The Hotham Village Comprehensive Development Plan (CDP) is an incorporated document to the Alpine Resorts Planning Scheme in the Schedule to Clause 72.04 and comprises both this text and an approved plan as shown at Figure 1.

This Comprehensive Development Plan applies to the area nominated as Hotham Central on the Strategic Land Use Framework Plans at Clause 21.06.

**Purpose**

- To consolidate the Hotham Central precinct as the primary focus for entertainment facilities, community facilities, restaurants, shops and commercial accommodation.
- To provide a visible and identifiable public plaza for visitors through the creation of a “Village Centre” or “Central Square”.
- To ensure that new development is sited to accommodate safe vehicle and pedestrian circulation within Hotham Central having regard to the proposed realignment of the Great Alpine Road.
- To provide safe skier and pedestrian linkages within the precinct through the provision of skier and pedestrian tunnels, overpasses and walkways.
- To provide an appropriately designed bus interchange to manage and facilitate ease of vehicle movements within Mt Hotham Central and to and from Mt Hotham overall.
- To protect and enhance view lines from Hotham Central by providing appropriate height and setback controls for all buildings.
- To ensure that the scale, height and setbacks of development reinforce Hotham Central as the focal point of Mt Hotham.
- To ensure building design provides a visually attractive interface with the public domain and the new Hotham Central.
- To provide the majority of sites with all-weather road access and on-site car parking.
- To maintain vehicular and pedestrian access to existing development and services.

**Development guidelines**

The development of land must meet the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum setback</td>
<td>A building must be setback:</td>
</tr>
<tr>
<td></td>
<td>• 6 metres from the edge of the proposed Great Alpine Road (delineated on CDP)</td>
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<tr>
<td></td>
<td>• 1.5 metres from the closest kerbside or constructed edge of a road abutting the site</td>
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<tr>
<td></td>
<td>• Within the site development boundaries designated by the MHARMB.</td>
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<td></td>
<td>A permit may be granted to vary setbacks.</td>
</tr>
<tr>
<td>Maximum site coverage</td>
<td>Refer to designated Development Zones illustrated on the CDP as shown on Figure 1</td>
</tr>
<tr>
<td>Maximum height</td>
<td>Refer to designated Development Zones illustrated on the CDP as shown on Figure 1 (Building height is to be measured from the natural ground level of the building’s front façade to the top of the vertical plane)</td>
</tr>
</tbody>
</table>
Wall materials | Corrugated iron, profiled metal (zinc/copper/colour coated steel), timber, stone, plastered masonry (plastered masonry should be painted in neutral or “earthy” tones) or other approved alternatives. All buildings except for roads, ramps and deck car park structures, should incorporate a significant area of Mt Hotham stone or similar stone approved by MHARMB at the base of the building, representing not less than 25% of the ground floor wall area.

Roof materials | Profiled metal (zinc/copper/colour coated steel), corrugated iron (non-reflective and muted tones) or other approved alternatives.

Car parking | The proposed development must provide car parking at least at the rates required by Clause 22.06-1.

Any development proposal must also demonstrate consideration of the following design criteria:

- New development must retain snow on roofs as an alternative to snow shedding. This requirement may be varied to the satisfaction of the MHARMB in consideration of the siting of buildings demonstrating safe handling of snow shed to enable safe access and movement within the site and containment within site boundaries.
- Built form should vary in scale and setback to increase articulation.
- The layout should ensure that pedestrian and skier access to the Village Centre and ski ways is not impeded and, where possible, enhanced.
- Development should be carefully sited to allow long range views of the surrounding alpine environment.
- Development should provide for a reasonable level of view sharing between existing and proposed buildings.
- The management of snow and ability for snowclearing vehicles to manoeuvre along village streets.
- The need for wind and micro-climate management within village streets and public spaces.
- New development must appropriately plan and design for freight movement and waste management arrangements.

**Decision guidelines**

Before deciding on an application, and in addition to the decision guidelines of Clause 5 of Schedule 1 to Clause 37.02 Comprehensive Development Zone, the responsible authority must consider, as appropriate:

- Whether the proposed development is designed and sited to ensure that snow shed from roofs can be retained within the site boundaries, or where possible, be retained on roofs.
- Whether the proposed development will unreasonably impact on the amenity of adjacent buildings and public areas.
- The overall bulk and massing of the proposed development and whether it appropriately responds to adjacent development, the streetscape and the wider landscape setting.
- The response to the topography and slope of the site.
- The ability to provide safe vehicle access and pedestrian and skier movement to the site and skifield.
- The extent to which snow deposits and public safety will be able to be controlled and maintained on development sites along the Great Alpine Road.
- Whether the proposed development provides sufficient setback from existing buildings to allow for the management of snow.
- Whether car parking is provided for at least at the rate specified in the development guidelines, (the provisions of Clause 52.06-1 do not apply).