Perisher Range Resorts Master Plan

NSW National Parks & Wildlife Service

Kosciuszko National Park

November 2001

Availability

Additional copies of the Perisher Range Resorts Master Plan may be obtained from the NSW National Parks and Wildlife Service, PO Box 2228, Jindabyne NSW 2627, telephone (02) 6450 5555 or by visiting www.npws.nsw.gov.au.

Version

The Perisher Range Resorts Master Plan was finalised in November 2001 and this document incorporates the requirements of the Director General of the Department of Planning contained in the approval issued 17 December 2001.

Acknowledgments

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TABLES

SCHEDULES

Abbreviations

BCA	Building Code of Australia
COI	Commission of Inquiry
CMP	Construction Management Plan
DA	Development Application
DLWC	NSW Department of Land and Water Conservation
DPWS	NSW Department of Public Works and Services
planningNSW	NSW Department of Planning
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act, 1979*
ESD	Ecologically Sustainable Development
KNP	Kosciuszko National Park
NPWS	NSW National Parks and Wildlife Service
PBPL	Perisher Blue Pty Ltd
PoM	Plan of Management
PRRMP	Perisher Range Resorts Master Plan
REP	Regional Environmental Plan
RL	Relative Levels
RTA	Roads and Traffic Authority
SEPP	State Environmental Planning Policy
SMP	Upper Snowy Catchment Stormwater Management Plan (2000)
SRDP	Perisher Range Resorts Ski Resort Development Plan
SSP	Ski Slope Plan

Executive Summary

Perisher Range is located in Kosciuszko National Park (KNP) and is the largest alpine resort complex in Australia. Accommodation is provided in several villages including Perisher Valley, Smiggin Holes and Guthega. Figure ES-1 refers. The ski field is operated as a single resort known as Perisher Blue.

In recent years there has been growing demand for more accommodation on the Perisher Range, associated with proposals to expand ski slope facilities. In particular, there is now a proposal to create a new Village Centre on the existing carpark at Perisher Valley.

A number of plans and environmental studies associated with development of the Perisher Range Resort have been undertaken over recent years and have been the focus of a Public Commission of Inquiry and approval by the then Minister for Urban Affairs and Planning.

This Perisher Range Resorts Master Plan provides a planning framework and direction for future development within the resort areas on Perisher Range. The Plan responds to the 1999 Ministerial approval requiring preparation of a revised Master Plan for the Perisher Range resort areas, including the proposed new Village Centre in Perisher Valley.

The overriding environmental objective for development of the Perisher Range Resorts within the KNP is to protect the unique and fragile natural environment. The Master Plans for each resort have been based on principles of ecologically sustainable development.

Any new development in resorts on Perisher Range will be subject to stringent environmental assessment. The focus on environmental assessment will apply throughout the initial planning and design stage as well as through construction and ongoing operation and management of the resort areas.

An expansion in accommodation capacity of 1,320 beds was approved by the then Minister for Urban Affairs and Planning, with an initial allocation to: Guthega (80); Smiggin Holes (150); outer Perisher Valley (116); and Perisher Village Centre (800). An additional 174 beds are currently unallocated with their ultimate take-up dependent on market demand. Any unutilised bed capacity in outer resorts will be reallocated to the Central Precinct of Perisher Valley, including the Village Centre, to boost the critical mass of this area.

The Master Plan assumes that visitors will continue to access Perisher Range by car, bus and Skitube. However, it is expected that the Skitube will gradually assume greater prominence as the main mode of transport to the area.

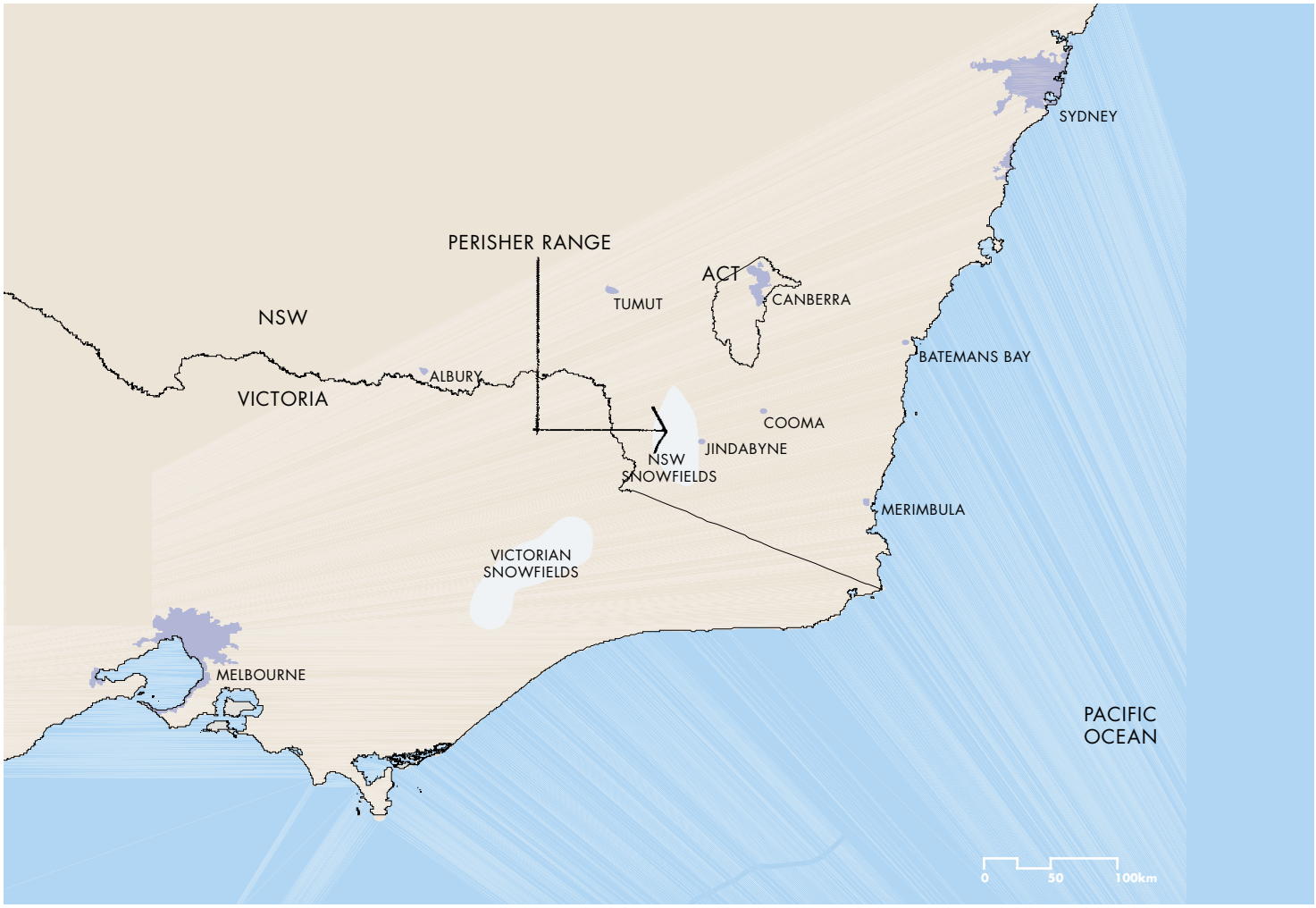
Existing and planned infrastructure, including water supply, effluent treatment, energy and telecommunication, will have the capacity to absorb the proposed increase in bed numbers.

The Master Plan envisages use of Perisher Range as a summer and winter resort, and emphasises the need for a close integration of the village areas with adjacent ski slopes.

Figures ES-2 to ES-5 show the Master Plans for each resort area including the Perisher Valley Central Precinct. No fundamental changes are proposed to the structure or overall size of outer Perisher Valley, Smiggin Holes or Guthega whilst significant change is planned for the Perisher Valley Central Precinct. Finalisation of Master Plans for each resort has included extensive consultation with a wide range of stakeholders over several years.

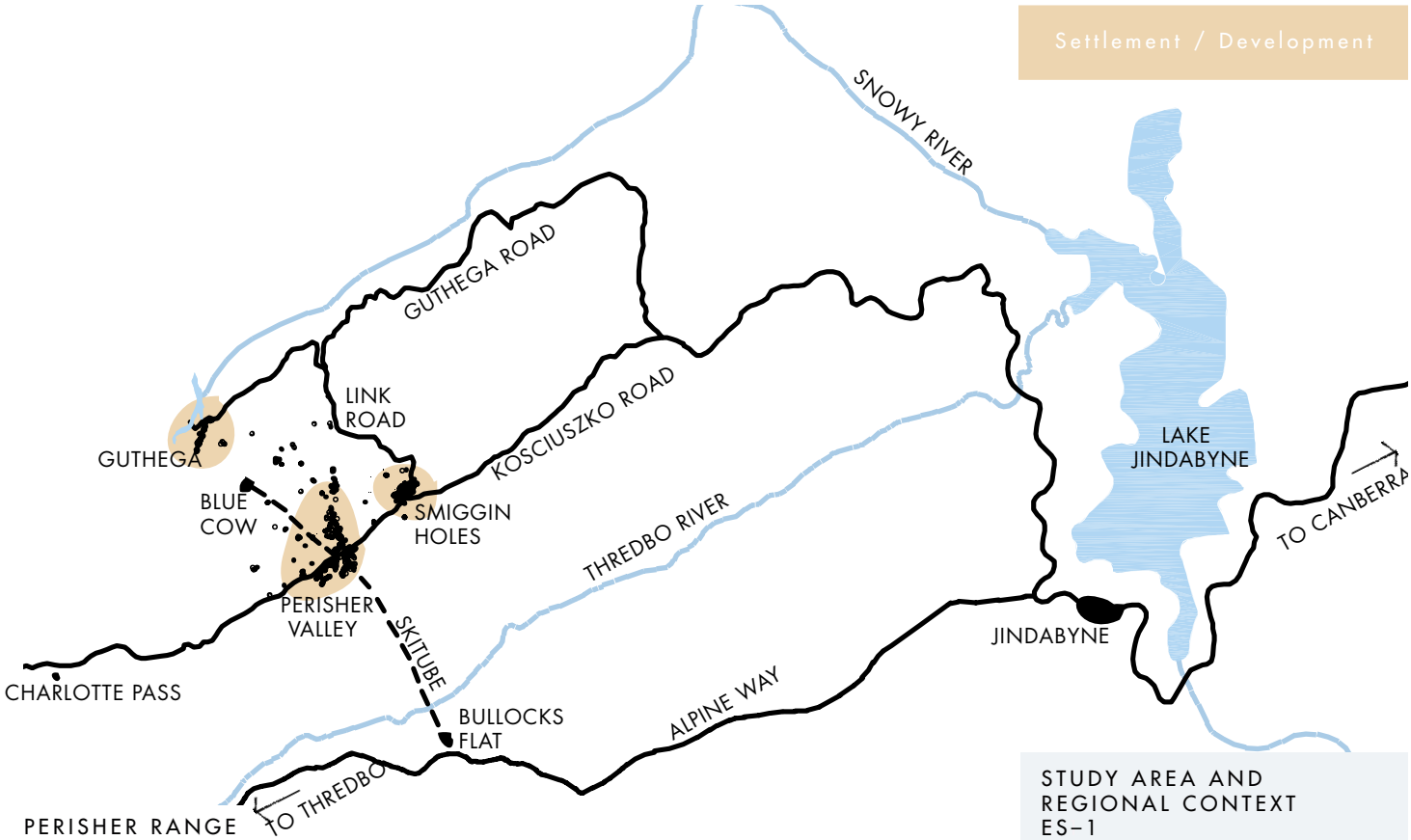
The main elements of the **Perisher Valley Central Precinct Master Plan** are as follows (Figure ES-5):

- Identification of existing buildings with scope for expansion;
- Definition of a development site for a new Village Centre that will contain a minimum of 800 new beds, and have scope to absorb more beds depending on final bed take-up rates in other resorts and other parts of the Perisher Valley Central Precinct. This level of development is consistent with the overall settlement strategy for Perisher Range and the Alpine Region;
- A compact development footprint for the new Village Centre on the existing carpark and adjacent disturbed area that minimizes impact on existing creek lines and vegetation;
- A new public realm (roads, pedestrian/skier circulation open spaces and view corridors) that will provide the framework for specific development sites and articulate the quality of public spaces;
- Creation of major visual corridors through the proposed development to ensure views of ski slopes and other parts of the resort. This is achieved by adoption of a street pattern which follows the view corridors, restrictions on building height and a roofline that follows the existing land form;
- Retention of Kosciuszko Road as the main route through Perisher to Charlotte Pass;
- Creation of a new vehicle entry point (Perisher Crossroads) that acts as a major pedestrian drop-off point for cars and buses;
- Provision of surface parking areas for day visitors (short and long stay) and overnight parking. When fully developed Perisher Valley will have fewer surface parking spaces than currently exists. Options for carparking provision have been canvassed in the Master Plan, including more reliance being placed on access to Perisher Range via Bullocks Flat and the Skitube;
- Options for new waste transfer arrangements subject to completion of a waste management strategy by NPWS;
- Creation of a new walking circuit and interpretative trail around Perisher Creek, and reinforcement of pedestrian links to other parts of Perisher Valley;
- Retention of existing oversnow routes;
- Integration of the new Village Centre with Ski Slope Plan proposals including possible pedestrian bridges, ski lifts and ski school.



SOUTH EASTERN AUSTRALIA

Settlement / Development



STUDY AREA AND
REGIONAL CONTEXT
ES–1

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 5 10 20km

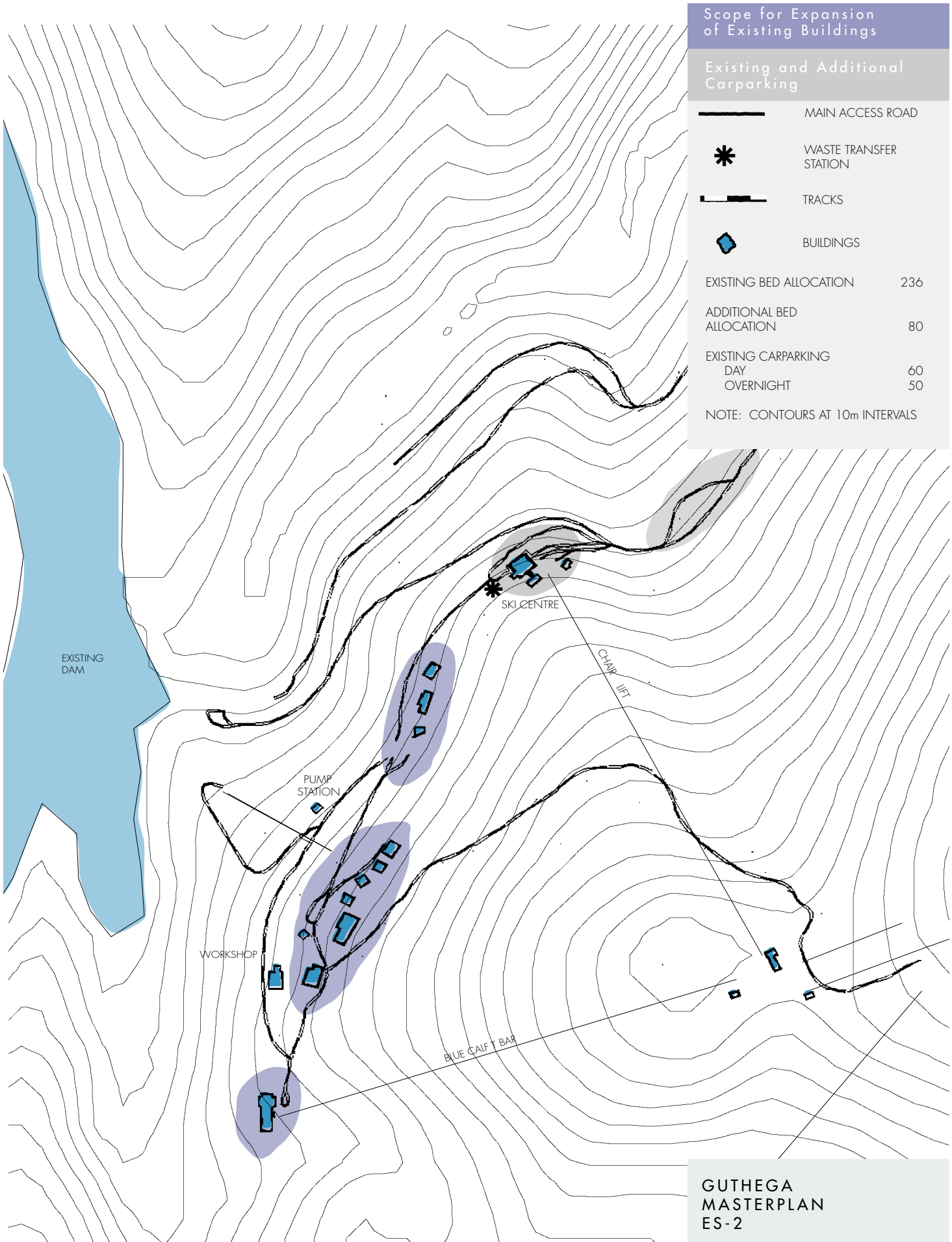
The Village Centre component of the Master Plan for the Perisher Valley Central Precinct is also shown as an indicative built form but this is not intended to determine the final detailed design (Figure ES-6). A Detailed Village Design Plan and associated documentation (including staging plans, landscape plans and environmental management plans) will be prepared by or on behalf of NPWS as the next step in planning for the new Village Centre. This detailed plan will incorporate the results of wind tunnel and snow description modelling as well as other appropriate considerations.

Implementation of the Master Plan for the Perisher Range Resorts will achieve all of the key requirements contained in the Commission of Inquiry (COI) report and the Minister's approval. These include:

- Facilitation of development which respects environmental constraints;
- Ensuring environmentally sustainable development throughout Perisher Range;
- Protection of major public view lines within the Perisher Valley Central Precinct, including views from Kosciuszko Road and the carpark through the Village Centre development to ski slopes;
- Creating a pedestrian scale Village Centre at Perisher Valley that will operate effectively in all seasons;
- Maintaining building height limits within the Perisher Valley Central Precinct that ensure the development will sit within the broader landscape as well as ensuring good amenity in the public realm at ground level;
- Making provision for small scale expansion of existing accommodation facilities in Guthega, Smiggin Holes and the outer village areas of Perisher Valley;
- Retaining public parking at all resorts. In the case of Perisher Valley, some loss of public surface parking can be expected as a result of the development. The final determination of parking provision will require further review of parking options along with alternative access strategies and pricing policies; and
- Integrating the new Village Centre development into surrounding resort areas and ensuring integration with the Ski Slope Plan.

The **next steps** in the overall planning and approval process are as follows:

- Approval for the Perisher Resorts Master Plan by the Director General planningNSW;
- Preparation of a Detailed Village Design Plan by or on behalf of NPWS, with subsequent assessment and approval by planningNSW;
- Further investigations by NPWS and key stakeholders to resolve matters such as the traffic management strategy, workshop locations and waste management strategy;
- Finalisation of lease negotiations with lessees with respect to development of new beds;
- Lodgment of Development Applications for individual development proposals and approval by NPWS and planningNSW; and
- Commencement of construction.



Scope for Expansion of Existing Buildings

Existing and Additional Carparking

MAIN ACCESS ROAD

WASTE TRANSFER STATION

TRACKS

BUILDINGS

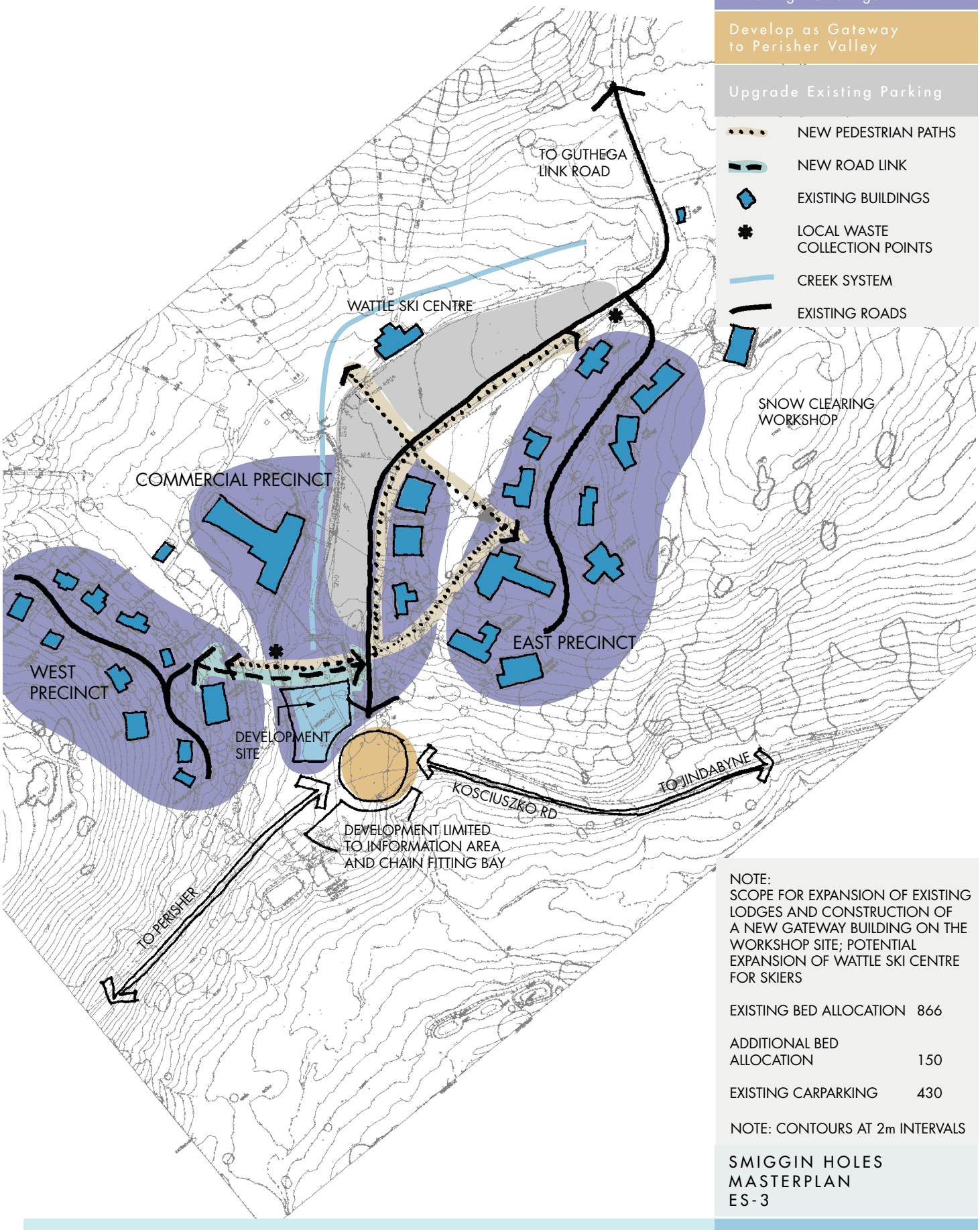
EXISTING BED ALLOCATION	236
ADDITIONAL BED ALLOCATION	80
EXISTING CARPARKING	
DAY	60
OVERNIGHT	50

NOTE: CONTOURS AT 10m INTERVALS

GUTHEGA MASTERPLAN
ES-2

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 75 150m



NOTE:
SCOPE FOR EXPANSION OF EXISTING LODGES AND CONSTRUCTION OF A NEW GATEWAY BUILDING ON THE WORKSHOP SITE; POTENTIAL EXPANSION OF WATTLE SKI CENTRE FOR SKIERS

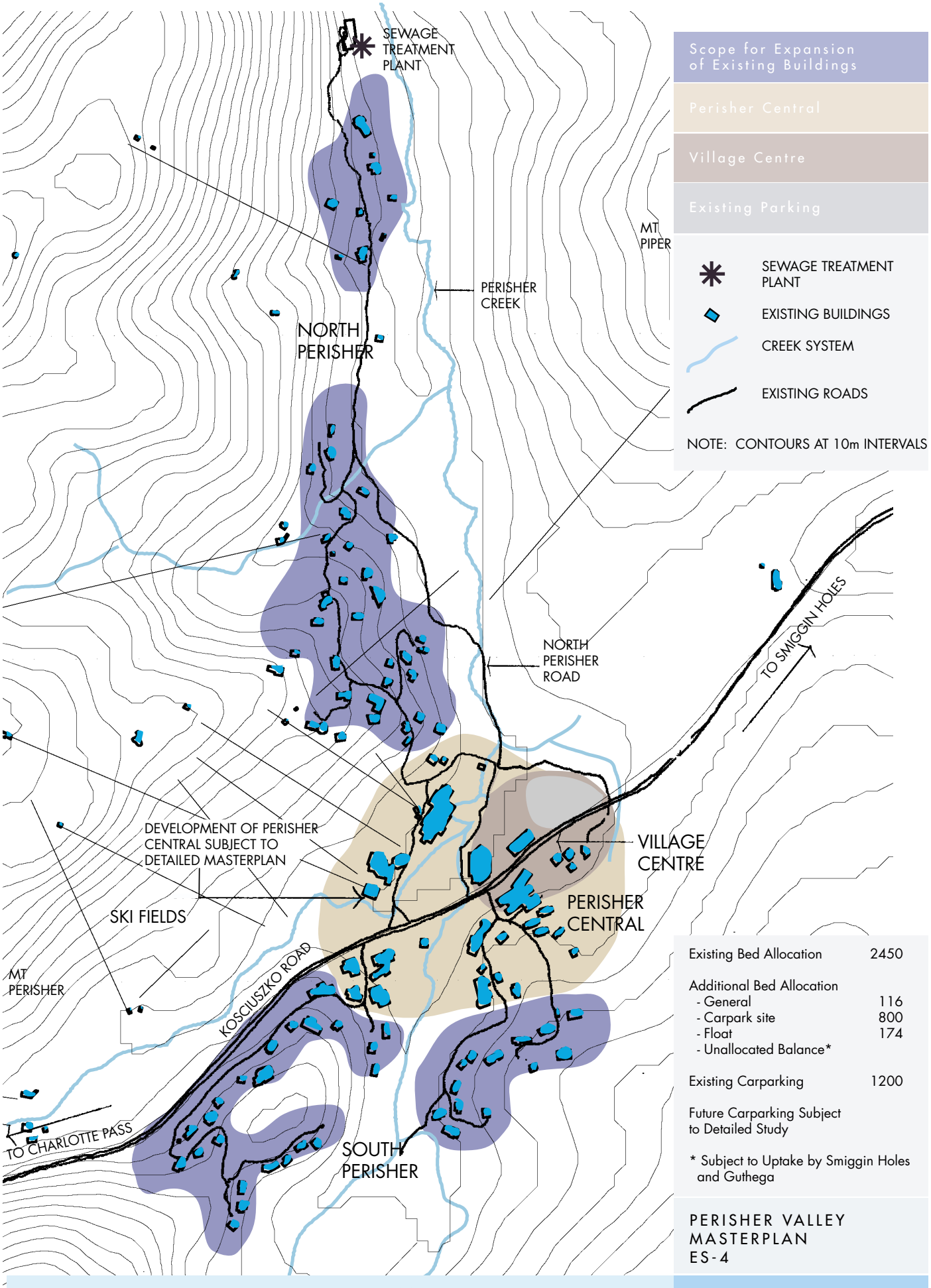
EXISTING BED ALLOCATION	866
ADDITIONAL BED ALLOCATION	150
EXISTING CARPARKING	430

NOTE: CONTOURS AT 2m INTERVALS

SMIGGIN HOLES
MASTERPLAN
ES-3

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100



Existing Bed Allocation	2450
Additional Bed Allocation	
- General	116
- Carpark site	800
- Float	174
- Unallocated Balance*	
Existing Carparking	1200

Future Carparking Subject to Detailed Study

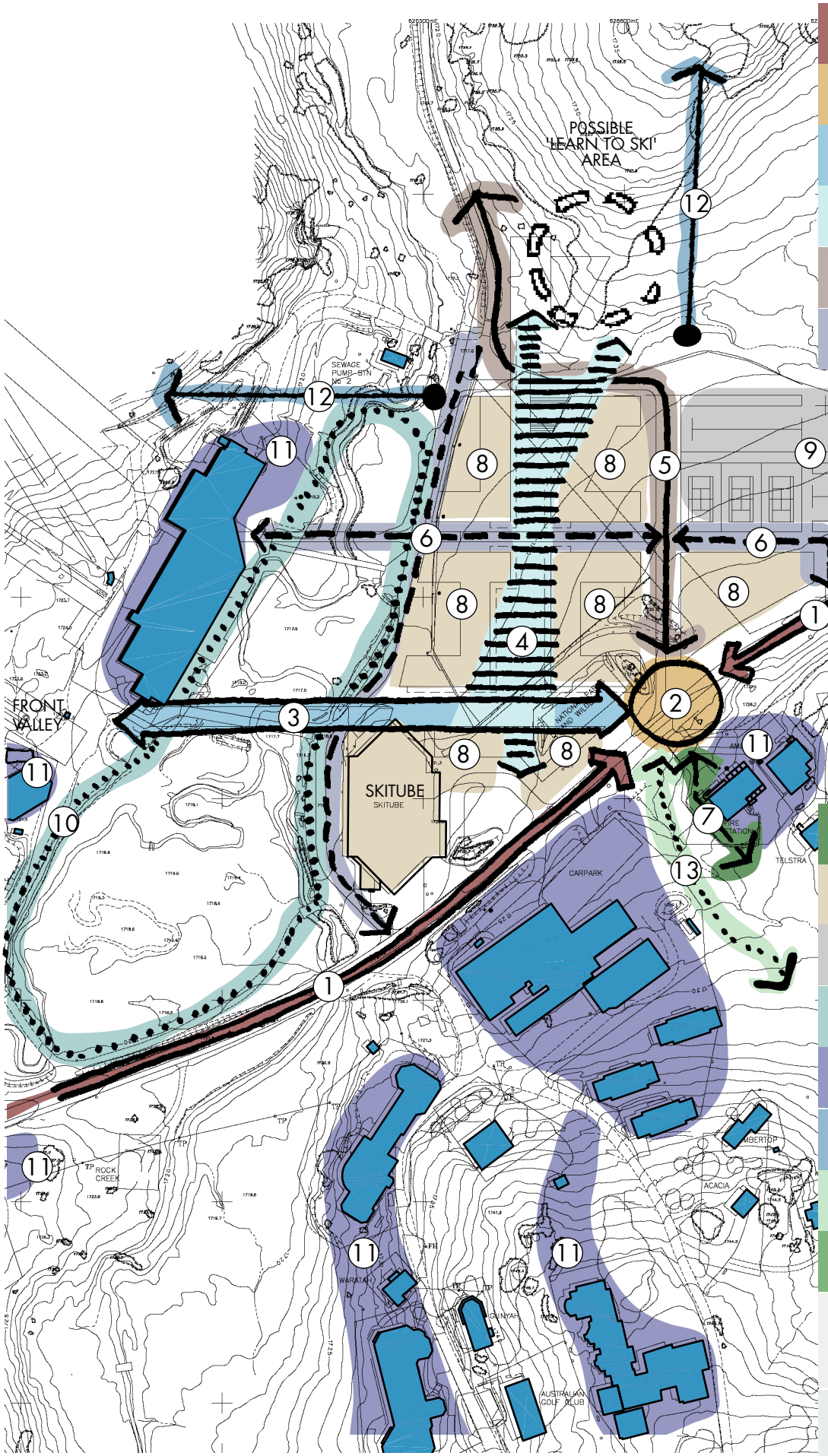
* Subject to Uptake by Smiggin Holes and Guthega

PERISHER VALLEY MASTERPLAN
ES-4

PERISHER RANGE MASTERPLAN

COX STEWART PURDON

0 75 150 300m



1 Landscaped Kosciuszko Road

2 New Village Hub

3 New High Level Pedestrian Bridge Link

4 New Pedestrian Spine

5 New North Perisher Road

6 Secondary Links

7 Possible Access to Municipal Facilities

8 New Village Centre Development Sites

9 Parking

10 Walking Trails

11 Scope for Expansion of Existing Buildings

12 Possible Lift

13 Access to Nordic Ski Trail

14 New Landscaped Area

EXISTING BUILDINGS

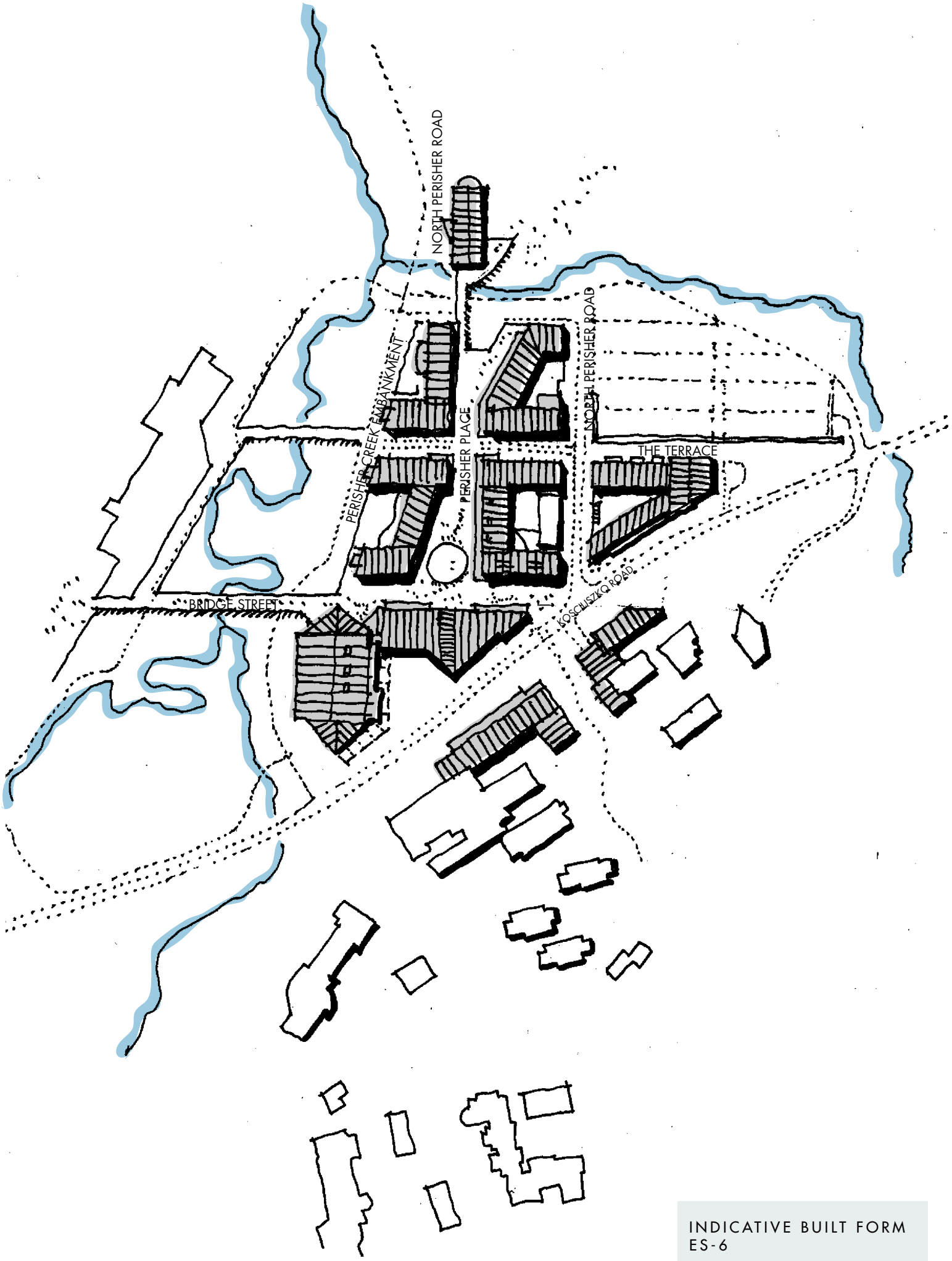
NOTE: CONTOURS AT 1m INTERVALS

PERISHER VALLEY
CENTRAL PRECINCT
MASTERPLAN
ES-5

PERISHER RANGE MASTERPLAN

COX STEWART PURDON

0 25 50 100m



INDICATIVE BUILT FORM
ES-6

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

1 Introduction

1.1 Purpose of the Perisher Range Resorts Master Plan

Perisher Range is the largest alpine resort complex in Australia and is located in Kosciuszko National Park (KNP). KNP contains a great variety of outstanding scenery and natural features. The Park is internationally recognised for its significant natural heritage, through the Park's listing as a UNESCO Biosphere Reserve.

The Perisher Range Resorts Master Plan (PRRMP) applies to the ski resort villages of Guthega, Smiggin Holes and Perisher Valley within the area known as Perisher Range Resorts in KNP (**Figure 2.1**). The role of Bullocks Flat and Blue Cow within the Perisher Range Resorts has also been considered where relevant.

An opportunity now exists to substantially improve the image and operations of each of these resorts. This can be achieved by ensuring that future growth in bed numbers and associated infrastructure is developed in an appropriate planning and design framework. The planning and design framework for the ski resorts within KNP will be based on the principles of ecologically sustainable development (ESD).

This document presents a broad development strategy for resort areas on Perisher Range, together with a set of Master Plans and development controls and guidelines for individual resorts. These plans are intended to provide a clear framework and direction for new development in this part of the Kosciuszko National Park over the next 10 to 15 years.

The framework for future development is necessarily concerned with seeking a balance between the demands of resort-based recreation and natural resource conservation in KNP. In particular, the aim is to provide opportunities for winter and summer visitors to use KNP in ways that are consistent with preserving the unique natural and cultural heritage of the Park. The resort area plans contained in this document are separate from the Ski Slope Plan which covers ski slope areas, but it is intended that the planning and staging of both areas be closely integrated.

The Plans contained in the Perisher Range Resorts Master Plan/EIS (Kinhill 1997) have been revised in accordance with the findings and recommendations of the Commission of Inquiry (COI) and the conditions of approval granted by the Minister for Planning and Urban Affairs in 1999. This Master Plan is intended to be the revised "Master Plan/Ski Resort Development Plan" required under condition 5 of the Minister's Approval. An integral part of this revised Master Plan is the redesign of the proposed Village Centre in Perisher Valley.

1.2 Aims of the Perisher Range Resorts Master Plan

The specific aims of revised Master Plans for each resort are to:

- Provide a clear planning and design framework for future development;
- Satisfy the statutory planning approval process; and
- Provide a tool for the on-going assessment of development in each resort.

The Master Plan will achieve its aims in two main ways. Firstly, by **establishing an overall strategy for the Perisher Range Resort areas** (see Section 3). This will involve:

- Specifying ***guiding principles*** with which all activities on the land to which the Plan applies must be consistent;
- Specifying ***general objectives*** with which all activities on land to which the Plan applies must be consistent; and
- Specifying particular ***development strategies*** for the Perisher Range Resorts with which all activities on the land to which the Plan applies must be consistent.

Secondly, the Master Plan will achieve its aims ***by creating individual Master Plans for each of the resort village areas*** (see Sections 4 to 7). This will involve:

- Specifying ***area objectives and principles*** with which all activities on land within an area identified by this Plan must be consistent;
- Describe the ***desired future character and Master Plan concept*** for resort areas and requiring activities to demonstrate how they will contribute to this desired future character and concept;
- Describing the ***ESD requirements*** applying to the resort areas and requiring activities to demonstrate how they will contribute to the achievement of ESD;
- Specifying ***development guidelines*** that must be considered when determining any application for approval; and
- Specifying ***development controls*** that must be complied with when undertaking any development.

Although the Resort Master Plans relates to a number of management issues, it does not cover the following:

- Leasing policy;
- Bed pricing;
- Pricing policies for access to Perisher Range; and
- Other operational/management issues.

A number of separate planning and design documents will have to be prepared by or on behalf of NPWS as part of the overall development of the Perisher Range Resorts, and as specified in the Minister's approval. These include:

- A detailed village design plan for the proposed new Village Centre in Perisher Valley;
- An Environmental Management System (EMS); and
- Environmental Management Plans (EMP).

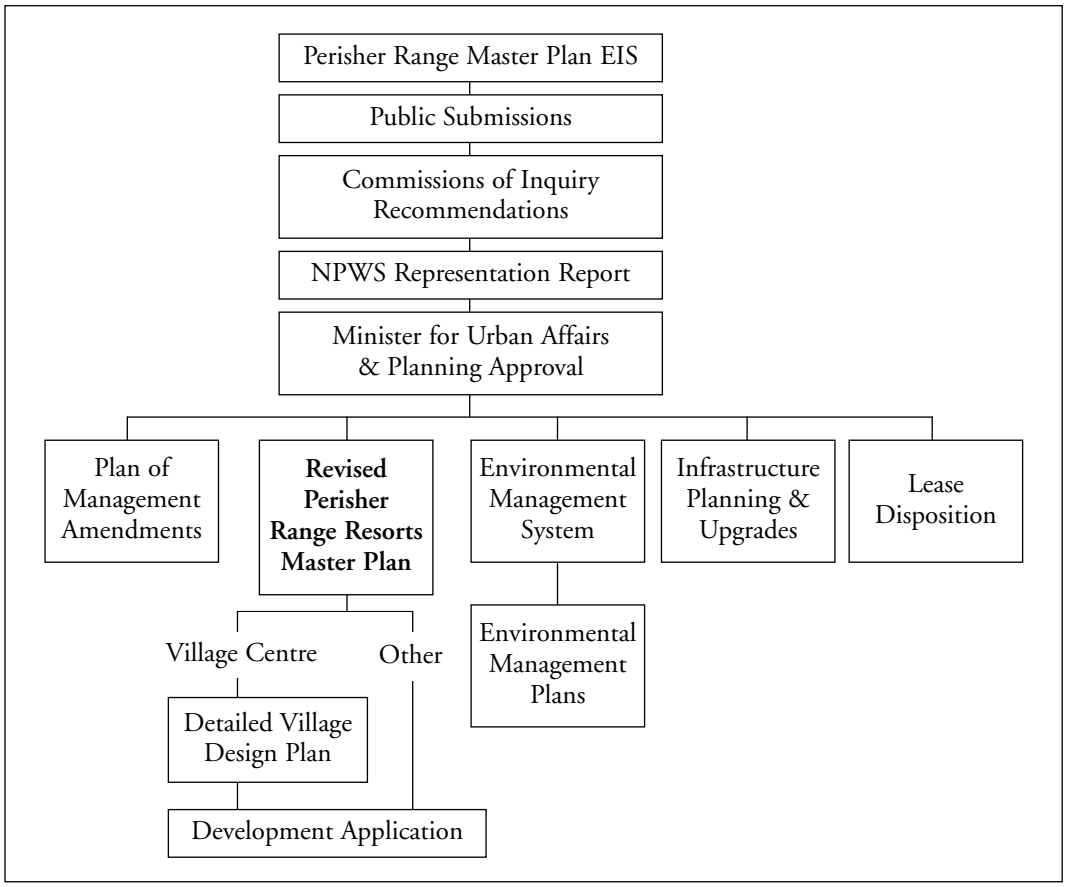
The Perisher Range Resorts Master Plan sits within the context of other statutory planning instruments and regulations that operate within KNP, the wider region and across NSW. Relevant statutory instruments are outlined in Section 1.3 below together with a brief summary of prior approval.

1.3 Planning Context

Figure 1.1 summarises the planning context relevant to the Master Plan.

Each of the individual resort areas contained in this report have been the subject of development proposals, planning studies, community consultation and Ministerial direction over recent years. This activity has involved a number of government agencies, private developers and other stakeholders.

Figure 1.1: Summary of Planning Context



Resolution of outstanding issues and the adoption of clear agreed directions for the future development and management of each area is required to create a climate of certainty that will facilitate new investment, employment, tourism and sound environmental management.

The trigger for this Perisher Range Resorts Master Plan (PRRMP) was preparation of a development proposal for Perisher Range Resorts contained in a Master Plan/EIS prepared by the NPWS (Kinhill, 1997). The 1997 document was the subject of extensive consultation and public debate, culminating in a Commission of Inquiry (COI) that in turn led to a series of Government studies, responses and directions.

Table 1.1 summarises the main background reports prepared since 1996 that are relevant to the Perisher Range Resorts Master Plan. Some studies have been undertaken by NPWS as a direct result of the Minister's approval and the COI recommendations. Others are generally related to completion of the Master Plan and information has been drawn from them where relevant.

Table 1.1: Key Background Reports

- Snowy Region Tourism Master Plan (Manidis Roberts, October 1996)
- Perisher Village Master Plan & Environmental Impact Statement (Kinhill, July 1997)
- Draft Perisher Range Cross Country Ski Development Plan (NPWS, 1997)
- Perisher Range Sewage System Upgrading and Augmentation EIS (DPWS, 1997)
- Commission of Inquiry (November 1998)
- Representation Reports: Perisher Range Village (NPWS, March 1999)
- Approval by Minister for Urban Affairs and Planning (May 1999)
- Perisher Range Master Planning, Ski Resort Development Plan, Discussion Paper (NPWS, February 2000)
- Perisher Valley: A Landscape Strategy (Jackson Teece Chesterman Willis, March 2000)
- Perisher Valley: Centre Village Precinct Development Strategy (Jackson Teece Chesterman Willis, November 2000)
- Draft Ski Slope Plan (Perisher Blue Pty Ltd, April 2000)
- Vegetation Assessment of the Perisher Range Resort Area (Ecology Australia, September 2000) Perisher Range Resorts Environmental Study (Connell Wagner, October 2000) Perisher Range, Draft Ski Resort Development Plan (NPWS, October 2000)
- Perisher Range Resorts Transport & Access Review (Connell Wagner, December 2000)
- North Perisher Access Road options – Discussion Paper (Connell Wagner, May 2001)
- Alpine Region Strategy (planningNSW, 2001)

1.3.1 Commission of Inquiry Findings

In November 1998 the Commission of Inquiry for Environment and Planning released its report 'Proposed Perisher Range Resort Area Village Centre Master Plan'.

The COI presented a number of findings, conclusions and recommendations in response to the Master Plan/EIS and public hearings.

1.3.2 NPWS Representations Report

In March 1999, the NPWS presented a report to the then Minister for Urban Affairs and Planning known as the Representations Report made pursuant to Section 156 of the *Environmental Planning and Assessment Act, 1979*. It considered issues raised in representations made in response to the Master Plan/EIS and the Commission of Inquiry, as well as responding to the recommendations of the COI in the form of an amended proposal contained in Chapter 5 of that report.

This Master Plan is consistent with the amended proposal contained in the NPWS Representations Report.

1.3.3 Minister's Approval

On 27 May 1999 the then Minister for Urban Affairs and Planning granted conditional approval for NPWS to proceed with the amended proposal. The conditions cover:

- General conditions
- Construction;
- Utilities and services;
- Environmental management;
- Conditions specific to Perisher Valley Village Centre;
- Traffic management and information system;
- Compliance with the Building Code of Australia;
- Flora and fauna;
- Contaminated spoil; and
- Archaeology.

The Minister's approval effectively gave NPWS permission to proceed with development of a new Village Centre on the main carpark at Perisher subject to a number of conditions. However, it also required that a revised Master Plan be prepared by NPWS for Perisher Valley, Perisher Village Centre, Smiggin Holes and Guthega to guide the future planning and development of these areas.

NPWS proceeded to undertake various background studies and appropriate public consultation with a view to preparing this revised Master Plan.

1.3.4 Perisher Range Resorts Environmental Study

The Perisher Range Resorts Environmental Study (October 2000) was prepared by Connell Wagner on behalf of NPWS with a view of supporting a Ski Resort Development Plan for Perisher Range. The Study provides critical background information on which to base land use decisions within the Perisher Range Resort areas. The study covers resort village and ski slope areas within Perisher Range. The information relevant to the resort village areas has been incorporated into this Master Plan.

Further detailed information relating to transport and access (contained in the Perisher Range Resorts Transport & Access Review) has also been incorporated into this Master Plan.

Both the Environmental Study and Transport and Access Review are considered companion documents to this Master Plan.

1.3.5 Public Consultation

Consultation was undertaken with key stakeholders during the preparation of this Master Plan. Two stakeholder forums were held in Jindabyne during 2001, which followed on from previous consultation undertaken by NPWS in 2000. Approximately 40 stakeholders attended each of the forums.

A briefing for relevant State Government agencies was also conducted as part of the process of formulating this plan.

These consultations were undertaken to satisfy the Minister's approval condition that required that the draft revised Master Plan/SRDP shall be the subject of appropriate public consultation and participation prior to seeking the Director-General's approval.

1.3.6 Kosciuszko National Park Plan of Management

The KNP Plan of Management (PoM) has been progressively updated since it was adopted in 1974. The current PoM contains a number of sections relating to the management of outdoor recreation opportunities in general and skiing facilities in particular.

Amendments to the KNP PoM adopted by the Minister for Environment in May 1999 recognise the amalgamation of the four separate resort facilities into the Perisher Blue resort and provide for the development of a Village Centre at Perisher Valley. A leasehold system is a key tool for land management within KNP. The PoM also currently requires preparation of Ski Resort Development Plans and Ski Slope Plans.

Following changes to the administrative framework for development within KNP, the NPWS will revise the KNP PoM to create a new long term and comprehensive regime for the protection of the environment associated with the ski resorts and other ski resort management and leasing issues. This is proposed to be completed to coincide with introduction of the new Regional Environmental Plan for resort areas within KNP.

1.3.7 Leasehold

The leasehold system is an integral part of the overall planning, development approval and management systems operating in KNP. It is also relevant to implementation to the Master Plan for Perisher Range Resorts.

All land occupied by club and commercial lodges, as well as ski resort operators within Perisher Range, occurs under a leasehold system involving a system of leases and sub-leases administered by NPWS.

1.3.8 Draft Ski Resort Development Plan

The Draft Ski Resort Development Plan (SRDP) was prepared by NPWS (October 2000) pursuant to the requirements of KNP PoM. The SRDP was intended to cover both resort village areas as well as ski slope areas. With pending changes to the regulatory framework resulting from the Walker Inquiry (see below), the SRDP will no longer be completed.

Relevant parts of the draft SRDP have been incorporated into this Master Plan to constitute the "Revised Master Plan/SRDP" as required by the Minister's approval.

Significant public consultation was undertaken in formulating the Draft SRDP and this has been built on with further consultation as part of formulating this Master Plan. (See 1.3.5 above).

1.3.9 Draft Ski Slope Plan

In April 2000 PBPL prepared and submitted a draft Ski Slope Plan (SSP) for the Perisher Range resorts to NPWS as required under the PoM.

The primary purpose of the SSP was to provide PBPL and the NPWS with an agreed framework for the ongoing development and management of the ski slopes within the resort for the foreseeable future (10 to 15 years).

The SSP outlines the intentions of PBPL for developing and managing ski slope facilities for the foreseeable future including the provision of ski lifts and trails, buildings on the slopes, slope grooming operations, snow-making and supporting infrastructure. It also addresses the environmental management of the ski slopes.

The SSP vision for the Perisher Range resorts proposes:

- Easy and comfortable access and circulation;
- Relocation of Ski School and hire facilities to the northern perimeter of the village adjacent to a new beginners ski area on Mount Piper;
- Expansion of ski lifts, trails and skier facilities;
- Diversifying the range of activities for passive, semi-active and active visitors;
- Upgrading infrastructure;
- Sympathetic landscaping such that resort areas with introduced plant species will be returned to a more natural condition.

Related to the ski slope proposals, the SSP vision also includes the following matters covering village areas adjacent to the ski slopes:

- A Village Centre in Perisher Valley with recreational, educational, retail and entertainment opportunities;
- A sense of arrival firstly at Smiggin Holes and then Perisher Valley;
- Underground carparking with direct access to a podium level (commercial and village square) and accommodation above.

These proposals have been agreed in principle but are still subject to detailed design and environmental assessment. The SSP is currently being modified with the intention of exhibiting it pursuant to the proposed new SEPP. (See 1.3.11 below).

1.3.10 Perisher Range Cross Country Ski Development Plan

This Plan was prepared by NPWS in 1997 with a number of objectives including:

- The encouragement of cross country skiing by identification of suitable facilities/services;
- Integration of cross country ski management between existing areas on Perisher Range;
- Protection of natural and cultural heritage.

The Plan covers Perisher Range Ski Trails at Charlotte Pass, Guthega, Perisher Valley, Smiggin Holes and Dainers Gap.

1.3.11 SEPP & Kosciuszko REP (Ski Resorts)

Following recommendation of an inquiry conducted by Brett Walker SC, the Government has decided to transfer responsibility for development control in KNP from NPWS to planningNSW. Under the proposed new arrangements, a State Environmental Planning Policy (SEPP) will be made and the Minister for Planning will be constituted as the consent authority for development on land to which the SEPP applies under Part 4 of the *Environmental Planning & Assessment Act 1979*.

The SEPP will apply to all land in Perisher, Thredbo, Guthega, Charlotte's Pass, Smiggin Holes, Blue Cow, Selwyn Snowfields, Link Management Unit and other ski resort facilities and infrastructure including Bullocks Flat. It will also apply specifically to the Perisher Range Ski Resorts.

The SEPP will require the consent authority to take into account any Master Plan for resorts and ski slope areas adopted by the Director-General of National Parks and Wildlife and the Director-General of the Department of Planning in considering development proposals.

The purpose of making a Master Plan a matter for consideration is to ensure development proposals are consistent with the principles and guidelines that have been established for a particular area. As well as intending to be the "Revised Master Plan/Ski Resort Development Plan" required under condition 5 of the Minister's approval, the Perisher Range Resort Master Plan is envisaged as forming the basis of a Master Plan pursuant to the proposed SEPP.

The SEPP will apply to the ski resort area until a Regional Environmental Plan (REP) for the Kosciuszko Ski Resorts is prepared.

1.3.12 Snowy Region Tourism Master Plan

The Snowy Region Tourism Master Plan was prepared in 1996 to provide local government authorities, regional tourism associations and tourism operators in the Snowy Region with an integrated tourism Master Plan.

The Plan emphasises the need to promote the region for all season visitations. An Action Plan was prepared that outlined priorities and allocated responsibilities:

- Establishment of an efficient arrangement system for Tourism Snowy Mountains;
- Initiation of marketing actions including regional branding, information and target markets;
- Training to improve performance of existing tourism stakeholders;
- Other actions including attraction of funding for projects in the region;
- The Tourism Master Plan is currently under review.

1.3.13 Alpine Region Strategy

The Alpine Region Strategy was adopted by Government in 2001. Implications for ski resort areas are:

- To implement a long-term planning strategy for resorts in KNP that sets out the best mix of accommodation, commercial development, transport and infrastructure for the benefit of the region;
- To collect data on the economic value of the skiing and winter sport industries; and
- To ensure that any expansion of snow sport related development is based on ESD principles. This must recognise the benefits of scientific research on the impacts of the industry in KNP to guide future decision making.

1.4 Implementation

1.4.1 Future Planning and Development Approval

If this Master Plan satisfies the Minister's approval, it will become a matter that must be taken into consideration when assessing future development in Perisher Range resorts.

This Master Plan is also intended to complement the SSP currently being finalised.

The Master Plan adopts the bed allocation policy endorsed by the COI and Ministerial approval, details of which are outlined in **Section 3** below.

As a part of their bid for new bed allocations, lessees will be required to submit a Site Analysis Drawing and Indicative Development Proposal. Upon allocation of an additional bed entitlement, lessees will be required to lodge a development application. Once the application is approved, NPWS will process any necessary variation to the existing lease.

In the case of the new Village Centre at Perisher Valley, the next main step will be the submission of a **Detailed Village Design Plan** and Environmental Management Plan along with other relevant requirements as outlined in the Minister's approval.

As noted above, a Regional Environmental Plan (REP) is also being prepared and the PRRMP will be considered for incorporation into the proposed REP at the relevant time.

1.4.2 Leasing

A major step in the development process for Perisher Range Resorts is the negotiation of new lease terms and conditions. This has to be undertaken before new bed allocations can be taken up and development proposals are lodged for approval. Part of this process will also include a determination of bed pricing policy.

1.4.3 Construction

Local climatic conditions only provide a short construction season each year. This period, together with market demand, will generally dictate the actual amount of development that can be constructed during each season. It is also a requirement of this Master Plan that each development stage should be self-contained to ensure it functions effectively during the winter season.

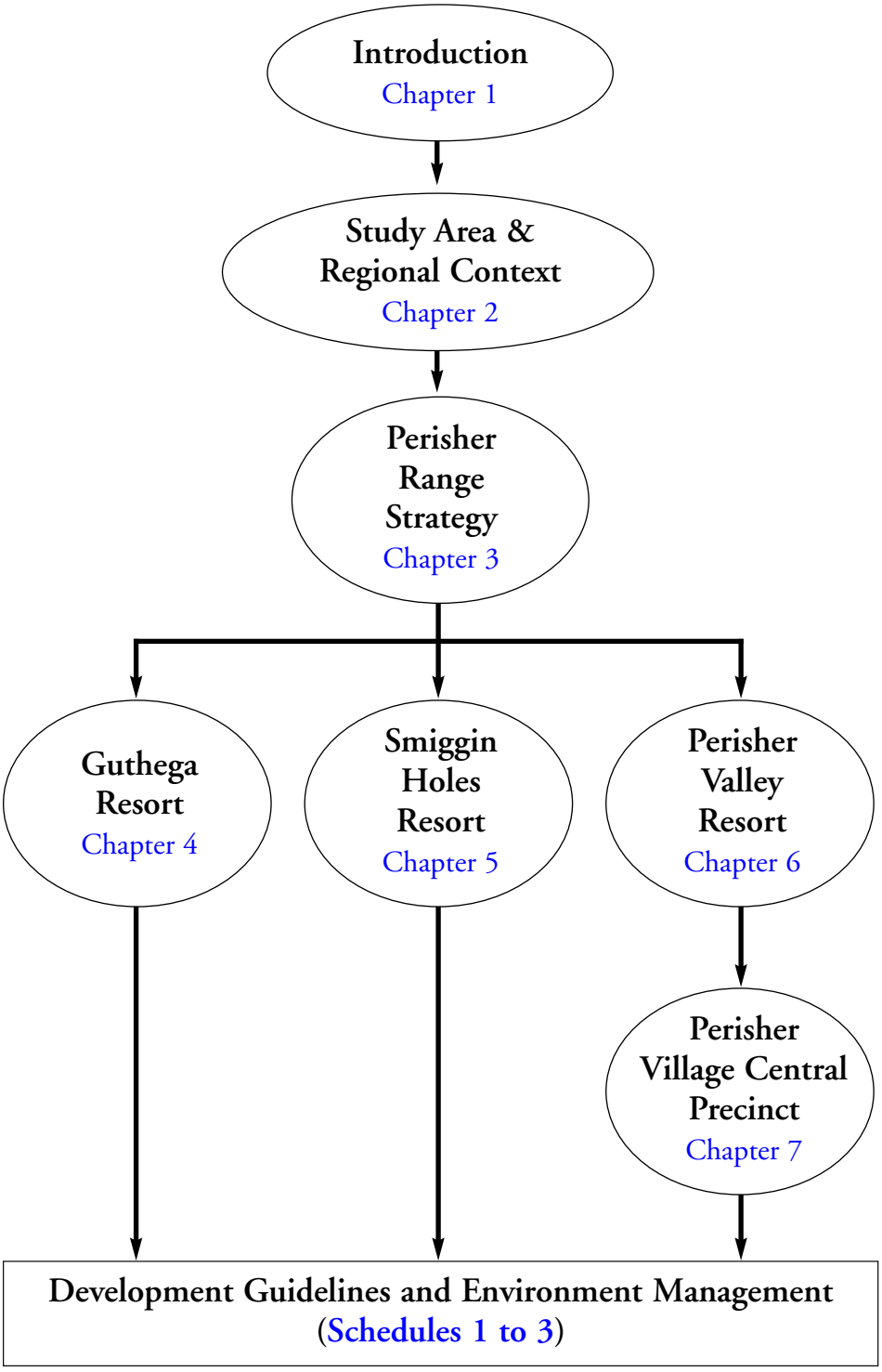
1.4.4 Review of this Plan

It is envisaged that the Perisher Range Resorts Master Plan will be reviewed after five (5) years and/or as required in response to outcomes from an endorsed Detailed Village Design Plan and results of any new environmental studies or monitoring.

1.5 Report Structure

Chapter 2 describes the study area and provides a broad regional, historical and planning context of the PRRMP. Subsequent chapters then present the Master Plan and development guidelines for each resort as shown in Figure 1.2.

Figure 1.2: Diagram of Report Structure



2 Study Area & Regional Context

2.1 Subject Area

This Master Plan has been prepared for the Perisher Range Resort villages of Guthega, Smiggin Holes and Perisher Valley. Figure 2.1 shows the location of these villages and the transport connections to the Perisher Range.

The subject area is located within the Kosciuszko National Park and comprises an immediate area of 1,850 ha containing the resort villages of:

- Perisher Valley (2450 beds);
- Smiggin Holes (866 beds); and
- Guthega (236 beds).

Blue Cow, whilst an important part of the Perisher Range ski infrastructure, is considered under the Ski Slope Plan as part of skiing infrastructure and is not included in this Master Plan.

Bullocks Flat is also an important part of the overall ski infrastructure for Perisher Range Resorts but is technically outside the immediate study area.

Each of the resort village areas has a unique character that will be maintained and reinforced through provisions of this Master Plan. A character statement has been prepared for each of the resort areas, including the new Perisher Valley Village Centre, and these are contained in later sections of the report.

Although physically separated, the resort villages all service the same skiing area (Perisher Blue) and are interlinked via municipal services, freight distribution, waste management, access and parking.

A number of precincts have been identified within each resort village for planning and development purposes. These precincts are described as follows:

- Guthega
  - Gateway and carpark
  - Accommodation
- Smiggin Holes
  - Gateway
  - Carpark and commercial area
  - Outer precincts (west, east)
- Perisher Valley
  - Village Centre
  - Central Precinct
  - Outer precincts (north, south)

The subject area also contains a number of major infrastructure elements that service the resorts including:

- Skitube;
- Kosciuszko Road;
- Other access roads;
- Effluent treatment plant (North Perisher);
- Water supply; and
- Electricity transmission.

These existing facilities are described in detail in the Environmental Study, and are summarized in this Master Plan.

2.2 Regional Context

Perisher Range is part of the Kosciuszko National Park located in the Alpine Region of south eastern Australia. The general area is centrally located in relation to Sydney and Melbourne. There are also a number of urban centres including Canberra, Cooma, Jindabyne, Tumut and the coastal areas of Batemans Bay and Merimbula within a two-hour drive of the site. **Figure 2.1** refers.

Perisher Range complements the other major NSW ski field at Thredbo and is supported by the adjacent urban areas at Jindabyne (35 kms to the east) and Cooma. Alpine skiing is the predominant recreational activity for winter visitors to Kosciuszko National Park. In 1998 the NSW ski resorts in KNP had about 59% of the market share of Australian resorts. Of this, Perisher Blue had approximately 64% of the NSW skiing market (Connell Wagner, 2000, p18).

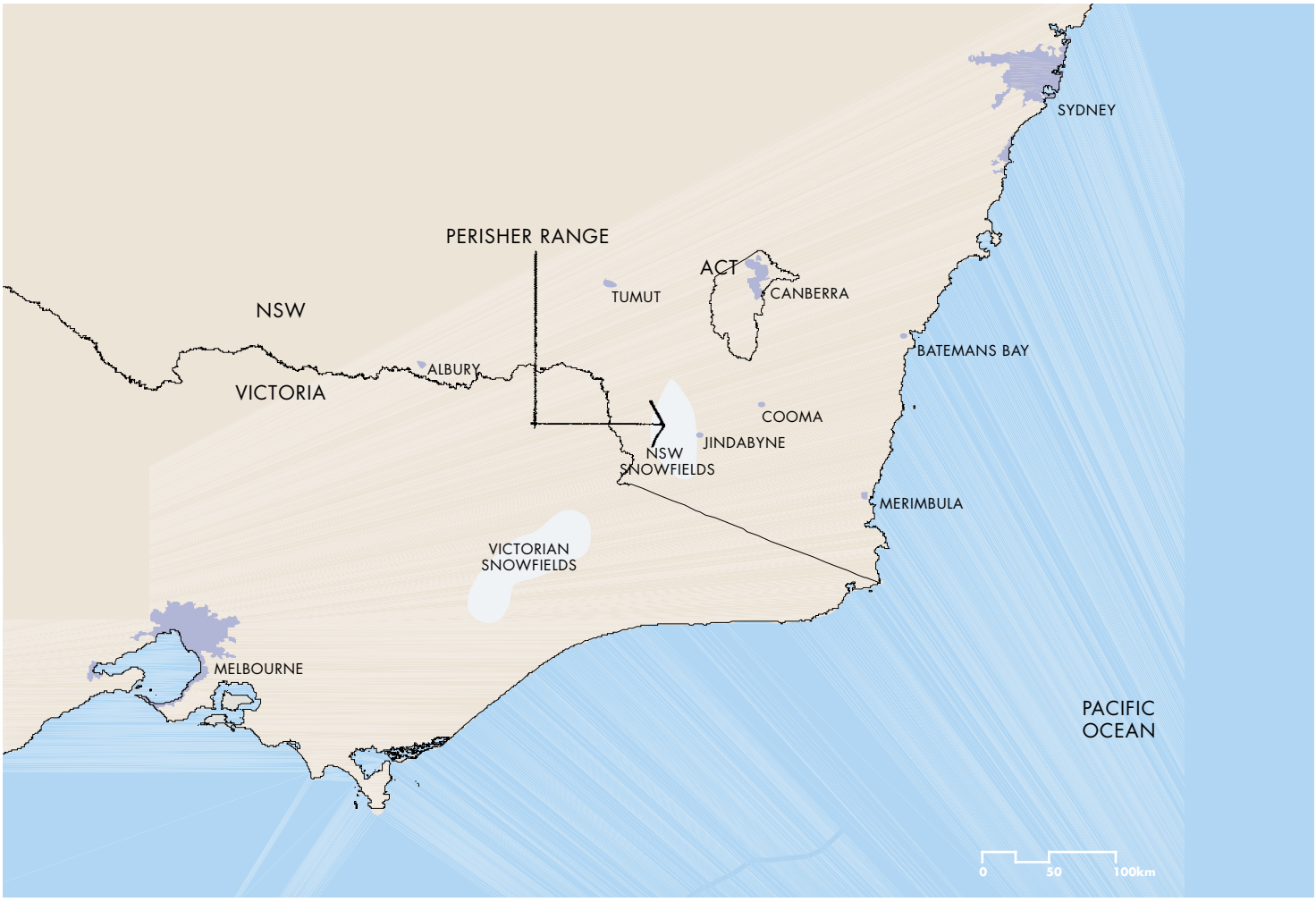
Main transport access to Perisher Range is via the Monaro Highway, Snowy Mountains Highway, Kosciuszko Road, Alpine Way and the Skitube. Commercial air services to the area are provided at Cooma.

Perisher Range resorts provide accommodation during all seasons but operate principally as winter recreation resorts. Tourist activity at Perisher Range represents a major development initiative with regional and state significance.

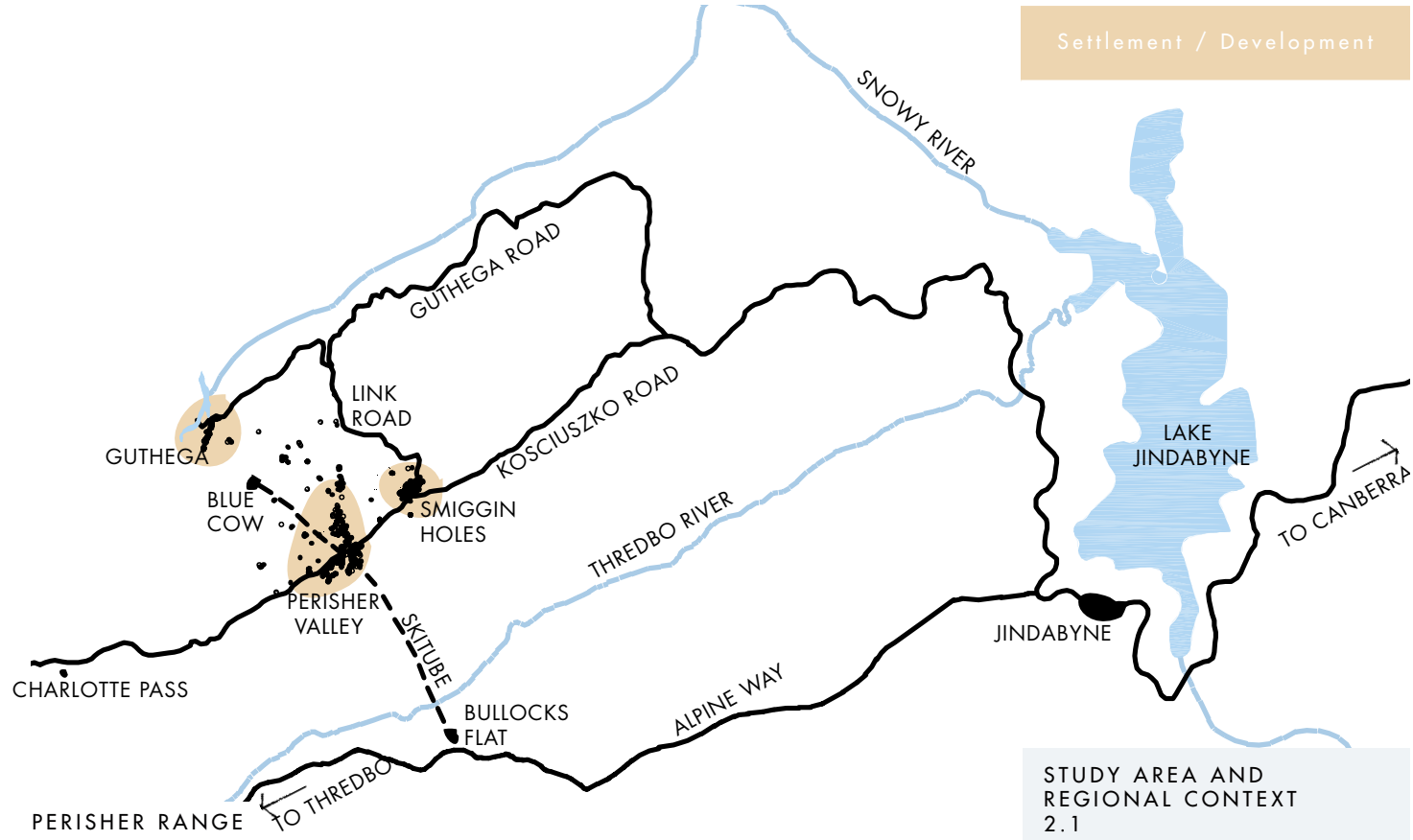
Development of additional bed space in the Perisher Village Centre, in conjunction with increased ski slope capacity, will generate new employment opportunities on Perisher Range and in adjacent regional towns. This new employment will strengthen the regional economic base.

Activity in the area generates substantial employment opportunities (especially during winter) and the ski industry has important economic and social multiplier benefits for the wider Alpine Region. Perisher Range represents a major concentration of private sector investment in accommodation and ski resort infrastructure.

Perisher Range has experienced a gradual increase in visitor numbers over the last decade during both summer and winter seasons. Up to 75% of visitation to KNP occurs during the four winter months of June to September. Peak summer use during December and January is less than 10% of the annual usage, while the remaining six months comprise approximately 15% of KNP visitation.



SOUTH EASTERN AUSTRALIA



STUDY AREA AND REGIONAL CONTEXT
2.1

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

The Perisher Range resorts currently attract over 16,000 visitors on a peak day in winter, providing significant economic and employment opportunities to the local, regional and state economies. Substantial growth in visitation rates is projected with 25,000 visitors per day seen as the maximum capacity on peak days.

Management of the recreational opportunities of the ski resort areas needs to take into account the important ecological values that the area provides. The social and economic well being of the Alpine Region towns is markedly influenced by tourism, particularly skiing, generated by the natural attributes and recreational activities in the Park. Any reduction in the number of visitors to the Park, particularly those involved in snow sport, will adversely impact on the social and economic environment of alpine region towns.

As part of the KNP, any development of Perisher Range resorts will be required to respect and reinforce the ecological significance of the surrounding area.

2.3 Local Context

The Perisher Range resort areas are part of the alpine and sub-alpine environment in KNP. KNP contains ecologically significant features such as:

- Landforms resulting from past peri-glacial and associated cold climate processes;
- Hydrological processes driven by high altitude and mountain climate;
- Vegetation and fauna communities adapted for survival in the harsh seasonal environment;
- Plants and animal species, many of which are rare or threatened, endemic to the area or of limited distribution, or specialised to occupy ecological niches characteristic of the alpine and sub-alpine areas; and
- Extensive communities of old aged, slow growing vegetation.

KNP has particular social, cultural and economic significance as follows:

- Significance to the Aboriginal people of Monaro Ngarigo Cheruipin and Bega communities as descendants of the tribes who occupied and visited these areas, and because of places and pathways of special cultural significance;
- Archaeological significance of sites providing evidence of early human use and occupation of the mountain area;
- Significance to the local communities as the context in which their ancestors pioneered European occupation and use of the high country;
- Social significance to the broader community as an important national park and wilderness sanctuary;
- Significance of the Main Range and Mount Kosciuszko as the highest peak in Australia;
- Economically significant water catchments providing reliable high quality supply to hydro-electric and irrigation industries; and
- Economic significance of tourism and in particular the skiing industry to the regional economy.

The Perisher Range Resorts area is the largest ski field in Australia with a skiable area of 1250 hectares ranging from 1680m at Smiggin Holes to 2054m at the top of Mt Perisher.

The Range has a winter, mean daily maximum temperature of 3°C and minimum of 4.3°C. In summer these figures are 17.2°C and 4.9°C respectively (Connell Wagner, 2000).

Precipitation is greatest in the Perisher Range Resorts during the winter months, usually falling as snow. A winter average of 656 mm precipitation for the Perisher Valley provides an average of 42.4 snow days (Connell Wagner, 2000).

The ecological features which are found in the Perisher Range Resorts are not widespread in Australia or even within KNP. The resorts have been developed in areas with some very important habitats, the significance of which was not understood at the time of early development of the resorts.

The wider Kosciuszko National Park provides environmental conditions for a diverse and complex range of ecosystems and is of national and international significance in terms of flora conservation and genetic resource preservation. KNP has been previously recognised by the International Union for the Conservation of Nature as one of six Australian sites of plant biodiversity and one of 167 throughout the world.

All of the resorts with on-site accommodation, with the exception of Blue Cow, were well established by the time KNP was placed under the control of NPWS in 1967. As KNP contains the only viable ski fields in NSW the continuing use of KNP for skiing and snow sports was accepted as a legitimate recreational activity. The COI confirmed that ski resorts are an acceptable use in KNP and are not in conflict with its designation as an international Biosphere Reserve provided environmental features are protected (Connell Wagner, 2000).

The location of the ski resorts, particularly Perisher Valley, at altitudes above 1700m presents particular challenges for design of resorts facilities and accommodation. Climatic factors requiring particular attention are strong winds and potential for heavy snow deposition. The floor of Perisher Valley is significantly affected by these micro-climatic conditions and a design for the new Village Centre will need to incorporate features to cope with these conditions.

2.4 Historical Development of Ski Resort Areas

Skiing in Australia developed between 1860 and 1900 focussing on the goldfields at Kiandra. Early development and interest in alpine activities in the Perisher Range began to open up the region to visitors.

The NSW State Government played a key role in the development of the snowfields at Perisher Range. In 1909 the Government established the Hotel Kosciusko and associated ski slopes. In the 1920s the Government also established the Charlotte Pass Chalet. Subsequently a series of shelter huts was established between Hotel Kosciuszko and Charlotte Pass, one of which is located in the Perisher Valley.

During the period up to the 1950s, various ski clubs formed and pressure mounted for the creation of leases for separate club lodges.

Hotel Kosciusko was destroyed by fire in 1951 and a subsequent report in 1952 advocated the granting of leases within what was then Kosciusko State Park for the erection of accommodation hotels or accommodation houses.

The operations of the Snowy Mountains Hydro-electric Scheme in the late 1950s and 1960s also improved access to the area and attracted more people to the ski fields (NPWS).

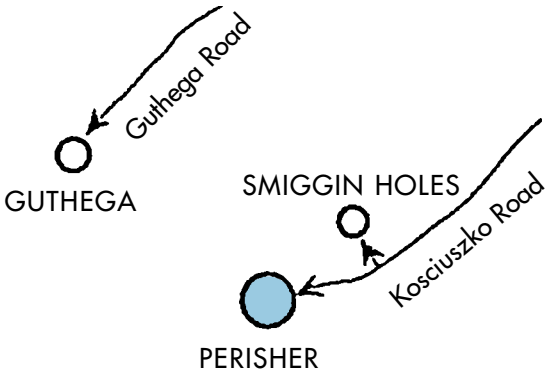
By the late 1950s, ski lodges and tows were established at Perisher Valley, Smiggin Holes, and Guthega. Initially these village areas consisted mainly of club lodges with a limited number of commercial lodges.

Commercial activity in the resorts increased during the 1960s and 1970s. The increasing popularity of the snowfields enabled greater commercial development of lifts and ski slopes. The number of day visitors to the snow was increasing due to improved access and facilities.

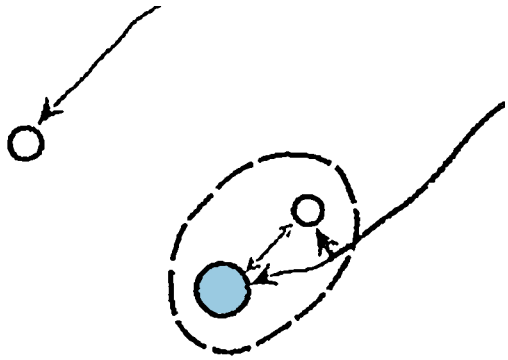
In 1967 the *National Parks and Wildlife Act 1967* was passed (since replaced by the 1974 Act). Kosciusko State Park became the Kosciusko National Park, managed by the NSW National Parks and Wildlife Service.

Within the national park, development of the ski resorts has continued. Perisher, Smiggin Holes, Blue Cow and Guthega, established as separate resorts, have progressively integrated to form Perisher Blue Ski Resort (see **Figure 2.2**). The construction of Skitube in the 1980s (first year of operation in 1986) provided greater access to the ski fields.

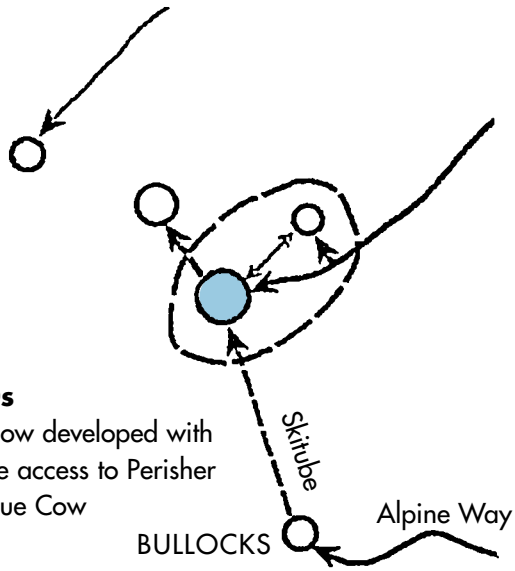
The current Master Plan will provide a framework for the next important phase in development of each resort.



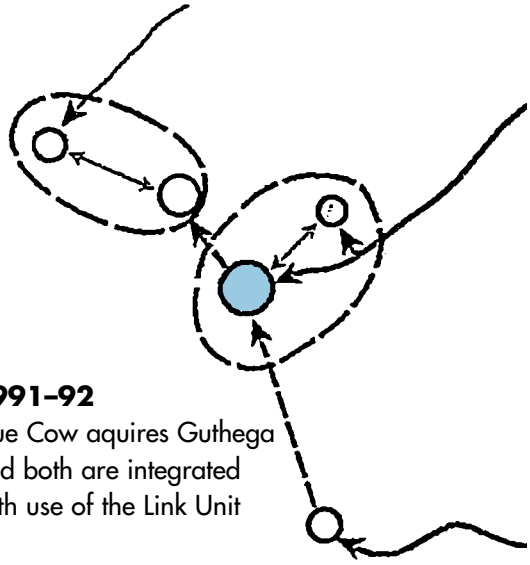
1950s
Perisher, Smiggin Holes and Guthega established as separate resorts



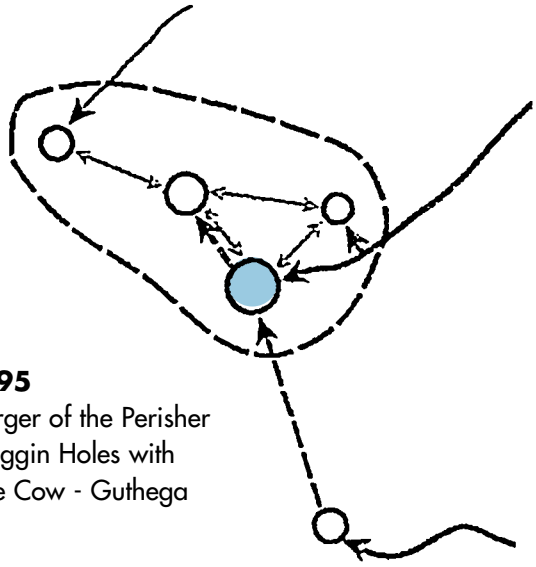
1970s
Perisher and Smiggin Holes integrated with Smiggin Holes as a 'gateway' to the resort



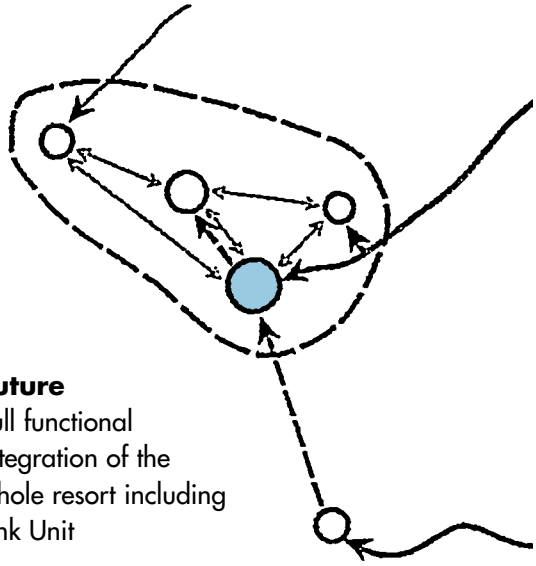
1980s
Blue Cow developed with Skitube access to Perisher and Blue Cow



1991–92
Blue Cow aquires Guthega and both are integrated with use of the Link Unit



1995
Merger of the Perisher Smiggin Holes with Blue Cow - Guthega



Future
Full functional integration of the whole resort including Link Unit

SOURCE: DRAFT SKI SLOPE PLAN
PBPL APRIL 2000

PERISHER RANGE
DEVELOPMENT HISTORY
2.2

3 Perisher Range Strategy

This section of the Perisher Range Resorts Master Plan sets out the key strategies for the whole Range. These strategies set the parameters for Master Plans that address development prospects in each resort.

Figure 2.1 shows the location of main resorts and transport connections to the Perisher Range.

3.1 The Vision

The vision for future development of Perisher Range resorts within KNP is as follows:

> ***"Perisher Range will be the pre-eminent all-year-round destination mountain resort in Australia providing international-class facilities based on ecological sustainable principles."***

This vision statement has influenced the formulation of objectives for the resort areas.

All existing and future development will be undertaken in a manner that minimizes the adverse impact of human settlement on the natural environment. The NSW Government envisages this Master Plan will be a showcase of environmentally sensitive and responsible development.

The Ski Slope Plan (SSP) envisages expansion of ski slope capacity and associated support services and infrastructure. Under the planning scenario identified in the SSP, the peak winter visitation to resorts is expected at about 25,000. This is based on the fully implemented SSP which provides for a design day capacity (10th busiest day) of 21,000, comprising 15,500 skiers and 5,500 non-skiers. At a medium growth rate of 3.0%, this design day visitation would be reached in 2014.

As part of this visitor growth, there will be more people staying overnight in the resorts, accommodated in the proposed village development at Perisher Valley Central Precinct, and in other on-snow accommodation at Perisher Valley, Smiggin Holes and Guthega.

The provision of new accommodation and supporting infrastructure requires planning and management to ensure that it can be located, designed and constructed in a manner that meets the three core objectives of environmental sustainability, user functionality and economic viability.

3.2 Resort Village Character Statements

Each resort on Perisher Range has a different character that adds diversity to seasonal experiences.

Perisher Valley is the largest accommodation centre and comprises a mixture of low-density lodges scattered throughout a landscaped setting, together with several larger commercial accommodation units.

Within Perisher Valley, the new Village Centre is to provide a vibrant and attractive focus for visitor use of the resort and the national park.

The existing buildings, main carpark and other developments within the Central Precinct of Perisher Valley will be enhanced through sensitive redevelopment. The redevelopment will unify the visual setting and create key view corridors, protect key vistas, improve environmental performance and improve the functioning of the area.

Additional development on the main carparking area will link existing developments in the area with the Skitube, existing base area facilities and a proposed learn-to-ski area on the foot of Pipers Ridge, in both a functional and aesthetic sense.

The character and form of development will have strong links to its natural setting and provide an easily understood hierarchy of places and spaces.

Smiggin Holes offers mainly small scale, family orientated lodge accommodation in a low-density scattered village setting. It is not intended to create a major commercial focus in this resort.

Guthega is the smallest of the resorts, with a strong wilderness atmosphere providing low-density accommodation in a scattered landscape setting.

The Perisher Range Resort Master Plan will retain and protect the basic existing character of all the resorts with the exception of Perisher Valley Central Precinct where a new Village Centre will be established to create a new focus and point of arrival.

3.3 Guiding Principles

The guiding principles of this Master Plan are as outlined below.

- The Perisher Range resort area should be developed and operated in ways that **respect the unique natural and cultural environment** of the Park and are consistent with the National, State and Regional significance of the Park. This means that applications for development must anticipate and minimise harm to the environment and, where feasible, include measures to enhance the condition of the environment. Developments are to be carried out on land which has already been disturbed unless a net benefit to the environment can be demonstrated;

- Where appropriate, provision is to be made for **ongoing monitoring and mitigation of environmental impacts** to minimise harm to the environment over time and to assist in decision-making processes. Resort development proposals will need to demonstrate appropriate environmental performance and meet standards set in the Perisher Range Environmental Management System. All activities are to maintain or improve the water quality and flows of all watercourses;

- Resort development is to be **integrated with regional planning initiatives**, including settlement and access strategies. Such development will also foster the integrated use and management of the resort, ski field and natural areas;

- Planning should be **based on the design capacity of the ski field**. The NPWS and Perisher Blue Pty Ltd have carried out detailed analysis of the potential and economically viable capacity of the ski area. This is based on available terrain, environmental constraints, and skier and lifting capacities.

  This design capacity analysis identifies the potential skier numbers in the resort. This potential can be extrapolated to estimate a total design capacity for the resort and provide a daily visitor target in the resorts. A balance between daily access and overnight accommodation capacity must be designed to match the ski field capacity at any given point in time.

  Given overnight accommodation is limited by the Park Plan of Management and the need to minimise impacts on the natural values in the resorts, access capacity will need to be improved to allow ski field capacity to increase beyond a certain point. It should be noted that a rapid transit all weather access system to the resorts has been established and has the potential for greater capacity.

- Planning for accommodation facilities as **short-term tourist destinations** rather than long term residential areas.

  A day visitor to the area places approximately one tenth of the load on municipal infrastructure as an overnight visitor. Permanent occupation of homes leads to further impacts associated with the home site itself, as well as the provision of additional community facilities and services to cater for the needs of permanent residents. The development and operation of accommodation facilities place many direct and unavoidable impacts on the local environment.

  These factors mean settlement must be considered on a regional basis taking into account adjacent towns and facilities, and ensuring accommodation facilities in the resorts are recognised as a limited opportunity and are therefore managed to be available to as many people as possible.

This Plan aims to set the framework to facilitate availability of accommodation, but leases and other development conditions will control allowable uses in particular premises.

- Preparation of this Master Plan is part of a range of tools **to implement ecologically sustainable development** and operation of the Perisher Range Resorts. These tools include:
  - This Master Plan;
  - An environment management system (the Perisher Range Environmental Management System) which aims to ensure excellent environmental performance in the operation of the resorts; and
  - The development assessment process.

  The aim of each tool is to entrench sustainable development principles into the procedures and policies applicable in the resorts. This will ensure that decision making is carried out in an open manner that allows all interested parties to be informed and have the opportunity to make their opinions about development issues known.

  The tools further aim to ensure the Plan is dynamic, and that provisions are adapted as necessary subject to implementation of the environmental performance provisions of the environment management system. This will include an improved understanding of the relationship between development activities and their impact on natural processes.

- This Plan contains provisions, which **require identification and consideration of important natural and cultural values,** and limit the ability of the determining authority to approve development that may damage these values.

  Essential to the maintenance and enhancement of the area for future generations is a development approach which, in the first instance, identifies areas of high value and secondly, designs activities and facilities to avoid damage to, to protect, and to repair and enhance, those values.

  Development based on this principle will better integrate with the landscape and lead to the area becoming recognised as a more attractive mountain destination.

- Planning for **high quality design and development** in order to underpin provision of excellent facilities and services to visitors.

  This Plan specifically requires high quality design. Existing provisions that apply in the Park requiring the use of qualified architects and engineers for design are proposed to be strengthened through establishment of an expert panel of advisors to assist assessment officers when considering complex projects.

  The development conditions contained in this Plan require high quality and detailed provision for environmental performance, landscape and urban design.

- The Plan recognises the need to **encourage integration of the existing resort and ski field areas** as broadly outlined in the draft Ski Slope Plan. This will allow for a better destination for skiers and other visitors. This will bring benefits from economies of scale in the operation of the ski field, rationalise village development to encourage different roles and build on the existing unique character of each village.

3.4 General Objectives

The planning framework presented in this document is based on the principles of ecologically sustainable development (ESD). Further information on ecological sustainability requirements is discussed in Section 3.5.1. Consistent with the principles of ESD, the planning framework will address the following three interrelated and underlying objectives:

- Improve environmental performance of the resorts;
- Create economically viable and socially responsive, all-season resorts on Perisher Range; and
- Enhance functionality of the resorts for all users.

A summary of the general objectives follows.

3.4.1 Environmental Objectives

The overriding environmental objective for development of Perisher Range Resorts is to protect the unique and fragile natural environment from further disturbance.

Consistent with the over-riding environmental protection objective, other environmental objectives of the Master Plan are to:

- Maintain natural processes and ecosystems consistent with the land's designation as a national park;
- Ensure that environment of the Perisher Range is protected as a unique and special place;
- Improve understanding of environmental impacts arising from activities in the planning area so they can be effectively managed;
- Encourage summer uses within ski resort areas to provide visitor attractions as an alternative to the Summit area of KNP; and
- Educate the community about the environmental impacts of developing and operating ski resorts in the park.

3.4.2 Social and Economic Objectives

The social and economic objectives of the Plan are to:

- Encourage economically viable development within resort areas;
- Ensure the Perisher Range resorts are developed in an orderly manner that is economically sustainable;
- Ensure the financial costs required to monitor, maintain and, where necessary, rehabilitate the environmental values of the park are recognised and considered in decision-making;
- Ensure services and utilities that benefit the ski resorts can be funded and delivered by all commercial operators in the resorts; and
- Provide a focus in the park for visitor use and complement the role of adjacent regional towns such as Jindabyne.

3.4.3 Functional Objectives

The functional objectives are to:

- Ensure the Perisher Range ski resorts are functional, enjoyable and effectively managed all-year-round tourist destinations;
- Satisfy visitor needs by providing accommodation, recreation and associated commercial facilities, safe access and circulation routes, carparking for overnight and day visitors, as well as facilities for day visitors including but not limited to shelter, public toilets and cross country ski facilities;
- Meet the functional requirements of NPWS and commercial operators which include access, ability to service the area, snow clearing, carparking (reserved spaces), a conveniently located waste transfer station, freight transfer and continued workshop facilities for equipment storage, maintenance and repair;
- Ensure the Perisher Range is serviced by attractive mountain resorts where form and design complement the natural landscape and environment;
- Encourage alpine and cross country skiing and other associated alpine activities;
- Ensure future ski slope development improves services and skier circulation consistent with mountain design capacity and the Perisher Range Ski Slope Plan; and
- Create a Village Centre in Perisher Valley with a range of accommodation, recreational, cultural and commercial services to allow for viable year round operation.

3.5 Development Strategies

This section discusses the key development strategies that apply to the Perisher Range resort areas.

3.5.1 Ecologically Sustainable Development

A key strategy of the Master Plan is to **ensure development in the Perisher Range resorts occurs in a manner that is consistent with the principles of ESD.**

The National Strategy for Ecologically Sustainable Development, endorsed by the Council of Australian Governments in 1992, defines ESD as:

> ***"Development that improves the total quality of life, both now and in the future, in a way that maintains the ecological process on which life depends."***

The guiding principles for interpreting ESD are:

- The precautionary principle;
- Inter-generational equity;
- Conservation of biological diversity and ecological integrity;
- Improved valuation, pricing and incentive mechanisms; and
- Protection of the public interest through community involvement.

ESD requires analysis and consideration of the impacts of activities on the local environment and the broader impacts on the environment through the complete life of the development. The analysis and consideration will cover matters such as transport, energy use, building design and siting, ecosystem processes and environmental objectives.

Ecological processes must be maintained and decision making should integrate both long term and short term economic, social, physical and equity considerations.

Whilst this Master Plan deals with strategic planning and design issues, sustainability will be considered at all stages in the development process as identified below.

- Pre-construction or design phase;
- Operational phase; and
- Demolition and reuse of buildings.

Key indicators of environmental performance relating to all stages of development are detailed in **Schedule One**. These performance indicators provide the basis for assessment, monitoring and evaluation of new and existing development in KNP.

Generally, any new development will occur within existing resort areas that have already suffered some form of disturbance to the natural environment, unless detailed environmental studies on new sites can demonstrate compliance with stringent environmental standards and a net environmental, social and economic benefit can be demonstrated.

3.5.2 All-Season Resort

All resort areas will be **designed to look attractive in all seasons and to provide an appropriate level of service and infrastructure support.**

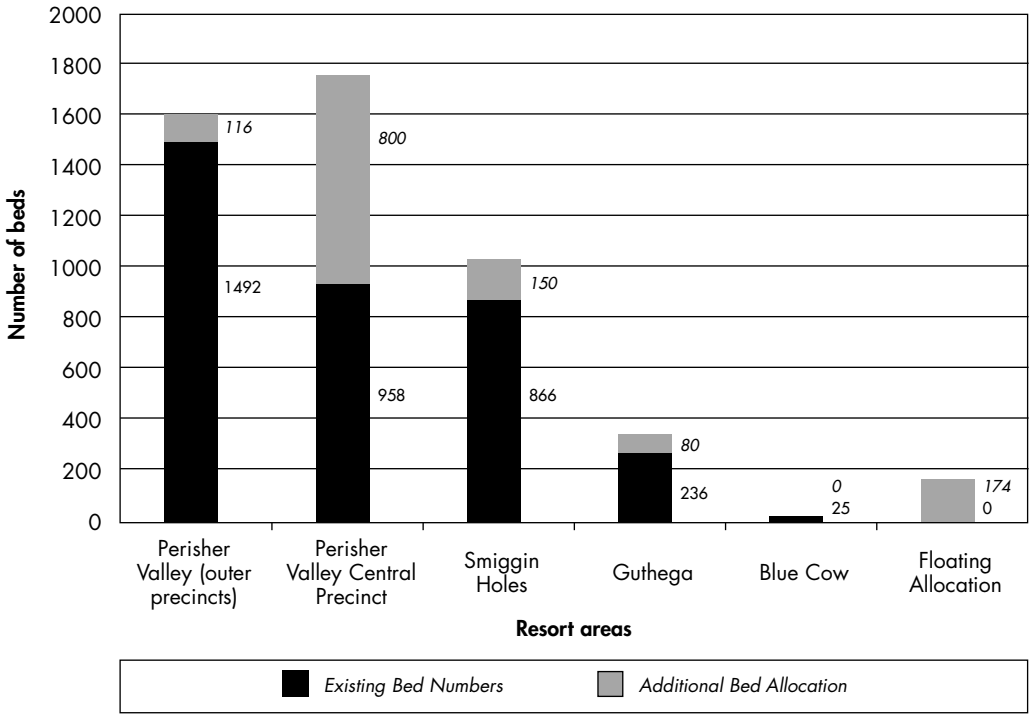
Although winter snow activities are currently the main focus of activity on Perisher Range, all future development in the area will recognise the need to capture increasing demand for non-winter use of the area. This non-winter use may take a number of forms including bush walking, conferences, cycling, entertainment, as well as educational and cultural pursuits.

3.5.3 Settlement Pattern & New Bed Allocation

New development will occur in a manner such that **the existing settlement pattern of resort villages will be maintained and strengthened.** The resort villages will continue to be short-term tourist destinations rather than permanent settlements on Perisher Range.

A total of 1,320 new beds for the total Perisher Range Resorts has been approved and is reflected in amendments to KNP PoM. Figure 3.1 shows the current and possible future distribution of beds between resorts.

Figure 3.1: Bed Allocation per Resort



Note: 800 beds in Perisher Valley Central Precinct have been allocated to the new Village Centre; 116 beds shown in Outer Precinct are also available to the Central Precinct areas other than the Village Centre.

Perisher Valley currently has 2450 beds and is the largest of the Range resort areas. Under the revised Master Plan, Perisher Valley will remain the major resort area, and will receive a minimum allocation of another 916 beds, of which at least 800 will be established as commercial accommodation and located in a new Perisher Valley Village Centre. The balance of this allocation (116) will be available for take-up by existing commercial and private lodges in other parts of Perisher Valley.

Smiggin Holes is the second largest of the resort areas, with 866 beds. This resort will receive a maximum of 150 additional beds under the approved strategy.

Guthega has 236 beds and will have a maximum extra allocation of 80 beds.

A small proportion of the beds in each resort are used for ski patrol and related operational needs. Blue Cow has 25 beds (operational needs only) and there will be no new beds allocated for Blue Cow.

There are an additional 174 beds currently unallocated between Perisher Range Resorts.

Generally, the policy for allocating the proposed additional beds to individual resorts will be as follows:

- Initially each resort receives the bed allocation as outlined above;
- The location, design and siting of new beds for each resort will be in accordance with the relevant resort Master Plan and associated guidelines and controls;
- All development that involves an expansion of the existing lodge foot print will provide detailed designs and a study of environmental impact of the proposed development, including a geotechnical report and compliance with other planning guidelines outlined for the specific resort area;
- New beds will be offered for lease by NPWS;
- Priority in allocating new beds will be given to commercial lodges under 50 beds, and expansion of club lodges to assist in enhancing the economic viability of these premises;
- Beds not taken up in the lease offer from Guthega, Smiggin Holes and outer Perisher Valley will be re-allocated to the Perisher Valley Central Precinct, with the intent of focusing developing in this Precinct to create a strong “sense of place” and economically viable central area; and
- The floating 174 beds may be allocated across all of the resorts, subject to detailed environmental assessment. Initially these beds may be taken up by unmet demand in outer precincts with any unallocated residual being reallocated to the Perisher Valley Central Precinct.

3.5.4 Commercial Floor Space

A number of small commercial outlets are located on Perisher Range serving visitors to the area. The main concentration of this space is in Perisher Valley Central Precinct, but there are other small facilities at Smiggin Holes, Guthega, Blue Cow and Bullocks Flat.

The gradual expansion of new accommodation and visitor numbers in Perisher Range will generate a demand for additional commercial space and community facilities. **It is intended that additional commercial space and new community facilities will be concentrated in the central precinct of Perisher Valley and be of a type and scale that does not detract from the economy and growth of nearby centres, particularly Jindabyne.**

The concentration of additional facilities in the central precinct of Perisher Valley is an essential part of creating a new focus for social and business activity on Perisher Range. It is not intended to create new or substantially expanded commercial activity focus in any of the other resort areas.

Commercial space is normally defined as including retail space as well as a range of other uses (e.g. office space). For this Master Plan, retail space is defined to include restaurants, cafes, small convenience supermarket, ski clothing and equipment sales, ski hire, other specialty retail and related services.

These retail uses, together with other commercial uses including entertainment (e.g. bars, night clubs, cinemas, amusements) and recreation activities (e.g. indoor swimming pool, fitness centre, skating rink) provide a lively mix of uses appropriate for a central village focus. Such activities could operate through all seasons depending on demand.

The COI examined an allocation of 6,000 m^2 of retail space for the Perisher Range Resorts including 4,000 to 5,000 m^2 within the proposed new Perisher Village Centre. It was determined that this amount of space should be reviewed.

The Master Plan for the new Village Centre (**see** Section 7) identifies up to approximately 13,000 m^2 of gross ground floor area. It is not envisaged that all of this area will be occupied for retail use although active street frontages for commercial uses, as shown in Figure 7.32, are desirable.

The actual amount of additional retail and commercial space must be determined by or on behalf of NPWS through specific studies as part of formulating the Detailed Village Design Plan.

3.5.5 Access and Circulation

The existing major access network to Perisher Range will be maintained and future growth in demand for access will primarily be met by expansion of mass transport systems, particularly Skitube.

Figure 2.1 shows the main transport links throughout Perisher Range. Table 3.1 shows the existing and possible future modal split of arrival to Perisher Range resorts.

Table 3.1: Mode of Arrival to Perisher Range Resorts

Transport mode	Existing visitor capacity (designed/actual)	Future visitor capacity (designed)
Car & Buses	7,580/6500	7,370*
Skitube	6,500/5,500	8,800
Overnight Stayers (including staff)	3,200/3,200	4,500
Total	**17,280/15,200**	**20,670**

Source: Connell Wagner, December 2000
** This assumes reduced parking in Perisher Valley but includes utilisation of the Smiggin Holes workshop site (PBPL) and transfer of some coach parking area to car spaces in Smiggin Holes.*

The estimated growth in winter visitation to the resorts will put increasing pressure on transport and access to the Perisher Resorts. To accommodate this growth there will be a need to upgrade existing transport modes, particularly mass transport systems including rail and bus.

The COI recommended that the capacity of Kosciuszko Road should not be increased and that any further road improvement works should be for safety and maintenance reasons only. This was confirmed in the Kosciuszko Plan of Management Amendments 1999.

With no capacity expansion of Kosciuszko Road, the Alpine Way and Skitube will provide the long-term transport corridor and modes to accommodate expected increases in visitation. Therefore, growth in visitation to the Perisher Range Resorts is likely to be dependent mainly on the ability to increase the number of people using Skitube.

Any proposed expansion of the Skitube would result in increased traffic on the Alpine Way, which is already close to capacity. Furthermore, if there is growth in future resort demand for Perisher Range Resorts, it is likely that there would be a proportionate increase in traffic to Thredbo. The cumulative traffic impacts on the Alpine Way indicate that the road capacity will be a key constraint, noting that peak visitation days in poor weather are already at capacity (both at the Skitube entry and the Alpine Way / Kosciuszko Road intersection).

An additional transport strategy to boost capacity could include provision of a shuttle bus service from Jindabyne via Kosciuszko Road.

While there is evidence that summer use of the Perisher Range resorts is increasing, and will continue to do so with the planned village development, the transport and accommodation infrastructure is under-utilised in summer and is likely to remain so for the foreseeable future.

Other transport/access matters for consideration include:

- The presence of direct Skitube access to the main ski fields from a large base station below the snow-line puts Perisher Range in a unique position compared with all other resorts in Australia and compared with many international ski resorts. This facility represents a major opportunity for ecologically sustainable transport to the main ski fields of the Range for day and over-night use, as well as movement of small freight items and provision of emergency access;
- At present, passengers experience some delays during peak morning demand for the Skitube. It will be necessary to undertake a feasibility study into upgrading Skitube capacity, especially in relation to peak morning demand for access to Perisher Range;
- At this stage, the Link Road between Smiggin Holes and Guthega will remain closed during winter. A detailed study will be required into the feasibility of full winter access, including discussion with all relevant stakeholders. There are potential benefits as well as costs associated with opening this road. At this time the viability of undertaking the necessary upgrading of the road to allow for snow clearing is not justified. Therefore, winter access to Guthega will be maintained via the existing low-level road past Island Bend;
- The Master Plan acknowledges the requirement for new regional signage located on the Kosciuszko Road at the Jindabyne side of the Alpine Way, as required in the Minister's approval. This traffic management signage is intended to provide vehicular traffic with a snow/road condition report, and availability of carparking at Perisher Range Resorts. Further resolution of this issue is required by NPWS and key stakeholders including RTA.

3.5.6 Carparking

Day visitor and authorised overnight parking in the ski resorts is a major issue. **Within the bounds of environmental and economic considerations the strategy is to maintain the existing level of day use carparking whilst not requiring any additional overnight parking.**

Matters for consideration in assessing the provision of parking include convenience, equity of access to the slopes, aesthetics, overall ski resort development philosophy, the commercial viability of parking provision, and stormwater quality control.

A number of visitor groups use day parking as a "home base" during their visit to the slopes. The parking areas enable access to the vehicle for shelter, storage of clothing and food and other purposes. Some visitors see any significant loss of this facility as inequitable, although improved provision of public lockers and other day centre facilities may meet this need.

Each of the main resorts provides parking for day visitors and some overnight (authorised) vehicles. **Table 3.2** shows the distribution and type of parking between resorts.

Table 3.2: Existing Car and Bus Parking

Location	Number of Day Spaces	Number of Overnight Spaces
Car Spaces		
Perisher Valley	1200	61
Kosciuszko Road back to Pipers Gap	150	0
Smiggin Holes	430	36
Guthega	60	50
Total Number of Car Spaces in PRR	1840	147
Bullocks Flat	1970	1055
Sawpit Creek	0	180
Total Number of Car Spaces	**3810**	**1382**
Bus Spaces		
Smiggin Holes	60	0
Bullocks Flat	200	0
Total Number of Bus Spaces	**260**	**0**

Source: Connell Wagner, 2000

Individual lodges do not have provision for overnight parking during winter months, but are required to make some provision for cars during non-winter seasons. Restricted authorised overnight parking is only available for key management personnel although some public overnight parking is available at Guthega.

The COI Report recommended that the new Village Centre development should proceed but that the overall level of day use parking at the resorts should be maintained. However, this recommendation did not preclude some changes in the location of parking areas between individual resorts areas.

The subsequent approval by the then Minister for Urban Affairs and Planning provides the following conditions:

> *Condition 5: The revised plan must incorporate consideration of options relevant to maximum visitation consistent with … transport, carparking and access considerations including future role of the Skitube.*
>
> *Condition 30: The detailed village design will ensure that the current level of carparking shall be maintained within existing areas for day visitors.*

This Master Plan reflects the principle that the current level of day parking within Perisher Range should be maintained. It is recognised however that there are significant challenges to be faced in achieving this principle, including financial and environmental constraints particularly in relation to finding new sites for parking.

The Master Plan for each resort identifies the location and potential capacity of parking areas. Development guidelines and controls make provision for replacement of displaced day-visitor spaces where possible but do not require the essential provision of new overnight parking spaces.

New development in Perisher Valley Central Village will displace current surface day-parking spaces on the Perisher Valley carpark. It is expected that there will be a demand for basement or undercroft parking associated with the new Village Centre development.

Most stakeholders now acknowledge and support the gradual reduction of day visitor parking at Perisher Valley in order to accommodate the new Village Centre.

Detailed development proposals for the new Village Centre will be considered on their merit in relation to carparking provision but with reference to the basic parking principle of maintaining the current level of day parking. Therefore, any new development in Perisher Village Centre will need to consider alternative car-parking options for maintaining existing day-visitor parking as outlined in the COI and Minister's approval. These options include:

Accommodating parking demand in Perisher Valley Central Precinct

- Provide a one or two-level parking structure under the new development to meet day visitors and any additional overnight demand. A two-level basement may be too expensive and not commercially viable;
- Construct an above ground parking structure on part or all of the balance of the current surface parking area during the development process. This option may be less expensive than a basement solution, especially given the natural slope of the site, but would still require a considerable capital outlay to satisfy demand for a short period of the year;
- Extend the current surface parking area to offset land lost to the development. This option is not likely to be possible given the potential for adverse impact on undisturbed land;
- Exclude new overnight visitor parking from the development. This option could be achieved by a requirement for all overnight guests to park at Bullocks Flat and use the Skitube.

Traffic/parking management

- Make provision in a traffic management plan for short stay (2 to 4 hour) parking spaces to accommodate demand by visitors only wanting to stay for a short period during the day at the resort;
- Make more intensive use of Kosciuszko Road as a de-facto parking area for peak winter demand by extended angle parking areas. This option is already partly in use (right-angled parking on one side only) but has problems including traffic management during the evening peak departure period. RTA would require formal consideration for this system.

Parking capacity at Smiggin Holes

- Construct a new carparking deck on part of the Smiggin Holes carpark. Whilst technically feasible, this option would have similar cost implications as at Perisher Valley and could be visually intrusive;
- Create new parking spaces at the Smiggin Holes gateway site. This assumes that the PBPL workshop is relocated and the site is redeveloped;
- Use of former quarry site at Smiggin Holes. It should be noted that this area is currently used by cross country skiers in good snow seasons;
- Convert some existing bus bays at Smiggin Holes into parking spaces. This option would be subject to agreement with bus operators;
- Use of area adjacent to the existing workshop.

Demand management

- Establish mechanisms to encourage an increase in the use of buses versus cars as either long haul mode of access or as a Jindabyne shuttle service. This could increase the number of skiers to Perisher Range but buses have a greater impact on road maintenance than private cars and are not currently experiencing any increase in patronage;
- Review detailed pricing strategies that include an integrated approach relating to Park entrance fees, Skitube pricing, other forms of mass transport and parking fees.

Other options

- Upgrade the Link Road between Smiggin Holes and Guthega to provide winter access between both resorts and access to Guthega in winter and provide better access to the Blue Cow Ridge Chair lift for circulation of skiers across the mountain. There may be potential to establish a small parking area at the base of the Ridge lift;
- Construct additional parking bays at Guthega to cater for day visitors and overnight accommodation.

In summary, alternative parking arrangements will need to be established as part of the Detailed Village Design Plan for the new Village Centre to address the provision of day parking. However, if detailed environmental and financial assessments show that the existing level of day parking provision in Perisher Range cannot be maintained, then there will be a requirement to present a case to the Minister for a review of the current approval.

3.5.7 Utilities and Other Community Services

The Perisher Range is currently provided with a number of different utility and community services. The Environmental Study (Connell Wagner, 2000, Chapter 7) provides details of existing infrastructure services.

The strategy is to **ensure that provision of utilities and other community services is sufficient to meet future visitor demands.** In general terms, there is either adequate service capacity or planned upgrades to support the forecast increase in overnight and day visitor numbers.

Sewage

A central effluent treatment plant located at Perisher North services the Range. All resorts are connected to this treatment facility by rising mains and gravity pipes. The facility is currently being expanded to cope with the proposed bed increase and anticipated peak demand from day visitors.

Stormwater

Generally stormwater run-off from roofs and other hard standing surfaces is directly returned to local watercourses via rubble or simple surface drains.

The large sealed carparks at Perisher Valley and Smiggin Holes are currently major sources of surface run-off and potentially contain a range of pollutants that could cause deterioration in natural water quality. Some internal roads already have a stormwater network installed and discharge via pollutant traps to the environment.

Special stormwater quality measures will be required as part of any new development in Perisher Valley Central Precinct and Smiggin Holes carparks to reduce the risk of damage to natural watercourses. This will include off-stream entrapment and treatment prior to final discharge into waterways in accordance with the latest NPWS, EPA and DLWC guidelines.

Environmentally acceptable treatment of contaminated snowmelt associated with road and carpark clearing will also be required.

Cleared unsealed roads present significant stormwater discharge channels especially during snow melt times and during wet periods. NPWS is currently implementing a program of sealed roads within resort areas. Any change to the current policy of not clearing internal resort roads in winter cannot be considered until this program is complete. This would be part of a resort management plan.

Any new development in Resorts will be required to prepare a stormwater management plan and be consistent with the Upper Snowy Catchment Stormwater Management Plan 2000 (SMP).

Water Supply

Water supply is provided to each resort by a number of separate dams, weirs, reservoirs and pumping stations. A works program is being implemented by NPWS to ensure that there will be sufficient capacity in the water supply to accommodate the proposed 1320 increase in bed numbers and additional day visitation.

New reticulation pipes are being installed in Perisher Valley by NPWS to improve the current standard of infrastructure.

Telecommunications

The telecommunication network serves all resort areas in the Range. No major new facilities requiring significant installations are planned for the area, although improved telecommunications connection for fire alarm purposes is in progress for all existing buildings.

Electricity Supply

All resorts are adequately served by the electricity supply. The existing network has the capacity to meet expected demand from the proposed additional bed numbers and new ski slope demands. No new major electricity supply or reticulation facilities are envisaged in the Master Plan.

Gas

At present, all commercial and private lodges have access to bottled gas, with some facilities being connected to reticulated gas in Perisher Valley. Small storage tanks are located in Perisher Valley and Smiggin Holes.

There is a potential need for a new centrally located tank farm site to facilitate bulk storage and distribution of gas via a reticulated service to customers in Perisher Valley and Smiggin Holes.

If the demand for reticulated gas is established, then one option is to use the proposed workshop site (refer below) between Perisher and Smiggin Holes (**Figure 3.2**). This site is remote from existing settlement, but its siting would require further detailed environmental studies as well as a review of compatibility with workshop facilities.

Waste Collection and Storage

At present, each resort has a variety of refuse storage and disposal arrangements. Generally, each of the main resorts collects and stores its own refuse prior to removal and recycling at the regional refuse processing centre.

The NPWS is preparing a Waste Management Strategy that will clarify the functional requirements for waste transfer stations and other management practices. Adoption of door-to-door or localised collection points for refuse will provide the most efficient mechanism for transfer of refuse to its ultimate destination. The possible location of local collection and transfer points for precincts within each resort area is further discussed in the resort area Master Plan sections below. These locations take into account the need for transition between oversnow and wheeled vehicles during winter.

Currently the carpark at Perisher Valley acts as a major transfer point for refuse from Charlotte Pass and Perisher Valley. Due to redevelopment of the carpark alternate location options need to be explored.

Options for the location of new major waste transfer stations include a site adjacent to the fire station and a possible new waste transfer station site adjacent to the proposed central workshop located between Smiggin Holes and Perisher. Refer below and **Figure 3.2**. Further studies to determine the appropriate sites will be undertaken by or on behalf of NPWS.

Freight

All resorts are serviced by road freight of varying size and frequency during winter with the exception of Blue Cow, which is serviced from the Skitube.

As a general principle, each of the main resorts will receive and distribute their own freight. The Master Plan reflects this by maintaining a major distribution point (for Perisher Range and Charlotte Pass) at Perisher Valley (near Skitube).

However, complications with the existing system are noted as follows:

- The need to service increased commercial accommodation, expanding lodges and other new retail areas;
- Freight vehicles (like refuse collection vehicles) can conflict with passenger vehicles and buses during peak arrival and departure times; and
- Pipers Gap presents a hazard to heavy vehicles serving Perisher Valley during bad weather.

These complications dictate that alternative freight distribution arrangements need to be considered. Possible alternatives for freight distribution arrangements include:

- Curfews on truck movement during peak times;
- Creation of a new freight depot at Smiggin Holes to serve this resort and Perisher, the latter relying on re-servicing by smaller vehicles;
- Use of the Skitube during non-peak hours;
- Creation of a new freight depot at Sawpit Creek.
- Further studies to determine the appropriate arrangements will be undertaken by or on behalf of NPWS.

Emergency Service Facilities

A number of emergency services are provided on Perisher Range to meet demands during all seasons. These include:

- police search and rescue
- fire
- ambulance
- helicopter airlift

The majority of emergency services are housed at Perisher Valley on the southern side of Kosciuszko Road. There is scope for expansion and consolidation of these services and facilities as required.

The NSW Police Service station accommodates four officers at the Perisher Valley Station during winter. Two additional officers may be acquired for the winter in the course of the next five years (Connell Wagner, 2000).

The NSW Ambulance Service operates a 24-hour service to all resorts from its Perisher Valley branch base from the long weekend in June until the end of school holidays in October. Outside these times, ambulance services to the area are provided from Jindabyne Ambulance Station. The Ambulance Service also coordinates a helicopter/Medivac service to Perisher village on an as-needs basis. The Ambulance Service is located on the southern side of Kosciuszko Road opposite the existing NPWS building.

Region South of the NSW Fire Brigades has a modern Fire Station in the Perisher Valley village equipped with both four wheel drive and oversnow vehicles capable of providing emergency response during winter and summer months. The Fire Station is located on the southern side of Kosciuszko Road, opposite the existing NPWS building and adjacent to the Ambulance Service.

The State Emergency Service (SES) is mostly a voluntary operation based in Jindabyne. Generally the workload does not exceed the capacity of the SES unless a major emergency arises when assistance from other units is called in.

Perisher Medical Centre is located in the Ski Centre in Perisher village. The centre provides the services of a medical practitioner 24 hours a day throughout the ski season. During working hours, a receptionist and nurse are also on duty and additional medical staff are available if required.

Ski patrols, both professional and volunteer, operate within Perisher Valley and run routine patrols for hazards as well as responding to accidents on the ski slopes and ski fields.

The scope for co-location of existing emergency service and the need for additional services will be the subject of future investigation by NPWS.

Other Community Facilities

Two churches (Alpine Church; Catholic Church) are located on separate sites within Perisher Valley. The NPWS also operates an Information Centre at Perisher Valley. A range of other community facilities and services are provided outside KNP in Jindabyne and Cooma. It is intended that Jindabyne will continue to be the main provider of these other services.

3.5.8 Central Machinery Storage and Workshop Facilities

NPWS currently operate all municipal services and require workshop facilities at the snow interface. PBPL also require workshop facilities to serve its ski slope as well as civil and building operations. Workshops are currently at various locations across Perisher Range. It is intended that **workshop functions be rationalised and consolidated into more centralised locations.**

There is scope for joint location of a centralised workshop facility for PBPL, RTA and NPWS, but this needs further investigation and consideration by these organisations.

A potential site for a centralised facility, located between Perisher Valley and Smiggin Holes with sealed vehicular access off Kosciuszko Road, has been identified. Before endorsement as a suitable site, a detailed environmental assessment will be required. This will include specific consideration of hydrocarbon and chemical storage issues. Figure 3.2 refers.

If this site is found to be unsuitable, it is likely that the existing PBPL workshop facility at Smiggin Holes will require upgrading in order to continue to serve its requirements. In this situation NPWS will also need to seek other alternative locations.

3.5.9 Future Expansion Potential

The current Master Plan makes provision for an additional 1320 beds in the resorts, with the majority likely to be located at Perisher Valley in the new Village Centre. Should pressure for future expansion arise **additional beds will be accommodated in the Perisher Valley Central Precinct in preference to outer areas.**

The Perisher Valley Central Precinct Master Plan (see Section 7) makes provision for a capacity of more than 800 beds in the Village Centre site to allow for expansion if beds not taken up in other resorts were to be located in the Village Centre.

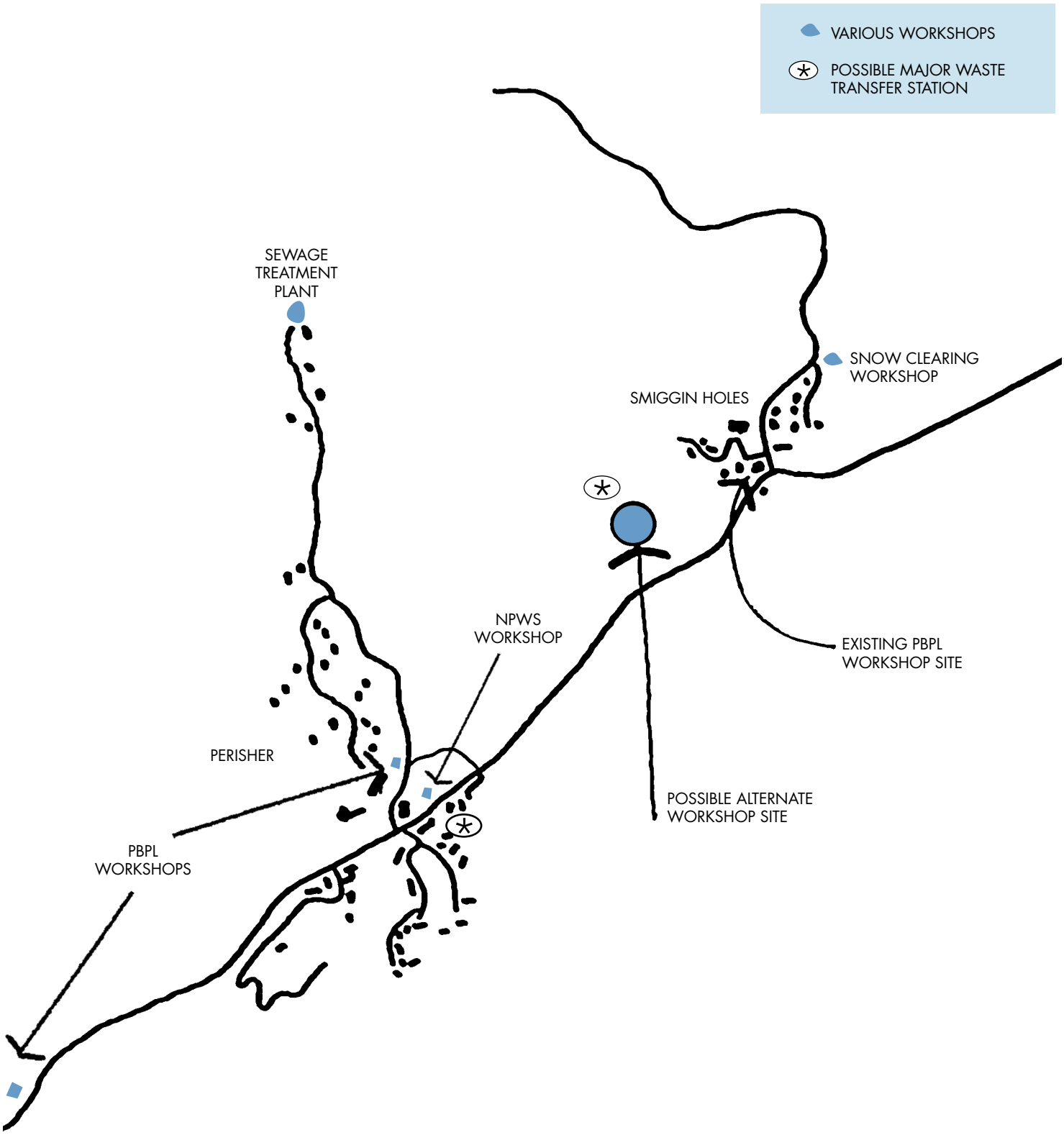
Existing infrastructure (and planned upgrades) will be adequate to cope with the current planned level of expansion. At this stage, there are no specific proposals for expansion beyond the 1320 new beds. However, any expansion of bed numbers beyond this level will require justification in terms of both environmental impact as well as threshold economics for new infrastructure.

3.5.10 Detailed Development Guidelines and Controls

A new set of development guidelines and controls has been prepared for the resorts. **Future development will be assessed and managed through compliance with these detailed development guidelines and controls.**

These guidelines and controls are based on work previously undertaken by NPWS and are intended to reinforce the diversity and character of existing resorts, as well as provide clear parameters for development within the Perisher Range resorts. Schedules 2 and 3 refer.

Development Applications will also be considered in the context of Schedule 1 requirements.



WORKSHOP SITE
3.2

0 125 250 500m

4 Master Plan for Guthega

This section presents the Master Plan concept and supporting analysis for the Guthega resort village. Detailed development guidelines and controls for Guthega are contained in **Schedules One** and **Two** attached.

4.1 Existing Conditions

Figure 4.1 shows existing conditions at Guthega.

This resort is the smallest of the three main resorts on Perisher Range. It has been developed in a linear pattern with several clusters of buildings following the single main road from the ski lift building to the Burning Log restaurant.

The resort contains one commercial lodge (hotel) and 9 club lodges with a total of 236 beds, as well as the Guthega Ski Centre, Snowed Inn Kiosk and Guthega workshop.

At present, the resort provides a total of 60-day spaces and 50 overnight spaces, together with informal parking along other sections of Guthega Rd.

Access to the site is via Kosciuszko Road and Guthega Road during winter. The Link Road to Smiggin Holes is only open in non-winter months. Feasibility studies will need to be undertaken to determine the viability of an all-weather access between Guthega and Smiggin Holes.

Ski slopes are located to the east of the main resort, with lift access from the northern and southern ends of the resort. A number of informal cross-country ski tracks and walking tracks emanate from the resort.

The site has a steep cross-fall, with few flat areas suitable for future development.

The resort has extensive views across Guthega Dam to the main range.

Snow gums and other vegetation extends into the resort and, together with the topography, break the line of sight between lodges.

Lodges are serviced by existing utilities, with sewer being pumped to Perisher North, and water supply being provided locally.

Waste during winter is conveyed from individual lodges to a small waste transfer station (hopper bins) at the end of the cleared section of road near the main ski lift building.

Further details of the existing natural environment including flora and fauna, geotechnical conditions and heritage relevant to the existing conditions and site analysis can be found in the Perisher Range Resorts Environmental Study (Connell Wagner, 2000).

4.2 Area Objectives and Principles

The Master Plan for Guthega Resort is designed to achieve the following area objectives:

- Retain and enhance the existing character of Guthega village;
- Make provision for expansion of existing lodges (maximum beds 80). Where bed limits are not taken up then all unallocated bed quotients will revert to the Perisher Valley Central Precinct;
- Encourage the upgrading of existing accommodation and improve the quality of design of buildings;
- Ensure that new structures or alterations and additions to existing structures complement their natural and built setting and are designed to minimise environmental impacts;
- Improve resort area signage, as well as signage and snow clearance management of long stay parking areas;
- Improve waste transfer facilities and;
- Minimise the visibility of developments from the Main Range.

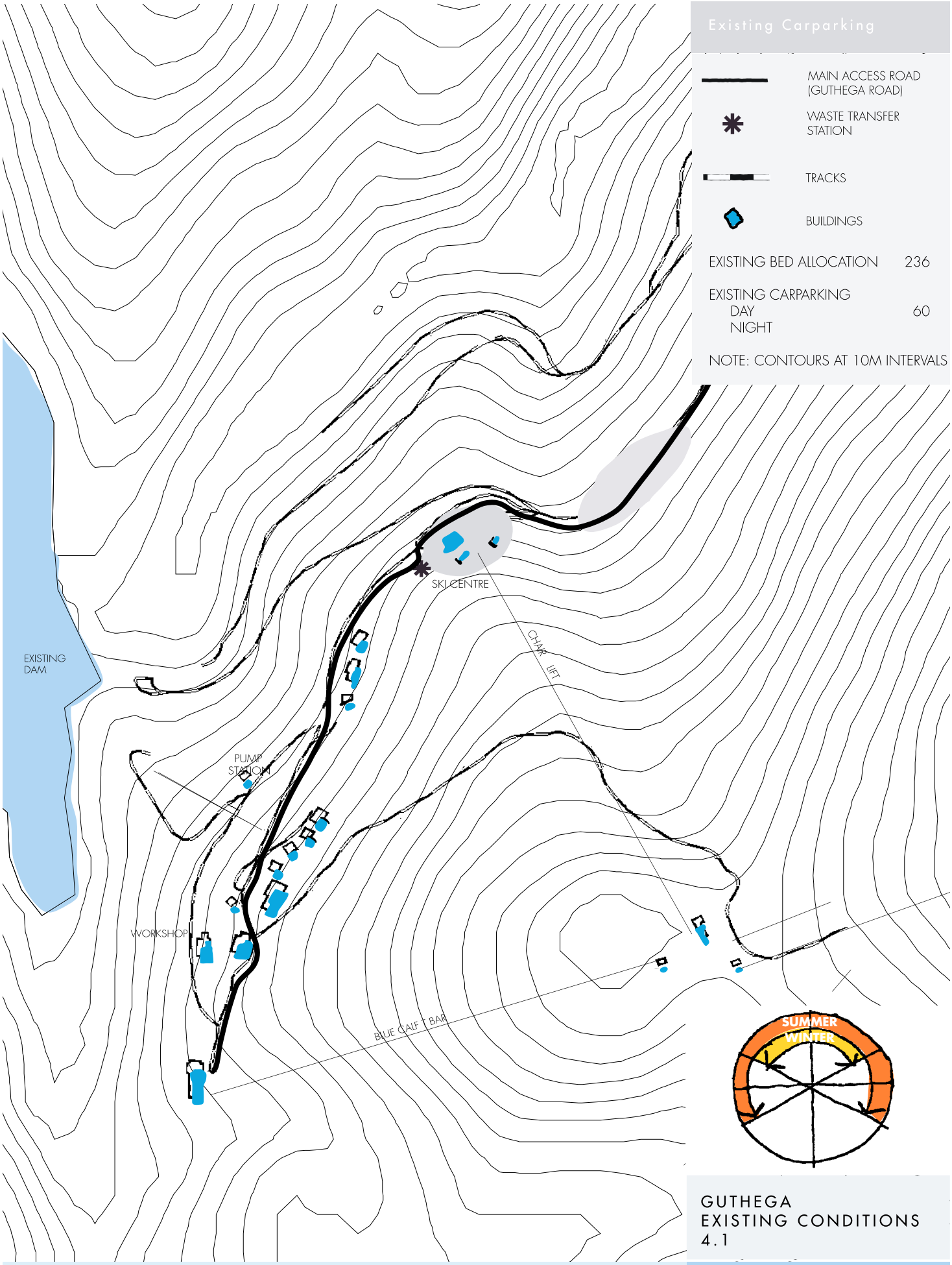
Development will occur as replacement, extension or refurbishment of existing premises. Buildings will be of small scale and fit within the tree canopy. They will be designed to blend with the natural environment.

There will be no additional development on ridges, or in places that will disrupt the skyline from the approaches to the resort.

The public realm will be improved through repair of past disturbance to the natural environment and provision of properly designed and constructed facilities for access and servicing of premises. The natural landscape including landforms and vegetation will be protected and, where possible, enhanced.

4.3 Character Statement

Guthega is the smallest of the resorts, providing low-density accommodation in a scattered landscape setting. It has a strong wilderness atmosphere and it serves downhill and cross-country skiers. The intention of the Master Plan is to retain the present character of Guthega Resort.



Existing Carparking

MAIN ACCESS ROAD (GUTHEGA ROAD)

WASTE TRANSFER STATION

TRACKS

BUILDINGS

EXISTING BED ALLOCATION 236

EXISTING CARPARKING
DAY
NIGHT 60

NOTE: CONTOURS AT 10M INTERVALS

GUTHEGA EXISTING CONDITIONS 4.1

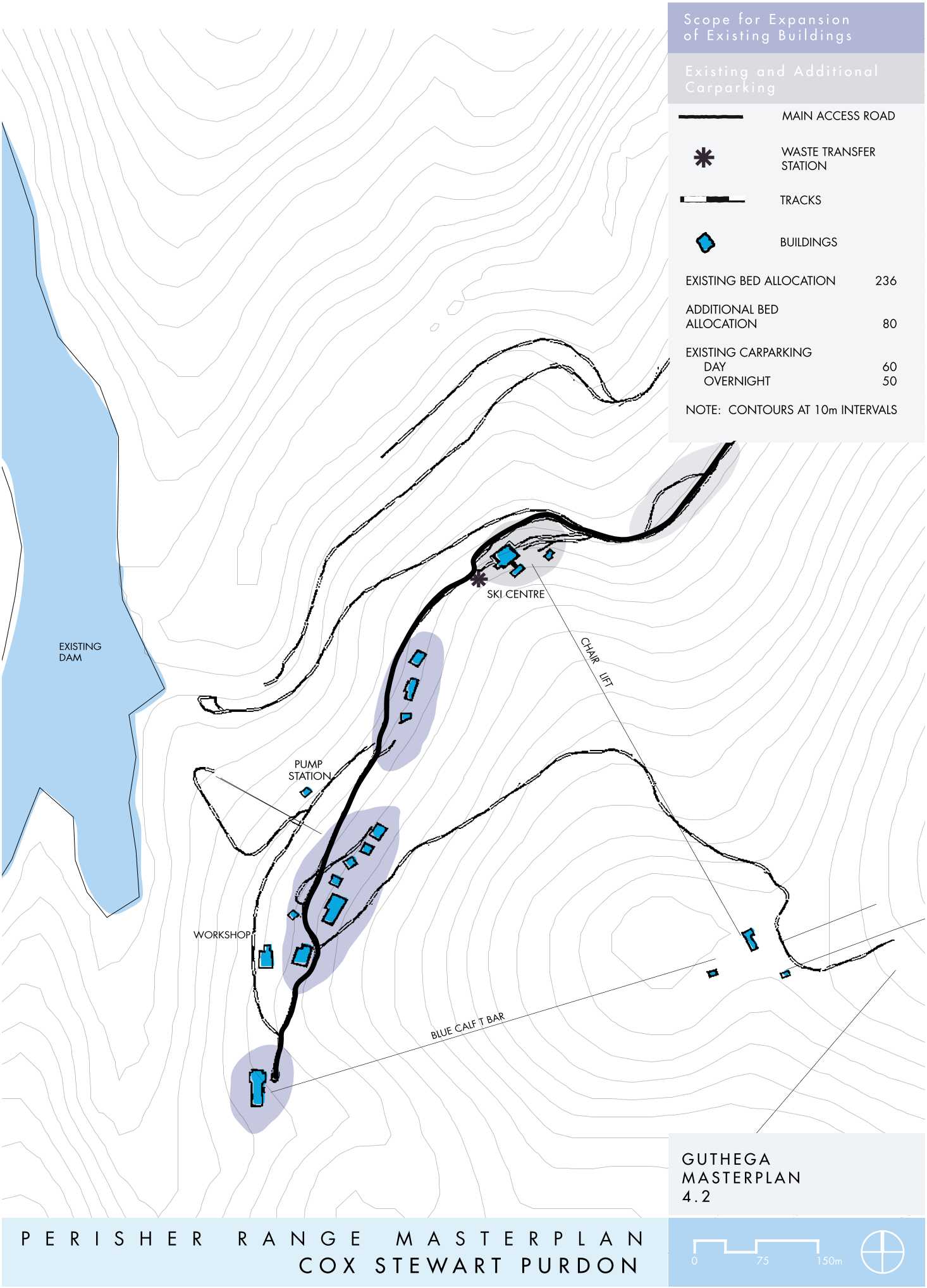
PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 75 150m

4.4 Master Plan Concept

The Master Plan for Guthega contains the following main elements (Figure 4.2 refers):

- Generally retain the existing low density landscaped character of the resort;
- Make provision for an extra 80 beds distributed throughout the resort by allowing expansion of existing commercial and club accommodation. This allocation envisages approximately 20 beds being introduced into the Ski Centre building,
- No new lodges will be permitted;
- Building development is restricted to sites where there is previous disturbance or where it can be demonstrated that there is no impact on significant natural features;
- Any new development proposals must include a detailed geotechnical report;
- An upgrade of signage and improved management (including sealing) of existing short and long stay parking areas;
- Creation of new day parking spaces along the Guthega Road to be located as close to the Ski Centre building facility as possible, and subject to detailed environmental assessment;
- Construction of an enclosed waste transfer station on the southern side of the Ski Centre building that will be accessible during winter periods but improve the visual amenity of the area;
- Retain the current winter status of the Link Road between Guthega and Smiggin Holes during winter until the outcome of a detailed feasibility study and agreement on costing and management responsibilities;
- Buildings in Guthega are to be located and designed to minimise their visibility from the Main Range; and
- Application for relocation of lodges to Perisher Valley Central Precinct will be considered.



PERISHER RANGE MASTERPLAN
COX STEWART PURDON

4.5 Development Guidelines & Controls

Schedule One describes a set of development guidelines and controls for Ecological Sustainability and Environmental Performance with which all development should comply.

Schedule Two provides a set of development guidelines and controls for future expansion and refurbishment of commercial and club lodge accommodation in the resort.

The application of guidelines and controls is intended to provide a clear, concise and practical framework across Perisher Range to retain the diversity and character of existing resorts.

The guidelines and controls cover key aspects of the built form including:

- Permitted Land Uses;
- Location and Building Envelope;
- Building Height, Style and Roof Form;
- Building Materials and Colours;
- Public Spaces;
- Landscaping;
- Signs and Advertising;
- Carparking Areas;
- Integration and Staging; and
- Aboriginal Cultural Heritage.

5 Master Plan for Smiggin Holes

This section presents the Master Plan concept and supporting analysis for the Smiggin Holes resort village. Detailed development guidelines and controls for Smiggin Holes are contained in Schedule One and Two attached.

5.1 Existing Conditions

Figure 5.1 shows existing conditions at Smiggin Holes.

The resort is located in a small valley that contains one hotel, 7 commercial lodges, 14 ski club lodges and 5 staff lodges, as well as downhill ski slopes, a large carpark and machinery storage and repair sheds. It contains a total of 886 beds.

Access to Smiggin Holes is via Kosciuszko Road. Immediate road access into the resort is via a central road that connects all main land uses, and extends (as the Link Road) to Guthega (closed during winter). The southern group of lodges and hotels currently have direct access off Kosciuszko Road.

The existing carpark in the central valley has a capacity of 430 vehicles and 60 buses for day parking, with an extra 36 overnight or authorised car spaces. A secondary carpark together with a pumping station and comfort building is located on the southern side of Kosciuszko Road facing the resort.

Most of the resort has views enclosed within the immediate valley but not distant views.

A substantial native tree cover has been maintained in the eastern and southern part of the resort with individual lodges scattered throughout the area. The main ski area to the north west of the carpark has been cleared for groomed slopes.

A small perennial creek runs along the western edge of the carpark, and is piped under Kosciuszko Road. This creek contains a small patch of protected flora near the northern end of the carpark.

Effluent from the resort is pumped to North Perisher Sewage Treatment Plant for treatment.

A flood analysis for Smiggins Creek is currently being undertaken to confirm suitability of development in this part of Smiggin Holes.

Further details of the existing natural environment including flora and fauna, geotechnical conditions and heritage relevant to the existing conditions and site analysis can be found in the Perisher Range Resorts Environmental Study (Connell Wagner, 2000).

5.2 Area Objectives and Principles

The Master Plan for Smiggin Holes Resort is based on the following planning principles and objectives:

- Retain the existing character of Smiggin Holes whilst allowing minor increase in bed accommodation;
- Encourage the upgrading of existing accommodation and improve the quality of design;
- Ensure that new structures or alterations and additions to existing structures complement their natural and built setting and are designed to minimise environmental impacts;
- Make provision for a maximum increase of 150 new beds. Where bed limits are not taken up then all unallocated bed quotients will revert to the Perisher Valley Central Precinct;
- Allow the redevelopment of the current PBPL workshop site with a new gateway building;
- Improve the gateway entrance to Smiggin Holes;
- Improve the ski assembly area;
- Expand day visitor commercial facilities as part of the Wattle building;
- Improve pedestrian/skier access to the ski slopes;
- Improve traffic circulation and safety;
- Make provision for two new waste transfer stations in the resort area; and
- Create a new workshop and utilities site between Smiggin Holes and Perisher Valley with access off Kosciuszko Road.

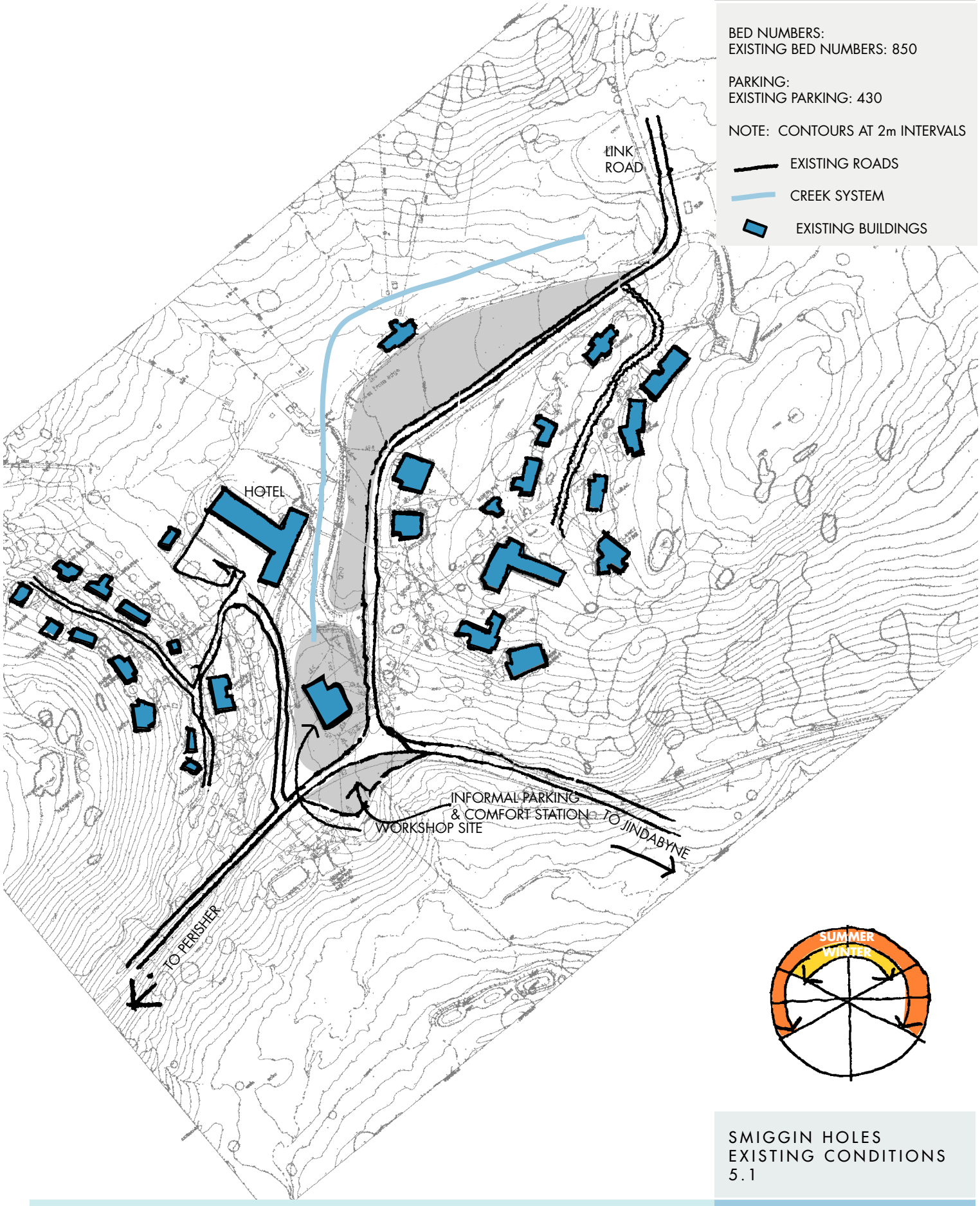
Development will occur as replacement, extension or refurbishment of existing premises. Buildings will be of small scale and fit within the tree canopy. They will be designed to blend with the natural environment.

There will be no additional development on ridges, in open valley areas, or in places that will disrupt the skyline when viewed from the Central Valley at Smiggin Holes and the approach to the resort.

The public realm will be improved through repair of past disturbance to the natural environment and provision of properly designed and constructed facilities for access and servicing of premises. The natural landscape including landforms and vegetation will be protected and, where possible, enhanced.

The Smiggin Holes central area will be developed to provide a secondary skier access point to the slopes and maintain its role as an alternate small-scale village. Development will be confined to replacement, extension or refurbishment of the workshop site and Wattle building and the existing accommodation premises.

It is also intended to create a new gateway to the resort by encouraging the redevelopment of the PBPL workshop site for accommodation, visitor information, administration and or parking, as well as new landscaping.



Existing Parking

BED NUMBERS:
EXISTING BED NUMBERS: 850

PARKING:
EXISTING PARKING: 430

NOTE: CONTOURS AT 2m INTERVALS

EXISTING ROADS

CREEK SYSTEM

EXISTING BUILDINGS

SMIGGIN HOLES
EXISTING CONDITIONS
5.1

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100

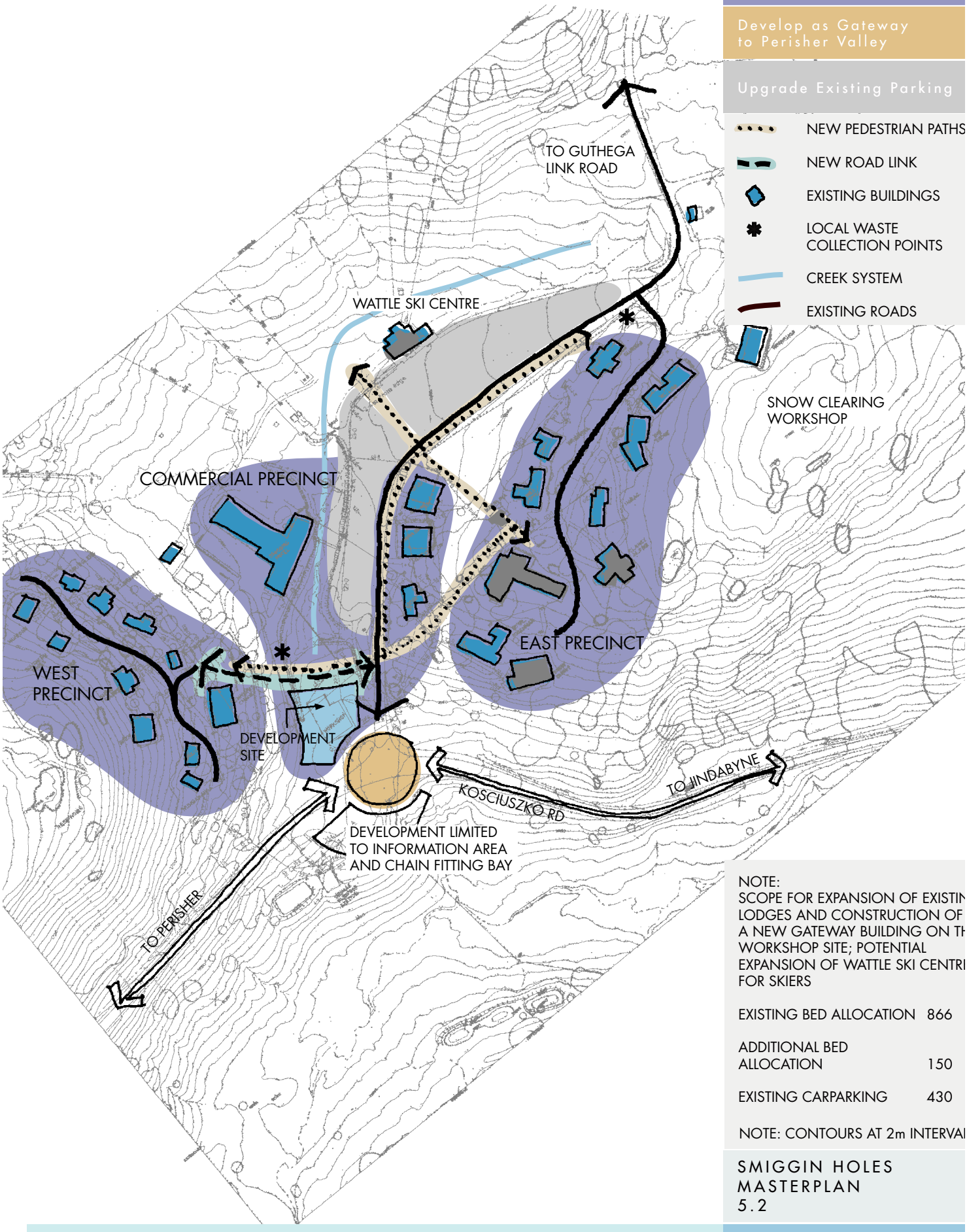
5.3 Character Statement

The character of Smiggin Holes is considered to be a low-density village with dispersed small scale family orientated lodge accommodation in a woodland setting.

5.4 Master Plan Concept

The Master Plan for Smiggin Holes contains the following elements (refer **Figure 5.2**):

- Generally retain the existing low density landscaped character of the resort;
- Make provision for an extra 150 beds at the resort, by way of expansion of existing commercial and club accommodation, and possible construction of a new gateway building on the current PBPL workshop site;
- No new lodges will be permitted except at the gateway site;
- An expansion of space at the Wattle Day Centre for skiers;
- The PBPL workshop at the entrance to Smiggin Holes will be encouraged to relocate to an alternative less conspicuous site at either Smiggin Holes north or to an intermediate site between Smiggin Holes and Perisher Valley. If the workshop is not relocated the existing facility will require upgrading;
- Rehabilitation, redevelopment and landscaping of the gateway (workshop) site will be required to create a new attractive gateway development for the resort;
- Create a new access/egress road across Smiggins Creek from the main road to serve the hotel and lodges in the western precinct;
- Close off the existing secondary vehicular access/egress from Kosciuszko Road to the western precinct;
- Locate small waste collection sites at the entrance to local service roads;
- Improve the day parking capacity of the central carpark by possible replacement of bus bays with parking spaces, and utilize part of the workshop site (if vacated), subject to detailed assessment and consultation with stakeholders;
- As visitation to the resorts increases, the number of people travelling by coach may increase, and the number of coach parking spaces would need to be readdressed. Should coach numbers exceed available spaces, they could be parked along Kosciuszko Road or taken back to Sawpit Creek;
- Make provision for possible future above ground parking structure at the northern end of the central carpark to accommodate day parking spaces lost to development at Perisher Valley;
- Create an improved traffic entrance to Smiggin Holes at the intersection with Kosciuszko Road that will operate effectively in all seasons and provide an attractive entrance to the resort;
- Construct a new footpath network throughout the village, including new pathways on the eastern side of the main road through Smiggin Holes to improve pedestrian safety and access to the main ski assembly area;
- Clearly demarcate the boundary between the edge of the central carpark and the main access road to Guthega (Link Road);
- Minor improvements of the open area on the southern side of Kosciuszko Road for the purposes of information display and chain fitting bays.



Scope for Expansion of Existing Buildings

Develop as Gateway to Perisher Valley

Upgrade Existing Parking

NEW PEDESTRIAN PATHS

NEW ROAD LINK

EXISTING BUILDINGS

LOCAL WASTE COLLECTION POINTS

CREEK SYSTEM

EXISTING ROADS

NOTE:
SCOPE FOR EXPANSION OF EXISTIN
LODGES AND CONSTRUCTION OF
A NEW GATEWAY BUILDING ON TH
WORKSHOP SITE; POTENTIAL
EXPANSION OF WATTLE SKI CENTRE
FOR SKIERS

EXISTING BED ALLOCATION	866
ADDITIONAL BED ALLOCATION	150
EXISTING CARPARKING	430

NOTE: CONTOURS AT 2m INTERVAL

SMIGGIN HOLES MASTERPLAN
5.2

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100

5.5 Development Guidelines & Controls

Schedule One describes a set of development guidelines and controls for Ecological Sustainability and Environmental Performance with which all development in the resort should comply.

Schedule Two provides a set of development guidelines and controls for future expansion and refurbishment of commercial and club lodge accommodation in the resort.

The application of guidelines and controls is intended to provide a clear, concise and practical framework across Perisher Range to retain the diversity and character of existing resorts.

The guidelines and controls cover key aspects of the built form including:

- Permitted Land Uses;
- Location and Building Envelope;
- Building Height, Style and Roof Form;
- Building Materials and Colours;
- Public Spaces;
- Landscaping;
- Signs and Advertising;
- Carparking Areas;
- Integration and Staging; and
- Aboriginal Cultural Heritage.

6 Master Plan for Outer Perisher Valley

This section presents the Master Plan concept and supporting analysis for the outer precincts of Perisher Valley resort village. Section 7 provides a detailed Master Plan for the Perisher Valley Central Precinct.

The outer parts of Perisher Valley have been grouped into two distinct but connected precincts (North and South Perisher) for this Master Plan as shown in **Figure 6.2**.

6.1 Existing Conditions

Figure 6.1 shows existing conditions for the outer residential precincts in Perisher Valley. This part of the resort contains about 80-ski club and commercial lodges (comprising about 1490 beds) as well as a number of other land uses including utility services.

Perisher Valley is drained by Perisher Creek, Rock Creek and their smaller tributaries. Perisher Creek is a perennial stream that rises at Perisher Gap and flows in a northeasterly direction, meandering in a number of large loops through a valley bog between the village and the ski lifts.

Main road access to the resort is via Kosciuszko Road, which also services Charlotte Pass further to the west. This road is closed to general traffic at Perisher Valley during the winter months. Each precinct is served by access roads that are closed to general traffic during winter.

Perisher North and South are characterized by undulating topography, low-density lodge development and substantial native tree cover surrounding lodges. Perisher Valley suffers extreme climatic conditions with strong winds and cold temperatures during winter months. Micro-climatic conditions on the central valley floor are not conducive to tree growth.

Most of the Perisher Valley resort area can be viewed from Kosciuszko Road at the saddle on Mt Piper. The main carpark in the Central Valley precinct is visually dominant. Existing buildings are generally a maximum of two storeys and sit below the mountain skyline.

All precincts are serviced by existing local water supply, with effluent treated at North Perisher. Some lodges have reticulated gas supply.

Further details of the existing natural environment including flora and fauna, geotechnical conditions and heritage relevant to the existing conditions and site analysis can be found in the Perisher Range Resorts Environmental Study (Connell Wagner, 2000).

6.2 Area Objectives and Principles

The present character of the existing residential precincts in the resort will be retained and enhanced.

Development will occur as replacement, extension or refurbishment of existing premises. Buildings will be of small scale and fit within the tree canopy. They will be designed to blend with the natural environment.

There will be no additional development on ridges, in open valley areas, or in places that will disrupt the skyline when viewed from the Perisher Valley central area and the approaches to the resort.

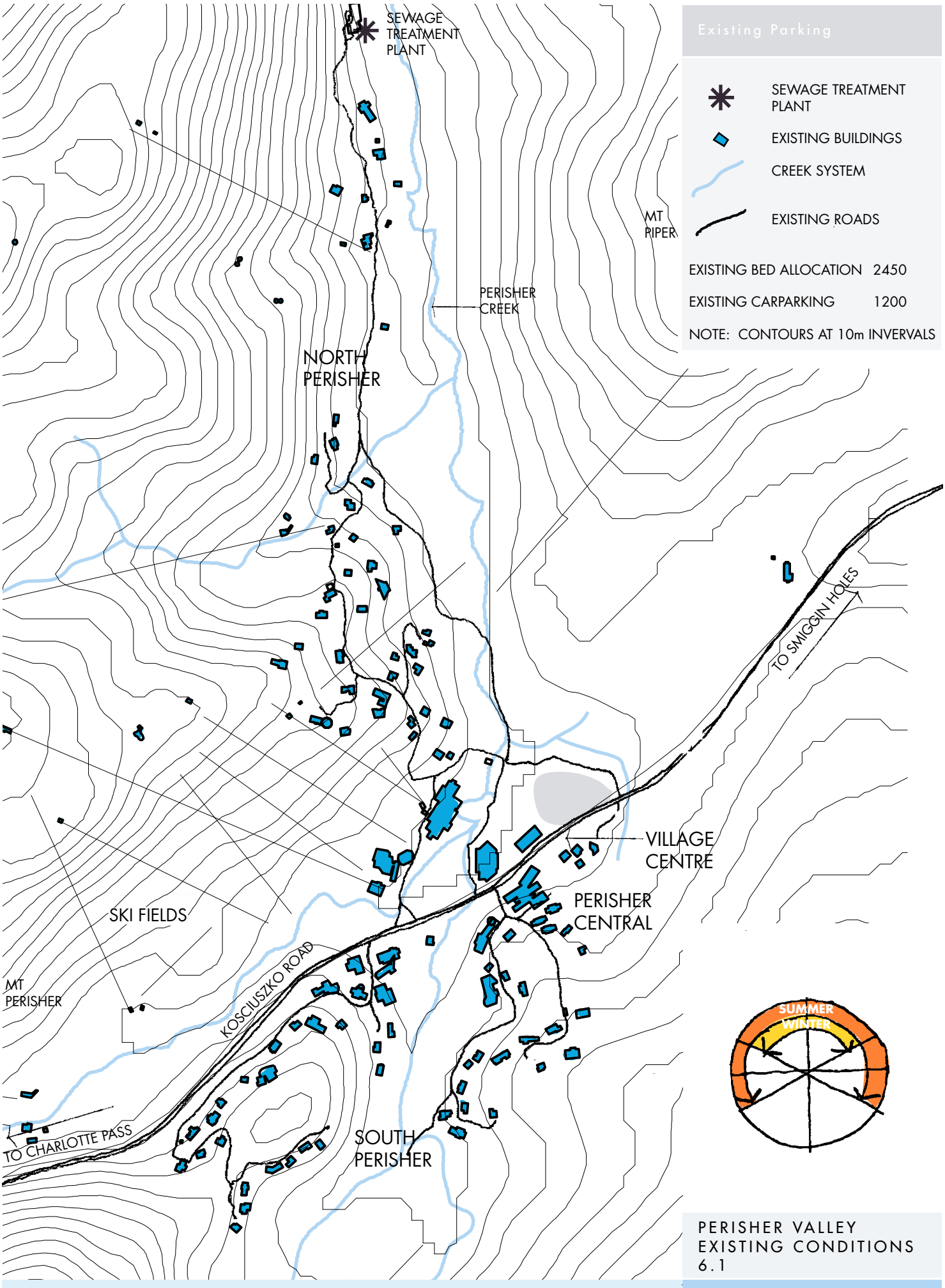
The public realm will be improved through repair of past disturbance to the natural environment and provision of properly designed and constructed facilities for access and servicing of premises. The natural landscape including landforms and vegetation will be protected and, where possible, enhanced. The planning of these areas must take account of the Ski Slope Plan. This is subject to recognising that detailed design must be adjusted on both slopes and base areas to provide an effective solution.

Other specific objectives for the outer residential precincts include:

- Encourage the upgrading of existing accommodation and improve the quality of design;
- Ensure that new structures or alterations and additions to existing structures complement their natural and built setting and are designed to minimise environmental impacts;
- Ensure development does not cause the loss of significant natural vegetation or other natural features, restrict the movement of wildlife, cause the loss of habitat linkages or distort natural drainage systems and to encourage the repair and protection of these features;
- Make provision for an increase of 116 beds. Where beds are not taken up then all unallocated bed quotients in outer resort areas will revert to the Perisher Valley Central Precinct;
- Allow for some relocation of existing premises where suitable sites are identified through the development assessment process.

6.3 Character Statement

The outer areas of Perisher Valley contain the largest number of individual ski lodges on Perisher Range. It comprises a mixture of low-density lodges scattered throughout a woodland setting, together with several larger commercial accommodation units. Generally the density of development will be greater closer to the Perisher Valley Central Precinct area.



Existing Parking

SEWAGE TREATMENT PLANT

EXISTING BUILDINGS

CREEK SYSTEM

EXISTING ROADS

EXISTING BED ALLOCATION 2450

EXISTING CARPARKING 1200

NOTE: CONTOURS AT 10m INVERVALS

PERISHER VALLEY
EXISTING CONDITIONS
6.1

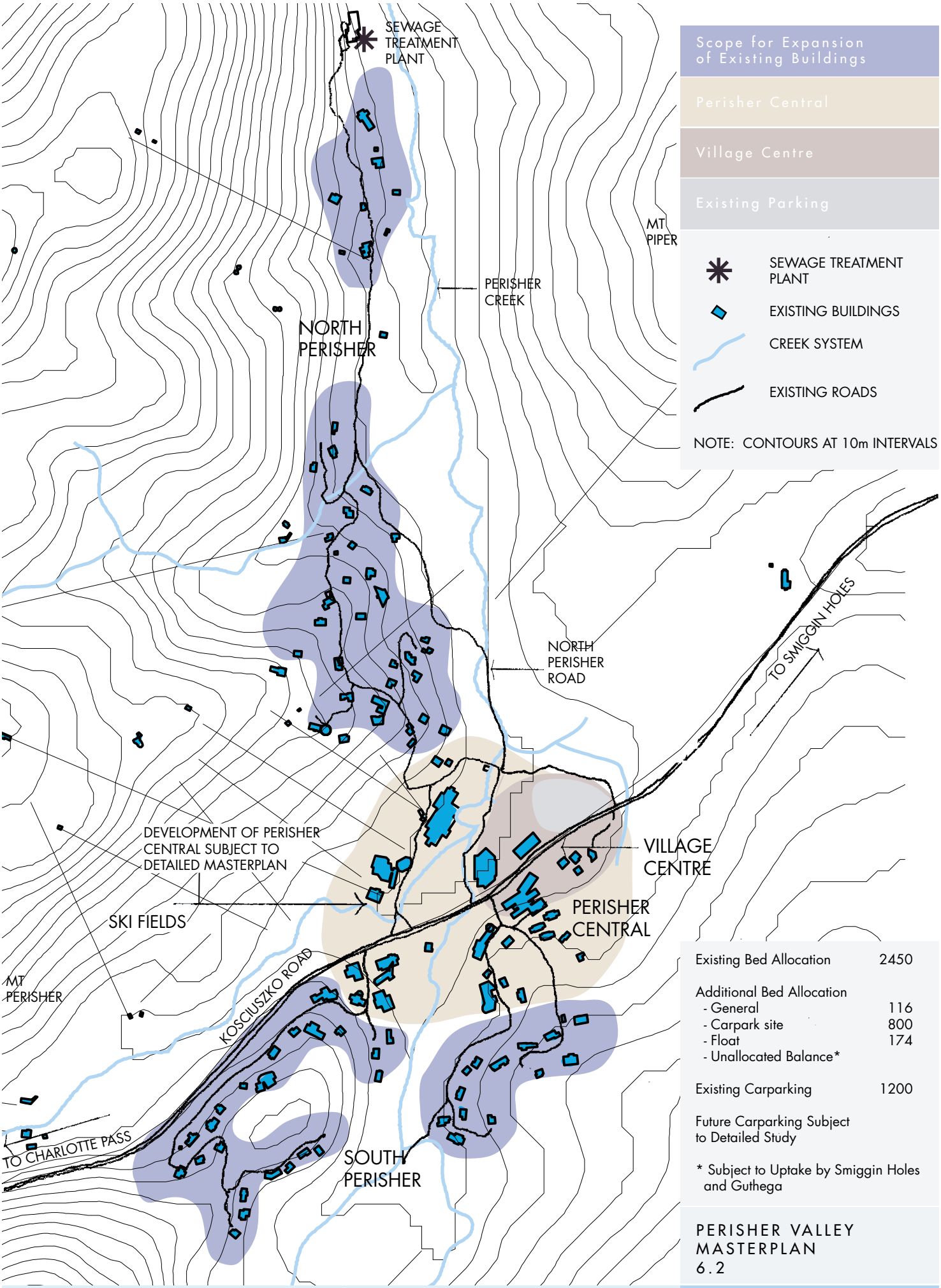
PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 75 150 300m

6.4 Master Plan Concept

The main elements of the Master Plan for outer Perisher are listed below (**Figure 6.2**):

- Retain the low density landscaped character of the outer precincts;
- Make provision for a minimum of 116 beds to be distributed amongst the two outer precincts (and parts of the Central Precinct), based on expansion of existing commercial and club lodges;
- Any extension or amendment to the built form will relate to the landscape;
- The existing road hierarchy will be retained, with Kosciuszko Road as the main all weather vehicular access to Perisher Valley. Existing feeder roads to each precinct will be retained. NPWS is currently reviewing the need for access to lodges in North Perisher via the Sundeck Hill access road;
- Pedestrian and skier access to the Central Precinct will be via oversnow trails during winter or by local roads and footpaths when cleared. A policy decision on road clearance during winter is a resort management issue and is not addressed by this Master Plan;
- Location of an oversnow interchange near the Skitube station that will service the needs of the outer village areas as well as Charlotte Pass. Alternative solutions include a new facility on Kosciuszko Road west of Perisher Creek;
- Make provision for oversnow or cleared road access to a central waste transfer station and/or smaller waste collection nodes to service each outlying area. These small collection points should be designed to provide adequate closure and convenient access for oversnow and wheeled vehicles. A detailed waste management strategy is being prepared by NPWS in conjunction with local stakeholders that will determine the location of new waste transfer facilities in outer Perisher Valley;
- Freight deliveries to the outer precincts will be made from an upgraded freight terminal located adjacent to the Skitube building off Kosciuszko Road;
- Upgrading of infrastructure services to lodges and commercial accommodation will utilize common trenching where possible;
- All snow clearing activity and construction to be consistent with the Upper Snowy Catchment Stormwater Master Plan 2000.
- A separate Master Plan has been prepared for Perisher Valley Central Precinct (refer **Section 7** below).



Scope for Expansion of Existing Buildings

Perisher Central

Village Centre

Existing Parking

SEWAGE TREATMENT PLANT

EXISTING BUILDINGS

CREEK SYSTEM

EXISTING ROADS

NOTE: CONTOURS AT 10m INTERVALS

Existing Bed Allocation	2450
Additional Bed Allocation	
- General	116
- Carpark site	800
- Float	174
- Unallocated Balance*	
Existing Carparking	1200

Future Carparking Subject to Detailed Study

* Subject to Uptake by Smiggin Holes and Guthega

PERISHER VALLEY MASTERPLAN
6.2

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 75 150 300m

6.5 Development Guidelines & Controls

Schedule One describes a set of development guidelines and controls for Ecological Sustainability and Environmental Performance with which all development in the resort should comply.

Schedule Two provides a set of development guidelines and controls for future expansion and refurbishment of commercial and private lodge accommodation in the resort.

The application of guidelines and controls is intended to provide a clear, concise and practical framework across Perisher Range to retain the diversity and character of existing resorts.

These guidelines and controls cover key aspects of the built form including:

- Permitted Land Uses;
- Location and Building Envelope;
- Building Height, Style and Roof Form;
- Building Materials and Colours;
- Public Spaces;
- Landscaping;
- Signs and Advertising;
- Carparking Areas;
- Integration and Staging; and
- Aboriginal Cultural Heritage.

7 Master Plan for Perisher Valley Central Precinct

This Master Plan and associated development guidelines refers to the Central Precinct within Perisher Valley containing the Skitube, carpark, main ski area, the bulk of commercial accommodation, as well as other commercial facilities and community services.

The Perisher Valley Central Precinct is to provide a vibrant and attractive focus for visitor use of the resort within the National Park.

The existing buildings, main carparking area and other developments will be enhanced through sensitive redevelopment that will unify the visual setting and maintain and enhance existing view corridors, improve environmental performance and improve the functioning of the area for skiers and operational uses.

New development on part of the main carparking area (the Village Centre) will link existing developments in the area with the Skitube, existing base area facilities and a proposed learn-to-ski area at the foot of Pipers Ridge in both a functional and visual sense.

The character and form of development will have strong links to its natural setting and provide an easily understood hierarchy of places and spaces.

Whilst the content of this Master Plan applies to all of the Central Precinct, many of the drawings contained in this section focus on the new Village Centre development and adjacent existing buildings to illustrate how objectives, guidelines and controls should be interpreted. **Schedules One** and **Three** as attached provide detailed environmental performance measures and development controls against which all-new development in this Precinct will be assessed.

7.1 Existing Conditions

Figure 7.1 to 7.3 illustrate the existing natural constraints, principal views and prevailing winds and existing infrastructure constraints respectively. **Figure 7.4** illustrates the primary building zones identified within the precinct.

This precinct is characterised by a sub-alpine climate and has a continuous snow cover for one to four months of the year. Minimum temperatures below freezing are experienced for approximately six months of the year (Environmental Study, 2000). The predominant winter winds are from the west as shown on **Figure 7.2.**

The precinct is located in the floor of the valley, with gently sloping terrain. The precinct is bisected by the Perisher Creek, with an unnamed creek forming the northern boundary of the carpark. Perisher Creek is known to flood in this central area, particularly with snowmelt in the spring.

The lowest creek flows are from January to April when precipitation is low and flow is principally maintained by springs, bogs and groundwater flow (Kinhill 1997). This creek system has been altered since the 1970s, with considerable changes in flow paths, cross-sectional profiles and water quality.

These water courses provide a constraint on development, and the Master Plan will require a mandatory 15 metre building setback from the edge of Perisher Creek as identified in the EIS (Kinhill 1997), as well as an 8 metre building setback from the northern disturbed edge of the carpark. For the purpose of the Master Plan, the "edge" is defined as the waterside edge of disturbed land including the gravel verge of the carpark (**Figure 7.4** refers). Specific development proposals would be required to minimise adverse impact on Perisher Creek and the unnamed creek.

Development should be generally located outside the 1 in 100 year flood area of Perisher Creek (refer **Figure 7.1**). Any incursions into this zone would require an assessment of hydrological and other impacts.

The area surrounding the main carpark at Perisher Valley supports important bog and fen communities. This is a highly valued ecological system, of national significance, which has restricted distribution in the NSW Alps. These bog and fen complexes have an important function in the regulation of water flow within the creek system. Two fauna species of conservation significance (Rare or Threatened Australian Plant) have been located within the communities to the north east of the carpark area. Wetlands and floodplain areas are illustrated on **Figure 7.1**.

Wildlife habitats in the precinct are concentrated in the natural areas surrounding Perisher and Rock Creeks and the tree stands behind Marritz and Corroboree Lodges. The existing development severely constrains wildlife movement corridors in the precinct.

The Perisher Valley central precinct is currently the main arrival point for Perisher Valley for visitors accessing the resorts by train, car and bus. This precinct contains most of the commercial lodges, hotels and day skier facilities in the Perisher Valley resort areas. There are currently 958 beds contained in this precinct as per the KNP PoM.

Perisher Valley Central Precinct currently appears as a collection of scattered buildings rather than a consolidated village with a recognizable centre. The main commercial activities are concentrated at the foot of the main ski slopes, although a number of the hotels and commercial lodges also offer restaurant and other entertainment.

Views from within the Perisher Valley Central Precinct include the main ski slopes and other surrounding topography and vegetation as illustrated on **Figure 7.2**. The Master Plan will protect all key views into and out of the development site for Perisher Village Centre as identified in the COI Findings.

Infrastructure and community facilities located in this precinct (**Figure 7.3** refers) include the Skitube, main carpark, a NPWS facility, emergency services, two churches, waste collection facilities, a cross country shelter and oversnow interchange. Kosciuszko Road divides the central precinct, running east west.

Further details of the existing natural environment including flora and fauna, geotechnical conditions and heritage relevant to the existing conditions and site analysis can be found in the Perisher Range Resorts Environmental Study (Connell Wagner, 2000).

Extent of Disturbed Areas (Not Fully Developed)

Perisher Creek Wetlands and Flood Plain

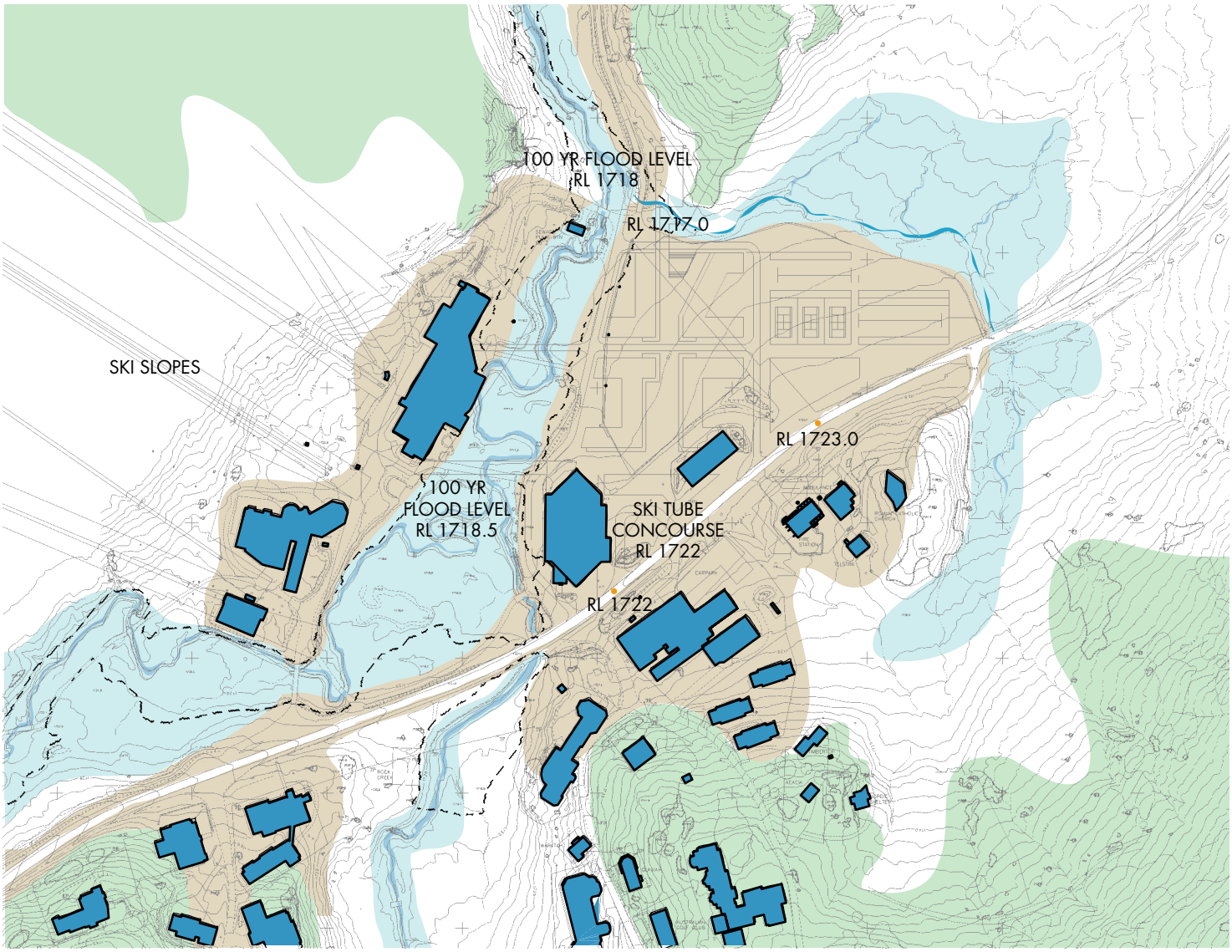
Natural Drainage Systems and Creeks

Visually Significant Tree and Rock Formations

EXISTING BUILDINGS

100 YEAR FLOOD LEVEL

NOTE: CONTOURS AT 1m INTERVALS



SOURCE: PERISHER RANGE RESORTS. ENVIRONMENTAL STUDY, CONNELL WAGNER

PERISHER VALLEY
CENTRAL PRECINCT
NATURAL CONSTRAINTS
7.1

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

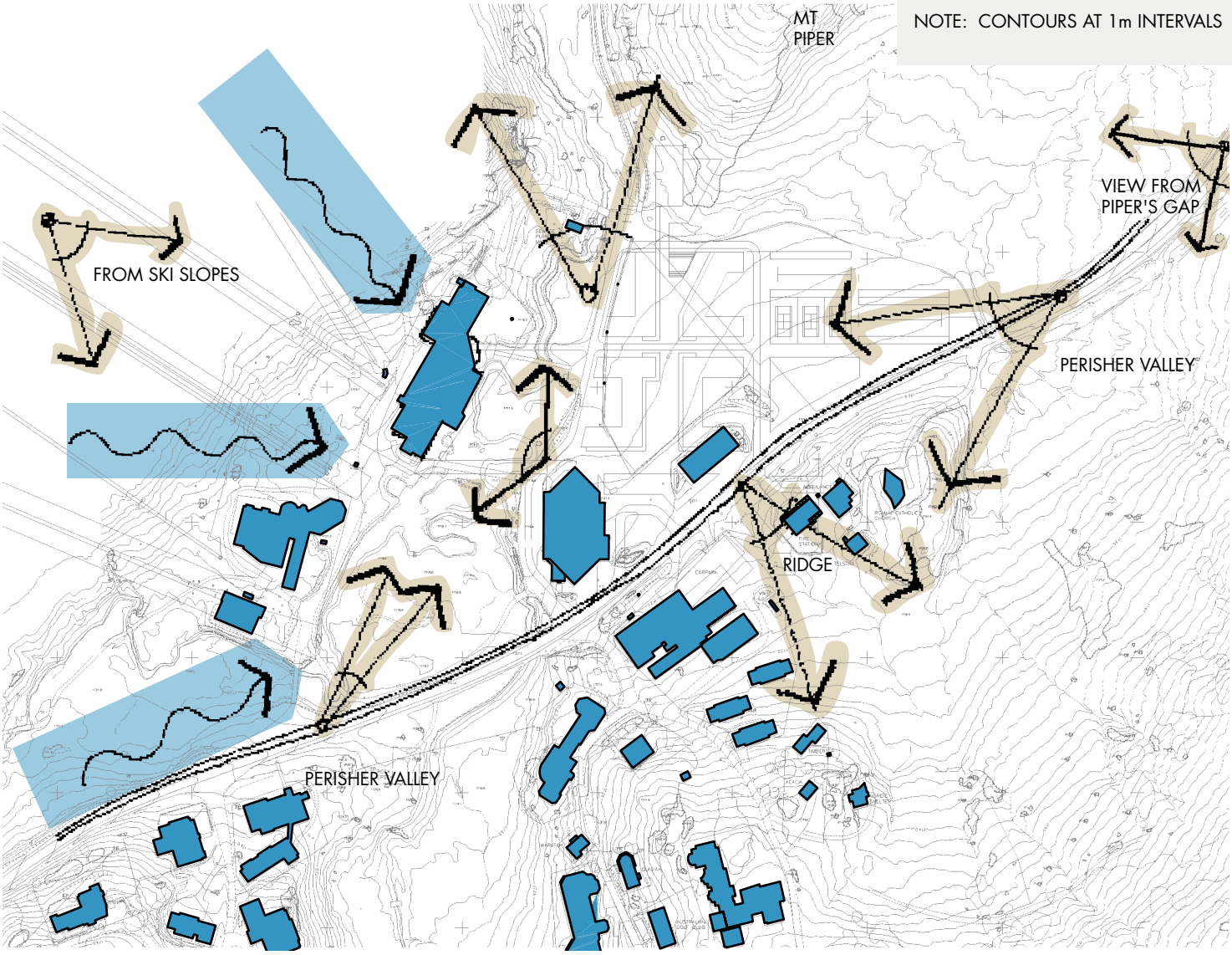
0 32.5 75 150m

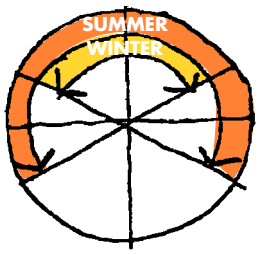
Principle Views

Winter Prevailing Winds

EXISTING BUILDINGS

NOTE: CONTOURS AT 1m INTERVALS

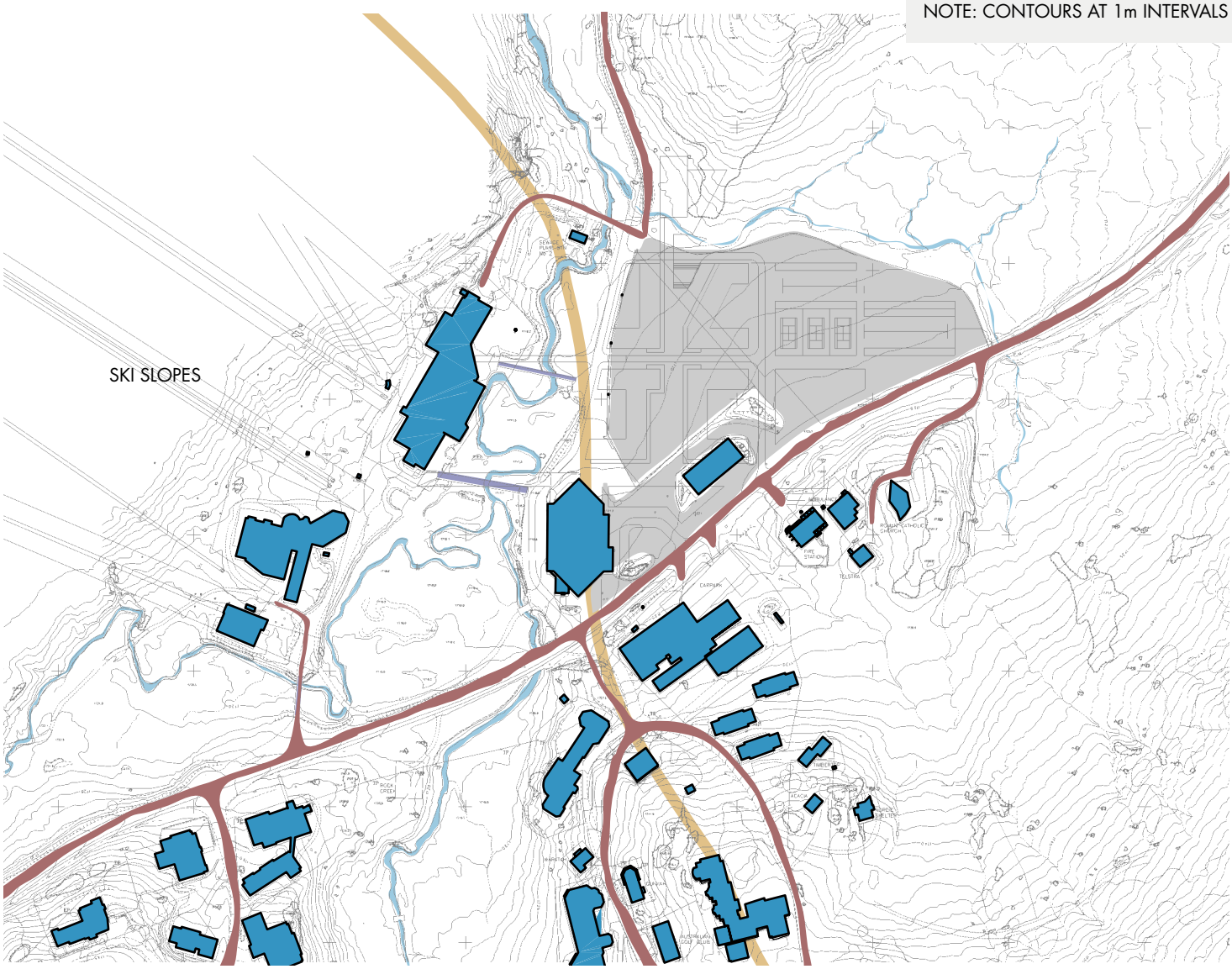




PERISHER VALLEY
CENTRAL PRECINCT
PRINCIPLE VIEWS AND
PREVAILING WINDS
7.2

SOURCE: PERISHER RANGE RESORTS. ENVIRONMENTAL STUDY, CONNELL WAGNER

0 32.5 75 150m



Sealed Parking Areas

EXISTING BUILDINGS

CREEK SYSTEM

FORMED ROADS

SKITUBE

PEDESTRIAN BRIDGES

NOTE: CONTOURS AT 1m INTERVALS

SOURCE: PERISHER RANGE RESORTS. ENVIRONMENTAL STUDY, CONNELL WAGNER

PERISHER VALLEY
CENTRAL PRECINCT
EXISTING
INFRASTRUCTURE
CONSTRAINTS
7.3

0 32.5 75 150m

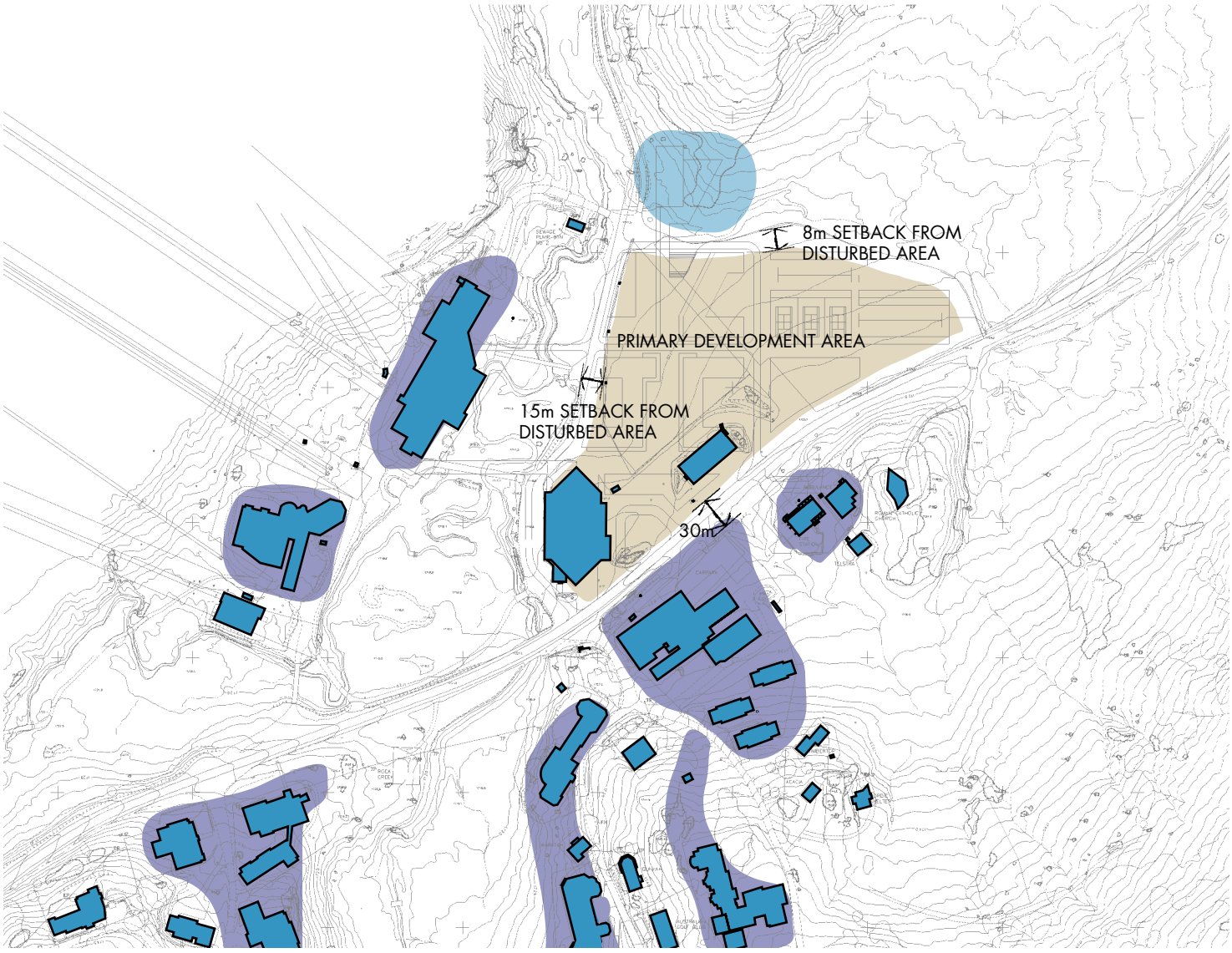
Primary Building Zone for new Village Centre

Possible other Building Areas Subject to Specific Environmental Assessment

Scope for Expansion of Existing Buildings

EXISTING BUILDINGS

NOTE: CONTOURS AT 1m INTERVALS



PERISHER VALLEY
CENTRAL PRECINCT
BUILDING ZONES
7.4

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 32.5 75 150m

7.2 Precinct Objectives and Principles

The Master Plan for this precinct is based on a number of inter-related planning principles and objectives as follows. The next section discusses the key elements of the Perisher Valley Central Precinct Master Plan as it relates to these planning principles.

Create a New Village Centre

- Create a new, more attractive and commercially viable Village Centre within the Perisher Valley Central Precinct that provides a "point of difference" for Perisher;
- The new village will be the main focus of commercial accommodation and activity in the Perisher Range. It will enhance the image of the area and contain facilities including accommodation, shopping, recreation and entertainment that will serve the needs of winter and summer visitors;
- The village will be a focal point for Perisher Valley where visitors arrive and depart, and must operate in an efficient manner to meet the needs of all user groups;
- Provision for at least 800 new beds in the Village Centre, with scope for significant additional bed numbers within the Village Centre and or the Central Valley Precinct, depending on the uptake of beds in other resorts and environmental capacity constraints.

Economic Viability

- Create opportunities for diversity in ownership of businesses and property;
- Provide base area facilities with easy access to snow play, alpine and cross country ski areas with appropriate accommodation, transport interchange and commercial services;
- Provide for a variety of accommodation which is suitable for a broad range of market sectors;
- Recognize the high cost of basement parking and below ground infrastructure;
- Balance commercial imperatives with community needs/expectations.

Linkages

- Integrate any new development with adjacent land uses including the ski slopes, Skitube, commercial lodges, emergency services and public facilities in other parts of Perisher Valley;
- The planning of this area must take account of the Ski Slope Plan. This is subject to recognizing that detailed design must be adjusted on both slopes and base areas to provide an effective solution.

Public Realm

- Create a network of clearly defined, attractive and useable public streets and spaces within the Perisher Valley Central Precinct and the Village Centre;
- Create two major pedestrian thoroughfares oriented east-west (Bridge Street) and north-south (Perisher Place) within the Village Centre;
- Ensure that any new development provides a safe, efficient and attractive circulation system(s) that respects the competing needs of pedestrians, skiers, cars, trucks and buses;
- Maintain convenient pedestrian and skier access to the ski slopes;
- Reinforce Kosciuszko Road as the main vehicular street running through the Central Precinct with development to be encouraged on both sides to address the street;
- Maximize solar penetration into public spaces;
- Create shelter structures to protect pedestrians from rain and snow.

Circulation and Parking

- Ensure adequate and affordable access to the Village Centre for all users;
- Provide and upgrade environmentally sustainable forms of access to the Village Centre;
- Provide public carparking to satisfy visitor needs for short and long stay parking;
- Maintain overnight parking for authorized vehicles;
- Improve the appearance of the carpark within the Central Valley Precinct;
- Enhance connections through the Village Centre to outer areas of Perisher Valley and Charlotte Pass.

Waste and Freight

- All main buildings to provide own waste collection/storage;
- Major freight and waste transfer facilities will be required at the oversnow interface;
- Transfer of all Central Precinct waste to regional disposal facility.

Views

- Establish a strong relationship between the planned Village Centre and macro landscape form, including views to adjacent snow fields;
- Ensure that any new development maintains view corridors from key public vantagepoints to surrounding mountain vistas.

Good Design

- Create a Village Centre that incorporates design excellence and has a cohesive form that complements the natural landscape of the area.

Development Staging

- Ensure that all new Village Centre development is staged in a manner that will appear as self- contained and complete within the agreed construction period. Each stage should make a positive contribution to the completeness of the Village Centre;
- Ensure a commercially viable development-staging program.

Village expansion

- Make provision for future expansion beyond existing bed numbers, subject to appropriate assessment of environmental constraints and infrastructure thresholds.

Environmental Impact

- All new development should "touch the ground lightly" in sensitive environmental areas;
- The development will clearly delineate the interface with wetland areas and enhance the visibility of high value environmental areas;
- Ensure the Perisher Creek and Rock Creek as well as adjacent wetlands are protected from further development and the effects of further development.

7.3 Character Statement

Within Perisher Valley, the new Village Centre is to provide a vibrant and attractive focus for visitor use of the resort and National Park.

The existing buildings, main carpark and other developments within the Central Precinct of Perisher Valley will be enhanced through sensitive redevelopment. The redevelopment will unify the visual setting and maintain and enhance existing view corridors, improve environmental performance and improve the functioning of the area.

Additional development on the existing carparking area will link existing developments in the area with the Skitube, existing base area facilities and a proposed learn-to-ski area at the foot of Pipers Ridge in both a functional and aesthetic sense.

The character and form of development will have strong links to its natural setting and provide an easily understood hierarchy of places and spaces.

7.4 Master Plan Concept

7.4.1 Overview

The Master Plan for this precinct provides a framework for the major concentration of proposed development to occur within Perisher Range over the next 10-15 years, including the new Village Centre and adjacent commercial accommodation.

The Master Plan concept has been based on the findings of the COI report and Minister's approval. The plan incorporates the key planning and design principles and objectives as outlined above.

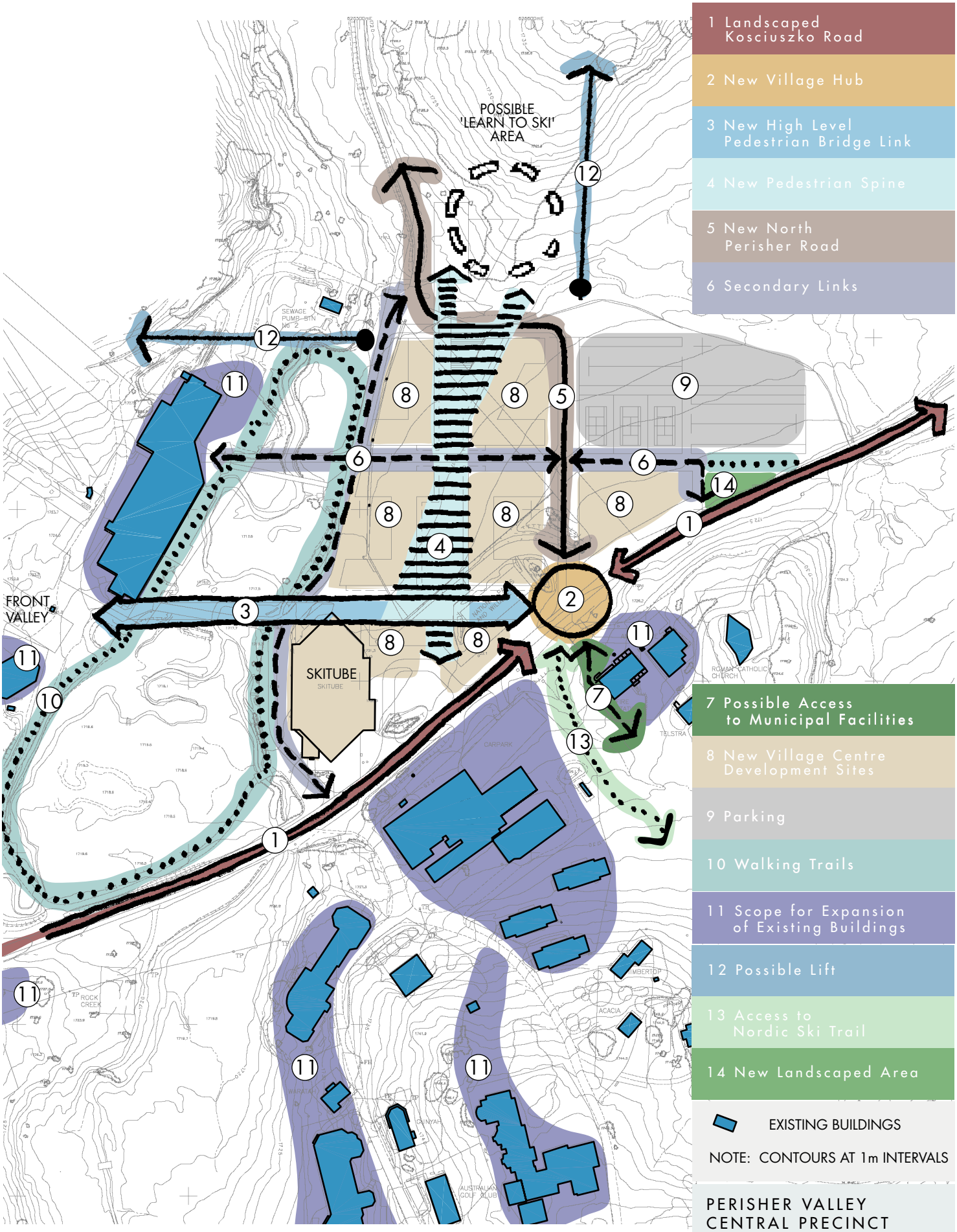
A Detailed Village Design Plan is required for the Village Centre component and will be formulated by or on behalf of NPWS in accordance with the Minister's approval. The detailed plan should be based on the Master Plan concept as described below.

The current Master Plan assumes that PBPL will develop a new learn-to-ski area to the north of the existing carpark. This may include new ski lifts, bridges and structures as well as providing a gateway to ski slopes consistent with the Ski Slope Plan. It should be noted that PBPL considers that this Ski School facility is an anchor development for the Village Centre.

Figure 7.5 shows a consolidated Master Plan concept for Perisher Valley Central Precinct.

Figure 7.6 shows an Indicative Built Form plan for the Village Centre and adjacent areas that could be realized within the Master Plan framework. It should be emphasized however that this Indicative Built Form plan is only a guide to the form of development that might ultimately occur. Further detailed design is required to establish the final built form and this will incorporate the results of snow deposition modelling and other design considerations as outlined in the Detailed Village Design Plan.

The **main elements** of the Master Plan are discussed in detail below. Cross-section drawings, perspectives and indicative built form drawings illustrate design interpretations of this Master Plan. These plans show how planning and design objectives embodied in the Master Plan should operate.



1 Landscaped Kosciuszko Road

2 New Village Hub

3 New High Level Pedestrian Bridge Link

4 New Pedestrian Spine

5 New North Perisher Road

6 Secondary Links

7 Possible Access to Municipal Facilities

8 New Village Centre Development Sites

9 Parking

10 Walking Trails

11 Scope for Expansion of Existing Buildings

12 Possible Lift

13 Access to Nordic Ski Trail

14 New Landscaped Area

EXISTING BUILDINGS

NOTE: CONTOURS AT 1m INTERVALS

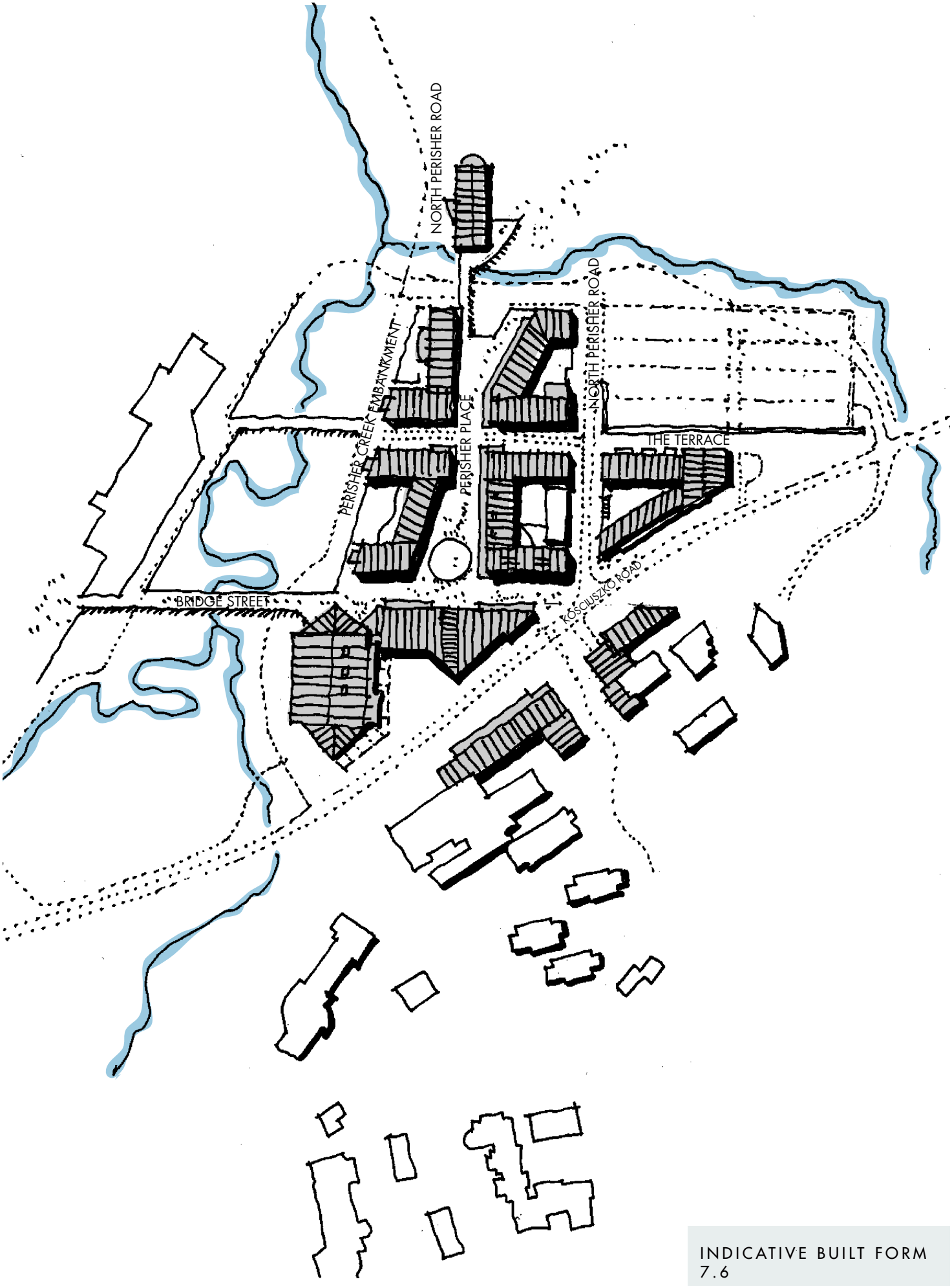
PERISHER VALLEY
CENTRAL PRECINCT
MASTERPLAN
7.5

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

The main elements of the **Perisher Valley Central Precinct Master Plan** are as follows (Figure 7.5):

- Identification of existing buildings with scope for expansion;
- Definition of a development site for a new Village Centre that will contain a minimum of 800 new beds, and have scope to absorb more beds depending on final bed take-up rates in other resorts and other parts of the Perisher Central Precinct. This level of development is consistent with the overall settlement strategy for Perisher Range and the Alpine Region;
- A compact development footprint for the new Village Centre on the existing carpark and adjacent disturbed area that minimises impact on existing creek lines and vegetation;
- A new public realm (roads, pedestrian/skier circulation open spaces and view corridors) that will provide the framework for specific development sites and articulate the quality of public spaces;
- Creation of major visual corridors through the proposed development to protect views of ski slopes and other parts of the resort. This is achieved by adoption of a street pattern that follows the nominated view corridors;
- Restrictions on building height for the Village Centre and other structures in the Central Precinct;
- A roofline that generally follows the existing land form;
- Retention of Kosciuszko Road as the main route through Perisher to Charlotte Pass;
- Creation of a new vehicle entry point (Perisher Crossroads) that acts as a major pedestrian drop-off point for cars and buses;
- Provision of surface parking areas for day visitors (short and long stay) and authorised overnight parking. When fully developed Perisher Valley will have fewer surface parking spaces than currently exist. Options for carparking provision have been canvassed in the Master Plan, including more reliance being placed on access to Perisher Range via Bullocks Flat and the Skitube;
- Options for new waste transfer arrangements subject to completion of a waste management strategy by NPWS;
- Creation of a new walking circuit and interpretative trail around Perisher Creek, and reinforcement of pedestrian links to other parts of Perisher Valley;
- Retention of existing oversnow routes;
- Integration of the new Village Centre with the Ski Slope Plan proposals including possible pedestrian bridges, ski lifts and ski school.



INDICATIVE BUILT FORM
7.6

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

7.4.2 Public Realm

The public realm for the Perisher Valley Central Precinct and new Village Centre comprises a number of inter-connected design elements as outlined below that have a direct impact on the way visitors relate to the village. These include:

- Road network;
- Pedestrian /skier network and circulation pattern;
- Public open spaces;
- Public parking areas; and
- Buildings heights, setback and external design.

These individual elements are outlined below and identified as **essential elements** in the Master Plan for Perisher Valley Central Precinct and the Village Centre.

7.4.3 Road Network

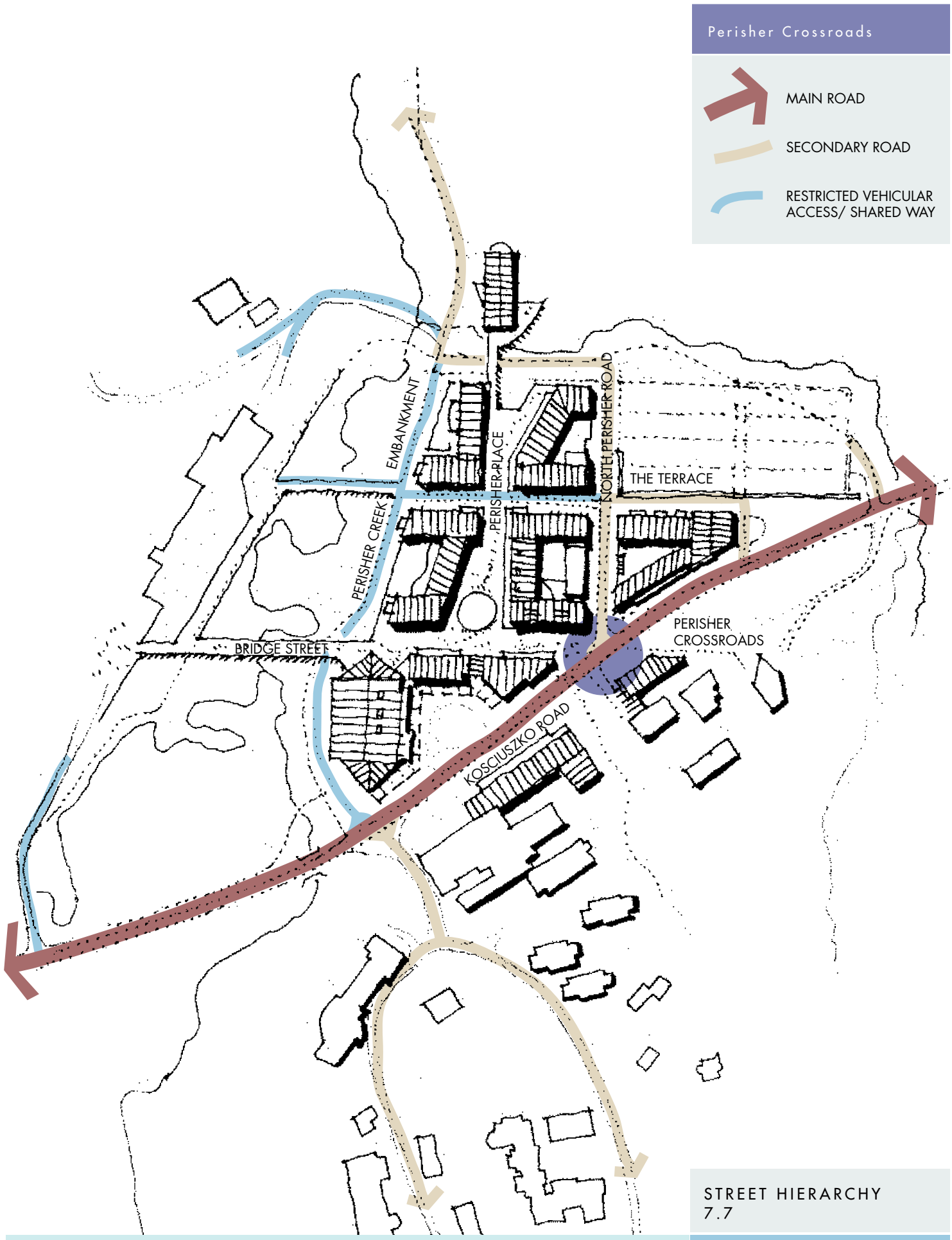
The proposed principal road network for the Perisher Valley Central Precinct is illustrated in Figure 7.7 and Figure 7.8.

The key individual elements of the road network are as follows:

- Kosciuszko Road;
- North Perisher Road;
- Perisher Creek Embankment;
- The Terrace;
- Perisher Crossroads (arrival point) and Transport interchange.

These five elements are described in detail below and are considered to be **essential elements** of the Master Plan.

The Master Plan makes provision for a clear **road hierarchy** within Perisher Valley and the Village Centre (Figure 7.7 refers). Kosciuszko Road will remain as the principal road through Perisher to Charlottes Pass. A new North Perisher Road has been created as a secondary road to service lodges and other facilities in this part of outer Perisher Valley.



STREET HIERARCHY
7.7

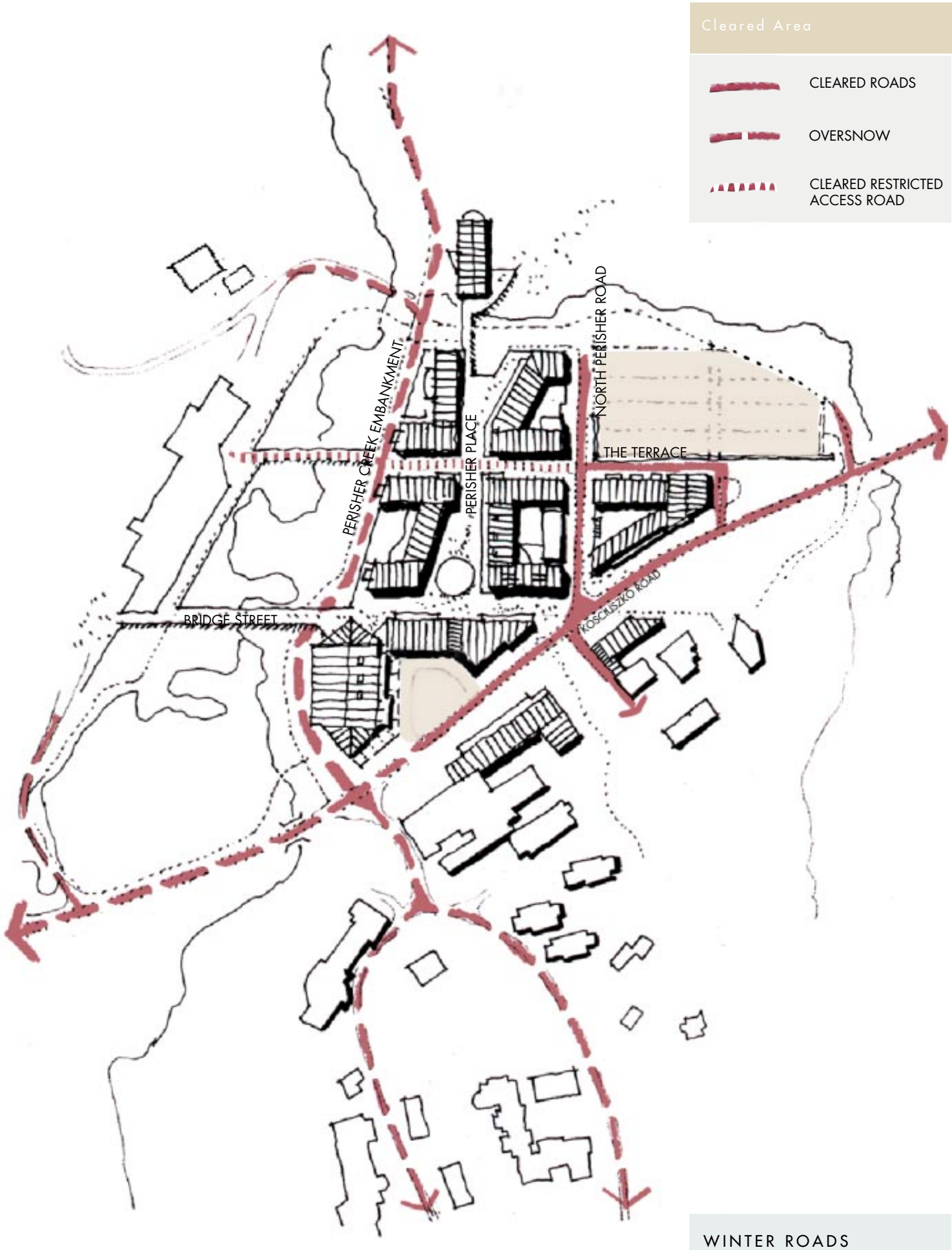
PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

A section of this road between the northern end of Perisher Place and the proposed learn-to-ski area will be closed during the winter months to avoid conflict with skiers (**Figure 7.8** refers).

The Terrace is proposed as a restricted access/shared way and will form a link between the carpark and The Embankment.

All roads will generally follow the existing ground contours.



WINTER ROADS
7.8

0 25 50 100m

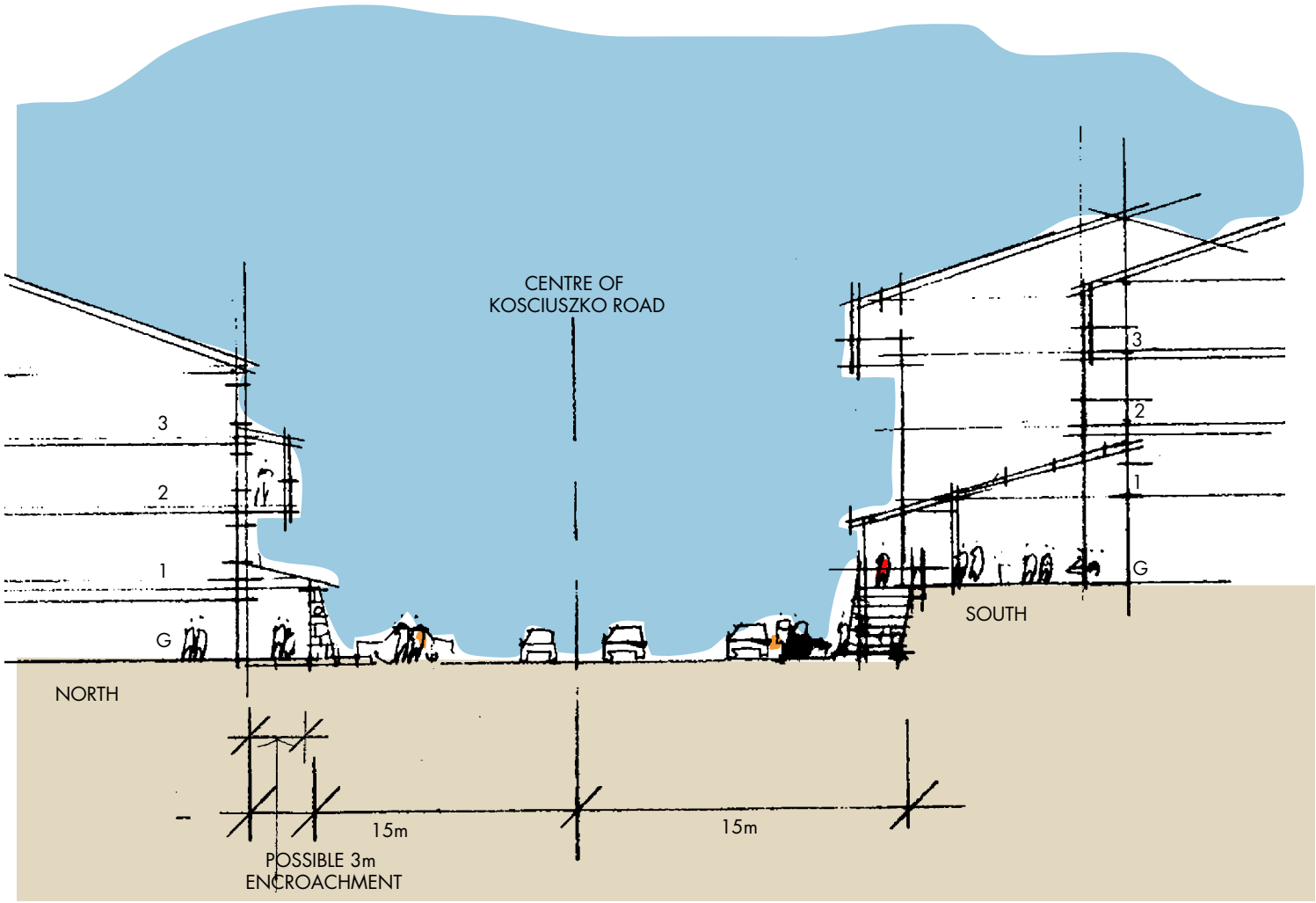
7.4.3.1 Kosciuszko Road

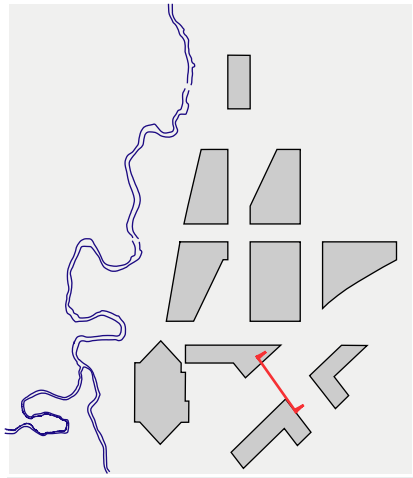
Kosciuszko Road will be landscaped and upgraded to form the main road access into and through the Village Centre (**Figure 7.9** refers).

Kosciuszko Road will continue to perform the role of a main street for the Central Precinct giving high quality address and access to development sites on both sides of the road.

Key features of the proposal for Kosciuszko Road within the Central Precinct include:

- The creation of a new central point of arrival and 'crossroads' junction between Kosciuszko Road, Bridge Street and North Perisher Road. The Crossroads is an **essential element** in the Master Plan. It forms a visual link and transport focus which connects to all key parts of the Perisher Valley and the Village Centre;
- Provision of a transport terminus adjacent to the Crossroads as a set down area for buses and cars;
- Provision of an area at the south-western end of the Skitube building for oversnow terminus as required;
- Provision of an important main street frontage for existing and future buildings on both sides of the road ;
- A 30 metre reservation for the carriageway, on-street parking and pedestrian paths on both sides of Kosciuszko Road;
- High quality urban street furniture and lighting in accordance with the design standards established for the Central Precinct;
- Building set backs along both sides of Kosciuszko Road as shown on **Figure 7.9** below are considered essential. A minimum of building height 2 storeys is required.
- A 3 metre encroachment into the road reserve is allowed for the purpose of constructing colonnades, balconies, awnings, roof overhangs and similar structures;
- Parallel and perpendicular parking on Kosciuszko Road is proposed to promote the town centre character. Appropriate town centre speed limits will apply;
- Kosciuszko road will be at existing RLs and alignment along its length;
- Freight deliveries will be made to the Skitube building off Kosciuszko Road in a suitably designed drop-off area. (**Figure 7.13** refers).





KOSCIUSZKO ROAD
SECTION
7.9

0 2.5 5 10m

7.4.3.2 North Perisher Road

The Master Plan shows North Perisher Road forming a junction with Kosciuszko Road and Bridge Street at a point approximately 30 metres to the west of the original junction of the old North Perisher Road. (**Figure 7.10** refers.)

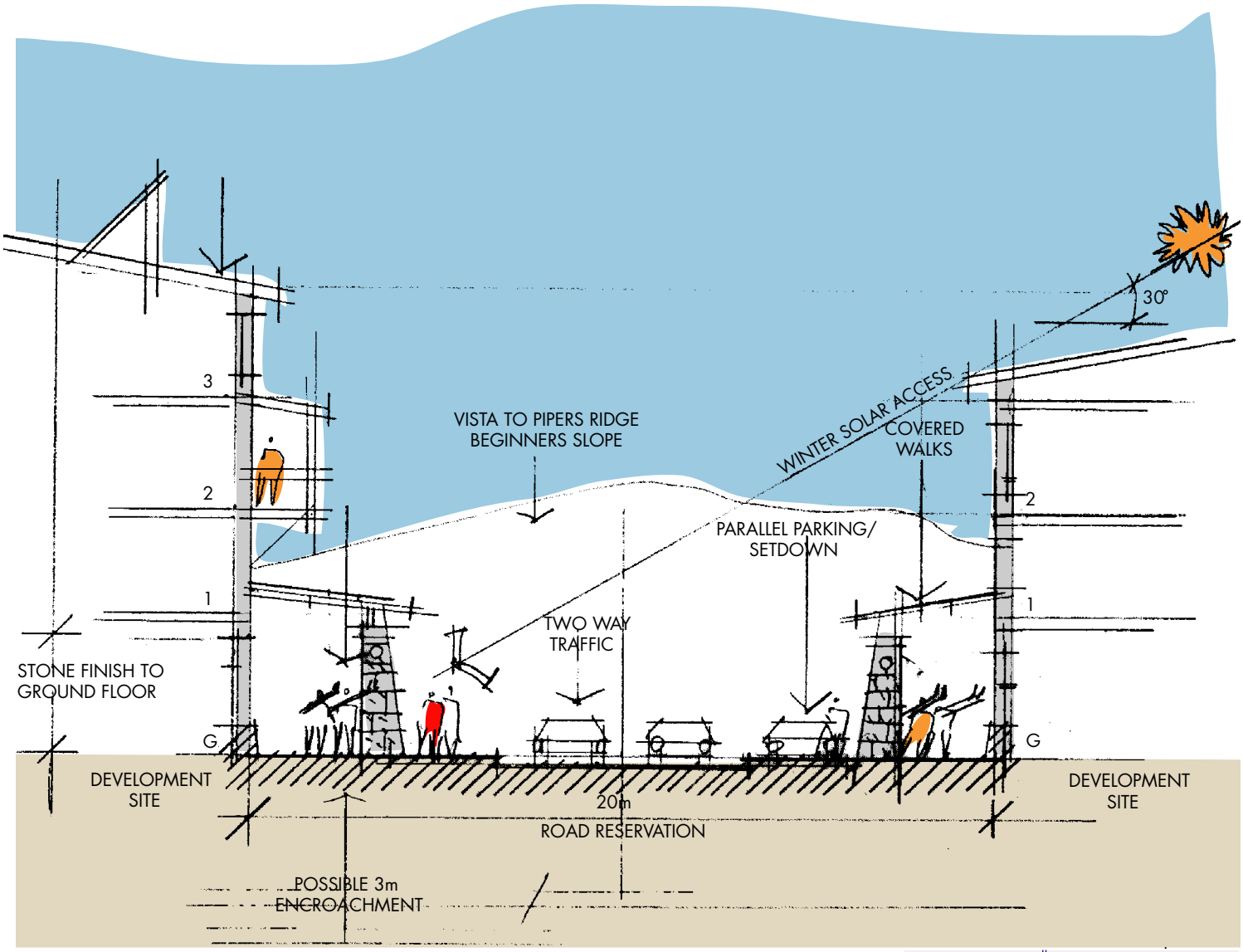
The new alignment of this road will be oriented north/south to align with the vista towards Mt Piper and the proposed development of this area as the learn-to-ski area and Ski School.

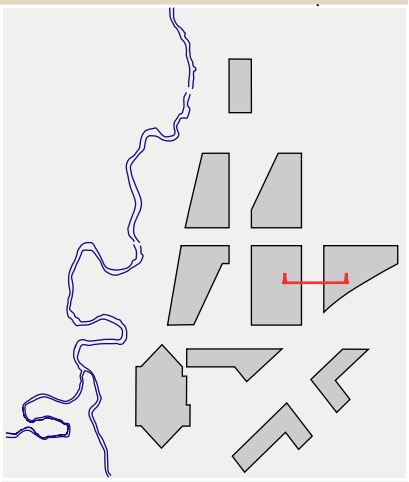
North Perisher Road will continue to provide access to ski lodges and other facilities at North Perisher as well as providing address and access to development sites within the Village Centre. It is considered an **essential element** of the plan.

The section of North Perisher Road that passes between the new Ski School and the northern end of Perisher Place would be closed to vehicular traffic during winter months. Access for service and emergency vehicles to North Perisher could be provided along The Embankment.

Key features of the proposal for North Perisher Road include:

- A new formal all weather access road forming an intersection with Kosciuszko Road and Bridge street, and a visual axis to the Ski School at the foot of Mt Piper;
- The road will have a 20 metre wide reservation including pedestrian paths on both sides and on-street parking within the Village Centre. This reservation could be narrowed to a minimum of 8m along the northern interface between the Village Centre and the northern unnamed creek (**Figure 7.20** refers).
- Provides vehicular access to development sites with frontages to the road and direct access to the designated parking area;
- Designed as a high quality axial streetscape with attractive frontages for commercial and/or residential accommodation within the Village Centre;
- Set-back requirements along the frontage along both sides of North Perisher Road as shown on **Figure 7.31** are considered essential.
- A minimum building height of 2 storeys is required;
- A 3 metre encroachment into the road reserve is allowed for the purpose of constructing colonnades, balconies, awnings, roof overhangs, street furniture and similar structures;
- Critical RLs are defined as 1723 at Kosciuszko Road, 1722.5 mid way at The Terrace, and 1719.5 at the northern end;
- An elevated pedestrian walkway and or viewing area along the northern end of Perisher Place overlooking North Perisher, the unnamed creek and learn-to-ski school is desirable.





NORTH PERISHER ROAD/
TYPICAL SECTION
WITHIN VILLAGE CENTRE
7.10

0 2.5 5m

7.4.3.3 Perisher Creek Embankment

The Embankment follows the alignment of the existing oversnow route on the eastern bank of Perisher Creek (Figure 7.11 refers).

The design of The Embankment will be created within a 15-metre reservation between the edge of the disturbed area near the creek and the new Village Centre development sites.

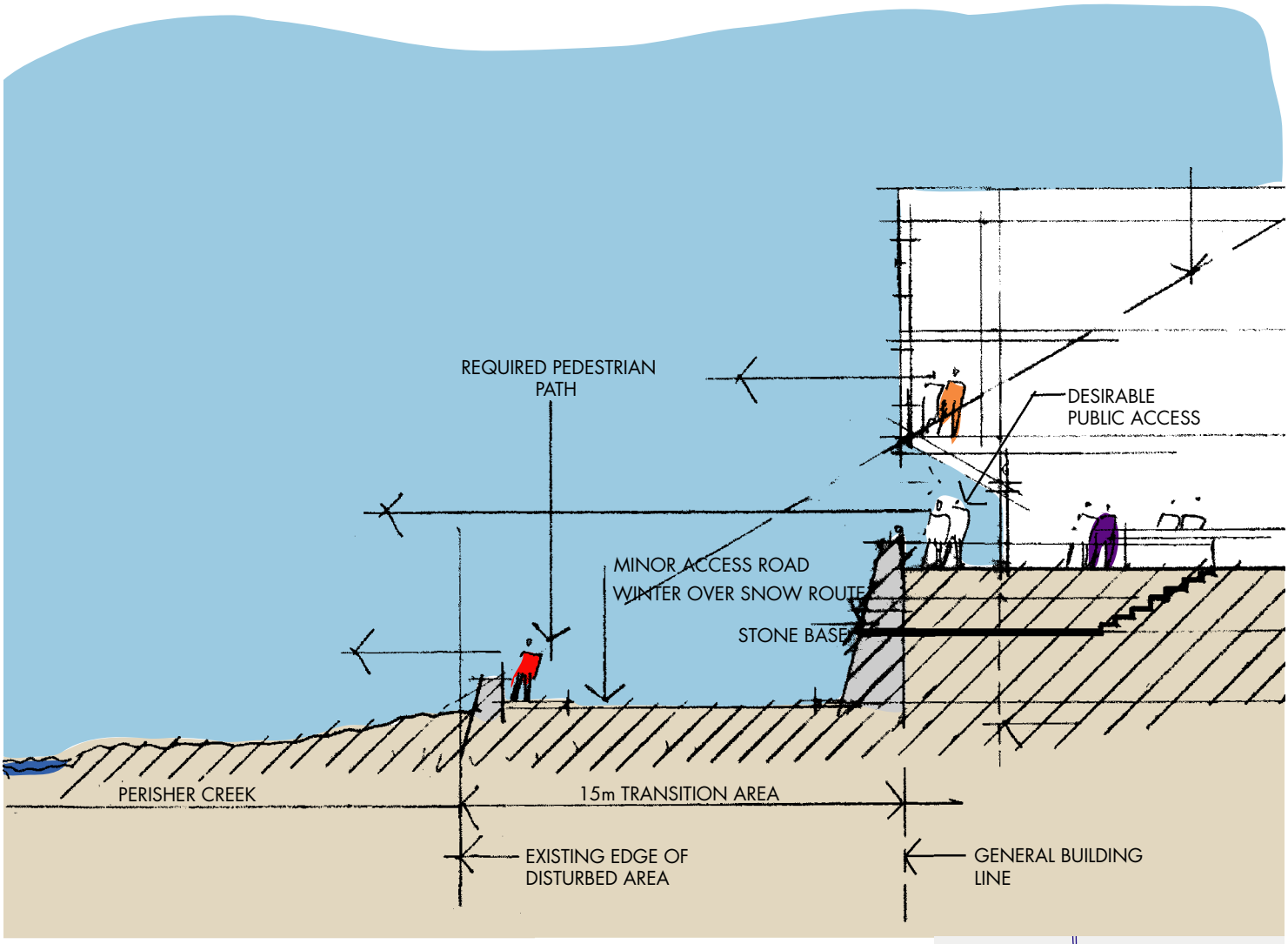
This corridor can serve the joint purpose of an oversnow route in winter as required as well as part of a circuit walking track and wetland interpretative trail in summer. The 15-metre setback ensures an adequate reservation for pedestrian access to the creek edge as well as space for in-ground environmental management and drainage infrastructure for the Village Centre. The setback also ensures a high level of sun penetration and visual access to the Creek area.

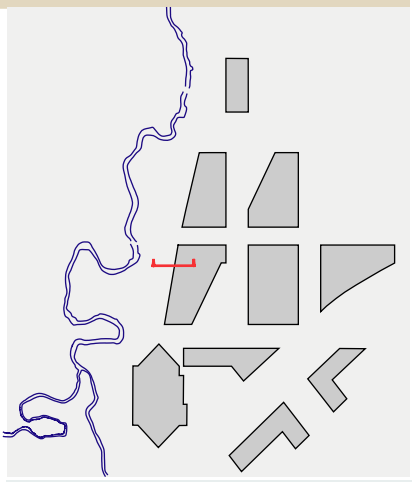
The Embankment will be subject to wind scouring that will affect snow deposition and the Detailed Village Design Plan must respond to this micro-climatic condition.

It is also proposed that the base station for a Front Valley Access Chair be located within the 15m reservation at the northwest corner of the new Village Centre. The relationship between the new lift, oversnow route and the new Village Centre will be defined as part of the Detailed Village Design Plan.

The Embankment has the following features:

- Joint use as an oversnow route at-grade along the edge of the Perisher Creek;
- Use as part of a new walking and interpretative trail to be created on both sides of Perisher Creek in the long term;
- Pedestrian access to the Village Centre at various locations;
- The lower part of buildings on the eastern side of The Embankment will be an important design element in winter and summer, and should be built using local stone;
- Views into the basement carparking area are not permitted;
- The Embankment would serve as an oversnow link to North Perisher and Perisher Valley Hotel during winter, and operate as a restricted access shared way for pedestrians and vehicles at other times;
- An upper level pedestrian walkway and/or viewing areas along the western edge of the Village Centre is desirable either at podium level or an intermediate level to provide improved visual contact with Front Valley.





PERISHER CREEK
EMBANKMENT
SECTION
7.11

0 2.5 5 10m

7.4.3.4 The Terrace

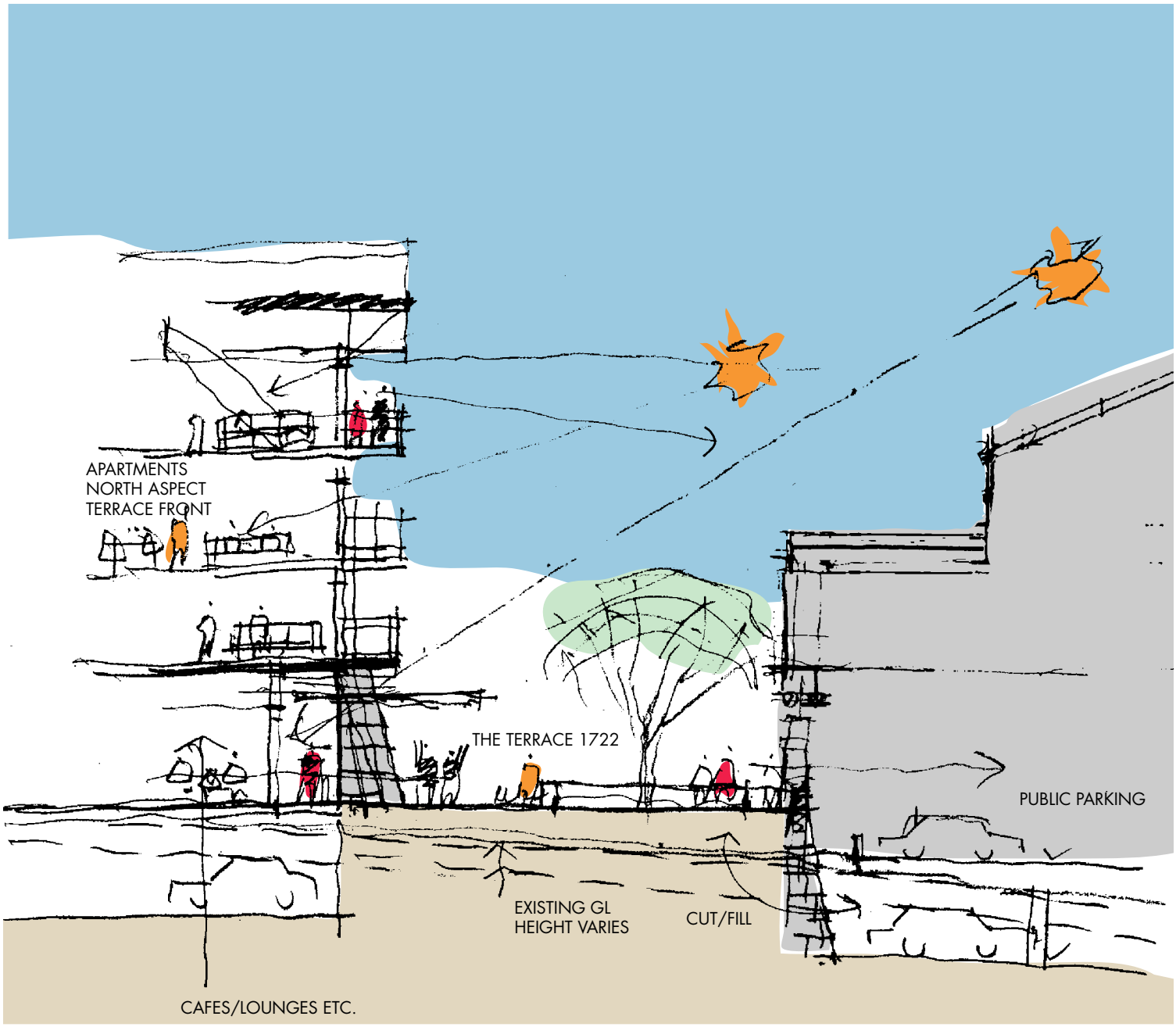
A shared pedestrian and vehicular area is proposed to run east/west through the Village Centre providing restricted access from the carpark to Perisher Place, access to adjacent basement parking areas under the Village Centre and restricted access to the pedestrian bridge across Perisher Creek to the Ski Centre. Figure 7.12 refers.

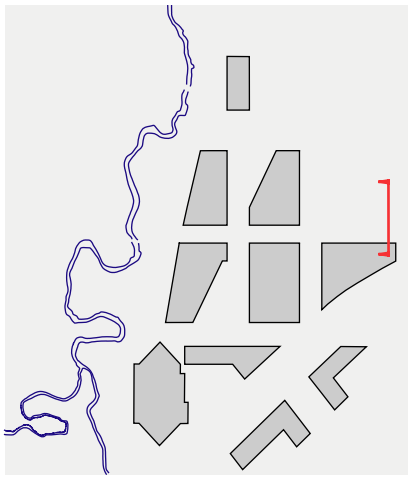
This restricted access way also serves the role of an important visual corridor from the future parking area to the Ski Centre and Front Valley ski area, and is an **essential element** of the Master Plan.

The Terrace creates an ideal frontage for new residential development sites which will have an optimum northern orientation and outlook, and helps achieves a fine grain pedestrian network within the new Village Centre development.

Features of the Terrace include:

- 15 metre wide reservation running east/west;
- 3 metre encroachment into the road reserve is allowed for the purposed of constructing colonnades, balconies, awnings, roof overhangs, street furniture and similar structures subject to snow deposition considerations;
- A shared use within the main pedestrian area with ramped access from Perisher Place to The Embankment;
- Restricted public vehicle access between North Perisher Road and The Embankment.
- Building set-back lines (Figure 7.31) along the frontage of both sides of The Terrace, are considered essential;
- Critical RLs are defined as 1722.5 at North Perisher Road and 1719.5 at the intersection with the embankment;
- Creation of a temporary or permanent edge to the northern side of the Village Centre.





THE TERRACE
SECTION (1)
7.12

0 3.25 7.5m

7.4.3.5 Perisher Crossroads and Transport Interchange

Perisher Crossroads provides the main arrival point within the Village Centre and Perisher Valley for cars and buses (Figure 7.13 refers).

Bus Set Down

A new bus set down/pick up location is proposed on North Perisher Road adjacent to Bridge Street. This would provide convenient access to the Skitube, Perisher Place and the link across Bridge Street to the main ski slopes. The terminus will deliver and collect passengers close to the main pedestrian concourse on Bridge St.

Freight

The Master Plan shows an area adjacent to Skitube off Kosciuszko Road as a freight set-down site. It is envisaged that this area would be upgraded with awnings on adjacent buildings and would be maintained as a snow-free zone. Freight storage/collection facilities would allow convenient use by smaller commercial lodges and other operators.

Oversnow Interchange

The Master Plan shows an oversnow interchange at the southwest end of the Skitube building. This facility is required for use by Charlotte Pass and other lodges in outer Perisher Valley.

Helipad

Emergency helicopter facilities will continue to be required in the Central Precinct in close proximity to the medical centre and emergency services area. The Master Plan identifies two possible winter set-down places including the landscape area at the entrance to the carpark and a site behind the existing emergency services area of the east of Kosciuszko Road. Further studies will be required to select final landing areas.

PERISHER CROSSROADS & TRANSPORT INTERCHANGE
7.13

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 17.5 35 70m

7.4.4 Pedestrian/Skier Network

The principal pedestrian network within and around the new Village Centre has been designed for both summer and winter use. Figure 7.14 illustrates the pedestrian and skier network.

The pedestrian network comprises the following elements:

- A new high level pedestrian bridge between the Skitube and Perisher Ski Centre (Bridge Street);
- A north south pedestrian spine linking the Skitube to the learn-to-ski area (Perisher Place);
- Dedicated pedestrian ways on all streets;
- A Perisher Creek walking and interpretative trail (incorporating The Embankment).

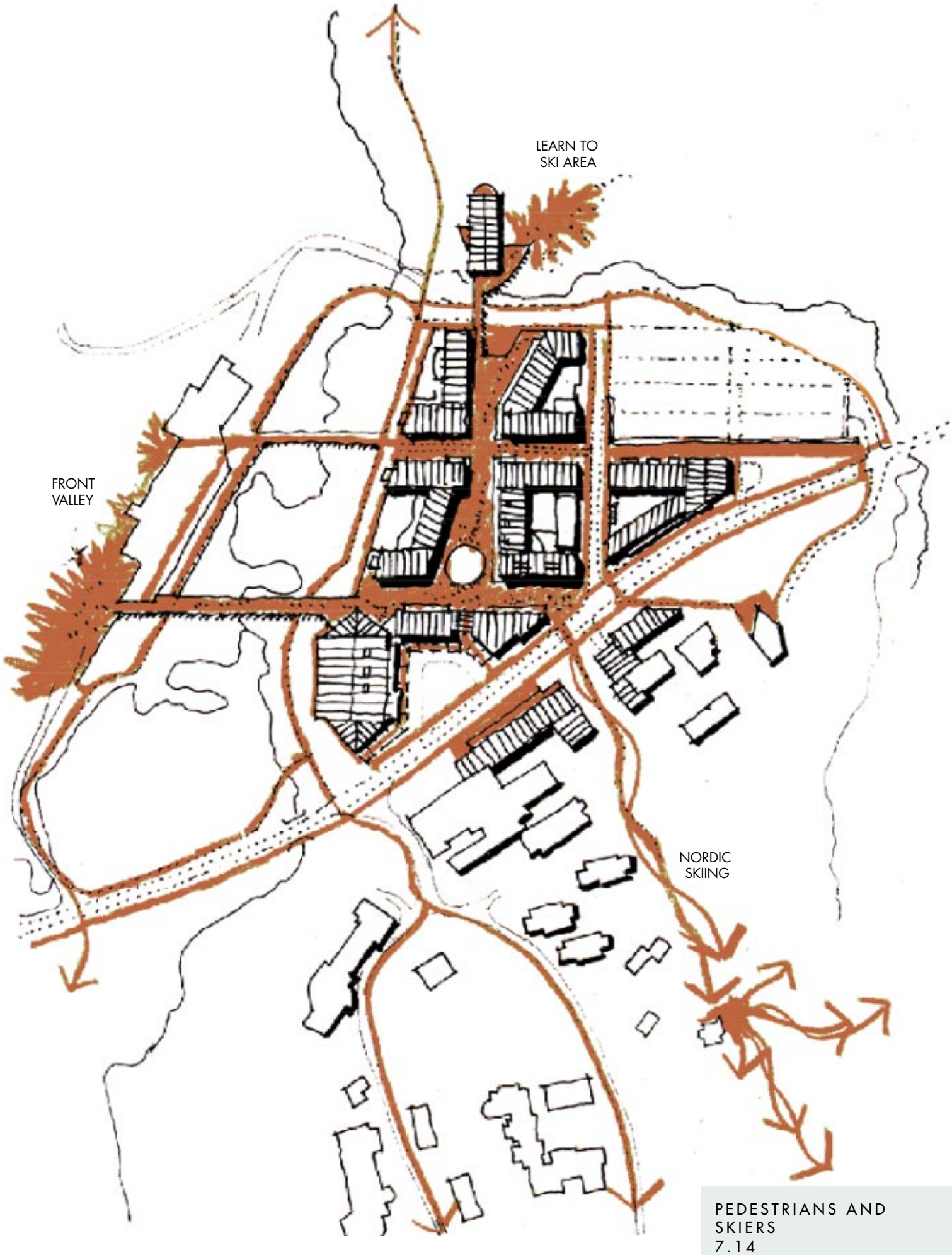
These elements are discussed in detail below and are considered to be **essential elements** of the Master Plan.

The pedestrian network within the Village Centre is devised to ensure a high degree of legibility and permeability for pedestrians in all parts of the Central Precinct and Village Centre.

The network will comprise the public areas described below as well as an array of covered and internal paths and arcades that might be provided within the new building projects in the Village Centre.

- A pedestrian bridge connection from the northern end of Perisher Place to the proposed Ski School would also be possible subject to design and environmental impact considerations;

Whilst pedestrian access will be provided on all streets, some ground floor areas within the Village Centre will be designed to contain snow dump off roofs.



PEDESTRIANS AND
SKIERS
7.14

0 25 50 100m

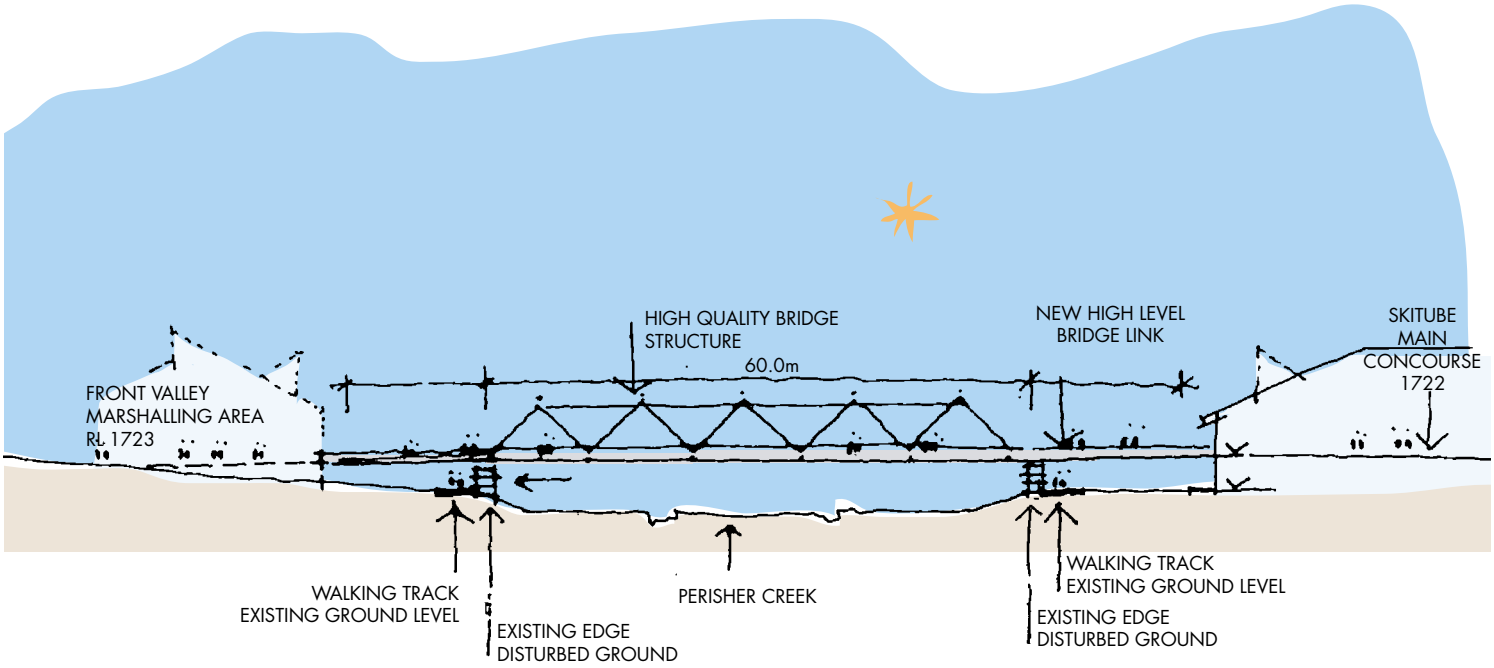
7.4.4.1 Bridge Street

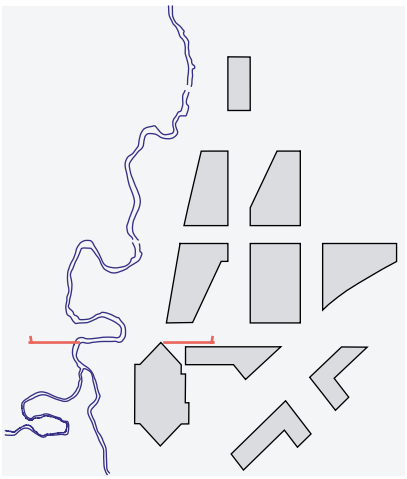
The "Bridge Street" is one of the primary organising public spaces within the Village Centre which creates a direct new pathway and link from the "point of arrival" or "crossroads" on Kosciuszko Road to Front Valley and the ski slopes. It is an **essential element** of the Master Plan. Figures 7.15 to 7.17 refer

This path links the Village Centre with the Skitube (northern entrance to concourse) via an elevated high level pedestrian bridge across Perisher Creek to the Perisher Ski Centre and the marshalling area at the bottom of the chair lifts and tows in Front Valley.

Key features of this "Bridge Street" include:

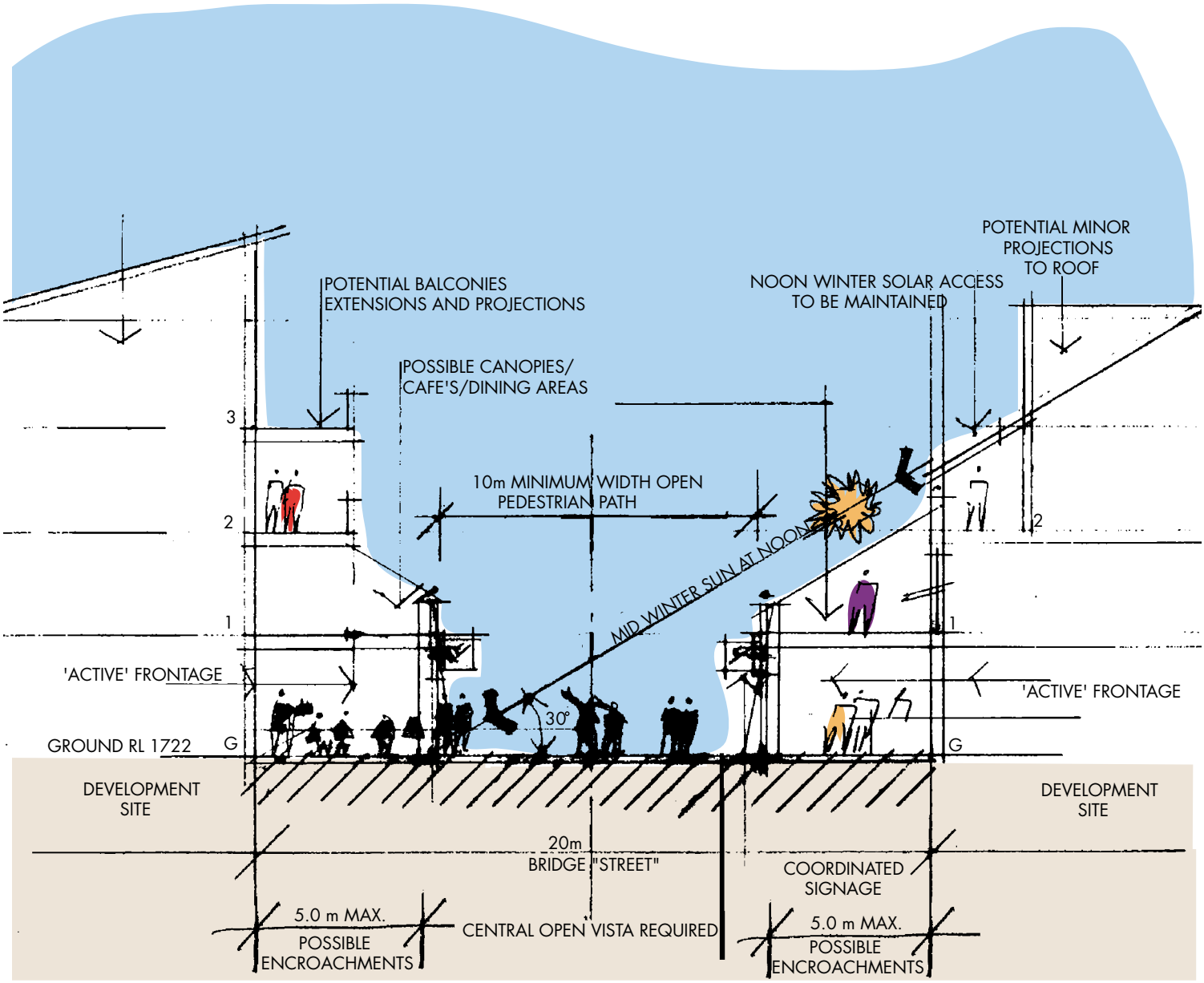
- The provision of a high level pedestrian and service vehicle bridge over Perisher Creek linking Bridge Street and the Skitube entrance to Front Valley ski slopes;
- A visual corridor from Kosciuszko Road to Front Valley This vista is currently unavailable because of the position of the existing NPWS building on Kosciuszko Road. This new "Bridge Street" concept requires the relocation of the existing NPWS building;
- The eastern end of Bridge Street starts at the intersection of Kosciuszko Road and North Perisher Road. It extends through the Village Centre to Front Valley at the western end;
- A primarily pedestrian route which is generally at existing ground level within the Village Centre but rising to meet the level of the Skitube concourse at approximately RL1722. The section of Bridges Street over Perisher Creek will be at an appropriate level to clear vehicular traffic in the oversnow route below (Perisher Embankment);
- A general reservation of 20 metres is required to ensure a high degree of northern sun penetration to the southern frontage of this important primary pedestrian path;
- A 5 metre encroachment into the reservation is allowed for the purposed of constructing colonnades, balconies, awnings, roof overhangs, street furniture and similar structures;
- Building along the frontage of both sides of Bridge Street is considered essential. A minimum building height of 2 storeys is required.

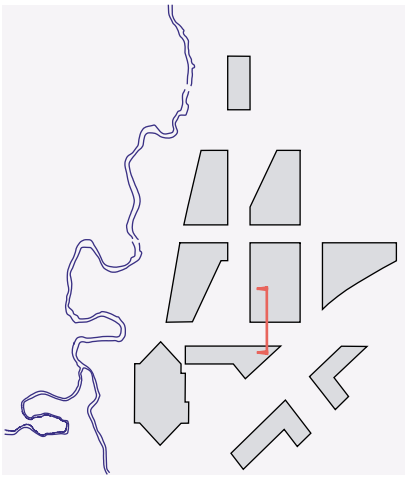




PERISHER CREEK
BRIDGE SECTION
7.15

0 7.5 15 30m





BRIDGE "STREET"
SECTION
7.16

0 2 4 8m

VIEW ALONG BRIDGE STREET

BRIDGE STREET
PERSPECTIVE
7.17

7.4.4.2 Perisher Place

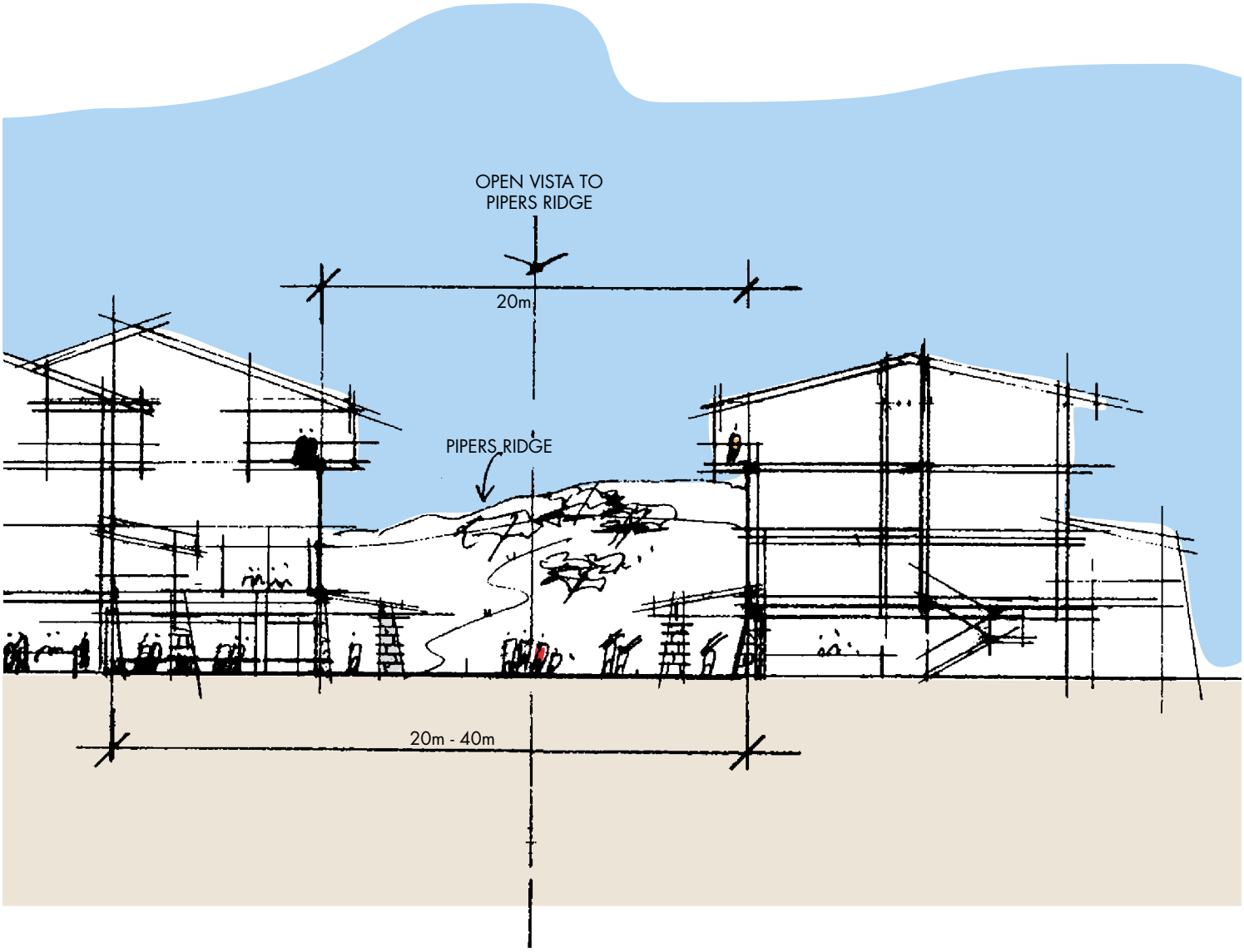
Perisher Place is a key organising element in the Village Centre and is regarded as an **essential element** in the final design for this area. Figure 7.18 refers.

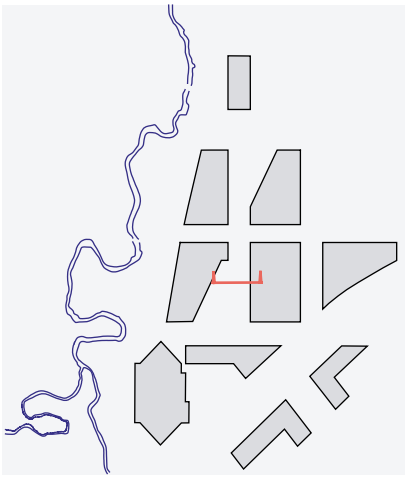
This main pedestrian spine runs approximately north/south and intersects with "Bridge Street" described above. It will also provide pedestrian access to most buildings within the Village Centre at about RL1722.

Perisher Place provides a direct visual link from Bridge St through the middle of the Village Centre to the learn-to-ski area and buildings at the northern end.

Key features of Perisher Place include:-

- Pedestrian access from Bridge Street;
- A major pedestrian concourse varying in width from 20 to 40 metres bisecting the Village Centre;
- The final shape of Perisher Place will be determined as part of the Detailed Village Design Plan and will incorporate design provisions for snow deposition and key sight lines as specified in this Master Plan;
- Opportunities for ground level retail and restaurant activities to encroach into the pedestrian space to ensure a lively active focus for the Village Centre;
- Opportunities for ice skating, entertainment and other appropriate activities within the general outline of this pedestrian spine;
- Direct physical access at the northern end of Perisher Place to the proposed learn-to-ski area at the base of Mt Piper.





PERISHER PLACE
SECTION
7.18

0 2.5 5 10m

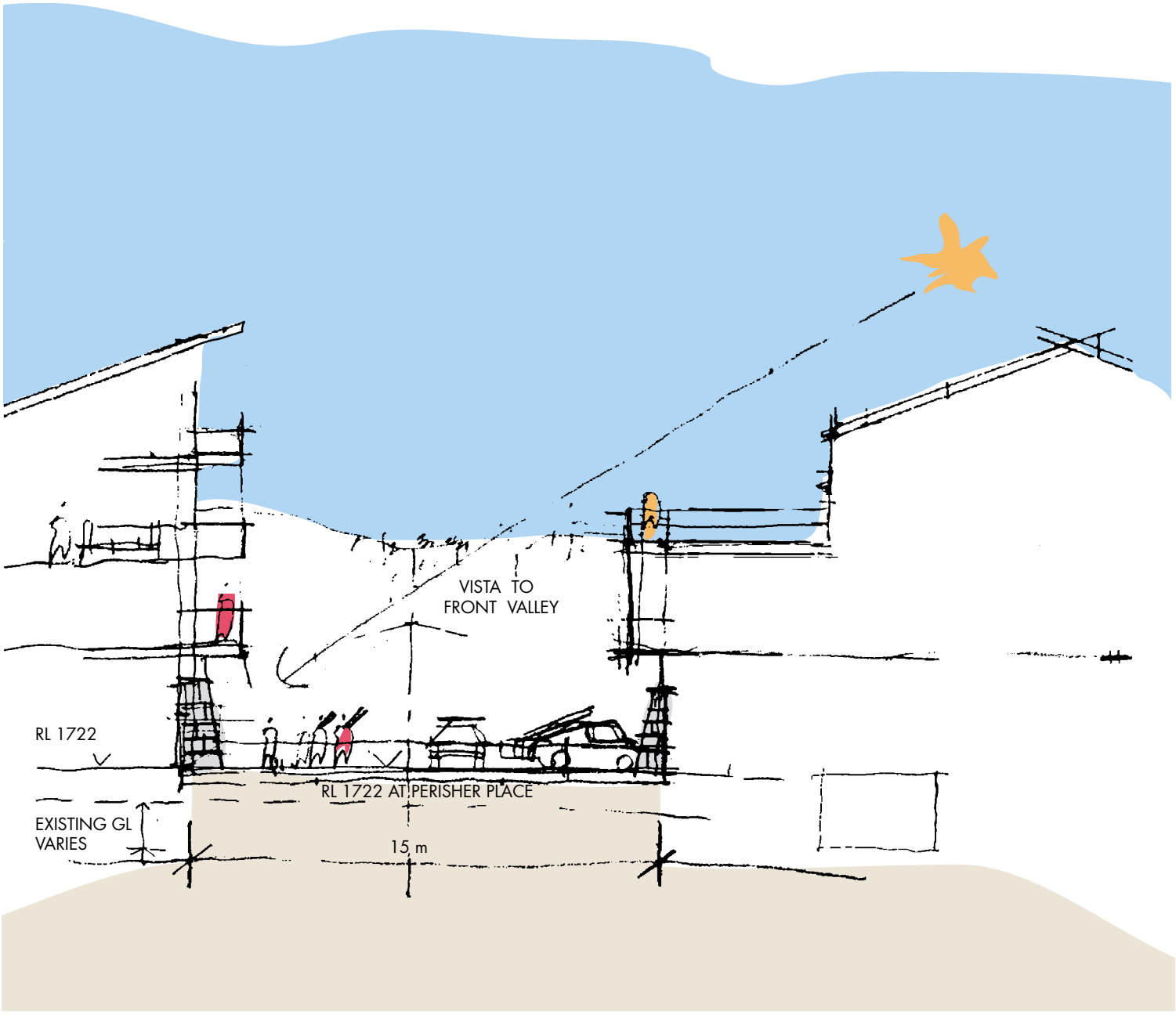
7.4.4.3 The Terrace

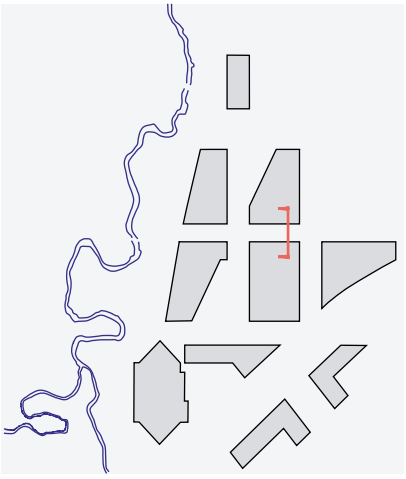
This east/west street bisects the Village Centre and runs parallel to "Bridge Street" on the northern side. It creates a shared pedestrian/vehicular path which marks the southern edge of the main designated parking area and linking that through to Perisher Place and the Perisher Ski Centre across Perisher Creek (**Figure 7.19** refers).

This shared access way is conceived as a pedestrian terrace that starts at Kosciuszko Road on arrival at the public carpark. The Terrace provides a slightly elevated vantagepoint to view North Perisher and Pipers Ridge and provides an edge to the landscaped area on the northern side of Kosciuszko Road. The eastern section of the Terrace should be in sun all year round and its southern flank provides an optimum location for apartments and outdoor eating areas enjoying northern aspect.

Features of The Terrace include:

- 15 metre wide reservation running east/west;
- Critical RLs are defined as meeting the existing RL of Kosciuszko Road; 1722.5 at North Perisher Road, 1722 at Perisher Place, and 1719.5 at the western end intersection with The Embankment;
- A 3 metre encroachment into the reservation is allowed for the purpose of constructing colonnades, balconies, awnings, roof overhangs, street furniture and similar structures;
- Building set back lines (**Figure 7.31**) for buildings at the intersection of The Terrace and Perisher Place, North Perisher Road and The Embankment are considered essential;
- East of the new North Perisher Road this shared access way is conceived as an elevated terrace area raised slightly above existing ground levels to provide views across the major public carpark on the lower ground to the north of the terrace front;
- West of North Perisher Road, this shared access way will remain elevated to match the height of the main north/south pedestrian spine of the Village Centre. It will then ramp down to The Embankment;
- There is an opportunity for limited surface parking during summer months on The Terrace between North Perisher Road and The Embankment;
- Vehicular traffic on The Terrace west of north Perisher Drive in winter will be limited to basement parking access/egress.





THE TERRACE
SECTION (2)
7.19

0 3.25 7.5m

7.4.4.4 Ski School Connection

PBPL have proposed a new learn-to-ski area facility at the northern end of the Village Centre near the confluence of Perisher Creek and the unnamed creek north of the carpark.

This facility is intended to comprise a substantial new building for ski school operations, possible staff accommodation and the base station for new ski school ski lifts. An access lift to the Front Valley area is also required.

The development was not part of the original EIS Master Plan but is included in the Draft Ski Slopes Plan and would require detailed environmental assessment and approval before commencement.

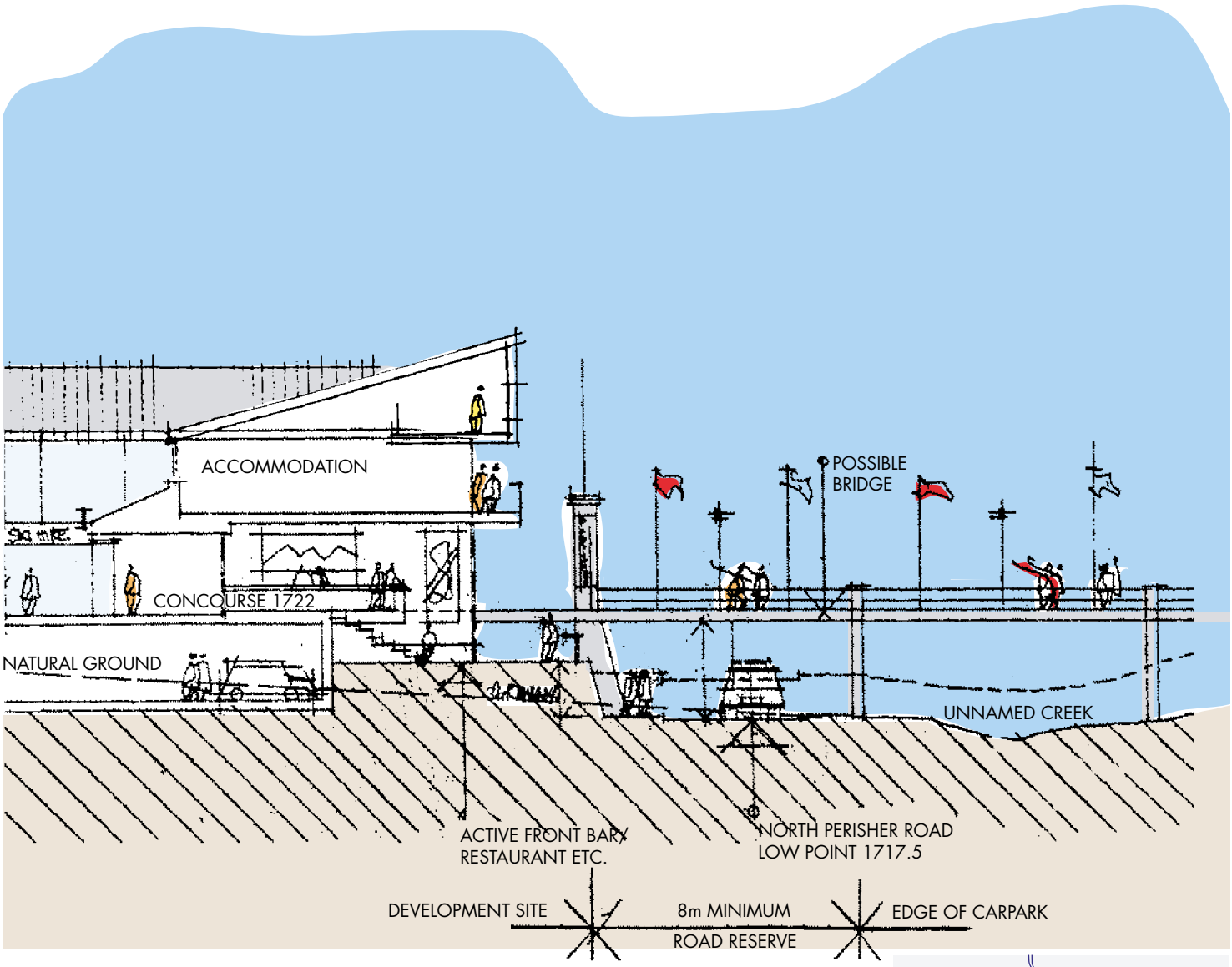
If developed, the learn-to-ski area is expected to be a major activity node and would generate substantial skier traffic. It would also form a major "anchor" to the northern end of the main Village Centre.

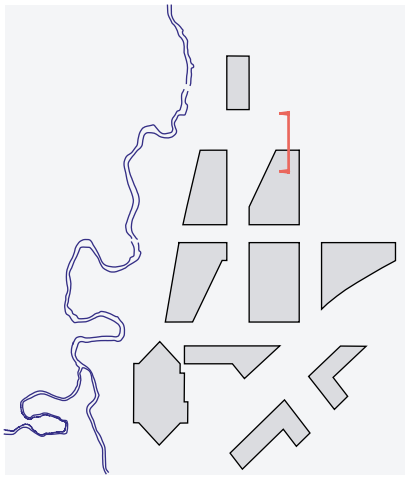
Snow deposition will be encouraged on the northern end of the Village Centre covering the unnamed creek, the closed section of North Perisher Road and the learn-to-ski area.

Access from the Village Centre to the ski school represents a main design and environmental challenge and must address the following essential items:

- Convenient winter access from the Village Centre podium;
- Environmental values associated with the unnamed creek; and
- Provision of a surface access road (summer only) linking Kosciuszko Road to North Perisher Road.

A new pedestrian bridge could be constructed from the northern end of Perisher Place across the unnamed creek, and should be designed to "touch the ground lightly" and maintain access along North Perisher Road. Alternative methods of achieving this link would also be considered provided they were consistent with the above principles (**Figure 7.20** refers).





SKI SCHOOL BRIDGE
SECTION
7.20

0 2.5 5 10m

7.4.4.5 Perisher Creek Walking Trail

The Village Centre is designed to create close linkages with existing and possible future development at Front Valley and on the southern side of Kosciuszko Road. The interpretative trail will provide a pedestrian circuit linking both sides of the Perisher Creek within the Central Perisher Valley Precinct, and is considered an **essential element** in the Detailed Village Design Plan. (Figure 7.5 and 7.21 refer).

The Embankment forms part of Perisher Creek walking trail.

The trail will provide opportunities for short walks in all seasons and could contain information bays on the values of alpine wetland areas. Ideally the trail would have appropriate seating, landscaping, wheelchair accessible paving and possible lighting for evening use.

Links to other pedestrian networks within Perisher Valley will also be important to reinforce the central unifying role of the Perisher Creek Walking Trail.

As part of this circuit, it would be desirable to rationalise existing access tracks and bridges/culverts in the vicinity of Kosciuszko Road and Perisher Creek.

An elevated walkway / viewing area parallel to the Embankment on the western side of the Village Centre would complement the public realm in this area.

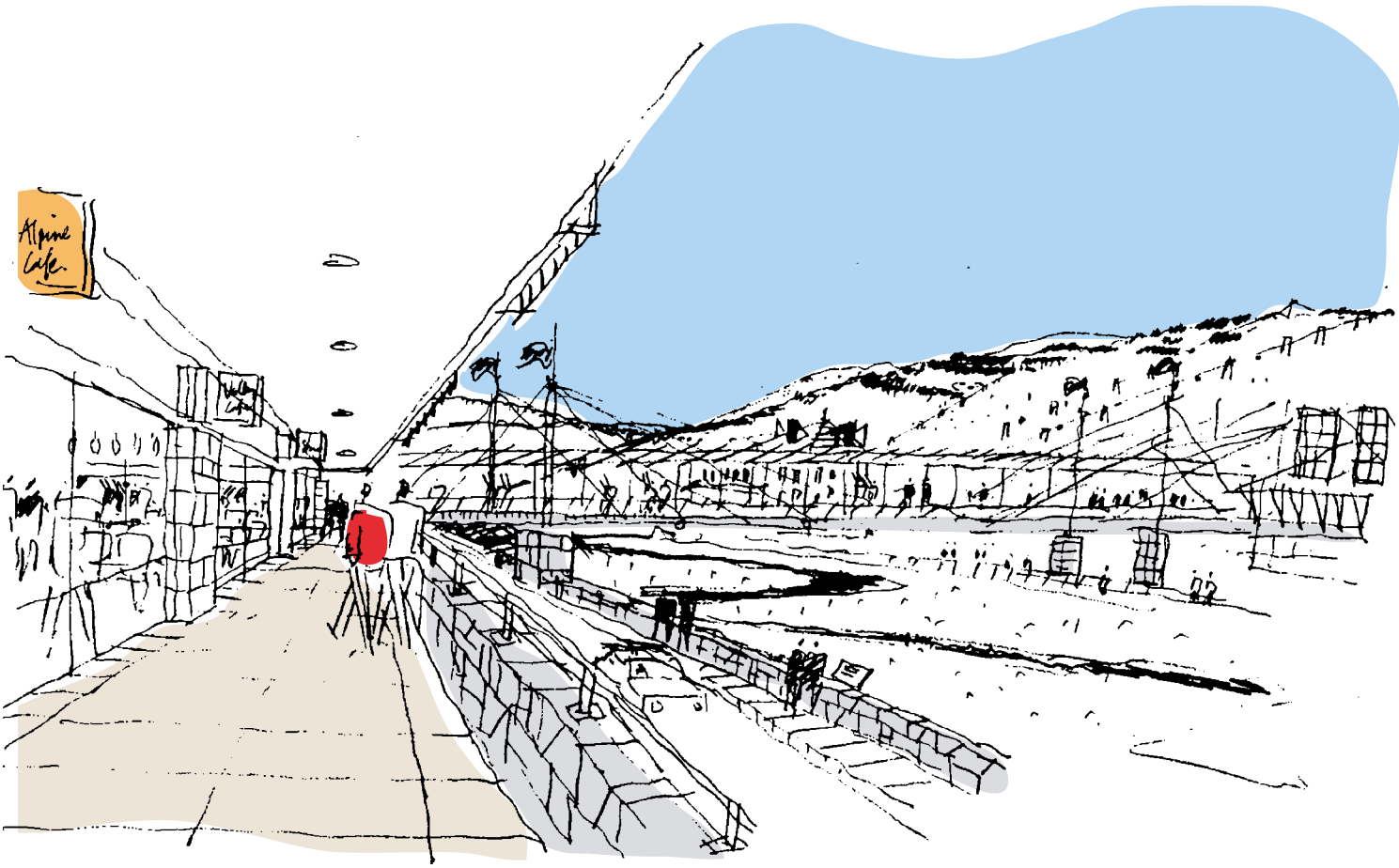
7.4.4.6 Footpaths

Pedestrian footpaths will be provided on all streets in the Village Centre to optimise access for pedestrians and to accompany the objective of providing the maximum amount of on street parking. The width and detailed design of paths, covered ways and footpaths will be subject to detailed assessment but should take into account the need for snow dump during winter. The cross-sections in this Master plan for the Central Precinct illustrate general concepts for the public domain.

Key features of the pedestrian footpaths on streets and shared spaces include:

- Footpaths adjacent to buildings in the Village Centre will provide shelter and amenity in the form of projecting roofs, colonnades, awnings, port cocheres, entrance porticos and other measures designed to achieve attractive pedestrian scale areas;
- Footpaths may be crossed by vehicular driveways as necessary to give access to basement parking areas but the continuity of the pedestrian paths and levels will be given priority in all cases; and
- A feature of the pedestrian realm including street frontages will include a high degree of natural stone on facades and in columns supporting awnings.

The provision of kerbs to define edges of pedestrian paths will be considered in relation to management requirements for snow clearing, maintenance and drainage.



VIEW TO FRONT VALLEY & PERISHER CREEK EMBANKMENT
THE NEW PERISHER VILLAGE CENTRE

PERISHER CREEK
EMBANKMENT
PERSPECTIVE
7.21

7.4.5 Public Spaces

Landscape Gateway

The Master Plan identifies a number of public pedestrian spaces and shared ways including Perisher Place, Bridge Street, The Terrace and The Embankment. It also makes provision for the creation and retention of a small area of open space at the gateway to the Village Centre on either side of Kosciuszko Road adjacent to the Roman Catholic Church. Figure 7.5 refers.

This landscaped gateway is intended to protect open space adjacent to the church and to provide a buffer between Kosciuszko Road and the carpark.

View Corridors

Figure 7.22 identifies important view corridors throughout Perisher Valley Central Precinct as key elements of public open space. These view lines have been reinforced by the road and pedestrian circulation networks.

Key features of the views and vistas are:

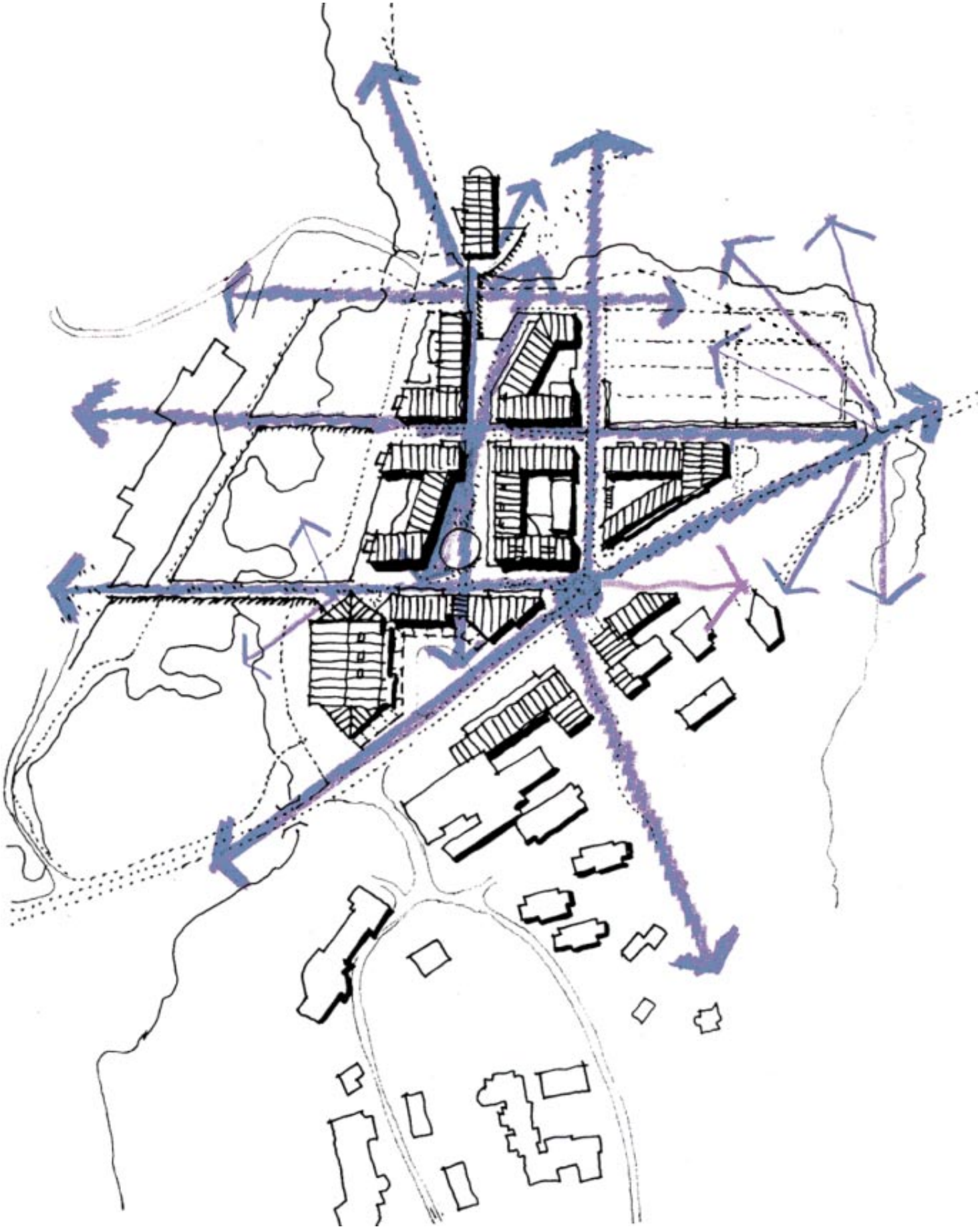
- Direct east-west visual linkage between the Roman Catholic Church and Front Valley along Bridge Street;
- Visual connections (east-west) between arrival points/parking areas and Front Valley;
- Visual connections (north-south) from Bridge Street adjacent to the Skitube through to the proposed learn-to-ski school at the foot of Mt Piper; and
- Opportunities for vistas beyond the central area, such as along the Perisher Creek and Rock Creek corridors.

Artwork in Public Spaces

Artwork in public spaces forms an important element of the public realm that adds interest and enjoyment to spaces. Provision for public artwork at key locations in the public realm will be required as part of the Detailed Village Design Plan to be submitted for approval.

The cultural planning objectives for the Perisher Range Resorts Master Plan are intended to reflect and strengthen the unique qualities of the natural environment and the alpine community. There is an opportunity for the expression of the cultural history of the area to be woven into the daily experiences of its public places.

Public art may be incorporated into the detailed public place and streetscape design. This might include works that are incorporated into the built fabric of the various settlements as well as stand alone commissions for particular sites. An art program that provides a structure and guidelines for the procurement of artwork for the site should be developed.



VIEW CORRIDORS
7.22

0 25 50 100m

The theme of the art program might include:

- Revelation of the history of the various villages and settlements;
- Persons involved in the emergence of the alpine community;
- Interpretive information regarding natural features of the site;
- Features of the development that relate to ESD objectives;
- Interpretation of wetlands qualities and the ecosystems of the wetlands and bogs;
- Cultural history of the respective settlements in the Alpine area.

Artworks and interpretative/historic information could be sited in various focal points and points of high visibility within the public domain in all settlements. Within the Village Centre area appropriate sites might include:

- Adjacent to buildings and structures/ sites of significance;
- In prominent public places such as on Kosciuszko Road in the centre of the Perisher Village;
- At the entrance to Perisher Village Centre and Kosciuszko Road to mark the line of the terrace/potential gateway artwork/ international flags and banners;.
- Adjacent to the wetlands and the Perisher Creek walking trail;
- On the bridge linking the Perisher Village to Front Valley.

Advertising and Signage

Signage will be required in the new Village Centre to help visitor orientation and promote business activity. However, the inappropriate placement and design of signage can detract from the overall amenity of the public realm.

A signage strategy will be required as part of the Detailed Village Design Plan to ensure this aspect of the overall design is adequately addressed. Schedule Three refers.

7.4.6 Parking Areas

The parking areas within the Central Precinct and new Village Centre will comprise the following:

- Designated surface carparks;
- Short-term on-street parking; and
- Parking within buildings or in parking structures, if proposed as part of the Detailed Village Design Plan for the new Village Centre.

7.4.6.1 Designated Surface Carparks

The existing surface carpark will gradually be reduced in area as the Village Centre is developed.

A primary aim of the Master Plan is to optimise use of the un-built area for parking, to provide designated long term parking areas, and to ensure that the parking areas do not dominate the image and character of the new Village Centre. If a structured carpark is proposed by or on behalf of NPWS in the carpark it should be designed to minimise the visual intrusion from Kosciuszko Road.

Key features of the main public carpark are as follows (refer **Figure 7.23**):

- The main entrance to the carpark will be at the point where Kosciuszko Road now meets the existing carpark forming a crossroads with the local access drive to the Roman Catholic Church on the ridge above Kosciuszko Road;
- The new North Perisher Road will also provide direct access to the public carparking area;
- The design of the carpark will be articulated with paths to ensure its design complements rather than detracts from the concept for the new Village Centre;
- Provision could be made for a deck to be added to part of the surface carpark to provide additional parking if required; and
- The capacity of the surface carpark will be approximately 360 cars with the potential for an additional 180 spaces if a half deck is provided.
- The final capacity of the carpark when the Village Centre in fully developed will depend on detailed design, management and snow clearing practices.

Table 7.1 shows an estimate of the number of surface parking spaces, linked to possible staging of development in the new Perisher Village Centre, that could be created.

Based on the COI findings, there is currently a total of 1200 day visitor spaces at the central carpark at Perisher Valley (refer **Section 3** above). Development of Stage One of the Master Plan (refer **Figure 7.23**) shows that there is potential to marginally increase total visitor surface parking as a result of the relocation of the NPWS building. The potential loss of surface carparking only occurs after Stage Two and beyond.

The Detailed Village Design Plan will include a new parking strategy to determine the final number of parking spaces provided at Perisher Valley and other methods of maintaining environmentally acceptable, equitable and financially viable access to Perisher Range.

Table 7.1: Indicative Calculation of Parking Spaces

Development Stage	Indicative Surface Spaces	Indicative Basement Spaces
1	1380	67
2	920	231
3	800	304
4	710	445

7.4.6.2 Parking within Buildings

The Master Plan does not require provision of overnight parking for new accommodation. This demand could be provided on-site or at an off-mountain location (e.g. Bullocks Flat). However, any parking provided on-site for new development must be provided at basement level to avoid further loss of day parking.

If parking within buildings is provided, then management arrangements facilitating public access will be required to ensure optimal use of available parking.

Table 7.1 shows an estimate of the number of basement parking spaces, linked to possible staging of development in the new Perisher Village Centre, that could potentially be available in addition to the surface parking spaces.

7.4.6.3 On-street Parking

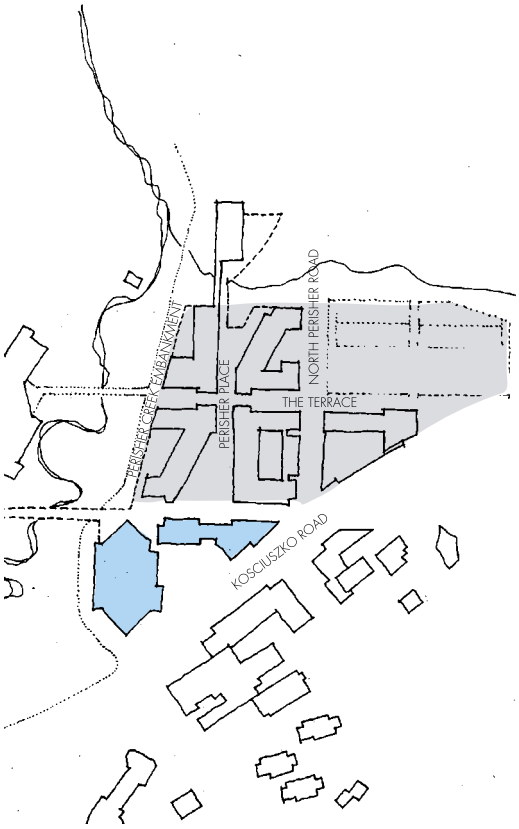
Most roads will have provision for on-street parking (parallel and/or 90-degree parking), with potential capacity indicated as follows:

- **Kosciuszko Road:** Combination of 90 degree parking and parallel parking as illustrated in the street cross sections (possibly 100 cars);
- **North Perisher Road:** Combination of 90 degree parking and parallel parking as illustrated in the street cross sections (possibly 50 cars + bus setdown).
- **The Shared East-West Road/ Terrace:** There is scope for limited parking within this area east of North Perisher Road (possibly 40 cars during summer only).

Development

Parking

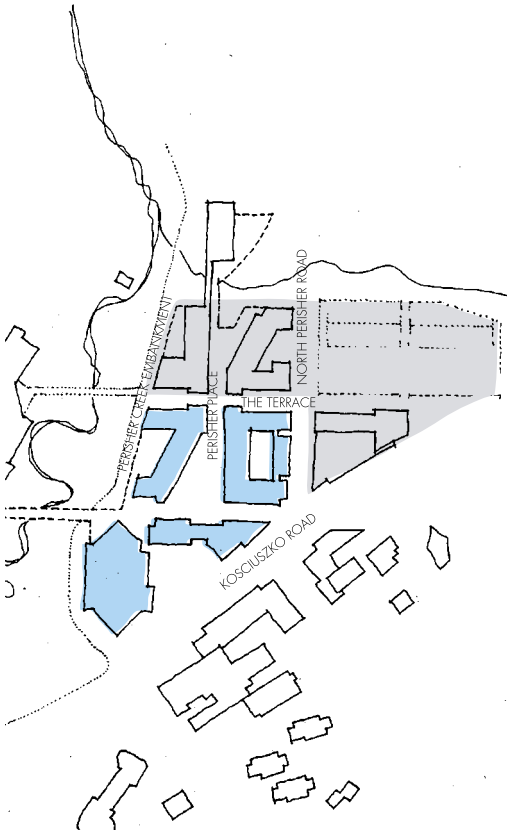
PARKING NUMBERS ARE BASED ON 1 SPACE = 25sqm AND DO NOT INCLUDE BASEMENT PARKING UNDER NEW DEVELOPMENTS



CARPARKING STAGE 1

ON STREET PARKING
KOSCIUSZKO ROAD - 100 SPACES
CARPARK
32 000m^2 - 1280 SPACES

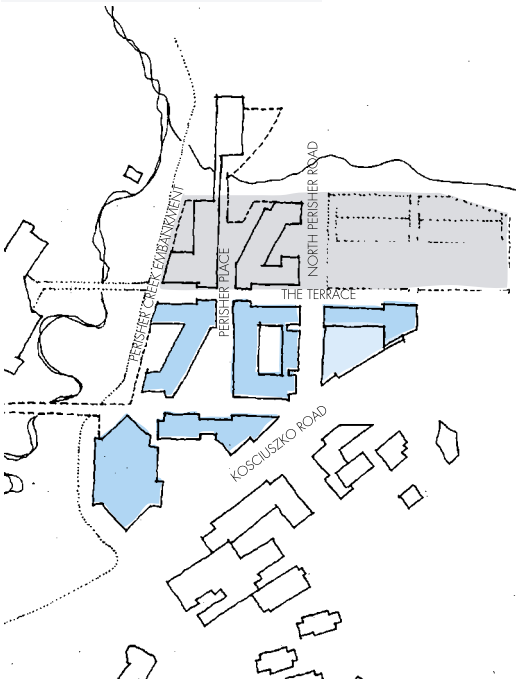
TOTAL - 1380 SPACES



CARPARKING STAGE 2

ON STREET PARKING
KOSCIUSZKO ROAD - 100 SPACES
CARPARK
20 500m^2 - 820 SPACES

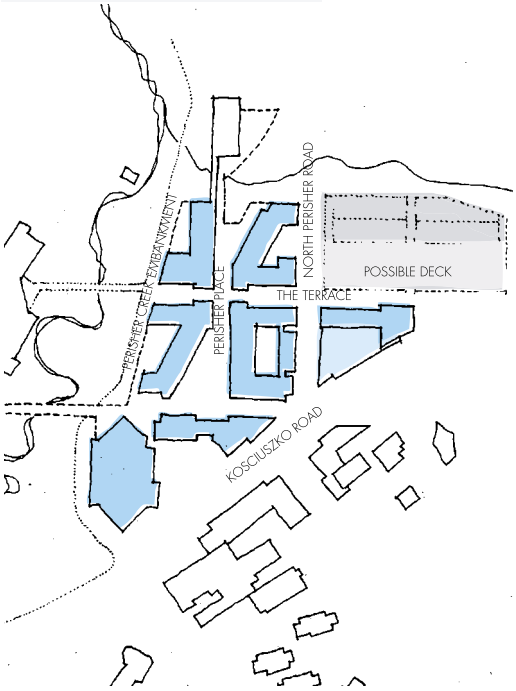
TOTAL - 920 SPACES



CARPARKING STAGE 3

ON STREET PARKING
KOSCIUSZKO ROAD - 100 SPACES
THE TERRACE - 20 SPACES
NORTH PERISHER ROAD - 20 SPACES
CARPARK
16 500m^2 - 660 SPACES

TOTAL - 800 SPACES



CARPARKING STAGE 4

ON STREET PARKING
KOSCIUSZKO ROAD - 100 SPACES
THE TERRACE - 20 SPACES
NORTH PERISHER ROAD - 50 SPACES
CARPARK
9000m^2 (SURFACE) - 360 SPACES
4,500m^2 (DECK) - 180 SPACES
TOTAL - 710 SPACES

PUBLIC PARKING
7.23

0 50 100 200m

7.4.7 Building Height & Form

The final built form of future development in the Perisher Valley Central Precinct and Village Centre site will depend on the Detailed Village Design Plans and subsequent Development Applications.

The Master Plan makes provision for the following built form as a guiding framework for this area. These built form development controls also reinforce the visual links and overall massing of the development in relation to the surrounding landscape that were considered in the COI report.

The main **objectives** for building height controls are to:

- ensure the development fits into the landscape;
- ensure building mass is varied in height;
- ensure the overall form of the development follows the local ground contour lines, stepping down to the north;
- ensure building design is not compromised through attempts to accommodate an excessive number of storeys; and
- encourage use of a higher structure to mark the Village Centre at the southern end of the site (intersection of Bridge St and Kosciuszko Road).

The built form and building height in the Master Plan are regarded as **essential elements**.

Height of the development is controlled by a set of governing height criteria that may only be varied by application of an exemption clause as described below.

Governing Height

The Village Centre is divided into three height zones as shown in Figure 7.24. Each zone has a governing height above which no part of the building can protrude except as allowed for in the exception clause. The governing heights are described as relative levels (RL);

Governing heights are:

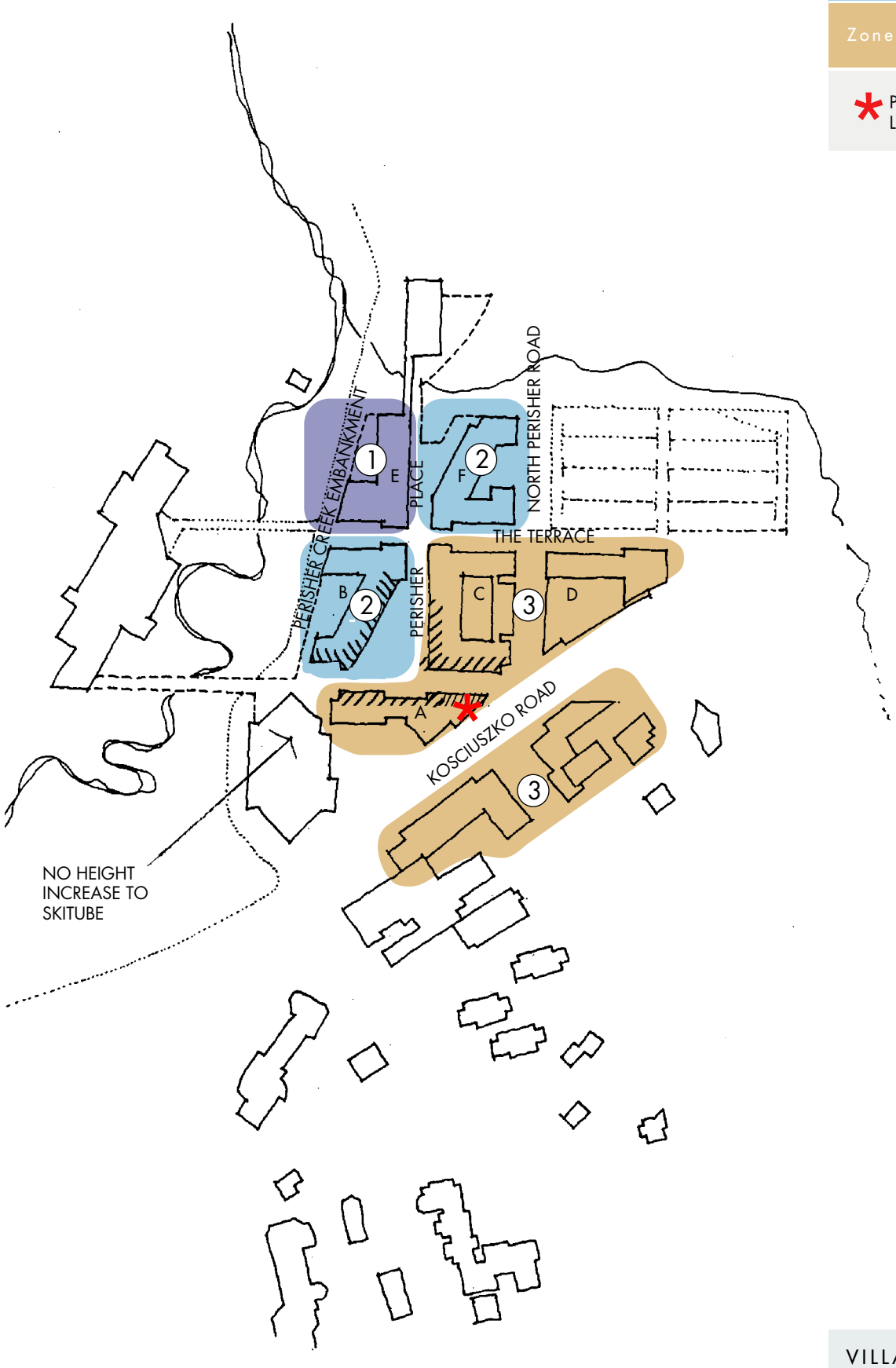
- Zone 1 — RL1732
- Zone 2 — RL 1736
- Zone 3 — RL1740

The governing heights have been calculated to permit full storeys and roof pitch above the likely level of the main pedestrian spine (Perisher Place).

Each zone is also controlled by a limit on the number of storeys, with “storey” defined in the same way as used in the Building Code of Australia. The allowable number of storeys in each zone is as follows:

- Zone 1 — three (3) storeys
- Zone 2 — four (4) storeys
- Zone 3 — five (5) storeys

One additional storey may be allowed, subject to the Exception Clause below.



VILLAGE CENTRE
BUILDING HEIGHTS
7.24

0 25 50 100m

Exception Clause

This exception clause is intended to achieve variety in building height and to allow for innovative design solutions, while retaining the overall limits on the form of the development.

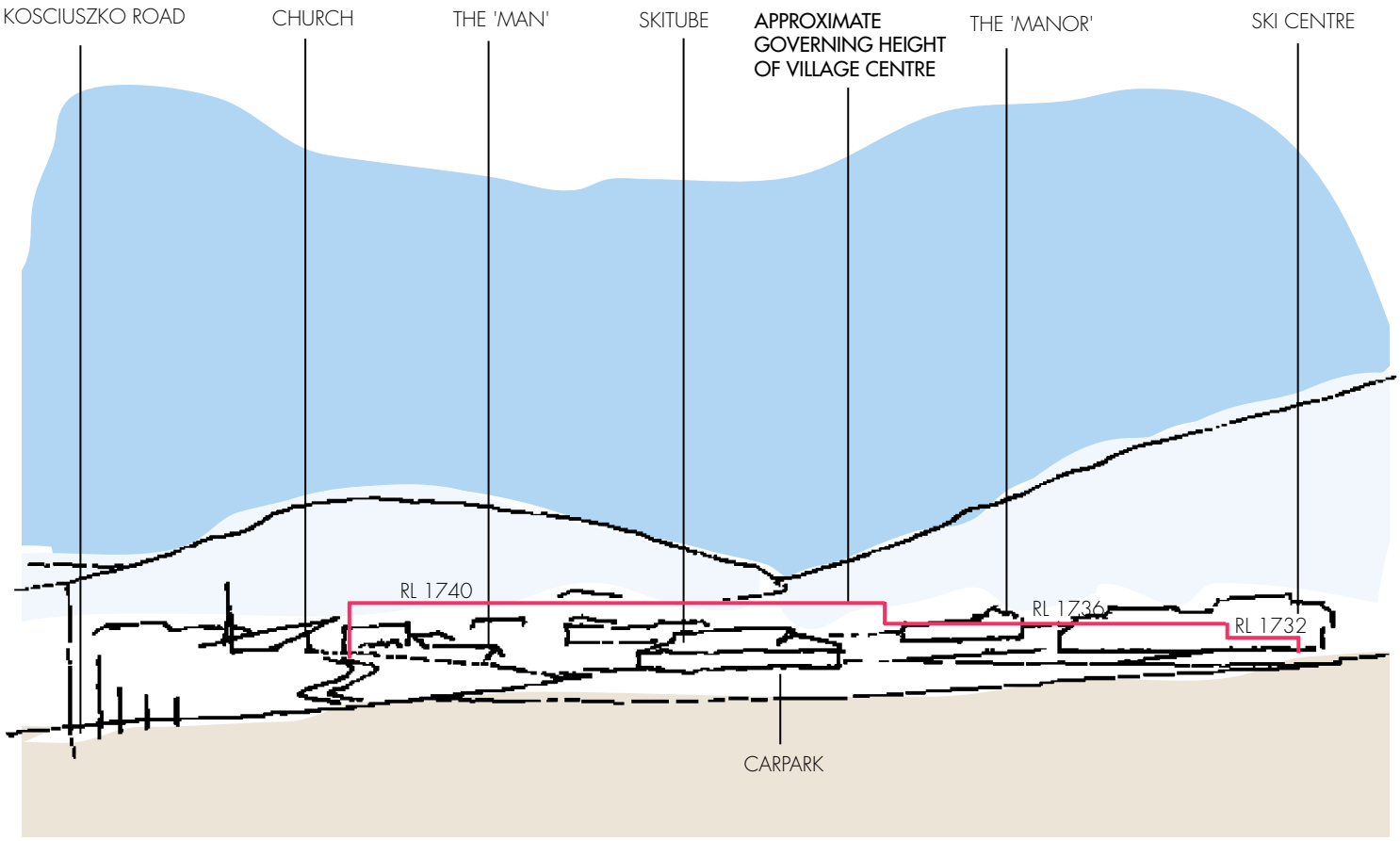
It will only apply where its use will contribute to a high quality design outcome in the opinion of the consent authority.

The governing height for each building footprint can be exceeded by up to 3 metres for a maximum of 25% of this footprint. This could allow for an extra storey to be developed over part of the footprint dependent upon building design.

Other Considerations

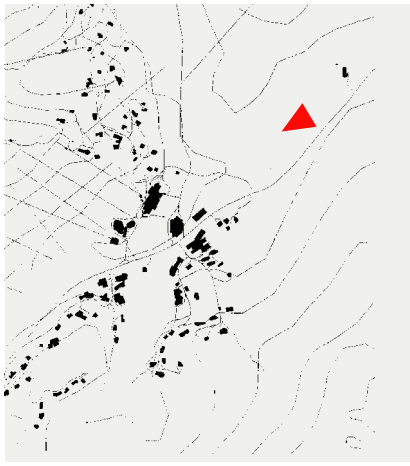
In addition, building height will be moderated by the following factors:

- The roofline of buildings in the new Village Centre will not break the skyline when viewed from a point on Kosciuszko Road half way between Pipers Gap and the existing carpark. (**Figure 7.25** is based on Figure 4.8 in JTCW 2000);
- There is a desire to have a landmark building feature to distinguish the location of the Village Centre at the intersection of Kosciuszko Road and Bridge Street;
- Height of buildings need to maintain solar access to key public spaces;
- The buildings will be designed to create a series of visual breaks providing views to the main ski slopes from the carpark and Pipers Gap. They will maintain the view corridors as defined in **Figure 7.22**;
- A minimum two storeys along all essential building set backs (as shown in **Figure 7.31**) will assist with definition of adjacent public space;
- The existing building height for all other buildings in the Perisher Valley Central Precinct not within specific height zones shown in **Figure 7.24** shall be retained subject to assessment of individual development proposals.
- Height of new buildings may be limited in consideration of views and amenity of existing buildings.



VIEW FROM KOSCIUSZKO ROAD (HALFWAY BETWEEN PIPERS GAP AND ENTRY TO CARPARK)
SOURCE JTCW PHOTO (FIGURE 4.8)

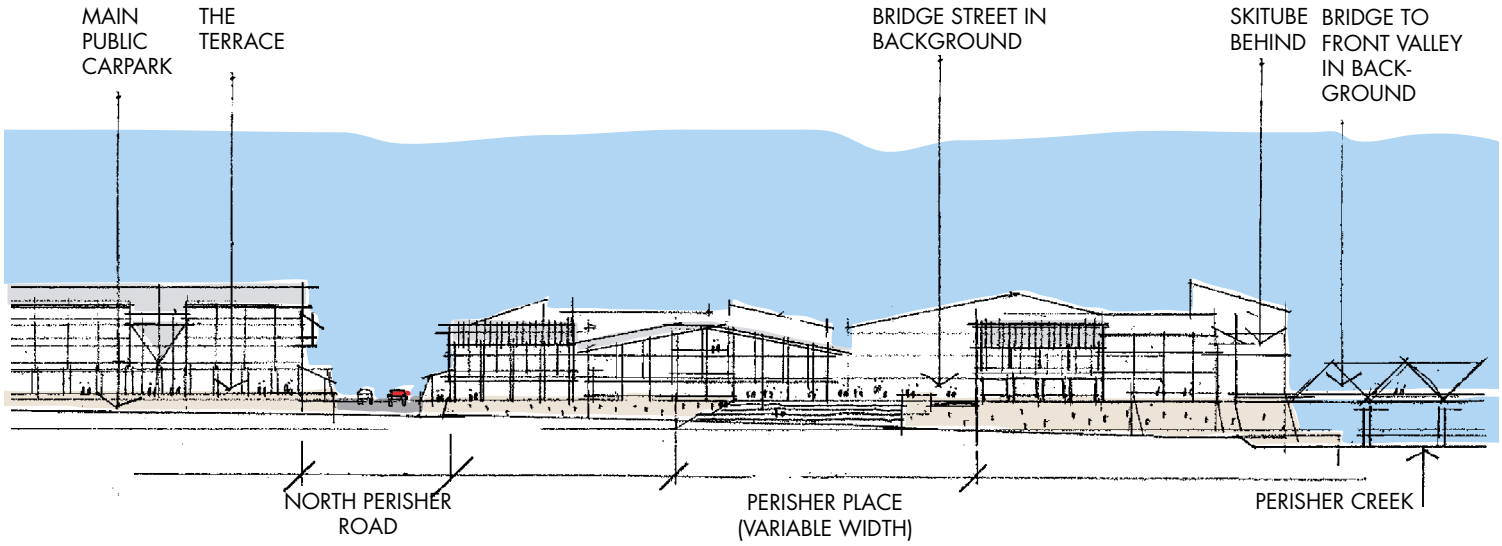
NOTE: AS ONE PROCEEDS TOWARDS THE VILLAGE THE ROOF PROFILE WILL RISE RELATIVE TO THE RIDGELINE BEHIND.

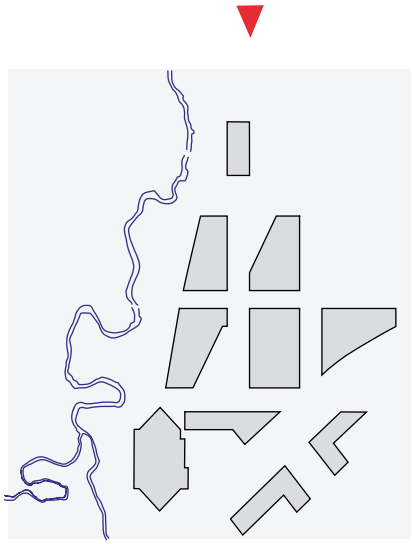


BUILDING HEIGHTS
7.25

VIEW FROM SKI SCHOOL BRIDGE DOWN PERISHER PLACE
(SKI LIFTS NOT SHOWN)

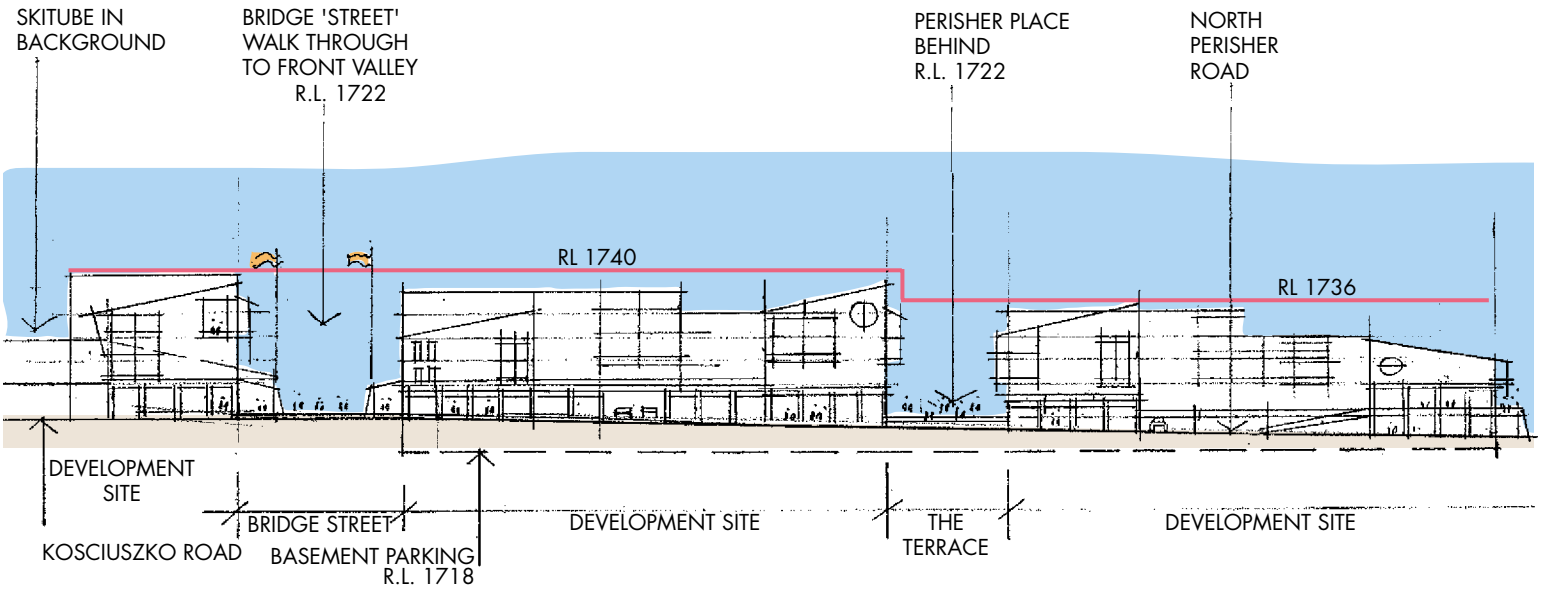
SKI SCHOOL BRIDGE
PERSPECTIVE
7.26



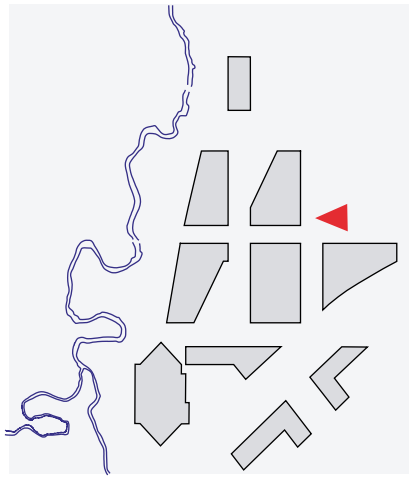


ELEVATION FROM MT. PIPER
7.27

0 15 30 60m

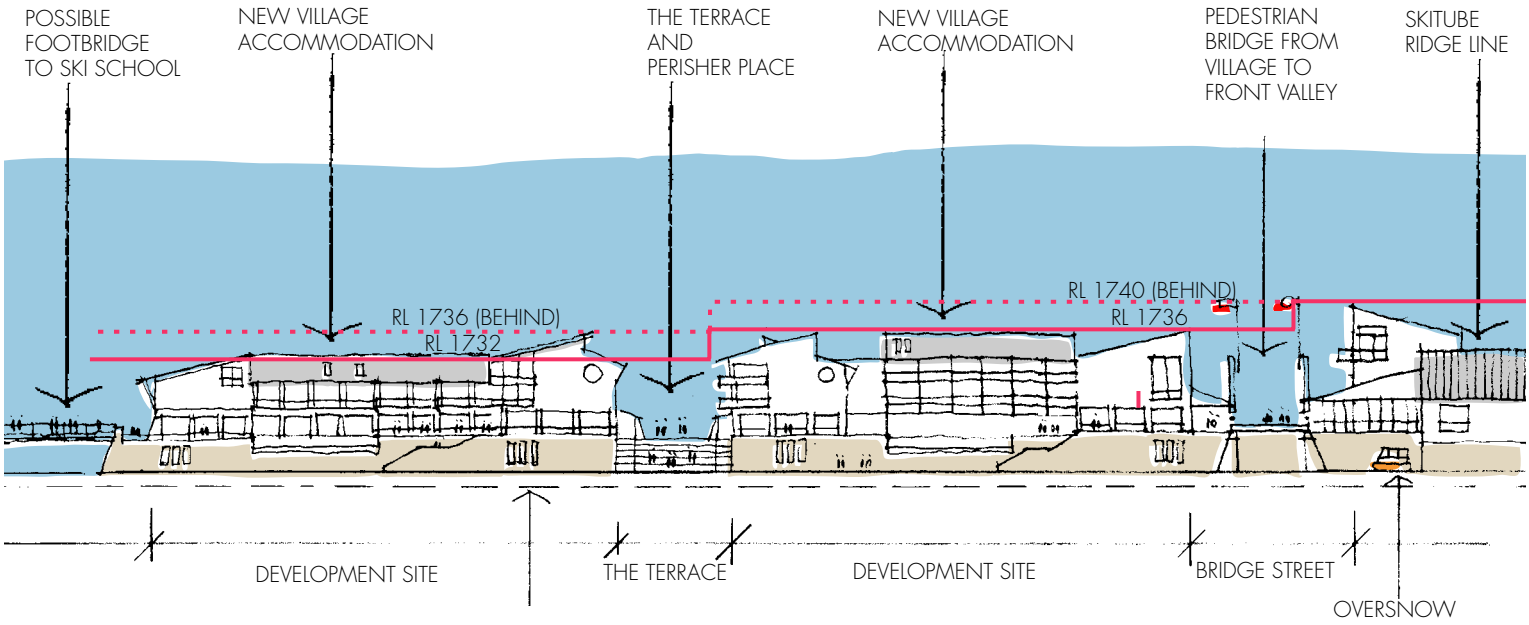


APPROXIMATE GOVERNING HEIGHT OF VILLAGE CENTRE



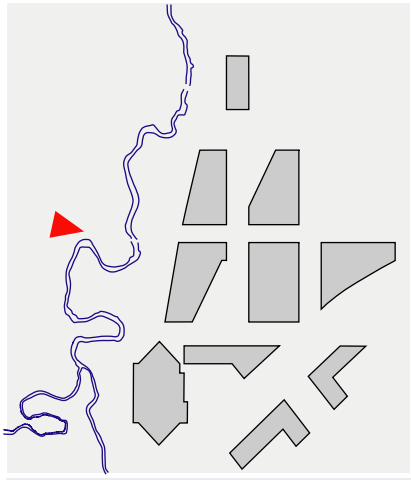
ELEVATION FROM NTH. PERISHER ROAD 7.28

0 7.5 15 30m



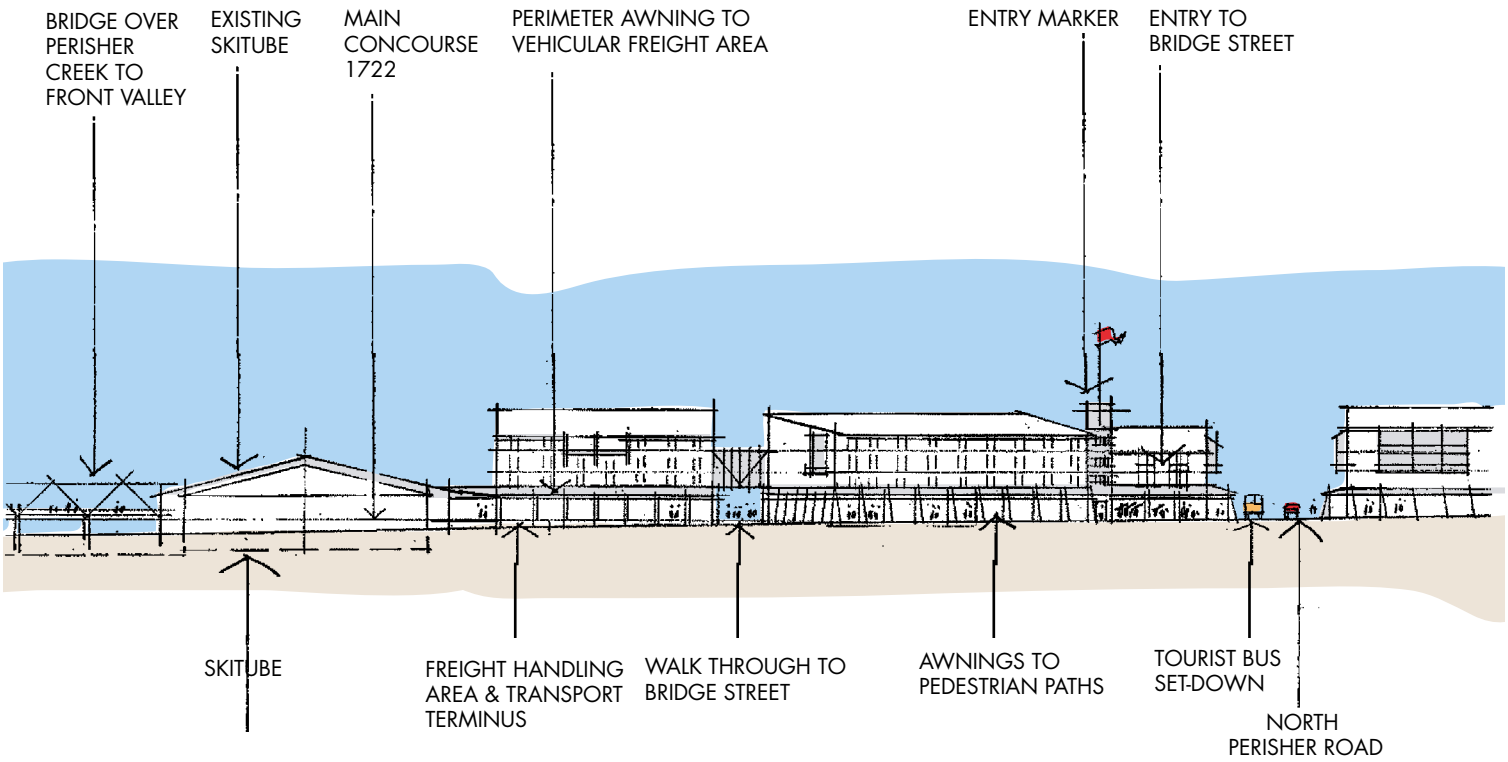
APPROXIMATE GOVERNING HEIGHT OF VILLAGE CENTRE

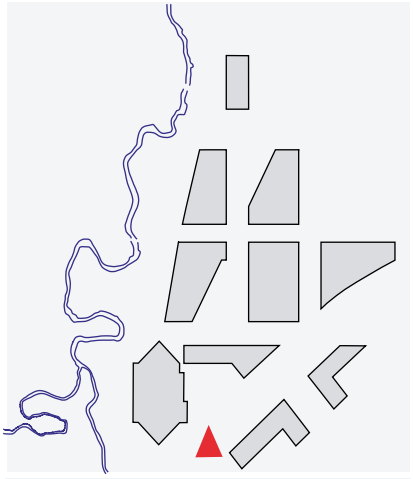
APPROXIMATE GOVERNING HEIGHT BEHIND (ALONG PERISHER PLACE)



ELEVATION FROM PERISHER CREEK
7.29

0 7.5 15 30m





ELEVATION FROM KOSCIUSZKO ROAD 7.30

0 10 20m

7.4.8 Building Setbacks

The Master Plan makes provision for **essential** building set-backs at key locations within the Village Centre to ensure appropriate development and the relationship between public spaces and development frontages.

In many cases a zero setback from the development site to the road reserve or public area will be required.

Building setbacks from Perisher Creek and the northern no-name creek are identified on Figure 7.4.

Figure 7.31 identifies the essential set back lines within the Village Centre, and along Kosciuszko Road.

The specific objectives of these building set back lines are as follows:

- Provide a clear definition of Perisher Place and other pedestrian spaces within the Village Centre;
- Maintain visual links along Bridge St from the Perisher Ski Centre to the Roman Catholic Church;
- Maintain visual contact from Bridge Street alongside the Skitube to the proposed learn-to-ski area at the foot of Mt Piper at the northern end of Perisher Place.

In addition, it is intended that all frontages to Bridge St, Perisher Place and The Terrace have "active" ground floor facades comprising retail, commercial activity and or entrances to buildings. There would be more flexibility in the treatment of setbacks on other street frontages.

Some encroachment into the road reserve/pedestrian spaces (beyond the set back line) would be permissible provided the basic view lines could be maintained.

It is acknowledged that the final setback lines for individual development sites will be influenced by the outcome of wind and snow deposition modelling which may dictate changes to the shape of building facades. It is also noted that the boundaries of development sites along Perisher Place will be finalised once the exact width of this pedestrian space is determined (consistent with the 20-40m allowance for this pedestrian space).

The Detailed Village Design Plan will determine the final setback lines but building designs will reflect the setback objectives as outlined above.


Essential
Building Lines
NOTE:
BUILDING LINES ARE SUBJECT TO WIND
TUNNEL TESTING AND FINAL
BOUNDARY DEFINITIONS
NORTH PERISHER ROAD
PERISHER CREEK EMBANKMENT
PERISHER PLACE
THE TERRACE
KOSCIUSZKO ROAD
A
B
C
D
E
F
PERISHER VILLAGE
CENTRE
BUILDING LINES
7.31
PERISHER RANGE MASTERPLAN
COX STEWART PURDON
0
25
50
100m

7.4.9 Development Sites

The total area for development of the new Village Centre is approximately 50,000m². This area includes the existing carpark, Skitube building and the NPWS building on Kosciuszko Road. Figure 7.32 refers.

Within this overall boundary, the Master Plan creates 6 new development sites along the north-south pedestrian spine (Perisher Place) and main east-west links (Bridge Street and The Terrace). Together these new development sites will accommodate a minimum of 800 new beds as well as other commercial and entertainment activities.

The development sites have a total land area of about 13,500m². To ensure the desired street pattern and active frontages are achieved, a minimum overall site coverage of 75% across the combined development sites is considered **essential**. If applying this site coverage for development of each site, an estimate of total gross floor area for the Village Centre would be about 43,000m² (**Table 7.2** refers). This calculation is based on the maximum building height and storey allowances outlined in Section 7.4.7 above.

Assuming all ground floor areas on the development sites are used for non-residential purposes, the balance of about 33,000m² in gross floor area could be used for residential accommodation. Based on an average residential gross floor area of 25m² per bed a total of 800 beds would require an area of 20,000m².

These calculations demonstrate that the available gross floor area generated, when applying the development controls, can accommodate the minimum 800 bed Village Centre. The estimates also indicate there is sufficient capacity to encourage good design variations within the overall building form and height controls, plus sufficient scope to absorb more beds, depending on final bed take-up rates in other resorts and other parts of the Perisher Valley Central Precinct.

It should be noted that the above floor area calculations do not take account of likely restrictions on the amount of development above ground floor for Site D should recreation facilities (e.g. swimming pool and gymnasium) be located there (see Section 7.4.11 below).

Underground parking spaces to service the Development Sites will be permitted, but is not an essential condition of development.

Existing commercial accommodation sites within the Perisher Valley Central Precinct (outside the Village Centre) could also expand consistent with the Master Plan. This would be subject to an assessment of detailed development plans to accommodate additional bed numbers, either within the proposed 1320 limit or beyond this limit in the future.

The Master Plan envisages relocation of the existing NPWS building and construction of new facilities in several locations including:

- Visitor information facility in first stage of Village Centre Block A and administration office in Block A or at emergency services;
- Co-location of workshop facilities with PBPL workshop areas; and
- Cross Country shelter in a possible new structure on the southern side of Kosciuszko Road.

DEVELOPMENT SITES	AREA (m^2)
A	2000
B	2000
C	3000
D	2200
E	2000
F	2300
TOTAL	13500

PRIORITY COMMERCIAL AREA

AREA OF SITE 50 000m²

PERISHER VILLAGE CENTRE DEVELOPMENT SITES 7.32

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

Table 7.2: Site Development Potential

Development Site (per Figure 7.32)	Gross Area of Development Site m^2	Building Footprint with 75 % site coverage m^2	Allowable maximum storeys m^2	Total Gross Floor Area m^2
A	2,000	1,500	5.25	7,875
B	2,000	1,500	4.25	6,375
C	3,000	2,250	5.25	11,812
D	2,200	1,650	5.25	8,662
E	2,000	1,500	3.25	3,375*
F	2,300	1,725	4.25	5,606*
Sub Total	**13,500**	**10,012**	**n/a**	**43,705**
Total Village Centre site area	**50,000**			

*Note: * Calculation if basement level is counted as a storey under the BCA definition*

7.4.10 Commercial Area

Figure 7.32 shows the priority location of commercial space in Stages One and Two of the Master Plan.

Commercial space along the main pedestrian link (Bridge St and southern end of Perisher Place) is regarded as an **essential element** to ensure the generation of a village heart.

It is noted however that other sites for commercial space could also be suitable during latter stages of development. These areas include the north end of the Village Centre fronting the proposed Ski School and the West Side adjacent to the Terrace/Embankment intersection. Other locations could also include frontage to Kosciuszko Road and along the east/west Terrace.

7.4.11 Recreation and Community Facilities

The Detailed Village Design Plan will contain an analysis of indoor recreation and community facility needs, as well as identifying appropriate sites and a staging plan for development of these facilities.

Development site D (Figure 7.32) could provide a location for recreation and community facilities. There is also scope for location of these facilities in other parts of the Village Centre and across Kosciuszko Road in a new building adjacent to the emergency services centre.

These facilities could include a public heated swimming pool, gymnasium, rock climbing wall, library, meeting rooms and other facilities as required. The location of such facilities adjacent to the open carpark could also encourage use of the latter area for tennis courts or other outdoor activities during summer.

Provision will be made for shelter in bad weather, primarily for day visitors, within existing and new structures in the Central Precinct.

7.4.12 Municipal Services

The main utility services affected by the Master Plan include:

- Removal of waste storage hoppers from the carpark adjacent to the NPWS building and relocated into a new waste transfer station on the new southern service road adjacent to the Emergency Services building or other locations to be determined by the NPWS;
- Provision for waste collection facilities in each new building in the Village Centre;
- An improved freight services area off Kosciuszko Road adjacent to the Skitube entrance;
- Creation of a new bus set down/pick up zone on North Perisher Road adjacent to Bridge St and Perisher Crossroads;
- Provision of new stormwater treatment facilities.

7.4.13 Development Staging

Staging of the proposed development is important in terms of commercial viability, the creation of an effective public realm, and the need to ensure a degree of completeness for the Village Centre at the start of each season.

Figure 7.33 identifies the first two stages of development that are considered essential to implementation of the basic principles in the Master Plan.

The specific objectives of **Stage One** are to create an active "strip" between Perisher Crossroads, the Skitube and Front Valley. Consistent with these objectives, Stage One could comprise the following work:

- Relocation of the existing NPWS facility and waste storage areas from the edge of the carpark;
- Creation of the new "point of arrival" and improved landscaping along Kosciuszko Road;
- Reinstatement of road connection between Kosciuszko Road and the existing North Perisher Road through the existing carpark;
- Construction of the new upper level pedestrian bridge and east west pedestrian routes linking the Skitube and point of arrival to Front Valley;
- Construction of new commercial development along the southern edge of the east-west pedestrian link;
- A new bus set down zone on North Perisher Road adjacent to Bridge Street;
- An improved freight bay adjacent to the Skitube.

It should be noted that Stage One will not have any significant impact on existing surface parking spaces for day visitors.

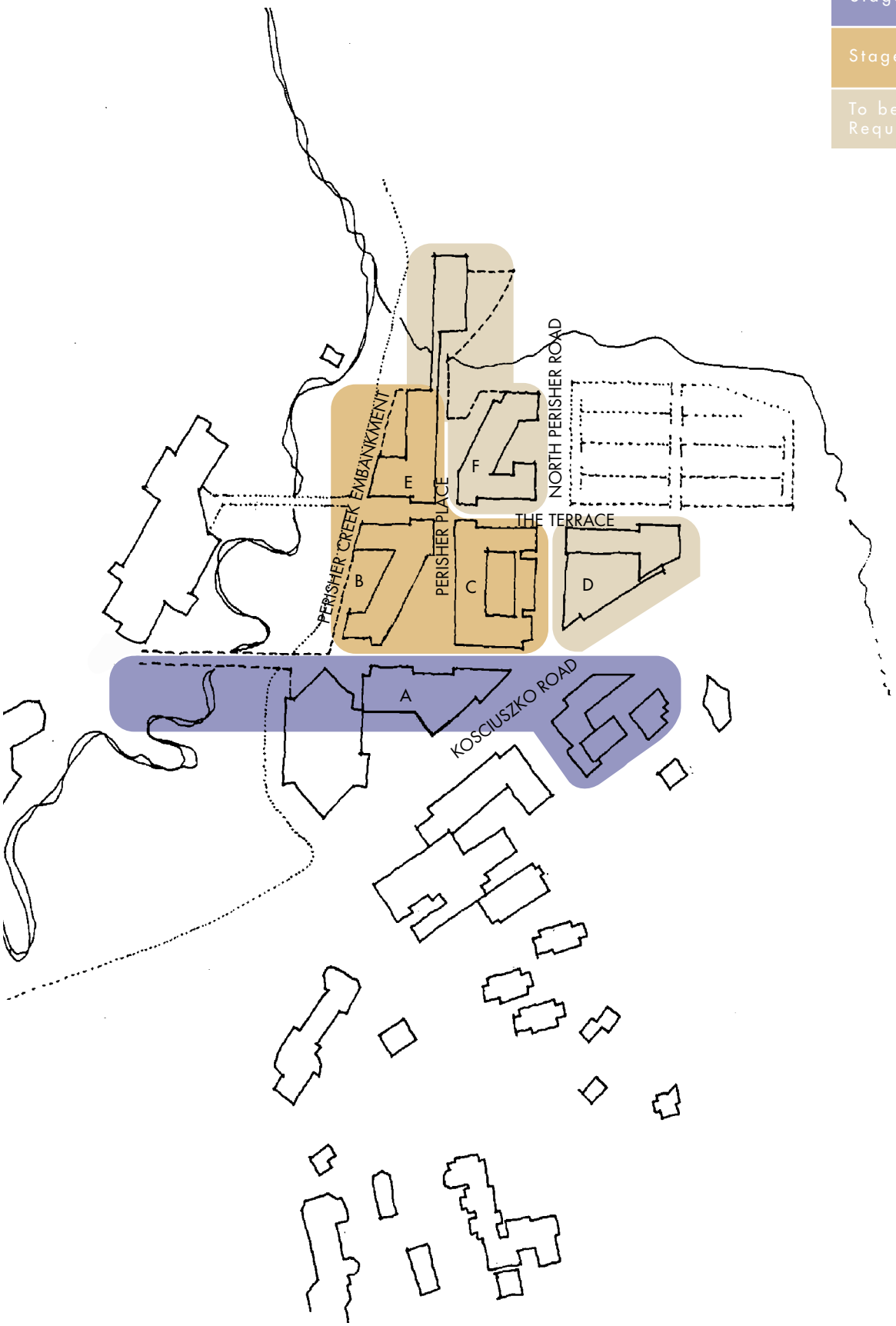
The specific objectives for **Stage Two** are to create a sense of enclosure along Bridge Street, to establish the southern section of Perisher Place and to create a link to the learn-to-ski area. These objectives could be satisfied by construction of new building space and basement parking (if required) on the northern side of Bridge Street and along to the Terrace. The Stage Two works could also include buildings along the Embankment north of the Terrace. Some surface parking spaces will be lost during Stage Two.

Establishment of the Ski School could also be part of this second stage.

Other parts of the Village Centre could be undertaken at any time depending on market demand.

A detailed staging proposal for the new Village Centre is required to accompany the Detailed Village Design Plan. This proposal should be consistent with the objectives of Stages One and Two outlined above.

Expansion of other existing lodges in the Central Precinct could occur at any time in the redevelopment process, subject to bed allocations and development approval.



PERISHER VILLAGE CENTRE STAGING 7.33

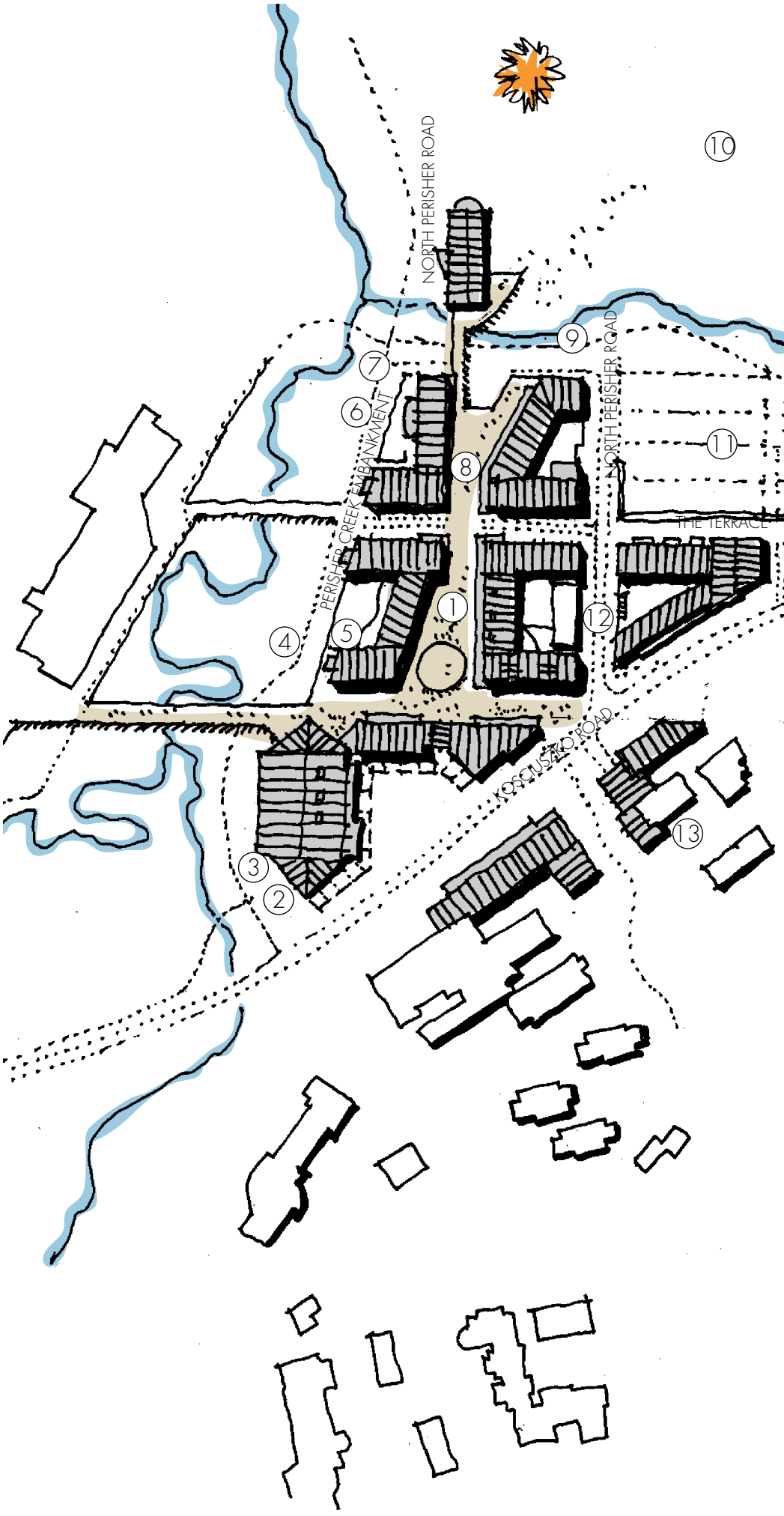
PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 25 50 100m

7.4.14 Summary of ESD Elements in Master Plan

Figure 7.34 shows the main elements of ESD principles that are embodied in the Master Plan for Perisher Valley Central Precinct including the Village Centre. The main elements are described below:

- Concentration of new development on a relatively small and compact footprint within the existing disturbed carpark and adjacent disturbed area. Adoption of an average 25m^2 area per bed, and a maximum building height limit from natural ground for all new development will reinforce the concept of a compact village form;
- Greater reliance on Skitube access from Bullocks flat to the main resort area;
- Improved pedestrian linkages between the Skitube and main activity centres including;
- No further disturbance of existing undisturbed areas;
- Substantial building setbacks for the main Village Centre development zone to Perisher Creek and the unnamed creek to the north of the carpark are established. These setbacks will provide protection for the wetland areas, and create opportunities for new improved landscaping and a circuit walking track and wetland interpretive trail;
- New bridges for creek crossings will "touch the ground lightly" by minimizing disturbance to wetland areas by design and during construction;
- Improvements to the main carpark will ensure that surface run-off is captured and treated prior to re-entry into adjacent watercourses. This will minimize the pollutants and litter entering the creek systems;
- The north/south orientation of the main pedestrian area, solar access considerations for public places and weather protection will ensure the built form contributes to creating pleasant, accessible and functional outdoor spaces;
- The integration of the built form with the existing Skitube provides access to the Village Centre via a mass transport system;
- Solar access opportunities for apartment accommodation;
- Waste recycling provisions for all new development;
- The application of development guidelines and controls for solar orientation, building materials and surfacing will ensure buildings are suitable for the climatic conditions of the area and minimize the need for energy use;
- All development will be monitored during construction to ensure compliance with strict environmental protection standards;
- Use of energy efficient building methods and materials.



1 NEW PEDESTRIAN AREA

2 MORE USE OF SKITUBE FROM BULLOCKS FLAT

3 INTEGRATION OF VILLAGE WITH SKITUBE

4 NEW INTERPRETATIVE WALKING TRAIL

5 SOLAR ACCESS TO APARTMENTS

6 BUILDING SETBACK TO PROTECT WETLAND

7 COMPACT VILLAGE FOOTPRINT

8 SOLAR ACCESS TO PEDESTRIAN SPINE

9 BUILDING SETBACK TO PROTECT CREEK

10 PROTECT UNDISTURBED VEGETATION

11 TREAT SURFACE RUN OFF

12 BUS DROP OFF

13 RECYCLE WASTE PRODUCTS

ESD SUMMARY
7.34

PERISHER RANGE MASTERPLAN
COX STEWART PURDON

0 50 100m

7.5 Development Guidelines & Controls

Schedule One describes a set of development guidelines and controls for Ecological Sustainability and Environmental Performance with which all development in the resort should comply.

Schedule Three provides development guidelines and controls for the Perisher Valley Central Precinct.

The application of guidelines and controls is intended to provide a clear, concise and practical framework across Perisher Range to retain the diversity and character of existing resorts.

These guidelines and controls cover key aspects of the built form including:

- Permitted Land Uses;
- Location and Building Envelope;
- Building Height, Style and Roof Form;
- Building Materials and Colours;
- Public Spaces;
- Landscaping;
- Signs and Advertising;
- Carparking Areas;
- Integration and Staging; and
- Aboriginal and Alpine Cultural Heritage.

Schedules

Schedule One: Ecological Sustainability and Environmental Performance

Schedule Two: Development Guidelines and Controls for Guthega, Smiggin Holes & Perisher Valley Outer Precincts

Schedule Three: Development Guidelines and Controls for Perisher Valley Central Precinct

Schedule One:

Ecological Sustainability and Environmental Performance

This Schedule sets out ecological sustainability and environmental performance objectives, guidelines and controls that will apply to all new development in Perisher Range Resorts and adjacent areas.

This Schedule should also be read in conjunction with **Schedules Two** and **Three** of this document.

Ecological Sustainability

Objectives

- A key aim of this Plan is to ensure development in the Perisher Range resorts occurs in a manner that is consistent with the principles of Ecologically Sustainable Development (ESD). Both the direct impacts of development on the local environment and the broader impacts on the environment as a whole through the complete life of the development will be considered.
- This Plan adopts the goal of ESD as contained in the *National Strategy for Ecologically Sustainable Development* that was endorsed by the Council of Australian Governments in 1992:

  "Development that improves the total quality of life, both now and in the future, in a way that maintains the ecological process on which life depends."

- The guiding principles for interpreting ESD are:

  (a) the precautionary principle;

  (b) inter-generational equity;

  (c) conservation of biological diversity and ecological integrity;

  (d) improved valuation, pricing and incentive mechanisms; and

  (e) protection of the public interest through community involvement.

- Ecological processes must be maintained and decision making should integrate both long term and short term economic, social, physical and equity considerations.
- Sustainability will be considered at each of the stages identified below.

1. Pre-construction or Design Phase

Objectives

- Adequate planning will occur to ensure sustainability outcomes are defined and design decisions are made to achieve these outcomes.

Guidelines

- The sustainability of a development will be demonstrated by its capacity to meet specified performance guidelines;
- Design methods and assessment processes which adopt best-practice techniques, such as Life Cycle Assessment (ISO 14040:1997) or policies and practices published by professional associations, such as the Royal Australian Institute of Architects, are more likely to produce satisfactory ESD outcomes.

Controls

(i) The specification of materials must take into account their embodied energy, maintenance requirements and ability to be recycled.

(ii) For major developments a Sustainable Development Plan is to be prepared and submitted to the approval authority before design commences. For all other developments, a sustainable development statement is to accompany the activity/development application.

(iii) The Sustainable Development Plan or statement is to be development specific and must address all stages of the lifecycle of a development. It must identify:

(a) design criteria;

(b) environmental performance targets including the stage at which these will be met; and,

(c) strategies for assessing outcomes.

(iv) The design brief is to require consideration of:

(a) building on and rehabilitating disturbed land;

(b) energy conservation;

(c) water conservation;

(e) waste avoidance and minimisation; and

(f) building adaptability.

2. Construction Phase

Objective

- There will be adequate planning of construction activity so no unforeseen environmental impacts occur during construction.

Guideline

- Strategies that may be considered for minimising impacts include training and awareness, operational planning and supervision.

Controls

(i) A Construction Management Plan (CMP) is to be prepared for major developments and submitted with the application for construction approval. For all other developments, conditions of approval will specify required protection works.

(ii) The Construction Management Plan is to address:

(a) supervision and monitoring during the construction process to ensure compliance with the CMP;

(b) a system for ensuring compliance with legislative requirements and/or obtaining and complying with the appropriate approvals and licenses from statutory authorities;

(c) provision of resources, supervision, education, training and monitoring systems and procedures to implement the CMP;

(d) a system for monitoring, auditing and reporting environmental performance;

(e) a system of ensuring adequate response to incidents that may affect the environment;

(f) access points to construction site;

(g) soil and sediment management;

(h) movement of construction vehicles;

(i) storage of construction materials;

(j) runoff control measures;

(k) location of temporary services;

(l) waste separation and storage facilities; and

(m) fencing and protection of sensitive features on and adjacent to the site.

(ii) Where a CMP is required, an environmental certifier/supervisor is to be engaged to supervise the construction process.

(iii) Construction and operational waste is to be minimised, with the aim of greater than 90 per cent of construction waste being recycled. An on-site recycling/separation facility should be established on larger sites.

3. Operational Phase

Objective

- The effective management of energy use will ensure the benefits achieved through the design and construction of the development continue to accrue during its operational life.

Guidelines

- Appropriate maintenance and system management practices will significantly contribute to the operational sustainability of the development;
- Strategies that support this objective include automated system controls and operational manuals for use by occupants and building managers;
- Stormwater flows from the site are to be minimised by reuse wherever possible.

Controls

- Design performance targets relating to energy consumption, energy losses, solar access, waste, water use and materials are to be met.

4. Demolition or Capacity for Adaptive Reuse

Objective

- The choice of materials and construction methods will not unduly constrain future uses or adaptations for future uses or create significant difficulties for demolition and waste disposal.

Guidelines

- Structures will one day become redundant and require demolition or need to be adapted for alternate, currently unknown, uses;
- Structures which are capable of ready demolition better retain potential for reuse of materials.

Controls

- Poisonous or hazardous materials are not to be used unless it can be demonstrated they are inert in use and there is no other option available.

Environmental Performance

Objectives

Developments will achieve the highest contemporary standards of design and management by:

- maximising the use of solar energy;
- taking advantage of the site's attributes, whilst mitigating potential impacts from the prevailing conditions of snow and wind in particular;
- providing for minimal use of resources;
- minimising waste and polluting emissions from the site that may impact on the surrounding environment;
- avoiding impacts on the surrounding area.

5. Development Bed Ratio

Objective

- Energy efficiency in construction and operation will be maximised through limiting the overall volume of the development.

Control

- The overall gross floor area provided for each stage of accommodation development is not to exceed 25 m^2 per bed. Gross floor area is defined as being the total area of the building measured from the outside of the external walls or the centre of a common wall.

6. Pedestrian Movement

Objective

- Pedestrian movement and linkages to parking, other transport connections, skiing facilities and service areas will be designed so as to ease pedestrian movement and encourage walking rather than other modes of transport.

Controls

- Development plans are to indicate clear pedestrian circulation patterns and adequate protection from weather;
- Pedestrian routes are to have sufficient capacity to meet peak flows;
- Pedestrian routes are to be designed to ensure high levels of safety.

7. Noise

Objective

- Noise from snow-making and other activities including snow grooming and entertainment may cause a loss of amenity to people in accommodation facilities. Siting and design of these facilities need to take this into account.

Control

- Maximum noise level in bedrooms with windows closed is not to exceed 45 DBA;
- Any development plans should comply with the NSW Industrial Noise Policy (2000) and, where applicable, the Environmental Criteria for Road Traffic Noise (1999).

8. Energy Efficiency

Objective

- All developments will achieve a high standard of energy efficiency.

Guidelines

- The use of renewable energy sources such as solar collectors is encouraged. Attributes to be considered include energy consumption; use of solar energy—passive and stored; penetration of natural light; incorporation of natural ventilation to assist heating and cooling; management of energy loss; energy harvesting; use of thermal mass to improve building performance;
- Tools such as the "Building Energy Brief for Commercial and Public Buildings" by the Sustainable Energy Development Authority should be used to guide the design and construction processes;
- Developments should aim to achieve a 50 per cent reduction in demand for energy from non-renewable sources when compared to similar development.

Controls

- Buildings are to be planned and constructed to achieve a rating of 4.5 stars using an accredited energy-rating scheme (e.g. NATHERS). Development proposals are to include evidence of this prepared by a suitably accredited person;
- For larger developments an energy performance statement, submitted with the activity/development application, is to indicate how the energy rating will be achieved;
- Residential areas are to be designed so they do not require air conditioning;
- Energy consumption targets of 100 Mj/psqm/a for residential areas 350 Mj/psqm/a for commercial office area and 900 Mj/psqm/a for retail areas are to be achieved;
- For larger developments systems are to be incorporated to record and monitor energy use so that results can be used to improve energy management.

9. Mechanical Services

Objective

- Mechanical services, including heating and cooling systems, will be planned and designed so as to achieve high levels of operational efficiency.

Controls

- For larger developments a building management and control system is to be installed to monitor the operation of mechanical services, schedule maintenance and deal with faults;
- For larger developments high efficiency motors are to be used for the mechanical plant.

10. Lighting

Objective

- Energy efficient lighting will be extensively utilised.

Guideline

- Lighting design is to take into account appropriate lighting levels (AS 1680) without being over designed. Occupancy sensors should be used to control lighting in intermittently occupied spaces.

Control

- Lighting is to be designed for low energy consumption, with extensive use of natural light.

11. Water Use and Hydraulic Services

Objective

- Use of potable water will be minimised.

Guidelines

- Grey water and storm water should be collected and utilised for non-potable uses wherever possible;
- Developments should be designed to achieve a 50% reduction in use of potable water when compared to similar developments;
- Heat recovery mechanisms should be utilised wherever possible.

Controls

- Hot water is to be provided using high-efficiency gas, solar boosted or geo-thermal installations;
- AAA rating appliances and water flow controls are to be installed, including water efficient shower heads, low flush cisterns, and urinal flushing controls.

12. Appliances

Objective

- The choice of appliances will minimise energy use and other impacts on the environment.

Control

- All appliances are to carry the highest available Energy Efficiency Performance Rating and are to be CFC and HCFC free.

13. Insulation

Objective

- Buildings will be designed and constructed to minimise heat loss in winter and heat gain in summer.

Controls

- Insulation is to be installed in roof and wall areas to achieve at least an R3 rating for roofs and an R1.5 rating for walls;
- External sun management devices are to be utilised where these will reduce cooling loads in the building;
- Windows are to be either double glazed or use thermally efficient glass.

14. Waste, Deliveries and Storage

Objective

- An integrated approach will be adopted that allows for centralised management and movement of goods and waste to a specifically designed pickup and drop-off point/facility.

Controls

- Development proposals are to identify facilities for goods delivery, recycling and garbage disposal. These are to be designed to ensure their impact on public spaces and the natural environment are minimised;
- Facilities are to be designed to support an integrated waste management strategy;
- All facilities to be consistent with the NPWS Waste Management Policy, *Protection of the Environment Operations Act 1997*, and Environment Guidelines for Liquid and non-Liquid Wastes (EPA 1999).

15. Light Pollution

Objective

- Developments will not impact on the natural dark night environment by producing excessive light emissions, either directly or indirectly.

Guidelines

- Outdoor lighting should be limited to that required to enable safe use and operation of facilities, and should not be left on when they are not required;
- In some situations the type of light source will be controlled to minimise wildlife impacts.

Controls

- Buildings are not to use permanent outdoor display lighting;
- Uplighting is not to be used outdoors;
- Outdoor lights are to be low-set, spaced as needed and shielded to direct light downward to minimise light spill;
- Motion sensing light controls are to be used wherever possible (e.g. where lighting for security and usage is intermittent);

16. Runoff and Groundwater Management

Objective

- Site planning will avoid interruption of water movement wherever possible, minimise concentration of stormwater, and treat stormwater to ensure any discharge to the environment does not pollute the environment.

Guidelines

- Measures that protect water quality and the integrity of creek systems have a high priority in planning for developments;
- Permeable pavements should be used to reduce concentration of stormwater.

Controls

- Development proposals are to include adequate provision for the management of stormwater;
- Proposals for larger developments are to provide for retention and treatment of stormwater to remove sediments, hydrocarbons and gross contaminants and to control release to minimise potential for flooding and erosion.

Schedule 2:
Development Guidelines and Controls for Guthega, Smiggin Holes and Perisher Valley Outer Precincts

The following development guidelines and controls will act as a framework for future development of commercial and club lodge accommodation in the Perisher Range resorts, and should be read in conjunction with relevant section of the Perisher Range Master Plan.

The development controls and guidelines are directed towards creating and/or reinforcing the intended character of each resort village and should be read in conjunction with the relevant Master Plan included in this document.

Development objectives describe performance requirements that must be met. The development guidelines are discretionary, intended to provide guidance in meeting the objectives. The development controls are essential conditions that development proposals are required to meet.

A pre-assessment panel, comprising of planningNSW and NPWS, will be established to consider initial development applications and to encourage a process of design excellence based on the following development guidelines and controls. In all cases, the Building Code of Australia applies to new developments.

A separate set of development guidelines and controls has been prepared for the Perisher Valley Central Precinct including the proposed new Village Centre (Schedule Three).

Guidelines for ecological sustainability and environmental performance contained in Schedule One of this document will also apply.

1. Permitted Land Uses and Floor Space

Permitted land uses (subject to development approval) include:

- Extensions/refurbishment of private lodges and commercial accommodation;
- Restaurants/cafes/bars associated with commercial accommodation;
- Infrastructure;
- New parking areas; and
- Signage.

Prohibited activities are:

- Retail and commercial outlets (other than restaurants), except in the Smiggin Holes central area;
- Outdoor sporting facilities including broad area recreational uses (e.g. golf courses); and
- Any other activity:
  - not authorised by the *National Parks and Wildlife Act 1974*;
  - not authorised by the KNP POM; or
  - otherwise prohibited by this Plan.

A maximum gross floor area of 25 square metres per bed is allowed. Gross floor area is defined as being the total area of the building measured from the outside of the external walls or the centre of a common wall.

2. Location & Building Envelope

Objectives

- Enable alterations and extensions to existing buildings that minimise impacts on the environment; and
- Protect and enhance existing view corridors.

Guidelines

- Building alterations and extensions should be set back from any creek and/or bog in order to provide for an appropriate buffer/transition zone;
- Alterations and extensions to existing buildings should not increase the visual prominence of these buildings;
- Generally alterations to buildings should be designed and located so they do not dominate the landscape.

Controls

- Building extensions are restricted to areas where there is previous disturbance or where it can be demonstrated that significant natural features are not impacted upon;
- The proposed gateway building at Smiggin Holes shall be located on the existing PBPL workshop site (once workshop is relocated);
- Development proposals which negatively impact on the natural character, major view corridors and the approaches to the resorts will not be permitted;
- Development proposals which have the potential to impact on views from neighbouring buildings are to be designed in consultation with the affected parties to ensure amenity is maintained.

3. Building Height, Style and Roof Form

Objectives

- Maximum height limits will ensure the natural landscape remains dominant and ensure that development is compatible with the natural landscape;
- The new development (at Smiggin Holes gateway site) and redevelopment of existing buildings will be compatible with existing building styles;
- Roof form and colour will unify developments in each precinct;
- Developments will be designed in a manner sensitive to the local conditions.

Guidelines

- Generally, height will be controlled with reference to natural ground level. Accordingly, building height will tend to follow the existing natural landform. Height should generally be restricted to ensure the building fits within the local tree canopy;
- The height of developments will result from a balance of the competing needs to increase height to achieve higher densities and the most sustainable building form, and the need to minimise height for aesthetic, solar access, other construction and costs considerations;
- Building forms utilising simple gables, stone and timber are encouraged;
- Building design should take into account the recommendations of the Resorts Heritage Study, and aim to reinforce a uniquely Australian and contemporary response to the alpine environment;
- Buildings adjacent to public spaces should be planned to meet adequate solar access requirements and be of appropriate scale to ensure buildings do not dominate public spaces;
- Buildings and public spaces need to be carefully designed to avoid snow deposition to pedestrian areas and building egress points;
- Roof forms (shape and pitch) within a single development are to be consistent and serve to integrate the development with others in the area. Roof pitch for new development is to generally match existing;
- Building alterations and extensions need to be designed and orientated to take into account snow deposition patterns so that the development can continue to operate in a safe and comfortable manner in all but the most extreme weather conditions.

Controls

- Height of buildings in the area is restricted to two storeys;
- The maximum height from the ridgeline to the lowest point where the building meets the ground is restricted to 10 metres;
- Building height is restricted such that buildings do not break the skyline when viewed from the floor of the valley;
- Roof colour is to conform with the colour palette for the area;
- Roofs are to be designed in accordance with BCA requirements for alpine areas;
- Major development proposals are required to be accompanied by an analysis of predicted wind and snow deposition patterns prepared by a qualified and suitably experienced engineer. The proposal is to demonstrate how the development has been designed to minimise any negative impacts on the safety and amenity of the area.

4. Building Materials & Colours

Objectives

- The choice of materials and colours should unify development and locate it in a visually sensitive manner in the local environment;
- When viewed from a distance development needs to blend with the natural summer environment;
- Natural materials such as timber and stone should be used to reflect the development's location in a major national park;
- All buildings should be designed to utilise building materials that ensure reflection and glare does not affect safety, neighbouring development, ski areas, or adjacent parts of the park.

Guidelines

- Materials for external walls are to be limited to provide a consistent visual image and to reflect the national park and mountain context;
- Stone facing may be concentrated on facades facing public spaces or ski slopes;
- Innovative stone laying methods will be supported where they contribute to design quality;
- All stone is to be local granite laid with dry or semi dry joints with a minimum of exposed cement mortar;
- Timber cladding should be painted or stained so that the tone of the finished wall is similar to the tone of the surrounding landscape;
- When viewed at a more intimate scale, and within the development, colours may be brighter and livelier in the building detail;
- Generally building extensions should be sympathetic in design to the existing structures.

Controls

- Buildings are required to meet the need for energy efficiency in the mountain context;
- Colour of external walls and roofs is to be selected from a palette specified for the area;
- Masonry elements should be bagged and painted so that the tone of the finished wall is similar to the tone of the surrounding natural landscape;
- A minimum 15 per cent of the overall elevation is to be stone facing;
- A minimum of 80 per cent of the ground level facade must be stone facing and/or other approved masonry finish;
- Non-reflective materials are to be used to minimise glare;
- The use of large expanses of glass that may cause reflections on other buildings or to natural areas of the park are not permitted;
- Where necessary sun-angle diagrams will be required to demonstrate that glare and/or reflections will not be a hazard in the resort or impact on natural areas of the park.

5. Public Spaces

Objectives

- All developments in the area will contribute to the creation of positive outdoor spaces, which function efficiently and effectively;
- The creation of high quality and attractive public outdoor spaces will be encouraged adjacent to restaurants or other retail and commercial outlets;
- Outdoor public spaces will provide shelter from wind, avoid snow build-up and be capable of easily being cleared of snow;
- Development proposals are to specify how they provide for the clearance, removal or storage of snow accumulations in public spaces without undue conflict with the utility of the spaces;
- Building frontages and envelopes are to support the use of the public spaces they adjoin so they contribute in a positive way to the creation of the outdoor public spaces;
- Shelter from rain and snow will be provided for people entering buildings and using public outdoor spaces.

Guidelines

- The dimensions of public spaces should ensure adequate enclosure to provide some shelter as well as enabling them to function well when there are few people using them;
- Solar access to public spaces, particularly during winter, should be optimised;
- Wherever practical, public space should adjoin active uses;
- The design of public spaces is to be fully integrated and take account of street furniture and lighting;
- Some shelter from the elements is required as part of the design of outdoor spaces. These shelters can also provide for safe access and egress from buildings, free of snow deposition.

Controls

- Development proposals are to specify how they provide for the clearance, removal or storage of snow accumulations in public spaces without undue conflict with the utility of the spaces;
- Colonnades and awnings should be used at ground level to provide weather protection;
- The height of buildings fronting outdoor public spaces should be designed to ensure these spaces can function effectively and have enough enclosure to provide shelter from the elements and an attractive village character.

6. Landscaping

Objectives

- All developments will be appropriately landscaped to make a positive contribution to the area as a whole;
- Landscaping will incorporate ecologically sustainable treatments and materials, within the bounds of safety, economy and lifecycle;
- Transitional areas adjacent to developments will be appropriately rehabilitated and managed.

Guidelines

- A detailed landscape design and rehabilitation plan is to be submitted for approval;
- Proposals are to include measures to repair past damage and remove exotic species;
- Landscape designs should incorporate a range of sustainable elements including:
  - porous pavements,
  - reuse of stormwater,
  - use of recycled wastewater,
  - innovative water conservation techniques,
  - use of native, locally occurring plants suited to the site conditions to minimise irrigation,
  - fertiliser and pesticide use,
  - use of planting as a micro-climate control (e.g. landscaping as windbreaks),
  - use of biodegradable and re-cycled materials and
  - management of surface water flows and seepage.

Controls

- Vegetation used for landscaping is limited to endemic native species that are adapted to the particular environment;
- Landscaping is required to incorporate a range of sustainable elements.

7. Signs & Advertising

Objective

- Sufficient signage will be provided to assist visitors locate facilities without adversely impacting on the natural character of the area.

Guidelines

- Advertising is to be kept to a minimum consistent with this objective and any adopted Advertising Policy;
- Sign layout, colours and lettering are to be consistent within each development, and compatible throughout individual resorts.

Controls

- Advertising is to comply with any adopted Advertising Policy;
- The principle of the development blending with the landscape when viewed from a distance, while providing for diversity and interest at a detailed scale, will apply to the assessment of signs and advertising. The maximum area of a sign is one square metre;
- Internally illuminated or neon signs are not permitted;
- Signage is to be of consistent high quality design suitable to the climatic conditions.

8. Carparking Areas

Objectives

- Carparking areas should be provided to cater for summer use of premises;
- The impacts of carparking areas should be minimised.

Guidelines

- Terraces and landscape elements are encouraged to reduce the impact of carparking areas.

Controls

- Carparking areas for summer use are to be provided at a rate of one for every ten beds in each development;
- Proposals for surface carparking are to include adequate provision for snow clearing and storage, treatment of run-off, and measures to reduce visual impacts;
- All public parking areas shall be appropriately signposted, sealed and designed to ensure effective snow clearance.

9. Building Access

Objectives

- Easy access for the whole community will be provided to all public facilities and commercial facilities used by the public.

Guidelines

- Developments need to address the public domain with entrances, lobbies and activity.

Controls

- Public outdoor space is to be designed so that any changes in level can be negotiated by people in wheelchairs in compliance with AS 1428;
- The main entry to premises shall allow for AS 1428 standard of access from the adjacent street or public outdoor space level;
- Buildings are to be designed in accordance with the access requirements of the BCA.

10. Integration & Staging

Objectives

- Ensure construction stages minimise impacts on the environment, visual amenity and resort operations

Guidelines

- A clearly defined and well-coordinated approach to construction activity will assist in minimising impacts;
- The final product of a staged development should present, in terms of its design attributes and use of materials, as an integrated development;
- The impact of construction during the summer holiday period should be managed to minimise negative impact on visitors.

Controls

- Where developments are to be staged over a number of construction seasons, a staging plan is to be prepared;
- The plan is to identify the construction target for each stage, the feasibility of completing each stage in the time available, and the ability of each stage to function effectively during the ski season in aesthetic and functional terms;
- Construction stages should be functionally independent for each ski season.

11. Aboriginal Cultural Heritage

Objectives

- Aboriginal cultural heritage will be protected and conserved.

Guidelines

- Proposed developments should be designed to avoid the need to destroy Aboriginal sites. Site investigations should be undertaken early in the design process to ensure this constraint is taken into account in locating developments;
- Consent to destroy Aboriginal sites will generally only be granted in situations where there is no alternate solution.

Controls

- An Archaeological Assessment Report is to be prepared for activities involving ground disturbance within mapped sensitivity areas or elsewhere where the presence of sites becomes apparent.

12. Environmental Performance

Objective

- To ensure that any future development occurs in accordance with the principles of ESD as outlined in **Schedule One.**
- To ensure that each development complies with the environmental performance objectives and criteria as outlined in **Schedule One**.

Schedule Three :
Development Guidelines and Controls
for
Perisher Valley Central Precinct

The following development guidelines and controls will act as a framework for future development of commercial and club lodge accommodation in the Perisher Range resorts, and should be read in conjunction with relevant section of the Perisher Range Master Plan.

The development controls and guidelines are directed towards creating and/or reinforcing the intended character of the Central Precinct.

Schedule Three applies to the whole of Perisher Valley Centre Precinct and should be read in conjunction with relevant sections of the Master Plan.

Development objectives describe performance requirements that must be met. The development guidelines are discretionary, intended to provide guidance in meeting the objectives. The development controls are essential conditions that development proposals are required to meet.

A pre-assessment panel, comprising of planningNSW and NPWS, will be established to consider initial development applications and to encourage a process of design excellence based on the following development guidelines and controls. In all cases, the Building Code of Australia applies to new developments.

Guidelines for ecological sustainability and environmental performance contained in Schedule One of this document will also apply.

1. Permitted Land Uses and Floor Space

Objectives

- Make provision for a range of land uses compatible with an economically viable, dynamic Village Centre and Central Precinct to serve the Perisher Range
- Commercial uses will be provided to serve the local resort area and are not intended to displace the role of Jindabyne as the major regional centre. They will be located and designed to reinforce public outdoor spaces.
- All land uses shall be consistent with the *National Parks and Wildlife Act 1974* and KNP PoM.

Controls

Permitted land uses in the Village Centre are as follows:

- Apartment style accommodation. The overall gross floor area provided for each stage of accommodation development is not to exceed 25 square metres per bed. Gross floor area is defined as being the total area of the building measured from the outside of the external walls or the centre of a common wall.;
- Commercial accommodation such as hotels and commercial lodges;
- Commercial and retail facilities are to be targeted at providing services to the local area, and include uses such as post office, banking, bakery, a small supermarket, chemist, eating and drinking establishments, ski clothing and equipment hire and other visitor services;
- The amount of additional retail space is to be determined after detailed assessment by or on behalf of NPWS;
- Commercial and retail uses are to be concentrated in Bridge Street and Perisher Place.
- Ancillary office space for businesses providing services in the resorts;
- All commercial and retail facilities are to open directly to the outdoor public spaces;
- Entertainment and recreation, including an indoor swimming pool, health club, meeting facilities, small cinema/theatre, and games room are permissible in the Village Centre.
- Outdoor facilities such as tennis courts that makes use of the existing carpark in periods low demand,
- Provision is to be made for 100m^2 of commercial space in the new Village Centre fronting the main public area for a NPWS visitor facility;
- Parking;
- Infrastructure services;
- Transport depots;
- Communication facilities;
- Emergency services; and
- Freight depot.

Prohibited activities are:

- Broad area recreational uses (e.g. golf courses); and
- Any other activity:
  - not authorised by the *National Parks and Wildlife Act 1974*;
  - not authorised by the KNP PoM; or
  - otherwise prohibited by this Plan.

2. Location, Setbacks and Building Envelope

Objectives

- Development should maximise and retain the open valley character when viewed from Pipers Gap and Perisher Gap;
- Retain visual links from major public vantage points through any new development to the ski slopes;
- Existing view corridors in the area will be protected and enhanced;
- Development will be set back from the creek system to allow for an appropriate buffer/transition zone;
- Encourage fine grained development;
- Retain landmarks; and
- Buildings should be located to define public spaces.

Guidelines

- The view down Perisher Creek to the Main Range should be available to visitors using the major public spaces. It assists in orientating within the landscape and provides an important interpretive opportunity;
- Development proposals which allow for direct visual connection between public spaces in the centre valley area and major landmarks and features such as Pipers Gap, Mt Wheatley, Front Valley ski slopes, Perisher Creek Valley to the Main Range, Mt Perisher, and the future Pipers Ridge beginners area are encouraged;
- Create diversity in new accommodation including small and large lodges/commercial accommodation is encouraged;
- Provide a friendly, safe village character through legibility and clarity;
- Utilise contemporary design to evolve/create a unique character/image/profile for the Perisher village area;
- Create finely detailed buildings and places through high quality design;
- Ensure a compact and distinctive village character when viewed from various approach routes and elevated vantage points;
- Ensure the Village Centre looks attractive during all seasons such that construction activity does not adversely impact on the visual amenity and operation of the central precinct;
- Provide public areas at interface of building zone and wetlands;
- Delineate the Village edges to accentuate the “natural” and “built forms” context;

Controls

- Development shall be restricted to within the Development Sites as shown on **Figure 7.32** in the Master Plan;
- Building setbacks shall comply with **Figure 7.31** in the Master Plan to ensure definition of pedestrian spaces and protection of view lines, but subject to proposals contained in the Detailed Village Design Plan;
- Building development shall maintain the view corridors as shown on **Figure 7.22**;
- Existing views from the entrance of the "Man from Snowy River" Hotel, and from the Marritz Hotel to the Front Valley ski slopes shall be maintained;
- Development shall be consistent with the recommended staging plan (**Figure 7.33**);
- A minimum 15 metre non-building zone is to be maintained along the eastern edge of Perisher Creek and a minimum of 8 metres from the northern edge of the existing surface carpark (**Figures 7.4** & **7.20** refer). Roads, footpaths, retaining walls, bridges, and street furniture are permissible within this setback zone. Ski lift infrastructure may also be located within the set back zones subject to detailed assessment and maintenance of public access;
- Overall site coverage will be a minimum of 75% across the combined area of the Development Sites shown in **Figure 7.32**;
- Building construction will be designed and undertaken to ensure that runoff is contained and treated to remove silts, litter and pollutants before entering any creek system; and
- Prepare a soil erosion and sediment control plan for the construction stage of development to protect existing waterways.

3. Building Height, Style and Roof Form

Objectives

- ensure the development fits into the landscape;
- ensure building mass is varied in height;
- ensure the overall form of the development follows the local ground contour lines, stepping down to the north;
- ensure building design is not compromised through attempts to accommodate an excessive number of storeys;
- encourage use of a higher structure to mark the Village Centre at the southern end of the site (intersection of Bridge St and Kosciuszko Road);
- Buildings adjacent to public spaces will be planned to meet adequate solar access requirements and be of appropriate scale to ensure buildings do not dominate the pedestrian environment; and
- The Village Centre will appear as a unified development through use of consistent and compatible architectural features, including roof form and colour.

Guidelines

- Emphasise existing topography with major buildings on highest ground;
- Use built form to define a series of positive spaces/public and private domain;
- Ensure pedestrian scale through a compact built form;
- Ensure maximum public access to primary public spaces & accommodation;
- Ensure building detail provides appropriate protection from snow;
- Building style does not need to be the same throughout the precinct, however building styles need to be compatible;
- Building forms utilising gables, stone and timber are encouraged;
- New buildings should be consistent with the early architectural themes and materials used in, for example, the Church, the Man from Snowy River Hotel and other established lodges;
- Architectural elements incorporated into designs are to include consistent roof form and materials and consistent treatment of lower ground levels;
- Snow falling from roofs presents a hazard. Buildings and public spaces need to be carefully designed to avoid snow deposition to pedestrian areas and building egress points;
- Roof forms (shape and pitch) within a single development are to be consistent and serve to integrate the development with others in the area.

Controls

Building designs are to incorporate:

- Detailed human scale articulation to ensure a pedestrian friendly built environment. Each 10 metre length of façade is to provide design detail to avoid blank walls and hostile environments;
- Consistent roof form and colour; and
- Design of walls as solid surfaces with openings of square or vertical proportions.

Building height of the development is controlled by a set of governing height criteria that may only be varied by application of an exemption clause as described below.

Governing Height

The Village Centre is divided into three height zones as shown in **Figure 7.24**.

Each zone has a governing height above which no part of the building can protrude except as allowed for in the exception clause. The governing heights are described as relative levels (RL).

Governing heights are:

- Zone 1 — RL1732
- Zone 2 — RL1736
- Zone 3 — RL1740

The governing heights have been calculated to permit full storeys and roof pitch above the likely level of the main pedestrian spine (Perisher Place).

Each zone is also controlled by a limit on the number of storeys, with "storey" defined in the same way as used in the Building Code of Australia. The allowable number of storeys in each zone is as follows:

- Zone 1 — three (3) storeys
- Zone 2 — four (4) storeys
- Zone 3 — five (5) storeys

One additional storey may be allowed, subject to the Exception Clause below.

Exception Clause

This exception clause is intended to achieve variety in building height and to allow for innovative design solutions, while retaining the overall limits on the form of the development.

This exception clause will only apply where its use will contribute to a high quality design outcome in the opinion of the consent authority.

Up to a maximum of 25% of each building footprint can exceed the governing height by up to 3 metres.

This could allow for an extra storey to be developed over part of the footprint dependent upon building design.

Other Considerations

In addition to the above controls, building height will be moderated by the following factors:

- The roofline of buildings in the new Village Centre will not break the skyline when viewed from a point on Kosciuszko Road half way between Pipers Gap and the existing carpark. (**Figure 7.25** is based on Figure 4.8 in JTCW 2000);
- Height of buildings need to maintain solar access to key public spaces;
- The buildings will be designed to create a series of visual breaks providing views to the main ski slopes from the carpark and Pipers Gap. They will maintain the view corridors as defined in **Figure 7.22**;
- Height of new buildings may be limited in consideration of views and amenity of existing buildings;
- A minimum two storeys along all essential building set backs (as shown in **Figure 7.31**) will assist with definition of adjacent public space;
- The existing building height for all other buildings in the Perisher Valley Central Precinct not within specific height zones shown in **Figure 7.24** shall be retained subject to assessment of individual development proposals; and
- Roofs are to be designed in accordance with BCA requirements for alpine areas.

4. Building Materials, Finishes and Colours

Objectives

- Materials and colours should unify development and locate it in a visually sensitive manner in the local environment;
- When viewed from a distance development should blend with the natural summer environment;
- The use of natural materials such as timber and stone are encouraged to reflect the development's location in a major national park;
- All buildings will be designed to utilise building materials that ensure reflection and glare do not affect safety and neighbouring development, ski areas, or adjacent parts of the park;
- New buildings and extensions to existing buildings will be designed to provide a uniform image throughout the Perisher Valley Central Precinct.

Guidelines

- Materials for external walls should provide a consistent visual image throughout the precinct and to reflect the national park and mountain context;
- Innovative stone laying methods will be supported where they contribute to design quality;
- All stone is to resemble local granite laid with dry or semi dry joints with a minimum of exposed cement mortar;
- Timber cladding should be painted or stained so that the tone of the finished wall is similar to the tone of the surrounding landscape;
- When viewed at a more intimate scale, and within the development, colours may be brighter and livelier in the building detail.
- The new development will not be in the form of large industrial sheds with blank walls and megastructure footprints;

Controls

- Buildings are required to meet the need for energy efficiency in the mountain context;
- Colours of external walls and roofs are to be selected from a palette specified for the area;
- Masonry elements should be bagged and painted so that the tone of the finished wall is similar to the tone of the surrounding natural landscape;
- A minimum of 80 per cent of the non-glazed ground level façade must be stone facing resembling local granite and/or other approved masonry finish;
- Stone facing must be of a type which resembles local granite;
- The use of large expanses of glass that may cause reflections on other buildings or to natural areas of the park are not permitted;
- Where necessary sun-angle diagrams will be required to demonstrate that glare and/or reflections will not be a hazard in the resort or impact on natural areas of the park;
- Roof colour is to conform with the colour palette adopted by planningNSW for the area;
- All above ground bases to buildings shall be clad with stone resembling local granite; and
- Basement or undercroft parking shall be mechanically ventilated and not be exposed to public pedestrian areas (e.g. The Embankment).

5. Public Spaces

Objectives

- High quality and attractive public outdoor spaces will be provided throughout the Central Precinct;
- Use building frontages and envelopes to support the use of the public spaces they adjoin so they contribute in a positive way to the creation of the outdoor public spaces;
- The outdoor public spaces will be complemented by paving, walls, edging and street furniture that enhances the amenity and function of these areas for the visitor;
- Provide shelter from rain and snow; and
- Provide easy access to all public facilities for the whole community.

Guidelines

- Developments need to address the public domain with entrances/lobbies;
- Commercial activity should create "active" ground floor edges along all main pedestrian thoroughfares;
- Public spaces should be purpose designed, not left-over spaces between buildings;
- A hierarchy of public spaces should be provided, allowing for 'modular' use dependant on the number of visitors to the area. For example, facilities that are envisaged to be used throughout the year should be grouped around the major public space along Bridge Street. Other facilities that are used only in peak seasons or on special occasions may be located adjacent to other spaces;
- Development Plans should provide for a range of spaces that may be used during varying weather conditions;
- Public spaces within the Village Centre should afford views to the ski slopes, north Perisher Creek and the Main Range;
- A landmark vertical architectural element is desirable at the intersection of Kosciuszko Road and Bridge Street to clearly identify this as the focal point of the Village Centre;
- Wherever practical, public space should adjoin active uses;
- All developments are to make provision for outdoor public space to run through the centre valley area to provide access and link activities;
- The design of public spaces is to be fully integrated and take account of street furniture and lighting;
- Paths and routes need to converge to centres of activity;
- Building heights are to be limited by the requirements contained elsewhere, allowing for sun penetration and absolute limits;
- Street furniture such as seating, lighting, and rubbish bins is to be of a consistent high quality design, and should reflect the character and sense of place of Perisher;
- Design and location of street furniture is to take into account snow deposition and clearing activities.

Controls

- Development is required to create and reinforce a connected spatial system of paths, streets and public spaces (as shown in **Figures** 7.5, 7.7 and 7.14);
- Vehicular entrances are to be kept to a minimum width and not break the line or level of pedestrian paths, arcades, sidewalks and verges;
- The dimensions of public spaces should ensure adequate enclosure to provide some shelter, as well as enabling them to function well when there are few people using them. Dimensions in the range of 20–40 metres are considered appropriate for a major public space (e.g. Perisher Place). Smaller dimensions may be acceptable subject to adequate solar access. Larger areas may be considered to accommodate special outdoor activities such as ice skating rinks;
- The design of outdoor spaces will provide some shelter from the elements. Such shelter may also provide for safe access and egress from buildings, free of snow deposition;
- A network of colonnades and/or awnings is to be provided so visitors can move throughout the public outdoor areas under cover. Where buildings are continuous, this network is to cover at least 80 per cent of the length of the areas. Where buildings are not continuous, this network is to be provided along the frontage of buildings located adjacent to main pedestrian routes;
- A major public outdoor space is to be provided adjacent to the north east corner of the existing Skitube building at the intersection of Bridge Street and Perisher Place and should be designed to be the focus of the Village;
- Street paving will have a consistent design theme;
- Paving is to be heated where ice build up may cause particular hazard to the public;
- The critical RLs for the main pavement level of Bridge Street are 1723 at the eastern intersection with Kosciuszko Road, 1721.5 at Skitube, and 1722.5 where it crosses the embankment;
- Paving surfaces are required to meet the requirements of AS 4580:1999 “Slip resistance classification of new pedestrian materials”;
- Paving is to incorporate features to assist visually impaired visitors in compliance with AS 1428.4-1992 “Tactile ground surface indicators for the orientation of people with vision impairment”;
- Public outdoor space is to be designed so that any changes in level can be negotiated by people in wheelchairs in compliance with AS 1428;
- At least 50 per cent of the main pedestrian spaces are to have at least 2 hours of direct sunshine during the period 10am to 3pm on the winter solstice;
- The height of buildings fronting outdoor public spaces must ensure these spaces function effectively and have sufficient enclosure to provide shelter from the elements;
- The main entry to public facilities is to be at the adjacent street or public outdoor space level;
- Specific provision is to be made for in-ground services, service and delivery access, emergency vehicles, garbage and waste storage and handling.

6. Micro Climate

Objectives

- Developments will be designed sensitive to the local climatic conditions;
- Outdoor spaces will provide shelter from wind, avoid snow build-up and be easily capable of being cleared of snow;

Guidelines

- The prevailing westerly winds mean buildings need to be designed and orientated to take into account snow deposition patterns so that the development can operate in a safe and comfortable manner in all but the most extreme weather conditions;
- A variety of public spaces should be designed to provide shelter from the various prevailing wind directions.

Controls

- Vegetation used for landscaping the village is limited to endemic native species that are adapted to the Perisher Valley floor environment;
- Major development proposals are required to be accompanied by an analysis of predicted wind and snow deposition patterns prepared by a qualified and experienced engineer. The proposal is to demonstrate how the development has been designed to minimise likely negative impacts on the safety and amenity of the area;
- Development Plans are to specify provision for the clearance, removal or storage of snow accumulations in public spaces, without undue conflict with the utility of the spaces.

7. Carparking

Objectives

- Provide adequate and functional carparking areas for public and private use.

Guidelines

- Consideration may be given to incorporating provisions into the carpark for summer recreational uses;
- Additional overnight parking spaces may be provided, subject to them being provided under cover in a manner that does not increase the overall bulk of buildings in the area; and
- Parking underneath buildings can be provided to reduce the extent of surface parking required.

Controls

- Proposals for surface carparking are to include adequate provision for snow clearing and storage, treatment of runoff within the defined carpark area, and measures to reduce visual impacts;
- Proposals that involve the loss of any existing parking spaces (except for temporary summer recreational uses) are to demonstrate how and where this number will be replaced;
- Staged proposals are to demonstrate how day use or existing authorised overnight parking spaces will be maintained for each winter season;
- Pedestrian movement corridors through carparking areas shall be clearly defined. Consideration will be given to providing weather protection;
- All proposals for parking are to demonstrate circulation and traffic management arrangements that will cater for peak traffic flows;
- Provision is to be made for parking for disabled people in compliance with the requirements of the BCA; and
- Provision of short stay (2 hour maximum) visitor parking spaces is required.

8. Landscaping

Objectives

- All developments will be appropriately landscaped;
- Landscaping will incorporate ecologically sustainable treatments and materials, within the bounds of safety, economy and lifecycle;
- Transitional areas adjacent to developments will be appropriately rehabilitated and managed;
- The surface carpark will be designed to minimise visual impacts, particularly when viewed from village areas and Kosciuszko Road;
- The aesthetics of the centre valley area will be improved by careful landscaping of the carpark.

Guidelines

- The central precinct is an area of cold air drainage and consequently cannot support tree growth. However, there are a number of opportunities to incorporate local plant species into developments to soften these spaces;
- The wide expanse of the existing Perisher carpark is a significant negative landscape feature. Developments should include design features to reduce the visual dominance of the carpark, especially when viewed from Pipers Gap;
- Landscape plantings are to be incorporated into the design of public outdoor spaces;
- New micro climatic conditions within the village may create suitable areas for tree growth and planting and these opportunities are to be explored;
- Stone is to be used as a predominant landscape element for walls, supports for lighting and edging throughout the Village Centre;
- Parking areas that are composed of discreet areas that do not appear, from important viewing points, as a single expansive area are encouraged;
- Terracing can be used to reduce the visual impact of the carpark and other paved areas; and
- Sustainable landscape elements may include:
- porous pavements;
- reuse of stormwater;
- use of recycled wastewater;
- innovative water conservation techniques;
- use of native, locally occurring, plants suited to the site conditions that will minimise the need for irrigation, fertiliser and pesticide use; use of planting as a micro-climate control (e.g. landscaping as windbreaks);
- use of biodegradable and re-cycled materials; and
- management of surface water flows and seepage.

Controls

- A detailed landscape design and rehabilitation plan is to be submitted for approval. This plan is to specify the landscape design strategies for the different areas of the site, species selection and maintenance requirements;
- Landscape design is to incorporate indigenous species and materials of the area;
- Landscape designs are required to incorporate a range of sustainable elements.

9. Advertising and Signage

Objectives

- Signage is intended assist visitors locate facilities and businesses within Perisher Valley;
- Signage is intended to identify and promote the location of businesses;
- Signage and advertising should not adversely impact on the natural character of the area.

Guidelines

- is to be kept to a minimum consistent with any adopted Advertising Policy;
- The principle of the development blending with the landscape when viewed from a distance, while providing for diversity and interest at a detailed scale, will apply to the assessment of signs and advertising;
- Sign layout, colours and lettering are to be consistent within each development, and compatible throughout the area;
- Signage is to be of consistent high quality design suitable to the climatic conditions.

Controls

- Advertising is to comply with any adopted Advertising Policy;
- Information and directional signage is to be provided for all major facilities in the Perisher Valley central precinct; and
- Advertising signs shall be attached to building walls up to a height of three metres above pavement level.

10. Integration and Staging

Objectives

- Large projects will be planned and developed in stages to minimise impacts on the environment and resort operations and demonstrate "finished stage" at all times.

Guidelines

- Recognise all stakeholders expectations/and those of immediate neighbours;
- Recognise important views/vistas/linkages/paths/streets/movement patterns/outlook to and from the village;
- Ensure attractive faces from all vantage points/no "back doors";
- Emphasise safe direct pedestrian movement links to surrounding areas;
- Emphasise importance of "fine grain" development;
- Provide clarity of the public domain at all stages;
- Ensure a high level of visitor amenity;
- Comprise a clearly defined and well-coordinated approach to construction activity to assist in minimising impacts;
- Construction stages should be functionally independent for each ski season;
- Each development should contribute to the overall integration of buildings in the central area;
- The final product of a staged development should present, in terms of its design attributes and use of materials, as an integrated development;
- The impact of construction during the summer holiday period should be managed to minimise negative impact on visitors.

Controls

- Development staging shall occur as shown in **Figure 7.33**, and subject to staging proposals submitted as part of the Detailed Village Design Plan;
- Where developments are to be staged over a number of construction seasons, a staging plan is to be prepared at the outset. This plan is to identify the construction target for each stage, the feasibility of completing each stage in the time available, and the ability of each stage to function effectively during the ski season in aesthetic and functional terms;
- Stage One to commence adjacent to Skitube and include major public realm elements (i.e. east-west link and arrival point);
- Development staging must avoid isolated enclaves;
- Design shall enable realistic and economically viable staging options; and
- Staging is to avoid a poor image/amenity of a half complete village.

11. Environmental Performance

Objective

- To ensure that any future development occurs in accordance with the principles of ESD as outlined in **Schedule One.**
- To ensure that each development complies with the environmental performance objectives and criteria as outlined in **Schedule One.**

Controls

- All development shall be assessed against Schedule One of this report.