

# STATEMENT OF ENVIRONMENTAL EFFECTS

## ADDITIONS AND ALTERATIONS 24 MOUNTAIN DRIVE LOT 610, WOODRIDGE, THREDBO



**NOVEMBER 2015**

**Project: 64-15**

**Dabyne Planning Pty Ltd**

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# STATEMENT OF ENVIRONMENTAL EFFECTS

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## **ADDITIONS AND ALTERATIONS 24 MOUNTAIN DRIVE LOT 610, WOODRIDGE, THREDBO**

This report has been prepared by:

A handwritten signature in black ink, appearing to read "I. Pasalich".

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Ivan Pasalich BEnvP MPIA CPP MEIANZ  
**Principal**  
Dabyne Planning Pty Ltd

**NOVEMBER 2015**  
**Project: 64-15**

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# 1. INTRODUCTION

Dabyne Planning Pty Ltd has been engaged to prepare a Statement of Environmental Effects to accompany a Development Application (DA) to the NSW Department of Planning & Environment.

The application relates to a property known as 'Riley's Run' located at 24 Mountain Drive, Thredbo. The property is legally described as Lot 610 DP 1118588.

The proposal seeks consent for constructing a two car garage, accessed directly from Mountain Drive.

A detailed description of the proposal is provided in Section 3 of the report.

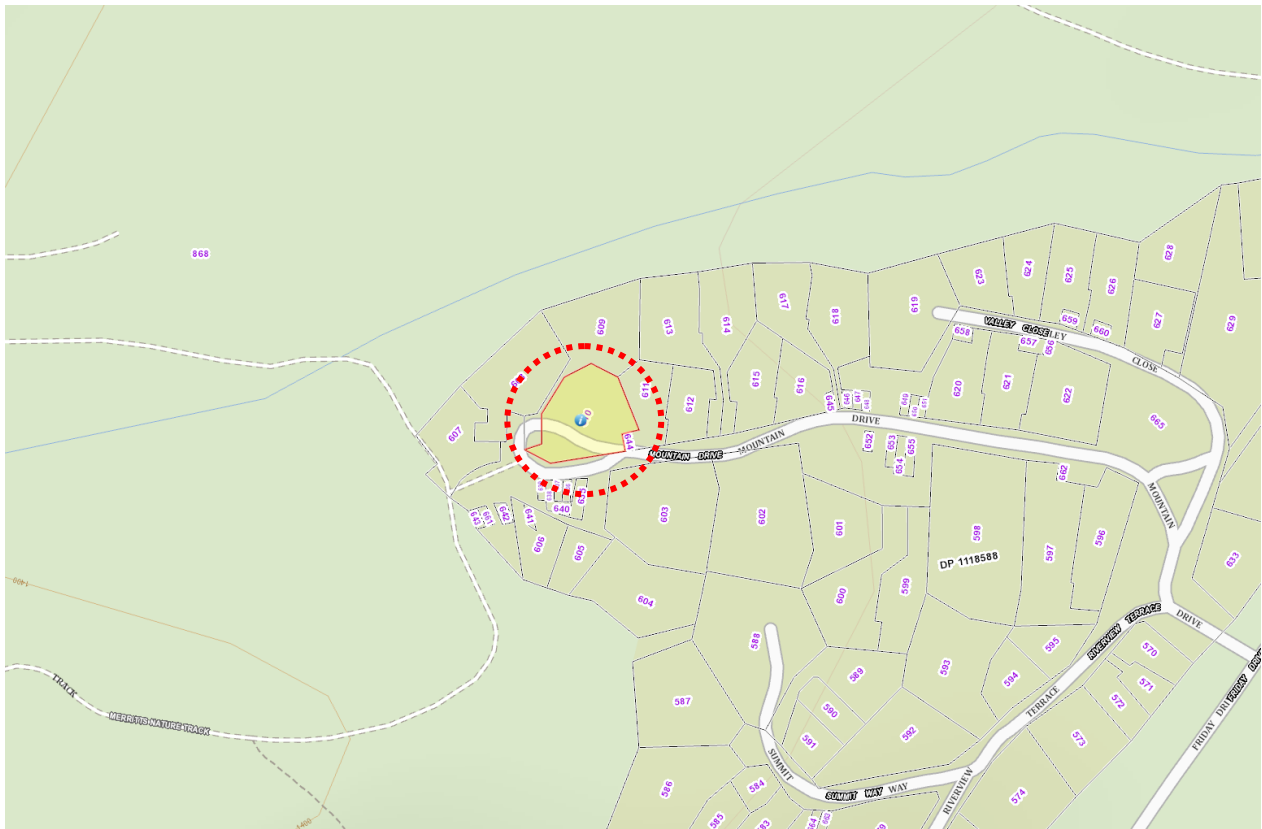
The purpose of this SEE is to:

- describe the land to which the DA relates.
- describe the form of the proposed works.
- define the statutory planning framework within which the DA is to be assessed and determined; and
- assess the proposed development against the matters for consideration listed under Section 79C(1) of the Environmental Planning and Assessment Act, 1979 (EP&A Act, 1979).

The report has been prepared in accordance with the requirements of Schedule 1 of the Environmental Planning and Assessment Regulations 2000.







*Figure 3: Context of the site within the locality (topographic)*

## 2.2 The Site

The subject site is located at Lot 610, 24 Mountain Drive within the Woodridge area of Thredbo Village.

The subject property is a self-contained chalet being two (2) stories in height and licensed for a maximum of eight (8) beds.

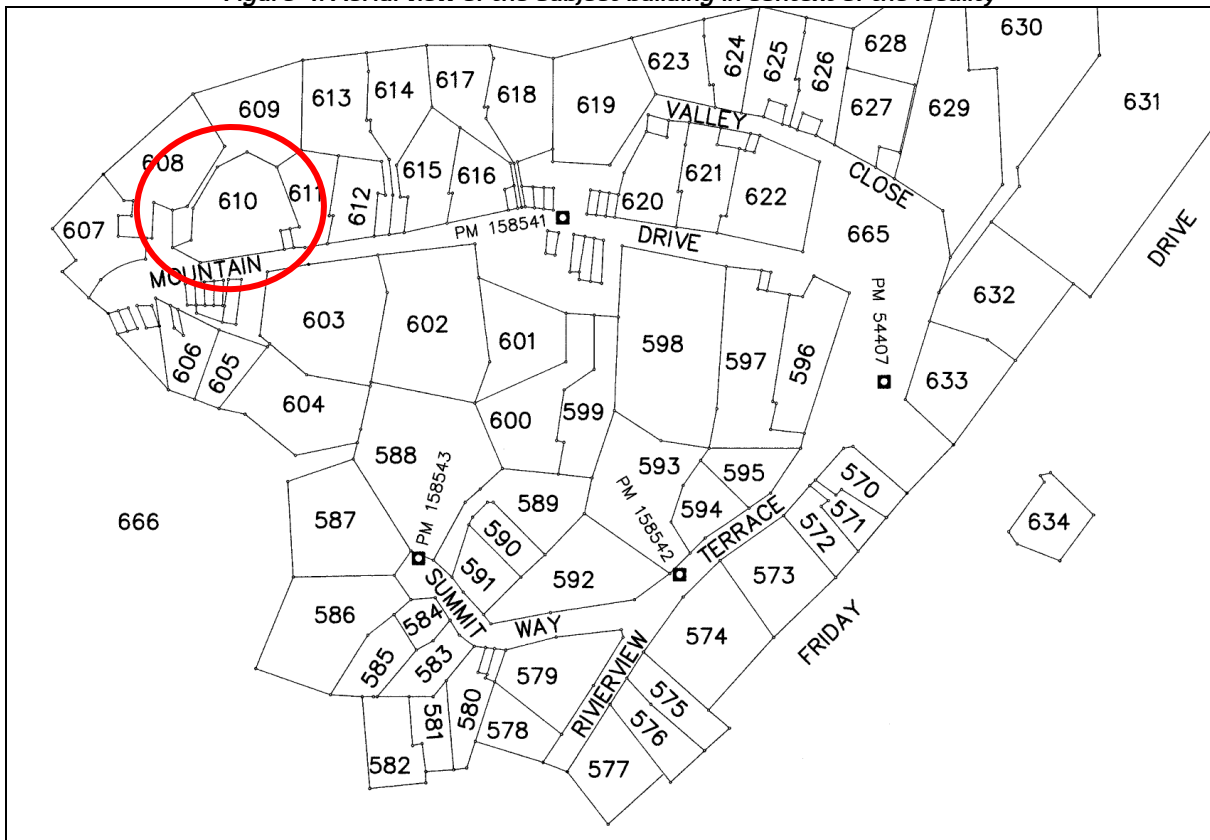
The allotment is bound by other chalets & lodges in all directions with direct frontage to Mountain Drive to the south.

The site is identified in Figures 4 & 5 below:





**Figure 4: Aerial view of the subject building in context of the locality**



**Figure 5: Survey diagram of the subject allotment in context with Woodridge**



The following photos identify the existing site and location of proposed works:



*Figure 6:  
Photo of  
the  
southern  
elevation of  
the chalet  
taken from  
Mountain  
Drive*



*Figure 7:  
Photo of  
the location  
of the new  
garage*



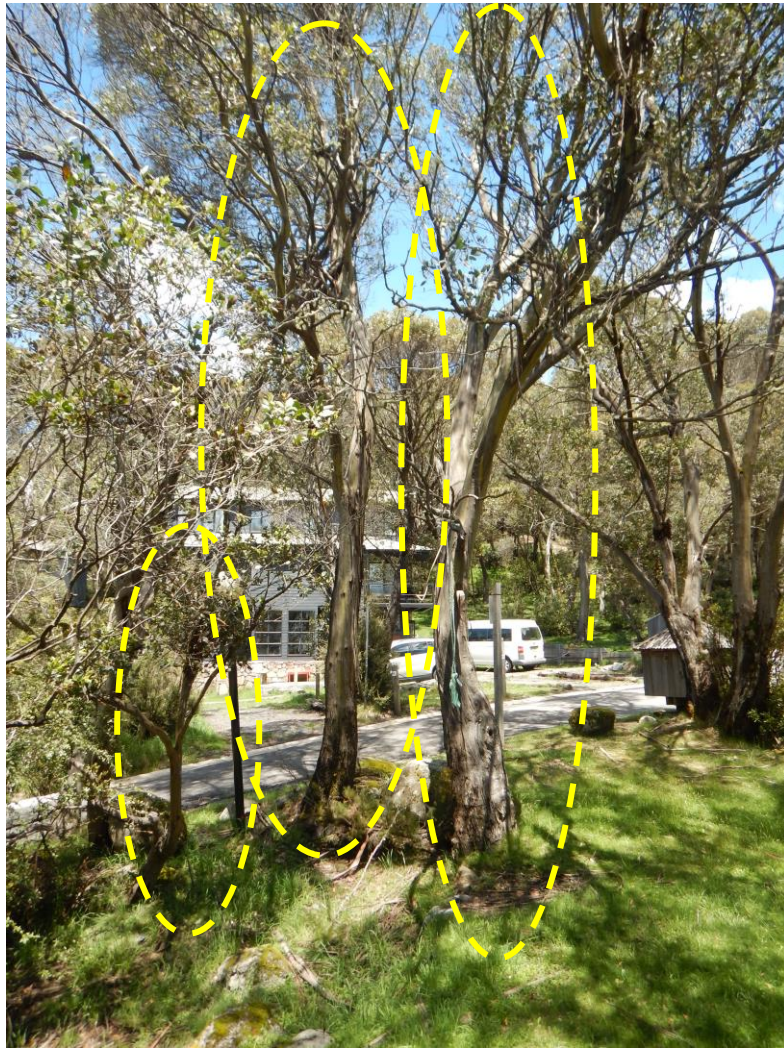


*Figure 8:  
Photo  
showing  
the existing  
granite  
stone clad  
wall which  
will form  
the  
northern  
wall of the  
garage.*



*Figure 9:  
Photo  
showing  
the garage  
site and the  
trees to be  
removed  
(arrows).*





*Figure 10:  
Photo  
showing  
the trees to  
be removed*



## **3. DESCRIPTION OF THE DEVELOPMENT**

### **3.1 General Description**

The proposed development comprises of a constructing a two car garage and bike/equipment storage attached to the existing chalet. The construction of the garage will require the removal of three existing Eucalypts (one small and two medium size). The garage will be constructed on a concrete slab which will be over mostly disturbed ground which is currently planted with exotic grasses. The internal footprint of the garage will 5.8m x 5.8m.

The existing chalet wall will provide the northern wall for the garage with the southern, eastern and western walls being constructed from metal sheeting and stone cladding. A Colorbond roof in a colour to match existing will have a 5° pitch. A panel-lift door will be installed to the front of the garage.

A door through the existing stone clad wall at the rear of the garage into the existing laundry will provide internal access from the garage to the chalet. A second door from the garage will access the front porch, providing undercover access to the front door.

The proposed colours of the roof and wall cladding will match existing.

## 4. ENVIRONMENTAL PLANNING ASSESSMENT

### 4.1 SECTION 79C(1)(a)(i) – ENVIRONMENTAL PLANNING INSTRUMENTS

The only applicable Environmental Planning Instrument to the proposed development and site is State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007 (SEPP Alpine Resorts). The relevant clauses contained within SEPP Alpine Resorts are addressed below:

#### Clause 11 - Land Use Table:

The land use table for Thredbo Alpine Resort specifies that ‘Tourist accommodation’ is permitted with consent. The proposed garage is to service the existing chalet used for tourist accommodation and is therefore permissible with consent.

#### Clause 14 - Matters for consideration:

| Matter for Consideration  | Response  |
|---|---|
| Cl.14 (1) In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration any of the following matters that are of relevance to the proposed development:  |   |
| (a) the aim and objectives of this Policy, as set out in clause 2,  | <i>The proposed garage is considered to result in a development that is consistent with the aims and objectives set out in clause 2 of the SEPP.</i>  |
| (b) the extent to which the development will achieve an appropriate balance between the conservation of the natural environment and any measures to mitigate environmental hazards (including geotechnical hazards, bush fires and flooding),   | <i>The proposed garage does not require any mitigation measures for environmental hazards.</i>  |
| c) having regard to the nature and scale of the development proposed, the impacts of the development (including the cumulative impacts of development) on the following: <ul style="list-style-type: none"> <li>(i) the capacity of existing transport to cater for peak days and the suitability of access to the alpine resorts to accommodate the development,</li> <li>(ii) the capacity of the reticulated effluent management system of the land to which this Policy applies to cater for peak loads generated by the development,</li> <li>(iii) the capacity of existing waste disposal facilities or transfer facilities to cater for peak loads generated by the development,</li> <li>(iv) the capacity of any existing water supply to cater for peak loads generated by the development,</li> </ul> | <i>The proposed garage will not affect the capacity of the existing transport, reticulated effluent management system, waste disposal facilities or existing water supply within the Village.</i> |



|  |   |
|--|---|
| <p>(d) any statement of environmental effects required to accompany the development application for the development,</p>   | <p><i>This Statement of Environmental Effects satisfies this sub-clause.</i></p>  |
| <p>(e) if the consent authority is of the opinion that the development would significantly alter the character of the alpine resort—an analysis of the existing character of the site and immediate surroundings to assist in understanding how the development will relate to the alpine resort,</p>  | <p><i>The proposed garage will not alter the character of the resort.</i></p>   |
| <p>(f) the Geotechnical Policy—Kosciuszko Alpine Resorts (2003, Department of Infrastructure, Planning and Natural Resources) and any measures proposed to address any geotechnical issues arising in relation to the development</p>  | <p><i>A Form 4 Certificate has been prepared by Asset Geotechnical and this will be submitted with the DA separately.</i></p>   |
| <p>(g) if earthworks or excavation works are proposed—any sedimentation and erosion control measures proposed to mitigate any adverse impacts associated with those works,</p>   | <p><i>Appropriate erosion and sediment controls as identified in the SEMP provided in Appendix A will be provided.</i></p>  |
| <p>(h) if stormwater drainage works are proposed—any measures proposed to mitigate any adverse impacts associated with those works,</p>  | <p><i>The new garage will direct roof water to its eastern side in a new drip drain that will connect to the existing stormwater drainage system.</i></p>   |
| <p>(i) any visual impact of the proposed development, particularly when viewed from the Main Range,</p>  | <p><i>The proposed garage with the use of granite stone facing and Colorbond steel is considered consistent with other structures in the village and will not be visible from the main range.</i></p> |
| <p>(j) the extent to which the development may be connected with a significant increase in activities, outside of the ski season, in the alpine resort in which the development is proposed to be carried out,</p>   | <p><i>The proposed garage is not expected to increase any activities outside of the ski season.</i></p>   |
| <p>(k) if the development involves the installation of ski lifting facilities and a development control plan does not apply to the alpine resort:</p> <p style="padding-left: 40px;">(i) the capacity of existing infrastructure facilities, and</p> <p style="padding-left: 40px;">(ii) any adverse impact of the development on access to, from or in the alpine resort,</p> | <p><i>Not applicable.</i></p>   |

|   |   |
|---|---|
| <p>(l) if the development is proposed to be carried out in Perisher Range Alpine Resort:</p> <p>(i) the document entitled Perisher Range Resorts Master Plan, as current at the commencement of this Policy, that is deposited in the head office of the Department, and</p> <p>(ii) the document entitled Perisher Blue Ski Resort Ski Slope Master Plan, as current at the commencement of this Policy, that is deposited in the head office of the Department,</p> | <p><i>Not applicable.</i></p>   |
| <p>(m) if the development is proposed to be carried out on land in a riparian corridor:</p> <p>(i) the long term management goals for riparian land, and</p> <p>(ii) whether measures should be adopted in the carrying out of the development to assist in meeting those goals.</p>  | <p><i>The proposed garage is located more than 40m, as measured on site, from the nearest watercourse being Merritt's Creek to the north. This is further supported by the map provided in figure 11 below.</i></p> <p><i>Notwithstanding this, the chalet is a 'dwelling' as defined and therefore, a Controlled Activity Approval is not required under the exemptions afforded under Schedule 5 (cl 27) of the Water Management (General) Regulations 2011 and the development therefore is not required to be 'Advertised Development'.</i></p> |
| <p>(2) The long term management goals for riparian land are as follows:</p>   |   |
| <p>(a) to maximise the protection of terrestrial and aquatic habitats of native flora and native fauna and ensure the provision of linkages, where possible, between such habitats on that land.</p>  | <p><i>Not applicable.</i></p>   |
| <p>(b) to ensure that the integrity of areas of conservation value and terrestrial and aquatic habitats of native flora and native fauna is maintained,</p>   | <p><i>Not applicable.</i></p>   |
| <p>(c) to minimise soil erosion and enhance the stability of the banks of watercourses where the banks have been degraded, the watercourses have been channelised, pipes have been laid and the like has occurred.</p>  | <p><i>Not applicable.</i></p>   |
| <p>(3) A reference in this clause to land in a riparian corridor is a reference to land identified as being in such a corridor on a map referred to in clause 5.</p>  |   |



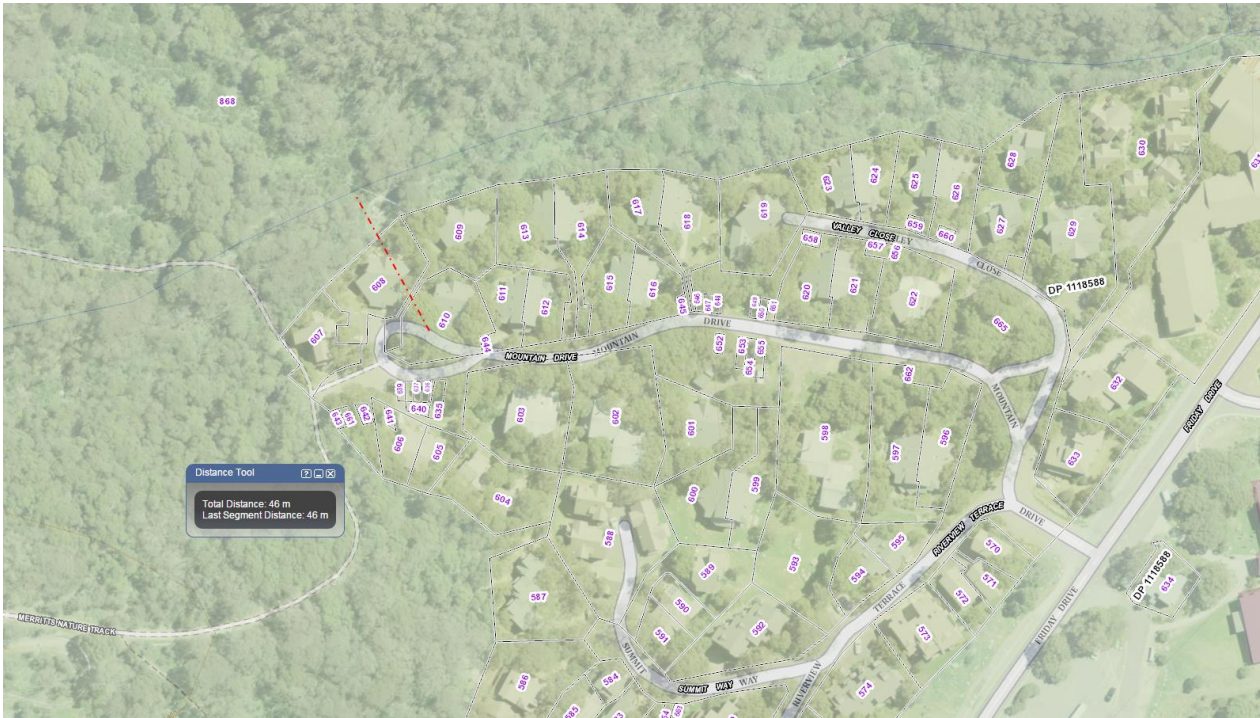


Figure 11: Proposed Works located more than 40m from Merritts Creek

**Clause 15 - Additional matters to be considered for buildings**

| Matter for Consideration   | Response   |
|--|--|
| <p><b>(1) Building height:</b><br/>In determining a development application for the erection of a building on land, the consent authority must take into consideration the proposed height of the building (where relevant) and the extent to which that height:</p> |  |
| <p>(a) has an impact on the privacy of occupiers and users of other land, and</p>  | <p><i>The proposed garage will not generate any issues with respect to privacy, solar access or views.</i></p> |
| <p>(b) limits solar access to places in the public domain where members of the public gather or to adjoining or nearby land, and</p>   |  |
| <p>(c) has an impact on views from other land, and</p>   |  |
| <p>(d) if the building is proposed to be erected in Thredbo Alpine Resort—has a visual impact when viewed from the Alpine Way, and</p>   |  |
| <p>(e) if the building is proposed to be erected in Perisher Range Alpine Resort—needs to be limited so as to assist in maintaining the skyline when viewed from Kosciuszko Road and any other public roads, and</p>   | <p><i>Not applicable.</i></p>  |
| <p>(f) if the building is proposed to be erected in an alpine resort other than Thredbo Alpine Resort or Perisher Range Alpine Resort—is similar to existing buildings in the resort where it is proposed to be erected, and</p>                                     | <p><i>Not applicable.</i></p>  |
| <p>(g) if the building is proposed to be erected in Bullocks Flat Terminal—relates to the topography of its site.</p>  | <p><i>Not applicable.</i></p>  |

|  |  |
|--|--|
| <p><b>(2) Building setback:</b><br/>                 In determining a development application for the erection of a building on land, the consent authority must take into consideration the proposed setback of the building (where relevant) and the extent to which that setback:</p> |  |
| <p>(a) assists in providing adequate open space to complement any commercial use in the alpine resort concerned, and</p>   | <p><i>The proposed garage will be set back 1.5m at its closest point and 3.5m at its furthest point, with an average setback of 2.5m from the front, southern boundary. This is consistent with the setback of the buildings to the east on lots 611 &amp; 612.</i></p> <p><i>The construction of the garage will not obstruct any site access for pedestrians and has been designed to avoid or mitigate disruption on existing services.</i></p> <p><i>The garage will have no impact on existing views, being lower than the existing roof of the chalet</i></p> <p><i>Due to the elevation of the development it is not considered that large amounts of snow are likely to accumulate. Any snow from the garage roof will be deposited between the eastern garage wall and the existing car park, in an area not used for access to the building.</i></p> |
| <p>(b) assists in achieving high quality landscaping between the building and other buildings, and</p>   |  |
| <p>(c) has an impact on amenity, particularly on view corridors at places in the public domain where members of the public gather, and</p>   |  |
| <p>(d) is adequate for the purposes of fire safety, and</p>  |  |
| <p>(e) will enable site access for pedestrians, services (including stormwater drainage and sewerage services) and the carrying out of building maintenance, and</p>   |  |
| <p>(f) will facilitate the management of accumulated snow.</p>   |  |
| <p><b>(3) Landscaped area:</b><br/>                 In determining a development application for the erection of a building on land, the consent authority must take into consideration (where relevant) the extent to which landscaping should be used:</p>                             |  |
| <p>(a) as a means of assisting in the protection of the unique alpine environment of the alpine resort concerned, and to maximise its natural visual amenity, for the benefit of visitors and natural ecosystems, and</p>  | <p><i>The proposed garage will require the removal of two (2) medium sized Eucalypt trees and one (1) smaller Eucalypt tree with the balance of the area to be excavated covered by exotic grasses.</i></p>  |
| <p>(b) to assist in the provision of adequate open space to complement any commercial use in the alpine resort concerned, and</p>  |  |
| <p>(c) to limit the apparent mass and bulk of the building, and</p>  |  |
| <p>(d) as an amenity protection buffer between the proposed building and other buildings, and</p>  |  |
| <p>(e) as a means of reducing run-off, and</p>   |  |
| <p>(f) to protect significant existing site features and limit the area of any site disturbed during and after the carrying out of development.</p>  |  |

#### **4.2 SECTION 79C(1)(a)(ii) – DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS**

There are no draft Environmental Planning Instruments that are applicable to the site or proposed development.

#### **4.3 SECTION 79C(1)(a)(iii) – DEVELOPMENT CONTROL PLANS**

There are no Development Control Plans applicable to the Kosciuszko Alpine Resorts under State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007.

#### **4.4 SECTION 79C(1)(a)(iiiia) – PLANNING AGREEMENTS**

There are no Planning Agreements applicable to the Kosciuszko Alpine Resorts under State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007.

#### **4.5 SECTION 79C(1)(a)(iv) – REGULATIONS**

The development application has been made in accordance with the requirements contained in Clause 50(1A) of the Environmental Planning and Assessment Regulation 2000.

In accordance with Clause 54(4) of the same regulations, the information that is required for a Construction Certificate, including information in relation to any BCA assessment or Access to Premises Standard is not required to be provided for a DA in relation to either building or subdivision work. This is to ensure that the consent authority does not oblige the applicant to provide construction details up-front where the applicant may prefer to test the waters first and delay applying for a construction certificate until, or if, development consent is granted.

#### **4.6 SECTION 79C(1)(b) – LIKELY IMPACTS**

##### **Natural Environment:**

The proposed garage has been located predominantly on highly disturbed land however the removal of three (3) Eucalypts, one small and two of medium size will be required.

The removal of these trees is not expected to generate significant impacts on the natural environment and replacement of the trees is not considered necessary given the abundance of these types of trees on the site, in the locality and across the resort.

Replacement planting of trees could also raise additional bushfire risk issues for the site.

##### **Built Environment:**

The proposed garage has been designed to integrate with the existing chalet with materials, colours and design to match the existing building.

Overall, the garage is considered to be an acceptable addition to the built environment.

##### **Social and Economic impacts in the locality:**

The proposed garage will provide two additional car parking spaces for the eight bed lodge.

The proposed garage will also include an equipment storage area for the storage of mountain bikes and other sporting equipment, improving the amenity of the chalet for summer use in particular.

The proposed garage is expected to provide both positive social and economic impacts including the addition of two (2) more parking spaces in the village as well as a capital investment in the chalet and number of short term construction jobs being generated.

#### **4.7 SECTION 79C(1)(c) – SUITABILITY OF THE SITE**

The subject site is considered suitable to accommodate the proposed garage.

#### **4.8 SECTION 79C(1)(d) – SUBMISSIONS**

The consent authority may choose to notify surrounding sub-lessees, although the impacts from the proposed garage is expected to be minimal.

#### **4.9 SECTION 79C(1)(e) – THE PUBLIC INTEREST**

The proposed garage is considered to be within the interest of the public, as it will result in increased parking for the chalet, and improved amenity for guests without generating any substantial negative impacts on the environment.



## **5. CONCLUSION**

The proposed development has been considered in regard Section 79C of the EP&A Act, 1979 and State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007.

The proposed development has been found to be consistent with the above legislation and Environmental Planning Instrument, as detailed in the above report.

The proposed provision of a garage for the site is considered a desirable feature to provide additional parking and storage area to service the eight (8) bed chalet.

Overall, the proposed garage will enhance guests access to and use of the lodge, providing additional storage and parking for guests and reducing congestion in the street during changeover periods and is therefore considered appropriate.

# APPENDIX A

## SITE ENVIRONMENTAL MANAGEMENT PLAN

# APPENDIX A

## SITE ENVIRONMENTAL MANAGEMENT PLAN

### 24 Mountain Drive, Woodridge, Thredbo

## 1. Introduction

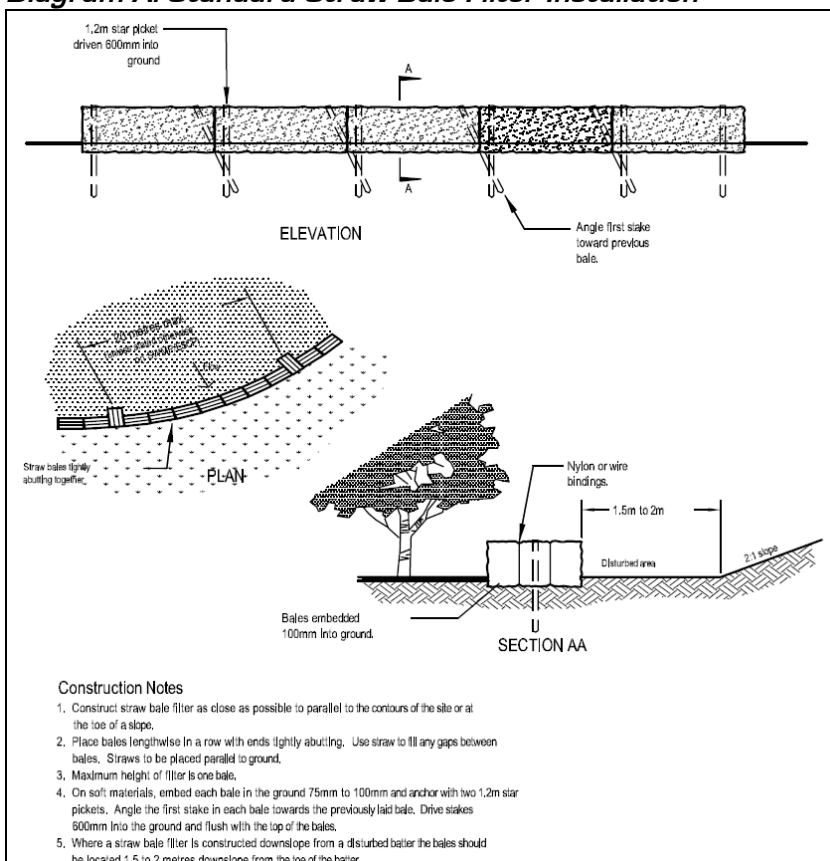
As detailed in the Statement of Environmental Effects, the proposed additions and alterations consist of a two car garage and equipment storage with internal access to the existing chalet.

The following plan has been provided to identify the appropriate location for access for construction vehicles, material storage, erosion and sediment controls.

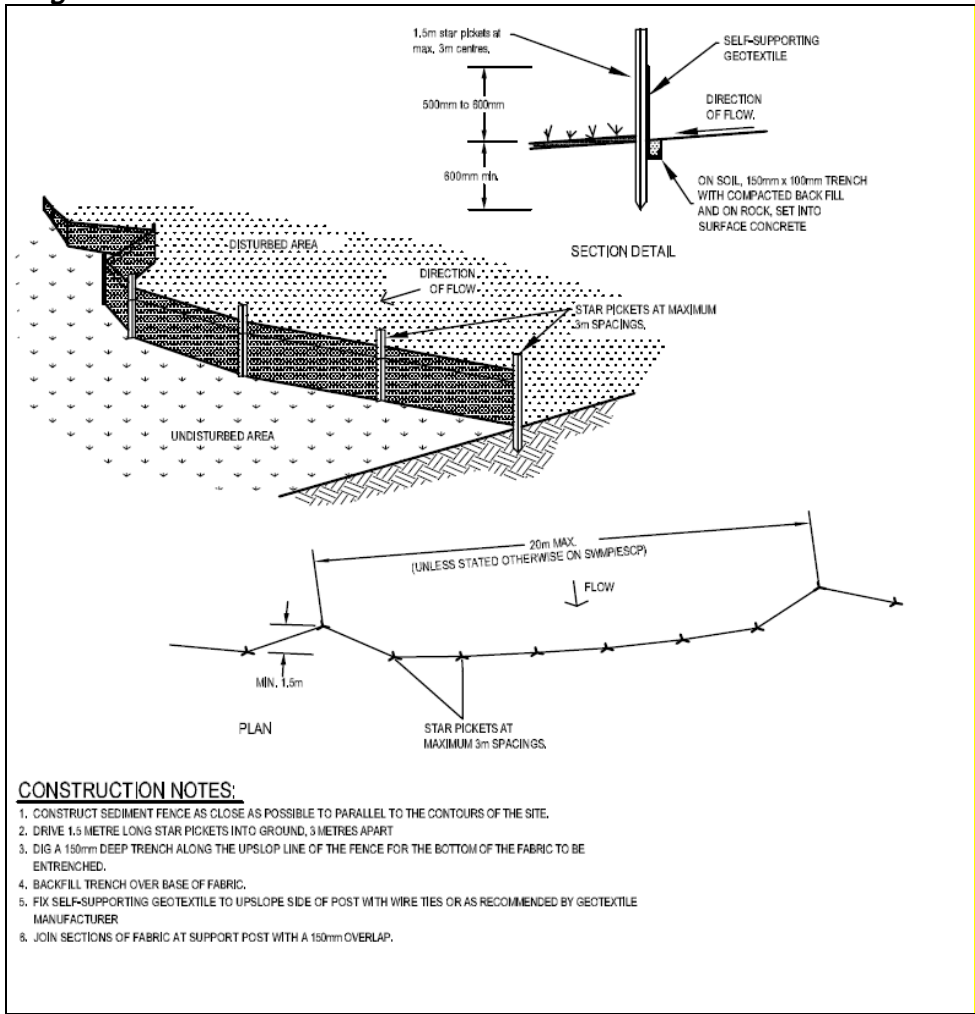
## 2. Erosion and Sediment Control Management

Appropriate environmental management controls will be required to manage soil and surface water during the construction of the development. Temporary controls will include either a straw bale filter, installed as illustrated Diagram A or a sediment fence in accordance with Diagram B below.

**Diagram A: Standard Straw Bale Filter Installation**



**Diagram B: Standard Sediment Fence Installation**



These controls are to be located downslope of the proposed works as deemed necessary.



### 3. Access & Vehicle Parking

Access to the site will be achieved via the driveway from Mountain Drive with the existing parking space opposite the chalet available to accommodate the construction vehicles, as shown below in figure 1.



*Figure 1: Parking for construction vehicles*



## 4. Material Storage

Material storage for the development can be placed within the car park situated in front of the existing chalet.



*Figure 2: Car park area for material storage*

## 5. Tree Protection

To ensure that the existing trees located adjacent to the proposed garage (eastern side) are adequately protected, the trees shall be protected with a tree guard which can comprise of star pickets and appropriate safety mesh netting. The trees shall not be used for stacking of construction materials, anchorage points, attachments of notice boards, services, etc.

## 6. Waste Management

To ensure that waste is managed, the following controls and measures are to be adhered to:

- All litter generated on site is to be disposed of in appropriate bin provided on site and disposed at Thredbo tip.
- The use of a 'Skip Bin' for construction waste is preferred.
- All employees shall be informed of the need to maintain a clean worksite.
- Site generated waste including garbage, concrete and excess materials shall be collected within the waste bin and removed from the site to landfill located in Jindabyne.
- All loads of rubbish removed shall be securely covered to ensure no spillage.

- To the furthest extent possible efforts shall be made to reduce, reuse and recycle materials used onsite.
- The worksite shall be left in a tidy and rubbish free state upon completion of the Project.

## 7. Noise and vibration pollution

The intended hours of operation is from 7am to 5pm Monday to Friday, 8am – 5pm on Saturday with no work on Sundays or Public Holidays from October through to May of each year. No construction is to take place from June through to September.

Noise pollution is not expected to be an issue from the construction of the proposed works.

## 8. Air pollution

The construction of the proposed development is not expected to create any unnecessary air pollution.

## 9. Fuels and Chemicals

The proposed development will not require the storage of fuels or chemicals on site.

## 10. Emergency Procedures

In case of an emergency, the following key emergency response contacts are provided below:

### Key Emergency Response Contacts

| Organisation                                      | Emergency Phone   | Non Emergency Phone                         |
|---|---|---|
| NSW Police  | 000   | Jindabyne: 6456 2244                        |
| NSW Fire and Rescue                               | 000   | Perisher: 6457 5037<br>Jindabyne: 6456 2476 |
| NSW Ambulance                                     | 000   | Perisher: 131 233                           |
| Medical Centres                                   | Perisher (Winter Only): 6457 5266<br>Jindabyne: 6457 1221                                 |   |
| National Parks and Wildlife Service (NPWS)/OEH    | 1800 629 104  | Perisher: 6457 4444<br>Jindabyne 6450 5555  |
| Roads and Maritime Services                       | Traffic incidents & road conditions: 131 700<br>Road closures and special events: 132 701 |   |
| Environment Protection Authority Environment Line | 131 555   |   |
| NRMA Road Service                                 | Jindabyne: 6456 1159  |   |