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 Precincts 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 m² of retail space for the Perisher Range Resorts including 4,000 to 5,000 m² 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 m² 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

<table>
<thead>
<tr>
<th>Transport mode</th>
<th>Existing visitor capacity (designed/actual)</th>
<th>Future visitor capacity (designed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car &amp; Buses</td>
<td>7,580/6500</td>
<td>7,370*</td>
</tr>
<tr>
<td>Skitube</td>
<td>6,500/5,500</td>
<td>8,800</td>
</tr>
<tr>
<td>Overnight Stayers</td>
<td>3,200/3,200</td>
<td>4,500</td>
</tr>
<tr>
<td>(including staff)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>17,280/15,200</td>
<td>20,670</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Day Spaces</th>
<th>Number of Overnight Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Car Spaces</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Perisher Valley</td>
<td>1200</td>
<td>61</td>
</tr>
<tr>
<td>Kosciuszko Road back to Pipers Gap</td>
<td>150</td>
<td>0</td>
</tr>
<tr>
<td>Smiggin Holes</td>
<td>430</td>
<td>36</td>
</tr>
<tr>
<td>Guthega</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>Total Number of Car Spaces in PRR</td>
<td>1840</td>
<td>147</td>
</tr>
<tr>
<td>Bullocks Flat</td>
<td>1970</td>
<td>1055</td>
</tr>
<tr>
<td>Sawpit Creek</td>
<td>0</td>
<td>180</td>
</tr>
<tr>
<td><strong>Total Number of Car Spaces</strong></td>
<td>3810</td>
<td>1382</td>
</tr>
<tr>
<td><strong>Bus Spaces</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smiggin Holes</td>
<td>60</td>
<td>0</td>
</tr>
<tr>
<td>Bullocks Flat</td>
<td>200</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Number of Bus Spaces</strong></td>
<td>260</td>
<td>0</td>
</tr>
</tbody>
</table>

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-serving 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.