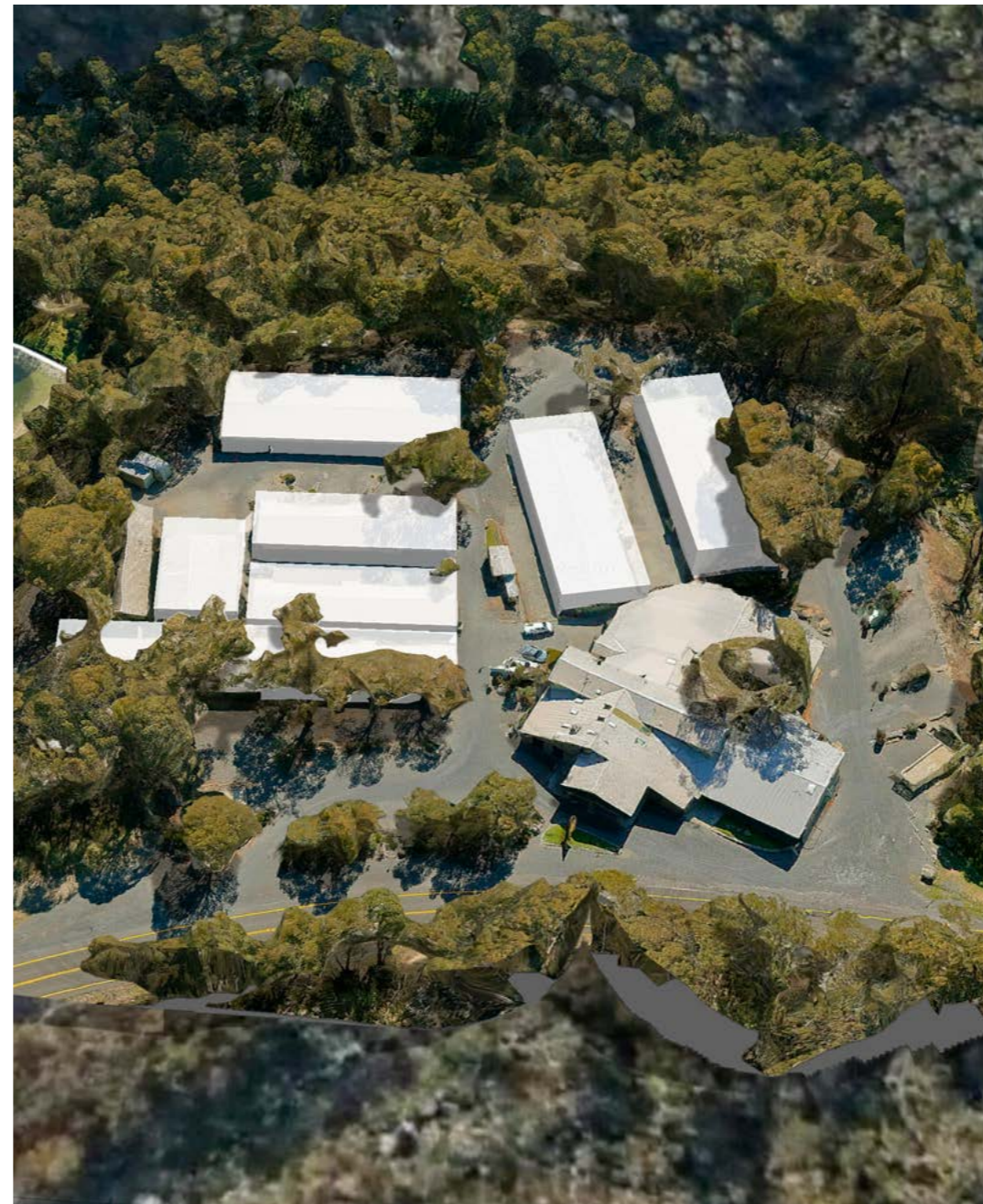
## Ski Rider Hotel\_ Sketch Illustrations



Biodiversity mapping

### Legend

- |              |               |
|--------------|---------------|
| Locality     | Investigation |
| Major Roads  | TIER 2        |
| Watercourses | TIER 3        |
| Waterbodies  | TIER 4        |



Preliminary Ski Rider Hotel perspective

The Structure Plan for Ski Rider Hotel focuses on changes to the motel and improvements to the supporting infrastructure.

The Structure Plan provides for redevelopment such as:

- \_ a new staff accommodation block
- \_ improved and expanded accommodation through height increases
- \_ refurbished accommodation, bar and bistro building
- \_ upgrades to roads and amenities
- \_ increase in coach services
- \_ no increase in parking
- \_ careful attention to be paid to bushfire risks and APZs, noting that the vegetation values in the area are lower than other locations, and the site is previously disturbed.



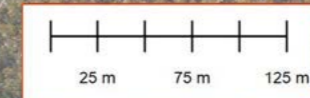
# 8.14 Kosciuszko Tourist Park

KOSCIUSZKO ROAD

Kosciuszko Tourist Park - 14 ha

Upgrades to camping facilities, opportunities for eco-cabins within lease area

- Camp Ground Improvements
- Grid Line - Minor
- Vehicle Access

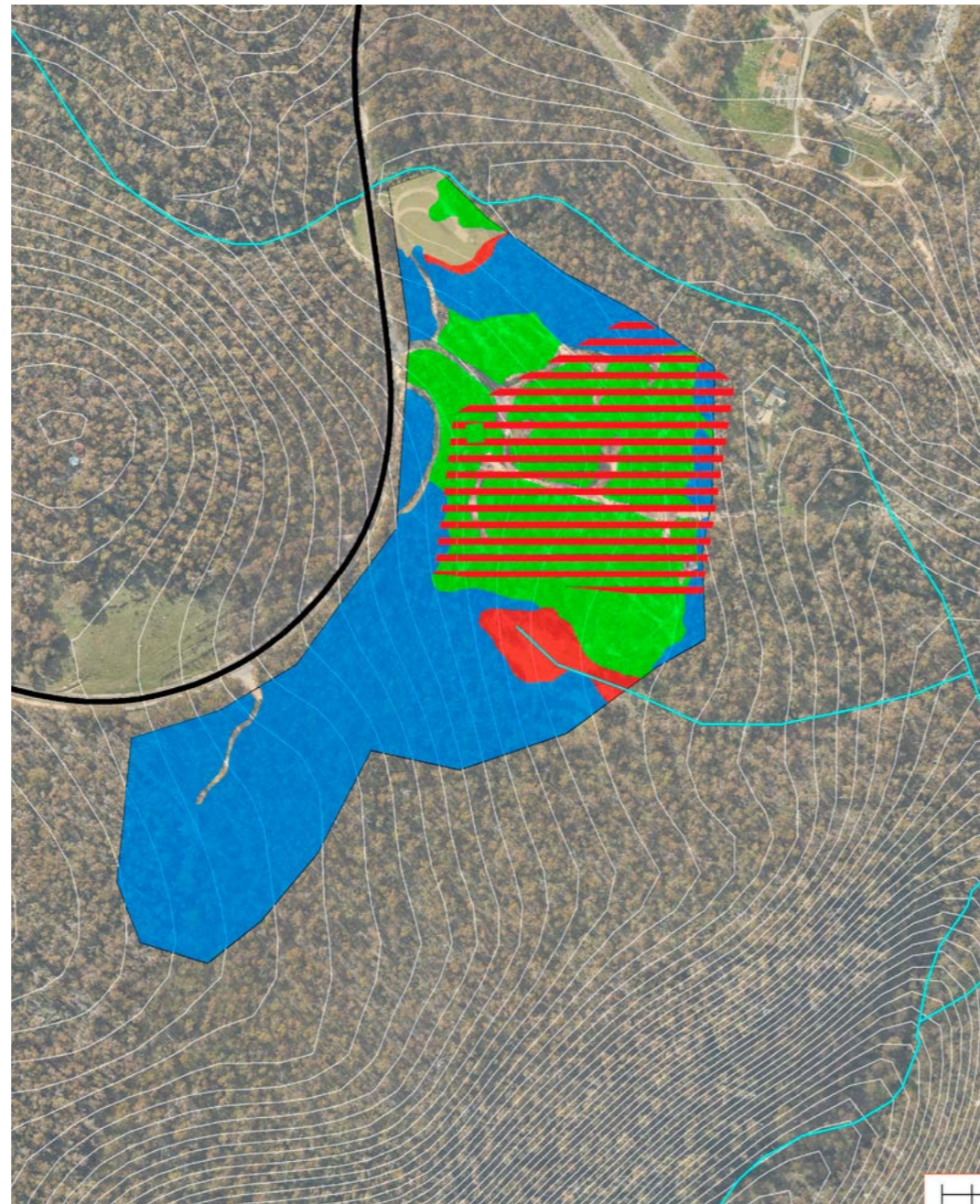
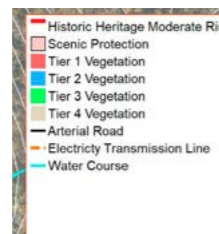




## Kosciuszko Tourist Park\_Sketch Illustrations

The Structure Plan for Kosciuszko Tourist Park provides for improvements and expansion of offering including potentially:

- \_ New 3 star accommodation
- \_ Education centre upgrade
- \_ Connection and Return to Country including accommodation options
- \_ Park + ride or bus park
- \_ Environmental offsets
- \_ Link to walking trails

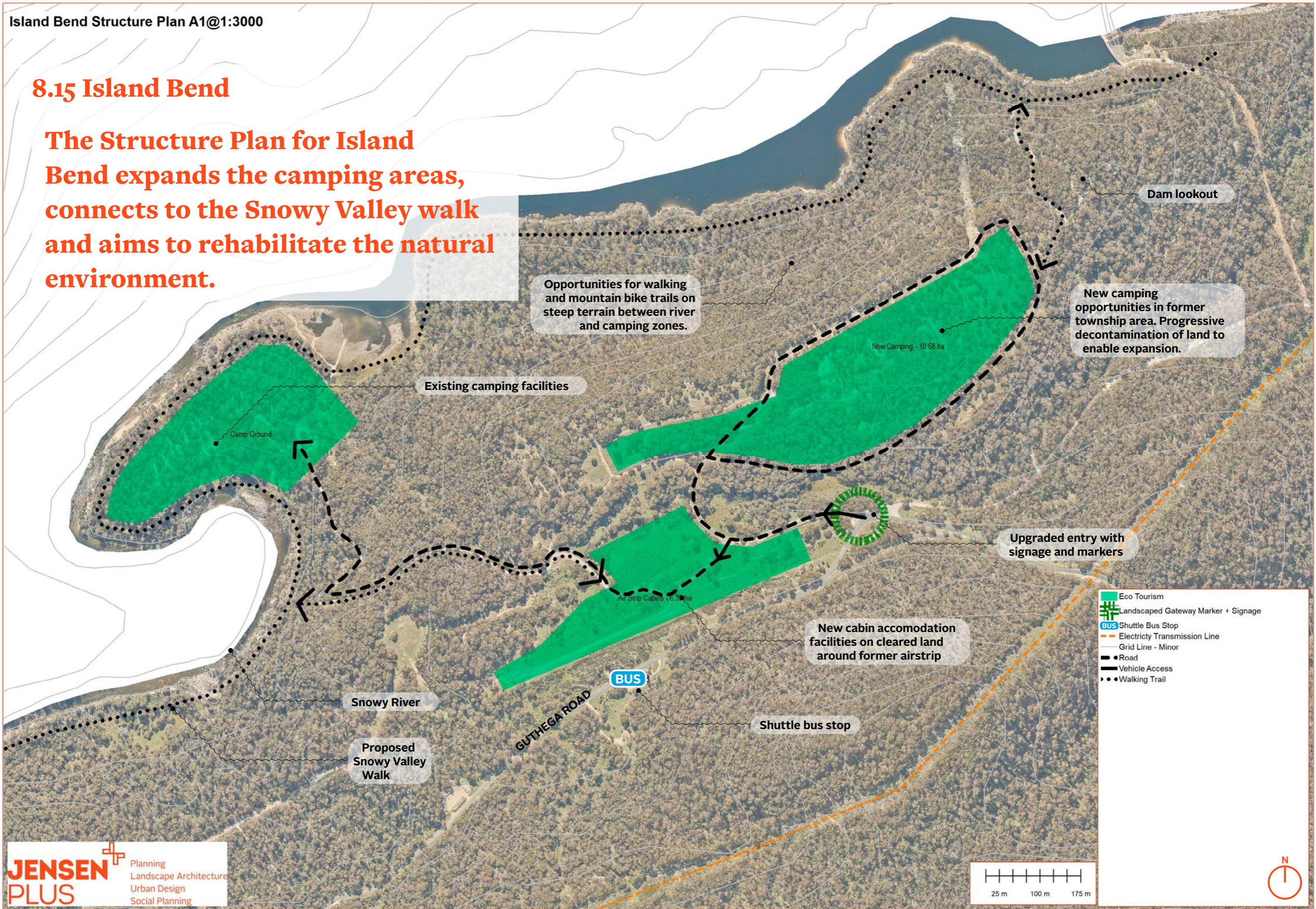


Preliminary Kosciuszko Tourist Park sketch developed in the E&D workshops



## 8.15 Island Bend

The Structure Plan for Island Bend expands the camping areas, connects to the Snowy Valley walk and aims to rehabilitate the natural environment.



Opportunities for walking and mountain bike trails on steep terrain between river and camping zones.

New camping opportunities in former township area. Progressive decontamination of land to enable expansion.

Upgraded entry with signage and markers

New cabin accomodation facilities on cleared land around former airstrip

Snowy River

Proposed Snowy Valley Walk

GUTHEGA ROAD

Shuttle bus stop

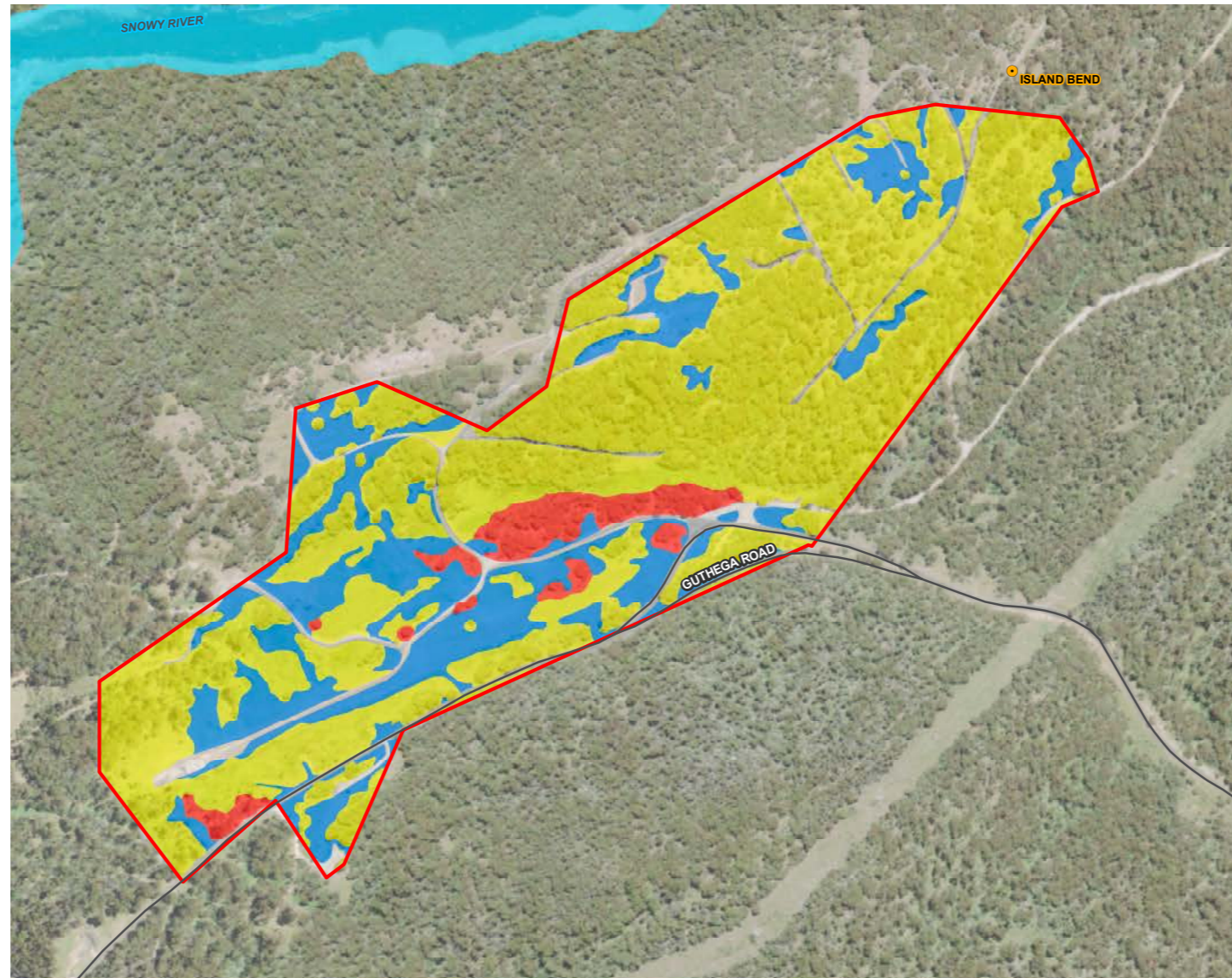
Dam lookout







## Island Bend \_ Sketch Illustrations



Biodiversity mapping

Legend	
<span style="color: yellow;">●</span> Locality	<span style="border: 2px solid red; padding: 2px;"> </span> Investigation Areas
<span style="color: grey;">—</span> Local Roads	<b>Vegetation Zones</b>
<span style="color: lightblue;">—</span> Watercourses	<span style="background-color: red; width: 15px; height: 10px; display: inline-block;"></span> TIER 1
<span style="background-color: cyan; width: 15px; height: 10px; display: inline-block;"></span> Waterbodies	<span style="background-color: yellow; width: 15px; height: 10px; display: inline-block;"></span> TIER 2
	<span style="background-color: blue; width: 15px; height: 10px; display: inline-block;"></span> TIER 4

The Structure Plan for Island Bend supports the development and expansion of camping and associated nature based uses and facilities.

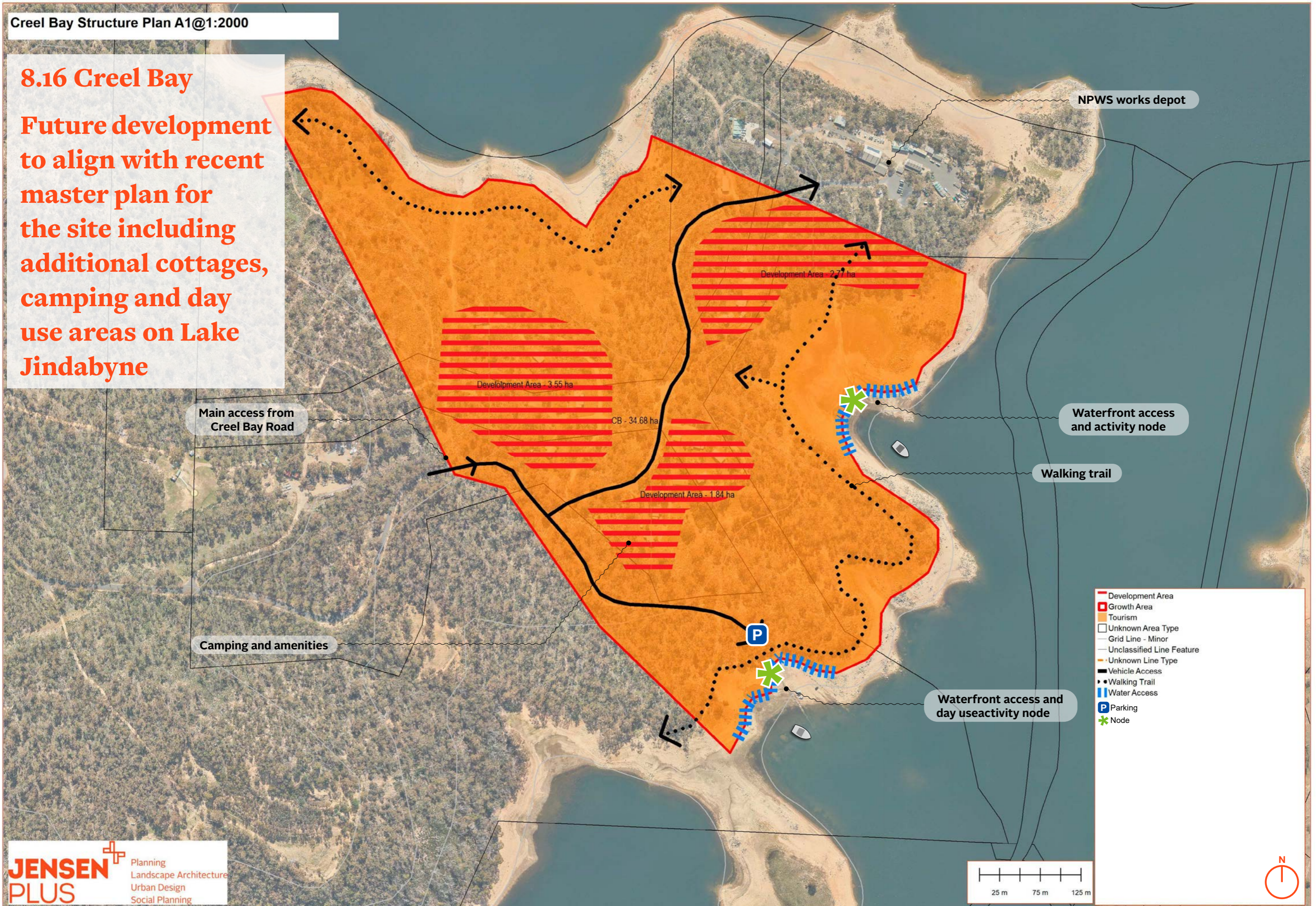
While managing the high bushfire risk, the Structure Plan provides:

- \_ additional camping areas
- \_ opportunities for tourist cabins which could be located at the former airstrip
- \_ lookouts and local walking loops
- \_ bushfire safety retreat or bunker
- \_ rehabilitation of the old town camp
- \_ links to the proposed Snowy Valley trail
- \_ an emphasis on low impact development with minimal clearing or other environmental impact, noting that this location is previously disturbed and retains substantial no-go areas due to asbestos contamination.



## 8.16 Creel Bay

Future development to align with recent master plan for the site including additional cottages, camping and day use areas on Lake Jindabyne







## 8.17 Thredbo

An overview of the Thredbo Resort (east and west) Structure Plans.

**Thredbo Resort is the most built up “alpine village” among the Kosciuszko National Park resorts.**

**The Structure Plans for Thredbo Resort use the existing character of what is working and build on it. Infrastructure improvements focus on pedestrian connectivity within the resort as well as long term public transport accessibility.**

Thredbo Resort provides significant opportunities for infill development in the main village, with some low density expansion focused in the west at the golf course. The success of the current form of the village will be maintained, and enhanced.

### Existing conditions

- \_ Thredbo Resort is located in a valley in a with a strong village form and feel. The topography presents difficulties but also opportunities. The Thredbo River runs through the resort village. The golf course is underutilised, with all holes not required to be retained.
- \_ Surrounding forested slopes provide breathtaking vistas and landscape character but also bushfire hazards which have not yet been fully assessed in the master planning.

### Future development

- \_ In addition to infill redevelopment, improvements to pedestrian access are Prioritised. New footbridges and improvements to the pedestrian experience through the implementation of active frontages and new plazas will make Thredbo a more connected environment.

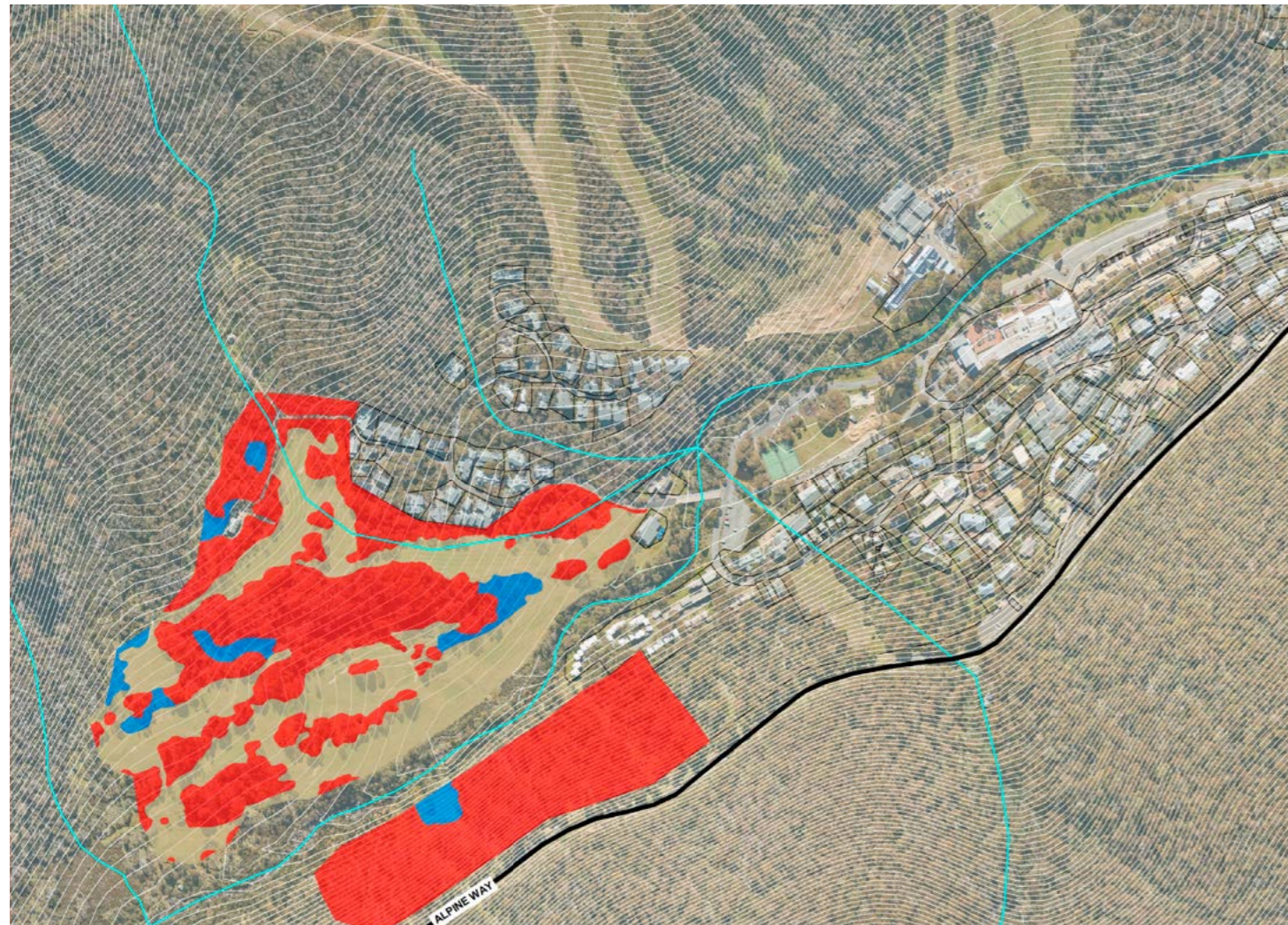






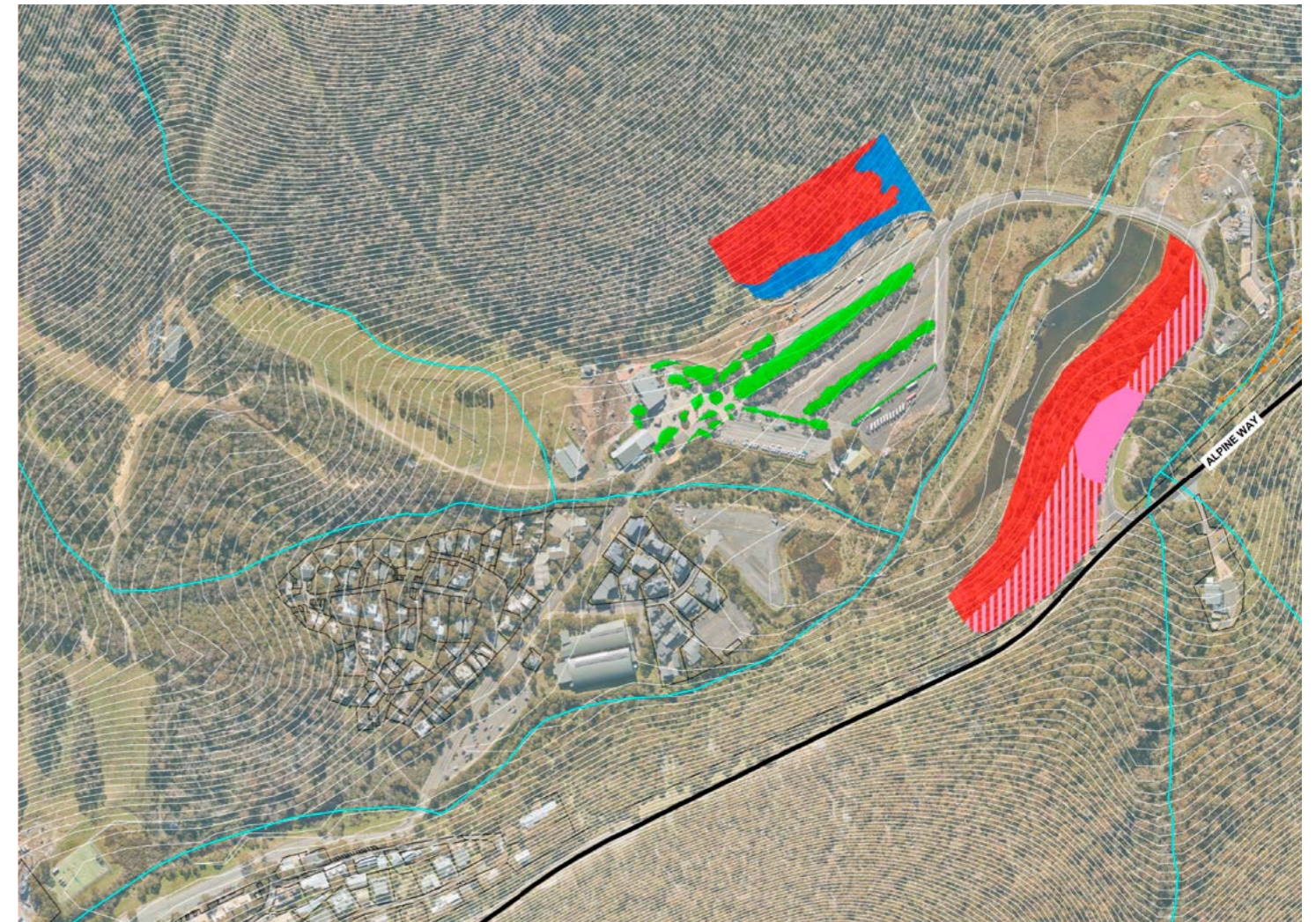
(cont.)

Thredbo



Significant areas of Tier 1 vegetation are found during biodiversity surveys

- Tier 1 Vegetation
- Tier 2 Vegetation
- Tier 4 Vegetation
- Arterial Road
- Water Course



- ACH High Potential
- ACH Moderate Potential
- Tier 1 Vegetation
- Tier 2 Vegetation
- Tier 3 Vegetation
- Arterial Road
- Electricity Transmission Line
- Water Course



# Thredbo Village \_ East

Friday Flat redevelopment to create a gateway arrival node and public transport interchange. Includes a multi-deck car park with accomodation and commercial facilities fronting Friday Flat Drive

Shuttle bus stop with waiting area and associated facilities

Fridays Flat Bar and Bistro

Ski Rental

Opportunity for renewal and expansion of buildings within existing Woodridge lease areas

Thredbo Valley Walk

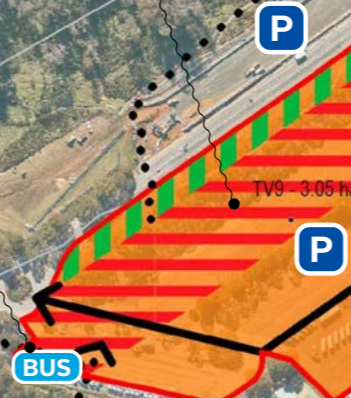
New tourist or staff accomodation development. Minimise impact on Tier 1 vegetation. Green buffer to Friday Flat Drive. Views west towards ski slopes.

Improved pedestrian linkages over watercourses

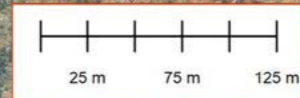
Walking trail

Opportunity for renewal and expansion of buildings within existing lease areas

Opportunity for renewal and expansion of buildings within Thredbo Village

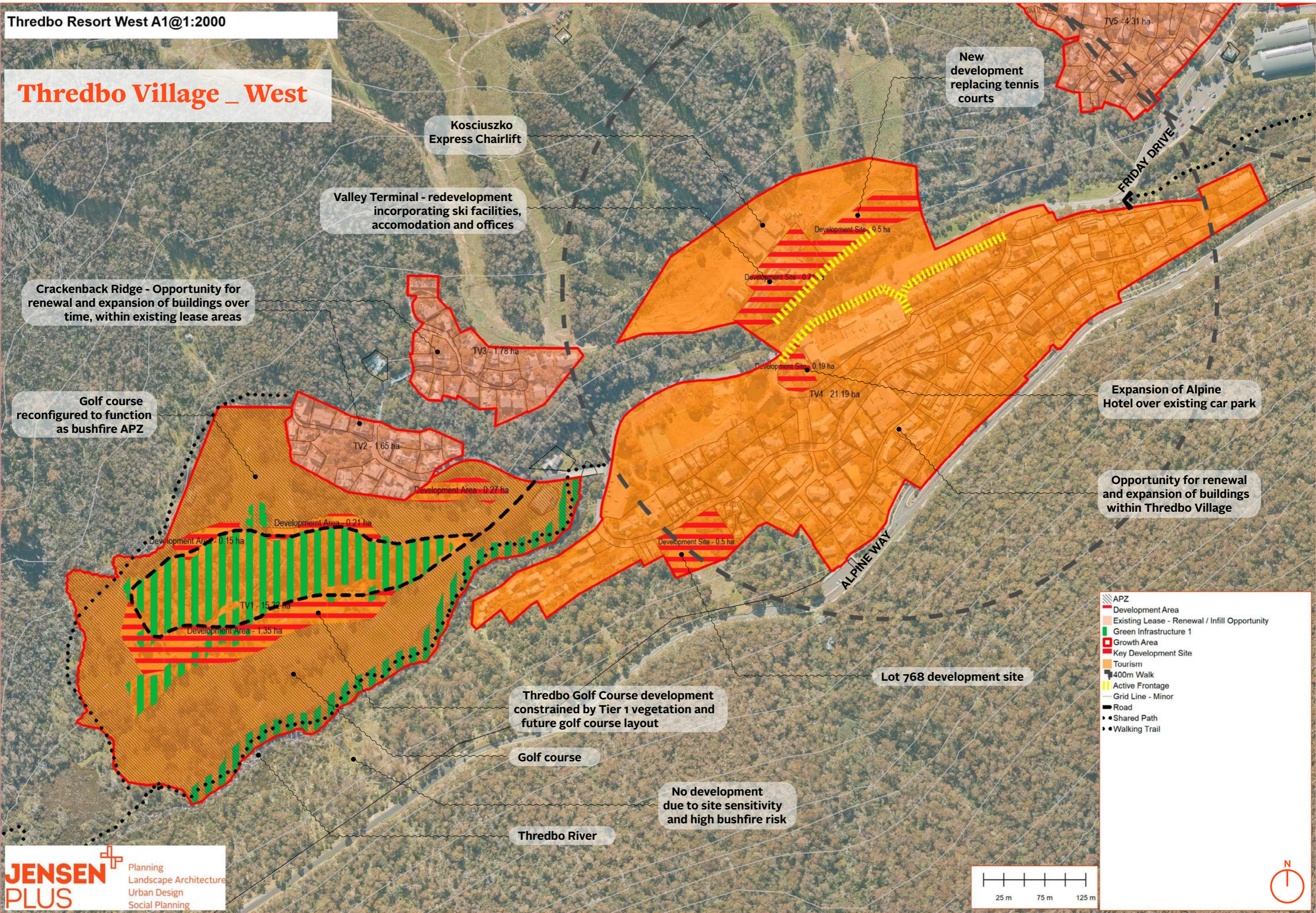


- Development Area
- Existing Lease - Renewal / Infill Opportunity
- Green Infrastructure 1
- Growth Area
- Key Development Site
- BUS Shuttle Bus Stop
- Tourism
- 400m Walk
- Active Frontage
- Electricity Transmission Line
- Grid Line - Minor
- Shared Path
- Vehicle Access
- Walking Trail
- Range Ring Center
- Parking





# Thredbo Village \_ West



Kosciuszko Express Chairlift

Valley Terminal - redevelopment incorporating ski facilities, accomodation and offices

New development replacing tennis courts

Crackenback Ridge - Opportunity for renewal and expansion of buildings over time, within existing lease areas

Golf course reconfigured to function as bushfire APZ

Expansion of Alpine Hotel over existing car park

Opportunity for renewal and expansion of buildings within Thredbo Village

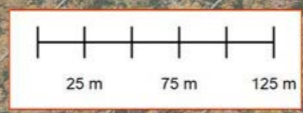
Thredbo Golf Course development constrained by Tier 1 vegetation and future golf course layout

No development due to site sensitivity and high bushfire risk

Thredbo River

Lot 768 development site

- APZ
- Development Area
- Existing Lease - Renewal / Infill Opportunity
- Green Infrastructure 1
- Growth Area
- Key Development Site
- Tourism
- 400m Walk
- Active Frontage
- Grid Line - Minor
- Road
- Shared Path
- Walking Trail







(cont.)

Thredbo



Thredbo Centre (West) with many opportunities for renewal and redevelopment of older tourist accommodation over time

### Future development – Eastern Resort

- \_ New arrival node and shuttle bus premium stop with shelter. Looping bus route and transit interchange near the roundabout.
- \_ Upper level all seasons bridge link from new multi-deck car park to Friday Flat node.
- \_ Active node created at transit interchange overlooking the watercourse.
- \_ Tourist accommodation on north-facing elevation of multi-deck car park site to front Friday Flat Drive and provide active frontage to this area.
- \_ New visitor / staff accommodation development area in area off Friday Drive overlooking trees and waterbody. Subject to further bushfire assessment and environmental offset planning.
- \_ Significant landscape features (for example trees along Friday Drive and dense vegetation along Alpine Way) to be retained.

### Future development – Western Resort

- \_ Golf course to become a six hole course, with low density residential development located on degraded land areas and consolidated vegetation in the centre of the course retained and protected.
- \_ Riparian works and buffers along river including WSUD.
- \_ Extension off Crackenback Drive to enable additional low density residential development adjoining existing development to the north of the golf course.
- \_ Renewal and redevelopment of older parts of Village including ski lodges to self-catering apartments and other forms of accommodation, noting some areas unsuitable to develop due to landslide risk.
- \_ Public realm enhancements to the existing urban square and to connect north to new development over the Thredbo River.
- \_ Apartments to the east of the stair redeveloped with a built form and commercial interface with Friday Drive, the stair on multiple levels and with Mowamba Place on the upper level.
- \_ New transport hub, freight storage and deliveries area to be identified.



Established trees to be retained



Existing dwelling character - integrated with nature

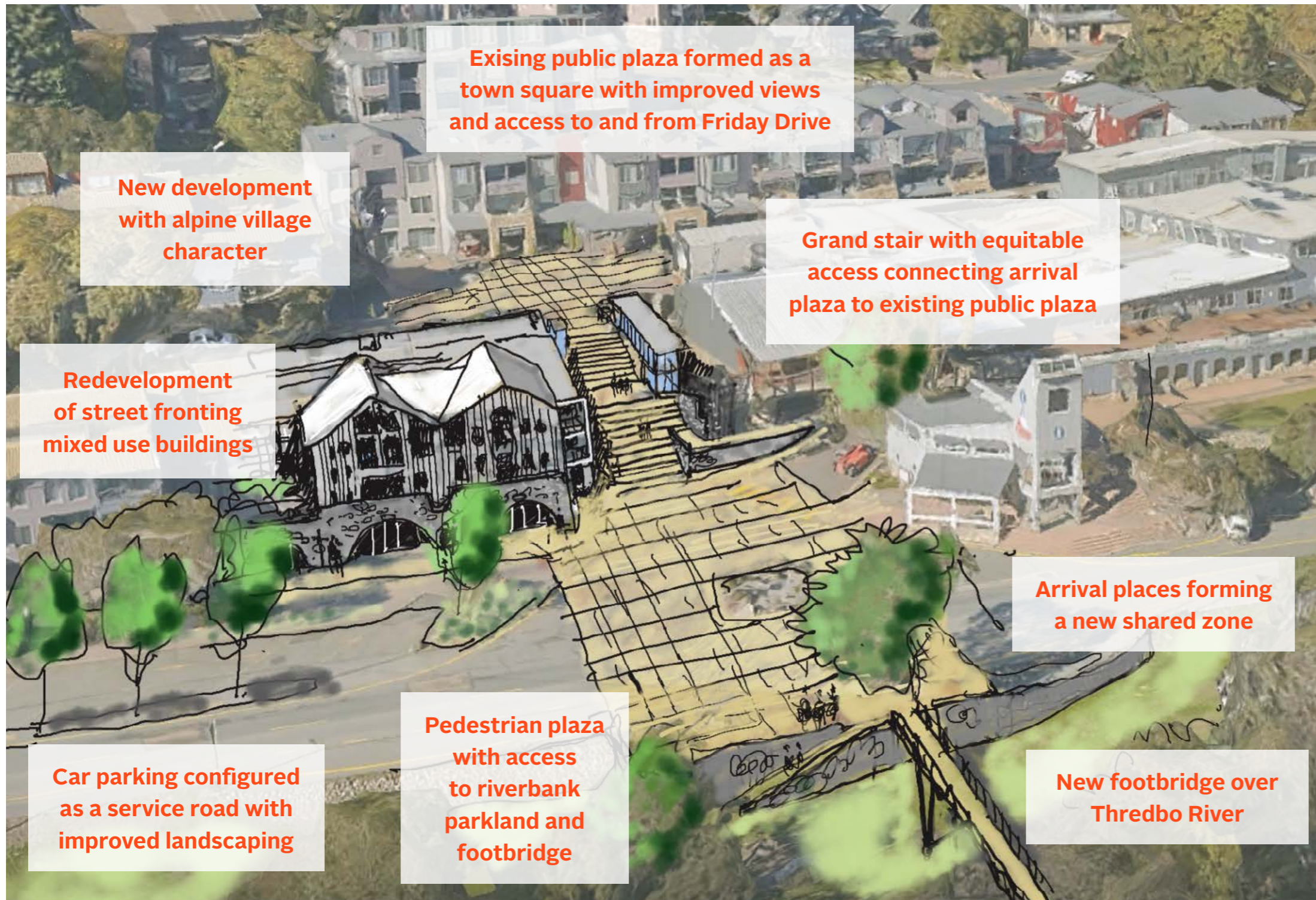


Stairs already form a key role in access in Thredbo





## Thredbo Illustrations



A number of sketch illustrations have been prepared for Thredbo Resort, providing imagery of the concepts explored in the structure plans.

These sketches provide clarification on how new development may look and will operate. In particular, the sketches show how proposed walkways and pedestrian linkages assist in connecting areas of the resort village while managing the topography and natural barriers such as the Thredbo River, creeks and slopes.

The sketches also provide greater detail about the expected character of the new buildings to be built on the expansion sites. This character is communicated through the choice of materials and form of the development, for example, wide gabled pitched roof forms and sheltered spaces which protect the user from the weather year-round.



**Thredbo East**

**Friday Drive**

**Multi-deck car park behind accommodation**

**Elevated pedestrian access from car park**

**Raised and covered walkway over Friday Drive to Friday Flat**

**New staff accommodation off Friday Drive**

**Potential for activation**

**Public transport interchange**

PR20





**Thredbo West**

**Mixed use medium density redevelopment**

**Arrival plaza**

**New walkway over Thredbo River**

**Stair from arrival node to existing plaza**

**Enhanced town square**

**Existing bridge retained**

**Mixed use medium density redevelopment**

**Thredbo Hotel expansion over car park**









'Illustrative master plan' showing concept for future development at Thredbo Gold Course

Low density development

Retained vegetation

Low density development

	21 X 3 BED T/ HOUSE
	78 X 2 BED T/ HOUSES
	3 BED - SLEEPS 5 → 105 BEDS
	2 BED - SLEEPS 4 → 312 BEDS
<b>TOTAL 417 BEDS</b>	

DRAFT PROPOSED DEVELOPMENT OPTION 2.1 1:1000 A1 2 December 2020







## 8.18 Thredbo Ranger Station

Glamping and fishing lodge development opportunity on a previously disturbed site

Thredbo Ranger Station enjoys an idyllic location on the Thredbo River close to Thredbo Village, and is accessible in all seasons from Alpine Way.

### Existing conditions

Initially developed in the 1960s for a short-lived chairlift to Charlotte Pass, the site contains some buildings which, with the exception of the main (historic) building, are proposed to be removed. A new bridge - part of the Thredbo Valley Track development - provides walking and cycling access to the far side of the river.

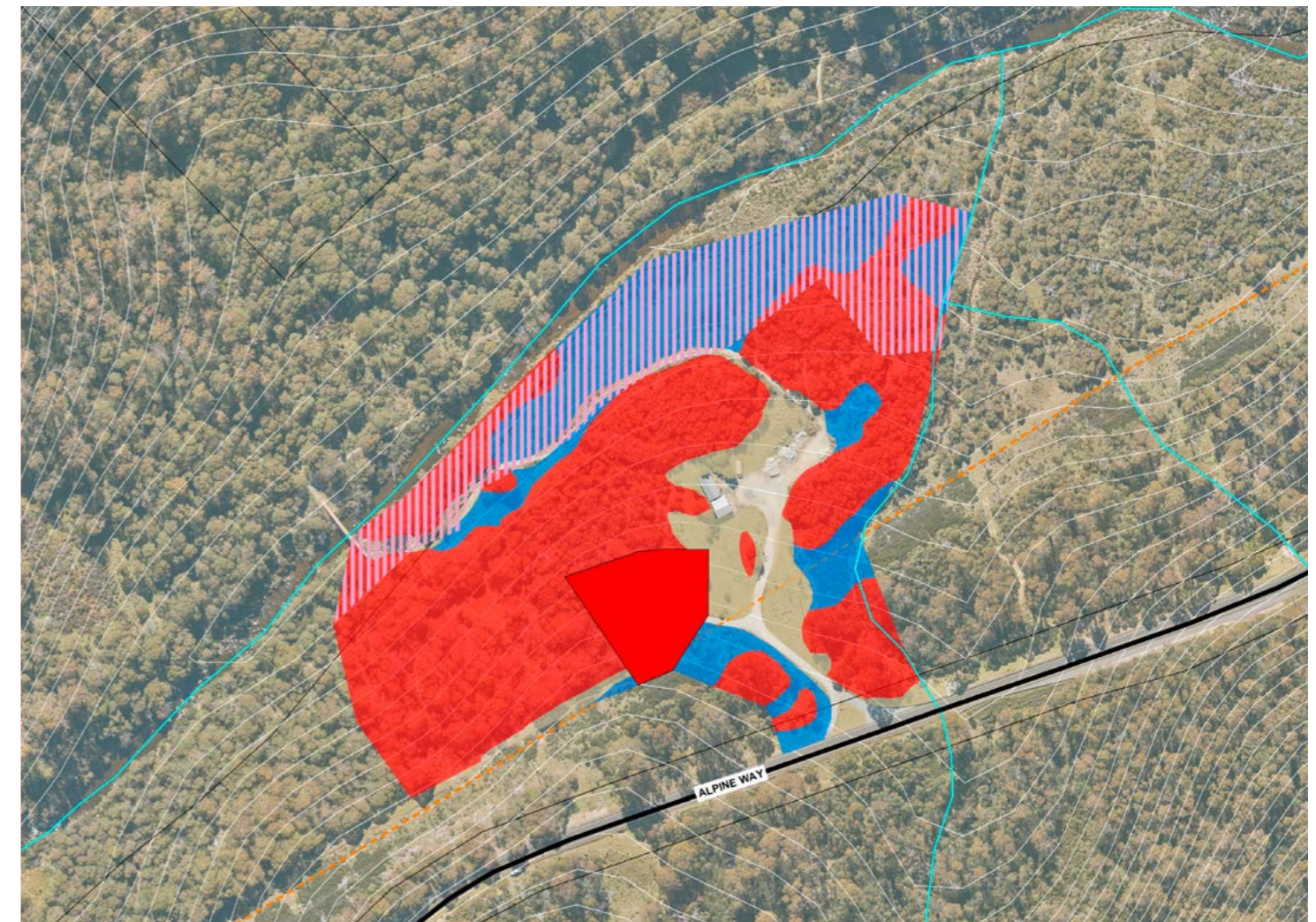
### Future development

The site opportunity is for redevelopment as a small eco-tourism destination with potential options including a fishing lodge and associated nature-based sustainable tourism including "glamping" pods.

\_ Reuse and upgrade the main building as reception, administration, interpretation,

accommodation and other activities. This will be subject to detail design and market/financial feasibility analysis.

- \_ Development options include a 20 room "exclusive" trout fishing lodge and/or "glamping" tents. A combination of these might be possible with a maximum of 30 "rooms" proposed.
- \_ On-site food and beverage opportunities can be supplemented with nearby Thredbo Village which provides several high quality options for visitors.
- \_ Detailed site analysis will be required to facilitate this redevelopment, and to define specific developable sites within the overall proposed development area.
- \_ Upgrades to the site access and removal of excess hard surfaces/driveways within the site is proposed.
- \_ Site remediation and revegetation will be subject to detailed analysis as well. It is proposed that the soil on the presently cleared areas will be re-established and non-endemic species will be removed. Careful consideration to river access, the flooding zone and riparian vegetation will be applied."
- \_ Bushfire risk and planning / design solutions will also have to be satisfactorily developed to enable this opportunity to proceed.



- ACH Moderate Potential
- Historic Heritage High Risk
- Tier 1 Vegetation
- Tier 2 Vegetation
- Tier 4 Vegetation
- Arterial Road
- Electricity Transmission Line
- Water Course





Fly fishing in the Thredbo River (and mountain biking along the banks)



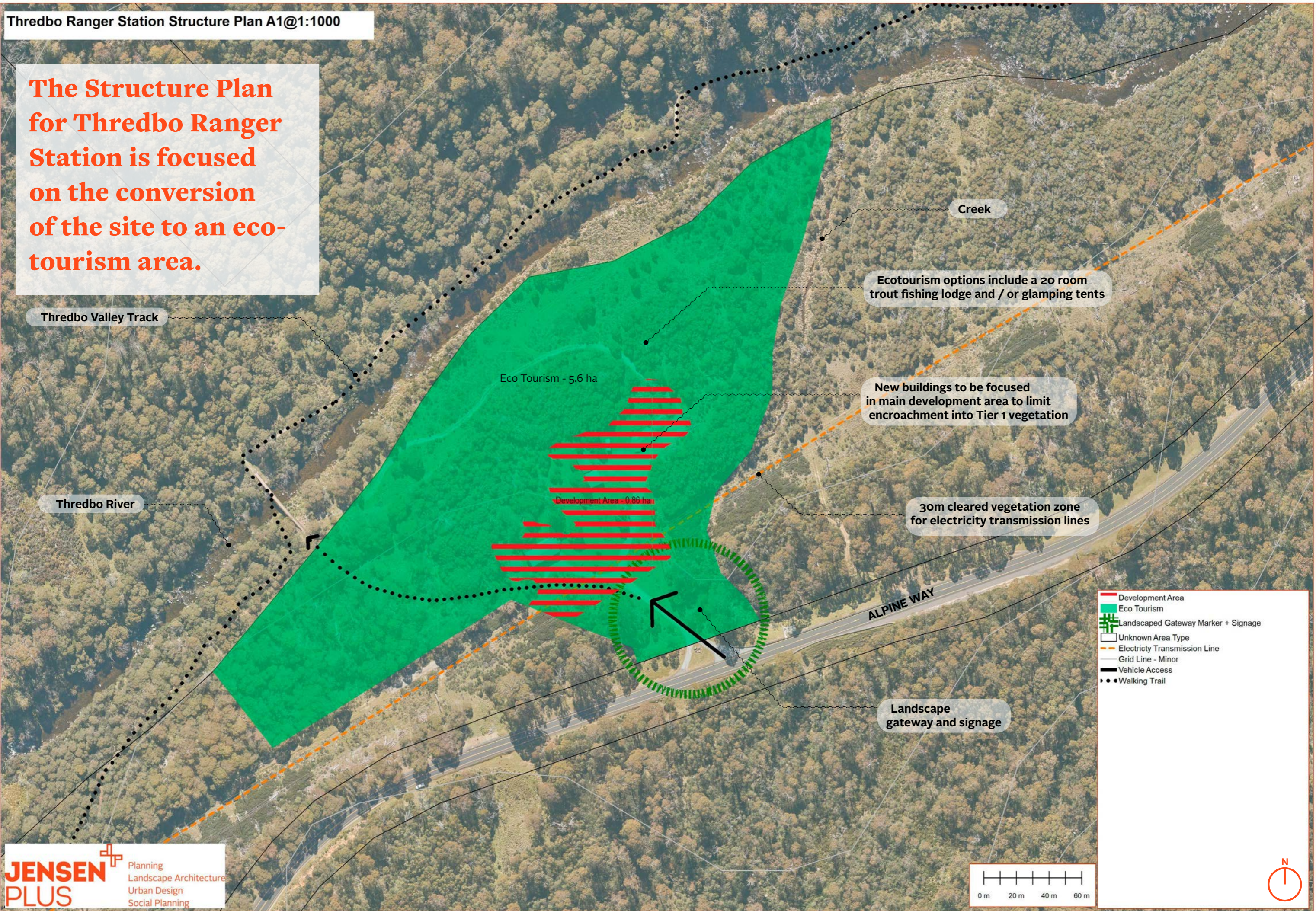
Thredbo Ranger Station



Existing access to Thredbo Ranger Station



The Structure Plan for Thredbo Ranger Station is focused on the conversion of the site to an eco-tourism area.



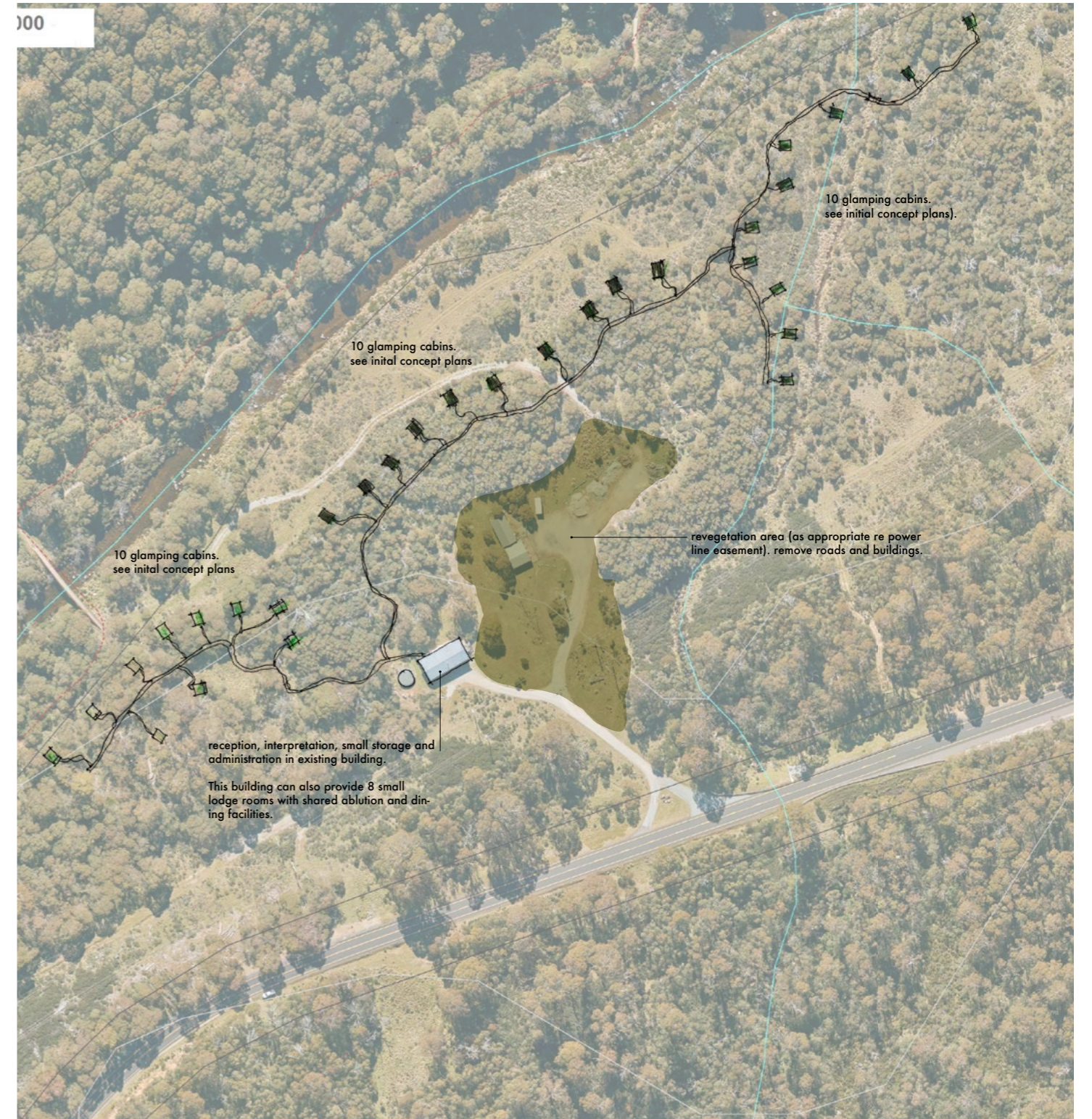




## Eco-tourism development concept options for design and market testing



Option 1

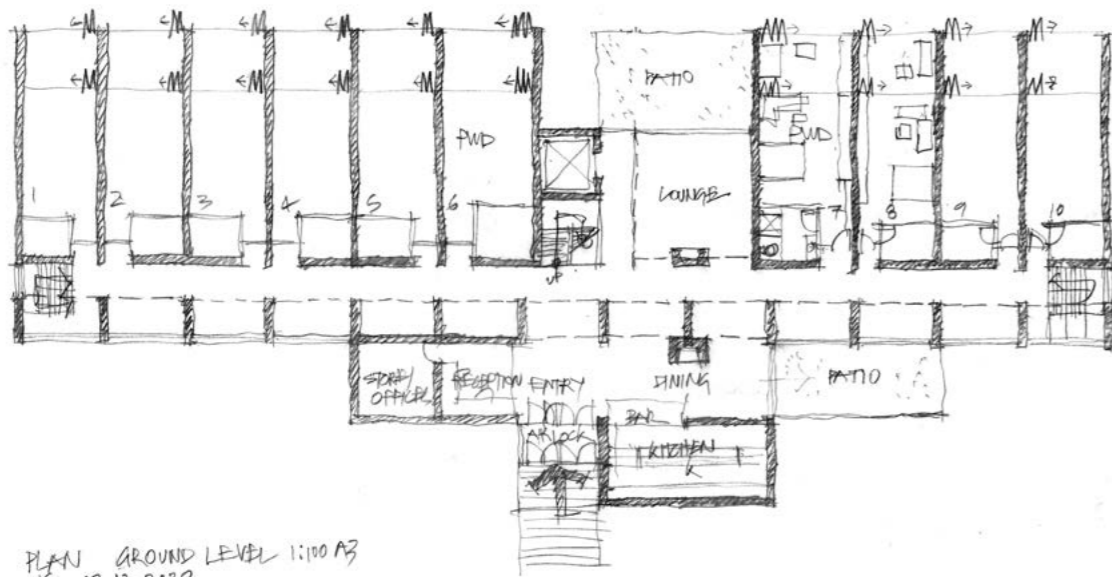


Option 2

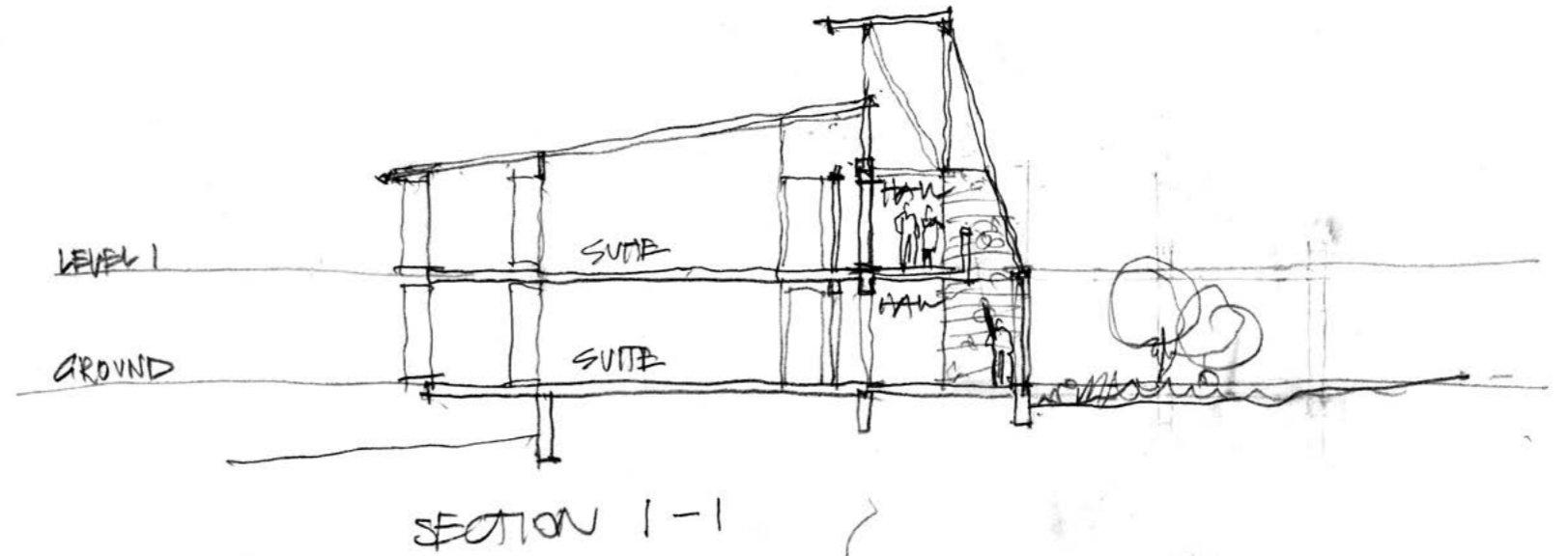




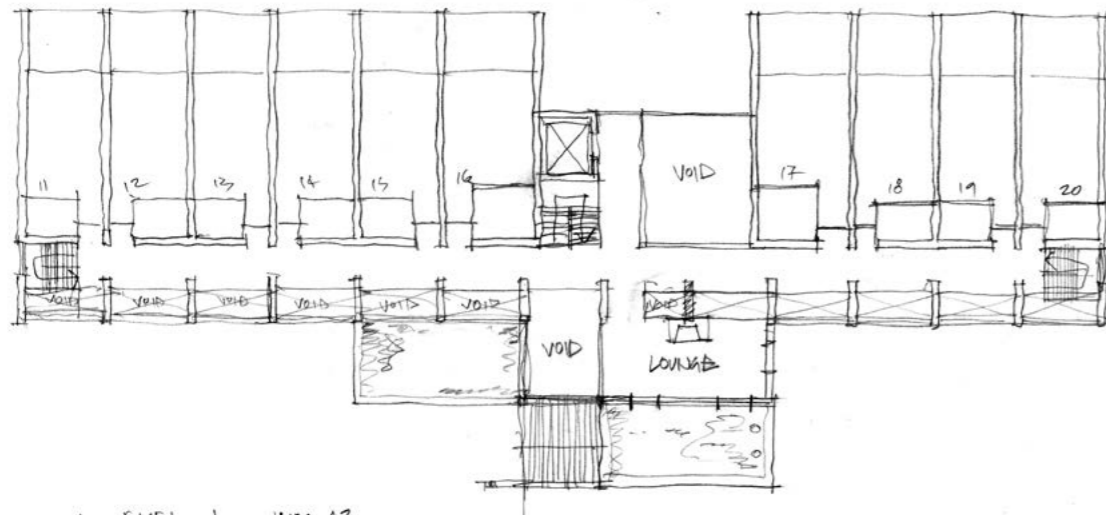
# Fishing Lodge\_Plans



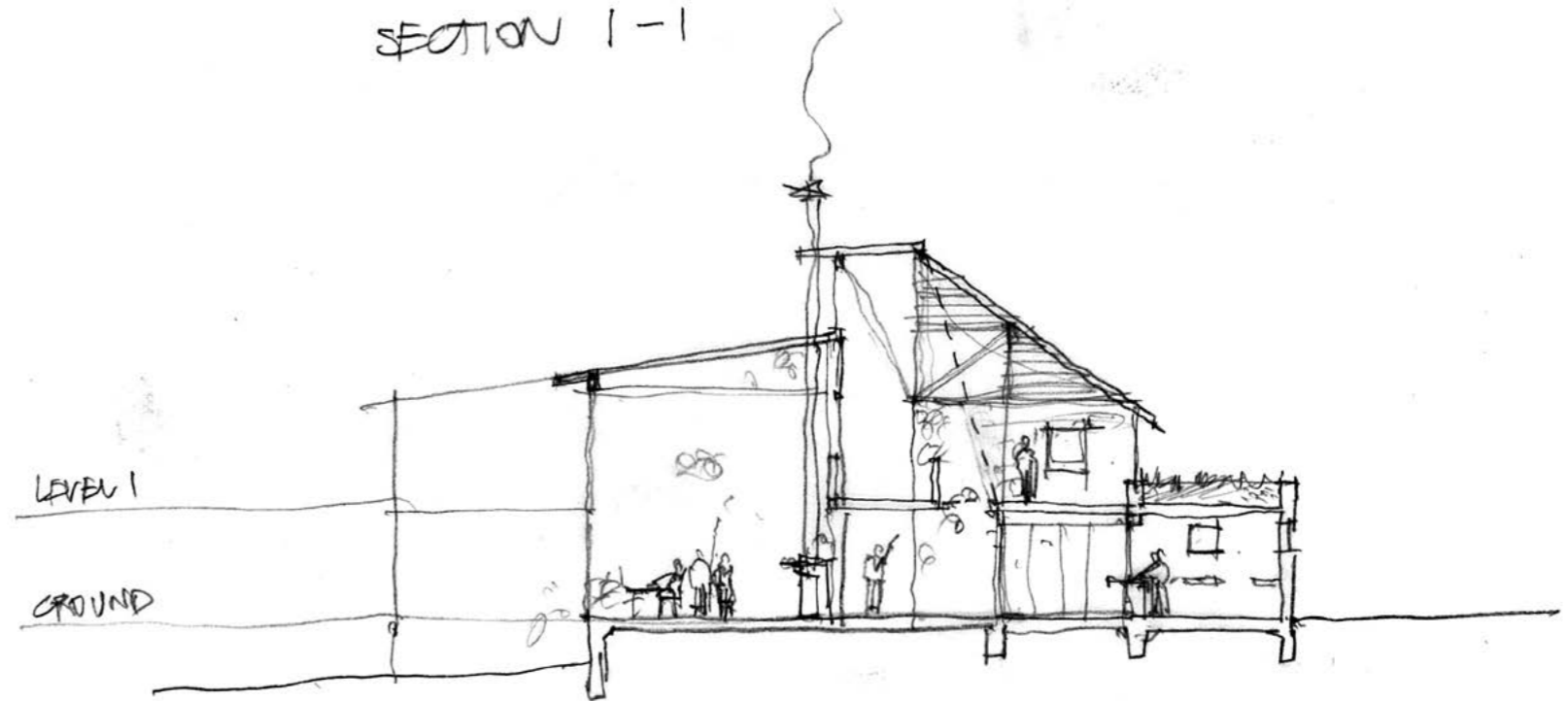
PLAN GROUND LEVEL 1:100 A3  
JA 02 12 2020



SECTION 1-1



PLAN LEVEL 1 1:100 A3  
JA 02 12 2020



SECTION 2-2

1:100 A3  
JA 02 12 2020



**Fishing Lodge**

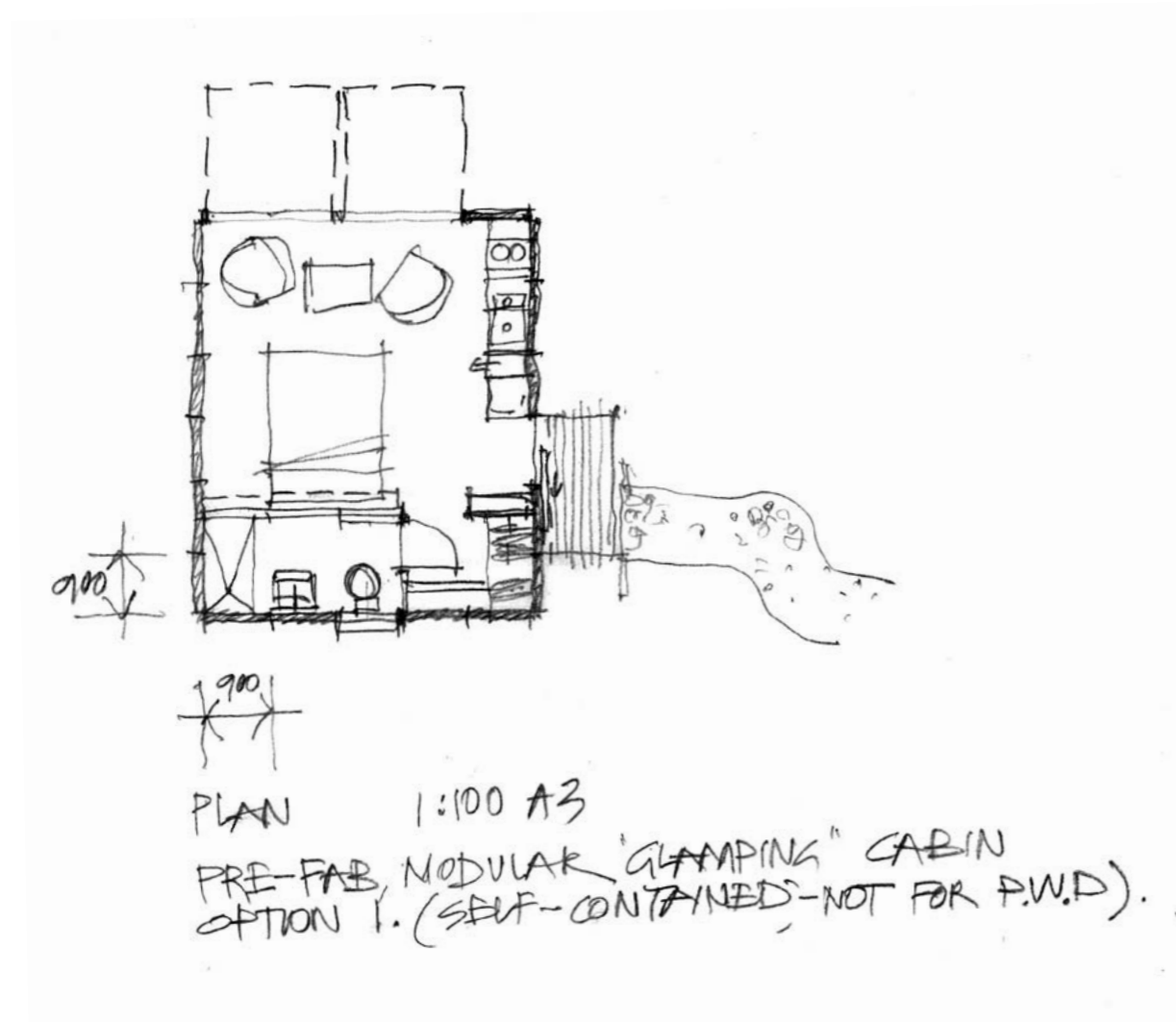


2021





## Glamping Cabin\_Plan



Glamping example at Lamington Kosciuszko National Park, Queensland



# 8.19 Thredbo Diggings

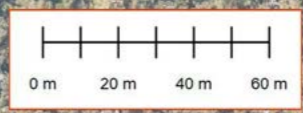
Thredbo River

Camp Ground Improvements - 2.11 ha

Thredbo Valley Track

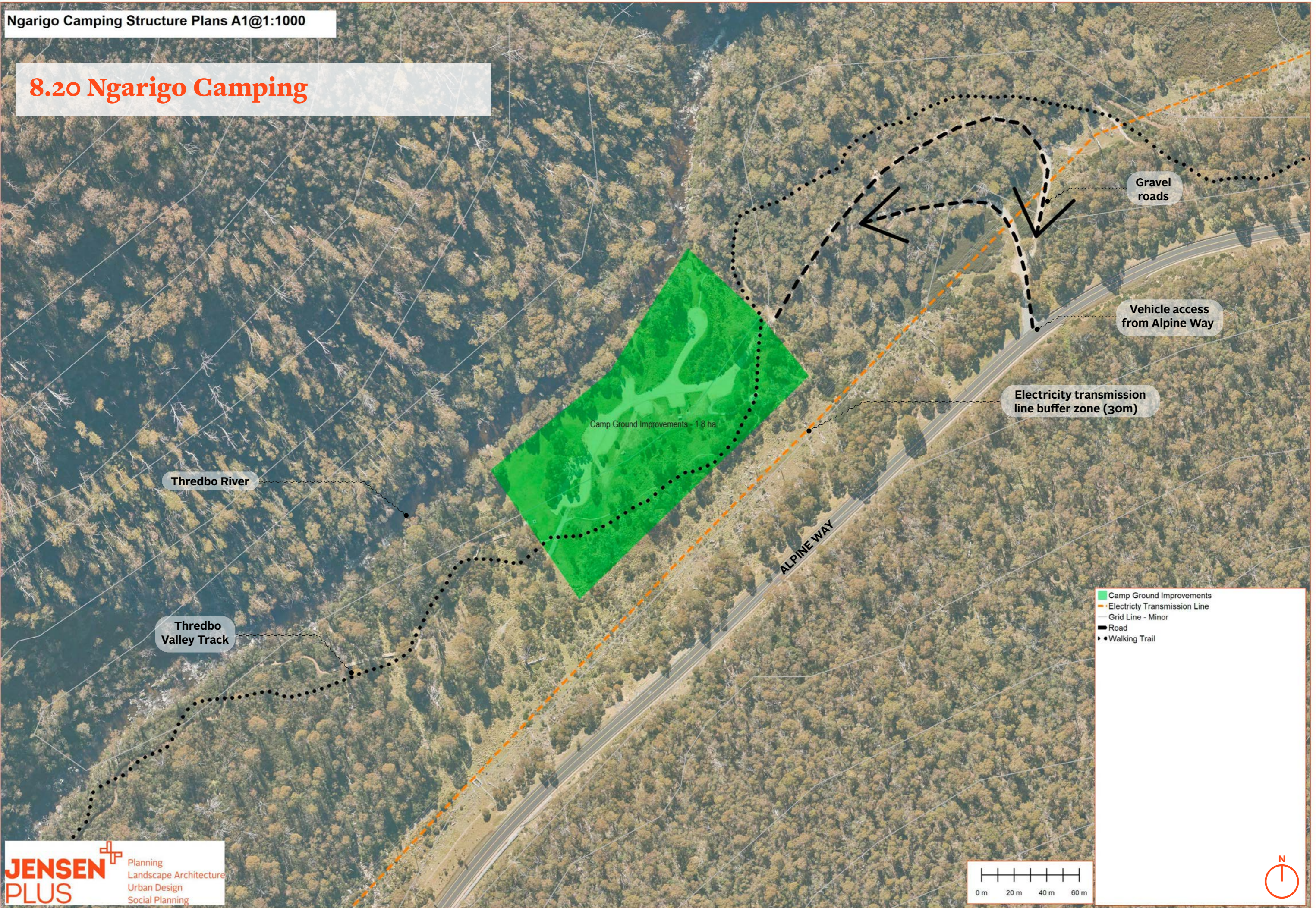
Electricity transmission line vegetation buffer (30m)

- Camp Ground Improvements
- Unknown Area Type
- Electricity Transmission Line
- Grid Line - Minor
- Road
- Walking Trail






# 8.20 Ngarigo Camping





A photograph of a town square. In the foreground, a black sign on a pole reads 'TOWN CENTRE' vertically. To the right, a parking lot is filled with cars, including a white Toyota. In the background, there are buildings with signs for 'SKI HIRE' and 'BASE'. Outdoor seating with umbrellas is visible. A set of concrete stairs with a metal railing leads up from the foreground. The scene is set in a sunny, outdoor environment with mountains in the distance.

**This section outlines how the the Structure Plan can be delivered over time, including further work required.**

## **9. Implementation**

- 9.1 Indicative Sequencing of development
- 9.2 Gaps and further investigations





## 9.1 Indicative sequencing of development

An overview of how the Special Activation Precinct can be delivered across the forecast timeframe.

**Achieving the vision will require a coordinated and long term implementation programme involving the Regional Growth NSW Development Corporation, state government departments, Snowy Monaro Regional Council, land owners, resort operators, developers and businesses.**

Reliable predictions about the timing and pattern of development growth is notoriously hard.

There are of course logical sequences for infrastructure development and land release, often based on proximity to existing infrastructure and development, as well as order of cost. But much also depends on market demand, and not only the broader market, but the individual appetites and motivations of businesses, resort operators and landowners.

The Snowy Mountains Special Activation Precinct is a complex precinct, being a mixture of different land uses, locations, contexts, both existing development and greenfield land, and with a wide variety of land form, constraints and tenure arrangements.

It is expected that early development within the Special Activation Precinct will be focused around those known strategic catalyst development sites and projects involving either land owners or investors already showing interest or proposals.

Other targeted tourism projects aimed at improving the tourism offering within the Special Activation Precinct, as outlined within the Tourism Development Report (Stafford), will also be established early. This will help to stimulate growth in visitor numbers, further build the region's brand, and support year-round activities and attraction for visitors.

These early development sites include:

- \_ Mountain Bike / Adventure Park
- \_ Jindabyne Central School site
- \_ Jindabyne Caravan and Tourist Park
- \_ Sports and Education Sub-Precinct's school and identified high performance sporting facilities
- \_ Highview Estate
- \_ Integrated Lakeside Resort at Hatchery Bay
- \_ Thredbo Ranger Station
- \_ Perisher Village
- \_ Thredbo redevelopments

Central to many of these developments occurring is the significant enhancement of the public realm within the town

centre, including the traffic calming of Kosciuszko Road.

The early construction of the eastern portion of the southern connector road (to Barry Way) is essential in facilitating these works and opening up the Sports and Education Sub-Precinct.

To accommodate the demand in residential growth development sequencing is aimed at the following:

- \_ providing a range of development fronts across different sites, to support market competition and offer a range of different housing products;
- \_ allowing for sites to occur early where they are contiguous to established residential development, or where is attractive to development either through a willing land owner, or attractive views provided;
- \_ progressively expanding residential Sub-Precincts to build value to future stages, as well as allow for the logical sequencing and expansion of associated servicing infrastructure.

It is anticipated that infill development adjacent to the town centre would progressively occur throughout the 40





year timeframe, in response to market demands, owners willingness / changes in ownership.

A number of key sites are owned by not-for-profit organisations will likely require some time to negotiate redevelopment. Sites which are more recently developed, or contain lodges and other multiple dwellings on them are likely to either not be developed or be developed within later phases of the timeframe

when the structures begin reaching the end of their lifecycle and redevelopment becomes more viable.

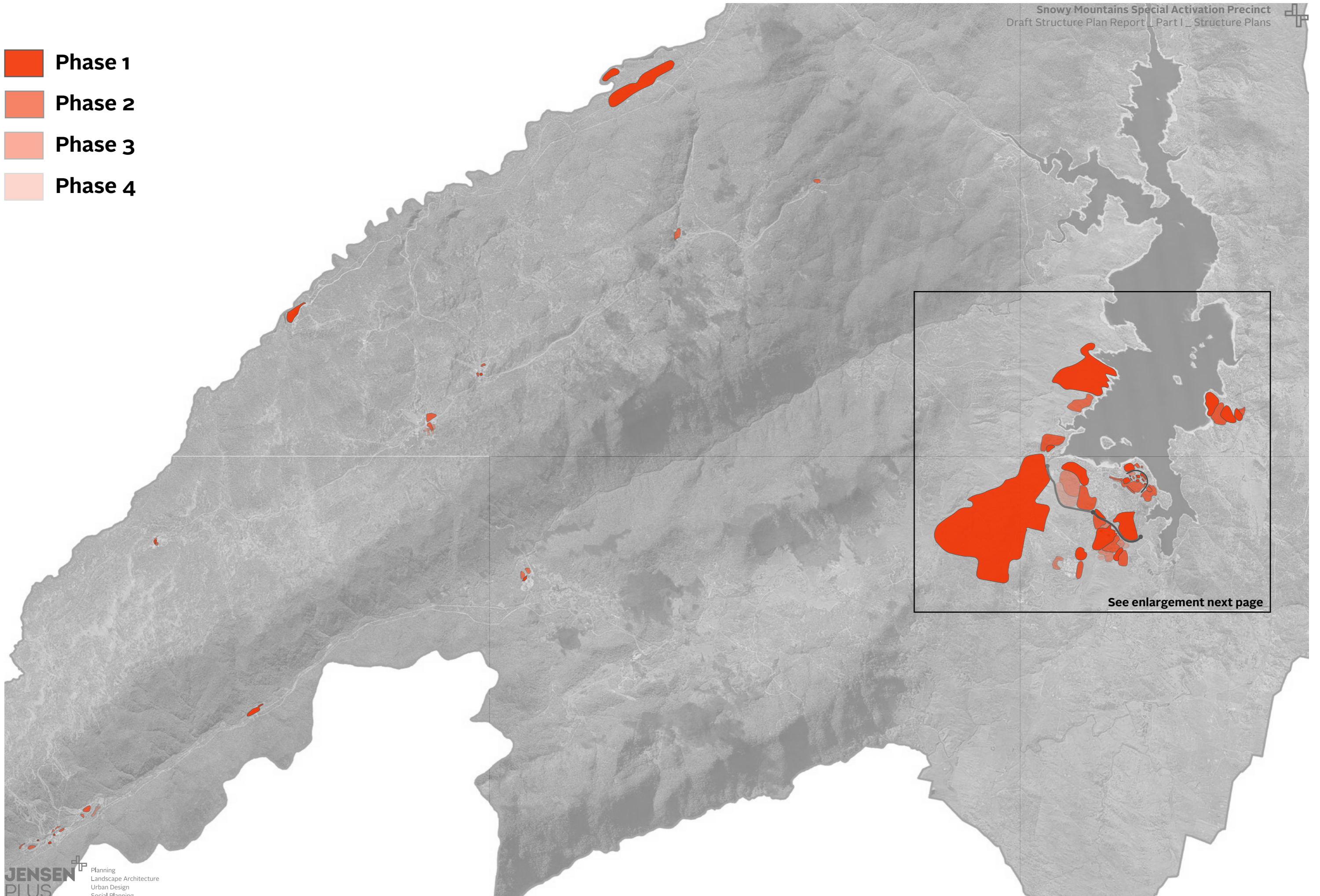
To facilitate logical infrastructure planning and land releases to occur, the Structure Plan suggests indicative phases of development. Some flexibility exists to plan and build infrastructure and land to respond to market demand and other property development considerations.

Delivery Plans are required before development can occur and will be developed for each Phase, as identified by the Regional Growth Development Corporation and approved by the Department of Planning, Industry and Environment. This mechanism will ensure that land use and infrastructure provision are undertaken in a coordinated way.



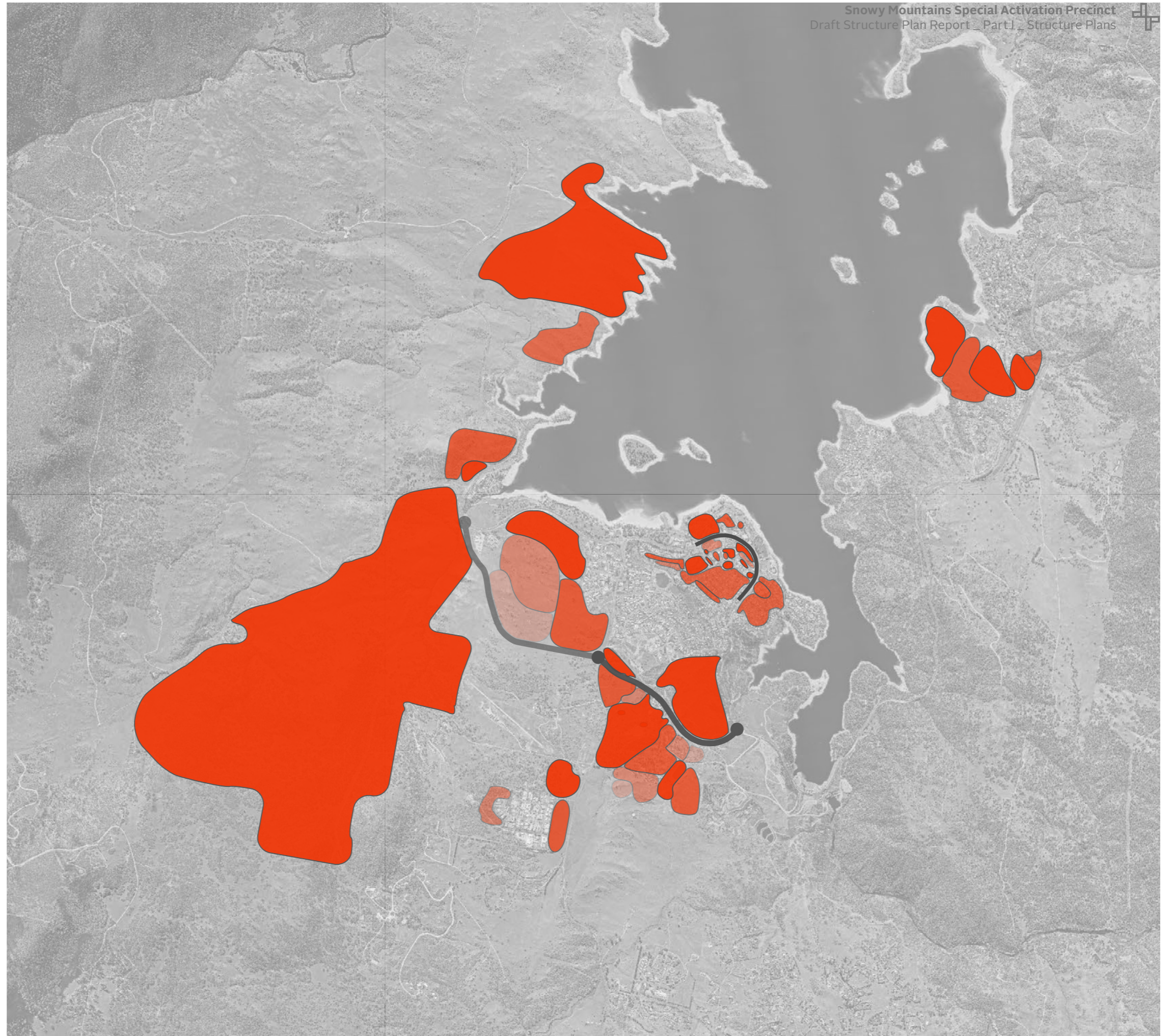


-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4





- Phase 1
- Phase 2
- Phase 3
- Phase 4







## 9.2 Gaps and additional investigations

Outlining what will need further resolution and confirmation for the Special Activation Precinct.

**The complex and dynamic nature of this Special Activation Precinct and its interconnected investigations means that there are a number of matters that require further examination, resolution and integration.**

The following is identified as requiring further work:

- \_ Further engagement with the Monero Ngarigo people and other Aboriginal stakeholders.
- \_ Jindabyne aerodrome upgrade – examining and understanding the impact of aerodrome on proposed residential and industrial Sub-Precincts in proximity to this location.
- \_ Further investigate the bushfire implications and assessment for all structure plan areas.
- \_ Gaps in environmental surveys to assess key proposals.
- \_ Test against infrastructure planning.
- \_ On-mountain winter sports planning and integration into structure plans – additional planning and liaison with stakeholders to better integrate into structure plans with options in order of sporting preference:

- \_ one precinct with shared landing area for aerial sports
- \_ fewer sites in same locality to harness benefits of shared infrastructure e.g. indoor facility
- \_ multiple resorts/locations
- \_ Local transport planning including parking strategy and testing for the town centre while accommodating future development and visitation and future travel patterns.
- \_ Consideration of whether any changes to ski areas will be considered in the future including in the context of climate change predications, and the re-purposing of lower elevation resorts.
- \_ Public and stakeholder consultation all aspects of the master planning.



# Thank You



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