Special Activation Precinct

SNOWY MOUNTAINS

Appendix

June 2021

NSW GOVERNMENT

Credit: *Destination NSW*

Acknowledgment of Country

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

Welcome to Jindabyne, our Mother country of Monero Ngarigo. Our footprints connect us to our beautiful land; the snow, the water, the creeks, the rivers, and the snow gums. Sit quiet, listen, and talk about the future. Sit and listen to grandfather and grandmother share stories about our place.

Contents

Appendices

Structure of the Appendix

The Appendix contains specific aims and performance criteria that have been developed in response to the underlying technical evidence base prepared to guide the development of the Snowy Mountains Special Activation Precinct.

Precinct-wide provisions for Jindabyne and the Alpine regions are provided for:

- Land use
- Landscape character and public open space
- Biodiversity
- Heritage (cultural and historic)
- Flood risk
- Water quality
- Bushfire
- Geotechnical
- Utilities and Services.

Specific provisions for sub-precincts are also included where applicable.

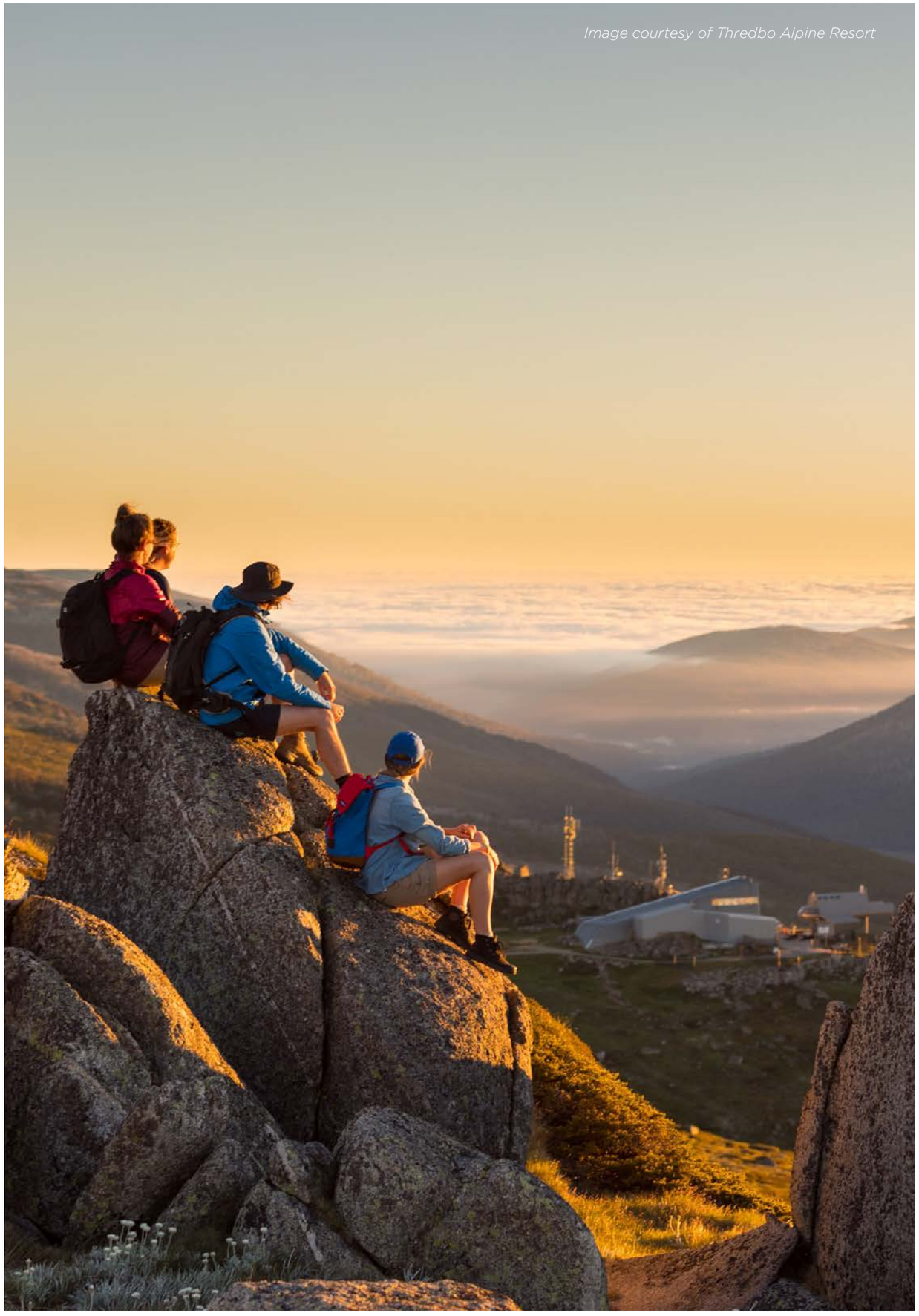
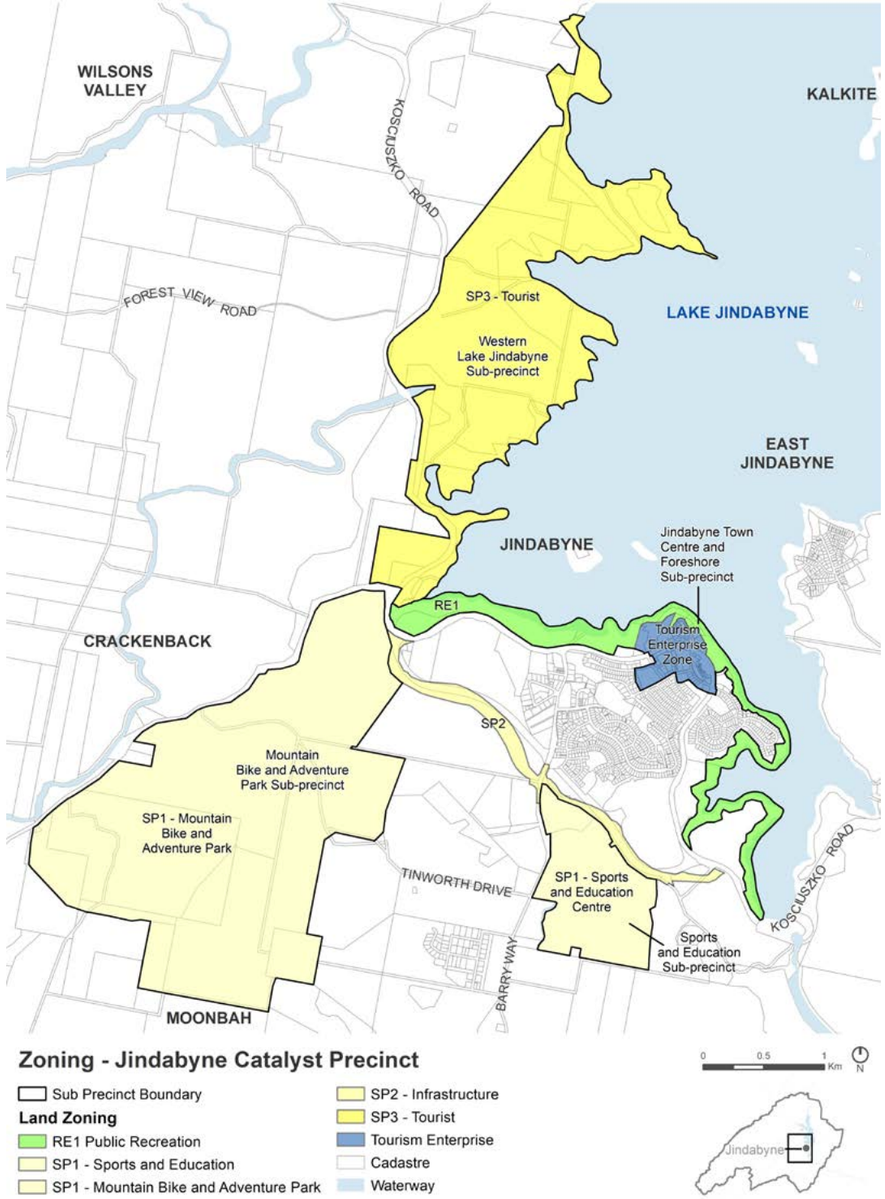


Image courtesy of Thredbo Alpine Resort

Land Use Framework – Jindabyne Catalyst Precinct

To facilitate the vision identified in the Jindabyne Catalyst sub-precinct Structure Plans, permitted land uses will be prescribed via the State Environmental Planning Policy (Activation Precincts) 2020 (Activation Precincts SEPP). These zones are consistent with the aims and objectives of the Activation Precinct SEPP and the vision and principles of the Snowy Mountains Special Activation Precinct Master Plan.

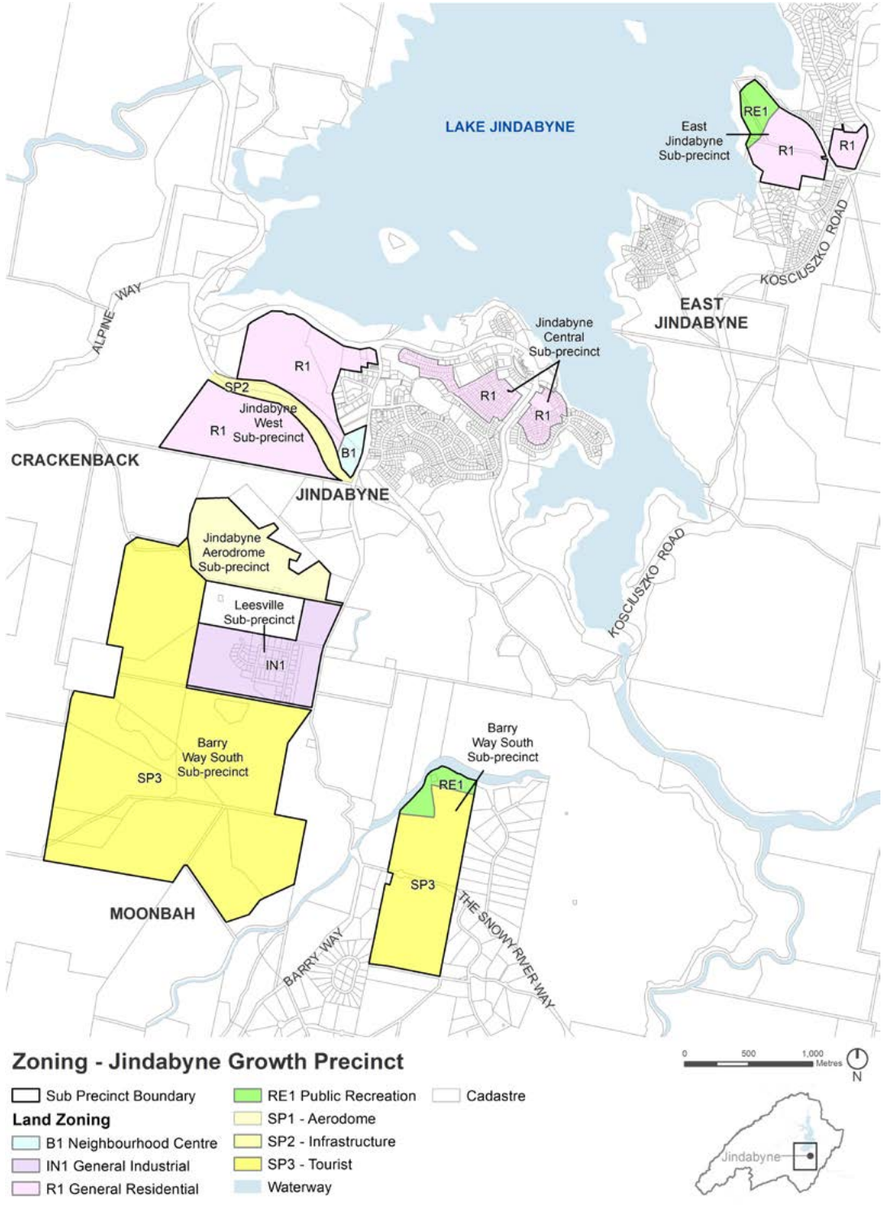
Figure A1 ZONING – JINDABYNE CATALYST PRECINCT



Land Use Framework – Jindabyne Growth Precinct

To facilitate the vision identified in the Jindabyne Growth Sub-precinct Structure Plans, permitted land uses (new or additional) will be prescribed via the Snowy River Local Environmental Plan 2013 (Snowy River LEP). These zones are consistent with the aims and objectives of the Snowy River LEP and the vision and principles of the Snowy Mountains Special Activation Precinct Master Plan.

Figure A2 ZONING – JINDABYNE GROWTH PRECINCT



Land Use Framework – Alpine Precinct

To facilitate the vision identified in the Alpine Sub-Precinct Structure Plans, land uses permitted within the Alpine Region will be prescribed under the State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007 (Alpine SEPP). in accordance with the land use table below. These uses are built upon the existing land use tables in the Alpine SEPP. These uses are consistent with it's the aims and objectives of the Alpine SEPP, and the vision and principles of the Snowy Mountains Special Activation Precinct Master Plan.

FiveN new minor sub-precincts are proposed in addition to the major resorts and minor accommodation precincts already prescribed in the Alpine SEPP. The existing land use zones are to be retained.

Jindabyne Region

General Provisions

The following provisions apply to all sub-precincts within the Jindabyne Region (Jindabyne Catalyst Precinct and Jindabyne Growth Precinct).

Biodiversity

The Snowy Mountains Special Activation Precinct has a rich and diverse biodiversity which reflects the range of climates, altitudes, landforms, soil, and geology present. This includes a diversity of alpine and sub-alpine plant communities, including threatened ecological communities and habitat for a number of rare and threatened species many of which are endemic to the region.

Specifically, the Jindabyne Region includes areas of areas of significant existing native vegetation consisting of grassy subalpine woodlands and native grasslands. The woodland areas meet the definition of a critically endangered ecological community Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion. The vegetation is characterised by stands of Snow Gum (*Eucalyptus pauciflora*), Black Sallee (*Eucalyptus stellulata*), Candlebark (*Eucalyptus rubida*) and Mountain Gum (*Eucalyptus dalrympleana*) with areas of native grassland. Much of this existing native vegetation is of high conservation significance. These areas also include Natural Temperate Grassland of the Southern Tablelands which are listed as endangered.

The Snowy Mountains Special Activation Precinct Master Plan has developed a risk-based approach to protect and enhance biodiversity across the Jindabyne Region, including the following principles:

- avoid impacts on biodiversity, designing development to be sympathetic to the biodiversity constraints.
- minimise impacts on biodiversity
- mitigate impacts on biodiversity though the use of a range of mitigation measures
- ensure any impacts are appropriately offset.

The Snowy Mountains Special Activation Precinct Master Plan has identified and ranked biodiversity values across the Jindabyne Region. These criteria are listed in **Table 1**. The Jindabyne region supports significant biodiversity with a high occurrence of Tier 1 and Tier 2 remnant vegetation, including stepping stone habitat connectivity. The sub-precincts in the Jindabyne region aim to balance retaining and enhancing biodiversity values with growth in strategic locations.

Note: Not all areas within Jindabyne have been surveyed. Further survey will be undertaken prior to finalisation of the Master Plan. Surveyed areas are shown in **Figure A3**.

Table 1: Biodiversity Ranking

Vegetation Zone	
Tier 1 – Highest biodiversity impact	Native vegetation corresponding to Threatened Ecological Communities listed under the EPBC and BC Acts; Known habitat for highly restricted threatened alpine species, namely grassland flora and fauna; impacts areas would require offsets; referral requirements likely.
Tier 2 – High biodiversity constraint	Disturbed versions of Threatened Ecological Communities (including poor condition, regeneration, revegetation areas); native plant communities and habitat for threatened species not included in tier 1; impacts areas would require offsets; referral requirements likely.
Tier 3 – Low biodiversity constraint	Disturbed or poor condition vegetation zones that are not consistent with a listed threatened entity; little or no offset obligation; referral requirement unlikely.
Tier 4 – Least constraint	Disturbed areas that are not consistent with native plant community types; native vegetation which is unlikely to provided habitat for Threatened fauna; no offset obligation; referral requirement unlikely.

Aims

- Preserve the Precinct's landscape, cultural, heritage and biodiversity values.
- Avoid and minimise impacts to threatened ecological communities.
- Minimise the removal of remnant vegetation wherever possible.
- Preserve and rehabilitate natural waterways which contribute to the area's character and biodiversity.
- Improve water quality and reduce stormwater run-off through passive landscape design.
- Prioritise new development in areas of low ecological value (Tier 3 and 4).
- Maintain and improve green connections across the Precinct, including strategic revegetation to connect wildlife habitats and provide stepping stone linkages for mobile fauna.
- Minimise impacts to important habitats such as rocky outcroppings.

Performance Criteria

A. Areas of high ecological value and Tier 1 and 2 vegetation (Figure A3) should not be removed. Development may occur in these areas if it is for essential infrastructure or where it can be demonstrated that impacts are minimal and will be appropriately offset.

B. The subdivision of land may allow for the removal of some areas of high ecological value. The subdivision of land should consider the future uses of land and how biodiversity values can be retained. This may include the provision of vegetation links, the enhancement of riparian corridors and the retention and integration of smaller remnant vegetation areas and paddock trees with green infrastructure and active transport connections.

C. Development should be designed to be sympathetic to the biodiversity constraints.

D. Development should be designed to ensure connectivity through the landscape including corridors linking the lake foreshore with areas of high altitude.

E. Development should be concentrated in and around already disturbed areas.

F. Where possible, development should provide a suitable buffer between areas of high ecological values and buildings and structures.

G. Development should be focused on colocation and infill development to minimise the spread of impacts on biodiversity values.

H. Development should minimise the clearing of vegetation, such as existing native vegetation and paddock trees, and important habitat areas, such as rocky outcrops.

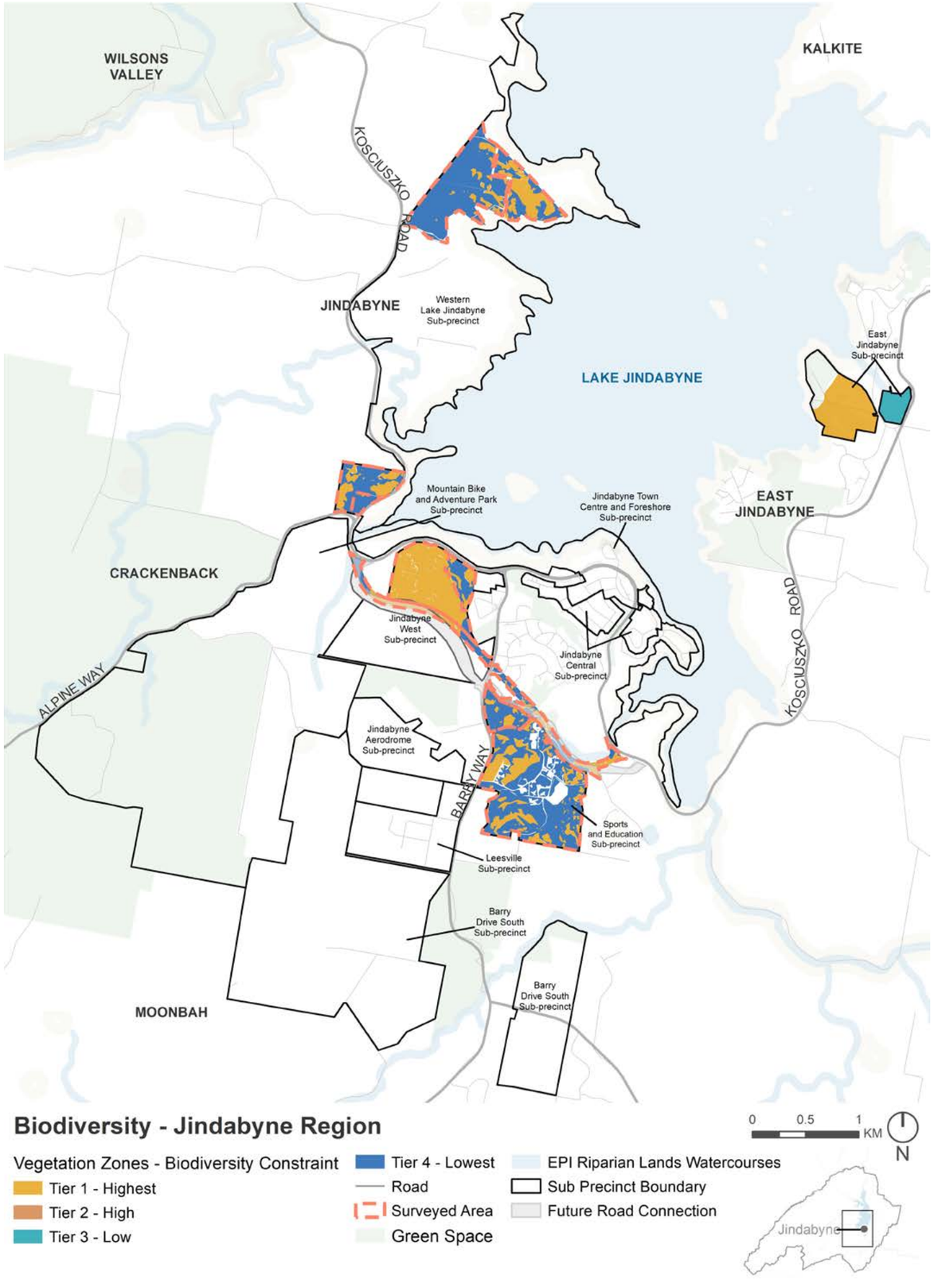
I. Tree plantings of endemic local species is encouraged to create green networks that support wildlife corridors and vegetation stepping stones for fauna movement. These species should be from a genetic source (usually seed) that have been assessed as being able to grow comfortably in the conditions projected from the present day to the end of the life of the tree.

J. Riparian corridors, as shown at **Figure A3**, must be preserved and revegetated where possible. Setbacks to the corridors are to be provided in accordance with the Guidelines for *Controlled Activities on Waterfront Land* (2018, NRAR).

Supporting provisions to be developed updated Snowy River Development Control Plan

1. Development should avoid Tier 1 and 2 vegetation to minimise impacts to areas of high ecological value. Design guidance should be provided to identify how these areas will be protected during the short-term construction phase of development and in the long-term use of the area.
2. Further assessment for threatened biodiversity should be undertaken when specific impacts are known for sites that have not been surveyed and/or where there is potential habitat for threatened species.
3. A Management Plan that incorporates the biodiversity aims should be developed as part of the Delivery Plan or Development Control Plan. This plan should address:
    - the retention and maintenance of existing native vegetation and areas of high ecological areas (Tier 1 and Tier 2).
    - additional planting and the creation of connections, wildlife corridors and vegetation stepping stones, where possible.
    - areas for new public open spaces, publicly accessible areas or paths, including appropriate management strategies for these areas.
    - riparian corridors, setbacks and design objectives for development interfacing with watercourses.
    - plantings along road reserves that address visual amenity, public amenity considerations and road safety.
    - species which are locally endemic to the Region.
    - the mitigation of urban heat island impacts, particularly in the Town Centre.
    - connection and Return to Country, including through, but not limited to, landscape design.
    - site-based setbacks, landscaping and public domain requirements.
    - how vegetation clearing and biodiversity offsets will be managed (either across Precincts, Sub-Precincts or on a development-by-development basis).

Figure A3 BIODIVERSITY - JINDABYNE REGION



Landscape Character and Public Open Space

Aims

- Create an interconnected network of public green infrastructure, and where possible private open space.
- Provide landscaping and public open space that responds to the topography of the Jindabyne Region and provides opportunities for visual amenity.
- Provide high-quality and high-performing multifunctional green spaces that deliver social, environmental, and economic benefits.
- Provide increased tree canopy to encourage use of pedestrian networks and active transport by improving visual amenity and providing shade to reduce ambient temperatures.
- Integrate stormwater management and passive open space.
- Provide open space that is attractive and useable for residents and visitors.
- Provide plantings that are compatible with the local climate and environment.
- Promote the design of landscapes and public open space that incorporates Monero-Ngarigo culture.

Performance Criteria

A. Landscaping and public open spaces should include tree plantings of endemic local species. These species should be from a genetic source (usually seed) that have been assessed as being able to grow comfortably in the conditions projected from the present day to the end of the life of the tree.

B. Landscaped areas and public open space should respond appropriately to the topography of Jindabyne, recognising and celebrating its undulating form.

C. New residential development should be within a five-minute walking distance of high quality open space for passive and active recreation.

D. New development areas must protect the natural environment through corridors, reserves, buffers and parks.

E. Development should integrate stormwater management infrastructure with both public and private open spaces, where possible.

Land identified for open space and with scenic qualities (as shown in Clause 7.6 of the Snowy River LEP) is shown in **Figure A4**.

Supporting provisions to be developed updated Snowy River Development Control Plan

1. A landscape and vegetation design guide including:
   - landscaping treatments and plantings for active and passive open space
   - landscaping treatments and plantings for shared trails and paths
   - design guidance on how landscapes and public open space can incorporate Monero-Ngarigo culture
   - design guidance for how stormwater management infrastructure can be integrated with open spaces.

Figure A4 LANDSCAPE AND OPEN SPACE – JINDABYNE REGION

Heritage and Place

Aboriginal cultural heritage sites within the Jindabyne Region have the potential to be impacted by development and will be managed according to NSW law and in consultation with traditional owner representatives. Wherever possible culturally significant artefacts, places, vegetation, and view-scapes. will be protected, maintained and enhanced to conserve their significance.

The traditional custodians of the Snowy Mountains are the Monero Ngarigo people, in connection with the Walgalu, Ngunnawal, and Bidhawal people. The boundaries of the Monero Ngarigo extend from the western slopes of the coastal ranges to the eastern side of the Kosciuszko plateau and further north, between the coastal ranges and the mountains on the banks of the Murrumbidgee River. The tribal boundaries also include the peaks of Mount Kosciuszko and the Snowy ranges. Monero-Ngarigo allowed and encouraged passage of other tribes through their Country to visit the high mountains and share in its resources and spirituality.

The Aboriginal Cultural Heritage Assessment report that has informed this Master Plan has focused on key development opportunity areas within the Snowy Mountain Special Activation Precinct's Sub-Precincts and aimed to identify opportunities to protect, conserve and enhance significant Aboriginal cultural heritage items, places and values and to devise strategic mapping to enable streamlined planning.

The Master Plan vision and controls have been developed to incorporate Aboriginal culture and values. The Precinct aspires to achieve a 'sense of place', history and spirit within the precinct, one which can be passed on to the next generation. The Master Plan comprises strategic mapping which indicate zones of high, medium, and low Aboriginal Cultural Heritage (ACH) potential to guide strategic planning and to help scope development proposals

The Master Plan comprises of two components addressing Aboriginal cultural heritage:

1. Identification known of items, places and areas of Aboriginal cultural heritage. This will be included as part of the environmentally sensitive areas map within the Environmental Planning Instruments.
2. Strategic performance based mapping indicating areas of high, medium and low Aboriginal cultural heritage (ACH) potential impact.

The Master Plan focuses on an avoidance hierarchy, with development best located on already disturbed land which minimises the impact to Aboriginal cultural heritage values. The Master Plan includes performance criteria on how development should be considered in each of the ACH potential impact areas. ACH areas have been based on the criteria listed in **Table 2**.

Table 2: Aboriginal Cultural Heritage categorisations

ACH potential	
High potential areas	Areas where Aboriginal sites have been previously recorded or landforms that are flat, close to water, and close to known sites. Development on 'high ACH potential' areas should have an impact assessment undertaken. This assessment would include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.
Moderate potential areas	Landforms with a gentle gradient either close to a waterway or along an elevated landform such as a spur overlooking a waterway. Development within 'moderate ACH potential' areas should have an impact assessment undertaken. This assessment would include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.
Low potential areas	Sloping landforms or elevated landforms distant to water. Development within 'low ACH potential' areas should be assessed at a time when the impacts are known by following the appropriate assessment guidelines, currently the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW. This assessment may involve a visual inspection of the impact area, test excavation if warranted, and the involvement of the Aboriginal community.
Disturbed lands	Development on 'disturbed land' can generally proceed without further assessment. As Aboriginal objects are still possible in 'disturbed lands' any work in these areas should follow an unanticipated finds protocol to manage the unlikely event that Aboriginal objects are noted during work.

Aims

- Ensure the Snowy Mountains Special Activation Precinct celebrates and protects its history and landscape values, particularly its occupation by Aboriginal people and their connection to the land.
- Ensure Aboriginal culturally significant places and artefacts are protected, maintained and enhanced.
- Allow and promote development and Precinct design that recognises Connection and Return to Country.
- Build relationships with Monero Ngarigo Traditional Owners at all stages of development, and in accordance with the NSW Government Architect's Office draft Connecting with Country framework.
- Celebrate Monero Ngarigo culture, values, and heritage in future development.
- Enable formal Monero Ngarigo participation in Caring for Country, making decisions about Country, contemporary use of natural resources and Cultural knowledge transmission, and protection of key geographical features.
- Respect Monero Ngarigo people's rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural knowledge in project delivery.
- Provide traditional owner's with opportunities to Return to Country and enhance the Aboriginal community's sense of belonging across the Precinct.
- Support Aboriginal employment and business opportunities across the Precinct and to develop interpretation and tourism experiences that enhance the broader community's understanding and enjoyment of Aboriginal culture.

Performance Criteria

A. Areas of Aboriginal cultural heritage (identified in the Environmentally Sensitive Areas map) should not be developed. Development may occur in these areas if it is for essential infrastructure and where further Aboriginal cultural heritage assessment will be undertaken to appropriately mitigate and manage any impacts to Aboriginal cultural heritage items, places or areas.

B. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct. This may continue to evolve as greening opportunities across the Precinct are established

C. Development in areas where surveys have not been undertaken require further Aboriginal cultural heritage assessment. These assessments must be carried out in accordance with Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (as modified from time to time) prior to any development on this land. These assessments must include a visual survey of the land. Once suitably assessed, any land identified a having Aboriginal cultural heritage significance should be included on the Environmentally Sensitive Areas map. Development is to be assessed against the mapped zones of archaeological potential as required by the following:
    - development within areas identified in 'disturbed land' does not require any further investigation. Should development encounter any unexpected finds during construction, the procedures under the relevant unexpected finds protocol should be followed
    - development within areas identified as 'moderate ACH potential' or 'high ACH potential' should be avoided. Where development will impact these areas, further Aboriginal cultural heritage assessment must be undertaken. This assessment should include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.

D. Development planned on land in which an Aboriginal object is located should be supported by a heritage impact assessment which should be prepared to assess the extent to which a proposed development would harm Aboriginal objects.

E. If impact to an Aboriginal object is unavoidable, an Aboriginal Heritage Impact Permit (AHIP) under Part 6 of the *National Parks and Wildlife Act 1974* would be required.

Supporting provisions to be developed as part of Delivery Plans updated Snowy River Development Control Plan

1. Design guidance should consider how building design, siting and materials could form part of a broader interpretation strategy, including consideration of Connection to Country and Return to Country. An Aboriginal Cultural Heritage Management Plan will to be developed as part of the Delivery Plan and DCPor Development Control Plan that includes:
    - how Aboriginal cultural heritage areas will be integrated with areas of high ecological value and green connections.
    - protocol for unexpected finds during construction.

Historic Heritage

The region known as the Monaro was first accessed by Europeans in 1823 when Currie and Ovens crossed the Bredbo River and noted the rolling grassy plains to the south. The original town of Jindabyne was settled in the 1840s on the banks of the Snowy River at the main river crossing for cattle travelling between the Monaro and Gippsland. Tourism was a major source of growth in the region from 1909 when the area became a popular destination for trout fishing after brown and rainbow trout were introduced into the local streams.

The Snowy River LEP lists places that have been assessed as having local heritage values and are therefore protected by the Heritage Act. In addition, 'Lake Jindabyne' is listed as a Conservation Area.

Aims

- Ensure historic heritage places are protected, maintained and enhanced
- Identify areas where future development should not occur due to historic significance
- Ensure that development adjacent to heritage items complements, is designed and is sited to protect the heritage significance of the item and its setting
- Identify where development could take place while conserving historic values
- Determine how historic heritage can be incorporated into the 'visitor experience' of the region.

Performance Criteria

A. Development in areas defined as 'disturbed land' can occur without further historic heritage investigation.

B. Development on land where a heritage item is situated, that is a heritage item or is on land adjacent to a heritage item must prepare a statement of heritage impact.

C. Development in areas defined as 'high risk' or 'moderate risk' requires further heritage assessment where the development is likely to materially have a major affect on a heritage item or its value. Development is considered to have a materially major affect if it involves:
    - the full or partial demolition of a building
    - major alterations or additions
    - major adverse impacts, such as the removal of significant fabric, obscuring key views or dominating a heritage item, or the removal of evidence of significant historical associations;
    - impact to significant archaeological deposits.

D. Development in areas defined as 'high risk' or 'moderate risk' require further heritage assessment where the development is likely to materially have a minor affect on a heritage item or value. Development is considered to have a minor affect if it involves (but is not limited to):
    - Repairs or restoration to fabric
    - Installation of fire safety equipment
    - Installation of disabled access
    - Replacement of awnings, balconies, etc
    - Installation of signage or fencing
    - Excavation of areas without archaeological potential
    - Erection of temporary structures
    - Installation of safety and security equipment.

E. Where development is likely to materially have a major effect on a heritage item or value, further heritage assessment is required. This heritage assessment includes:
    - a visual inspection to determine the existing heritage values
    - an archaeological assessment (if appropriate)
    - preparation of a statement of heritage impact.

F. Where development will have a minor effect on a heritage item or value, a heritage assessment may be required. This heritage assessment may include:
    - a visual inspection to determine the existing heritage values
    - an archaeological assessment (if appropriate)
    - use of a previously prepared heritage study if applicable.

G. Development that is likely to have a materially major or minor effect on a heritage item or its value must:
    - identify the impacts to the heritage values of an item or place
    - demonstrate the need for the impact and how alternatives to the impact have been considered
    - demonstrate how the adverse impacts will be minimised or mitigated.

H. Development adjacent to a heritage item should ensure impacts to the heritage item are minimised, including through the provision of appropriate curtilages. There may be opportunities to reduce the curtilage to some heritage items if it can be demonstrated the development will not have a significant impact on the heritage item or its value.

I. Heritage items must be used for purposes that are appropriate to their heritage significance, including adaptive reuse where appropriate.

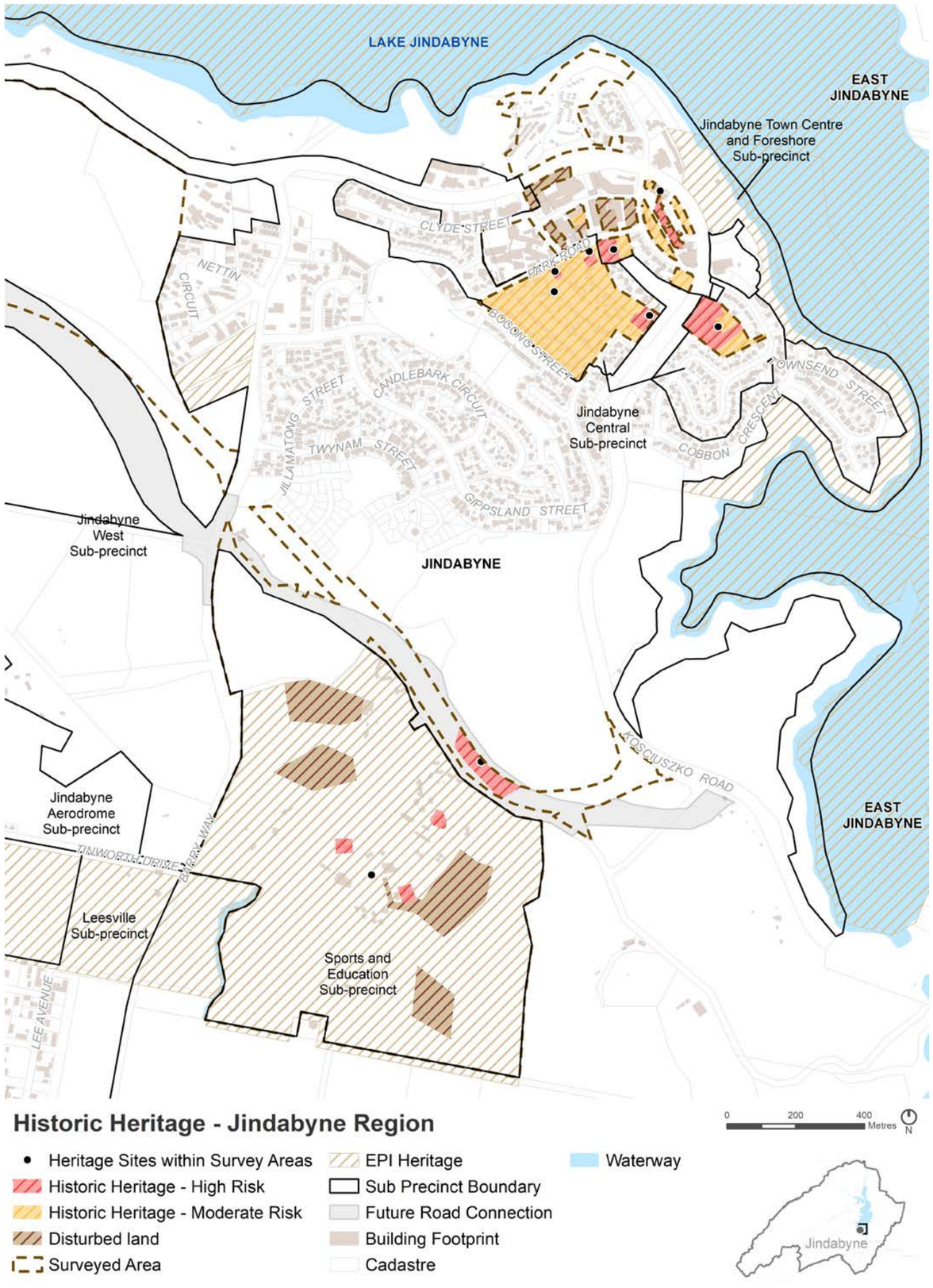
J. Development is to ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of heritage items and places.

K. Development should through redevelopment or upgrades remove inappropriate or unsympathetic alterations and additions to heritage items and reinstate significant missing details and building elements, where possible.

Supporting provisions to be developed as part of Delivery Plans updated Snowy River Development Control Plan

1. A strategy for the reuse of heritage listed buildings and principles for the design of heritage curtilages that should be provided.
2. If heritage listed items are being integrated as part of a broader development scheme, design guidance for how new development or redevelopments can sympathetically respond to heritage listed items.
3. A Heritage Management Plan to be developed as part of the Delivery Plan and Development Control Plan that includes:
    - how historic heritage areas will be integrated with areas of high ecological value and green connections
    - protocol for unexpected finds during construction.
4. Design guidance for development in the Sport and Education Sub-Precinct that sympathetically responds to, acknowledges and strengthens the heritage values and natural landscape of the site. This should incorporate best practice guidance from the *Design Guide for Heritage* prepared by the Heritage Council of NSW and the NSW Government Architect.

Figure A5 HISTORIC HERITAGE – JINDABYNE REGION



Flood Risk Management

The Snowy Mountains Special Activation Precinct includes the Snowy River Catchment which includes the sub-catchment areas of Perisher Creek and its tributaries, Thredbo River and its tributaries, Lake Jindabyne and its tributaries of Lees Creek, Wollondibby Creek, Rushes Creek, Widows Creek and Mowamba River.

Snowy Hydro Limited operate Lake Jindabyne as a storage to supply water to their hydro power stations as part of the Snowy Hydro Scheme. Lake levels are controlled by Snowy Hydro Limited and are subject to inflows from the Snowy River, Eucumbene River, Thredbo River and many minor tributaries.

Aims

- Minimise the flood risk to life, property and the environment associated with the use of the land in the sub-precincts.
- Allow development on land that is compatible with the flood hazard and flood function of that land considering projected changes as a result of climate change.
- Maintain the existing flood behaviour, flood function and the environment.
- Ensure safe and appropriate uses of the land.
- Enable safe evacuation from the land.

Performance Criteria

A. The Flood Planning Level is the 1% AEP plus 0.5m freeboard to ensure consistency across the Snowy Mountains Special Activation Precinct. Development must generally occur outside the Flood Planning Level unless it can demonstrate that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain.

B. Development within the Flood Planning Level should demonstrate that:

   - all structures are constructed with flood compatible building components below the 1% AEP flood level plus 500mm freeboard
   - all structures are designed to withstand the forces of floodwater, debris and buoyancy up to 1% AEP flood plus 500mm freeboard.

C. Development within the Probable Maximum Flood (PMF) area should demonstrate that:

   - all emergency and evacuation infrastructure is to be constructed with flood compatible building components below Probably Maximum Flood (PMF) level plus 500mm freeboard
   - all emergency and evacuation infrastructure structures are to be designed to withstand forces of floodwater, debris, and buoyancy up to PMF plus 500mm freeboard.

D. Development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:

   - flood risk is managed through site-specific built form and design
   - sensitive, vulnerable and critical uses are avoided in the floodplain.

E. Development should mitigate the impacts of local overland flooding through the provision of adequate site drainage systems, where possible.

F. Development must consider and plan for emergency evacuation situations to ensure the safety of all areas within the PMF extent.

G. The Southern Connector Road is to be designed and constructed to provide for flood immunity up to 1% AEP plus 0.5m freeboard. This allows for changes in the extent, height and hazard of flooding due to climate change for the design life of roads.

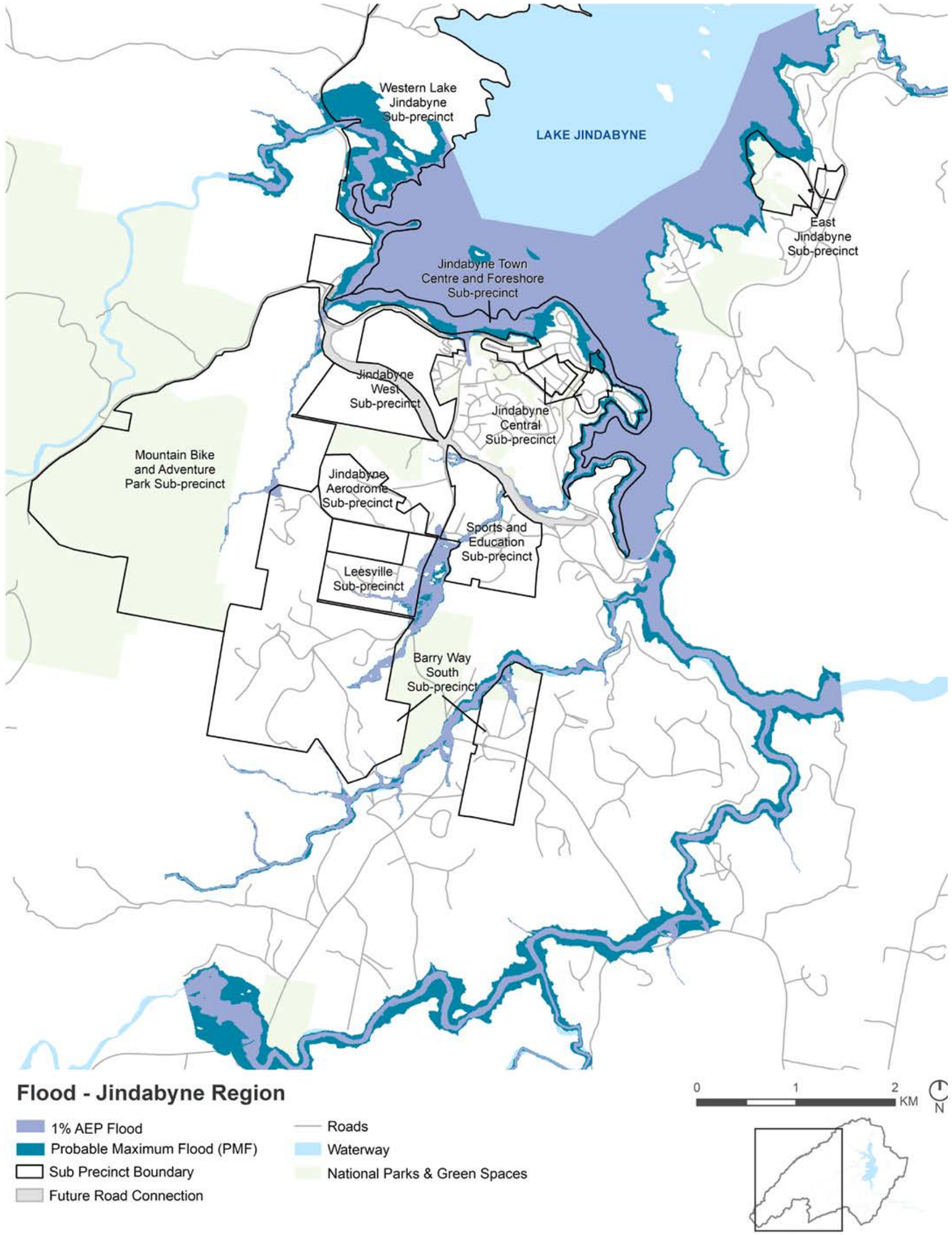
H. Development in the Jindabyne Town Centre and Foreshore Sub-Precinct ensures activities and enabling infrastructure does not increase flood risk on-site or elsewhere. The Issuing Authority will determine if this performance criteria is applicable to development, where development may cause a substantive change to the flood risk of the land. This includes development that may subdivide, erect a building, carry out a work, demolish a building or work, or change the use of the land. Where it is deemed that development may have a substantive impact to the flood risk of the land, the development must demonstrate:

   - how activities and works are located above the PMF
   - mitigation infrastructure proposed addresses flood risk
   - how development does not increase flood risk on-site or within and outside the development site.

Supporting provisions to be developed as part of Delivery Plans and updated Snowy River Development Control Plan

1. A flood risk strategy must be prepared that outlines the evacuation and emergency strategies in flood events up to and including the PMF. The strategy must be in accordance with the *Technical flood risk management guideline* prepared by the Australian Institute for Disaster Resilience H1-H6 classification system (as modified from time to time) to determine the design for any buildings that are to be used for shelter in place provisions located within the floodplain.
2. A stormwater management strategy must be prepared that:
   - site level controls for stormwater detention and reuse
   - the flood planning levels and design requirements (including emergency response) for development within the Flood Planning Level area, including the emergency response requirements in the Probable Maximum Flood area (Figure A6)
   - the monitoring and reporting process for ensuring that the stormwater will not have an adverse impact on the environment, including the health of Lake Jindabyne, waterways and groundwater
   - how engineering solutions may modify flood prone land enabling development opportunities through stormwater mitigation.
3. Design guidance for local roads and drainage infrastructure that will allow for higher flood immunity to mitigate the impact of flooding in Jindabyne.

Figure A6: FLOOD PRONE LAND



Water Quality

Water quality is incredibly important within the Snowy Mountains Special Activation Precinct, as water is used for recreation (as snow for snow sports, as water for lake uses) and power generation across the Precinct.

While the large size of Lake Jindabyne means water quality, is not a common issue for the lake, the urban areas on its foreshore discharge directly into the lake. Untreated stormwater runoff from urban areas can detract from the recreational uses of the foreshore. Future planning should consider the complete water cycle and promote stormwater quality management.

Aims

- Ensure regular stormwater flows are maintained across the Jindabyne Catalyst and Jindabyne Growth Precincts for environmental flow purposes for waterways in and downstream from the Precincts.
- Ensure stormwater runoff quality is appropriately managed across the Jindabyne Catalyst and Jindabyne Growth Precincts.
- Ensure the condition of waterbodies and their riparian zones are protected.
- Improve water quality and reduce stormwater run-off.
- Promote integrated water cycle management.
- Capture and reuse stormwater at the source.
- Implement stormwater quality treatment at the source

Performance Criteria

A. Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term.

B. Development should implement on-site water management and water quality systems through:
   - the capture and reuse of water on-site
   - the treatment of water on-site with any water discharged back into catchments having a neutral or beneficial effect on water quality
   - incorporating water sensitive urban design principles into the development's-built form and landscaping.

C. The quality of water discharged into receiving catchments must be pre-development quality or better in relation to pH, total suspended solids, total phosphorus, total nitrogen and gross pollutants. The quality of water should aim to meet the following targets:
   - Total Suspended Solids: 85% reduction
   - Total Phosphorus: 60% reduction
   - Total Nitrogen: 45% reduction.

D. The quality of water discharged into receiving catchments should maintain electrical conductivity levels. Electrical conductivity levels provide an indication of the presence of excessive salt. Water quality should aim to maintain an electrical conductivity below the 30 µS/cm ANZG 2018 Guideline Value for upland rivers of South-East Australia.

E. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimized in accordance with Managing Urban Stormwater Soils and Construction, also known as the Blue Book (current edition). Consideration should be given to limiting the amount of exposed excavated soil to a particular area during construction.

F. Discharge of wastewater and/or contaminated storm water to watercourses or waterways is not permitted unless otherwise specified in an environmental protection licence issued under the *Protection of the Environment Operations Act 1997.* Development must obtain the appropriate water licenses in accordance with the *Water Management Act 2000* and consider the relevant Water Sharing Plan.

Supporting provisions to be developed as part of Delivery Plans updated Snowy River Development Control Plan

1. Guidance on erosion and sediment management to inform Construction Management Plans for individual developments, where required.
2. Design guidance on how development should incorporate water sensitive urban design principles for the management of water quality and efficiency.
3. Monitoring and reporting processes to measure the water quality of catchments.

Bushfire

Bushfire is a key consideration and design requirement in the development of the Snowy Mountains Special Activation Precinct Master Plan. The Precinct includes large areas which are mapped as bush fire prone. The Master Plan has implemented strategic planning approaches to bushfire that will ensure development appropriately responds to bushfire hazards and can be appropriately mitigated through the design and coordination of future development.

All new development on bushfire prone land will also need to comply with the NSW Rural Fire Service's Planning for Bushfire Protection 2019. Planning for Bush Fire Protection 2019 focuses on ensuring developments are provided with appropriate bushfire protection measures.

Note: The Bushfire Prone Land map for the Snowy River LEP is currently under review and increases the amount of bushfire prone land within the region. The aims and performance criteria proposed have considered the latest bushfire prone land mapping noting that it is yet to be certified by the Commission of NSW Rural Fire Service.

Aims

- Provide for the protection of human life and minimise impacts on property from the threat of bushfire, while having due regard to development potential, site characteristics and protection of the environment.
- Provide a suite of bushfire protection measures to reduce the impact of a bushfire.
- Ensure land is suitable for development in the context of bushfire risk, and protection measures are governed by the degree of risk posed to a development and the vulnerability of occupants.
- Provide adequate infrastructure and access/ egress associated with emergency evacuation and firefighting operations.
- Facilitate appropriate ongoing land management practices.

Performance Criteria

A. Development should appropriately respond to the level of bushfire risk through:
   - minimising perimeters of the development exposed to the bushfire hazard
   - minimising vegetated corridors that permit the passage of bushfire towards development
   - providing for the siting of future development away from ridge-tops and steep slopes, within saddles and narrow ridge crests
   - ensuring capacity of existing infrastructure (such as roads and utilities) can accommodate the increase in demand during emergencies as a result of the development.

B. Asset Protection Zones (APZs) are to be provided and maintained between a bushfire hazard and future development in accordance with Figure A7 and are designed to address the relevant bushfire attack mechanisms.

C. Adequate access is to be provided from all properties to the wider road network for residents, emergency services and to provide access to hazard vegetation to facilitate bushfire mitigation works and fire suppression.

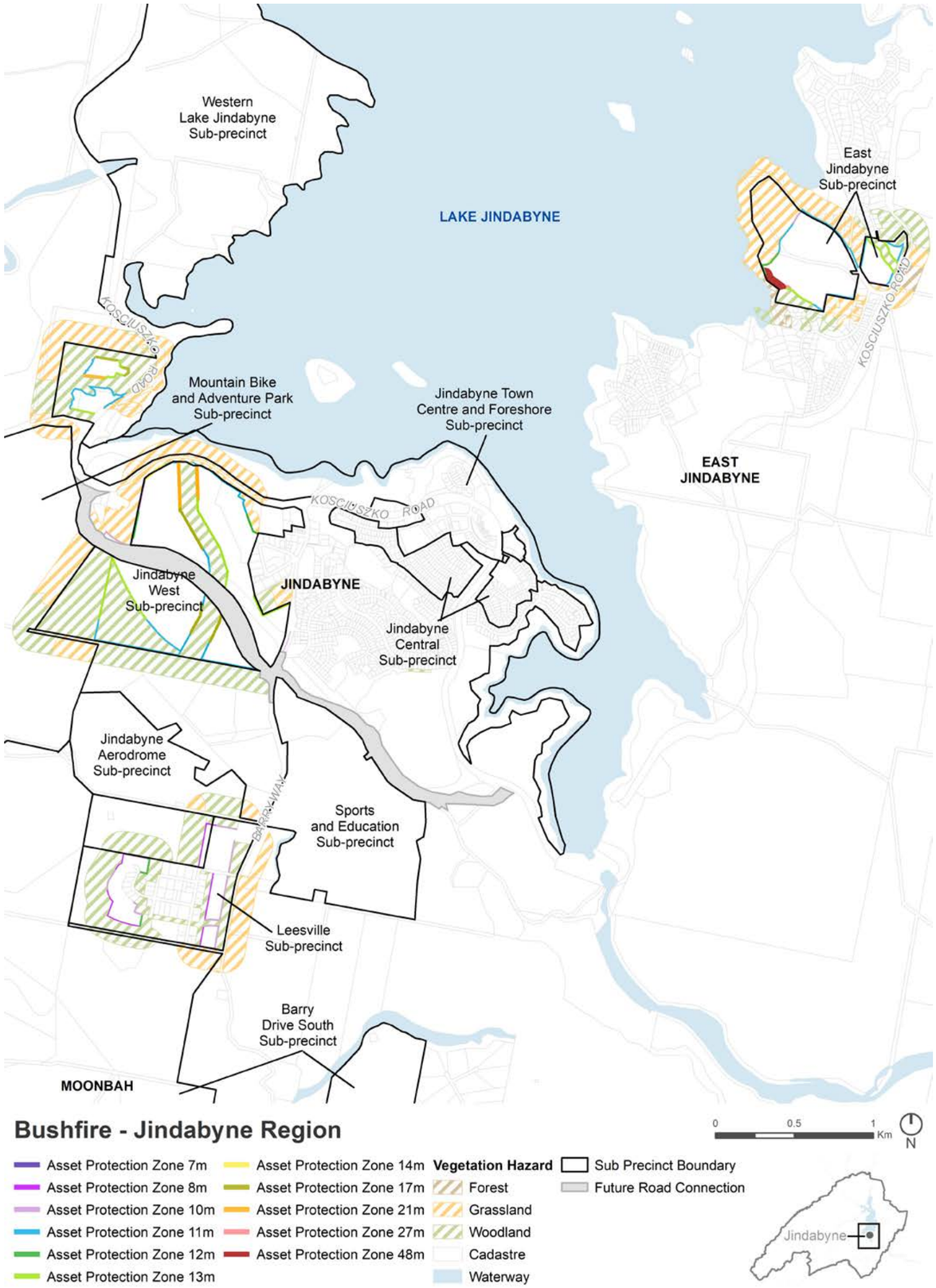
D. Development in more remote areas are to minimise levels of radiant heat, localised smoke and ember attack through increased APZ, development design and siting.

E. The subdivision of land should consider the future uses of land and the inclusion of roads into APZs.

Supporting provisions to be developed as part of Delivery Plans updated Development Control Plan

1. Fire safety planning including a precinct wide emergency and evacuation plan.
2. Access and utility requirements to ensure the safety of residents, the community and firefighters.

Figure A7 BUSHFIRE – JINDABYNE REGION



Geotechnical

The Jindabyne Region is the gateway to Australia's high country with its landscape characterised by undulating lands. Lake Jindabyne provides an impressive backdrop for many of the locations in the sub-precincts to take advantage of panoramic views across the Lake and the Snowy Mountains.

Aims

- Provide development on sloping sites that are appropriately design and respond to the site's topography, minimise the loss of views and amenity from public and private spaces.
- Ensure sloping sites are integrated into green networks and connections that are usable, welcome places.

Performance Criteria

A. Development should respond to the slope of the site to minimise the loss of views and amenity from public and private spaces.

B. Development on sloping sites should be designed to step and integrate into the topography of the site, minimise undercrofts and voids, orient towards street frontages or views, and promote usable connections and public spaces.

Supporting provisions to be developed as part of Delivery Plans and updated Snowy River Development Control Plan

1. Design and landscaping guidance on how development can appropriately respond to steep sloping sites.
2. Engineering solutions where infrastructure will be constructed on steep sloping sites.

Utilities and Services

Growth planned for Jindabyne, requires upgrades and extensions to facilitate redevelopment. This may include upgrades to potable water, sewer, stormwater systems, as well as to electrical and gas infrastructure as shown in **Figure A8.**

Aims

- Ensure infrastructure, particularly water, sewer and stormwater, is provided upfront to service the delivery of new residential, tourism and industrial land in a coordinated approach.
- Promote sustainable water conservation and reuse practices and water demand management.
- Ensure the discharge of stormwater from the Jindabyne sub precincts do not impact nearby waterbodies and catchments.
- Provide precinct-scale utility and services infrastructure to align with the sustainability objectives of the Jindabyne sub precincts and the growth of industries and businesses in the region.
- Encourage the coordinated, effective and efficient delivery of infrastructure and services.
- Encourage innovative and sustainable utility and servicing to promote effective and efficient delivery of services.
- Ensure the construction of utility services and infrastructure provision occurs in a logical and staged manner, and in sequence with development.

Performance Criteria

A. Precinct-wide utility infrastructure and services to be designed to provide for the ultimate growth and development of the Jindabyne sub-precincts.

B. Utilities and services should be integrated with existing infrastructure and where possible integrated or aligned with road or public/active transport networks.

C. Development within the sub-precincts must have access to water, wastewater, telecommunications (including digital connectivity), energy (electricity/gas) and drainage infrastructure.

D. Development within the sub-precincts should incorporate renewable energy opportunities (such as solar on rooftops) and sustainable water management practices (such as water recycling and reuse), where possible, to achieve sustainability and circular economy principles.

E. Infrastructure is adequately protected from development.

F. Development near a utility service must be in accordance with the relevant service authority's guidelines and requirements.

G. Development of new and refurbished utilities should apply construction management best practices, technologies and methods.

Supporting provisions to be developed for Delivery Plans and updated Snowy River Development Control Plan

1. An infrastructure servicing plan is required for the Jindabyne Catalyst and Growth Precincts.
2. Details of the provision, design and function of new and upgraded infrastructure and services.
3. A staging plan for the coordinated, timely and efficient delivery of infrastructure and services, including:
    - design guidance, concept designs and typical cross sections for new and upgraded infrastructure and services
    - stormwater and water quality management provisions.
4. A Contributions Plan to support the equitable and timely provision of key utilities infrastructure for Jindabyne.

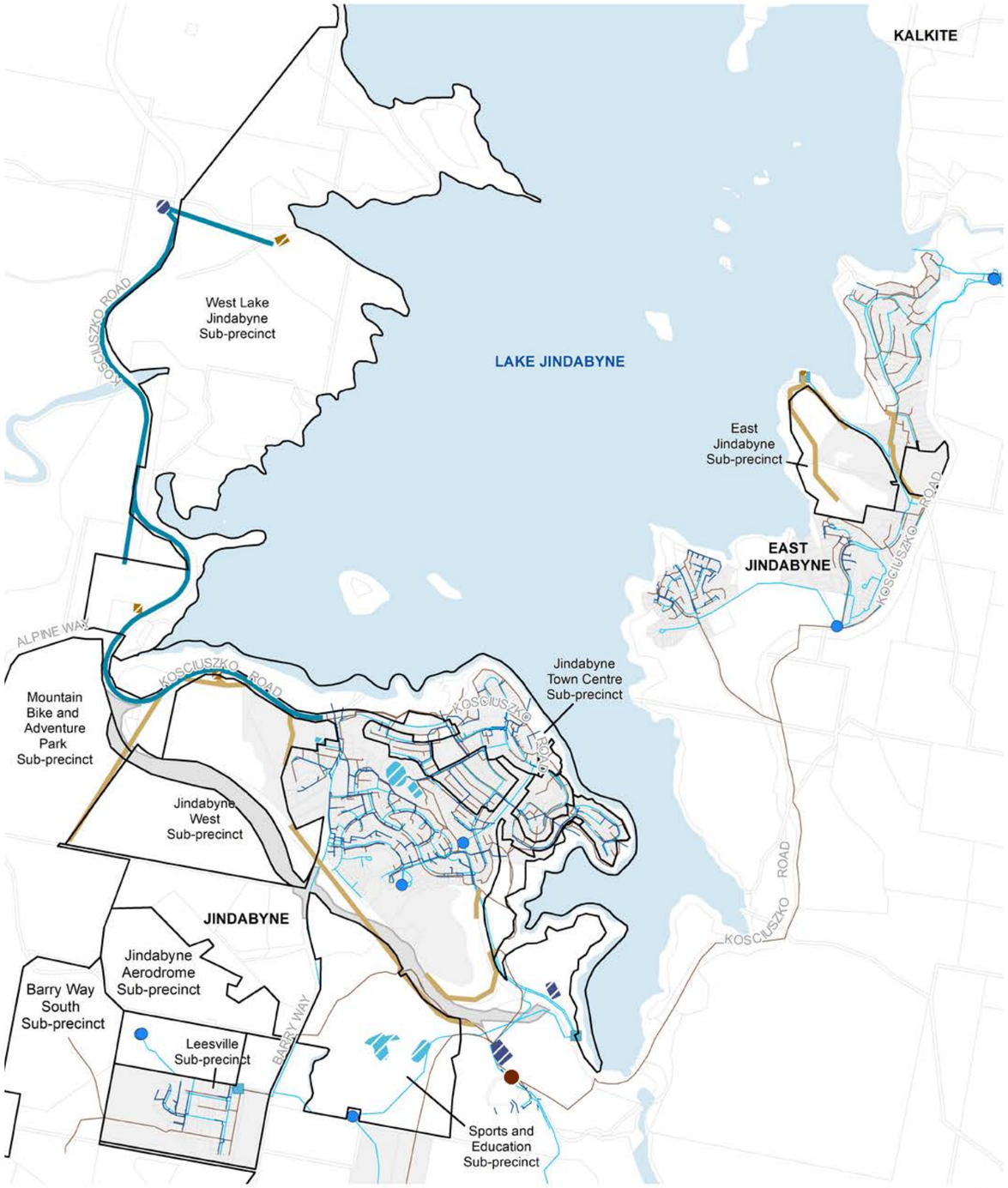
Figure A8 UTILITIES AND SERVICES – POWER, ELECTRICITY AND TELECOMMUNICATIONS IN JINDABYNE REGION

Utilities and Services – Power, Electricity and Telecommunications in Jindabyne Region

0 500 1,000 Metres N

- New Power Supply
- Proposed Extension of Telstra Fiber Network
- Opportunity Power Supply Site
- Existing Electricity Transmission Line
- 11kV High Voltage Network
- 33kV Telstra Fibre Network
- 66kV Telstra Fibre Network
- Sub Precinct Boundary
- Future Road Connection
- Urban Footprint
- Cadastre
- Waterway

Figure A9 UTILITIES AND SERVICES – WATER, WASTEWATER AND RECYCLED WATER IN JINDABYNE REGION



Utilities and Services – Water, Wastewater and Recycled Water in Jindabyne Region

0 500 1,000 Metres N

- Pump
- Reservoir
- Sewage Treatment Plant
- Existing Stormwater Line
- Existing Wastewater Line
- Potential Wastewater Line
- Potential Wastewater Site
- Existing Water Line
- Potential Water Servicing & Wastewater Line
- Recycled Water Opportunity
- Potential Water Servicing Site
- Sub Precinct Boundary
- Future Road Connection
- Waterway
- Cadastre

Jindabyne Catalyst Precinct

Jindabyne Town Centre and Foreshore

Land Use

The Jindabyne Town Centre and Foreshore Sub-Precinct is the centre of business and community activity in the Region and revitalisation of the Town Centre is an important factor in the success of the Snowy Mountains Special Activation Precinct. It is envisaged that this Sub-Precinct will be the heart of the Region, providing new transformational development through infill development and renewal, increasing density and improving access to the foreshore. Catalyst projects in the Town Centre to drive change include a new signature hotel development, and additional commercial and mixed-use developments.

The Snowy River LEP presently contains several zones for the Town Centre and Catalyst Sites, including:

- SP1 – Water Supply System – Lake Jindabyne
- SP3 – Tourist
- R1 – General Residential
- R2 – Low Density Residential
- B2 – Local Centre
- RE1 – Public Recreation

The revitalisation of the Town Centre and Foreshore will create a vibrant integrated Alpine Village. This will include upgrades to the public domain and connections to the foreshore, along with ensuring new development activates street frontages and is pedestrian friendly. To facilitate the vision identified in the Town Centre and Foreshore Sub-Precinct Structure Plan, it is proposed to rezone land in the Sub-Precinct to:

- A new Tourism Enterprise in the Town Centre
- RE1 – Public Recreation zone along the foreshore.

Aims

- Ensure Jindabyne is a vibrant attractive Alpine Village for both residents and visitors providing a hub for commercial, community and tourism activities.
- Ensure development integrates with the foreshore and does not detract from existing vistas to Lake Jindabyne.
- Support growth and demand for a range of tourist, seasonal and resident accommodation.
- Encourage redevelopment and adaptive reuse of buildings within the Town Centre.
- Introduce new or additional land uses along the foreshore to activate the area.

Performance Criteria

A. Development should be supported by high quality landscape that integrates with existing open spaces and foreshore.

B. Development provides a range of floorplate sizes for non-residential land uses to accommodate a diversity business type that supports employment opportunities, residential and tourism accommodation, local services and amenities.

C. The majority of development within the Town Centre should support a mixture of commercial, retail, tourism and mixed use development to reinforce the role and function of the sub-precinct.

D. Development should respond to the desired future scale of the sub-precinct with consideration given to views and vistas across Lake Jindabyne and the Snowy Mountains

E. Development in the foreshore should complement the land uses of Jindabyne Town Centre and provide opportunities for improved connections and activation.

F. Retail and tourism development in the Foreshore should be concentrated in, or close to, nodes in the sub-precinct.

G. Land uses in the Town Centre will not compromise the intent of the sub-precinct by creating land use conflict through:

- the introduction of sensitive uses that would be better located within another Sub-Precinct, possibly adjacent to the Town Centre
- the introduction of incompatible uses, such as specialised retail premises (bulky good retail), that would be better suited in another sub-precinct or area.

H. Development should encourage the amalgamation of lots to enable a cohesive development layout that promotes a connected village, where possible.

I. Development in the Town Centre should support a vibrant attractive Alpine Village with a mixture of residential and tourism accommodation uses. Appendix B outlines the total indicative yield for residential and tourism accommodation uses in the sub-precinct. Development across the sub-precinct should promote a mixture of housing and accommodation types and densities, including a mixture of bedrooms.

Supporting provisions to be developed as part of a Delivery Plan

1. The Delivery Plan should:
   - include a staging plan to ensure the orderly and efficient development of the sub-precinct.
   - identify, design and establish new and upgraded enabling works that support the delivery of the sub-precinct, particularly those required for short term development. This should include design guidance on how infrastructure and servicing will be sequenced and delivered.
   - protect utility infrastructure through easements.

Built Form and Landscape

The built form of the sub-precinct is envisioned to be altered to reflect the Alpine setting of Jindabyne. It is envisaged that the built form of the Town Centre will be transformed through the development of Catalyst projects, along with other redevelopment, renewal and infill development opportunities. The improvement of and connection to the Foreshore, public domain and pedestrian infrastructure will allow Jindabyne to be a walkable, desirable place.

The focus on the revitalisation of the sub-precinct should be activation of the public realm, high-quality mixed-use development and walkability. New and upgraded public domain and open spaces will be integrated from the Town Centre to the Foreshore through street activation and increased walkability options. New development will ensure street activation is prioritised to reinforce the town core and ensure a high quality, vibrant public realm.

Aims

- Ensure the built form reflects the Alpine setting of Jindabyne to create a village atmosphere.
- Ensure there is a mix of building types and designs of high architectural merit.
- Promote increased bulk, scale and density in suitable locations.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Ensure development along the foreshore complements the scenic qualities of the locality and increases pedestrian access and usership.
- Promote active street frontages, including along Kosciuszko Road.
- Ensure the new development and redevelopment in the Sub-Precinct provides a diversity of design styles to promote visual interest.

Performance Criteria

A. New and upgraded streets should be active and green with a planned tree canopy to reduce heat island effects, improve human comfort, and promote walkability.

B. Buildings should be efficient, well designed and incorporate landscaping by:
   - carefully siting buildings to activate street frontages, minimise impacts on existing vegetation, and provide opportunities for on-site landscaping.
   - providing appropriate scale, articulation, setbacks and building separation that responds to the topography of Jindabyne.
   - providing human-scale buildings that integrate public and private realms with building heights that complement street widths.
   - considering flexible building design to accommodate future uses and adaptive reuse.
   - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings.
   - encourage preparedness for natural hazards and climate change.
   - considering views and vistas across Lake Jindabyne and to the Snowy Mountains.

C. Development along the foreshore area should orientate to and activate the foreshore and public realm, provide active and passive open space opportunities and provide an accessible and welcoming space for workers, residents and visitors.

D. All buildings should be accessible by pedestrians via a safe, clear walkway.

E. Built form should orientate to and activate the street and public realm to provide surveillance to increase safety and activation of the public domain.

F. Development is to retain high levels of solar access to open spaces and/or public spaces.

G. Redevelopment of the Jindabyne Town Centre catalyst sub-precint is to:
   - provide new and upgraded pedestrian connections to link the site with other areas in the Town Centre and the Lake Jindabyne Foreshore
   - integrate appropriate on-site car parking provision.

Supporting provisions to be developed as part of a Delivery Plan

1. The Delivery Plan should:
   - A design guideline should include:
     - design criteria for the built form, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts and reflects the Alpine village setting of Jindabyne.
     - guidance on the form, mass, scale, height and articulation of buildings to create a high quality and sustainable urban environment.
     - setback and building separation provisions to create diverse streets, improving walkability and to provide for the activation of streets.
     - building envelope diagrams to ensure solar access and privacy to adjoining properties
     - provisions for non-residential development to ensure buildings are designed to interface compatibly with residential uses.
   - A public domain and landscaping strategy to provide guidance on how development should address streets and the foreshore, provisions for the use of footpaths and provisions on the integration of public and private realms.

Transport and Movement

The sub-precinct is primarily centralised along Kosciuszko Road with a number of local roads, such as Snowy River Avenue and Thredbo Terrace, providing street activation opportunities in the Town Centre. Currently Kosciuszko Road is the main regional road for access to and from surrounding tourist destinations in the Region. It is envisaged that Kosciuszko Road will enable pedestrian and active transport movements that promote accessibility and walkability. The sub-precinct will also need to:

- provide carparking in strategic locations to meet growth projections and negate the need for overflow parking areas.
- provide ride sharing parking space and electric vehicle charging infrastructure.

The Foreshore will also become a hub of activity. This will include an improved Lake Jindabyne shared trail, including upgraded facilities and amenities, improved pedestrian and cycling facilities. The foreshore will also include a lakefront promenade that connects to other key sites within Jindabyne.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support redevelopment in the sub-precinct.
- Provide accessibility and safe access for all users throughout the sub-precinct via all modes of transport.
- Provide facilities for an extended and improved public transit network.
- Provide active transport linkages between and within the Town Centre and key destinations.
- Ensure new development is designed to activate street frontages to create a pedestrian-friendly Town Centre and ensure a high quality, vibrant public realm.
- Provide functional, safe and efficient parking areas.
- Provide ‘park and ride’ facilities in new and existing carparks.
- Design networks and streets that incorporate smart solutions that enable future mobility, including provision for electric and smart vehicles, such as electric vehicle charging facilities.
- Ensure adaptability of car parking provision and design to accommodate other uses and over time.
- Increase shuttle services to and from the sub-precinct to other tourist sites in the Snowy Mountains Special Activation Precinct.
- Ensure car parks are designed to enable future adaptability and reuse opportunities.

Performance Criteria

A. The existing street network is to be augmented and an upgraded street network within the Town Centre is delivered to ensure the effective servicing, staging and orderly operation of the sub-precinct generally in accordance with **Figure A10.**

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A10**. These connections should be prioritised during the redevelopment of the sub-precinct.

C. Car parking should be provided in the general locations shown in **Figure A10**. Car parking should be integrated into developments to minimise on-street parking and should utilise integrated parking solutions to service multiple development sites, wherever possible.

D. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

E. Development must provide operational access and egress for emergency services and occupants.

F. **Figure A10** identifies the general locations of public transport stops to service the Jindabyne Precinct. Development should integrate public transport facilities and amenities at these locations, where possible.

G. Maximise the number of people that can access employment, tourist and community facilities by public and active transport.

H. Transport infrastructure development, including shared paths, car parks and pathways, should support safety and road performance, future mobility (smart technology), equitable access and passive surveillance.

I. Car parking should be designed to enable future adaptability and reuse opportunities, including the provision of floor heights that allow for infrastructure provision and minimum ceiling heights.

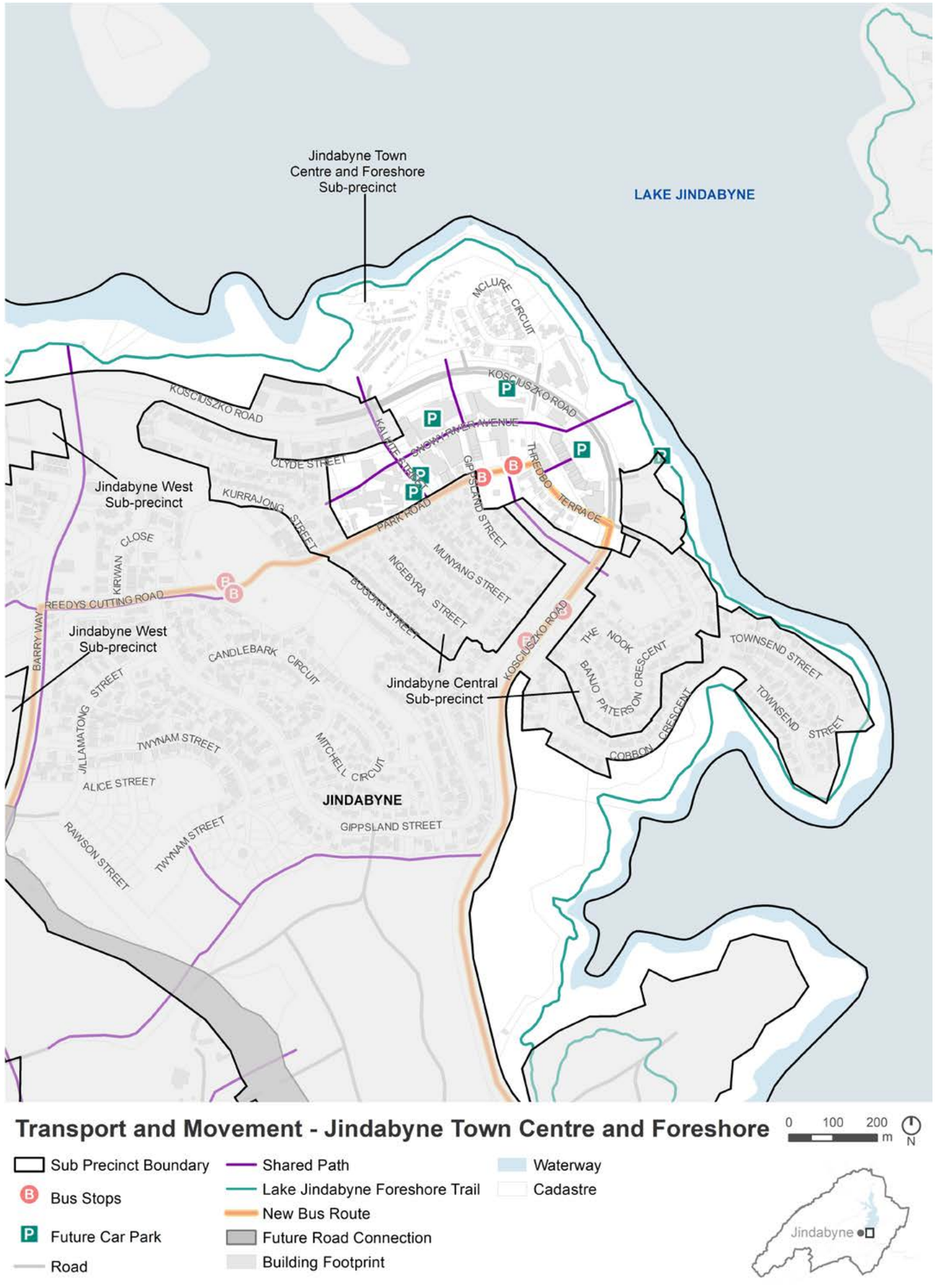
J. Car parking in mixed use and commercial development should incorporate smart technology and electric vehicle parking and charging stations.

K. Streets are planned to adapt to changing and emerging travel modes (such as e-bikes and e-scooters) and enable innovation and adaptive reuse (such as flex zones to promote street activation).

Supporting provisions to be developed as part of a Delivery Plan

1. A street plan for the Town Centre and Foreshore sub-precinct to include:
    - street hierarchy
    - staging of delivery
    - street type, sections and reserve widths
    - methodologies and triggers for upgrades
    - long-term ownership and management.
2. Provisions and design guidance for the delivery of ride sharing and electric vehicle charging facilities.
3. Concept design plans for:
    - new pedestrian crossings, shared paths and active transport connections.
    - the upgrades to the foreshore walkway.
    - on-site car parking provision in the Jindabyne Central School catalyst site.
4. A public domain strategy to provide guidance on how development should address the street and foreshore and provisions for the use of footpaths and promenade areas.
5. Development of car parking rates to meet future projected growth, including the provision of accessible parking spaces.

Figure A10 JINDABYNE TOWN CENTRE AND FORESHORE TRANSPORT AND MOVEMENT



Sports and Education Sub-Precinct

Land Use

It is envisaged that the Sports and Education sub-precinct will be redeveloped into a sports and education hub that caters for multiple user groups. The sub-precinct will also provide additional community sport and recreation facilities to address population growth, along with the provision of supporting education, accommodation and commercial uses.

The Sub-Precinct will also accommodate a high-performance sports training centre and a National Snow Sports Training Centre. The sub-precinct will also provide future education and training opportunities, with a new primary and secondary schools and new tertiary education facilities.

Currently land within the Sports and Education sub-precinct is zoned RU1 – Primary Production. To facilitate the growth of this sub-precinct, the land will be zoned to SP1 Special Activities to accommodate a range of specialised sporting, recreational and educational facilities.

Aims

- Ensure development supports the delivery of a Sports and Education Sub-Precinct which provides contemporary facilities and accommodation for high performance athletes, students, the community and tourists.
- Support the redevelopment of the existing Jindabyne Sport and Recreation Centre into a hub that caters for multiple user groups that balances the needs of high-performance athletes, school groups, and the broader Jindabyne community.
- Enable the expansion of the high-performance sport precinct to create a National Snow Sports Training Centre, providing year-round best in class high performance facilities.
- Facilitate the provision of new and upgraded accommodation for athletes, coaches and support staff.
- Enable the development of a new primary and secondary school, and TAFE and tertiary education facilities.

Performance Criteria

A. Redevelopment of the existing field and track site should include an AFL/cricket oval, open courts, biathlon/ criterium track and new change facilities.

B. Expansion of the existing self-contained accommodation area should provide a commercial accommodation precinct.

C. Development of a new indoor sport and aquatic centre should include heated pool, indoor courts, gymnastics facilities and a climbing wall.

D. Any future use of the Crown Reserve site (Reserve 130057) must have regard for the current Native Title status of the land at under the Native Title Act 1993.

E. Development should be designed to sensitively integrate into the landscape and demonstrate that it would not have an unacceptable visual impact on the scenic quality of the area.

F. In considering the suitability of the development, and consistency with the intent for each zone, the Issuing Authority must be satisfied that the development meets the performance criteria and development controls in this Master Plan and in the Delivery Plan.

G. Development in the Sports and Education sub-precinct should support the delivery of a range of sporting, recreation, community and education uses, including supporting high performance athlete, coaching and student accommodation.

H. Development of education facilities (southern portion) of the sub-precinct, along Barry Way, should be designated for:

- outdoor programs associated with the school camp and community users.
- upgraded running and cycling tracks.
- upgraded and expanded mountain bike skills park and tracks.
- camp-fire site, archery range and paint-ball combat areas.
- new change room amenities.
- new and upgraded student accommodation and associated facilities.

I. Development of education facilities (western portion) of the sub-precinct, along Barry Way, should be designated for:
   - the new primary and secondary school.
   - TAFE and other tertiary education facilities.
   - supporting recreational and community uses.

J. Development of high-performance sporting facilities (northern portion) of the sub-precinct, along the Southern Connector Road, should be designated for:
   - high performance winter training facility, including the creation of a new National Snow Sports Training Centre.
   - supporting education, administration and commercial uses.
   - additional community sport, recreational and community uses.
   - new and upgraded accommodation for athletes, coaches and support staff.

K. Development of the community sporting facilities (north-west portion), at the intersection of the Southern Connector Road and Barry Way, of the sub-precinct should be designated for:
   - community and recreational uses.
   - supporting facilities and amenities.

Supporting provisions to be developed as part of a Delivery Plan

1. The Delivery Plan should:
   - include a Staging Plan to ensure the orderly and efficient development of the sub-precinct.
   - identify, design and establish the enabling works that support the delivery of the sub-precinct, particularly those identified for short term development (such as school precinct and high performance and community sport precinct).
   - protect utility infrastructure through easements.

Built Form and Landscaping

The Sports and Education sub-precinct will be a hub that caters for multiple user groups, balancing the needs of high-performance athletes, school groups and camps, the local community (including community sport and recreation activities), local students, and visitors to the area.

The built form of the sub-precinct should ensure that building siting, orientation and design is sensitive to the scenic qualities, views and topography of the site. Development should recognise and celebrate the regional setting of the sub-precinct and provide for the retention of vegetation and the creation of green connections.

Aims

- Provide an open campus style setting recognising and celebrating the regional alpine setting.
- Ensure sport and recreation facilities do not impact on the visual amenity of the locality.
- Promote increased bulk and scale in suitable locations.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Ensure development addresses and activates street frontages where required across the site.
- Ensure sporting, recreational, community and educational buildings are designed to respond to and enhance the positive qualities of the sub-precinct's setting, landscape and heritage, including Aboriginal cultural heritage.

Performance Criteria

A. Development should enhance the regional campus style setting of the sub-precinct through the provision of high-quality buildings and public domain spaces that consider siting, orientation and design.

B. Buildings should be well designed and incorporate landscaping by:
   - carefully siting buildings to minimise impacts on existing vegetation and providing opportunities for on-site landscaping.
   - providing appropriate scale, articulation and setbacks that responds to the topography of the site.
   - providing green connections that integrate public and private realms and existing areas of vegetation.
   - encouraging preparedness for natural hazards and climate change.
   - considering the visual amenity of development to neighbouring properties, and views and vistas to Lake Jindabyne and the Snowy Mountains.

C. Development should address and activate street frontages, where required. This may include the node of administration and commercial uses located in the northern portion of the sub-precinct along the Southern Connector Road.

D. Development should provide equitable and safe pedestrian and active transport connections.

E. Where possible, development must minimise visual amenity impacts by not being located on ridgelines or against escarpments. Development must mitigate any visual amenity impacts through building design, colours, materials and landscaping.

F. Development in the sub-precinct must ensure the riparian corridor is revegetated and integrated with green connections and areas of environmental and cultural heritage importance.

G. New planting which reflects the landscape character of the area should be provided throughout the sub-precinct, including the riparian biodiversity protection area, to minimise the visual impacts of new development.

H. Development should minimise site earthworks and appropriately respond to the topography of the site.

I. Development of the school should appropriately consider and address:
   - the design quality principles contained in Schedule 4 of the *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017.*
   - School Infrastructure NSW's *'Master Planning Guidelines for Schools' (October 2020).*
   - Education Facilities Standards and Guidelines.
   - Better Placed: *Design Guide for Schools and Better Placed: Environmental Design in Schools produced* by the Government Architect NSW.

Supporting provisions to be developed as part of a Delivery Plan

1. A design guideline for the sub-precinct that includes:
   - design solutions for the placement and interface of buildings, car parking and landscaping for each of the different clustering of facilities within the sub-precinct, including the formation of gateways to the sub-precinct along Barry Way and the Southern Connector Road.
   - detailed design criteria for built form, including guidance on building materials, colour selections, architectural style, orientation, roof structures and how development responds to the topography of the site, minimises visual impacts and reflects the open campus style setting of the sub-precinct.
   - setback provisions to improve amenity and walkability and provide for the activation of streets where required.
   - provisions for managing cut and fill.
   - requirements for demolition and decommissioning.
   - best practice approaches to lighting design.
   - where required, design guidance for the reuse of heritage listed buildings and principles for the design of the heritage curtilage.
   - a public domain and landscaping strategy to provide guidance on how development should address streets, design guidance on footpaths and the integration of the public domain between the different facilities in the sub-precinct.

2. A landscape and vegetation management plan that addresses:
    - any early tree plantings that can be undertaken across the sub-precinct
    - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including public and private realms, shared and active paths, and open spaces
    - landscaping provisions, including gateway treatments for new and upgraded connections along Barry Way and the Southern Connector Road
    - riparian corridor design provisions and how development should interface with watercourses
    - plantings along road reserves that reflects the green setting of the sub-precinct
    - the identification of local endemic, climate ready species
    - management and maintenance provisions
    - biodiversity offset arrangements.

Transport and Movement

The sub-precinct is connected to the regional road network via Barry Way and the new Southern Connector Road. This will enable the primary and secondary school to be accessed from an internal road network that can accommodate parking and drop-off areas. The new entry point from the Southern Connector Road will be the gateway to sporting and community facilities. It will also reduce existing traffic conflicts with camp facilities.

The sub-precinct will provide strong pedestrian connections with a revegetation of the existing watercourse to form a green spine. Green infrastructure will be supported by walking and bike paths connecting different parts of the site. This will include a pedestrian overbridge across the Southern Connector Road to provide a safe and accessible connection back to the Town Centre and nearby residential areas. The sub-precinct will also provide connections to surrounding areas via a new shared path adjacent to Barry Way.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support redevelopment and development sites in the sub-precinct.
- Provide equitable and safe access for all users throughout the sub-precinct via all modes of transport, with a focus on walkability.
- Facilitate connections to a public transport network.
- Provide active transport linkages between and within the sub-precinct and to key destinations.
- Provide active transport linkages to the Jindabyne Town Centre.
- Provide facilities for electric and smart vehicles, such as electric vehicle charging facilities.
- Provide functional, safe and efficient parking areas.

Performance Criteria

A. New and upgraded streets must generally be in accordance with **Figure A11**. and must consider the effective servicing, staging and delivery of the sub-precinct's street network.

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A11**. These connections should be prioritised during the development of each stage of the sub-precinct.

C. Development should integrate public transport facilities and amenities into the broader network, where possible.

D. Development should prioritise the delivery of the shared path along Barry Way and the pedestrian overpass bridge across the Southern Connector Road.

E. Development should integrate green connections, and active transport and shared paths.

F. Development should integrate smart technologies into car park design, such as electric vehicle charging stations.

G. Development should integrate on-site car parking to minimise on-street parking requirements and where possible should utilise shared parking solutions to service multiple development sites.

H. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

I. Development of car parks should incorporate Water Sensitive Urban Design principles, where car parks may support drainage requirements across the Sub-Precinct

J. Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed as part of a Delivery Plan

1. A street plan/s for the sub-precinct to include:
    - street hierarchy
    - staging of delivery
    - street type, sections and reserve widths
    - methodologies and triggers for upgrades
    - long-term ownership and management.
2. Detailed designs of new intersections and road upgrades.
3. An active transport network, including staging of delivery, designs and typical cross sections, and integration with existing infrastructure.
4. Development of car parking rates, including the provision of accessible parking spaces.

Figure A11 SPORTS AND EDUCATION SUB-PRECINCT PRECINCT TRANSPORT AND MOVEMENT

Mountain Bike and Adventure Park Sub Precinct

Land Use

Currently land within the Mountain Bike and Adventure Park Sub-Precinct is zoned RU1 – Primary Production and E3- Environmental Management. To facilitate tourism and recreational land uses, the sub-precinct will be zoned SP1 Special Activities (Mountain Bike and Adventure Park).

Aims

- Ensure development supports the delivery of a Mountain Bike and Adventure Park which provides a broad range of tourism and recreational uses, along with supporting ancillary uses.
- Ensure development avoids unacceptable visual impacts and is sensitive to the scenic qualities of the locality.
- Provide scenic lookout opportunities in key areas in the sub-precinct.
- Ensure that development is low impact and protects and enhances the environmental values of the sub-precinct.

Performance Criteria

A. Development should be designed to sensitively integrate into the landscape and demonstrate that it would not have an unacceptable visual impact on the scenic quality of the area.

B. Development should enable a range of tourism and recreational uses such as such as luge, mountain roller coaster and zip lining.

C. An Activation Precinct Certificate should only be issued for food and drink premises, car parks, and other tourism uses which are ancillary to or support the main purpose of the Mountain Bike and Adventure Park sub-precinct, where:

- the uses are required to service the needs of the sub-precinct
- non recreational uses, where possible, are low impact and are co-located to form nodes of activity that minimise the environmental impacts in the sub-precinct.

Supporting provisions to be developed as part of a Delivery Plan

1. The Delivery Plan should:
   - include a Staging Plan to ensure the orderly and efficient development of the sub-precinct
   - identify, design and establish the enabling works that support the delivery of the sub-precinct, particularly those identified for short term development
   - outline how existing utility infrastructure easements will be protected.

Built Form and Landscaping

The Mountain Bike and Adventure Park sub-precinct enjoys a picturesque landscape setting with steep hills and valleys with large clusters of native vegetation. The sub-precinct will be developed primarily for tourism and recreational purposes and aims to protect and enhance the environmental values of the site. Development in the sub-precinct will be sensitive to the scenic qualities and views of the area and topography.

Aims

- Develop a world class Mountain Bike and Adventure Park Sub-Precinct with supporting infrastructure and ancillary uses.
- Ensure where possible that tourism and recreational facilities and infrastructure do not impact the visual amenity of the locality.
- Ensure buildings are clustered in key locations to reduce impacts on views to the sub-precinct.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation.
- Ensure buildings are designed to respond to and enhance the positive qualities of the sub-precinct's environmental and landscape setting, including Aboriginal cultural heritage values.

Performance Criteria

A. Buildings are efficient, well-designed and incorporate generous landscaping. This will be achieved by:
   - ensuring building bulk, orientation and design is low impact and responds appropriately to the topography of the site
   - carefully siting buildings to minimise the impact on existing vegetation
   - incorporating preparedness for natural hazards and climate change into design.

B. Development of ancillary uses should be designed to sensitively integrate with the landscape and demonstrate that it would not have an unacceptable visual impact on the scenic qualities of the locality.

C. Development should minimise cut and fill in and around steep slopes and should minimise site earthworks.

D. Development should provide accessible and safe pedestrian and active transport connections.

E. New plantings that reflect the environmental setting of the area should be provided throughout the sub-precinct to minimise the visual impacts of new development.

Supporting provisions to be developed as part of a Delivery Plan

1. A landscape and vegetation management plan that addresses:
   - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including shared and active transport paths
   - landscaping provisions
   - plantings along road reserves that reflects the green setting of the sub-precinct
   - the identification of local endemic, climate ready species
   - management and maintenance provisions
   - biodiversity offset arrangements.

2. A design guideline for the sub-precinct that includes:
   - the location of key nodes for buildings to support ancillary uses;
   - detailed design criteria for built form including guidance on building materials, colour selections, architectural style, orientation, roof structures and how development responds to the topography of the site and minimises visual impacts
   - provisions for managing cut and fill
   - provisions for car parking and design solutions for how car parks can be integrated with buildings at key nodes.

Transport and Movement

The Sub-Precinct is connected to the regional road network via Alpine Way and the new Southern Connector Road. A new intersection on Alpine Way would be required to provide safe access to the Sub-Precinct. The Sub-Precinct will also connect to the Town Centre and Foreshore with a shared active transport path via a bridge or underpass over Kosciuszko Road. This access point would also provide direct access to the gondola station.

The Sub-Precinct will locate car parks in areas that minimise vegetation removal, will provide new bicycle parking, and will integrate ride sharing parking spaces and electric vehicle charging infrastructure, where possible. New trails will be established and constructed using best practices to allow the sub-precinct to provide world-class facilities.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support development in the sub-precinct.
- Provide equitable and safe access for all users throughout the sub-precinct.
- Provide active transport linkages between and within the Mountain Bike and Adventure Park sub-precinct, and to key destinations.
- Enable the provision of mountain bike trails and trail connectivity, including to mountain bike trails at Bungarra Alpine Centre to the east and Lake Jindabyne Foreshore to the north.
- Provide facilities for electric and smart vehicles, such as electric vehicle charging facilities.
- Provide active transport linkages to the broader Region, including direct links to the Jindabyne West sub-precinct and neighbouring tourist accommodation.
- Provide alternate shuttle bus access routes to provide connections to the peak for riders.
- Provide functional, safe and efficient parking areas that minimise vegetation removal.

Performance Criteria

A. New and upgraded streets and transport infrastructure should be generally in accordance with **Figure A12** and must consider the effective servicing and staging of the sub-precinct's connections.

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A12** to provide direct access to the foreshore linking to the Lake Jindabyne Trail and to the gondola station.

C. Access roads to be designed and constructed to ensure emergency service vehicles can access key areas of the site.

D. Development must provide operational access and egress for emergency services and occupants.

E. Development of car parks and transport infrastructure must be sited and designed to avoid visual impacts.

F. Development should integrate on-site car parking to minimise vegetation removal.

G. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

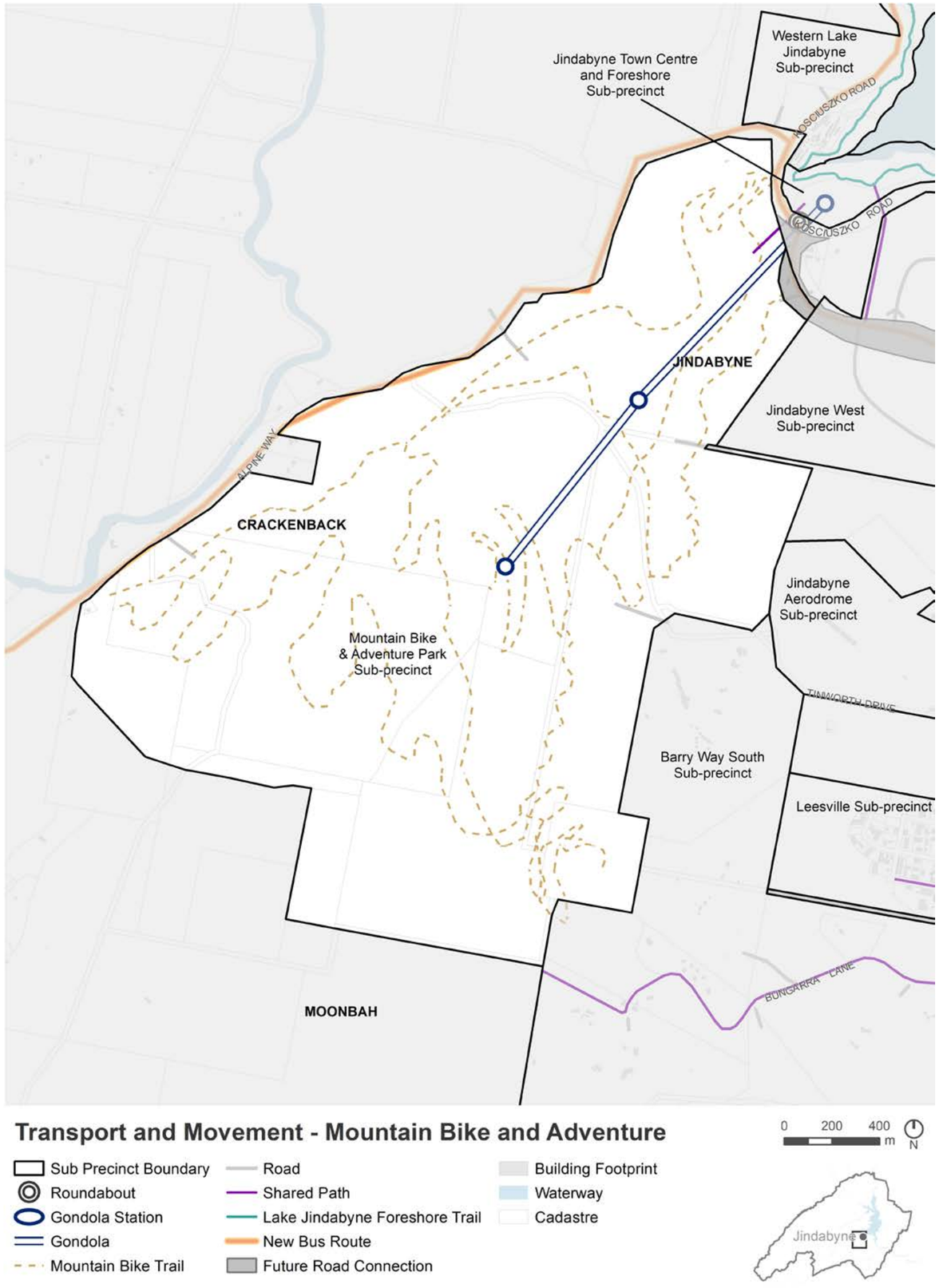
H. Development should integrate smart technologies into car park design, such as electric vehicle charging stations, where possible. Development of car parks should incorporate Water Sensitive Urban Design principles, where car parks may support drainage requirements across the sub-precinct.

I. Development of transport infrastructure, including the gondola, should select a colour scheme that blends with the prevailing landscape and skyline.

Supporting provisions to be developed as part of a Delivery Plan

1. A comprehensive trail network plan and design guidance for the Mountain Bike and Adventure Park Sub-Precinct, including links and connections to the broader trail network such as the Bungarra Alpine Centre to the east and Lake Jindabyne Foreshore to the north. The trail network plan should be developed in direct consultation with local mountain biking clubs and other relevant sporting bodies or associations.
2. Development of car parking rates, including the provision of accessible parking spaces.
3. Detailed designs of:
   - new intersections and the pedestrian bridge or underpass over Kosciuszko Road
   - the gondola and stations.

Figure A12 MOUNTAIN BIKE AND ADVENTURE MOVEMENT AND TRANSPORT



Western Lake Jindabyne Sub-Precinct

Land Use

The Western Lake Jindabyne Sub-Precinct will transition into a destination for leisure, recreation and exploration of the lakeside. The Master Plan outlines new tourism redevelopment opportunities for a range of accommodation and attractions. The sub-precinct will be zoned SP3 – Tourist to permit a broad range of tourism and recreational uses.

Aims

- Encourage tourism through the development of a range of accommodation options and attractions.
- Attract and encourage tourism and recreational opportunities with access to and along the Lake Jindabyne foreshore.
- Protect the landscape and environmental values of this area to enable ongoing rural land uses balanced alongside strategic growth.
- Recognise, protect and celebrate the Aboriginal cultural heritage values of the area.

Performance Criteria

A. Development should be designed to sensitively integrate into the landscape and demonstrate that it would not have an unacceptable visual impact on the scenic qualities of the area.

B. Development should enable and promote a range of accommodation offerings to a range of different users, such as:
   - a holiday park accommodating cabins, caravans and camping sites
   - an ecotourism resort
   - a hotel or serviced apartments
   - small scale tourism accommodation including farm stays or lakeside cottages.

C. Development of tourism attractions must appropriately consider the environmental and Aboriginal heritage values of the area and ensure uses do not detract from the sensitive landscape setting of the sub-precinct.

D. Development should enable and promote a range of tourism attractions such as:
   - a golf course
   - conference facilities
   - health and wellness facilities.

E. Development accommodation and attractions should consider co-location opportunities to minimise environmental impacts.

F. Development should support the delivery of a range of tourism accommodation uses. Appendix B outlines the total indicative yield for accommodation uses in the Sub-Precinct.

G. Development of the Lake Jindabyne Village should be designated for self-catering and medium density tourist accommodation, a small commercial node and green infrastructure.

Built Form and Landscaping

The built form, siting and design of buildings across the Western Lake Jindabyne sub-precinct will vary depending on the accommodation offering. All tourism accommodation and attraction development should be sensitive to the scenic qualities and views of the sub-precinct.

Aims

- Integrate development into the topography of the land and promote the retention and planting of native vegetation and green corridors.
- Promote development that achieves best practice in ecologically sustainable development and enhances the natural values of the sub-precinct.
- Ensure the tourist accommodation, attractions and activities are sympathetic with the natural beauty of its rural lakeside setting.
- Ensure the appearance of tourist accommodation does not detract from the visual amenity of the locality.
- Ensure the Lake Jindabyne foreshore is accessible to pedestrians and cyclists.
- Ensure the tourism accommodation and attractions integrate and activate the foreshore and provide access to the shared trail around Lake Jindabyne.
- Ensure development along the foreshore complements the scenic qualities of the locality and increases pedestrian access and usership.

Performance Criteria

A. Development should be sensitively integrated into the natural landscape and topography to minimise visual impacts and should consider views and vista across Lake Jindabyne and the Snowy Mountains.

B. Development should be designed using best practice ecologically sustainable design principles.

C. Buildings should be efficient, well-designed and incorporate generous landscaping by:
   - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings
   - carefully siting buildings to minimise impact on existing vegetation, provide opportunities for on-site landscaping and minimise large areas of impervious surfaces
   - incorporating preparedness for natural hazards and climate change into design.

D. Development should provide walking and cycling connections that integrate with and connect to the Lake Jindabyne shared trail.

E. Development should address and activate streets, where required. This can be achieved through the provision of active green spaces that have a planned tree canopy to reduce heat island effects, improve human comfort and general walkability.

F. Development should minimise earthworks, where possible.

G. New plantings and revegetation that reflect the landscape character area of the area should be provided throughout the sub-precinct.

Supporting Provisions to be developed as part of a Delivery Plan

1. A design guideline for the sub-precinct that includes:
   - design solutions for the different accommodation uses and tourism attractions.
   - detailed design criteria for built form, including guidance on building materials, colour selections, architectural style, orientation, roof structures and how development responds to the topography of the site, minimises visual impacts and reflects the natural landscape setting of the sub-precinct
   - provisions for managing cut and fill
   - requirements for demolition and decommissioning
   - best practice approaches to lighting design.
2. A landscape and vegetation management plan that addresses:
   - any early tree plantings that can be undertaken across the sub-precinct
   - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including public and private realms, shared and active paths, and open spaces
   - design guidance for the public domain and landscaping on how development should address streets and the foreshore and provisions for the use of footpaths
   - landscaping provisions, including gateway treatments from Kosciuszko Road
   - riparian corridor design provisions and how development should interface with watercourses
   - plantings along road reserves that reflects the landscape setting of the sub-precinct
   - the identification of local endemic, climate ready species
   - management and maintenance provisions
   - biodiversity offset arrangements.

Transport and Movement

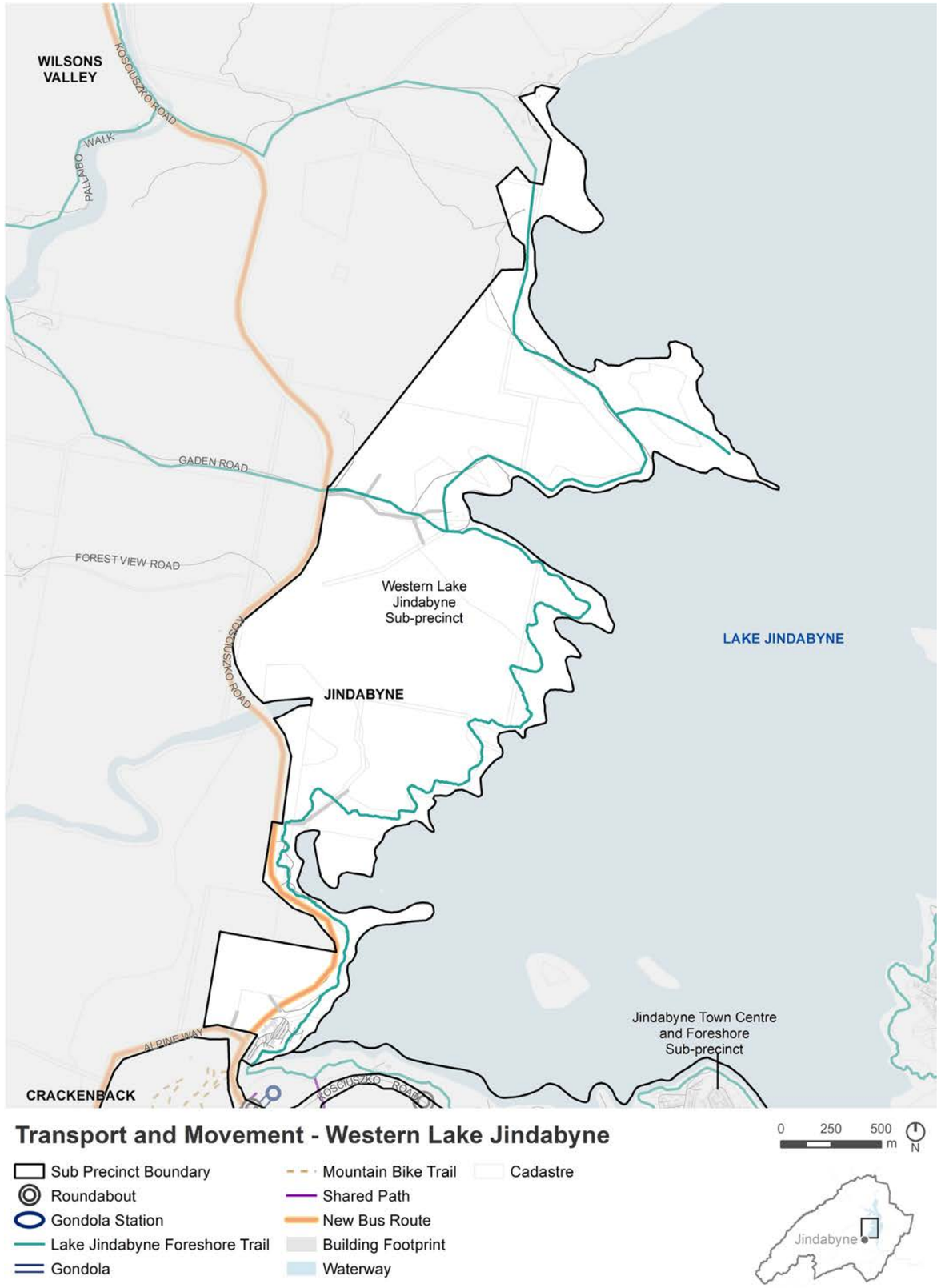
The Western Lake Jindabyne Sub-Precinct is predominantly accessed from Kosciuszko Road, with the northern portion of the Sub-Precinct towards Hatchery Bay connected via an unsealed road. Road upgrades will provide greater connection across the sub-precinct.

The sub-precinct is also accessible from the Lake Jindabyne shared trail. An underpass across Kosciuszko Road, adjacent to Gaden Road, will extend the shared trails and active transport connections across the sub-precinct (this is being developed by Snowy Monaro Regional Council). The sub-precinct will also provide increased opportunities for lake-based transportation to the Jindabyne Town Centre with access to a pontoon and water taxi or ferry services.

Aims

- Provide active transport linkages within the sub-precinct to access nature-based recreation and adjoining areas including the Lake Jindabyne shared trail.
- Provide equitable and safe access for pedestrians and cyclists to the foreshore.
- Provide access to water-based recreation on Lake Jindabyne including a pontoon and associated car parking, and water taxi or ferry service to the Jindabyne Town Centre.
- Enable improved vehicular access to the sub-precinct off Kosciuszko Road adjacent to Gaden Road.
- Facilitate connections to a public transport network.
- Provide active transport linkages between and within the sub-precinct and to key tourism accommodation sites and attractions.
- Minimise visual and amenity impacts of car parking, loading and servicing on the public domain and the scenic qualities of the area.
- Provide functional, safe and efficient parking areas.

Figure A13 WESTERN LAKE JINDABYNE SUB-PRECINCT TRANSPORT AND MOVEMENT



Performance Criteria

A. New and upgraded streets must generally be in accordance with **Figure A13** and must consider the effective staging, servicing and delivery of the Sub-Precinct street network. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A13**.

B. Development must prioritise the delivery of the Lake Jindabyne shared trail to connect the sub-precinct to Jindabyne and support active transport and recreation, including water-based recreation and transport opportunities.

C. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A13**. These connections should be prioritised during the development of each stage of the sub-precinct. This includes integration with and connection to the Lake Jindabyne shared trail.

D. Development should encourage active street frontages to include new footpaths along existing roads and along the Lake Jindabyne shared trail.

E. Development should integrate public transport facilities and amenities into the broader network, where possible.

F. Development should integrate green connections, and active transport and shared paths.

G. Development must facilitate and incorporate an underpass across Kosciuszko Road, adjacent to Gaden Road, to extend and connect shared trails throughout the sub-precinct.

H. Development prioritises the safe and convenient movement of pedestrians and cyclists over vehicle movements.

I. Development of car parks should incorporate Water Sensitive Urban Design principles, where car parks may support drainage requirements across the sub-precinct.

J. Development should integrate on-site car parking to minimise on-street parking requirements and where possible should utilise shared parking solutions to service multiple development sites.

K. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

L. Development must provide operational access and egress for emergency services and occupants.

Supporting Provisions to be developed as part of a Delivery Plan

1. A street plan/s for the sub-precinct to include:
   - street hierarchy
   - staging of delivery
   - street type, sections and reserve widths
   - methodologies and triggers for upgrades
   - long-term ownership and management.
2. Detailed designs of new intersections, road upgrades, and new and upgraded transport infrastructure.
3. Development of car parking rates, including the provision of accessible parking spaces.
4. An active transport network, including staging of delivery, designs and typical cross sections, and integration with existing infrastructure. This network plan should also provide design guidance for:
   - active transport connections, including integration with and connection to the Lake Jindabyne shared trail
   - active transport connections linking different tourism accommodation uses and attractions across the sub-precinct
   - the underpass on Kosciuszko Road, adjacent to Gaden Way
   - lake access and infrastructure, including the pontoon and associated facilities and car parking.

Southern Connector Road Sub-Precinct

Land Use

The Southern Connector Road Sub-Precinct is currently zoned RU1 – Primary Production and RE2 – Private Recreation. The Sub-Precinct will be zoned SP2 - Infrastructure to allow for the alignment of the Southern Connector Road.

Aims

- Ensure the preservation of land for the Southern Connector Road.
- Provide a dedicated alignment for transport infrastructure to ameliorate amenity and safety concerns with traffic on Kosciuszko Road in the Jindabyne Town Centre.

Performance Criteria

A. Development must consider the likely impacts to be generated through the construction and operation of the road, including noise and road safety.

Supporting provisions to be developed as part of a Delivery Plan

- A staging plan for the timely and efficient development of infrastructure, including triggers, delivery and sequencing.

Built Form and Landscape

The Southern Connector Road Jindabyne plays an important role in providing a safe connection outside of the Jindabyne Town Centre. The street will include high quality landscaping to provide a walkable, attractive connected place.

Aims

- Provide street landscaping that enhances both public and private realms.

Performance Criteria

A. Streets should be as active and green as possible with a planned tree canopy to reduce heat island effects, improve human comfort and general walkability.

Supporting provisions to be developed as part of a Delivery Plan

1. A public domain and landscaping strategy to provide guidance on how development should address streets, provisions for the use of footpaths and to integrate public and private realms.

Transport and Movement

The Southern Connector Road will become the main thoroughfare directing through traffic away from Kosciuszko Road. This will help ameliorate amenity and safety concerns in Jindabyne Town Centre.

The Southern Connector Road is proposed to provide alternate access between the eastern and western extents of Jindabyne via Barry Way. The Southern Connector Road will be two lanes (one lane in each direction) with a cycle lane on the southern side of the road.

Aims

- Provide equitable and safe access for all users of the sub-precinct.
- Provide active transport linkages along and across the Southern Connector Road.
- Integrate road and transport infrastructure with services and utilities into the same infrastructure corridor/alignment.

Performance Criteria

A. The Southern Connector Road will augment the street network.

B. Pedestrian and cycle connections should be provided along Southern Connector Road. These connections should be prioritised during the redevelopment of the sub-precinct.

C. Development should provide a pedestrian overbridge across the Southern Connector Road linking the Sport and Education Sub-Precinct to Jindabyne Town Centre and neighbouring residential areas. Development of the overbridge should be prioritised to ensure pedestrian and cyclist safety.

D. Infrastructure development should provide separated active transport links that connect to the broader regional network.

E. Development should ensure a suitable number of access and egress points, to neighbouring lands along the Southern Connector Road, are provided to maintain road safety and performance. Development must provide operational access and egress for emergency services and occupants.

F. Development should integrate road and transport infrastructure with services and utilities into the same infrastructure corridor, where possible.

Supporting provisions to be developed as part of a Delivery Plan

1. Transport infrastructure concept design plans and guidance for:
    - new and upgraded shared paths, active transport connections and pedestrian crossings in the sub-precinct
    - infrastructure upgrades and integration with existing infrastructure and servicing networks
    - methodologies and triggers for upgrades
    - long-term ownership and management.
2. A public domain strategy to provide guidance on how development should address the street and provisions for the use of footpaths and the public domain.

Jindabyne Growth Precinct

Jindabyne West Sub-Precinct

Land Use

The Jindabyne West Sub-Precinct is currently predominantly zoned RU1 – Primary Production, with a small portion of the sub-precinct also zoned as R1 – General Residential and R2 – Low Density Residential. The sub-precinct will be zoned R1 – General Residential with an expanded range of residential

accommodation uses to support a range of housing diversity and a small portion of B1 – Neighbourhood Centre zoned land to provide local services and amenities to support this growth area.

Aims

- Ensure the timely release of land in the sub-precinct to align with housing supply and demand.
- Support and enable the growth of a range of diverse residential housing options for the growing population of Jindabyne.
- Provide a mix of dwelling types to suit a wide range of needs and household types.
- Facilitate the development of neighbourhood shops to provide access to local services and amenities.
- Provide a reasonable proportion of residential dwellings that are designed to be adaptable and accessible. protect and enhance the biodiversity values of the sub-precinct.
- Provide a green infrastructure network integrating walking and cycling paths across the sub-precinct to provide accessibility to open space.
- Ensure the uses in the sub-precinct directly support housing growth in Jindabyne.

Performance Criteria

A. Development should provide a diverse range of housing types and densities, including a mixture of bedroom types.

B. The subdivision of land should consider:
   - the internal street network, including access points
   - lot sizes required to provide a range of housing types, including how lot size requirements may need to change over time
   - bushfire Asset Protection Zones and how the road network can be integrated into APZs
   - design solutions and augmentation to maximise the number of lots and minimise vegetation removal and impact on biodiversity values in the sub-precinct
   - staging and release of land to ensure housing supply and demand is satisfied.

C. Development in the Jindabyne West sub-precinct should support a diverse range of housing. Appendix B outlines the total indicative housing yield in the sub-precinct. Development across the sub-precinct should promote a mixture of types and densities, including a mixture of bedrooms.

D. All buildings should be accessible by pedestrians via a safe, clear walkway.

E. Development should incorporate affordable housing to support diversity of housing supply, including for residents and seasonal worker accommodation.

F. Non-residential uses should provide the sub-precinct with local services and amenities and should not compromise the role and function of the Jindabyne Town Centre sub-precinct.

G. Development should be designed to sensitively integrate into the landscape.

Supporting provisions to be developed

1. A staging plan for the timely and efficient development of the sub-precinct, including infrastructure provision, delivery and sequencing.

2. An updated Snowy River Development Control Plan which includes:
   - provisions for non-residential development to enable neighbourhood retail and commercial uses.
   - design guidance and solutions to maximise the subdivision potential of the Sub-Precinct.
   - provisions for the subdivision of residential land.
   - provisions and a plan for a green infrastructure network.

Built Form and Landscaping

The Jindabyne West sub-precinct will predominantly contain residential uses which consist of one to two storey buildings, including a mixture of detached dwellings, dual occupancies, villas, townhouses and manor houses. Higher density residential uses are best located near open space, adjacent to B1 – Neighbourhood Centre zoned land and along collector roads such as the Southern Connector Road or Barry Way.

Development throughout the sub-precinct will need to consider the environmental values and topography. This will ensure protection of high value biodiversity and minimise visual impacts to protect views and vista across Lake Jindabyne.

Aims

- Ensure a mix of residential building types and designs of high architectural merit.
- Promote increased bulk and scale in suitable locations.
- Limit the visual impact of development and protect views and vistas across Lake Jindabyne.
- Minimise as much as possible the impact upon high value biodiversity.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Establish a well-connected, vibrant walkable neighbourhood with landscaped streetscapes and a high quality public domain.
- Promote street activation in suitable areas.

Performance Criteria

A. Streets should be as active and green as possible with a planned tree canopy to reduce heat island effects, improve human comfort and general walkability.

B. Residential buildings should be efficient, well designed and incorporate landscaping by:
   - carefully siting buildings to minimise impacts on existing vegetation, provide opportunities for on-site landscaping, protect solar access and privacy, and provide opportunities for passive surveillance
   - providing appropriate scale, articulation, setbacks and building separation that responds to the topography of Jindabyne
   - providing human-scale buildings that integrate public and private realms with building heights that complement street widths
   - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings
   - encouraging preparedness for natural hazards and climate change
   - considering views and vistas across Lake Jindabyne and to the Snowy Mountains
   - addressing and activating both primary and secondary street frontages and any immediately adjoining public space.

C. Non-residential buildings should be efficient and well designed by:
   - siting buildings to address and activate street frontages
   - providing appropriate scale, articulation and setbacks that responds to the topography of Jindabyne
   - providing human-scale buildings that integrate public and private realms with building heights that complement street widths
   - considering flexible building design to accommodate future uses and adaptive reuse
   - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings
   - encourage preparedness for natural hazards and climate change.

D. Development should be designed to share infrastructure, including car parks, waste management areas and have a coordinated approach to landscaping, where possible

E. Development should provide open space within a five minute walk of any dwelling.

F. Development, particularly higher density residential uses, must minimise visual amenity impacts by not being located on ridgelines or against escarpments. Development must mitigate any visual amenity impacts through building design, colours, materials and landscaping.

G. Development should incorporate universal design principles to cater to a range of household and personal needs, including a person's changing mobility requirements.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - Design criteria for the built form of residential uses, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts and reflects the Alpine village setting of Jindabyne.
    - Guidance on the form, mass, scale, height and articulation of buildings to create a high quality and sustainable urban environment.
    - Setbacks to create attractive streets, improving walkability and to provide for the activation of streets.
    - Provisions relating to solar access and privacy to adjoining properties.
    - Landscaping provisions including private open space and landscaping requirements.
    - Design solutions for steep sloping sites.
    - Design criteria for the built form of non-residential uses, including guidance on building material, colour selections and roof structures to minimise visual amenity impacts.
    - Provisions for non-residential development to ensure buildings are designed to interface compatibly with and be sympathetic to residential uses in the sub-precinct.
    - A landscape and vegetation management plan that addresses:
        - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including shared and active transport paths, and open spaces
        - landscaping provisions, including at the intersection of Barry Way and the Southern Connector Road
        - riparian corridor design provisions and how development should interface with watercourses
        - plantings along road reserves that reflects the green setting of the sub-precinct
        - the identification of local endemic, climate ready species
        - management and maintenance provisions
        - Biodiversity offset arrangements.

Transport and Movement

The Southern Connector Road will be the main access point to support the ultimate growth of the Jindabyne West sub-precinct.

The sub-precinct is bounded by Kosciuszko Road to the north and Barry Way to the east. The Southern Connector Road bisects the sub-precinct and provides the main access points to residential development areas over time. Access into and movement around the sub-precinct must consider the undulating landform. The sub-precinct is also linked to the Town Centre and Foreshore through strong active transport connections.

The sub-precinct has been sited to take advantage of the key crossroads of Barry Way and the Southern Connector Road with the provision of some retail and commercial uses including service stations, ride and share facilities, car parks, and public and private transit infrastructure.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support development in the sub-precinct.
- Provide equitable and safe access for all users throughout the sub-precinct via all modes of transport, with a focus on active transport connections.
- Ensure independent mobility for people of all ages and abilities and safe access for all users throughout the precinct.
- Facilitate connections to a public transport network.
- Provide active transport linkages between and within the Sub-Precinct and to key destinations, including the Town Centre and foreshore.
- Provide transport supportive of facilities in the mixed-use area.
- Provide facilities for electric and smart vehicles, such as electric vehicle charging facilities.
- Provide functional, safe and efficient parking areas.

Performance Criteria

A. New transport infrastructure is to be provided in Jindabyne, such as the Southern Connector Road. Transport infrastructure should ensure integration with new and existing transport infrastructure generally in accordance with **Figure 14**

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A14**. These connections should be prioritised during the development of each stage of the sub-precinct.

C. Active transport connections should ensure integration with the broader regional active transport network.

D. Car parking should be integrated into developments to minimise on-street parking and should utilise integrated parking solutions to service multiple development sites, where possible.

E. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

F. Transport infrastructure development, including shared paths, car parks and pathways, should support safety and road performance, future mobility (smart technology), equitable access and passive surveillance.

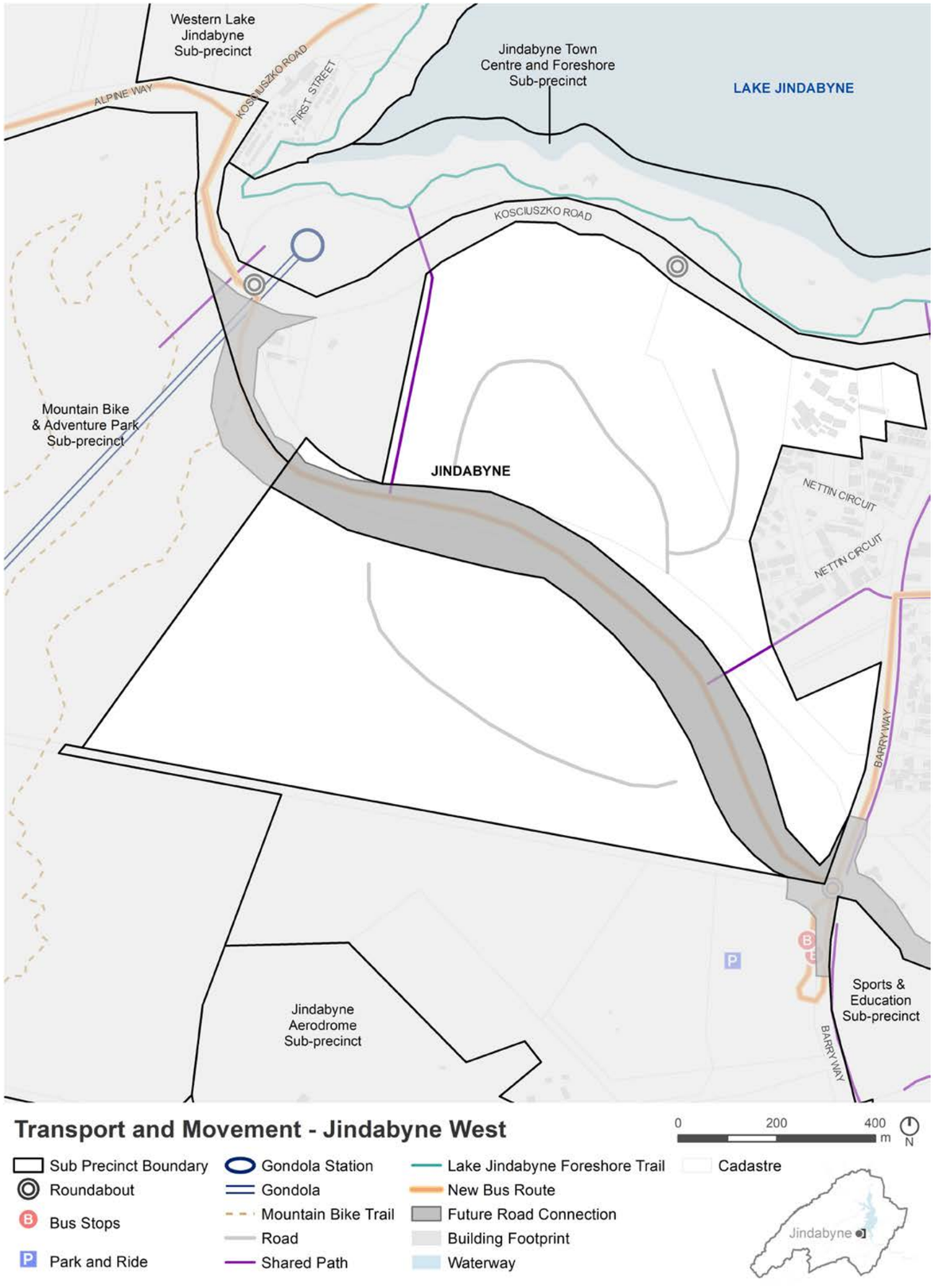
G. Car parking should be designed to enable future adaptability and reuse opportunities, including the provision of floor heights that allow for infrastructure provision and minimum ceiling heights.

H. Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed

1. Transport infrastructure concept design plans for:
    - new and upgraded shared paths, active transport connections and pedestrian crossings in the sub-precinct
    - infrastructure upgrades and integration with existing infrastructure and servicing networks.
2. Development of car parking rates, including the provision of accessible parking spaces.
3. A public domain strategy for B1 – Neighbourhood Centre zoned land to provide:
    - guidance on how development should address and activate the street
    - provisions for the use of footpaths and the public domain
    - design guidance on car parking areas, including ride and share facilities
    - guidance on electric and smart vehicle charging facilities.
4. A Contributions Plan to support the equitable and timely provision of key transport infrastructure for the sub-precinct, including:
    - an infrastructure schedule of new and upgraded transport infrastructure
    - methodologies and triggers for upgrades
    - long-term ownership and management.
5. Guidance and the process for the reservation, acquisition and protection of the future Southern Connector Road and other required transport infrastructure.

Figure A14 JINDABYNE WEST SUB-PRECINCT TRANSPORT AND MOVEMENT



East Jindabyne Sub-Precinct

Land Use

The East Jindabyne Sub-Precinct is currently zoned RE2 – Private Recreation, R1 – General Residential and R5 – Large Lot Residential. The Sub-Precinct will be zoned RE1 – Public Recreation and R1 – General Residential with an expanded range of residential accommodation uses .

Following further environmental surveys, biodiversity and heritage, the extent and distribution of the residential and public recreation zones may need to be adjusted to ensure protection of environmental values.

Aims

- Ensure the timely release of land in the sub-precinct to align with housing supply and demand.
- Support and enable the growth of a range of residential housing options for the growing population of Jindabyne.
- Provide a mix of dwellings types to suit a wide range of needs and household types.
- Provide a reasonable proportion of residential units that are designed to adaptable and accessible.
- Protect and enhance the biodiversity values of the sub-precinct.
- Ensure park area/s are constructed as part of the first stage of development in the sub-precinct and is integrated with the Lake Jindabyne shared trail and residential development areas.
- Ensure that development is low impact, avoids unacceptable visual impacts and is sympathetic to the sensitive scenic qualities of the locality.

Performance Criteria

A. Development should provide a diverse range of housing types and densities, including a mixture of bedroom types.

B. The subdivision of land should consider:
   - the internal street network, including access points
   - lot sizes required to provide a range of housing types, including how lot size requirements may need to change over time
   - APZs for bushfire protection and how the road network can be integrated into APZs
   - design solutions and augmentation to maximise the number of lots and minimise vegetation removal in the sub-precinct
   - design solutions to integrate public recreation and parkland areas to minimise impacts to biodiversity
   - staging and release of land to ensure housing supply and demand is satisfied.

C. Development in the East Jindabyne Sub-Precinct should support a diverse range of housing. Appendix B outlines the total indicative housing yield in the sub-precinct. Development across the sub-precinct should promote a mixture of types and densities, including a mixture of bedrooms.

D. All buildings should be accessible by pedestrians via a safe, clear walkway.

E. Development should incorporate affordable housing to support diversity of housing supply, including for resident and seasonal worker accommodation.

F. Development should be designed to sensitively integrate into the landscape to minimise impacts to biodiversity valued land and to minimise visual amenity impacts.

G. Development of the lakeside park in East Jindabyne should be prioritised as early works to provide residents and visitors with access to high quality open space. The extent and distribution of the Park should align with the biodiversity values within the sub-precinct. The lakeside park should:
   - provide a range of activities, including passive recreation, walking and cycling trails, seating nodes and small-scale nature play areas
   - be integrated with the Lake Jindabyne shared trail
   - consider relevant NSW Government policies when designing the open space, such as the Everyone Can Play Guideline.

Supporting provisions to be developed

1. A staging plan for the timely and efficient development of the sub-precinct, including infrastructure provision, delivery and sequencing.
2. A Development Control Plan including:
    - design guidance and solutions to maximise the subdivision potential of the sub-precinct while minimise impact on biodiversity values
    - provisions for the subdivision of residential land
    - design guidance and provisions for the lakeside park, including provisions and a plan for a green infrastructure network.
3. A Contributions Plan to support the equitable and timely provision of open space infrastructure for the Sub-Precinct

Built Form and Landscape

Residential uses in the sub-precinct will need to carefully consider and respond appropriately to the scenic qualities and views of the area. A mixture of residential housing, as well as seasonal worker and tourist accommodation, that takes advantage of the attractive lakeside setting are envisioned for the sub-precinct. The sub-precinct offers opportunities for increased height and density adjacent to the lakeside park.

Aims

- Ensure a mix of residential building types and designs of high architectural merit.
- Provide a mix of resident housing and tourism accommodation that maintains the neighbourhood character of East Jindabyne.
- Limit the visual impact of development and protect views and vistas across Lake Jindabyne.
- Promote increased bulk and scale in suitable locations.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Promote active street frontages along existing roads.
- Ensure Lake Jindabyne foreshore is accessible.
- Establish a well-connected, vibrant walkable neighbourhood.

Performance Criteria

A. Streets should be as active and green as possible with a planned tree canopy to reduce heat island effects, improve human comfort and general walkability.

B. Residential buildings should be efficient, well designed and incorporate landscaping by:
    - carefully siting buildings to minimise impacts on existing vegetation, provide opportunities for on-site landscaping, protect solar access and privacy, and provide opportunities for passive surveillance
    - providing appropriate scale, articulation, setbacks and building separation that responds to the topography of East Jindabyne
    - providing human-scale buildings that integrate public and private realms with building heights that complement street widths
    - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings
    - encouraging preparedness for natural hazards and climate change
    - considering views and vistas across Lake Jindabyne and to the Snowy Mountains
    - addressing and activating street frontages and open space.

C. Development should be designed to share infrastructure, including car parks, waste management areas and have a coordinated approach to landscaping, where possible.

D. Development should provide open space within a five minute walk of any dwelling.

E. Development, particularly higher density residential uses, must minimise visual amenity impacts by not being located on ridgelines, against escarpments or on prominent hills. Development must mitigate any visual amenity impacts through building design, colours, materials and landscaping.

F. Development should incorporate universal design principles to cater to a range of household and personal needs, including a person's changing mobility requirements.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - design criteria for the built form of residential uses, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts and reflects the village setting of East Jindabyne
    - controls for non-residential development which ensures built form is sympathetic to the residential amenity of the sub precinct
    - guidance on the form, mass, scale, height and articulation of buildings to create a high quality and sustainable urban environment
    - site specific controls for development adjacent to the new park to ensure view corridors are maintained and development is sensitive to the scenic qualities of Lake Jindabyne
    - setback provisions to create attractive and diverse streets, improving walkability and to provide for the activation of primary streets
    - development controls to guide the design of the new East Jindabyne Park focusing on place making and connecting the sub-precinct and existing village with the new park
    - controls on site coverage requirements, minimum size courtyards, private open space, solar access (such as building envelope diagrams) and privacy to adjoining properties (such as such as separation of private open space and overlooking from verandahs)
    - an open space, landscape network strategy and vegetation management plan that:
        - integrates the street with development sites and considers the future growth, connections and guides efficiency in directing government investment in public open space as well as relevant NSW Government Policy documents such as the Draft Greener Places Design Guide and Everyone Can Play
        - provides provisions and design guidance on open space for the lakeside park, having consideration for relevant NSW Government policies such as Draft Greener Places Design Guide and Everyone Can Play
        - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including shared and active transport paths, and open spaces
        - landscaping provisions, including at the entry to East Jindabyne on Jerrara Drive
        - riparian corridor design provisions and how development should interface with watercourses
        - plantings along road reserves that reflects the green setting of the sub-precinct
        - the identification of local endemic, climate ready species
        - management and maintenance provisions. biodiversity offset arrangements.

Transport and Movement

The East Jindabyne sub-precinct is connected to the regional road network via Old Kosciuszko Road and Jerrara Drive. This connection to Kosciuszko Road is the only formal access point into and out of East Jindabyne.

New pedestrian and cycling infrastructure will be provided throughout the sub-precinct, including key linkages to the Lake Jindabyne shared trail. The Lake Jindabyne shared trail will provide walking and cycling connections to Jindabyne and the foreshore.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support development in the sub-precinct.
- Provide equitable and safe access for all users throughout the sub-precinct via all modes of transport, with a focus on active transport connections.
- Provide active transport linkages to the existing East Jindabyne village and Jindabyne Town Centre via the Lake Jindabyne shared trail.
- Provide functional, safe and efficient parking areas.

Performance Criteria

A. New transport infrastructure is to be provided in East Jindabyne, including new local roads. Transport infrastructure should ensure integration with new and existing infrastructure generally in accordance with **Figure A15**.

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A15**. These connections should be prioritised during the development of each stage of the Sub-Precinct.

C. Development should prioritise the delivery of the Lake Jindabyne shared trail to connect the sub-precinct to Jindabyne and support active transport connections and recreation including mountain biking.

D. Car parking should be integrated into developments to minimise on-street parking.

E. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

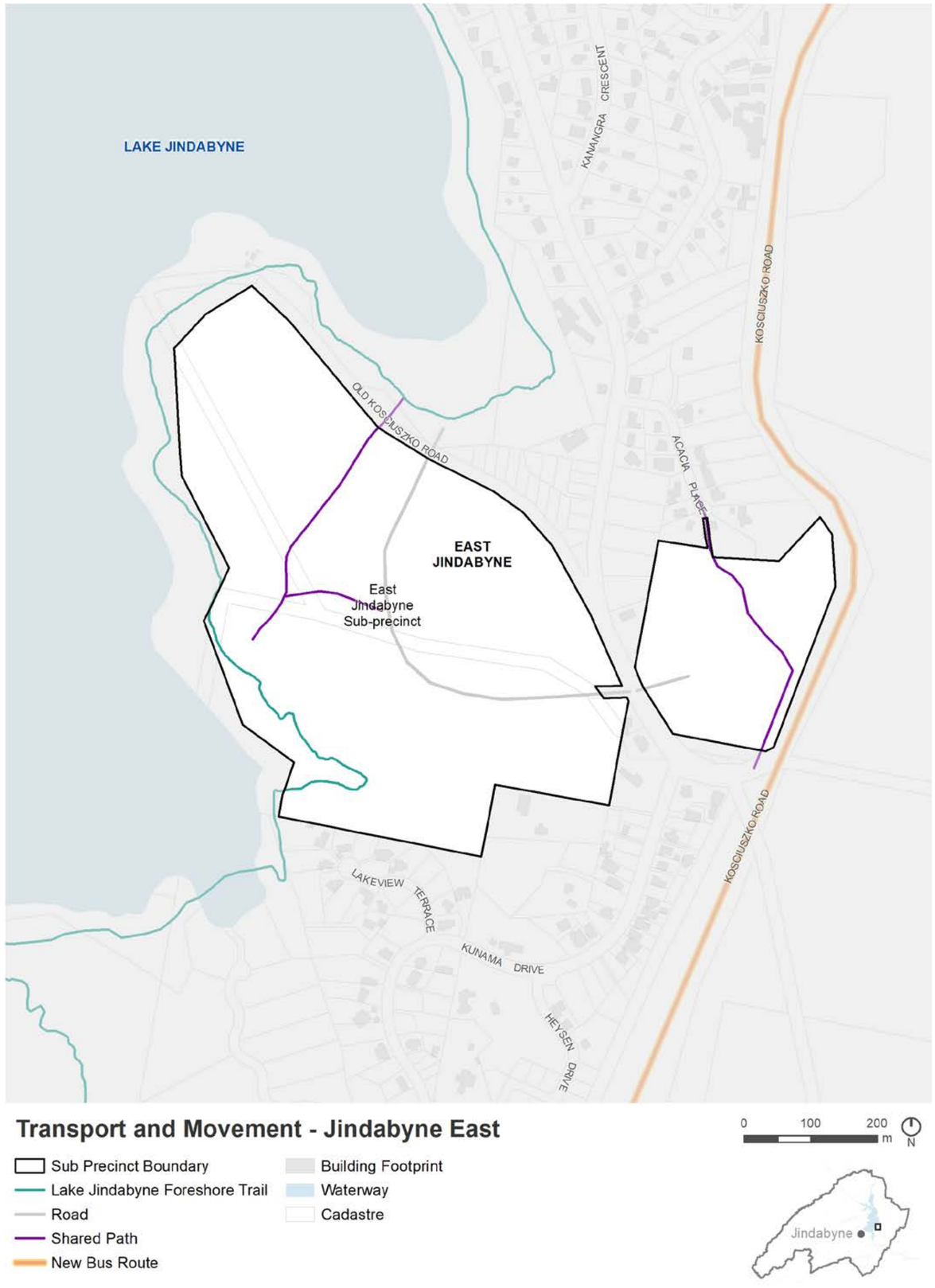
F. Transport infrastructure development, including shared paths, car parks and pathways, should support safety and road performance, future mobility (smart technology), equitable access and passive surveillance.

G. Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan that includes:
2. A street plan including:
   - street hierarchy.
   - staging of delivery.
   - street type, sections and reserve widths.
3. Development of car parking rates, including the provision of accessible parking spaces.
4. Transport infrastructure concept design plans for:
   - new and upgraded shared paths, active transport connections and pedestrian crossings in the sub-precinct.
   - infrastructure upgrades and integration with existing infrastructure and servicing networks.
   - design guidance on how active transport connections will integrate with the Lake Jindabyne shared trail.
   - provisions for the use of footpaths and the public domain.
   - design guidance on car parking areas.
5. A Contributions Plan to support the equitable and timely provision of key transport infrastructure for the sub-precinct, including:
   - an infrastructure schedule of new and upgraded transport infrastructure.
   - methodologies and triggers for upgrades.
   - long-term ownership and management.

Figure A15 JINDABYNE EAST SUB-PRECINCT TRANSPORT AND MOVEMENT



Leesville Sub-Precinct

Land Use

The Leesville Sub-Precinct is currently zoned IN1 – General Industrial and RU1 – Primary Production. The sub-precinct will remain IN1 – General Industrial zoned land and incorporates the industrial estate and the site of the Leesville Hotel.

Aims

- Ensure the sub-precinct provides for a range of industrial and commercial uses that support and complement the role and function of Jindabyne Town Centre.
- Provide an industrial growth area to support Jindabyne's growing population.
- Ensure development is sympathetic and responds appropriately to the heritage items located in the sub-precinct.
- Minimise land use conflict with nearby residential and education uses.

Performance Criteria

A. Development should provide a range of industrial, commercial and enterprise land uses which require larger lot sizes and floorplates.

B. Development should support and complement, rather than detract, uses in Jindabyne Town Centre.

C. Development should recognise, protect and enhance the heritage items located within the Sub-Precinct.

D. Development should create appropriate buffers to surrounding residential and educational uses, and strategically utilise available land.

E. Development should be designed to sensitively integrate into the landscape and demonstrate that it would not have an unacceptable visual impact on the scenic quality of the locality.

F. Development should ensure integration with the established industrial estate and creates a compatible interface between uses.

Supporting provisions to be developed

1. A staging plan for the timely and efficient development of the sub-precinct, including infrastructure provision, delivery and sequencing.
2. An updated Snowy River Development Control Plan including:
   - provisions and design guidance for industrial, enterprise and commercial uses.
   - design guidance and solutions to maximise the subdivision potential of the sub-precinct and integration with the established industrial estate.
   - provisions for the subdivision of industrial land.

Built Form and Landscape

The Leesville Sub-Precinct will largely contain industrial, enterprise and commercial uses with buildings sited and designed to reduce visual impacts. This includes the selection of appropriate building materials and colours to ensure development is sensitively integrated into the surrounding landscape.

The bulk and scale of new buildings in the sub-precinct is expected to be generally consistent with the existing built form of the industrial estate. The sub-precinct will contain a mixture of contemporary, high quality building types, with green corridors and street tree plantings integrating the sub-precinct with the regional setting of the area. Green buffers along Barry Way and Tinworth Drive will appropriately screen new and existing buildings to nearby residential and educational uses.

Aims

- Ensure the design and siting of new buildings integrates with the surrounding landscape.
- Ensure a mix of contemporary, high quality building types and sizes are provided to support investment and employment opportunities.
- Promote increased bulk and scale in suitable locations.
- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Promote street activation in key locations.
- Ensure development responds to the intended scale and character of the sub-precinct.
- Achieve attractive streetscapes by ensuring the scale and bulk of buildings, even those with larger footprints, is suitable when viewed from the public domain.

Performance Criteria

A. Streets, particularly where pedestrian and cycling activity is planned or those that link to active transport corridors, should be as active and green as possible to improve human comfort, amenity and walkability.

B. Buildings should be efficient, well-designed and incorporate generous landscaping by:
   - carefully siting buildings to minimise impacts on existing vegetation, provide opportunities for on-site landscaping and minimise hardstand areas, wherever possible.
   - providing appropriate scale, articulation and setbacks that is compatible with the intended use of the building.
   - incorporating preparedness for natural hazards and climate change into design.
   - ensuring building bulk, scale and orientation contributes to the energy efficiency of buildings.
   - minimising the potential visual impact of development to adjoining development.
   - providing suitable indoor and communal open space, and informal recreation areas for worker amenity.

C. Development should provide vegetated screening and appropriate buffers between the industrial and commercial uses and adjoining uses, including along Barry Way.

D. Development should be appropriately sited and designed to recognise, protect and enhance the heritage items located in the sub-precinct.

E. Where appropriate, heritage-listed items in the sub-precinct should be considered for re-use as community, cultural, education or retail uses to create a community node and ensure the ongoing enjoyment and maintenance of these buildings.

F. Building height must not obstruct the Obstacle Limitation Surfaces to ensure adequate access to the Jindabyne Aerodrome is maintained.

G. Development, including larger format buildings, must provide good architectural design and contemporary finishes to reduce bulkiness and built form interest.

H. Development should encourage flexible building design to ensure buildings can be converted for a range of uses over time.

I. Development must only incorporate ancillary offices and industrial retail outlets that are directly related to the primary industrial or enterprise use.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
   - design criteria for the built form of industrial, enterprise and commercial uses, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts.
   - guidance on the form, mass, scale, height and articulation of buildings to create a contemporary, high quality industrial area.
   - setbacks to create attractive streets and improve walkability.
   - design guidance to ensure new development integrates effectively with the established industrial estate.
   - provisions for indoor and communal open space, and informal recreation areas.
   - provisions for signage and advertising.
2. A landscape and vegetation management plan that addresses:
   - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including active transport paths.
   - landscaping and gateway treatment provisions, including at the junction of Lee Avenue and Barry Way.
   - riparian corridor design provisions and how development should interface with watercourses.
   - plantings along road reserves with consideration for truck and heavy vehicle movements.
   - the identification of local endemic, climate ready species.
   - management and maintenance provisions.
   - biodiversity offset arrangements.

Transport and Movement

The Leesville Sub-Precinct is bounded by Barry Way to the east and Tinworth Avenue to the north. Lee Avenue provides the main egress point into the sub-precinct and also connects to the regional road network providing a direct route to Jindabyne to the north.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support development in the sub-precinct.
- Ensure roads and transport infrastructure is designed, constructed and maintained to allow for the safe and efficient movement of both heavy vehicles and local traffic.
- Provide equitable and safe access for all users throughout the sub-precinct.
- Ensure independent mobility for people of all ages and abilities and safe access for all users throughout the sub-precinct.
- Provide active transport linkages between and within the sub-precinct, key destinations and along Barry Way.
- Provide facilities for electric vehicles, such as electric vehicle charging facilities.
- Provide functional, safe and efficient parking areas.

Performance Criteria

A. The street network in the sub-precinct will be augmented over time. Transport infrastructure should ensure integration with new and existing transport infrastructure generally in accordance with **Figure A16** to ensure the effective servicing, staging and orderly operation of the sub-precinct.

B. Pedestrian and cycle connections along Barry Way should be prioritised during the development of the initial stages of the sub-precinct.

C. Active transport connections should ensure integration with the broader regional active transport network.

D. Development must ensure adequate provisions for heavy vehicle movements, including suitable access arrangements, sufficient turning circle areas and loading and unloading areas. Where possible, development should locate loading and unloading areas to the side or rear of buildings or should appropriately screen these areas from the public domain.

E. Development must ensure the design and layout of car parking and vehicular access is safe and functional.

F. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

G. Where possible, the development should incorporate landscaping into vehicular access and car parking areas to minimise visual amenity impacts.

H. Transport infrastructure development, including shared paths, car parks and pathways, should support safety and road performance, future mobility (smart technology), equitable access and passive surveillance.

I. Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
   - A street plan to include:
     - street hierarchy
     - staging of delivery
     - street type, sections and reserve widths
     - methodologies and triggers for upgrades
     - long-term ownership and management.
   - Development of car parking rates, including the provision of accessible parking spaces.
   - Transport infrastructure concept design plans for:
     - new and upgraded shared paths, active transport connections and pedestrian crossings in the sub-precinct
     - infrastructure upgrades and integration with existing infrastructure and servicing networks.
2. A Contributions Plan to support the equitable and timely provision of key transport infrastructure for the sub-precinct, including an infrastructure schedule of new and upgraded transport infrastructure.

Figure A16 LEESVILLE SUB-PRECINCT TRANSPORT AND MOVEMENT

Barry Way South Sub-Precinct

Land Use

The Sub-Precinct is currently zoned RU1 – Primary Production, R5 – Large Lot Residential, B1 – Neighbourhood Centre, RE2 – Private Recreation and SP3 - Tourist.

The Sub-Precinct will be zoned SP3 – Tourist to enable a broader range of tourism accommodation and activities and RE1 – Public Recreation to protect and enhance land along Cobbin Creek.

Aims

- Enable expansion of tourist and seasonal worker accommodation and activities in the sub-precinct.
- Ensure development responds to the intended scale and character of the sub-precinct.
- Ensure development avoids unacceptable visual impacts and is sensitive to the scenic qualities of the locality.
- Limit the development of rural residential housing.
- Protect the environmental values, including green infrastructure corridors and areas bordering Cobbin Creek.
- Recognise, protect and enhance the environmental and heritage values .

Performance Criteria

A. Development should provide a diverse range of tourist and seasonal worker accommodation, including a mixture of dwelling types, and tourism activities that is designed to respond to the intended scale and character of the sub-precinct.

B. Development of tourist and seasonal worker accommodation should be designed to sensitively integrate into the landscape and interface with established tourist accommodation and activities in the sub-precinct.

C. Development in the sub-precinct should support a diverse range of tourist and seasonal worker accommodation and promote a mixture of types and densities, including a mixture of bedrooms. Appendix B outlines the total indicative accommodation housing yield in the sub-precinct.

D. Development of rural residential housing should be limited in the sub-precinct. Where development of rural residential housing occurs, the subdivision of land must ensure the lot size for rural residential dwellings are suitable to the rural landscape setting.

E. Development should increase access to high quality passive open space and green infrastructure corridors.

F. Development must recognise, protect and enhance environmentally sensitive land, particularly areas bordering Cobbin Creek and riparian corridors.

Supporting provisions to be developed

1. A staging plan for the timely and efficient development of the sub-precinct, including infrastructure provision, delivery and sequencing.
2. A Development Control Plan including:
    - provisions and design guidance for tourist and seasonal worker accommodation, including guidance on the structure and layout of subdivision.
    - provisions and design guidance for rural residential housing, including guidance on the structure and layout of subdivision.
    - provisions and a plan for green infrastructure network and passive recreation areas.

Built Form and Landscape

The Barry Way South Sub-Precinct includes larger tourism accommodation in a rural setting and some rural residential development. Its location south of Jindabyne provides a transition into the rural hinterland of the Jindabyne Region.

The sub-precinct will largely remain rural residential providing and expanding a diverse range of tourist accommodation and activities, such as ecotourism accommodation, camping, outdoor activities and education. The sub-precinct may also provide seasonal worker accommodation. The built form of the sub-precinct will ensure development is sensitively integrated into the rural landscape setting of the locality.

Aims

- Integrate development into the topography of the land and promote the retention and planting of native vegetation corridors.
- Ensure development sensitively integrates into the landscape and limits visual amenity impacts to surrounding uses.
- Create appropriate interfaces between established land uses and new development.
- Ensure a mix of building types and designs of high architectural merit.
- Promote active street frontages along existing roads.

Performance Criteria

A. Buildings should be efficient, well designed and incorporate generous landscaping by:
    - carefully siting buildings to minimise impacts on existing vegetation, responding appropriately to the topography of the area, and be located an appropriate distance from a major roads (such as. Barry Way and Snowy River Way) to maintain the semi-rural setting of the sub-precinct.
    - providing appropriate scale, articulation, setbacks and building separation that responds to the topography of the area.
    - providing human-scale buildings that suitably interface with established land uses.
    - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings.
    - encouraging preparedness for natural hazards and climate change.
    - considering views and vistas across the Region.

B. Where possible, development should be designed to share infrastructure including car parks, waste management areas and have a coordinated approach to landscaping.

C. Development, including tourist and seasonal worker accommodation and rural residential housing, should incorporate universal design principles to cater to a range of personal needs.

D. Development should provide vegetated boundary screening to protect the amenity of surrounding land uses.

E. Development should be designed to sensitively integrate into the landscape.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - design criteria for the built form of tourist, seasonal worker and rural residential uses, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts and reflect the landscape setting of the area.
    - guidance on the form, mass, scale, height and articulation of buildings to create a high-quality built form.
    - setbacks to create attractive streets, improving walkability and to provide for the activation of streets.
    - provisions relating to the interface with established land uses.
    - a landscape and vegetation management plan that addresses:
        - the retention of remnant vegetation and design solutions to integrate green connections across the sub-precinct, including shared and active transport paths.
        - landscaping provisions, including on-site landscaping and boundary screenings.
        - riparian corridor design provisions and how development should interface with watercourses.
        - plantings along road reserves that reflects the landscape setting of the sub-precinct.
        - the identification of local endemic, climate ready species.
        - management and maintenance provisions.
        - biodiversity offset arrangements.

Transport and Movement

The Barry Way South Sub-Precinct will be connected to Jindabyne by a new shared path along Barry Way and with direct connections to the Mountain Bike and Adventure Park and other nearby infrastructure. A loop trail along Cobbin Creek to Snowy River could also provide access and recreation in the area.

Aims

- Ensure the timely and orderly delivery of key transport infrastructure to support development in the sub-precinct.
- Provide equitable and safe access for all users throughout the sub-precinct.
- Provide active transport linkages to the Mountain Bike and Adventure Park and other nearby infrastructure.
- Enable the development of Bungarra Lane as a formal public lane as part of development to support growth and enable better access and infrastructure provision.
- Ensure independent mobility for people of all ages and abilities and safe access for all users throughout the sub-precinct.

Performance Criteria

A. The street network in the sub-precinct will be augmented over time. Transport infrastructure should ensure integration with new and existing transport infrastructure generally in accordance with **Figure A17** to ensure the effective servicing, staging and orderly operation of the sub-precinct.

B. Pedestrian and cycle connections should be provided in the general locations shown in **Figure A17**. These connections should be prioritised during the development of each stage of the sub-precinct.

C. Development should provide a loop trail along Cobbin Creek to Snowy River to provide access and recreation in the area.

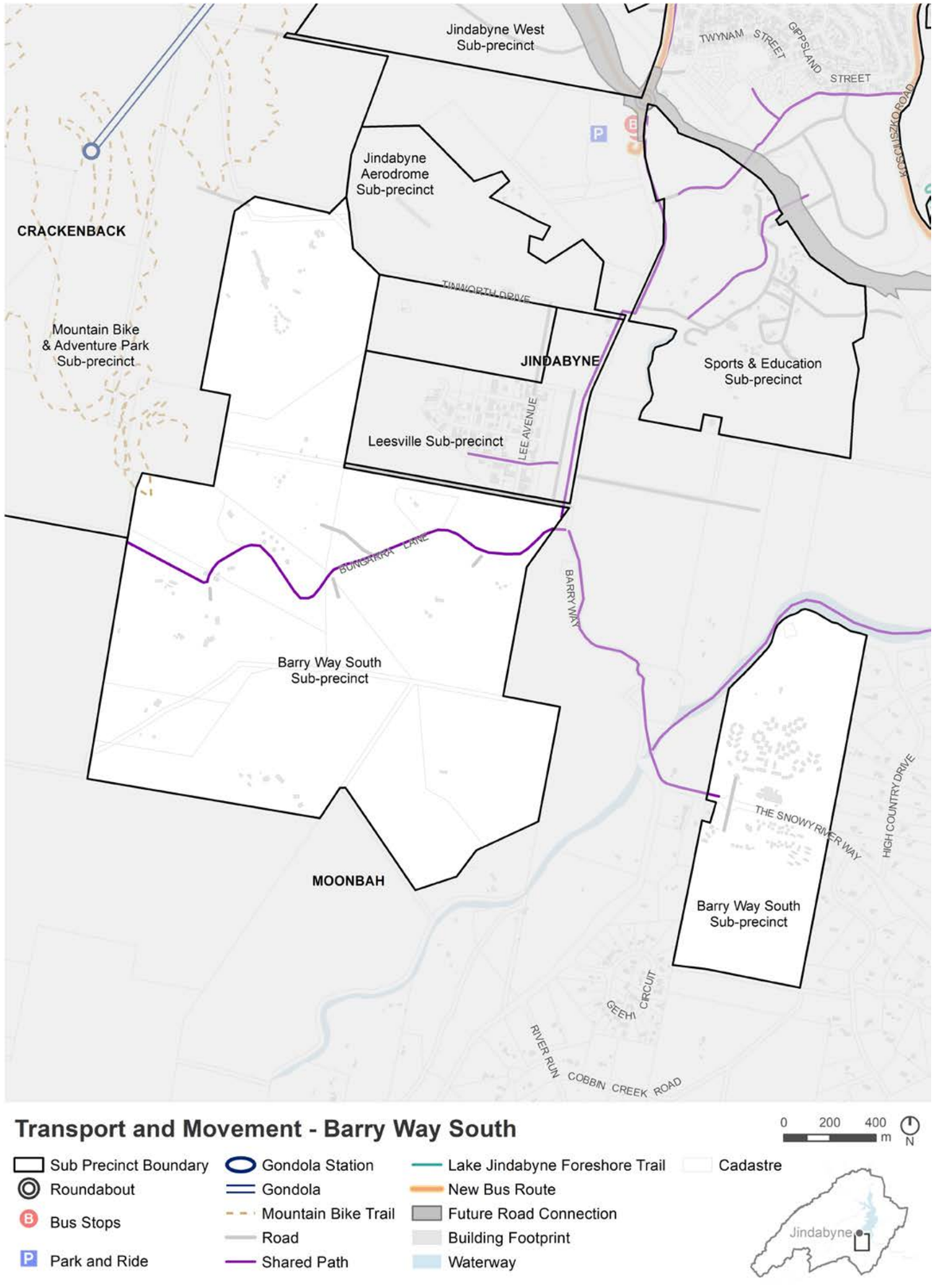
D. Development should ensure Bungarra Lane becomes a formal public lane to support growth and enable better access and infrastructure provision.

E. Car parking spaces must be designed in accordance with Australian Standard AS 2890.1.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
   - a street plan/s is to be developed to include:
     - street hierarchy.
     - staging of delivery.
     - street type, sections and reserve widths.
   - development of car parking rates, including the provision of accessible parking spaces.
2. A plan for the staged delivery of an active transportation network including footpaths and cycleways in the sub-precinct.
3. Transport infrastructure concept design plans for:
   - new and upgraded shared paths, active transport connections and pedestrian crossings in the sub-precinct
   - infrastructure upgrades and integration with existing infrastructure and servicing networks.
4. A Contributions Plan to support the equitable and timely provision of key transport infrastructure for the Sub-Precinct, including:
   - an infrastructure schedule of new and upgraded transport infrastructure
   - methodologies and triggers for upgrades
   - long-term ownership and management.

Figure A17 BARRY WAY SOUTH SUB-PRECINCT TRANSPORT AND MOVEMENT



Aerodrome Sub-Precinct

Land Use

The Aerodrome Sub-Precinct is currently zoned RU1 – Primary Production. The Sub-Precinct will be zoned SP1 – Special Activities to enable the continued use for aviation and tourism uses.

Aims

- Enable the continued use of the sub-precinct for aviation and tourism uses (such as flying school and scenic charter flights).
- Ensure the activities in the sub-precinct do not adversely impact the growth of surrounding residential neighbourhoods, including the Jindabyne West Growth Sub-Precinct and Barry Way South Sub-Precinct.

Performance Criteria

A. Aviation uses and activities must not adversely impact the growth of surrounding residential neighbourhoods, including the Jindabyne West Growth Sub-Precinct and Barry Way South Sub-Precinct.

B. Development must consider the likely impacts that uses, or activities may pose through the introduction of Australian Noise Exposure Forecast (ANEF) contours which may apply in the future.

C. Development should provide for an expanded range of aviation and tourism uses which contribute to developing a year-round tourism economy.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - design guidance for the built form of industrial, enterprise and commercial uses, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts.
    - guidance on the form, mass, scale, height and articulation of buildings to create a contemporary, high quality aviation area.
    - design guidance to ensure new development integrates effectively with the established uses.

Built Form and Landscape

The Aerodrome Sub-Precinct contains the Jindabyne Community Airstrip and a few buildings where local aviation businesses and the Jindabyne Aero Club operate from. If the uses in the Sub-Precinct expand, new buildings should be sensitively integrated into the landscape and should provide contemporary, high quality buildings.

Aims

- Ensure the design and siting of new buildings integrates with the surrounding landscape.
- Ensure contemporary, high quality buildings types to support an expansion of aviation uses.
- Ensure development responds to the intended scale and character of the sub-precinct.

Performance Criteria

A. Buildings should be efficient, well-designed and incorporate generous landscaping by:
    - carefully siting buildings to minimise impacts on existing vegetation and provide opportunities for on-site landscaping and screening.
    - providing appropriate scale, articulation and setbacks that are compatible for aviation uses.
    - minimising the potential visual impact of development to adjoining development.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - design criteria for the built form of buildings in the sub-precinct, including guidance on building materials, colour selections, orientation and roof structures to minimise visual impacts.
    - guidance on the form, mass, scale, height and articulation of buildings to create a contemporary, high quality sub-precinct.
    - design guidance to ensure new development integrates effectively with the established uses in the sub-precinct.

Transport and Movement

The Aerodrome Sub-Precinct is accessed via Tinworth Drive and connects to Jindabyne along Barry Way.

Aims

- Ensure the sub-precinct provides equitable and safe access for all users to the sub-precinct.
- Provide functional, safe and efficient parking areas.
- Provide active transport linkages along Barry Way.

Performance Criteria

A. The street network in the sub-precinct may be augmented over time. Transport infrastructure should ensure integration with new and existing transport infrastructure to ensure the effective servicing, staging and orderly operation of the sub-precinct.

B. Pedestrian and cycle connections along Barry Way should be prioritised to provide active transport links to the sub-precinct.

C. Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed

1. An updated Snowy River Development Control Plan including:
    - Transport infrastructure concept design plans for:
        - new and upgraded shared paths and active transport connections in the Sub-Precinct
        - Infrastructure upgrades and integration with existing infrastructure and servicing networks.
        - General road cross sections and reserve widths.
2. A Contributions Plan to support the equitable and timely provision of key transport infrastructure for the Sub-Precinct, including an infrastructure schedule of new and upgraded transport infrastructure, if required. The contributions plan should also include methodologies and triggers for infrastructure upgrades and long-term ownership and management arrangements.

Alpine Precinct

Biodiversity

The Snowy Mountains Special Activation Precinct area has rich and diverse biodiversity which reflects the range of climates, altitudes, landforms, soil, and geology present. This includes a diversity of alpine and sub-alpine plant communities, including threatened ecological communities and habitat for a number of rare and threatened species many of which are endemic to the region.

Specifically, the Kosciuszko National Park is the central segment of the Australian Alps Bioregion containing the highest mountains in Australia and is the largest National Park in NSW. The National Park possesses exceptional diversity of alpine plant communities, containing threatened ecological communities (TECs) and providing habitat for a number of rare and threatened species. The park contains most of the alpine endemic species found on the Australian mainland. Many of these species only occur within the Alpine areas of Kosciuszko National Park.

An evidenced based approach has been adopted to determine the best outcome for the Alpine Precinct and to provide a clear pathway for the right types of future development, in the right locations. This process seeks to avoid and minimise impacts to biodiversity with a focus on mapping areas best suited to future development and expansion. This includes already disturbed areas of existing development, cleared areas, and areas supporting exotic vegetation corresponding to Tier 3 and 4 vegetation. Tier 1 and 2 vegetation have the highest biodiversity values and development in these areas should be avoided or minimised.

The Master Plan has developed a risk-based approach to protect and enhance biodiversity across the Alpine Precinct, including the following principles:

- avoid impacts on biodiversity
- minimise impacts on biodiversity
- mitigate impacts on biodiversity though the use of a range of mitigation measures
- ensure any impacts are appropriately offset.

The Master Plan has identified and ranked biodiversity values across the Alpine Precinct. This criteria is listed in **Table 3.**

Note: Not all areas within the Alpine Precinct have been surveyed. Surveyed and non-surveyed areas are shown in Figures A18 – A24.

Table 3 Biodiversity Ranking

Vegetation Zone	
Tier 1 – Highest biodiversity impact	Native vegetation corresponding to Threatened Ecological Communities listed under the EPBC and BC Acts; Known habitat for highly restricted threatened alpine species, namely Mountain Pygmy-possum, Guthega Skink and Alpine she-oak Skink habitat; impact areas would require offsets. Offsets for some of these species are not available outside the NPWS estate, therefore avoidance is required; referral requirements likely.
Tier 2 – High biodiversity constraint	Disturbed versions Threatened Ecological Communities (including poor condition, regeneration, revegetation areas); native plant communities and habitat for threatened species not included in tier 1; impacts areas would require offsets; referral requirements likely.
Tier 3 – Low biodiversity constraint	Disturbed or poor condition vegetation zones that are not consistent with a Threatened Ecological Communities; isolated trees within existing development areas; no offset obligation; referral requirement unlikely.
Tier 4 – Least constraint	Disturbed areas that are not consistent with native plant community types; on-native vegetation which is unlikely to provided habitat for Threatened fauna; no offset obligation; referral requirement unlikely.

Aims

- Preserve the Precinct's unique landscape and biodiversity values.
- Avoid or minimise impacts to threatened ecological communities, threatened species and their habitats.
- Minimise the removal of existing native vegetation wherever possible.
- Preserve and rehabilitate natural waterways, which contribute to the area's character and biodiversity.
- Improve water quality and reduce stormwater run-off particularly to sensitive habitats.
- Prioritise new development in areas of low ecological value (Tier 3 and 4) and minimise impacts within undisturbed areas of Kosciuszko National Park.
- Minimise impacts to important habitats such as rocky boulder fields, unburnt areas of old growth Snow Gum woodland, bogs and fens.
- Avoid impacts to endemic alpine biodiversity with highly restricted distributions: Mountain Pygmy-Possum, Alpine Skink and Guthega Skink.
- Preserve natural waterways, bogs and fens.
- Ensure that any impacts within Kosciuszko National Park are offset through direct management measures within the Park and should be related to the species impacted where possible.

Performance Criteria

A. Development is to avoid Tier 1 and 2 vegetation to minimise impacts to areas of high ecological value. Areas of high ecological value and Tier 1 and 2 vegetation (Figures A18 – A24) should not be removed. Development may occur in these areas if it is for essential infrastructure.

B. Development should be concentrated in and around already disturbed areas. Where possible, development should provide a buffer between areas of high ecological values and buildings and structures.

C. Development should be focused on colocation and redevelopment to minimise the impact to biodiversity valued land.

D. Development within the Kosciuszko National Park should minimise its impact to the environmental and natural landscape, implement sustainable development and consider the impacts of bushfire asset protection zones (APZ).

E. Development must offset any impacts to biodiversity through direct management measures within Kosciuszko National Park and should be related to the biodiversity impacted..

F. Riparian corridors, as shown at **Figures A18-A24**, must be preserved and revegetated where possible. Setbacks to the corridors are to be provided in accordance with the *Guidelines for Controlled Activities on Waterfront Land* (2018, NRAR).

G. Any revegetation or planting within the National Park should utilise local species.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance should be provided to identify how these areas will be protected during the short-term construction phase of development and in the long-term use of the area. Design guidance for each sub-precinct identifying how biodiversity aims will be addressed should include:
    - the retention and maintenance of existing native vegetation and areas of high ecological areas (Tier 1 and Tier 2).
    - additional planting and areas for new public open spaces, publicly accessible areas or paths, including appropriate management strategies for these areas.
    - riparian corridors, setbacks and design objectives for development interfacing with watercourses.
    - plantings along road reserves that address visual amenity, public amenity considerations and road safety.
    - species which are locally endemic to the Alpine Region.
    - site-based setbacks, landscaping and public domain requirements.
    - how vegetation clearing and biodiversity offsets will be managed (either across the Precinct, by Sub-Precincts or on a development-by-development basis).

Figure A18 BIODIVERSITY – ALPINE (CHARLOTTE PASS)

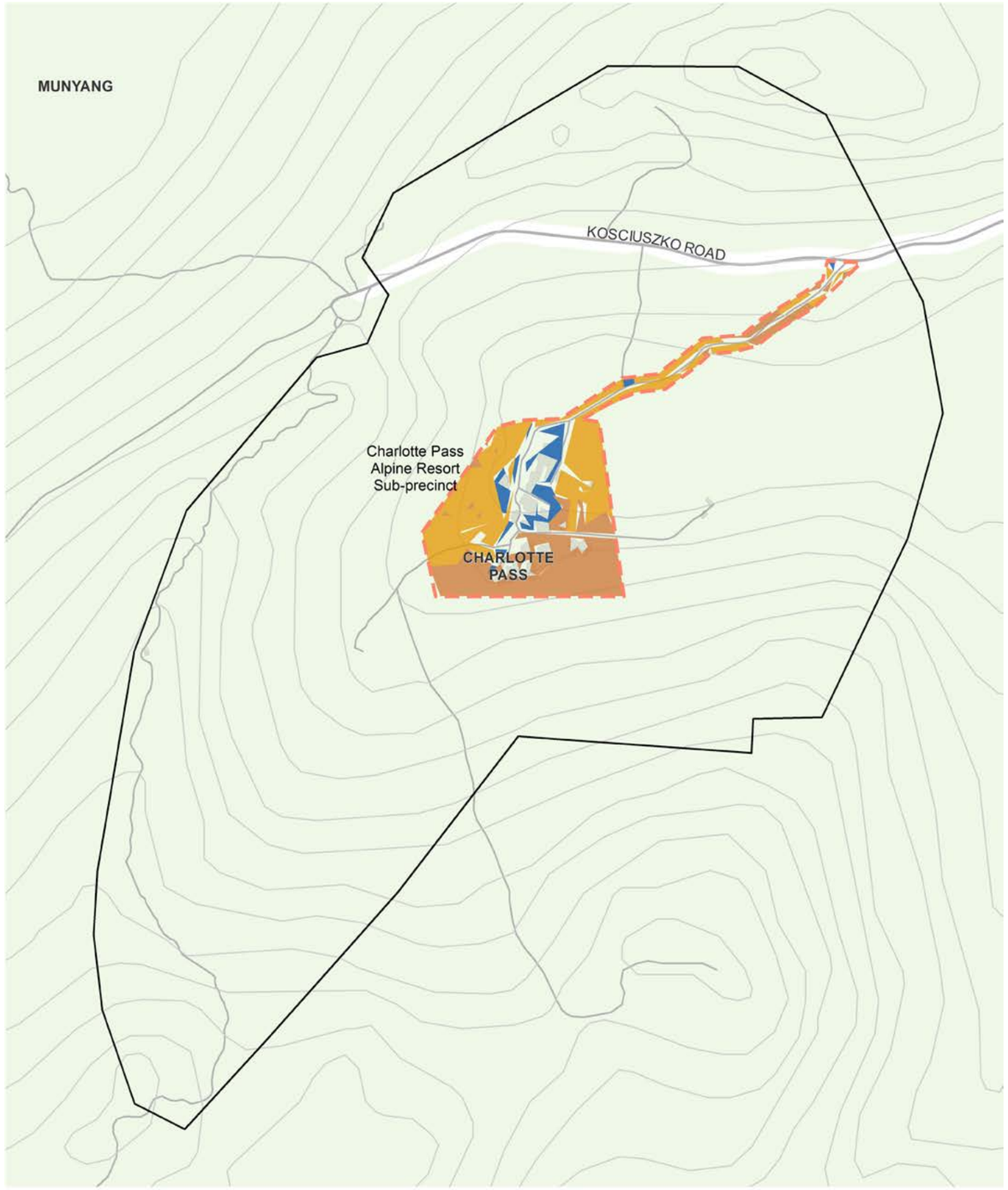


Figure A19 BIODIVERSITY ALPINE (PERISHER RANGE ALPINE RESORT NEAR GUTHEGA)

Figure A20 BIODIVERSITY ALPINE (PERISHER RANGE ALPINE RESORT OFF KOSCIUSZKO ROAD

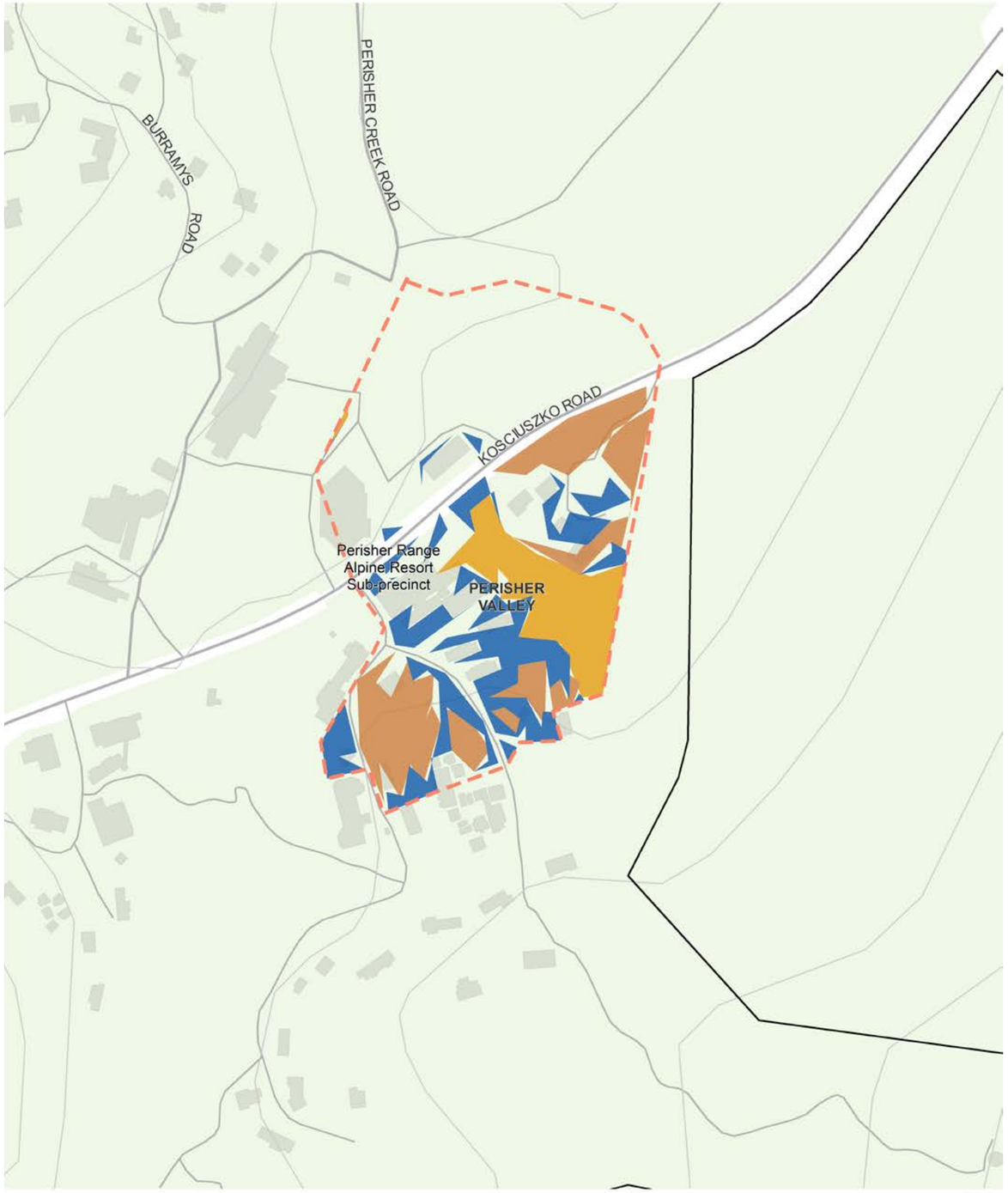


Figure A21 BIODIVERSITY ALPINE (THREDBO ALPINE RESORT)

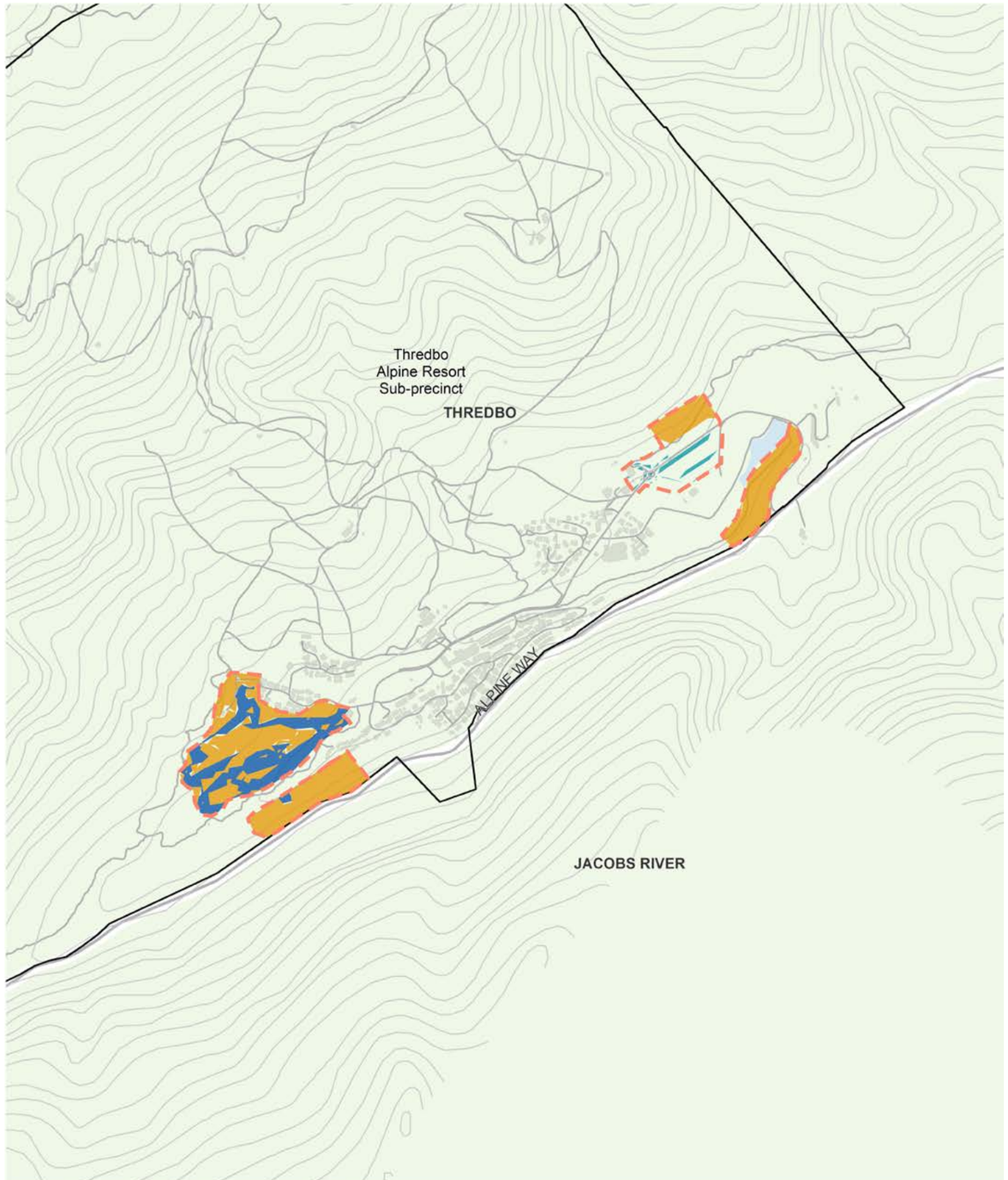


Figure A22 BIODIVERSITY ALPINE (THREDBO RANGER STATION)

Figure A23 BIODIVERSITY ALPINE (ISLAND BEND AND SPONARS CHALET)

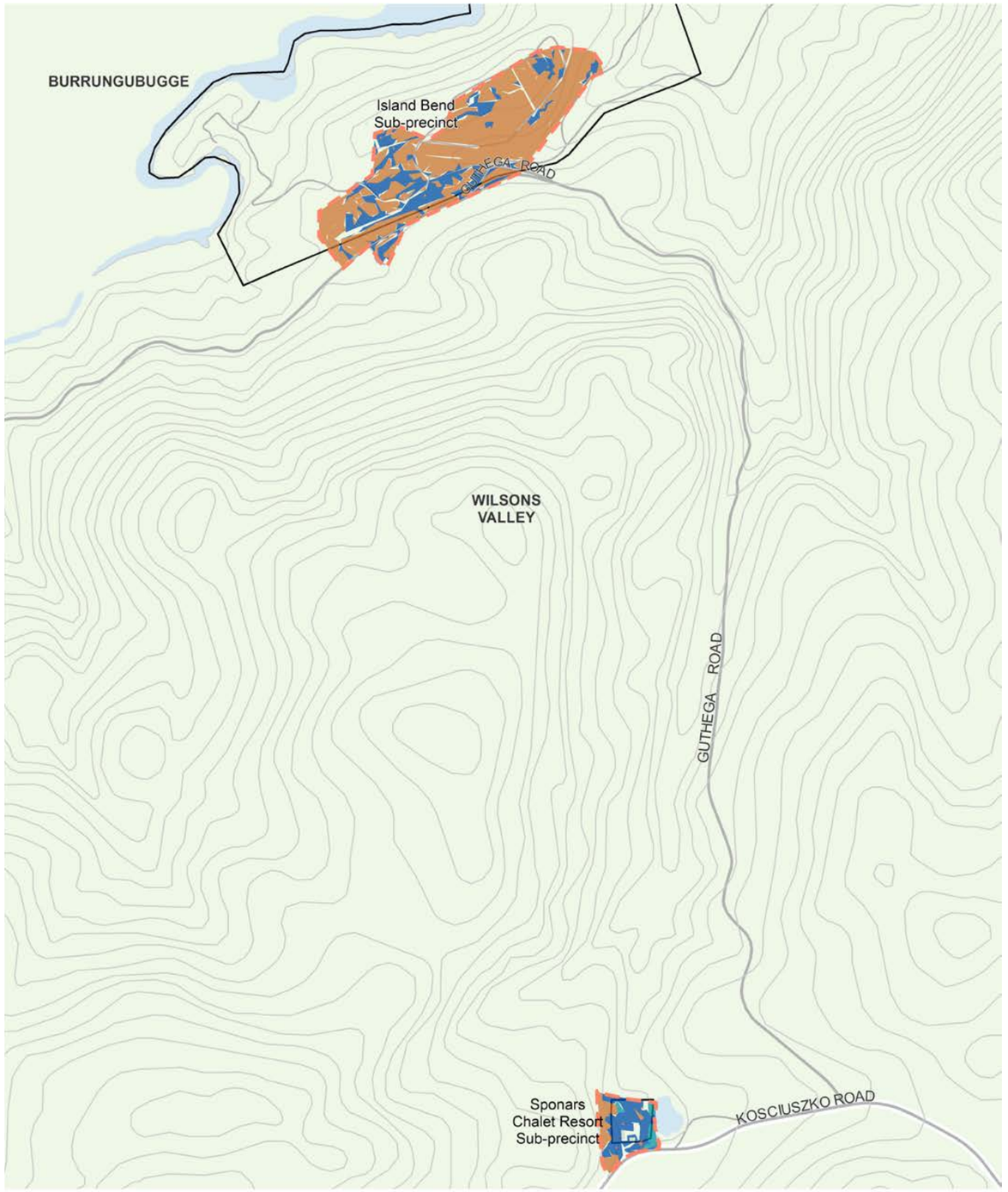
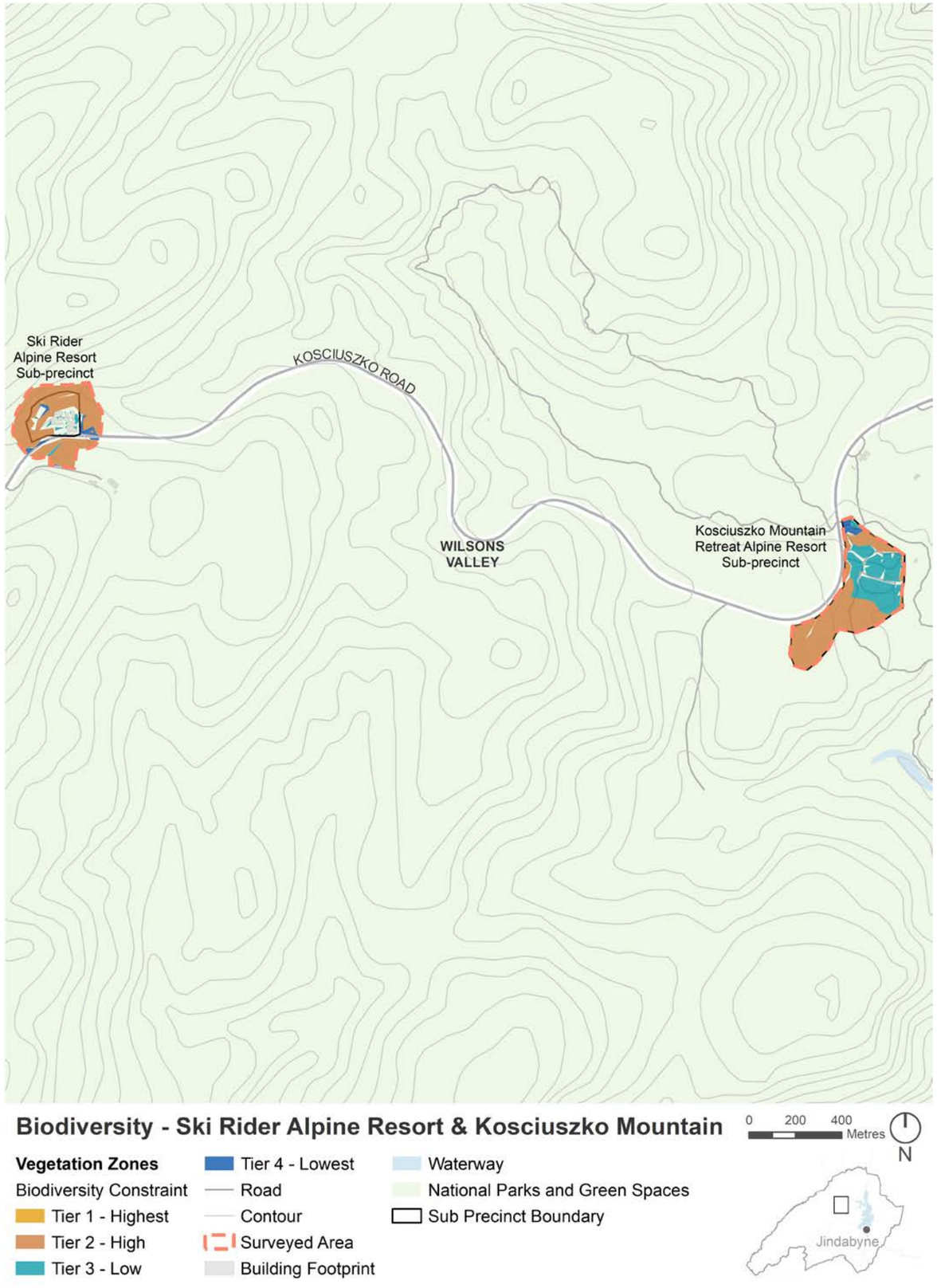


Figure A24 BIODIVERSITY ALPINE (SKI RIDER AND KOSCIUSZKO RETREAT)



Heritage and Place

Monero Ngarigo cultural heritage

Aboriginal Cultural Heritage sites within the Alpine Region potentially impacted by development will be managed according to NSW law and in consultation with traditional owner representatives. Wherever possible culturally significant artefacts, places, vegetation, and view scapes will be protected, maintained and enhanced to conserve their significance.

The traditional custodians of the Snowy Mountains are the Monero Ngarigo people, in connection with the Walgalu, Ngunnawal, and Bidhawal people. The boundaries of the Monero Ngarigo extend from the western slopes of the coastal ranges to the eastern side of the Kosciuszko plateau and further north, between the coastal ranges and the mountains on the banks of the Murrumbidgee River.

The Aboriginal Cultural Heritage Assessment Report that has informed this Master Plan has focused on key development opportunity areas within the Snowy Mountain Special Activation Precinct's sub-precincts (approximately 330 ha) including areas near Jindabyne and several locations within the Kosciuszko National Park with the aim of identifying opportunities to conserve significant Aboriginal cultural heritage values within the Special Activation Precinct and to devise strategic mapping to enable streamlined planning.

The Master Plan proposals and controls have been developed to incorporate Aboriginal culture and values. The project aspires to achieve a 'sense of place', history and spirit within the precinct, one which can be passed on to the next generation. The Master Plan comprises strategic mapping which indicate zones of high, medium, and low Aboriginal cultural heritage (ACH) potential to guide strategic planning and to help scope development project proposals

With a focus on avoiding and minimising impacts on Aboriginal cultural heritage, development is best suited to 'disturbed land' where cultural heritage values may no longer exist and where impacts are unlikely to harm Aboriginal cultural heritage values. Development in areas with the highest ACH potential should be avoided or minimised.

ACH areas have been based on the criteria listed in **Table 4.**

Table 4: Aboriginal Cultural Heritage categorisations

ACH potential	
High potential areas	Areas where Aboriginal sites have been previously recorded or landforms that are flat, close to water, and close to known sites. Development on 'high ACH potential' areas should have an impact assessment undertaken. This assessment would include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.
Moderate potential areas	Landforms with a gentle gradient either close to a waterway or along an elevated landform such as a spur overlooking a waterway. Development within 'moderate ACH potential' areas should have an impact assessment undertaken. This assessment would include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.
Low potential areas	Sloping landforms or elevated landforms distant to water. Development within 'low ACH potential' areas should be assessed at a time when the impacts are known by following the appropriate assessment guidelines, currently the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW. This assessment may involve a visual inspection of the impact area, test excavation if warranted, and the involvement of the Aboriginal community.
Disturbed lands	Development on 'disturbed land' can generally proceed without further assessment. As Aboriginal objects are still possible in 'disturbed lands' any work in these areas should follow an unanticipated finds protocol to manage the unlikely event that Aboriginal objects are noted during work.

Aims

- Ensure the Snowy Mountains Special Activation Precinct celebrates and protects its history and landscape values, particularly its occupation by Aboriginal people and their connection to the land.
- Ensure Aboriginal culturally significant places and artefacts are protected, maintained and enhanced.
- Allow and promote development and Precinct design that recognises its Connection and Return to Country.
- Build relationships with Ngarigo Traditional Owners at all stages of development, and in accordance with the NSW Government Architect's Office draft Connecting with Country framework.
- Celebrate Monero Ngarigo culture, values, and heritage in future development.
- Enable formal Monero Ngarigo participation in Caring for Country, making decisions about Country, contemporary use of natural resources and Cultural knowledge transmission, and protection of key geographical features.
- Respect Monero Ngarigo people's rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural knowledge in project delivery.
- To provide traditional owner's with opportunities to Return to Country and enhance the Aboriginal community's sense of belonging across the Precinct.
- To support Aboriginal employment and business opportunities across the Precinct and to develop interpretation and tourism experiences that enhance the broader community's understanding and enjoyment of Aboriginal culture.

Performance Criteria

A. Areas of Aboriginal cultural heritage (included as part of the environmentally sensitive areas map) should not be developed. Development may occur in these areas if it is for essential infrastructure and where further Aboriginal cultural heritage assessment will be undertaken to appropriately mitigate and manage any impacts to Aboriginal cultural heritage items, places or areas.

B. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct. This may continue to evolve as greening opportunities across the Precinct are established

C. Development in areas where surveys have not been undertaken require further Aboriginal cultural heritage assessment. These assessments must be carried out in accordance with *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (as modified from time to time) prior to any development on this land. These assessments must include a visual survey of the land. Once suitably assessed, any land identified as having Aboriginal cultural heritage significance should be included on the Environmentally Sensitive Areas (ESA) map. Development is to be assessed against the mapped zones of archaeological potential as required by the following:
    - development within areas identified in 'disturbed land' does not require any further investigation. Should development encounter any unexpected finds during construction, the procedures under the relevant unexpected finds protocol should be followed.
    - works within areas identified as "moderate ACH potential' or 'high ACH potential' should be avoided. Where development will impact these areas, further Aboriginal cultural heritage assessment must be undertaken. This assessment should include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.

D. Development planned on land in which an Aboriginal object is located should be supported by a heritage impact assessment which should be prepared to assess the extent to which a proposed development would harm Aboriginal objects.

E. If impact to an Aboriginal object is unavoidable, an Aboriginal Heritage Impact Permit (AHIP) under Part 6 of the *National Parks and Wildlife Act 1974* would be required.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. An Aboriginal Cultural Heritage Management Plan will be developed as part of the Alpine Development Control Plan that includes:
    - where possible, ongoing management and maintenance practices for areas of Aboriginal cultural heritage.
    - how Aboriginal cultural heritage areas will be integrated with areas of high ecological value and green connections
    - protocol for unexpected finds during construction.

Historic Heritage

The region known as the Monaro was first accessed by Europeans in 1823 when Currie and Ovens crossed the Bredbo River and noted the rolling grassy plains to the south. Tourism was a major source of growth in the region from 1909 when the area became a popular destination for trout fishing after brown and rainbow trout were introduced into the local streams. The establishment of Perisher Blue (established from 1939) and Thredbo skiing resorts (post 1957) resulted in further growth of the town for tourism purposes.

The Alpine SEPP lists places that have been assessed as having local heritage values and are protected by the *Heritage Act 1977.*

Aims

- Ensure historic heritage places are protected, maintained and enhanced.
- Identify areas where future development should not occur due to historic significance.
- Ensure that development adjacent to heritage items complements, is designed and is sited to protect the heritage significance of the item and its setting.
- Identify where developments could take place while conserving historic values.
- Determine how historic heritage can be incorporated into the 'visitor experience' of the region.

Performance Criteria

A. Development in areas defined as 'disturbed land' can occur without further historic heritage investigation.

B. Development on land where a heritage item is situated, that is a heritage item or is on land adjacent to a heritage item must prepare a statement of heritage impact.

C. Development in areas defined as 'high risk' or 'moderate risk' requires further heritage assessment where the development is likely to materially have a major affect on a heritage item or its value. Development is considered to have a materially major affect if it involves:
   - the full or partial demolition of a building.
   - major alterations or additions.
   - major adverse impacts, such as the removal of significant fabric, obscuring key views or dominating a heritage item, or the removal of evidence of significant historical associations; and
   - impact to significant archaeological deposits.

D. Development in areas defined as 'high risk' or 'moderate risk' requires further heritage assessment where the development is likely to materially have a minor affect on a heritage item or value. Development is considered to have a minor affect if it involves (but is not limited to):
   - repairs or restoration to fabric.
   - installation of fire safety equipment.
   - installation of disabled access.
   - replacement of awnings, balconies, etc.
   - installation of signage or fencing.
   - excavation of areas without archaeological potential.
   - erection of temporary structures.
   - installation of safety and security equipment.

E. Where development is likely to materially have a major effect on a heritage item or value, further heritage assessment is required. This heritage assessment includes:
   - a visual inspection to determine the existing heritage values.
   - an archaeological assessment (if appropriate).
   - preparation of a statement of heritage impact.

F. Where development will have minor effect on a heritage item or value, a heritage assessment may be required. This heritage assessment may include:
   - a visual inspection to determine the existing heritage values.
   - an archaeological assessment (if appropriate).
   - use of a previously prepared heritage study if applicable.

G. Development that is likely to have a materially major or minor effect on a heritage item or its value must:
   - identify the impacts to the heritage values of an item or place.
   - demonstrate the need for the impact and how alternatives to the impact have been considered.
   - demonstrate how the adverse impacts will be minimised or mitigated.

H. Development adjacent to a heritage item should ensure impacts to the heritage item are minimised, including through the provision of appropriate curtilages. There may be opportunities to reduce the curtilage to some heritage items if it can be demonstrated the development will not have a significant impact on the heritage item or its value.

I. Heritage items must be used for purposes that are appropriate to their heritage significance, including adaptive reuse where appropriate.

J. Development is to ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of heritage items and places.

K. Development should through redevelopment or upgrades remove inappropriate or unsympathetic alterations and additions to heritage items and reinstate significant missing details and building elements, where possible.

Note: Not all areas within the Alpine region have been surveyed. Surveyed areas are shown in **Figures A25 and A26.**

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. A strategy for the reuse of heritage listed buildings and principles for the design of heritage curtilages that should be provided.
2. If heritage listed items are being integrated as part of a broader development scheme, design guidance for how new development or redevelopments can sympathetically respond to heritage listed items.
3. Design guidance for development in the Alpine Precinct that sympathetically responds to, acknowledges and strengthens the heritage values and natural landscape of the site. This should incorporate best practice guidance from the Design Guide for Heritage prepared by the Heritage Council of NSW and the NSW Government Architect.
4. A Heritage Management Plan that includes:
   - how historic heritage areas will be integrated with areas of high ecological value and green connections.
   - protocol for unexpected finds during construction.

Figure A25 HISTORIC HERITAGE – PERISHER VALLEY

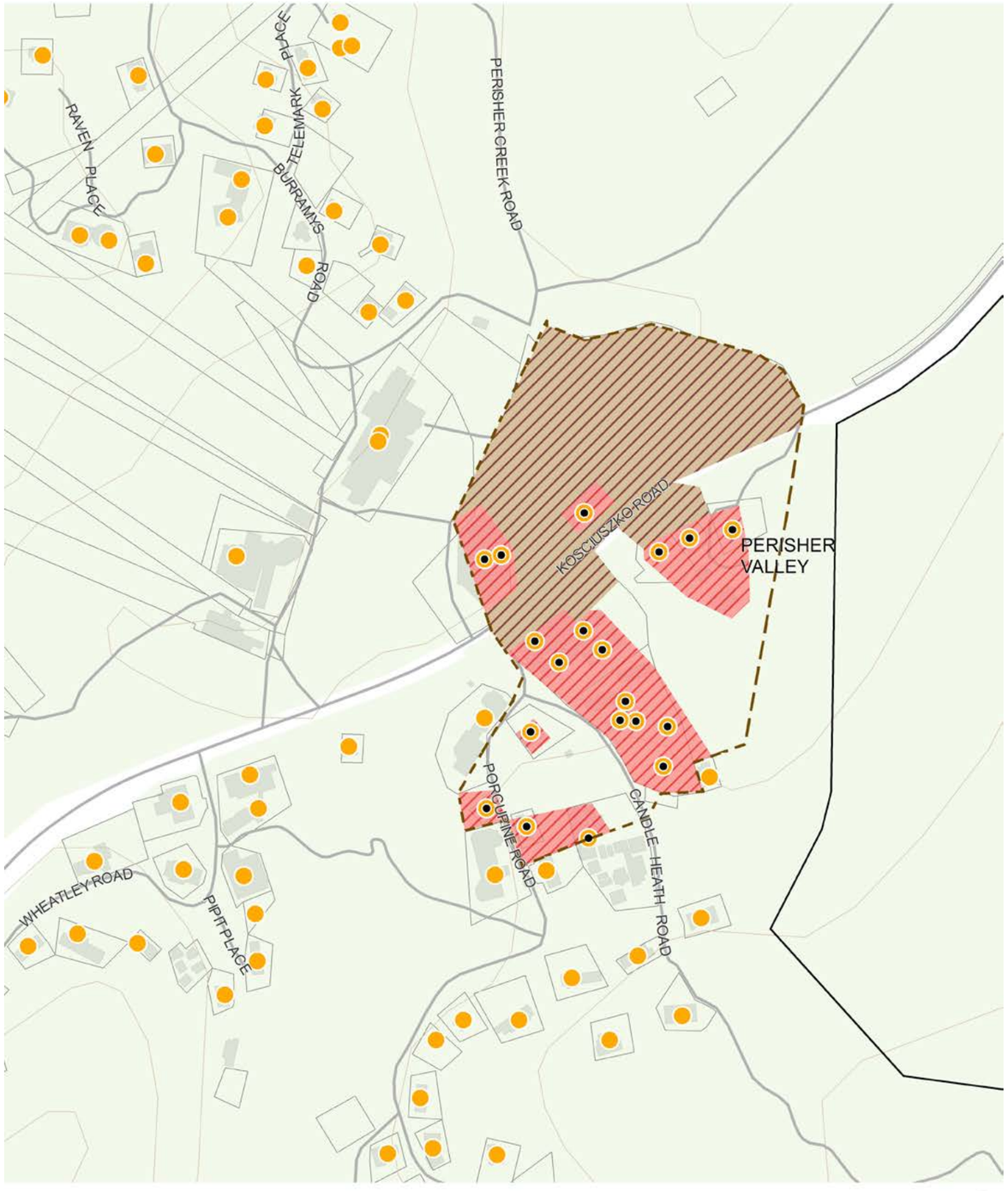
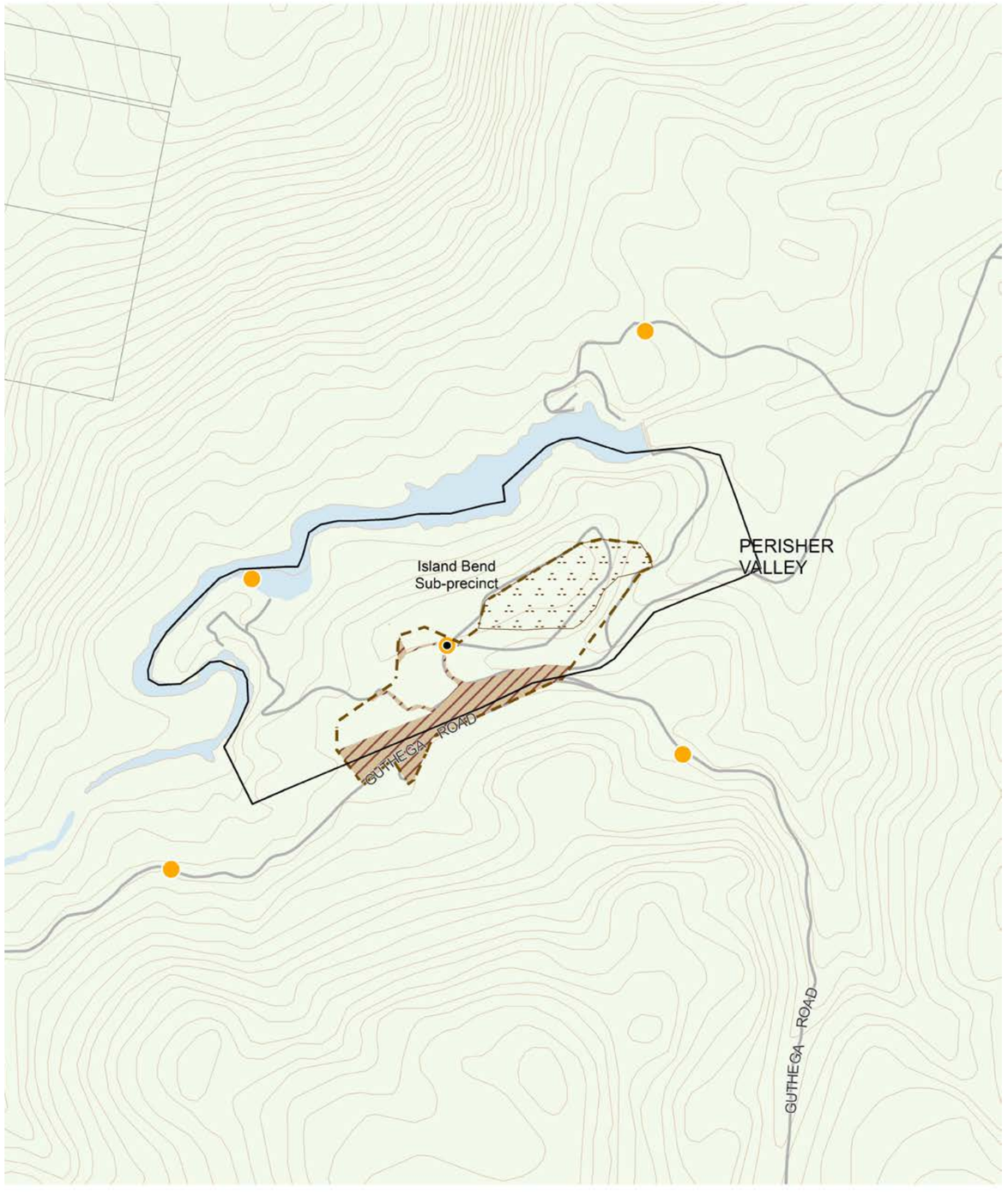


Figure A26 HISTORIC HERITAGE – ISLAND BEND



Flood Risk Management

The Snowy Mountains Special Activation Precinct includes the Snowy River Catchment which includes the sub-catchment areas of Perisher Creek and its tributaries, Thredbo River and its tributaries, Lake Jindabyne and its tributaries of Lees Creek, Wollondibby Creek, Rushes Creek, Widows Creek and Mowamba River.

Snowy Hydro Limited operate Lake Jindabyne as a storage to supply water to their hydro power stations as part of the Snowy Hydro Scheme. Lake levels are controlled by Snowy Hydro Limited and are subject to inflows from the Snowy River, Eucumbene River, Thredbo River and many minor tributaries.

Aims

- Minimise the flood risk to life, property and the environment associated with the use of the land in the Alpine Precinct.
- Allow development on land that is compatible with the flood hazard and flood function of that land considering projected changes as a result of climate change.
- Maintain the existing flood behaviour, flood function and the environment.
- Ensure safe and appropriate uses of the land.
- Enable safe evacuation from the land.

Performance Criteria

A. The Flood Planning Level is the 1% AEP plus 0.5m freeboard to ensure consistency across the Snowy Mountains Special Activation Precinct. Development must generally occur outside the Flood Planning Level unless it can demonstrate that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain.

B. Development within the Flood Planning Level should demonstrate that:
   - all structures are constructed with flood compatible building components below the 1% AEP flood level plus 500mm freeboard.
   - all structures are designed to withstand the forces of floodwater, debris and buoyancy up to 1% AEP flood plus 500mm freeboard.

C. Development within the Probable Maximum Flood area should demonstrate that:
   - all emergency and evacuation infrastructure is to be constructed with flood compatible building components below Probable Maximum Flood level plus 500mm freeboard.
   - all emergency and evacuation infrastructure structures are to be designed to withstand forces of floodwater, debris, and buoyancy up to Probable Maximum Flood plus 500mm freeboard.
   - development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:
     - flood risk is managed through site-specific built form and design.
     - sensitive, vulnerable and critical uses are avoided in the floodplain.

D. Development should mitigate the impacts of local overland flooding through the provision of adequate site drainage systems, where possible.

E. Development must consider and plan for emergency evacuation situations to ensure the safety of all areas within the Probable Maximum Flood extent.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. A flood risk strategy must be prepared that outlines the evacuation and emergency strategies in flood events up to and including the Probable Maximum Flood. The strategy must be in accordance with the *Technical flood management guideline* prepared by the Australian Institute for Disaster Resilience H1-H6 classification system (as modified from time to time) to determine the design for any buildings that are to be used for shelter in place provisions located within the floodplain.
2. A stormwater management strategy must be prepared that includes:
   - site level controls for stormwater detention and reuse.
   - the flood planning levels and design requirements (including emergency response) for development within the Flood Planning Level, including the emergency response requirements for the Probable Maximum Flood area.
   - the monitoring and reporting process for ensuring that the stormwater will not have an adverse impact on the environment, including the health of Lake Jindabyne, waterways and groundwater.
   - how engineering solutions may modify flood prone land enabling development opportunities through stormwater mitigation.
3. Design guidance for local roads and drainage infrastructure that will allow for higher flood immunity to mitigate the impact of flooding in the Alpine villages.

Water Quality

Water quality is incredibly important within the Snowy Mountains Special Activation Precinct, as water is used for recreation (as snow for snow sports, as water for lake uses) and power generation across the Precinct. The quality of the water through Kosciuszko National Park is seen as vital to the health of the Kosciuszko National Park and the preservation of the waterways and treatment of the water that enters them should also be considered part of the system of preservation.

Aims

- Ensure regular stormwater flows are maintained across the Alpine Precinct for environmental flow purposes for waterways in and downstream from the Precinct.
- Ensure stormwater runoff quality is appropriately managed across the Alpine Precinct.
- Ensure the condition of waterbodies and their riparian zones are protected.
- Preserve and rehabilitate natural waterways, which contribute to the area's character and biodiversity.
- Improve water quality and reduce stormwater run-off.
- Promote integrated water cycle management.
- Capture and reuse stormwater from roofs at the source.
- Implement stormwater quality treatment at the source.
- Ensure salt management strategies consider water sensitive environments during application
- Ensure that stormwater management systems consider alternative strategies for de-icing salts.

Performance Criteria

A. Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term.

B. Development in the Alpine Precinct should implement on-site water management and water quality systems through:
   - the capture and reuse of water on-site.
   - the treatment of water on-site with any water discharged back into catchments having a neutral or beneficial effect on water quality.
   - incorporating water sensitive urban design principles into the development's-built form and landscaping, where possible.

C. The quality of water discharged into receiving catchments must be pre-development quality or better in relation to pH, total suspended solids, total phosphorus, total nitrogen and gross pollutants. The quality of water should aim to meet the following targets:
   - Total Suspended Solids: 85% reduction.
   - Total Phosphorus: 60% reduction.
   - Total Nitrogen: 45% reduction.

D. The quality of water discharged into receiving catchments should maintain electrical conductivity levels. Electrical conductivity levels provide an indication of the presence of excessive salt. Water quality should aim to maintain an electrical conductivity below the 30 uS/cm ANZG 2018 Guideline value for upland rivers of South-East Australia.

E. Monitor micro-invertebrates to ensure they are consistently within Band A of the NSW AUSRIVAS model.

F. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimised in accordance with *Managing Urban Stormwater Soils and Construction, also known as the Blue Book (current edition)*. Consideration should be given to limiting the amount of exposed excavated soil to an area during construction.

G. Discharge of wastewater and/or contaminated stormwater to watercourses or waterways is not permitted unless other specified in an environmental protection licence issued under the *Protection of the Environment Operations Act 1997*. Development must obtain the appropriate water licenses in accordance with the *Water Act 1912* and the *Water Management Act 2000* and consider the relevant Water Sharing Plan.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Guidance on erosion and sediment management to inform Construction Management Plans for individual developments, where required.
2. Design guidance on how development should incorporate water sensitive urban design principles for the management of water quality and efficiency.
3. Monitoring and reporting processes to measure the water quality of catchments.

Bushfire

The Snowy Mountains Special Activation Precinct contains designated bushfire prone land. All new development on bushfire prone land needs to comply with the NSW Rural Fire Service' document *Planning for Bushfire Protection 2019. Planning for Bush Fire Protection 2019* focuses on ensuring developments are provided with appropriate bushfire protection measures.

Aims

- Provide for the protection of human life and minimise impacts on property from the threat of bushfire, while having due regard to development potential, site characteristics and protection of the environment.
- Provide a suite of bushfire protection measures to reduce the impact of a bushfire.
- Ensure land is suitable for development in the context of bushfire risk, and protection measures are governed by the degree of risk posed to a development and the vulnerability of occupants.
- Provide adequate infrastructure and access/ egress associated with emergency evacuation and firefighting operations
- Enable appropriate ongoing land management practices.

Performance Criteria

A. New development is to comply with Planning for Bushfire Protection 2019. Development is to:
    - minimise perimeters of the development exposed to the bushfire hazard.
    - minimise vegetated corridors that permit the passage of bushfire towards development.
    - provide for the siting of future development away from ridge-tops and steep slopes, within saddles and narrow ridge crests.
    - ensure capacity of existing infrastructure (such as roads and utilities) can accommodate the increase in demand during emergencies as a result of the development.

B. Asset Protection Zones (APZs) are to be provided and maintained between a bushfire hazard and future development in accordance with **Figure A8** and are designed to address the relevant bushfire attack mechanisms.

C. Adequate access is to be provided from all properties to the wider road network for residents, emergency services and to provide access to hazard vegetation to facilitate bushfire mitigation works and fire suppression.

D. Development in more remote areas are to minimise levels of radiant heat, localised smoke and ember attack through development design and siting.

E. The subdivision of land and location of developments should consider the future uses of land and the inclusion of roads into Asset Protection Zones.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Fire safety planning including a precinct wide emergency and evacuation plan.
2. Access and utility requirements to ensure the safety of residents, the community and firefighters.

Geotechnical

The following aims and performance criteria should be read in conjunction with the existing Geotechnical Policy for the Kosciuszko Alpine Resorts.

Aims

- Prioritise new development in areas of no or low geotechnical risk susceptibility.
- Ensure the design and construction of new development and redevelopment is informed by appropriate geotechnical investigations.
- Ensure that the geotechnical risk associated with development is understood.
- Ensure that any excavation works consider the appropriate stabilisation methods.

Performance Criteria

A. Development must address the requirements of the Geotechnical Policy – Kosciuszko National Park (DPNIR, 2003). This includes:
    - development on land covered by the geotechnical maps, under the Geotechnical Policy – Kosciuszko National Park (see maps), must ensure the requirements of the policy are met.
    - development on land not covered by the geotechnical maps, under the Geotechnical Policy – Kosciuszko National Park, must ensure the requirements of the policy are met and should also use the risk susceptibility mapping to inform the requirements and design of development.

B. Development must include an assessment of geotechnical risks.

C. Buildings and structures must be designed to accommodate the specific geotechnical risks identified for the site.

D. Excavations required for new developments must consider the potential to cause widespread slope instability and ensure appropriate mitigation measures are implemented to minimise and manage risk.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance for development on land identified on the geotechnical maps under the Geotechnical Policy – Kosciuszko National Park, including how development responds appropriately to sloping sites and integrates with existing development.
2. Engineering solutions for infrastructure and services where excavation, footings and stabilisation may be required.

Landscape Character and Public Open Space

Aims

- Create an interconnected network of green infrastructure.
- Provide landscaping and public open space that responds to the topography of the Alpine Region.
- Provide high-quality and high-performing multifunctional green spaces that deliver social, environmental, and economic benefits.
- Integrate stormwater management infrastructure with open spaces.
- Create a sense of arrival at key destinations and create attractive, high amenity public spaces that are attractive to visitors.

Performance Criteria

A. Development should be designed to sensitively integrate into the landscape and should respond appropriately to the topography and climate of the Alpine Precinct.

B. Development should protect, conserve and enhance the Alpine Precinct's natural environment and create a green infrastructure network, where possible.

C. Landscaping and public open spaces should include tree plantings of endemic local species. These species should be from a genetic source (usually seed) that have been assessed as being able to grow comfortably in the conditions projected from the present day to the end of the life of the tree.

D. Development should integrate stormwater management infrastructure with open spaces, where possible.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. A landscape and vegetation design guide including:
    - landscaping treatments and plantings for active and passive open space.
    - landscaping treatments and plantings for shared trails and paths.
    - design guidance for how stormwater management infrastructure can be integrated with open spaces.

Land Use

Aims

- Ensure development is consistent with the Kosciuszko National Park Plan of Management, including compliance with environmental management systems and leasing requirements.
- Foster a diversification of tourism land uses that facilitate year-round activity within Kosciuszko National Park.
- Ensure development is appropriate within the setting of a National Park and recognises and celebrates the Snowy Mountains sensitive natural environment.
- Concentrate development on disturbed land and avoid areas of high environmental value.
- Deliver development that aligns with infrastructure provision and market demand.
- Minimise land use conflict and environmental and heritage impacts.

Performance Criteria

A. Development consent can only be issued for development that is permissible and consistent with the Master Plan, Alpine SEPP, Alpine Development Control Plan and the and the *National Parks and Wildlife Act*.

B. In considering the suitability of the development, the Issuing Authority must be satisfied that the development meets the performance criteria and development controls in this Master Plan and in the Alpine Development Control Plan.

Appropriate locations for alpine development

C. Development consent can only be issued for development in the Alpine Precinct where:
    - the uses will support the diversification of the Alpine Precinct's tourism offering and year-round economic viability.
    - the uses will not compromise the environmental, heritage and cultural values of the Alpine Precinct.
    - the uses will not exceed the established carrying capacity of the Alpine Precinct.

D. Development for new or upgraded accommodation will generally meet the indicative Sub-Precinct yields outlined in Appendix B, along with any other visitor thresholds set out in the *Kosciuszko National Park Plan of Management* and leasing arrangements.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. The Alpine Development Control Plan will guide development of sub-precincts. The Alpine Development Control Plan must include:
    - a detailed description of the preferred types development to occur in each sub-precinct.
    - development provisions to accommodate and control appropriate accommodation uses.
    - development provisions to accommodate and control commercial uses within village centres.
    - development provisions to support new and upgraded ski lift facilities, new and upgrades snowmaking facilities and new and upgraded areas for both sporting and recreational uses (such as mountain biking and shared trails) in the National Park
    - defined non-developable areas to:
        - limit impacts on cultural and environmental heritage, biodiversity, and natural processes.
        - mitigate risks associated with environmental hazards, and the safe occupation of, and the evacuation from, any land so affected.

Built Form and Landscape

Aims

- Prioritise and concentrate development within disturbed areas to minimise environmental impacts.
- Prioritise infill development and consolidation within established villages and to activate the public domain and street frontages in the alpine villages.
- Ensure the typology, height, bulk, scale, and materiality of built form is compatible with, and sympathetic to, the Alpine landscape and the National Park setting.
- Ensure development exhibits design qualities consistent with the Precinct's alpine design character and responds appropriately to the Region's environmental, cultural and historic heritage values.
- Protect views to (and from) significant vistas, landscape elements, and heritage items to enhance visual amenity and sense of place.
- Suitably integrate development with site topography and natural landforms.
- Ensure development is designed and sited to respond to environmental considerations, including bushfire, biodiversity valued land, geotechnical, erosion, flooding, and cultural heritage).
- Ensure development is sited to protect water sources, such as riparian corridors and creeks.
- Promote and enhance the retention of biodiversity, native vegetation corridors and natural waterways.

Performance Criteria

General criteria for all development in the Alpine Region

A. Buildings should be efficient, well designed and successfully integrated with the surrounding landscape. This will be achieved by:
    - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings, particularly with respect to thermal comfort.
    - ensuring new buildings are located within existing disturbed areas to minimises impacts on vegetation and natural processes.
    - siting development within existing disturbed areas to limit clearing and the expansion of new development areas.
    - incorporating climate resilient design principles in new development.
    - applying suitable rehabilitation and native landscaping.
    - incorporating preparedness for natural hazards and climate change into development design. ensuring development creates activated public domain spaces and provides safe and accessible pedestrian connections between buildings, appropriate for all seasons.
B. Development conforms to the specifications and requirements of *Planning for Bush Fire Protection 2019* published by the NSW Rural Fire Service.
C. Site earthworks must respond to local topography and geotechnical characteristics and be appropriate for the intended land use.

For village centres and public domain

A. Development should create integrated streetscape where active frontages promote movement between the private and public realms.
B. Building entries should connect to an accessible (providing equitable access to all pedestrians) pedestrian network through design features, wayfinding, and landscape treatments.
C. Development should integrate and provide public seating, shelter and lighting to contribute to increased activity and safety in the public realm.
D. Development should provide human-scale buildings ensuring building envelopes allow adequate solar access and views, including ensuring significant views to natural features are protected.
E. Development should provide for year-round weather protection that reduces the impacts of wind and snow accumulation in winter and provides adequate shade in summer.
F. Development should provide clearly defined and separate pedestrian and vehicle entries to minimise movement and circulation conflicts.
G. Development should allow for snow clearing and adequate interface with oversnow vehicles, where appropriate or required.

For sites constrained by Aboriginal heritage values

A. Development does not result in the significant damage, demolition or removal of Aboriginal heritage objects or places.

For sites constrained by historic heritage values

A. Where appropriate, and subject to approvals, development associated with heritage-listed items should ensure the adaptive re-use, ongoing enjoyment and maintenance of these buildings.

Supporting provisions to be developed as part of the Precinct Development Control Plan

1. The Alpine Development Control Plan should include:
    - detailed design criteria for siting, scale and building envelopes for different development types across each sub-precinct.
    - detailed design provisions for roof form, building materials and colours, public domain, active frontages, landscaping, advertising and signage.
    - detailed landscaping and public domain treatments, including guidance on how development should address and activate the street and provisions for the use of footpaths and the public domain.
2. The Alpine Development Control Plan must encourage best practice approaches to design in bushfire prone areas and be supported by a bushfire report which addresses performance criteria.

Transport and Movement

Aims

- Improve transport connectivity between Jindabyne and the Alpine Villages through improved infrastructure and service frequencies.
- Provide and ensure safe and efficient vehicle movements for visitors, public transport, private vehicles, active users (cyclists and hikers) and freight vehicles, including the provision of destination facilities that accommodate visitors for year-round activities.
- Provide and ensure safe and efficient movements for active users (skiers, hikers, cyclists) and over snow vehicles.
- Reduce reliance on private vehicle use, and promote and encourage sustainable mass transit options.
- Promote active transport connections between the Alpine villages.
- Support independent mobility for people of all ages and abilities.
- Ensure visitor access to the Alpine Precinct is commensurate with the established carrying capacity.
- Ensure transport infrastructure and streets can implement new technologies, such as electric vehicles and electronic checkpoints.
- Ensure the transport network provides for the safe access and egress of emergency services.

Performance Criteria

A. Transport infrastructure should integrate the public transport network with the existing road network by:
   - ensuring public transport stops are strategically located and provide adequate all-weather shelter and accessibility.
   - minimising vehicle conflict with active transport and public transport routes.

B. Development must provide operational access and egress for emergency services and occupants.

C. Development should integrate active transport connections that promote movements between the Alpine villages, where possible.

D. New development must provide and integrate new technologies, such as electric vehicle charging and electronic checkpoints, where possible.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. A Precinct-scale plan indicating existing and proposed walking, cycling and shared trails and paths, including key routes such as the existing Thredbo Valley Track, Snowies Iconic Walk (currently under construction) and potential Snowy River Walk.
2. Detailed design guidance for the treatment of walking, cycling and shared trails and paths, including landscaping. This should include detailed design guidance on:
   - street types, cross sections and reserve widths.
   - staging.
   - methodology and triggers for upgrades.
   - maintenance and management.
   - site-specific requirements for over-snow transportation.
3. A Precinct-scale plan showing existing and proposed public transport infrastructure and service locations.

Figure A27 TRANSPORT AND MOVEMENT – ALPINE REGION (OVERALL)

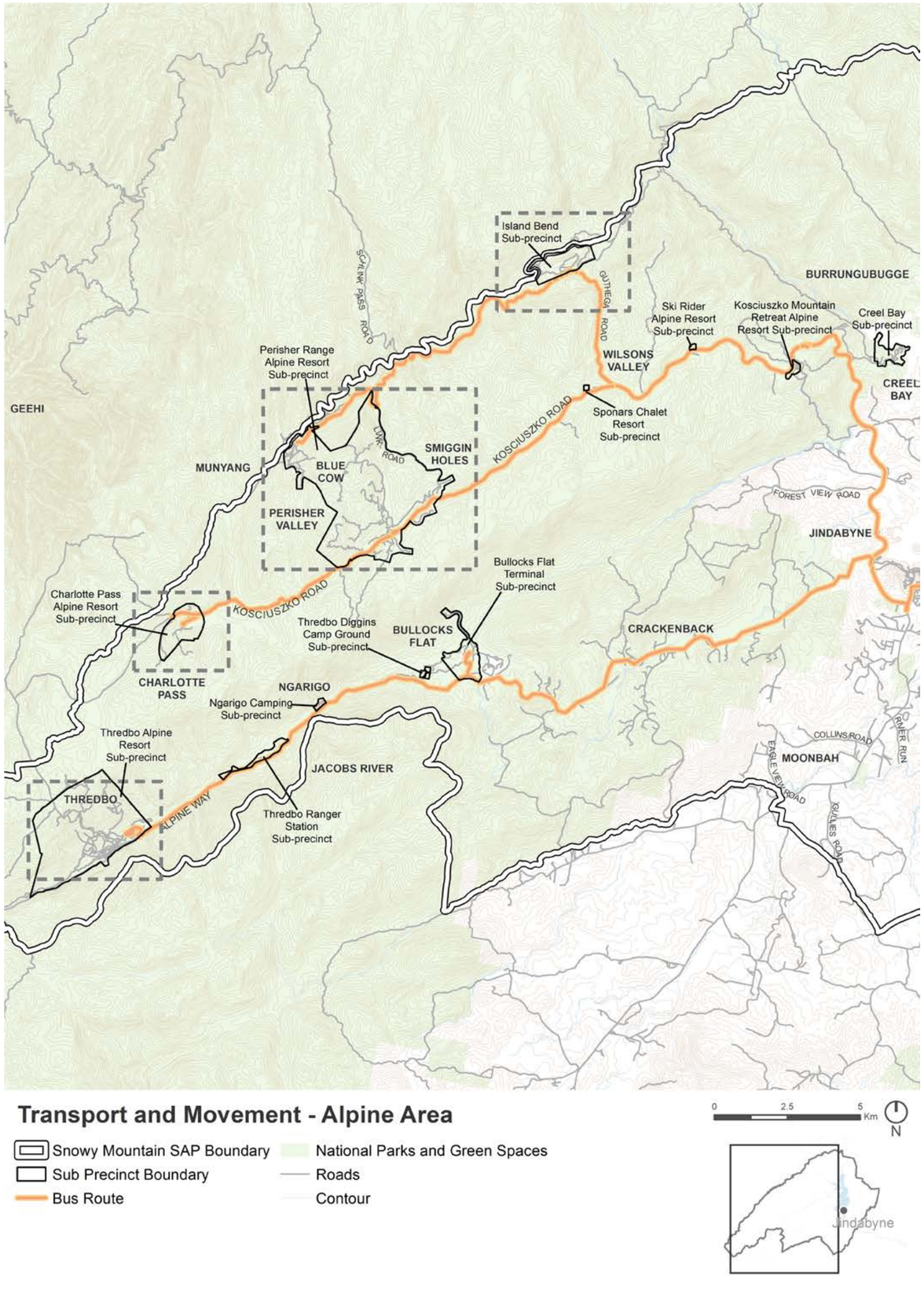


Figure A28 TRANSPORT ALPINE REGION (THREDBO)

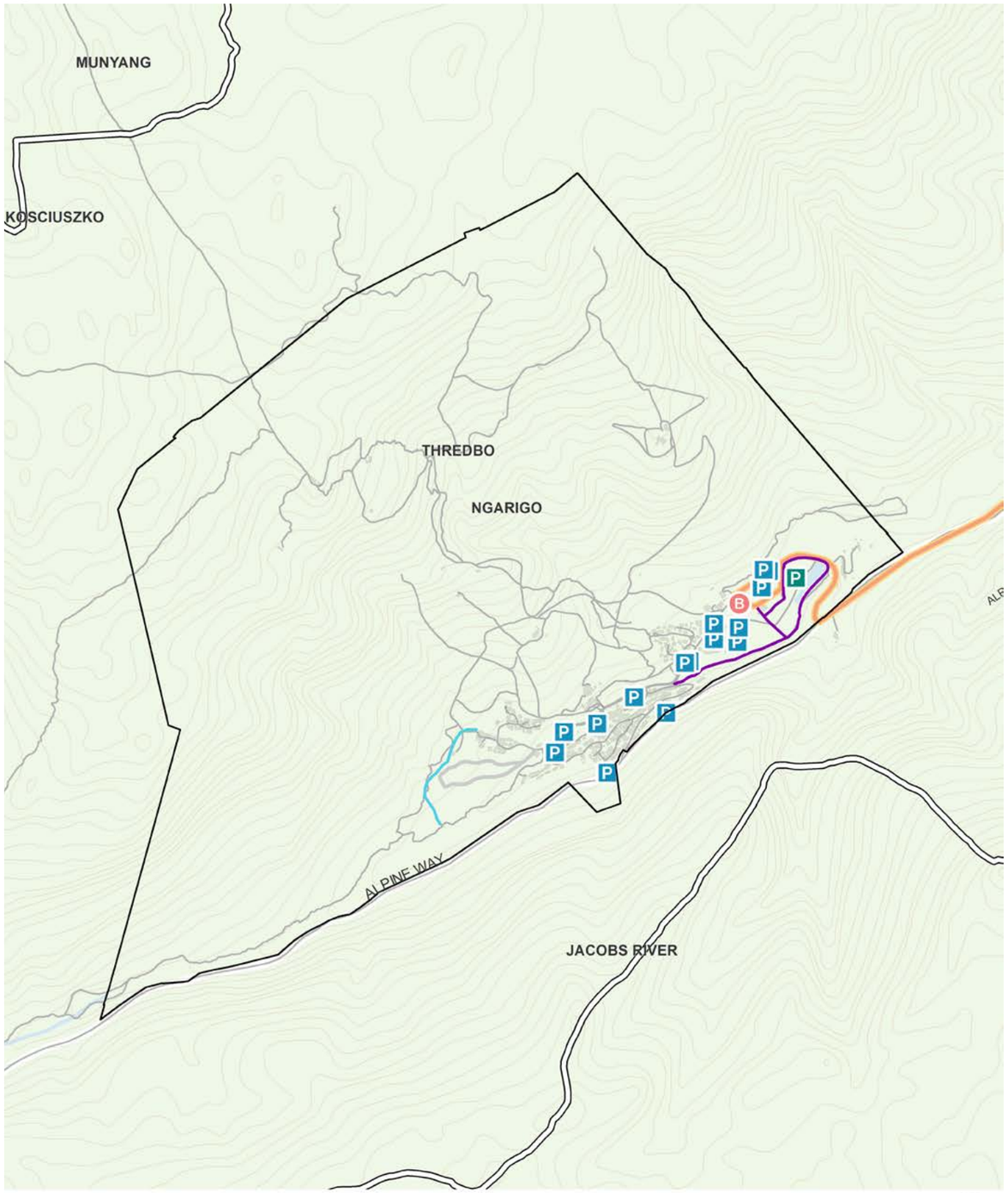


Figure A29 TRANSPORT ALPINE REGION (CHARLOTTE PASS)

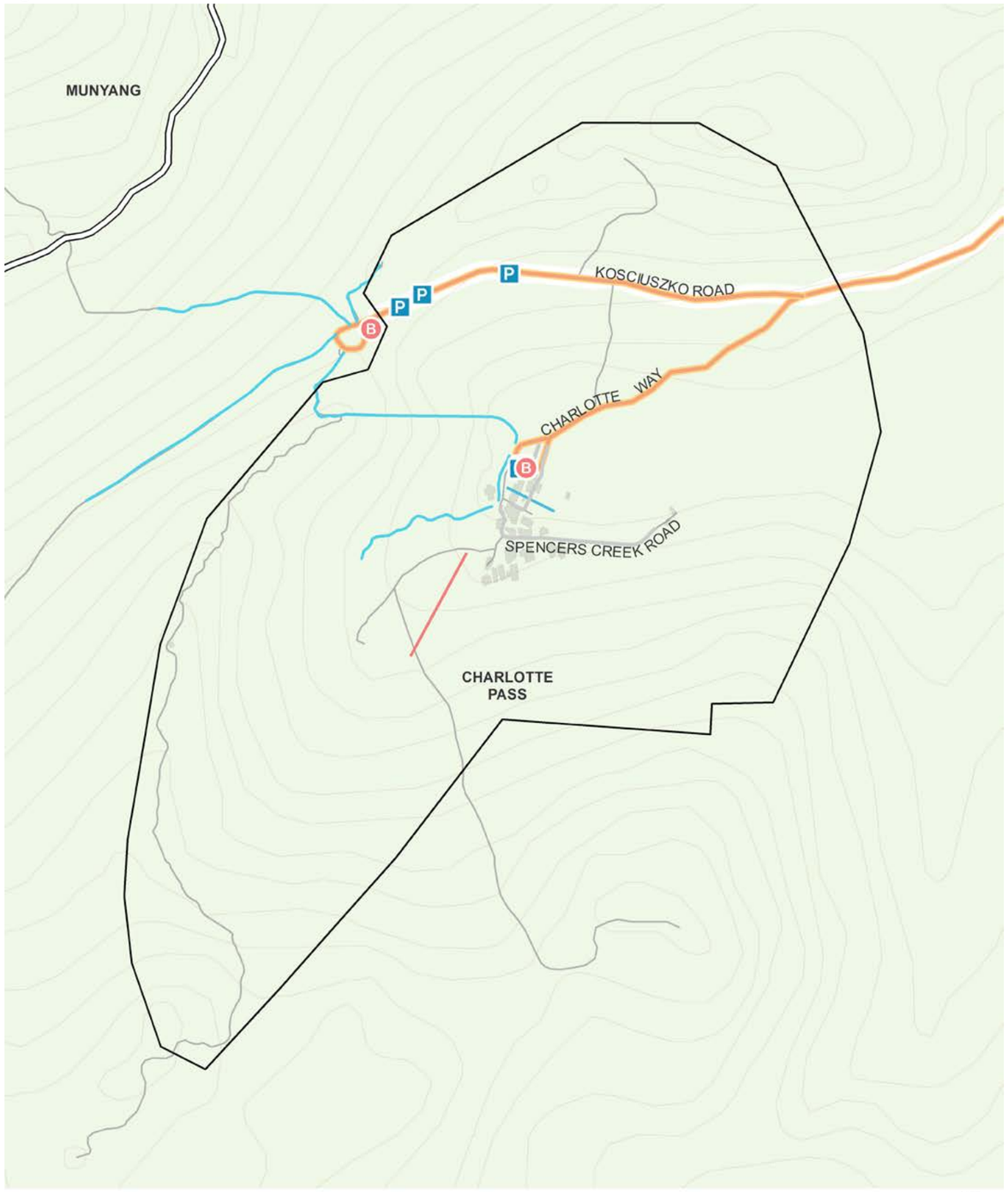
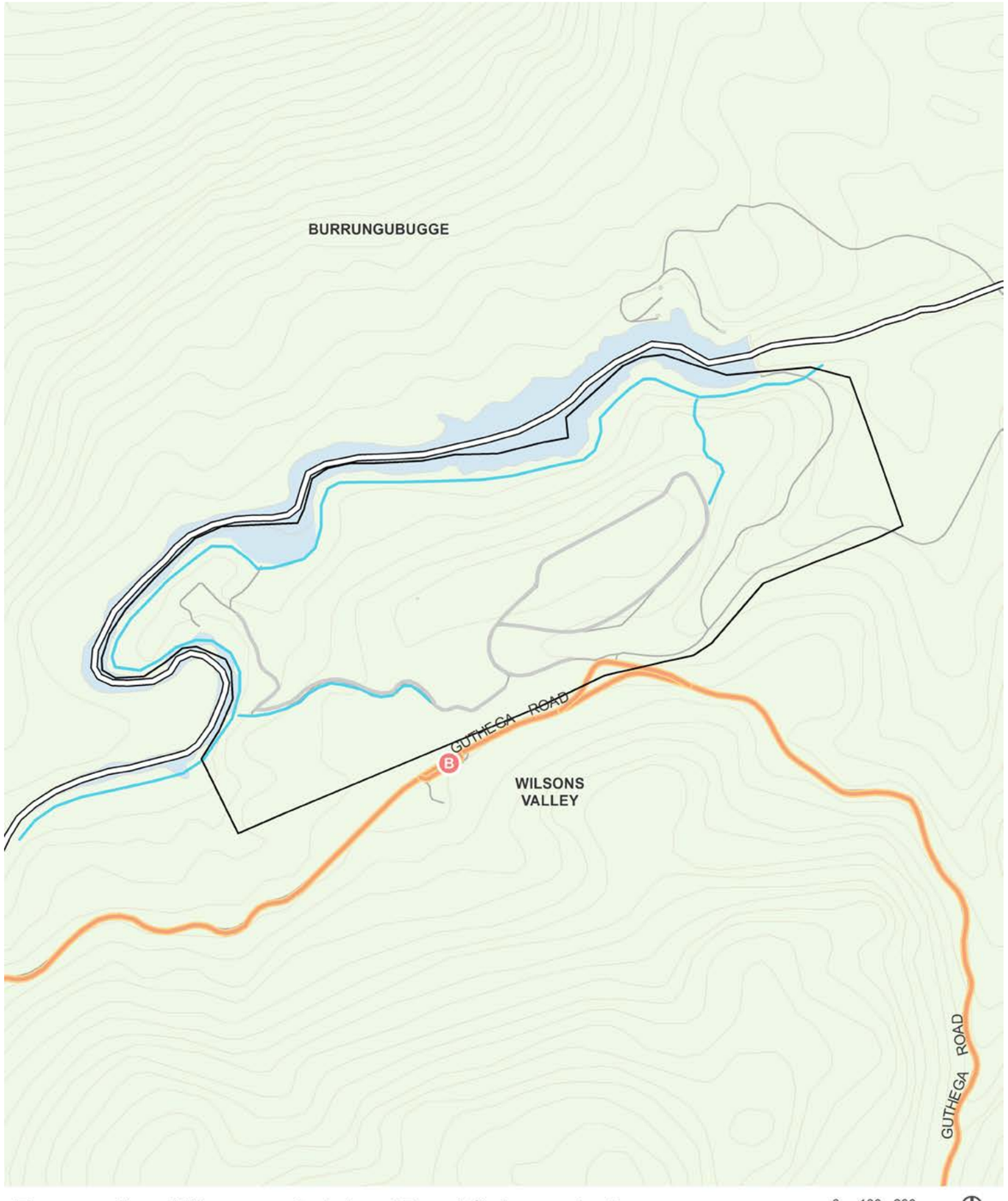


Figure A30 TRANSPORT ALPINE REGION (ISLAND BEND)

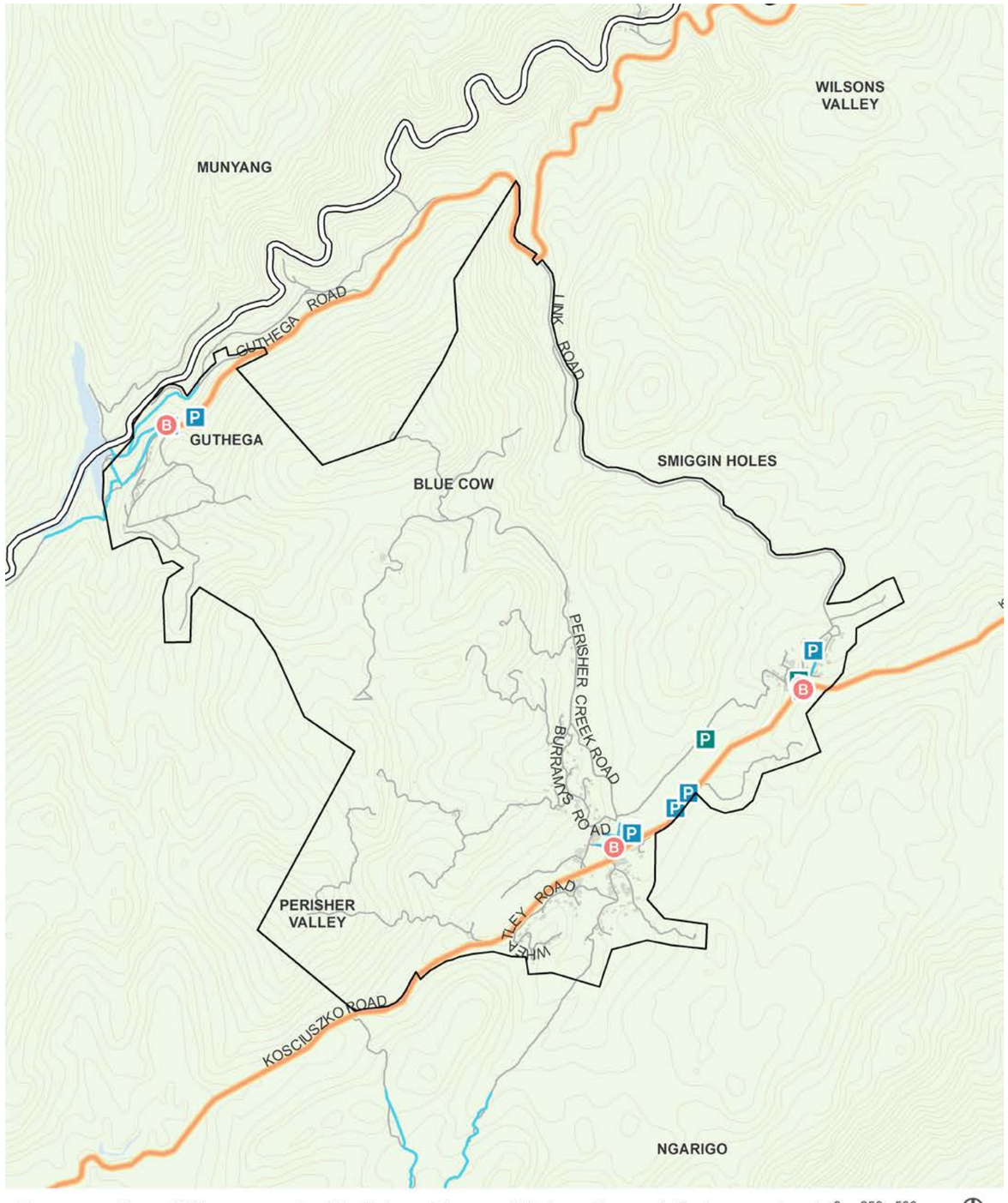


Transport and Movement - Island Bend Sub-precinct

- Sub Precinct Boundary
- Snowy Mountain SAP Boundary
- Bus Stops
- Bus Route
- Road
- Walking Trail
- National Parks & Green Spaces
- Building Footprint
- Waterway
- Contours

0 100 200 Metres N

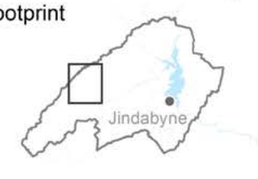
Figure A31 TRANSPORT ALPINE REGION (PERISHER RANGE)



Transport and Movement - Perisher Range Alpine Resort Sub-precinct

- Sub Precinct Boundary
- Snowy Mountain SAP Boundary
- Bus Stops
- Existing Car Park
- Future Car Park
- Bus Route
- Pedestrian Connection
- Walking Trail
- National Parks & Green Spaces
- Building Footprint
- Waterway
- Contours

0 250 500 Metres N



Infrastructure and Utilities

Aims

- Provide for infrastructure and services that meet the future growth requirements of Alpine areas and align with the sustainable growth of visitors to Kosciuszko National Park.
- Ensure the timely, orderly and coordinated delivery of utilities and services.
- Ensure utilities and services are appropriately located and protected.
- Provide adequate drainage requirements across the village centres and public domain.
- Establish full water cycle management and reuse opportunities, and sustainable energy solutions in the Alpine region, where possible.
- Provide world class digital connectivity in the Alpine Region.

Performance Criteria

A. Development within the site must have access to water, wastewater, digital connectivity and telecommunications, energy and drainage infrastructure.

B. Utilities and services must be integrated with existing infrastructure and services, where possible.

C. Utilities and services should be integrated into road reserves, active transport corridors or the public domain, where possible.

D. Infrastructure and services must be designed to provide for the ultimate growth and development in Alpine Resorts.

E. Development should provide and integrate water cycle management and renewable energy solutions into the design of buildings and structures, where possible.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Details of the provisions, design and function of new and upgraded infrastructure and services.
2. A staging plan for the coordinated, timely and efficient delivery of infrastructure and services, including:
    - design guidance, concept designs and typical cross sections for new and upgraded infrastructure and services, particularly in relation to snow clearing, intense recreational visitation and sub-alpine conservation requirements.
    - stormwater and water quality management provisions.
    - management, mitigation and maintenance of infrastructure and services.

Alpine Provisions

Alpine Resorts

The Alpine Resorts sub-precincts comprise skiable locations:

- Charlotte Pass
- Perisher Range (including Guthega)
- Thredbo

Aims

- Facilitate safe and sustainable year-round recreation and accommodation offerings in the Alpine Resorts.
- Recognise and celebrate the Alpine Resorts role and function within the Kosciuszko National Park as the Alpine Region's premier visitor destinations.
- Ensure development in the Alpine Resorts appropriately responds to the unique sensitive natural environment and landscape.
- Integrate environmental resilience into the future growth of the Alpine Resorts.

Performance Criteria

A. Development should contribute to the visitor attraction to create a village experience through:
    - the priorisation of infill development.
    - improvements to pedestrian and active transport connections.
    - creation and implementation of active street frontages.

B. Development should integrate public transport opportunities, and should create gateways and nodes to create a sense of place and community in Alpine Resort sub-precincts.

C. Development should provide a range of tourist accommodation offerings and seasonal worker accommodation.

D. Development should be designed to contribute to the alpine character of the Alpine Resorts and reflect the alpine landscape and natural environment.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance and criteria on integration of accommodation, tourism activities and on-the-mountain activities (ski slopes, chair lifts and mountain biking and hiking trails) to reflect the resort's connected alpine village character.
2. A staging plan and design solutions for the on-the-mountain activities, including ski slope areas, chair lifts, gondolas, mountain biking, and hiking and shared trails. This plan will need to consider visitor growth and expectations, and requirements relating to transport, parking and supporting amenities and facilities.
3. Design guidance and solutions for development and buildings to promote sustainability and environmental resilience.

Alpine Accommodation

The Alpine Accommodation sub-precincts contain buildings but skiing does not take place:

- Ski Rider
- Sponars Chalet
- Thredbo Ranger Station
- Creel Bay
- Bullocks Flat
- Kosciuszko Mountain Retreat
- Island Bend

Aims

- Recognise the role and function of Alpine Accommodation sub-precincts to provide a range of supporting accommodation options and unique accommodation experiences including eco cabins and camping within the Kosciuszko National Park.
- Ensure development in the Alpine Accommodation sub-precincts responds to and celebrates the unique sensitive natural environment and landscape.
- Ensure development provides adequate on-site services, amenities and carparking.
- Support year-round tourism activation through site access upgrades, improved site amenities, and new shared trails and paths.

Performance Criteria

A. Development should be sensitively designed and integrated into the sensitive environment and landscaping, appropriately responding to the topography of the Alpine terrain.

B. Development should incorporate public transport opportunities, where possible, and provide adequate on-site parking.

C. Development should provide adequate on-site amenities and services.

D. Development should be designed to support and enable the ultimate growth in each Alpine Accommodation sub-precinct, including the design and provision of infrastructure and services.

E. Development should connect to and improve shared trail and year-round recreational activities.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance and solutions for the integration of development with visitor attractions, such as snow play opportunities.
2. Design guidance and solutions for development and buildings to promote sustainability and environmental resilience.

Visitor Access

It is recognised that improvements to the experience of visitors and amenity within the Alpine Precinct is required to support continued economic outcomes. Ease of access and the experience while in transit to experiences needs immediate improvement. The Master Plan proposes continuation of the Skitube, on mountain parking and a new Park and Ride shuttle service to provide a range of options for transit.

Aims

- Improve visitor and customer transportation experience into and within the Kosciuszko National Park.
- Provide for transport connections that are safe, quick and sustainable.
- Provide new and upgraded shared trails and connections in the Kosciuszko National Park, including adequate facilities and amenities.
- Ensure development is sensitively designed to minimise impacts to the unique landscape and environment of the Alpine Region.

Performance Criteria

A. Public transport or mass transit connections should be integrated into the design of new developments, particularly in Alpine Resort and Alpine Accommodation sub-precincts.

B. Transport development must provide safe, reliable and accessible connections into and around the Kosciuszko National Park.

C. Development should be designed and staged to support and enable the ultimate growth of accommodation and attractions in the Alpine Region.

D. Development of new and upgraded shared trails and paths should provide appropriate facilities and amenities.

E. Development should provide adequate car parking as part of a range of transport solutions (including the provision of accessible parking spaces).

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance and solutions for development to sensitively integrate into the natural landscape.
2. Design guidance and solutions for development and buildings to promote sustainability and environmental resilience.
3. Provisions for car parking areas, including car parking rates (including the provision of accessible parking spaces).

Visitor Attractions

The Master Plan has a vision for new and revitalised visitor attractions that offer high amenity and unique experiences and intends to facilitate innovation and encourage bold thinking to invest and develop solutions which focus on the customer and have positive impacts on the environment.

Aims

- Enable year-round tourism and recreational activities and attractions within the Kosciuszko National Park.
- Recognise, protect and celebrate the unique sensitive natural environment and landscape of the Alpine Region.
- Create and provide visitor destinations and experiences in key locations within the Kosciuszko National Park.

Performance Criteria

A. Development in the Alpine Resorts Sub-Precincts should integrate and design snow play opportunities for all demographics.

B. Development at key locations within the Kosciuszko National Park must provide appropriate amenities, facilities and carparking and must minimise its impact to the natural environment.

C. Development should be designed and staged to support and enable the ultimate growth of attractions in the Alpine Region.

Supporting provisions to be developed as part of the Alpine Development Control Plan

1. Design guidance and solutions for development to sensitively integrate into the natural landscape.
2. Design guidance and provisions for supporting facilities and amenities required for visitor attractions.
3. Design guidance and solutions for development and buildings to promote sustainability and environmental resilience.

Appendix B

Development Uplift Summaries

The structure plans included within this draft Master Plan illustrate the strategic planning intent for the Snowy Mountains Special Activation Precinct and guide future development, land uses, and supporting infrastructure. The structure plans and associated development yields have been developed with consideration of key design principles aimed at preserving the environmental, heritage and amenity values of the Precinct.

The table below provides a summary of proposed development yields as indicated visually by the structure plans. These figures are intended to be viewed as an 'upper limit' for the future development potential of each sub-precinct.

Jindabyne Precinct

	Residential Dwellings[1]	Tourist Accommodation Dwellings[2]	Seasonal Worker Dwellings[3]	Retail and commercial floor space (m^2)
Jindabyne Town Centre	338	907	138	95,600
East Jindabyne	328	58	0	10,000
Jindabyne West	773	145	48	30,000
Western Lake Jindabyne	0	689	36	5,000
Barry Way South	180	200	100	n/a

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

NOTE: For the purpose of this yield analysis, dwellings can be quantified as follows: providing for 2.2 persons.

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

Existing approved but yet to be constructed development applications for dwellings have been considered in accommodating future growth but have not been summarised above.

Alpine Precinct

Resort	Existing Bed Limit	Proposed Bed Increase	Proposed Bed Limit	Additional commercial floor space (m^2)
Alpine Resort				
Thredbo	4,810	1,634 (1,361 tourist beds; 274 staff beds)	6,444	2,035
Perisher Village	3,526	1,729 (1,677 tourist beds; 51 staff beds)	5,192	2,662
Smiggin Holes	1,016	177 (177 tourist beds)	1,193	1,200
Guthega	No increase in bed limit proposed.			
Charlotte Pass	607	238 (238 tourist beds)	845	2,010
Alpine Accommodation				
Thredbo Ranger Station	0	100 (100 tourist beds)	100	0
Sponars Chalet	100	122 (122 tourist beds)	222	500
Ski Rider Hotel	No increase in bed limit proposed.			
Creel Bay	0	325 (358 tourist beds)	325	0
Alpine Camping				
The draft structure plan does not provide a provision for the establishment of bed limits within alpine camping areas. Upgraded camping facilities will be designed to meet capacity requirements of the proposed number of campsites.				

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