

21.06 MT HOTHAM STRATEGIC STATEMENT

19/01/2006
VC37

21.06-1 Resort profile

19/01/2006
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Location

Mt Hotham Alpine Resort (the Resort) is one of Victoria's premier alpine recreation destinations. It holds the unique position of being the highest alpine village in Australia, with a summit elevation of 1861 metres. The Resort is located towards the southern end of the Great Dividing Range, approximately 365 km north-east of Melbourne and 520 km south-west of Canberra.

Access from Melbourne to the Resort is generally by the Great Alpine Road, either from the west via Wangaratta and Harrietville or from the east via Bairnsdale and Omeo. The recent completion of a commercial airport at Horsehair Plain, approximately 20 km south-east of Mt Hotham, provides an alternative to road travel. The airport has greatly increased the accessibility of the Resort to Victorian, interstate and overseas visitors as it provides commuter jet links with major Australian capital cities.

Mt Hotham is located at the headwaters of four major rivers. Terrain in the Resort area ranges in elevation from 1060 to 1861 metres. The area comprises sharp and slightly rounded peaks connected by ridgelines that are incised by steep watercourses and gullies. The Resort is constructed along the main ridgeline, which provides visitors with outstanding views of the surrounding region.

The Resort covers an area of approximately 3450 hectares, the majority of which is Crown Land, and is bounded on all sides by the Alpine National Park. The ski field comprises 245 hectares, or 7% of the total Resort area.

Regional Context

The Resort is a key focus for tourism in north-eastern Victoria. It is a fundamental part of Tourism Victoria's 'Legends, Wine and the High Country' and 'Lakes and Wilderness' tourist regions. The Resort is also a central focus of the Great Alpine Road tourist route and has strong links with nearby towns along the route, including Bright (56 km north-west of the Resort), Harrietville (38 km north-west), Dinner Plain (12 km south-east) and Omeo (56 km south-east). The Resort is an important asset not only to the surrounding region but also to Victoria as a whole. It provides recreational opportunities and environmental values to both the local and wider community. The Resort generates significant seasonal employment for residents of nearby towns, particularly Bright and Harrietville. Nearby towns also gain economic benefit through the provision of goods, services and facilities to businesses operating on the mountain. The Resort generates investment opportunities in hotels, infrastructure and visitor facilities, resulting in both direct and indirect benefits in terms of construction and employment.

Natural Environment

Climatic conditions

The snowline for Mt Hotham is approximately 1400 metres. Average total annual precipitation at Mt Hotham, including both snowfall and rainfall, is 1494 mm. Snowfalls occur on an average of 75.4 days annually. The average maximum snow depth is 1500 mm at an elevation of 1845 metres. Snowfalls that create and maintain a persistent snow cover usually begin in mid June and continue intermittently until early September. South facing slopes are capable of retaining snow for an extended period.

Mt Hotham has a summer daily mean temperature of 11.1°C whilst in winter it is –1.0°C.

The prevailing wind across the Bogong High Plains and Mt Hotham is from the north-west. South-easterly winds, often associated with fog and mist, are also quite common.

Flora, fauna and geological resources

The Resort is an integral part of a unique environment that contains a variety of rare fauna, flora and alpine communities.

The sedimentary rock and shallow organic loams that generally comprise the rock and soil types at Mt Hotham are susceptible to erosion if vegetation is removed. The exceptions are the small mounds of basalt and areas of basalt boulder scree scattered throughout the Resort area. This scree forms an important foundation of the Mountain Pygmy-possum (*Burramys parvus*) habitat.

Snow Gum woodlands, found sometimes in association with small areas of sub-alpine heathlands, mosslands and grasslands, are widely distributed throughout the Resort at elevations of between 1400 m and 1700 m. Herbfields, heathlands and grasslands are generally found on the most exposed areas of the Resort (peaks and ridge lines), with wet heathlands, mosslands (bogs) and sedgeland being usually located in drainage lines or wet depressions. Areas of snowpatch communities are also present where snow remains the longest. Communities of Podocarpus heathland, located near the summit of Mt Higginbotham, Mt Loch and Spargos Spur, form a significant element of the Mountain Pygmy-possum habitat.

The *Flora and Fauna Guarantee Act 1988* caters for the preservation of rare or endangered species through a process of listing flora and fauna which are in a demonstrable state of decline likely to lead to extinction, or which are significantly prone to future threats which are likely to result in extinction.

The Resort contains species that are listed as threatened on Schedule 2 of the *Flora and Fauna Guarantee Act 1988*, including:

Fauna

- Mountain Pygmy-possum (*Burramys parvus*)
- Alpine She-oak Skink (*Cyclodomorphus praealtus*)
- Alpine Bog Skink (*Pseudemoia cryodroma*)

Flora

- Mountain Daisy (*Brachyscome tenuiscapa*)
- Wire-head Sedge (*Carex cephalotes*)
- Dwarf Sedge (*Carex paupera*)
- Silky Daisy (*Celmisia sericophylla*)
- Rock Tussock-grass (*Poa saxicola*)
- Fairy Bluebell (*Wahlenbergia densifolia*)

Communities

- Alpine Bog Community
- Alpine Snowpatch Community
- Herbland Community

- Fen (Bog pool) Community

The Mountain Pygmy-possum (*Burramys parvus*) is also listed as a threatened species under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Tourism & Recreation

Resort visitors

The Resort has experienced consistent growth in winter visitation over the past two decades, from 180,000 visitor days in 1981 to 348,000 in 2000. The introduction of large scale snowmaking at the Resort in 1998 has greatly increased the quality and length of the snow season. A variety of other factors have also contributed to the steady increase in visitor numbers. These include the construction of new quad lifts, which has opened up a greater variety of terrain for skiers of all abilities; a decrease in road travel time to the Resort, due to the sealing of the Great Alpine Road; and the development of Mt Hotham Airport. The visitor experience is further enhanced by the provision of direct access to the ski slopes of Falls Creek, which is provided via a helicopter link.

In 2000 the majority of visitors to the Resort were from Melbourne (76% of all visitors). Twenty four percent of visitors were day trippers, whilst the remaining 76% stayed overnight on the mountain. Overnight visitors stayed an average of 5.04 nights.

Tourism and recreation activities

The primary attraction of Mt Hotham is as a tourist destination during winter months. The Resort has developed historically as a resort for “serious” skiers. The steep topography means that the majority of downhill runs cater for intermediate to advanced skiers and snowboarders. The ski field area was doubled in 1997 to 245 hectares, with the opening of the Mary’s Slide/Orchard area. A total of 13 ski lifts are provided.

In addition to downhill skiing facilities, the Resort provides approximately 35 kilometres of marked and groomed cross-country ski trails. Cross-country skiers can also access additional marked and maintained trails outside of the Resort boundaries. These trails connect with Dinner Plain and the surrounding Alpine National Park. The Resort contains a number of walking tracks that are used by hikers during the summer months. These walking tracks extend beyond the Resort boundaries into the adjoining Alpine National Park.

Access trails and cross county tracks double as walking and mountain bike tracks during summer months. Some of these tracks also form part of essential access routes for fire management and ski field infrastructure maintenance. Other outdoor recreational activities include fishing and horse riding. Outdoor facilities are limited to picnic and BBQ facilities. The range of entertainment and shopping facilities available during summer months is restricted, as many businesses close over this period. The current lack of choice in facilities and activities means that the majority of summer visitors are day trippers, rather than overnight or long term visitors.

Settlement

The Resort is home to approximately 20 permanent residents. The existing developed area of the Resort provides accommodation for approximately 4600 people in a range of public and private facilities. These include, lodges, serviced apartments and ski clubs. Accommodation is currently provided in two distinct and physically separate areas: Hotham Village and Davenport. Private accommodation, particularly club based, is generally concentrated in the Davenport area, whilst commercial accommodation is concentrated at Hotham Village.

Hotham Village comprises primarily commercial style accommodation that has developed

at a relatively high density (up to 6 stories). The majority of buildings have all weather road access as they are constructed directly adjoining the Great Alpine Road.

Development within the Davenport area is less intensive than Hotham Village. Buildings are generally between 2 and 3 storeys in height. They are generously spaced and are well articulated in both plan and elevation. This gives the area an “informal” character, where the landscape, trees and views dominate over the built form. Sites adjoining the Great Alpine Road have all weather road access but those behind the road do not.

A range of visitor services are provided on the mountain, including a Resort Management administration centre, restaurants and cafes, supermarkets and service facilities such as a medical centre, police station and fire station. Hotham Village is the centre for retail and entertainment activities, with the exception of some secondary service and retail facilities which are located at Davenport. The facilities at Davenport primarily serve the local needs of the precinct, rather than the wider Hotham community.

Dinner Plain

The village of Dinner Plain is located on the Great Alpine Road approximately 11 km south-east of the Resort boundary. It is integrally linked with the Resort as it provides additional permanent and visitor accommodation, as well as a range of complementary recreational activities and commercial services. It is expected to ultimately have a capacity of 3500 - 4000 beds. The Alpine School was established in May 2000 at Dinner Plain for Year 9 students from across the state. The residential school provides programs focusing on enterprise and leadership. During winter months the majority of visitors to Dinner Plain commute to Mt Hotham for the day by either car or bus.

Dinner Plain is also a focus during the summer months for visitors. It has hotels and restaurants that stay open all year round, as well as a range of outdoor recreation activities. These facilities attract corporate and convention customers, as well as overnight/weekly visitors.

Heritage

A study of aboriginal occupation in Australia’s south-east highlands found that the major highland exploitation zone for indigenous people involved land located between 700m and 1,100m above sea level. Occupation within the zone was characterised by the presence of upper altitude base camps, smaller ‘satellite’ camps and single use or specific camps. No Aboriginal sites have been recorded within the Resort.

The Resort has a rich European heritage dating back to 1843, when John Mitchell first visited the Bogong High Plains. Movement of stock was the most common use of area for some time until gold was discovered in the river valleys surrounding Hotham. Skiers have used the Mt Hotham snowfields since about 1925, with accommodation available at Mt St Bernard and Hotham Heights. Subsequent developments continued around Hotham Heights and cattlemen’s huts were used for refuge and overnight accommodation. Later, the Cleve Cole huts and Summit huts were built for cross country skiers and bushwalkers.

A Hut constructed in 1928-1929 by prospector William Spargo (Spargo’s Hut) in the Golden Point area east of Swindlers Creek still stands. Spargo and others prospected in the area, and there is a small filled mine shaft 150m west of Spargo’s Hut. Snow pole lines, originally established by mining prospectors, were renewed by ski tourers.

The *Heritage Act 1995* provides for the declaration of historic buildings and places. Spargo’s Hut is the only building within the Mt Hotham Alpine Resort listed on the Victorian Heritage Register (VHR Number H1609).

Movement

Vehicular access to the Resort is via the Great Alpine Road from the west via Harrierville

and the east via Omeo. The road is open throughout the year, with snow clearing as required during the declared snow season. In severe weather conditions the through road may be closed on the Harrietville side for short periods. Access roads within the Resort are unsealed and cannot be accessed during the snow season, other than by oversnow vehicles.

The majority of visitors to the Resort currently travel by either car or bus. Car parking is at a premium on peak days, when the number of visitors may exceed 6,500. Bus services are provided from Melbourne to the Resort during the ski season. The Resort currently provides approximately 1550 car spaces and parking for 30 buses.

Recent transport initiatives have improved access to the Resort and resulted in a more efficient “mass” transport system. The introduction of air services at the Mount Hotham Airport, 20 km south-east of the Resort, has greatly increased the accessibility of the Resort to Victorian, interstate and overseas visitors. A shuttle bus provides direct access from the airport to the Resort. Improvements have also been made to bus services that link the Resort with the nearby towns of Harrietville and Dinner Plain.

The majority of car spaces are provided in four car parks located at the eastern end of the Resort: Whitey’s Car Park, Slatey Car Park, Corner Car Park and Wire Plain Car Park. Further car parking is available directly adjoining the Great Alpine Road, particularly between Hotham Village and Davenport. A shuttle bus service provides a connection between the car parks, Hotham Village, Davenport, the ski fields, the cross-country trailheads and the Biathlon Range located at Whisky Flat.

Infrastructure

Water supply for the Mt Hotham Alpine Resort and for snowmaking is obtained from Swindlers Creek. Water is currently pumped to four storage tanks at Mt Higginbotham and reticulated throughout the Resort. Two weirs have been constructed at Swindlers Creek. One weir provides temporary storage for potable water, which is transferred via a pumping system to the permanent storage tanks at Mt Higginbotham. The second weir is designed to provide for extensive snow

making, which is planned for the Loch car park. A self-contained snow making system, which draws water from the potable water supply trails on Mt Higginbotham, has been constructed in the Davenport area. Water supply is the primary limiting factor that determines resort size.

Mt Hotham is serviced by a sewerage treatment plant that discharges secondary wastewater to the Dargo River catchment. Three accommodation sites below the Great Alpine Road are not connected to the sewer. The reticulation system is predominantly gravity fed. The Resort gas supply is located in the service node. All sites have the ability to be connected to gas. The Resort is also well provided for in terms of electricity, (since the installation of a second electricity cable from Springs Saddle), fibre optics and telecommunications infrastructure.

21.06-219/01/2006
VC37**KEY INFLUENCES**

Future use and development within the Resort requires an appreciation and understanding of the key influences that exist, as well as an identification of the opportunities/constraints that such influences will present over the next 10 – 15 years.

Significant communities of flora and fauna

The Resort is part of a delicate and rare environmental system that requires protection. The *Flora and Fauna Guarantee Act 1988* and the recently enacted *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* require that rare and endangered flora, fauna and communities are protected and managed. The habitat of the Mountain Pygmy-possum (*Burramys parvus*) and other listed species are key influences for the siting and construction of development within the Resort.

Management of geotechnical hazard

The geotechnical stability of the Resort is an important environmental and safety issue. Natural features within the Resort, including vegetation cover, overland drainage flow, drainage lines and sub-terranean water levels are key influences on stability. The siting and design of new development needs to carefully consider the landform and its potential exposure to landslip.

Water catchment

The Resort is located at the headwaters of four major river catchments. Future development needs to be sensitively designed and located to provide adequate setbacks from watercourses. Sediment control principles need to be adopted during the construction of new buildings and infrastructure, as well as through the management of ongoing activities, such as overland flow drainage management and slope grooming. The provision of service infrastructure, including the sewerage treatment plant, should not adversely affect the water quality of catchments.

Water supply

Being able to provide an adequate supply of water to visitors, as well as for associated commercial operations, is a significant factor that will influence the sustainability of the Resort. In order to meet the water supply requirements generated by expanded snow making facilities and residential expansion of the Resort, a new water supply weir and storage facilities may be required. It is important to ensure that such facilities are visually unobtrusive and sensitively located.

Climate

The altitude, physical conditions and location of the Resort on the ridgeline make the area susceptible to quick and dramatic changes in weather conditions. Uses and developments within the Resort need to recognise the influence of these climatic conditions and be located and sited so as to minimise undue exposure to such elements.

There is the potential for climate change to reduce snow depth levels in Victoria within the next 50 years. Skiing is currently viable on slopes down to 1400 metres. Should the snow level rise, Hotham is likely to continue to be a viable winter Resort in the longer term as the majority of its ski areas are above 1600m in height.

Boundary interfaces

It is important to ensure that an appropriate interface is provided between the Resort and the adjoining Alpine National Park. The impact of land uses, recreational activities and building works in proximity to the Resort boundary must be assessed to ensure that they are compatible with environmental values, and the Management Plan for the Alpine National Park.

Topography

Development at the Resort has been uniquely positioned on the ridgeline of the mountain range. One of the key advantages of this location is that it provides visitors with excellent views of the surrounding mountains and valleys. Maintaining and optimising these views will have a major influence on future development of the Resort. One of the key disadvantages of the ridgeline location is susceptibility to frost and extreme changes in weather conditions. Building design and location decisions must take this variability into account.

Leaseholds

With the exception of three parcels of freehold land, all land within the Resort, including the ski fields, is Crown Land. Much of this Crown Land is subject to leasing agreements that are managed by the Mt Hotham Alpine Resort Management Board. Future growth of the Resort is reliant upon investors being willing to inject capital into developments, which requires appropriate medium-long term lease terms to facilitate finance. The location and density of future development is related to the way the land is divided under leasing agreement.

Native Title

The Commonwealth *Native Title Act 1993* is a legislative consideration for leasing matters and the use and development of land. Due consideration is required for the notification requirements of the Commonwealth *Native Title Act 1993* in association with the *Planning and Environment Act 1987*.

Precinct development

Accommodation and commercial activity is concentrated in two identifiable areas: Hotham Village and Davenport. The two precincts have historically developed at different times and are distinctly different in both physical appearance and the type of accommodation available. It is important that the scale and design of future development in each area is compatible with the current built form, as well as the landscape values and topographical characteristics of the individual site.

Dinner Plain

Development at Dinner Plain over the last 10 years has facilitated greater day visitor numbers to Mt Hotham. Dinner Plain and Mt Hotham collectively provide an integrated Resort experience by offering different, yet complementary services. Future development of Mt Hotham needs to complement the range of recreational activities and services provided at Dinner Plain, rather than compete with them.

Built form

Architectural design has a significant influence on the current and future character of the Resort and its attractiveness to visitors. It is important to ensure that the design, scale, height and materials of new development within both the public and private domain is sympathetic to the surrounding built form and the natural environmental features of the

Resort. Stone has been a significant foundation building material, given its prevalence in the area, and will continue to be encouraged.

Access to the Resort

Access to the Resort has been a major influence on past development and will continue to be a major influence on future development. The opening of the Mount Hotham Airport has substantially increased the accessibility of the Resort. This is likely to support an increase in both accommodation and recreation facilities, particularly during the winter months. It will also make the area more accessible and attractive to summer visitors, including the conference/convention market.

The Great Alpine Road is the only all year round vehicle access route into the Resort. There is significant traffic flow on the road at peak travel times during winter. It is important to ensure that it can continue to operate as a major thoroughfare during the winter period, whilst also facilitating safe and efficient visitor access. Capital works that improve the safety of the Great Alpine Road and its interface with roads within the Resort should be encouraged as a priority.

Access within the Resort

Pedestrian and skier access within the Resort is currently constrained due to a number of factors. These include the bi-nodal nature of the Resort, the location of the Great Alpine Road through the centre of the village and the separation of the main snowfield from the beginners slopes at Davenport. The shared use of the Great Alpine Road by skiers, pedestrians and vehicles creates conflict and reduces the efficiency and safety of traffic flow. This potential for conflict is exacerbated by the lack of skier bridges/underpasses at well used crossing points along the Road. Minimising conflict and improving links, particularly during the winter season, are essential considerations for future operations and development within the Resort. The design and location of access roads and car parking areas within the Resort must consider safety, environmental systems and scenic qualities.

Car parking

Ensuring adequate provision is made at the Resort for both short-term and long-term parking is a major consideration for future development. The provision of parking at the Resort needs to be carefully linked with intra-village transport to ensure ease of access and reduce congestion on the Great Alpine Road, particularly within the accommodation areas.

The provision of on-site car parking in association with accommodation is currently limited due to shortage of flat land, which has resulted from the historic construction of the Resort along the ridgeline. Visitors seeking serviced accommodation increasingly request either on-site car parking or parking in proximity to their accommodation. This parking needs to be accessible and therefore requires all weather access. The provision of on-site parking will increase pedestrian and skier safety as it reduces vehicle movements within the Resort. It will also reduce the demand for converting undeveloped land into broad acre open car parking areas.

Ski field area

The Resort currently operates primarily as a winter ski destination. An unacceptably high skifield/skier ratio compromises skier safety and strains snow retention on key slopes. If visitor numbers increase it is important that additional ski areas and lifts are provided. This will ensure that visitors continue to be provided with a challenging, safe and high quality experience. Existing downhill trails primarily cater for intermediate/advanced skiers. New downhill trails should be designed to cater for a range of skill levels and should provide skier satisfaction by ensuring runs are not overcrowded.

Winter activities

Ensuring that a range of winter recreation experiences are available at the Resort is a key factor in attracting and retaining visitors to the Resort, thereby ensuring its continued success. There is currently a restricted range of recreation activities, other than skiing and snowboarding. A wider range of both indoor and outdoor recreational facilities should be encouraged to enhance the visitor experience. The provision of a central focus for visitors is considered important as the bi-nodal nature of the Resort means that it is currently lacking a defined “village centre”. Winter activities are a key tourism and employment source resulting in significant economic benefit to the wider region.

Summer activities

Encouraging summer use of the Resort is a major challenge for current stakeholders and for future development. An all-year round destination will make better use of current infrastructure and provide greater economic opportunities. However, the potential for creating a successful year round resort is currently constrained due to the limited range of summer recreational activities and facilities. Subject to appropriate environmental assessment, active or passive recreation facilities and activities which add value to the year round use of the Resort should be encouraged and facilitated. This will enhance the attractiveness of the Resort as a conference destination and high altitude elite athlete training facility, during both the summer and winter months.

Services infrastructure

The Resort’s ability to operate effectively and meet visitor demand is integrally related to the capacity of essential services, including sewerage, water, electricity, gas and refuse disposal. Limitations to any of these services and the ability of these services to be expanded will be major factors in dictating the level of visitation and population threshold.

21.06-3 VISION – STRATEGIC FRAMEWORK**Mount Hotham Alpine Resort Management Board Corporate Plan: 2001 - 2003**

The Mount Hotham Alpine Resort Management Board Corporate Plan identifies the strategic direction of the Board over a 3 year period. The Plan recognises the importance of maintaining and protecting vital ecosystems within the Resort for generations to come.

The overall goal of the Plan is that:

“The Mount Hotham Alpine Resort Management Board will manage the resort in a manner that is economically viable and environmentally sustainable for the benefit of future generations.

The Board’s emphasis will be on customer satisfaction and the delivery and promotion of quality services that provide value for money and meet customer needs. Responsible and sustainable environmental management policies and practices will be a hallmark of the Board’s activities.”

Successful management of the Mt Hotham Resort will include:

- Pursuing growth in visitation through effective marketing and enhanced customer satisfaction and loyalty.
- Providing effective and efficient service delivery in its village operations, visitor services and administrative services.
- Creating an environment that encourages and promotes new investment in the Resort.
- Ensuring that responsible and sustainable environmental practices are adopted to minimise the impact of the Resort on the mountain’s natural systems.
- Establishing and maintaining a sound working relationship with statutory bodies and other parties interested in the alpine environment.
- Ensuring that its financial performance reflects an economically viable enterprise that demonstrates the efficient use of assets and delivers sound value for money to stakeholders.
- Ensuring that sound business practices are adopted in the areas of risk management, corporate citizenship and public responsibility.

Key land use themes

The vision for Mt Hotham can be expressed best around a number of key land use themes. The key land use themes for Mt Hotham are:

- Environment
- Commerce, tourism and recreation
- Settlement
- Movement
- Infrastructure

Land Use Planning Objectives

To achieve the Mt Hotham Alpine Resort goal, planning applications for the use and development of land shall satisfy the following strategic objectives:

- To reinforce the role of the Resort as a year round destination by providing a range of recreation and tourist facilities, residential accommodation, commercial activities and support services.
- To ensure that use and development within the Resort benefits both present and future users, whilst maintaining a high quality environment.
- To conserve and protect the natural environmental systems within the Resort so as to minimise disturbance to rare and endangered flora, fauna and communities.
- To enhance skier, pedestrian and vehicle activity at desirable levels related to the accessibility and capacity of ski fields, services, commercial activity and development of trailheads.
- To ensure that services are planned and co-ordinated to meet the needs of future development.
- To ensure that appropriate and well located car parking facilities and appropriate public transport are provided to meet visitor needs.

Strategic Land Use Framework Plans

The strategic directions for the future land use planning and development are illustrated in the Mt Hotham Alpine Resort Strategic Framework Plans. Two Plans have been prepared illustrating the major land use elements within the Resort, including Winter and Summer Recreation, Car Parking and Traffic Management. These plans cumulatively form the basis of the Strategic Land Use Framework for Mt Hotham.

The purpose of the Framework Plans is to highlight where opportunities and constraints exist within the Resort and identify locations where specific land use outcomes may be investigated. The major strategic directions identified in the Land Use Framework Plans include:

- Designation of four (4) accommodation areas within the Resort, where different land uses and types of development will be encouraged, through the preparation of Comprehensive Development Plans;
- Identification of a mixed use area adjoining Davenport, where a variety of commercial, recreational and accommodation facilities will be encouraged;
- Identification of a resort services area to the east of Davenport, where resort services and infrastructure will be encouraged to co-locate;
- Designation of a number of infrastructure and service nodes where current and future facilities are to be co-located;
- Investigation and identification of environmentally sensitive areas where further development will be discouraged;
- Identification of potential new ski areas to be further investigated;
- Identification of sections of the Great Alpine Road that should be re-aligned to improve vehicle, pedestrian and skier safety;
- Identification of locations where skier bridges/underpasses are recommended to facilitate safe and easy skier movement;
- Identification of a village centre within Hotham Central, to accommodate the ski school, proposed ice skating rinks and an informal snow play area;
- Nomination of areas where additional car parking is to be provided;
- Identification of areas where visitor transit lounge facilities are to be provided;
- Identification of ski trail connections between the Village and the skifields;
- Investigation of a proposed high altitude training track to the east of Wire Plain;

- Investigation of a future summer recreation area surrounding Whisky Flat;
- Investigation of an area for possible future development of environmentally sensitive housing abutting the proposed circuit road.

Assessment Process

The strategic directions outlined in the Strategic Framework Plan will be subject to extensive further investigation. This may be through a planning scheme amendment, planning permit or Environment Effects Statement process dependent on the scale of the project and its potential impacts. Irrespective of the assessment process, the following impacts must be considered and documented by the applicant:

Environmental

- Ecological values
- Geological resources/geo-technical conditions
- Visual resources
- Heritage

Economic

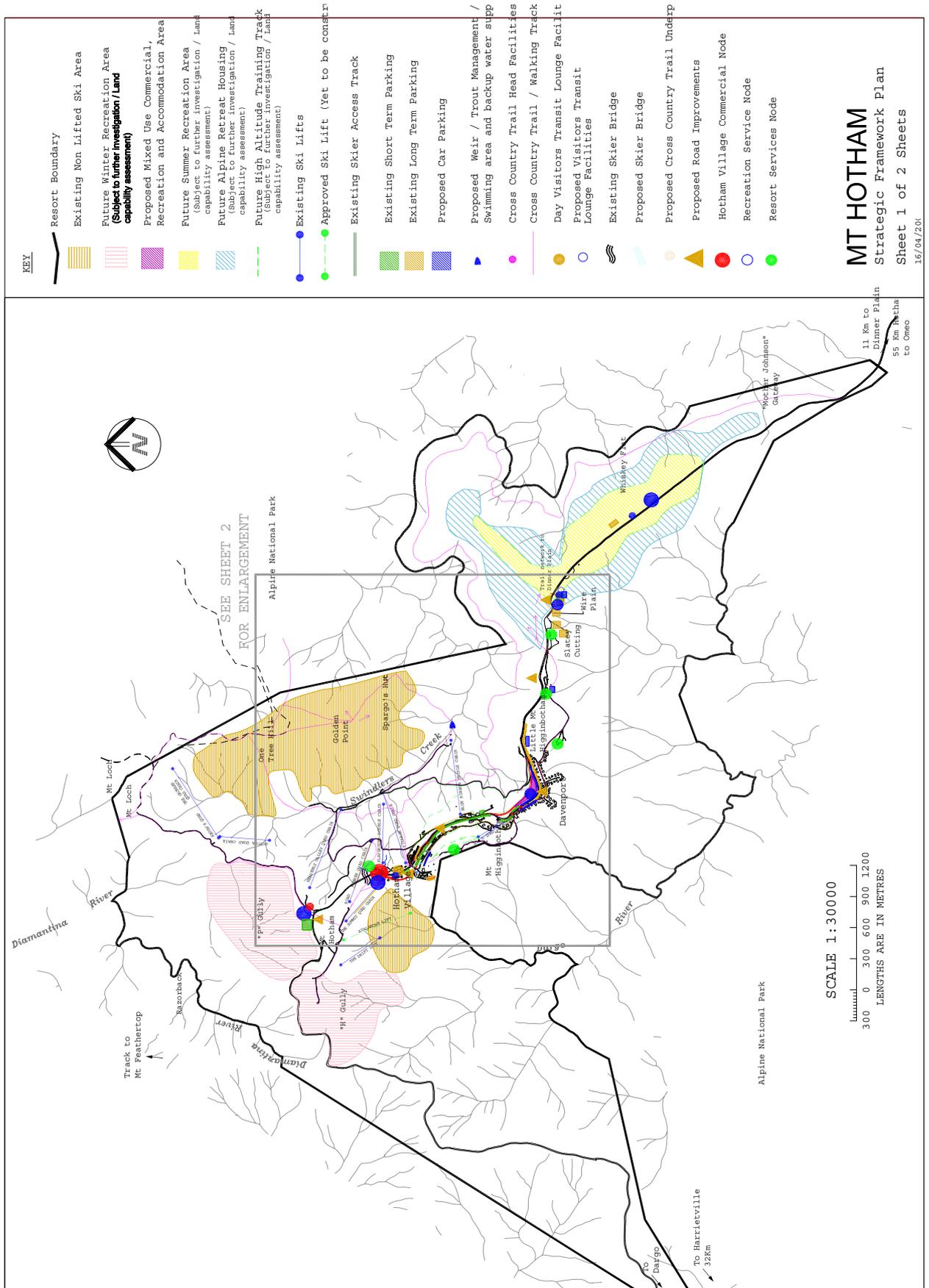
- Market demand
- Economic benefits/disbenefits

Social

- Social benefits/disbenefits

In circumstances where species and/or communities are listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*, approval may also be required from the Federal Government.

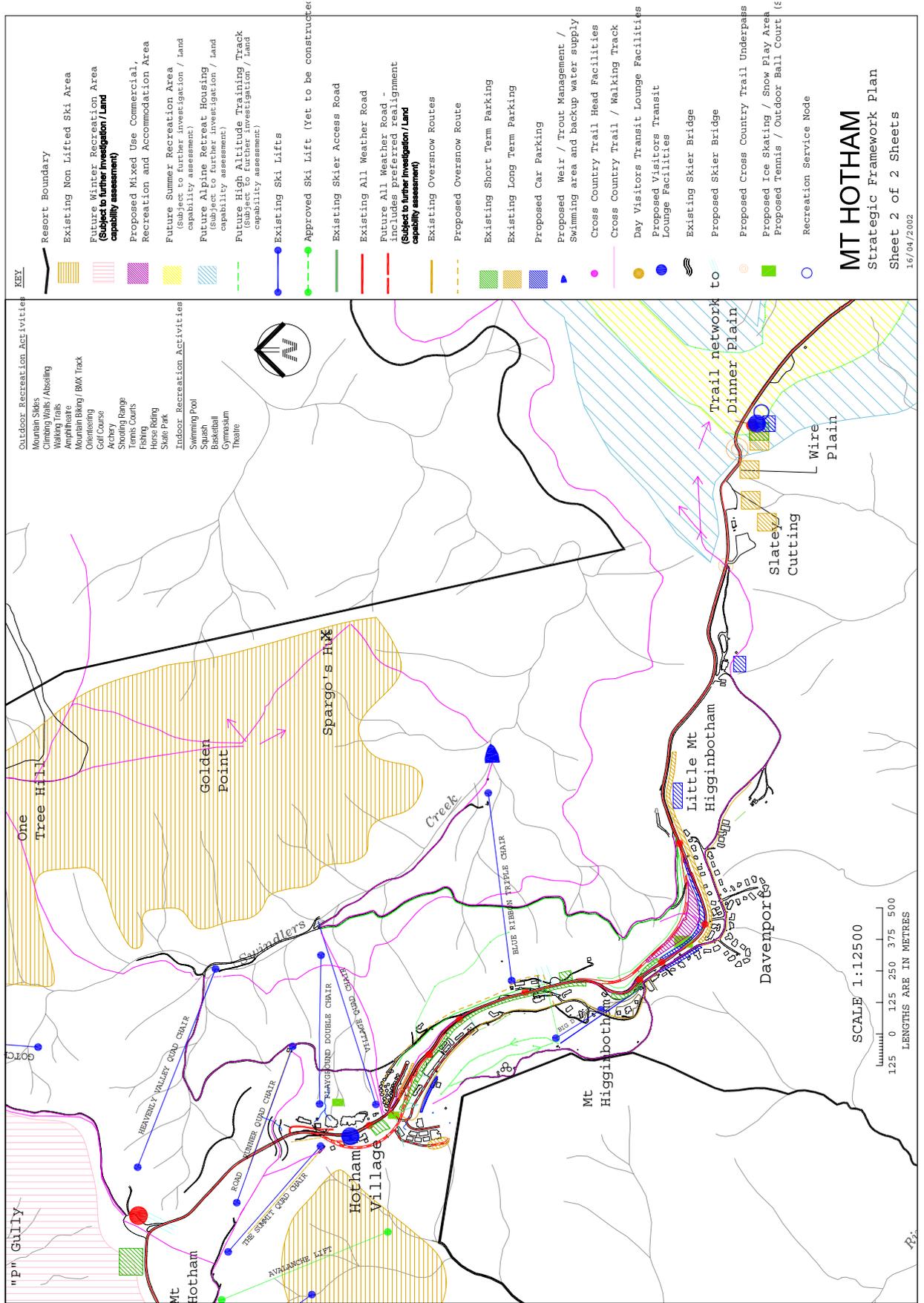
ALPINE RESORTS PLANNING SCHEME



KEY

	Resort Boundary
	Existing Non Lifted Ski Area
	Future Winter Recreation Area (Subject to further investigation / Land capability assessment)
	Proposed Mixed Use Commercial, Recreation and Accommodation Area
	Future Summer Recreation Area (subject to further investigation / Land capability assessment)
	Future Alpine Retreat Housing (subject to further investigation / Land capability assessment)
	Future High Altitude Training Track (subject to further investigation / Land capability assessment)
	Existing Ski Lifts
	Approved Ski Lift (Yet to be constr)
	Existing Skier Access Track
	Existing Short Term Parking
	Existing Long Term Parking
	Proposed Car Parking
	Proposed Weir / Trout Management / Swimming area and backup water supp
	Cross Country Trail Head Facilities
	Cross Country Trail / Walking Track
	Day Visitors Transit Lounge Facility
	Proposed Visitors Transit Lounge Facilities
	Existing Skier Bridge
	Proposed Skier Bridge
	Proposed Cross Country Trail Underp
	Proposed Road Improvements
	Hotham Village Commercial Node
	Recreation Service Node
	Resort Services Node

MT HOTHAM
Strategic Framework Plan
Sheet 1 of 2 Sheets
16/04/20



- Outdoor Recreation Activities**
- Mountain Slides
 - Climbing Walls / Abseiling
 - Walking Trails
 - Amphitheatre
 - Mountain Biking / BMX Track
 - Orienteering
 - Golf Course
 - Archery
 - Shooting Range
 - Fishing
 - Horse Riding
 - State Park
- Indoor Recreation Activities**
- Swimming Pool
 - Skating
 - Basketball
 - Gymnasium
 - Theatre

- KEY**
- Resort Boundary
 - Existing Non Lifted Ski Area
 - Future Winter Recreation Area (Subject to further investigation / Land capability assessment)
 - Proposed Mixed Use Commercial, Recreation and Accommodation Area
 - Future Summer Recreation Area (Subject to further investigation / Land capability assessment)
 - Future Alpine Retreat Housing (Subject to further investigation / Land capability assessment)
 - Future High Altitude Training Track (Subject to further investigation / Land capability assessment)
 - Existing Ski Lifts
 - Approved Ski Lift (Yet to be constructed)
 - Existing Skier Access Road
 - Existing All Weather Road
 - Future All Weather Road - (Subject to further investigation / Land capability assessment)
 - Existing Oversnow Routes
 - Proposed Oversnow Route
 - Existing Short Term Parking
 - Existing Long Term Parking
 - Proposed Car Parking
 - Proposed Weir / Trout Management / Swimming area and backup water supply
 - Cross Country Trail Head Facilities
 - Cross Country Trail / Walking Track
 - Day Visitors Transit Lounge Facilities
 - Proposed Visitors Transit Lounge Facilities
 - Existing Skier Bridge
 - Proposed Skier Bridge
 - Proposed Cross Country Trail Underpass
 - Proposed Ice Skating / Snow Play Area
 - Proposed Tennis / Outdoor Ball Court (S)
 - Recreation Service Node

MT HOTHAM
 Strategic Framework Plan
 Sheet 2 of 2 Sheets
 16/04/2002

SCALE 1:12500
 125 0 125 250 375 500
 LENGTHS ARE IN METRES

21.06-4
19/01/2006
VC37

OBJECTIVES – STRATEGIES – IMPLEMENTATION

Natural Environment

Mt Hotham Alpine Resort is part of a delicate and rare environmental system. Its tourism value results not just from its elevated position, which provides good recreational opportunities, but from its nature conservation and scenic values. The potential for adverse environmental impacts is of particular concern during construction phase, be it of buildings, roads or service infrastructure. Sensitive management of all new development is required to minimise and where possible prevent such impacts. The siting of all new development must also have regard to the location of sensitive habitats, particularly those associated with the Mountain Pygmy-possum.

Objectives

- To maintain, preserve and improve the natural environmental features of the Resort.
- To ensure the present diversity of species and ecological communities and their viability is maintained or improved within the Resort.
- To maintain, preserve and enhance the habitat of threatened species and communities within the Resort.
- To ensure development minimises environmental impact through sensitive siting and environmentally sound construction and management techniques.
- To protect the quality and integrity of natural water systems and aquatic ecosystems.
- To monitor environmental impacts associated with resort development and encourage research into best practice environmental management techniques.
- To ensure development is respectful of areas of high scenic quality and visual sensitivity and complements the natural features of the Resort.
- To protect and improve identified places, sites and objects of Aboriginal and European cultural, historical, and architectural significance.

Strategies

The strategies for achieving these objectives are:

- Establish the environmental /resources values existing within the Resort, including the identification of species and communities of environmental significance and definition of habitat types and locations in consultation with the Department of Natural Resources and Environment.
- Identify suitable locations within the Resort to provide for commercial, residential, tourism development and support infrastructure, having regard to environmental constraints such as flora and fauna and slope.
- Promote the principle of no net loss of native vegetation through the preparation of a Resort wide revegetation/management plan which addresses the development of land within the Resort and appropriate native vegetation protection and replacement strategies.
- Target predator control to specific populations of threatened species, particularly the Mountain Pygmy-possum (*Burramys parvus*).
- Establish the extent of weed invasion within the Resort, particularly within the high altitude treeless area and implement appropriate weed control programs.

- Ensure that all development and use of land is undertaken in a manner that minimises impacts on significant native vegetation or fauna, through appropriate planning mechanisms including the use of Site Environmental Management Plans and building envelopes.
- Encourage the scale and height of new development to be appropriate to its surrounds and sympathetic to the predominant snow gum height and existing view lines.
- Ensure the guiding principles of environmental management within the Resort are documented for all Resort stakeholders. Educate all construction personnel regarding the environmental values of the Resort and gain commitment to best practice environmental management techniques.
- Identify and monitor sites in the Resort that may be susceptible to landslide/subsidence and ensure modifications to natural site conditions do not create risk of land slides/subsidence.
- Identify and document the Resort's heritage elements both pre and post-settlement.
- Require the appraisal of impacts on heritage elements when determining planning applications for use or development in places of cultural or historical significance.
- Ensure that design, construction and maintenance of development takes proper account of geotechnical stability considerations.
- Encourage applicants to consult with the Mt Hotham Alpine Resort Management Board regarding existing geotechnical information prior to lodging an application for planning permit or a site development plan.

Implementation

These strategies will be implemented through the following actions:

- Map floristic communities within the Resort and develop a Vegetation Protection or Environmental Significance Overlay to protect species/communities of significance.
- Assess the need for, and develop appropriate additional policy/overlay controls resulting from the outcomes of the environmental resource evaluation.
- Apply an Environmental Significance Overlay to known areas of habitat of the Mountain Pygmy-possum (*Burramys parvus*) within the Resort.
- Include areas considered appropriate for Resort development (ie. commercial, residential, tourism development and resort services/support infrastructure) in Schedule 1 of the Comprehensive Development Zone.
- Include land considered suitable for passive and active recreation in Schedule 2 of the Comprehensive Development Zone.
- Include all public land surrounding residential, commercial, resort services and ski field development in the Public Park and Recreation Zone. Development in this zone will only be permitted if it is consistent with the purpose of the zone and maintains the environmental integrity of the area.
- Investigate means of implementing the revegetation/management plan for 'no net loss' of native vegetation through a Local Policy or a Development Contributions Overlay.
- Investigate co-operative weed and predator control programs with Parks Victoria.
- Prepare an Environmental Management Plan documenting environmental principles for all Resort stakeholders and environmentally sound procedures and work practices to be utilised by the Resort Management. The Environmental Management Plan should be regularly reviewed and updated through a public process and provide for measures that allow for follow up monitoring of environmental impacts associated with resort development.

- Ensure all site development plans and planning applications include a Site Environmental Management Plan (SEMS).
- Ensure all proposals that may impact upon the habitat of the Mountain Pygmy-possum comply with the guidelines outlined in *Management Strategy and Guidelines for the Conservation of the Mountain Pygmy-possum (Burrhamys parvus) in Victoria*.
- Apply an Erosion Management Overlay to all land in the Mt Hotham Alpine Resort.
- Apply a Local Planning Policy to provide guidance in determining an application for planning permit or site development plan.
- Develop a Local Policy for areas identified as being of confirmed or potential heritage and/or archaeological significance. In such instances the policy will apply to any redevelopment of a site.

Commerce, Tourism and Recreation

Currently the main commerce, tourism and recreation opportunities within the Resort are directly related to the ski industry. Given the trend at Mt Hotham toward increased skier numbers and the need for a ski field that caters to all skill levels there is need for the further development of skier terrain within the Resort. The range of winter experiences can also be significantly enhanced. Visitor duration and expenditure must also be recognised as economic drivers for the Resort.

The Resort's natural environmental qualities, together with the existing investment in facilities and infrastructure, provide an ideal foundation for development of all year round use of the Resort. The potential for creating a successful year round Resort is currently constrained by the limited range of commercial and recreational facilities. A greater variety of commercial facilities, a wider range of indoor and outdoor recreational facilities/activities and greater promotion/use of the airport will enhance the visitor experience and ensure the Resort is an attractive destination for business conferences and conventions. The Resort is also uniquely placed to provide an attractive venue for high altitude athlete training, due to its elevation.

Objectives

- To encourage the use of Mt Hotham as a year round destination, drawing on the natural beauty, environmental qualities and recreational infrastructure existing within the Resort.
- To promote a broad range of commercial activities and recreational facilities at multi-purpose venues that will attract visitors both within and outside of the designated snow season.
- To acknowledge and promote the importance of the surrounding towns and settlements of Dinner Plain, Myrtleford, Harrietteville, Bright and Omeo in enhancing the visitor experience.
- To provide a clear, identifiable and integrated Village Centre at Hotham Village as the major focus for commercial activity, community facilities, skier congregation and transport hub.
- To create a secondary activity area for commercial and recreational facilities within the Davenport area.
- To encourage the redevelopment of existing commercial facilities such as ski school, food services and ski patrol facilities within the Resort.
- To ensure sufficient ski field terrain, cross-country trails, snow-play areas and associated infrastructure are available to match the needs of visitors.
- To ensure the Resort provides a range of winter activities for a range of skill levels particularly during low snow conditions.

- To increase the capacity of the ski fields to allow for up to 10,000 skiers on the slopes at any one time.
- To minimise the visual impact of the lift infrastructure upon the landscape values of the Resort.

Strategies

The strategies for achieving these objectives are:

- Promote the Great Alpine Road as a tourist route, during the summer months, in a co-operative manner with Tourism Victorian, VicRoads and the Alpine Shire.
- Investigate the potential of increasing the ‘day-tripper’ summer market in the growth area of Albury/Wodonga in conjunction with Parks Victoria.
- Investigate the co-location of a range of commercial, recreational and accommodation facilities adjoining the Davenport area through the re-alignment of the Great Alpine Road and the creation of additional development sites.
- Establish Mt Hotham as an attractive location for conferences and high altitude training venue and/or ‘country club’ through the effective marketing and use of existing accommodation/infrastructure and investigate potential additional sites and facilities at Whisky Flat and Wire Plain. Any proposals must be assessed taking into account environmental, ecological, economic, aesthetic, servicing and safety considerations.
- Work co-operatively with the Alpine Shire and stakeholders in Dinner Plain, Harrietville, Bright, and Omeo to improve the visitor experience to Mt Hotham and seek involvement in strategic planning exercises in these towns.
- Reinforce Hotham Village (west and south of Hotham Central/White Crystal) as the primary focus for commercial activity, community facilities, ski lesson congregation and transport hub in the Resort. Investigate the potential realignment of the Great Alpine Road (behind the Snowbird Inn and the Resort Management Board building) to provide for a vehicle free village centre.
- Prepare an Urban Design Framework for the Hotham village centre and Davenport commercial precinct to identify potential urban design improvements.
- Support the following commercial and retail activities at Hotham Village provided the proposed use does not adversely impact the amenity of the residential area:
 - Nightclub, Cabaret, Restricted Place of Assembly, Retail Premises provided the use is in association with a residential accommodation.
 - Nightclub and Cabaret uses shall operate under strictly limited hours of operation.
- Support mixed use residential and small scale commercial opportunities within Davenport provided the commercial and retail activities do not adversely impact the amenity of the residential area or environmental values.
- Support small scale commercial and retail development in the ski field areas if it provides a desirable service for snow users, is integral to a development proposal for passive alpine recreation and/or does not impede ski runs or major skier routes.
- Further develop a walking/cycling trail system (utilising existing cross-country trails) within the Resort, particularly the three huts walk around Golden Point, and enhance connection to trails within the Alpine National Park.
- Support developments that utilise the existing lift system to foster an improved range of summer time activities, particularly those focused around the Village and Blue Ribbon lifts.
- Investigate additional lift infrastructure at Golden Point, a new lift from the bottom of the Village Quad Chair to Mt Higginbotham and additional ski field terrain and

facilities in 'P' Gully and 'H' Gully pending further environmental assessment and demand analysis.

It is acknowledged that there are limitations upon the provision of such lift infrastructure including:

- potential impacts upon Mountain Pygmy-possum (*Burramys parvus*) habitat
 - strain placed on the skier egress lift system
 - difficulty in connecting the system with other components of the lift system
 - changes in terrain type
 - construction impacts upon significant flora and fauna
 - impacts of entering into new catchments.
- Improve the existing Village lift system through investigation of an extension to the Blue Ribbon Triple Chair and Big D Quad Chair and a new lift from Mt Higginbotham to Hotham Village.
 - Prepare a skifield design and management procedure to provide guidance for the ongoing maintenance of the skifield and any potential expansion of the skifield area. The development of this procedure would be inclusive of the ski lift company.
 - Encourage the extension of the snowmaking system throughout the ski field to enhance the length and quality of the snow season.
 - Identify locations for the ski school, an ice skating rink and informal play/ tobogganing area adjoining the new Village Centre.
 - Promote the Wire Plain/Whiskey Flat/Christmas Hills area as the primary focus for trail based cross-country skiing at the Resort and develop amenities including facilities such as a kiosk, toilets and athlete training facilities.
 - Ensure the impact of potential future lift stations and associated infrastructure on the skyline is minimised through careful siting and design. Alternatively lift stations/infrastructure of high architectural merit may be considered.

Implementation

These strategies will be implemented through the following actions:

- Ongoing co-operation and participation in the 'Great Alpine Road' marketing committee with Tourism Victoria, VicRoads and the Alpine Shire.
- Develop a Comprehensive Development Plan for Hotham Village demonstrating the proposed road realignment and identifying new development sites, uses and development parameters to be encouraged subject to environmental assessment.
- Develop a Comprehensive Development Plan for the area adjoining Davenport outlining the proposed road realignment, identifying new development sites, uses to be encouraged and development parameters for this mixed use node.
- Undertake further investigation of the environmental, ecological, economic, aesthetic, servicing and safety considerations for the summer recreation area at Wire Plain/Whiskey Flat. Develop a Comprehensive Development Plan outlining the proposed uses and development parameters for this area subject to environmental assessment.
- Provide guidance regarding suitable locations for commercial land uses through the preparation of Comprehensive Development Plans.
- Identify and provide appropriate signage to trails for walking, mountain biking and horse riding in conjunction with Parks Victoria.

- Establish operational controls upon uses such as Nightclub, Cabaret, Restricted Place of Assembly, Retail Premises through the lease process.
- Locate ski field and specific recreational areas within the area identified for alpine recreation (Schedule 2 of the Comprehensive Development Zone).
- Extend the boundaries of Schedule 2 to the Comprehensive Development Zone to the area near Jack Frost and the Big D lift.
- Undertake further investigation of the ecological, geological, visual and economic impacts of additional lift infrastructure at Golden Point, Avalanche Gully and Mt Higginbotham.
- Undertake further investigation of the ecological, geological, visual and economic impacts of additional ski field terrain and lift infrastructure in 'P' Gully and 'H' Gully.

Settlement

The Mt Hotham Alpine Resort is reserved for active recreation but also the promotion of the Resort for intensive residential and commercial development.

The existing developed area of the Resort provides accommodation for approximately 4600 people. The optimal number of beds for Mt Hotham is considered to be approximately 7,000. Accommodation is currently provided in two distinct areas: Hotham Village and Davenport. The majority of additional accommodation is proposed to be developed in and around these established areas. This can be achieved by extending some lease sites, establishing new lease sites and re-developing existing facilities. A new 'alpine retreat housing' node is proposed in the Wire Plain and Whisky Flat area to provide for an emerging 'year round' accommodation market, subject to further environmental and economic investigation.

Objectives

- To ensure that development at Mt Hotham recognises the landscape, amenity and environmental values of the Resort.
- To ensure new development and redevelopment achieves high quality design standards in both private development and the public domain and is respectful of the alpine character.
- To provide a clear direction with regard to design elements for future development within the Resort.
- To consolidate development within the existing nodes of Hotham Village and Davenport and reinforce the differences between the Hotham Village and Davenport accommodation areas as a priority
- To assess the potential for development of alternative accommodation at Whisky Flat and Wire Plain.
- To provide for a variety of accommodation types within the Resort.
- To recognise and build upon the accommodation and facility synergies that exist between the Resort and Dinner Plain.
- To promote environmentally sustainable development within the Resort.
- To ensure the location and scale of development is respectful of views to the ski fields and mountain ranges.
- To ensure new development enhances pedestrian and skier safety and access.

Strategies

The strategies for achieving these objectives are:

- Promote Hotham Village as the commercial ‘heart’ of the Resort and the location for higher density development with significant site coverage and height potential.
- Encourage the retention of the oversnow character of the Davenport area, the characteristics being the predominately well vegetated surrounds, significant views, lack of vehicle access, considerable setbacks from the road and separation between buildings.
- Discourage development in the ‘inter-urban break’ between Hotham Village and Davenport to protect the *Burramys parvus* (Mountain Pygmy-possum) management area.
- Provide for a new low density ‘year round’ accommodation node in the Wire Plain and Whisky Flat area surrounding the proposed summer recreation area pending further environmental assessment.
- Encourage the redevelopment of existing under-utilised sites within Hotham Village and Davenport to optimise the existing development potential within the accommodation areas.
- Ensure new development has considered the following matters and will:
 - Not adversely impact on the amenity of adjoining building and public spaces.
 - Be sited to ensure snow shedding is contained within site boundaries and directed away from entry/exit points and major skier routes.
 - Retain, as far as possible, native vegetation on the site.
 - Minimise visual intrusion and nestle within the snowgum canopy, where possible.
 - Demonstrate energy efficient design principles.
 - Not adversely affect the geo-technical conditions on the site.
 - Provide for the free movement of skiers and pedestrians.
 - Be respectful of existing view lines.
- Ensure the design of public amenities, including street lighting, shelters and signage meets a consistent design theme.
- Ensure appropriate pedestrian and skier access is provided to the Hotham Village Centre through the provision of a skier and pedestrian spine from the Davenport precinct along the Great Alpine Road.

Implementation

These strategies will be implemented through the following actions:

- Prepare Comprehensive Development Plans with specific design guidelines for the re-development/extension of existing buildings in the following areas: Hotham Village, the Inter Urban Break, Davenport Great Alpine Road Frontage and Davenport Oversnow.
- Include areas assessed as appropriate for Resort development (ie. commercial, residential, tourism development and resort services/support infrastructure) in Schedule 1 of the Comprehensive Development Zone.
- Locate areas assessed as suitable for service development within Schedule 1 of the Comprehensive Development Zone (Alpine Village).

- Undertake further investigation of the ecological, geological, visual and economic impacts of the proposed 'alpine retreat housing' at Wire Plain/Whisky Flat.
- Prepare Design Guidelines to facilitate consistent landscaping, urban design treatment and signage in the public domain.
- Participate in strategic planning exercises for Dinner Plain to ensure the Resort and Dinner Plain build upon the strengths of each precinct.

Movement

Access to and within the Resort is a critical issue during the winter snow season. The current shared use of the Great Alpine Road by skiers, pedestrians and vehicles creates conflict and reduces the efficiency of traffic flow. The movement of skiers between the Hotham Village and Davenport precincts is also difficult.

The proposed relocation of the Great Alpine Road at Hotham Village and Davenport is designed to improve vehicle access and circulation through the Resort, as well as improving pedestrian/skier safety. The provision of new skier bridges and cross country trail underpasses at various points along the Road will also reduce the potential for conflict between vehicles and pedestrians/skiers. The movement of skiers from the Village to Davenport will be improved by a new off-road skier access trail/path.

Access to the Resort has been fundamentally altered by the construction of the Mt Hotham airport. Travel times from major interstate cities and overseas destinations are greatly reduced, which opens up new markets for Mt Hotham and Dinner Plain and provides a competitive edge over other resorts. A helicopter link to Falls Creek during winter also enhances visitor access.

Objectives

- To ensure a high level of accessibility to the Resort.
- To ensure that parking provision and public transport to and within the Resort meets visitor needs.
- To ensure vehicles, pedestrians and skiers can safely and efficiently move within and throughout the Resort.
- To provide convenient access to, egress from and movement within the developed areas and ski fields, thus facilitating integration between residential areas and the ski field system.
- To discourage vehicular access on subdivisional roads within the Davenport precinct during declared snow season.
- To provide car parking on sites where direct access is available from sealed roads.
- To develop improved pedestrian and skier links between the Davenport and Hotham Central areas.
- To provide safe access for fire brigade vehicles at all times.

Strategies

The strategies for achieving these objectives are:

- Continued co-ordination and co-operation with VicRoads regarding the management and maintenance of the Great Alpine Road.
- Co-operatively market the Resort with the Mt Hotham Airport Management through package promotions and encourage airlines/aircraft to service the Resort during non-peak periods.

- Assess the realignment of the Great Alpine Road at Hotham Village (behind the Snowbird Inn and the Resort Management Board building) and Davenport (adjacent the Davenport subdivision) to facilitate safe pedestrian and skier movement within the Village Centre and Davenport mixed-use precinct.
- Improve crossing of the Great Alpine Road to the ski field through provision of a skier overpass adjacent to Spiral Stairs and skier underpasses at Wire Plan and to the west of Slatey Cutting.
- Create a skier and pedestrian spine along the existing alignment of the Great Alpine Road at Hotham Village and Davenport and ensure adequate lift infrastructure is available to facilitate skier movement within the Resort.
- Limit private vehicle movements in the Resort (other than through traffic) to drop-offs and pick-ups at the designated loading points and prohibit vehicle movement within Davenport during the designated ski season.
- Manage parking on the basis of length of stay. Short term/day car parking areas are to be located as close as possible to the Resort with day parking to be provided at Loch car park and at the former helicopter landing site opposite Spiral Stairs.
- Encourage persons residing at the Resort for long periods of time (e.g. throughout the ski season) to park their vehicles off the mountain at locations such as Harrierville.
- Assess the need for additional visitor parking in undercover, multi-level parking facilities at the Corral car park within Hotham Village, at Whitey's car park and Lawlers car park. Any proposals must be assessed taking into account environmental, ecological, economic, aesthetic, servicing and safety considerations.
- Encourage buses as the preferred form of transport between Mt Hotham, the parking areas beyond the developed area and Dinner Plain. Provide undercover bus transit facilities at the Corral car park within Hotham Village and well-located pick up and drop off points throughout the Resort.
- Encourage sites with all weather road access to provide on-site car parking, preferably with shared access. Ensure new developments do not lead to a reduction in the existing provision of public car parking.
- Maximise the capacity of existing car parking areas by facilitating their expansion and consolidation after appropriate environmental assessment.
- Maintain an operational oversnow link between and through the Village and Davenport precincts.

Implementation

These strategies will be implemented through the following actions:

- Investigate the feasibility of, and potential funding options for, the proposed realignment of the Great Alpine Road at Hotham Village and Davenport in partnership with VicRoads.
- Undertake a feasibility study of the potential for an undercover bus transit interchange and car park under the Corral car park at Hotham Village.
- Undertake a feasibility study of the potential for a multi level undercover car parking facility at Whitey's car park and Lawlers car park.
- Apply a Local Policy for car parking as an interim management measure until the car parking management arrangements and level of provision is resolved through the preparation of a Parking Precinct Plan.
- Prepare a Parking Precinct Plan for the Resort, which clearly sets out the infrastructure and management arrangements necessary for the operation of the existing and planned transport, as well as the access system within the Resort.

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C17(Part 1)

Infrastructure

The existing developed areas at Mt Hotham are well provided for in relation to service infrastructure. The infrastructure has adequate capacity, subject to minor modification, to meet the additional demands resulting from expansion of the Resort to its planned peak capacity. However, significant upgrading of the sewerage treatment plant will be required to meet new environmental standards. An expansion of snow making activities will require additional infrastructure provision, particularly in terms of water supply.

Objectives

- To ensure services are consistently able to meet the requirements of the Resort at peak times.
- To ensure that services are provided in a cost-effective manner using innovative technology to support best practice management of resources.
- To provide appropriate sites for infrastructure upgrades within existing service nodes.
- To minimise the impact of stormwater and other discharges on the water quality of the Dargo River.
- To ensure sufficient quantities of water are available to landowners or emergency services to enable them to suppress a fire and defend property.

Strategies

The strategies for achieving these objectives are:

- Design and locate physical infrastructure and services to minimise their environmental and visual impact through consolidation of service facilities within the existing Resort Management workshop area or in the vicinity of the Loch Reservoir.
- Relocate the gas tanks to a safer and less visible location and provide for an expanded bulk gas storage capacity within the footprint of the existing workshop node.
- Upgrade sewerage treatment facilities to tertiary treatment level, redirect to the Swindlers Creek catchment and augment to meet future requirements within the Resort.
- Upgrade the functional capacity of the existing potable water weir to provide adequate supply for peak time pumping purposes and augment the bulk water supply to provide for the Resort growth over time.
- Establish a new weir on Swindlers Creek to be used for backup water supply purposes.
- Facilitate the reuse of wastewater for snow making in co-operation with the Environment Protection Authority, Department of Human Services and the ski lift company.
- Avoid future discharge of wastewater to the Dargo River.
- Investigate storm water management within the Resort to identify issues such as water quality and geo-technical stability and potential solutions such as drainage improvements along the Great Alpine Road.

Implementation

- New development, and the three existing unconnected sites in the Resort Village, will be required to be connected to reticulated services.
- Prepare a Comprehensive Development Plan for the existing workshop area for the provision of any new service infrastructure or upgrades to existing infrastructure.

- Undertake a pilot study for the reuse of waste water in snowmaking and irrigation in conjunction with the Environment Protection Authority and the Department of Human Services.
- Prepare a Stormwater Management Plan for inclusion within the Environmental Management Plan (EMP).

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C17(Part 1)**MONITORING AND REVIEW**

A review of this planning scheme must be undertaken at least once every three years. An ongoing program of performance monitoring will be developed to evaluate the achievement of strategic policy directions and the operational effectiveness of the administration of this scheme. The monitoring program will be reported on annually and will be used to inform the review of the scheme.

To evaluate the achievement of strategic policy directions, the performance monitoring program will focus on the following elements:

Strategic policy achievement

Key Element	Indicator	Target
<p>Natural Environment</p> <p>Preserve and maintain the natural features of the environment</p>	<p>Extent of native vegetation removal associated with development.</p> <p>Extent of weed distribution and number of introduced species</p> <p>Population of significant species (<i>Burramys parvus</i>)</p> <p>Area of bare soil</p> <p>Area of revegetation</p> <p>Water quality</p>	<p>New development should result in the net gain of indigenous vegetation.</p> <p>No expansion in weed infestation or introduction of new exotic species as a result of development.</p> <p>Habitat maintenance, enhancement and restoration of essential links.</p> <p>Decrease in area of bare soil.</p> <p>No net loss of native vegetation across the Resort.</p> <p>Compliance with EPA standards for wastewater emissions.</p>
<p>Settlement</p> <p>Encourage a diverse range of accommodation within the Village that caters for the needs of the permanent and visitor population</p> <p>Provide a range of retail, commercial, tourist, recreational, entertainment and service activities within the Resort</p>	<p>Number of additional accommodation beds proposed and constructed each year within the Resort.</p> <p>Number and type of planning applications for residential accommodation within the Resort.</p> <p>Nature of planning applications within the commercial area of the Resort analysed by type of use and development and decision made.</p>	<p>Achieve growth in the Resort over the next ten years to the planned 7,000 bed target.</p> <p>Greater diversity of accommodation available throughout the Resort.</p> <p>Increase in mixed use planning applications within Hotham Village and the mixed use area at Davenport.</p>
<p>Tourism and Recreation</p> <p>Encourage use and development of Mt Hotham as a year round destination</p>	<p>Number and nature of planning applications for tourism or recreation activities or development</p>	<p>Increase number of activities attracting visitors to the Resort.</p>

Key Element	Indicator	Target
	analysed by type of use or development and decision made.	Increase use of existing infrastructure for year round activities at the Resort. Increase range of new infrastructure to support year round use of the Resort.
Movement		
Provision of adequate car parking	Number of car spaces provided as part of new development	1 car space per 3 beds in Hotham Village and Davenport Road Frontage CDP areas.
Separation of vehicle and pedestrian/skier traffic	Number of applications for enhancement of pedestrian/movement within the Village.	Improvement in safety conditions for pedestrians/skiers.
Infrastructure		
Provision of infrastructure to meet the requirements of the Resort at planned capacity	Services capacity	No failure to deliver essential services.

To evaluate the operational effectiveness of the administration of the scheme, a performance monitoring program will be developed that focuses on the following key elements.

Operational effectiveness

Key Element	Indicator
Effective decision making processes	Number and nature of decisions made. Time taken for decisions. Feedback from development industry on timeframes and costs associated with applications processed.
Efficient operation of the Scheme	Degree of compliance of application with Mt Hotham Strategic Statement and local policy objectives. Consistency of decisions (delegate, VCAT) with strategic policy objectives. Degree of VCAT support for the clarity of the Mt Hotham Strategic Statement and Policies contained within the Local Planning Policy Framework.