

Snowy Mountains Special Activation Precinct Master Plan Considerations – Thredbo Golf Course Subdivision

The Snowy Mountains Special Activation Precinct Master Plan 2022 (Snowy SAP Master Plan) applies to development within Thredbo Alpine Resort.

The precinct-wide criteria outlined in Chapters 10, 11, 12 and 13 of the Snowy SAP Master Plan has been a consideration for the proposed Thredbo Golf Course Subdivision. A review of the proposed development against the precinct-wide criteria is provided in this document.

Chapter 10 Alpine Precincts

A review of the performance criteria in Chapter 10 of the Snowy SAP Master Plan is provided in **Table 1**.

Table 1: Snowy SAP Master Plan Chapter 10 Performance Criteria

Chapter 10 Performance Criteria Snowy SAP Master Plan	Comment
10.1 Land Use Performance Criteria	
A. Development is to be permissible and consistent with the Master Plan, Precincts—Regional SEPP, Alpine Development Control Plan, Kosciuszko National Park Plan of Management, and the National Parks and Wildlife Act.	The Development is permissible and consistent with the Master Plan, KNP PoM and relevant legislation.
B. In considering the suitability of the development, the consent authority must be satisfied that the development meets the performance criteria and development controls in this Master Plan and in the Alpine Development Control Plan.	This application was lodged prior to the Alpine Region Development Control Plan 2025 coming into effect.
C. Development consent can only be issued for development in the Alpine Precinct where: i. the uses will support the diversification of the Alpine Precinct's tourism offering and year-round economic viability. ii. the uses will not compromise the environmental, heritage and cultural values of the Alpine Precinct. iii. the uses will not exceed the established carrying capacity of the Alpine Precinct.	i. The golf course is identified as a development site in the Master Plan and will add to the year-round viability of the resort. ii. The use will not compromise the environmental, heritage and cultural values of the Alpine Precinct as demonstrated in the Statement of Environmental Effects (SEE) (KT 2025) and supporting documents. iii. The Development is for a 186 beds which does not exceed the current 4,820 bed capacity under the KNP PoM. The current bed capacity was established with consideration of the capacity of the existing services and infrastructure.
D. The location of future development should align with the relevant structure plan and be focused on land marked 'Development area'. Where development is proposed on land outside these areas, additional technical investigation may be required.	The Development site is located on land marked 'Development area'.

E. Development for new or upgraded accommodation will meet the indicative sub-precinct yields and visitor thresholds set out in the Kosciuszko National Park Plan of Management and leasing arrangements. Refer also to Chapter 14 of this Master Plan.	The Development will not cause the current 4,820 bed limit to be exceeded.
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10.2 Alpine Resorts Performance Criteria

A. Development should contribute to visitor attraction and village experience through: i. the prioritisation of infill development. ii. improvements to pedestrian and active transport connections. iii. creation and implementation of active street frontages.	The Development will allow for low density expansion of accommodation within predominately disturbed land. The development is considered “in fill” in that it is within existing disturbed/altered areas of Thredbo resort and is not development into undisturbed areas of the resort. The proposal includes a new access road, pedestrian pathway to car parking areas, pedestrian crossings and a bus stop at the end of the new access road.
B. Development should integrate public transport opportunities and should create gateways and nodes to create a sense of place and community in Alpine Resort sub-precincts.	The Development includes a bus stop at the end of the subdivision road, linking guests to the public transport network within the village.
C. Development should provide a range of tourist accommodation offerings and seasonal worker accommodation.	The Development is for a 18 lot subdivision that will enhance the opportunities for the full range of accommodation types within the resort.
D. Development should be designed to reduce on-site power consumption and improve environmental performance.	The building lots have been sited to maximise solar access where possible. Street lighting proposed is solar to reduce energy consumption.
E. Development should be designed to contribute to the alpine character of the Alpine Resorts and reflect the alpine landscape and natural environment.	The subdivision and lots have been designed to a set of building controls. Development of individual lots will be subject to planning and design controls to ensure they contribute to the alpine character and reflect the alpine landscape and natural environment.

10.3 Alpine Accommodation Performance Criteria

A. Development should be sensitively designed and integrated into the sensitive environment and landscaping, appropriately responding to the topography of the Alpine terrain.	The Development has been designed to integrate with the golf course catchment and existing land uses. Future development of individual lots will be subject to separate development approval.
B. Development should incorporate public transport opportunities, where possible, and provide adequate on-site parking.	The Development incorporates a new access road, bus stop, public car parking and pedestrian pathways linking the subdivision to the village. Future development of individual lots will be required to consider on-site parking provisions where appropriate.
C. Development should provide adequate on-site amenities and services.	The Development is for subdivision of land for the purpose of tourist accommodation. Amenities and services are available at the Village Green and other areas within the village for recreational users. All lots will be connected into the existing village service network e.g. water, sewer, gas, electricity.

D. Development should be designed to support and enable the ultimate growth in each Alpine Accommodation sub-precinct, including the design and provision of infrastructure and services.	The Development includes the provision of municipal services to support the future development of 18 lots. The new infrastructure will tie into the existing network. Various studies have been undertaken to inform the design of the proposal, including an assessment of the capacity of existing infrastructure to service the proposal.
E. Development should connect to and improve shared trail and year-round recreational activities	The Development has been designed to integrated with year-round recreational activities within the golf course catchment and surrounds.

10.4 Alpine Experience Performance Criteria

A. Public transport or mass transit connections should be integrated into the design of new developments, particularly in Alpine Resort and Alpine Accommodation sub-precincts.	The Development includes the provision of a new access road, bus stop and pedestrian pathway linking the subdivision to Crackenback Drive and the village.
B. Transport development must provide safe, reliable and accessible connections into and around the Kosciuszko National Park.	The Development will provide a bus stop at the end of the subdivision, connecting guests to the broader transport network.
C. Development should be designed and staged to support and enable the ultimate growth of accommodation and attractions in the Alpine Region.	The Development is for the subdivision of land for the purposes of tourist accommodation. The sale of individual lots will commence after the subdivision works are complete. Development of individual lots will be subject to separate approvals, staged over several years. The Development will encourage economic investment into the resort.
D. Development of new and upgraded shared trails and paths should provide appropriate facilities and amenities.	The Development is for the subdivision of land for the purpose of tourist accommodation.
E. Development should provide adequate car parking as part of a range of transport solutions (including the provision of accessible parking spaces).	The Development includes the provision of public car parks at the entrance to the subdivision.
F. Visitor attractions must be supported by appropriate amenities, facilities and car parking and must minimise its impact to the natural environment.	The Development is for subdivision of land for the purpose of tourist accommodation. Amenities are available at the Village Green for golf course users. An accessible toilet is also available in the Community Centre. The Development includes the provision of public car parks within a highly disturbed site. The incorporation of appropriate environmental controls into the design, and during construction will minimise and mitigate impacts to the natural environment.
G. Visitor attractions should be designed and staged to support and enable the ultimate growth of attractions in the Alpine Region.	A re-design of the golf course will enable the current land use to be retained whilst enabling growth future development of tourist accommodation.

Chapter 11 Environment and Sustainability

A review of the performance criteria in Chapter 11 of the Snowy SAP Master Plan is provided in **Table 2**.

Table 2: Snowy SAP Master Plan Chapter 11 Performance Criteria

Chapter 11 Performance Criteria Snowy SAP Master Plan	Comment
11.1 Biodiversity Performance Criteria	
A. All development is to apply the avoid, minimise and offset methodology.	This methodology has been applied, refer to the Biodiversity Development Assessment Report (BDAR) (ELA 2025).
B. Development is to avoid threatened ecological communities and threatened species habitat; such vegetation should not be removed. Development may occur in these areas if it is for essential infrastructure.	Refer to the BDAR for justification of impacts to threatened species habitat. The proposal is considered essential infrastructure for the purposes of providing tourist accommodation within the Alpine Precinct.
C. Development should be focused on colocation and infill to minimise biodiversity impacts.	The subdivision is concentrated predominately within the disturbed fairways of the golf course to minimise biodiversity impacts.
D. Development should be concentrated in and around already disturbed areas. Where possible, development should provide a buffer between areas of high ecological value and buildings and structures.	The subdivision is concentrated predominately within the disturbed fairways of the golf course.
E. Development should consider the biodiversity impacts of bushfire asset protection zones (APZ) and associated vegetation management.	Refer to the BDAR.
F. Development must offset any impacts to biodiversity through direct management measures within Kosciuszko National Park and should be related to the biodiversity impacted.	Refer to the BDAR.
G. Riparian corridors must be preserved while ensuring consistency with the proposed Flooding and Drainage Strategy for the Precinct.	There is no Flooding and Drainage Strategy for the Precinct. Riparian corridors have been preserved where possible. The DPE (2022) <i>Fact Sheet: Controlled activities – Guidelines for riparian corridors on waterfront land (Waterfront Land Guidelines)</i> permits certain activities within riparian corridors. Refer to the Aquatic and Riparian Impact Assessment (ELA 2025) for details.
H. Any revegetation or planting within Kosciuszko National Park should follow the Rehabilitation Guidelines for the Resort Areas of Kosciuszko National Park.	Rehabilitation proposed is in accordance with the Resort Rehabilitation Guidelines (NGH 2007).
11.2 Geotechnical Performance Criteria	
A. Development must address the requirements of the Geotechnical Policy – Kosciuszko National Park (DPNIR, 2003). This includes: i. development on land covered by the geotechnical maps, under the above policy must ensure the requirements of the policy are met. ii. development on land not covered by the geotechnical maps under the above policy must ensure the requirements of the policy are met and should also	A Geotechnical Report has been prepared by Alliance (2025) addressing the requirements of the Geotechnical Policy.

use the risk susceptibility mapping to inform the requirements and design of development.	
B. Development must include an assessment of geotechnical risks.	Refer to the Geotechnical Report (Alliance 2025).
C. Buildings and structures must be designed to accommodate the specific geotechnical risks identified for the site.	Detailed design will incorporate recommendations in the Geotechnical Report (Alliance 2025). Future development of individual lots will be required to address any potential geotechnical risks identified for the site.
D. Excavations required for new developments must consider the potential to cause widespread slope instability and ensure appropriate mitigation measures are implemented to minimise and manage risk.	Refer to the Geotechnical Report (Alliance 2025).
11.3 Flood Risk Management Performance Criteria	
A. The Flood Planning Level is the 1% AEP plus 500mm freeboard to ensure consistency across the Precinct. Development must generally occur outside the Flood Planning Level unless it can demonstrate that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain.	The proposal is for subdivision of land. Future development of lots will be subject to the controls in the Alpine DCP. Site drainage has been incorporated into the subdivision, refer civil plans for details.
B. Development within the Flood Planning Level should demonstrate that:	
i. all structures are constructed with flood compatible building components below the 1% AEP flood level plus 500mm freeboard.	
ii. all structures are designed to withstand the forces of floodwater, debris and buoyancy up to 1% AEP flood plus 500mm freeboard.	
C. Development within the Probable Maximum Flood area should demonstrate that:	
i. all emergency and evacuation infrastructure is to be constructed with flood compatible building components below Probable Maximum Flood level plus 500mm freeboard.	
ii. all emergency and evacuation infrastructure structures are to be designed to withstand forces of floodwater, debris, and buoyancy up to Probable Maximum Flood plus 500mm freeboard.	
iii. development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:	
• flood risk is managed through site-specific built form and design.	
• sensitive, vulnerable and critical uses are avoided in the floodplain.	
D. Development should mitigate the impacts of local overland flooding through the provision of adequate site drainage systems, where possible.	
E. Development must consider and plan for emergency evacuation situations to ensure the safety of all areas within the Probable Maximum Flood extent.	

11.4 Water Quality Performance Criteria

A. Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term.	Refer to the Aquatic and Riparian Assessment (ELA 2025) and Stormwater Management Strategy (Southeast Engineering + Environmental 2025) for details.
B. Development in the Alpine Precinct should implement on-site water management and water quality systems through: i. the capture and re-use of water on-site. ii. the treatment of water on-site with any water discharged back into catchments having a neutral or beneficial effect on water quality. iii. incorporating water sensitive urban design principles into the development's-built form and landscaping, where possible.	Refer to the following: • Aquatic and Riparian Impact Assessment (ELA 2025) • CLM Civil drawings • Stormwater Management Strategy (Southeast Engineering + Environmental 2025)
C. The quality of stormwater discharged into receiving catchments must be pre-development quality or better in relation to pH, total suspended solids, total phosphorus, total nitrogen and gross pollutants. The quality of water should aim to meet the following targets: i. Total Suspended Solids: 85% reduction. ii. Total Phosphorus: 60% reduction. iii. Total Nitrogen: 45% reduction.	Refer to the Stormwater Management Strategy (Southeast Engineering + Environmental 2025) for details.
D. The quality of water discharged into receiving catchments should maintain electrical conductivity levels. Water quality should aim to maintain an electrical conductivity below the 30 μ S/cm ANZG 2018 Guideline value for upland rivers of South-East Australia.	Refer to the Stormwater Management Strategy (Southeast Engineering + Environmental 2025)
E. Monitor macroinvertebrates to ensure they are consistently within Band A of the NSW AUSRIVAS model.	Noted
F. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimised in accordance with Managing Urban Stormwater Soils and Construction, also known as the Blue Book (current edition).	Erosion and sediment controls proposed in the SEMP in accordance with the Blue Book. A detailed plan will be prepared at detailed design.
G. Discharge of wastewater and/or contaminated stormwater to watercourses or waterways is not permitted unless other specified in an environmental protection licence issued under the Protection of the Environment Operations Act 1997. Development must obtain the appropriate water licenses in accordance with the Water Act 1912 and the Water Management Act 2000 and consider the relevant Water Sharing Plan.	KT currently holds the relevant licence to discharge wastewater.

11.5 Bushfire Performance Criteria

A. Development is to: i. minimise perimeters exposed to the bushfire hazard. ii. minimise vegetated corridors that permit the passage of bushfire towards development. iii. provide for the siting of future development away from ridge-tops and steep slopes, within saddles and narrow ridge crests. iv. ensure capacity of existing infrastructure (such as roads and utilities) can accommodate the increase in	i. Subdivision lots are within a maintained golf course area, with remnant vegetation areas to be managed in accordance with a Thredbo Golf Course Vegetation Management Plan (GHD 2025). ii. As above. iii. Subdivision located in the bottom of the Thredbo valley (GHD 2025).
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demand during emergencies as a result of the development.	iv. Roads and utilities conform with PBP, noting also that Thredbo roads and utilities have capacity to deal with peak tourist visitation periods (GHD 2025).
B. Asset Protection Zones are to be provided and maintained between a bushfire hazard and future development and are designed to address the relevant bushfire attack mechanisms.	Proposed APZs outlined and to be implemented by KT and then maintained by KT and sub-lessees (once sub-leases in place) (GHD 2025).
C. Adequate access is to be provided from all properties to the wider road network for park users emergency services and to provide access to hazard vegetation to facilitate bushfire mitigation works and fire suppression.	Proposed PBP compliant subdivision access road connects to the wider road network, and all APZs and hazardous vegetation beyond are accessible (GHD 2025).
D. Development is to minimise levels of radiant heat, localised smoke and ember attack through development design and siting.	APZ is designed to achieve BAL 10 performance for building envelopes within all subdivision lots (GHD 2025).
E. The subdivision of land and location of developments should consider the future uses of land and the inclusion of roads into Asset Protection Zones	The APZ design has considered future development of lots for tourist accommodation, ensuring BAL 10 performance for future development can be met (GHD 2025).
11.6 Sustainability and Climate Change Performance Criteria	
A. Development must be inclusive and sustainable and promote year round use.	The subdivision of land will allow for future development of lots, which will encourage and enable sustainable accommodation offerings within the resort. The provision of 186 beds will allow for more year-round guests to experience on-mountain accommodation.
B. Development should preserve the Precincts landscape, cultural, heritage and biodiversity values by avoiding and minimising impact.	Several technical consultants have been engaged to assess the Development impacts on the landscape, cultural, heritage and biodiversity values of the site. The Development has implemented the methodology of avoid, minimise and offset impacts. Where impacts are unavoidable, offsets or other appropriate measures have been implemented as demonstrated in the supporting technical reports.
C. Development should support sustainable and active transport opportunities and integrate open space. Buildings are to express a strong commitment to ESD principles and incorporate passive design, optimal orientation, effective sun shading, cross ventilation and open plan living. This should be evident in the external architectural expression.	As demonstrated on the plans, the Development provides linkages to the existing transport network and the subdivision has been integrated with the existing open space of the golf course catchment. Pedestrian linkages are provided throughout the subdivision to ensure access is maintained. The future development of individual lots should have regard to the Thredbo Development Guidelines and relevant statutory guidelines (e.g. the Alpine DCP) to ensure development is consistent with the principles of ESD.
D. Development should comply with applicable sustainability tools and programs for design, construction and operation.	Noted.

E. Consideration must be given to climate responsiveness and resilience. Climate change risks, hazard and opportunities must be considered in the design, construction and operation of development within the Precinct.	Consideration of climate change risks, hazards and opportunities has been considered during preliminary design of the proposal. Appropriate controls will be implemented during construction in accordance with the SEMP and conditions of consent to mitigate and manage potential risks and hazards.
F. Operators, lessees and licensees within the Precinct must prepare and maintain an Environmental Management System in accordance with ISO14001:2015 – Environmental management systems and the requirements of the Plan of Management for Kosciuszko National Park	KT has a NPWS endorsed EMS in accordance with ISO14001:2015 and the KNP PoM.

Chapter 12 Place and Landscape

A review of the performance criteria in Chapter 12 of the Snowy SAP Master Plan is provided in **Table 3**.

Table 3: Snowy SAP Master Plan Chapter 12 Performance Criteria

Chapter 12 Performance Criteria Snowy SAP Master Plan	Comment
12.1 Aboriginal and Cultural Heritage Performance Criteria	
A. Areas of Aboriginal cultural heritage (included as part of the environmentally sensitive areas map) should not be developed. Development may occur in these areas if it is for essential infrastructure and where further Aboriginal cultural heritage assessment will be undertaken to appropriately mitigate and manage any impacts to Aboriginal cultural heritage items, places or areas.	No development will occur within these mapped areas.
B. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct. This may continue to evolve as greening opportunities across the Precinct are established	Noted. A Cultural Heritage Assessment Report (Past Traces 2025) has been prepared for the Development. Works will be carried out in accordance with the AHIP.
i. development within areas identified as ‘disturbed land’ do not require any further investigation beyond considering the potential for subsurface archaeological deposits. If current disturbances are considered to cover intact archaeological deposits, further investigation should take place that may include test excavation. Should development encounter any unexpected finds during construction, the procedures under the relevant unexpected finds protocol should be followed.	The golf course is mapped in Figure 58 of the Master Plan as containing predominately disturbed land with a small area of ‘low ACH potential’. A Cultural Heritage Assessment Report has been prepared for the Development.
ii. works within areas identified as “moderate ACH potential’ or ‘high ACH potential’ should be avoided. Where development will impact these areas, further Aboriginal cultural heritage assessment must be undertaken. This assessment should include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community.	

D. Development planned on land in which an Aboriginal object is located should be supported by a heritage impact assessment which should be prepared to assess the extent to which a proposed development would harm Aboriginal objects.	A Cultural Heritage Assessment Report has been prepared for the Development.
E. If impact to an Aboriginal object is unavoidable, an Aboriginal Heritage Impact Permit (AHIP) under Part 6 of the National Parks and Wildlife Act 1974 would be required.	KT will apply for an AHIP.
12.2 Historic Heritage Performance Criteria	
A. Development in areas defined as 'disturbed land' can occur without further historic heritage investigation however must consider neighbouring heritage items and broader heritage values.	No heritage places identified within the site. The site is mapped as containing 'historic heritage – low risk' and 'disturbed land' on Figure 68 of the Master Plan.
B. Development on land where a heritage item is situated, that is a heritage item or is on land adjacent to a heritage item must prepare a statement of heritage impact.	The site does not contain a heritage item.
C. Development in areas defined as 'high risk' or 'moderate risk' requires further heritage assessment where the development is likely to materially have a major affect on a heritage item or its value. Development is considered to have a materially major affect if it involves: i. the full or partial demolition of a building. ii. major alterations or additions. iii. major adverse impacts, such as the removal of significant fabric, obscuring key views or dominating a heritage item, or the removal of evidence of significant historical associations; and iv. impact to significant archaeological deposits.	The site does not comprises any areas defined as 'high risk' or 'moderate risk'.
D. Development in areas defined as 'high risk' or 'moderate risk' requires further heritage assessment where the development is likely to materially have a minor affect on a heritage item or value. Development is considered to have a minor affect if it involves (but is not limited to): i. repairs or restoration to fabric. ii. installation of fire safety equipment. iii. installation of disabled access. iv. replacement of awnings, balconies, etc. v. installation of signage or fencing. vi. excavation of areas without archaeological potential. vii. erection of temporary structures. viii. installation of safety and security equipment.	The site does not comprises any areas defined as 'high risk' or 'moderate risk'.
E. Where development is likely to materially have a major effect on a heritage item or value, further heritage assessment is required. This heritage assessment includes: i. a visual inspection to determine the existing heritage values. ii. an archaeological assessment (if appropriate). iii. preparation of a statement of heritage impact.	The site does not comprise any historic heritage items.
F. Where development will have minor effect on a heritage item or value, a heritage assessment may be required. This heritage assessment may include:	The site does not comprise any historic heritage items.

a visual inspection to determine the existing heritage values. i. an archaeological assessment (if appropriate). ii. use of a previously prepared heritage study if applicable.	
G. Development that is likely to have a materially major or minor effect on a heritage item or its value must: i. identify the impacts to the heritage values of an item or place. ii. demonstrate the need for the impact and how alternatives to the impact have been considered. iii. demonstrate how the adverse impacts will be minimised or mitigated.	The site does not comprise any historic heritage items.
H. Development adjacent to a heritage item should ensure impacts to the heritage item are minimised, including through the provision of appropriate curtilages. There may be opportunities to reduce the curtilage to some heritage items if it can be demonstrated the development will not have a significant impact on the heritage item or its value.	The site and adjacent land does not comprise any heritage items.
I. Heritage items must be used for purposes that are appropriate to their heritage significance, including adaptive re-use where appropriate.	The site does not comprise any historic heritage items.
J. Development is to ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of heritage items and places.	The site does not comprise any historic heritage items.
K. Development should through development or upgrades remove inappropriate or unsympathetic alterations and additions to heritage items and reinstate significant missing details and building elements, where possible.	The site does not comprise any historic heritage items.
12.3 Landscape, Character and Open Space Performance Criteria	
A. Development should be designed to sensitively integrate into the landscape and should respond appropriately to the topography and climate of the Alpine Precinct.	Refer to the Project Description in the SEE, and supporting development plans prepared by DJRD, CLM Civil and DAWSON golf DESIGN.
B. Development should protect, conserve and enhance the Alpine Precinct's natural environment and create a green infrastructure network, where possible.	Refer to the Project Description in the SEE, and supporting development plans prepared by DJRD, CLM Civil and DAWSON golf DESIGN.
C. Landscaping and public open spaces should include plantings of native species found in surrounding plant communities, which aim to achieve the re-establishment of biodiversity in addition to aesthetic appeal and enhancement of the functionality of an area.	Refer to the Landscape Concept Plan prepared by DAWSON golf DESIGN.
D. Revegetation and new plantings should follow the Rehabilitation guidelines for the Resort Areas of Kosciuszko National Park.	Refer to the Site Environmental Management Plan and Landscape Concept Plan prepared by DAWSON golf DESIGN.
E. Development should integrate stormwater management infrastructure with open spaces, where possible.	Refer to the CLM Civil drawings and Stormwater Management Strategy (Southeast Engineering + Environmental).

12.4 Built Form Performance Criteria

General criteria for all development in the Alpine Region

A. Buildings should be efficient, well designed and successfully integrated with the surrounding landscape. This will be achieved by: i. ensuring building bulk, orientation and design contributes to the energy efficiency of buildings, particularly with respect to thermal comfort. ii. ensuring new buildings are located within existing disturbed areas to minimise impacts on vegetation and natural processes. iii. siting development within existing disturbed areas to limit clearing and the expansion of new development areas. iv. incorporating climate resilient design principles in new development. v. applying suitable rehabilitation and native landscaping. vi. incorporating preparedness for natural hazards and climate change into development design. ensuring development creates activated public domain spaces and provides safe and accessible pedestrian connections between buildings, appropriate for all seasons.	The design of future buildings will be subject to separate approvals.
B. Site earthworks must respond to local topography and geotechnical characteristics and be appropriate for the intended land use.	Site earthworks will be carried out in accordance with the detailed design and geotechnical recommendations.

For village centres and public domain

A. Development should create an integrated streetscape where active frontages promote movement between the private and public realms.	The Development is not located within the village centre. The subdivision incorporates transport linkages promoting movement between the subdivision/golf course catchment and the rest of the village.
B. Building entries should connect to an accessible (providing equitable access to all pedestrians) pedestrian network through design features, wayfinding, and landscape treatments.	The development of buildings will be subject to separate approvals. The subdivision incorporates pedestrian access from the public car parking area. Wayfinding will be installed throughout the subdivision consistent with the village-wide wayfinding and signage strategy.
C. Development should integrate and provide public seating, shelter and lighting to contribute to increased activity and safety in the public realm.	Lighting has been incorporated into the subdivision to contribute to increased activity and safety in the locality. The existing golf course contains seating throughout which will be retained.
D. Development should provide human-scale buildings ensuring building envelopes allow adequate solar access and views, including ensuring significant views to natural features are protected.	The development of individual lots will be subject to separate approvals. The subdivision layout has been designed to maximise solar access and views.
E. Development should provide for year-round weather protection that reduces the impacts of wind and snow accumulation in winter and provides adequate shade in summer.	The alpine environment has been considered in the preliminary design of the subdivision. The layout of lots have been designed to maximise solar access and retain surrounding vegetation as much as possible. Snow accumulation on the new access road will be managed by the KT Environmental Services department.

	The development of individual lots will be subject to separate approval, requiring compliance with the Building Code of Australia and other relevant standards to ensure appropriate building protection.
F. Development should provide clearly defined and separate pedestrian and vehicle entries to minimise conflicts.	A dedicated pedestrian entry into the subdivision has been incorporated to minimise vehicle and pedestrian conflicts at the approach to the new access road.
G. Development should allow for snow clearing and adequate interface with oversnow vehicles, where appropriate.	The new access road has been designed with consideration of snow clearing vehicle clearances.

Chapter 13 Transport Network

A review of the performance criteria in Chapter 13 of the Snowy SAP Master Plan is provided in **Table 4**.

Table 4: Snowy SAP Master Plan Chapter 13 Performance Criteria

Chapter 13 Performance Criteria Snowy SAP Master Plan	Comment
13.1 Transport Network Performance Criteria	
A. Transport infrastructure should integrate the public transport network with the existing road network by: i. ensuring public transport stops are strategically located and provide adequate allweather shelter and accessibility. ii. minimising vehicle conflict with active transport and public transport routes.	The Development proposes a village shuttle bus stop which is integrated with the existing shuttle bus service provided in the village. The Development is not anticipated to increase the likelihood of any conflict with existing transport routes within the Village and/or broader transport network (O'Brien Traffic 2025).
B. Development must provide operational access and egress for emergency services and occupants.	The Development provides operational access and egress for emergency services and occupants. Refer to the plans for further details (O'Brien Traffic 2025).
C. Development should integrate active transport connections that promote movements between the Alpine resorts, where possible.	The Development proposes a village shuttle bus to transport guests to/from the subdivision and village centre. Guests are able to travel from the subdivision to the main bus stop in the village which provides services to/from Jindabyne via a public bus service (O'Brien Traffic 2025).
D. New development must provide and integrate new technologies, such as electric vehicle charging and electronic checkpoints, where possible.	It is proposed to include vehicle charging stations within the public car parking area. Electric vehicle chargers are exempt development under Schedule 2 of the Precincts – Regional SEPP. Future development of individual lots may further integrate such technologies (O'Brien Traffic 2025).
13.2 Utilities, Services and Infrastructure Performance Criteria	
A. Development within the site must have access to water, wastewater, digital connectivity and telecommunications, energy and drainage infrastructure.	The Development has access to municipal services.

B. Utilities and services must be integrated with existing infrastructure and services, where possible.	The subdivision services are integrated within exiting village services.
C. Utilities and services should be integrated into road reserves, active transport corridors or the public domain, where possible.	The services trench is integrated into the road corridor.
D. Infrastructure and services must be designed to provide for the ultimate growth and development in Alpine Resorts.	The services have been designed to provide for future growth within the resort.
E. Development should provide and integrate water cycle management and renewable energy solutions into the design of buildings and structures, where possible.	Subject to individual lot development.