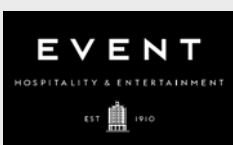


# STATEMENT OF ENVIRONMENTAL EFFECTS

## CONSTRUCTION OF A CAR PARK & ASSOCIATED WORKS CAR PARK CP2 FRIDAY FLAT THREDBO ALPINE RESORT



Prepared for:  
Event Hospitality & Entertainment Ltd



JANUARY 2019  
Project: 50-18

## STATEMENT OF VALIDITY

### Statement of Environmental Effects prepared by:

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**Applicant:** Event Hospitality & Entertainment Ltd

### Declaration

I certify that I have prepared the contents of the Statement of Environmental Effects in accordance with the requirements of the Environmental Planning and Assessment Act 1979 and Regulations and that, to the best of my knowledge, the information contained in this report is not false or misleading.

A handwritten signature in black ink, appearing to read 'I. Pasalich', is written over a horizontal line.

---

Ivan Pasalich  
**Principal**  
Dabyne Planning Pty Ltd

Nb: If the report is not signed above, it is a preliminary draft.

### Dabyne Planning Pty Ltd

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## EXECUTIVE SUMMARY

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

The DA is for the expansion of the existing Friday Flat car park, by constructing an additional car park above (to the north-west) of Friday Drive within the Thredbo Alpine Resort. The proposed car park expansion has been designed to meet existing parking demand.

The proposed expansion, referred to as CP2, will be achieved by constructing an on-grade car park (requiring some cut and fill plus batters and retaining) above Friday Drive and existing on street parking, adjacent to the Beginners Bowl .

This site was selected as it is located adjacent to Friday Drive and other visitor parking and is largely a highly modified site.

As the proposed car park will require the loss of some existing parking spaces along the northern edge of Friday Drive, the net total number of additional parking spaces achieved will be 79.

The proposed car park will be accessed via a one-way heated ramp, with vehicles to access angled parking in a one way direction, with a heated one-way ramp at the north-east end for egress back onto Friday Drive.

Provision for pedestrian movement has been incorporated into the design by way of providing a pedestrian path along the northern edge of the on-street parking along the northern edge of Friday Drive as well as a path along the northern edge of the entrance ramp.

Minor changes to the trail head for the Thredbo Valley Track (TVT) are required and have been incorporated, with the new car park able to provide a specific parking area (in summer) for users of the TVT. The relocation of the trail head signage and small trail connection to be constructed can be undertaken in consultation with the National Parks and Wildlife Service.

The proposed car park has been designed to respond to the topography of the site, its previous high level of disturbance and native vegetation located mostly upslope as well as its relationship to Friday Drive.

Accordingly, the car park level has been designed to achieve the appropriate grades for vehicles and pedestrians, whilst also mitigating potential visual impacts with landscaping.

In accordance with clause 27 of State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007, the proposed development was considered to be a building over 1000m<sup>2</sup> in size and was determined to be ‘advertised development’, even though a car park is not a ‘building’ as defined.

Pursuant to clause 13, Schedule 6 of the Environmental Planning and Assessment Regulations 2000, a statement of environmental effects required by Schedule 1 to accompany a development application relating to a ski resort area must be prepared in accordance with guidelines issued under this clause if the proposed development is advertised development.

This SEE has been prepared in accordance with the Secretary Guidelines issued by the DPE on the 4 September 2018.

The SEE has concluded that following an extensive engineering and design analysis, the proposed car park achieves the desired vehicle access, traffic, parking and pedestrian movement and circulation outcomes whilst minimising impacts on the natural and built environment.

# 1. INTRODUCTION

## 1.1 Purpose of the Report

This report presents a Statement of Environmental Effects (SEE) for a proposal by Event Hospitality & Entertainment Ltd, for the expansion of the Friday Flat car park with a car park (CP2) at Friday Flat, Thredbo Alpine Resort.

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 4.15 of the Environmental Planning and Assessment Act, 1979 (EP&A Act, 1979).

In accordance with Schedule 1 of the Environmental Planning and Assessment Regulations 2000, a statement of environmental effects must indicate the following matters:

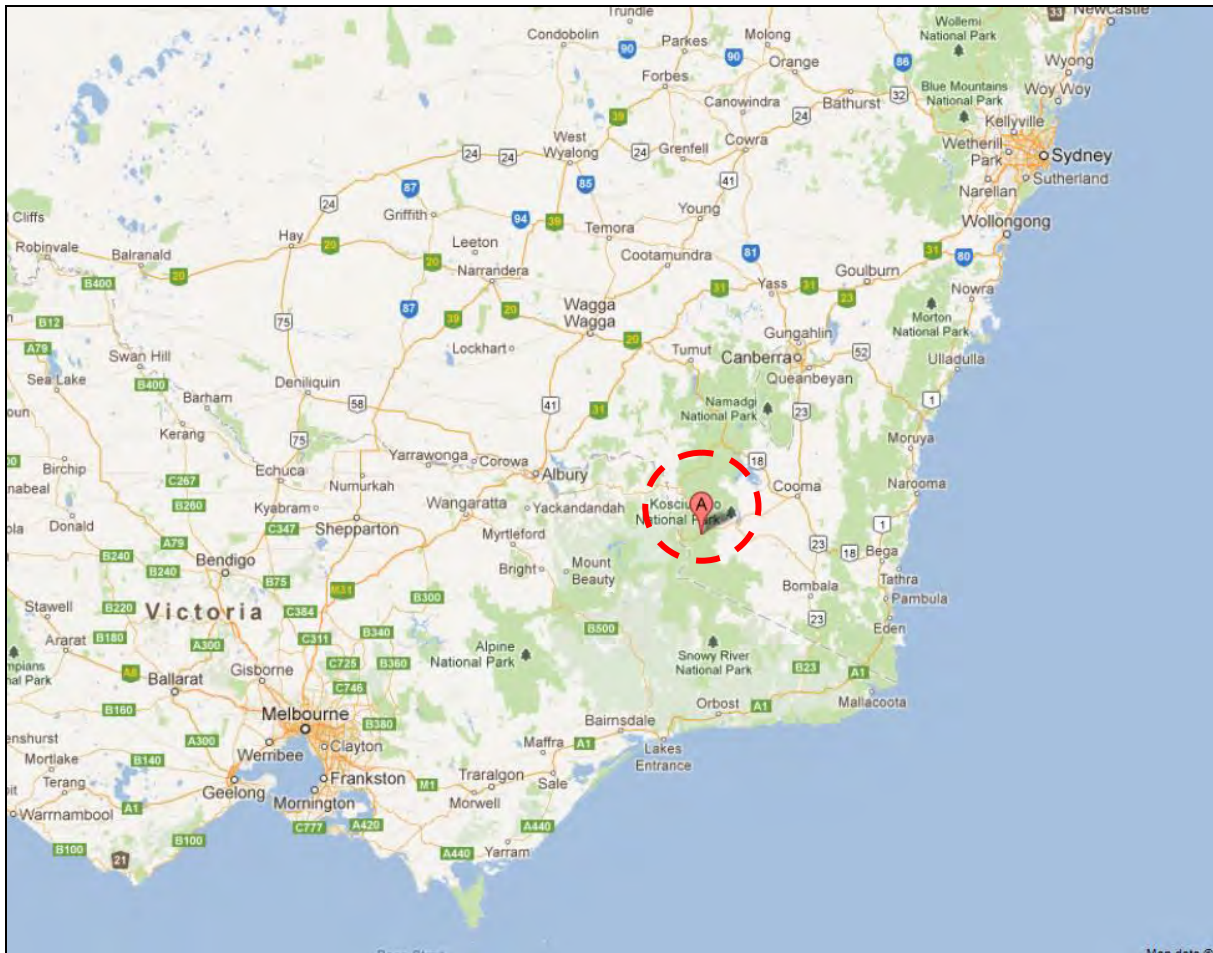
- the environmental impacts of the development,
- how the environmental impacts of the development have been identified,
- the steps to be taken to protect the environment or to lessen the expected harm to the environment,
- any matters required to be indicated by any guidelines issued by the Director-General (Secretary) for the purposes of this clause.

The report has been prepared in accordance with the requirements of Schedule 1 and Clause 13 of Schedule 6 of the Environmental Planning and Assessment Regulations 2000.

## 2. THE SITE AND LOCALITY

### 2.1 The Locality

The subject site is located within the Thredbo Alpine Resort, which is located in South-Eastern NSW as illustrated in figure 1 below:



**Figure 1: Location of the Thredbo Alpine Resort in context with South-Eastern NSW  
(source: Google Maps)**

Thredbo Alpine Resort is located within the southern part of the Kosciuszko National Park.

A map of Kosciuszko National Park is provided in figure 2 below.



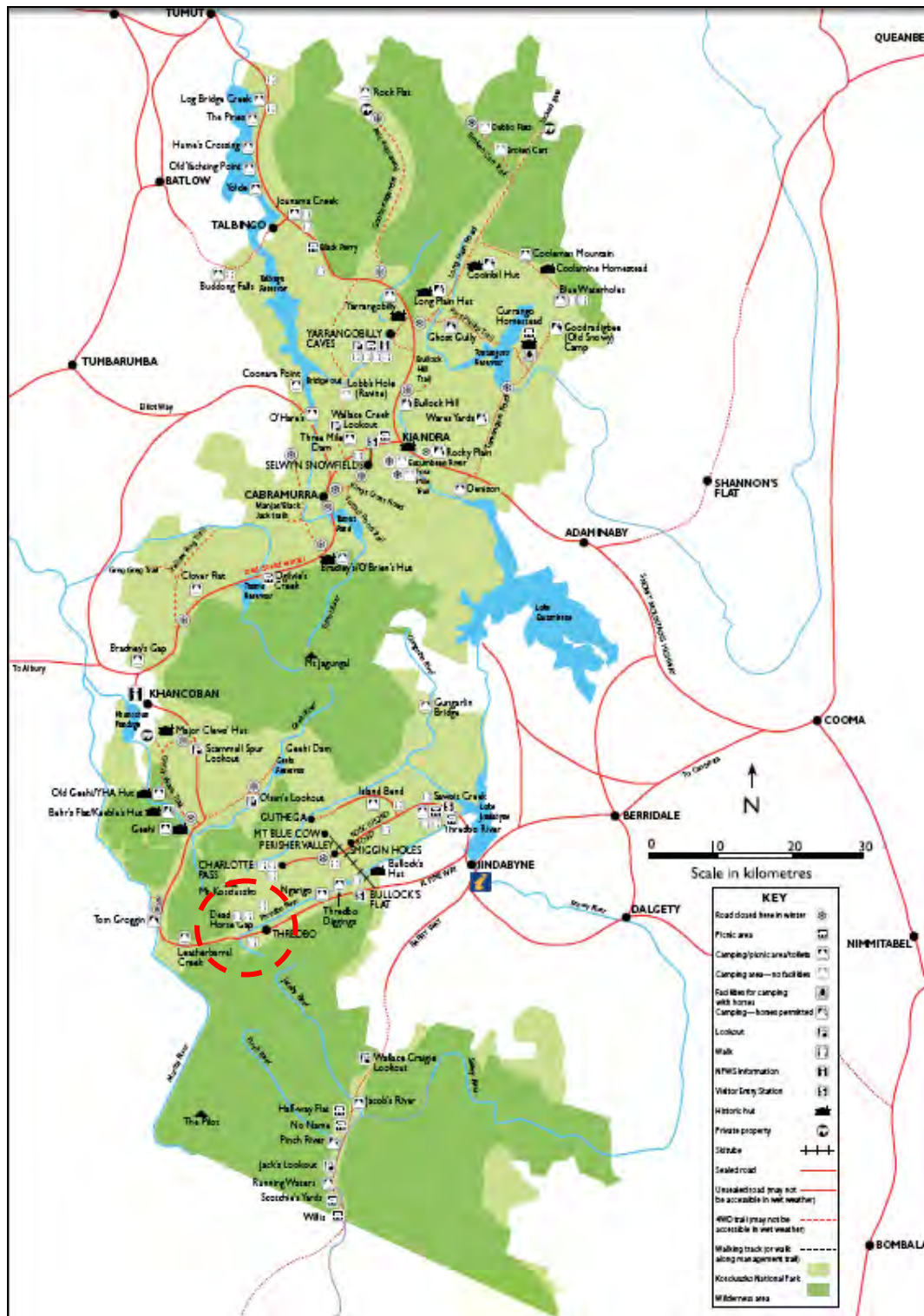
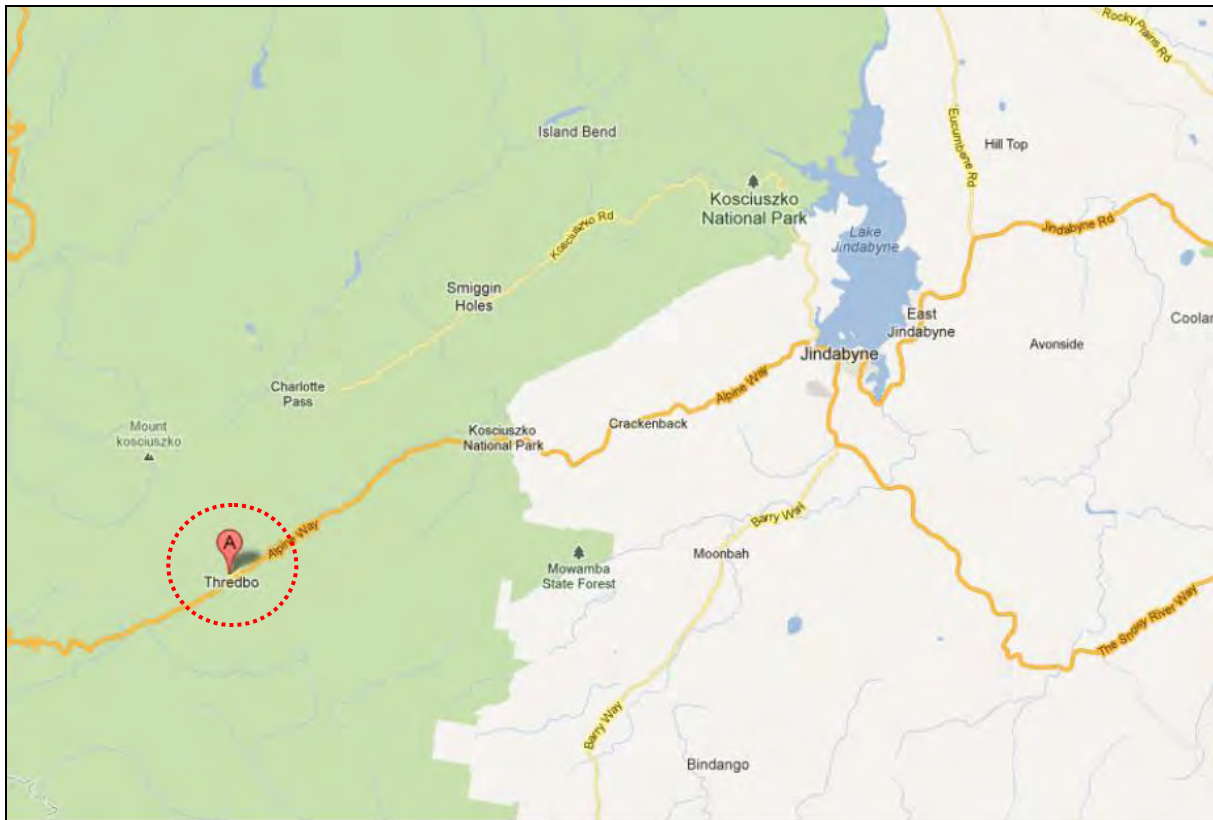


Figure 2: Location of Thredbo Alpine Resort in context with Kosciuszko National Park  
 (source: NPWS KNP 2011 Guide)

Thredbo Alpine Resort is located approximately 35kms from Jindabyne. Access to the resort is achieved via the Alpine Way.

The location of Thredbo is illustrated in context with the regional locality below in figure 3.



*Figure 3: Context of Thredbo Alpine Resort within the region (source: Google Maps)*

## 2.2 The Site

The area above Friday Drive, to its north-west and to the north-east of the Beginners Bowl is a mostly mown grassed embankment with planted Eucalypts.

The area comprises of three drainage lines which either drain onto Friday Drive or directly into Thredbo River.

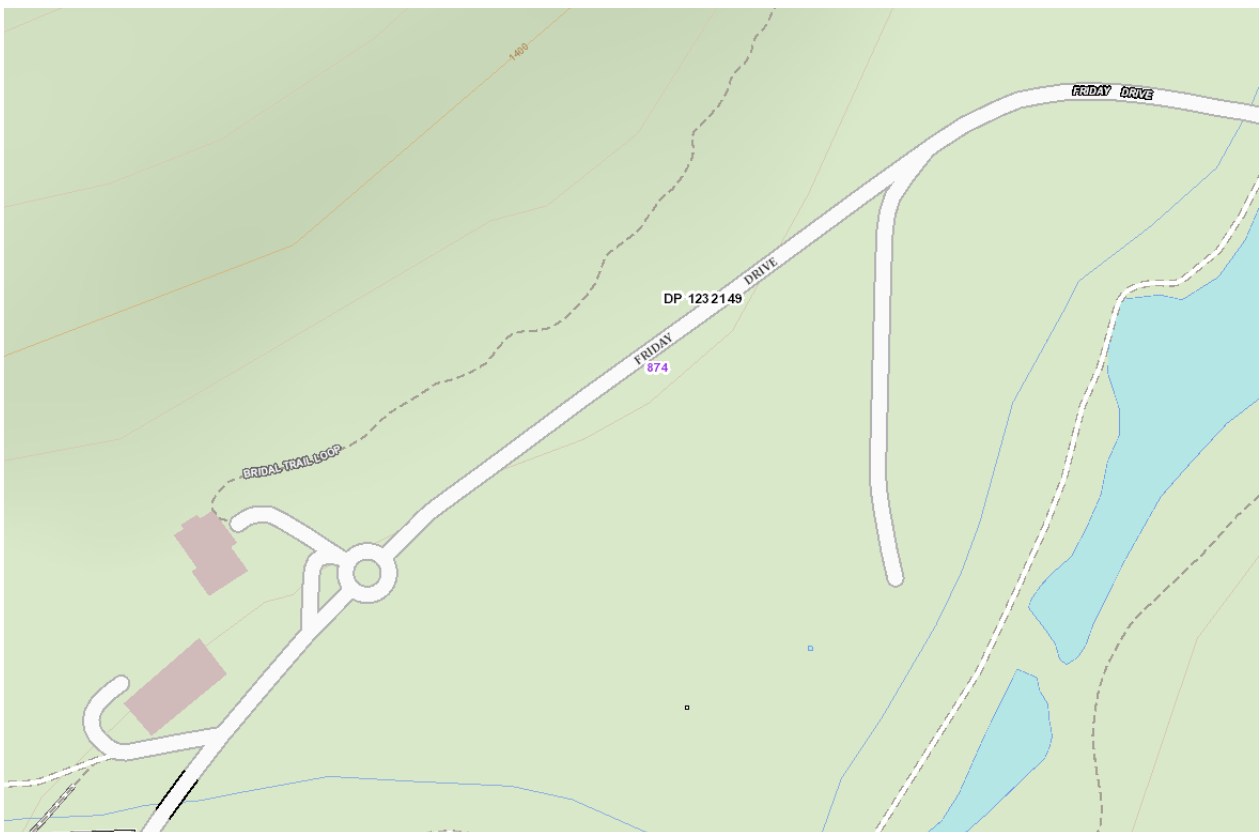
The area includes the Thredbo Valley Track (TVT), a shared used trail for walking and mountain bikes, with the trail head located at its western end, adjacent to the Beginners Bowl. This used to previously form part of the Bridle Trail loop.

The site is identified in figure's 4 & 5 below:





*Figure 4: Aerial view of the subject site*



*Figure 5: Topographic map of the subject site*

The site generally slopes towards Friday Drive and Thredbo River in a south-east direction. The slope across the site is not uniform, with a small crest located towards the middle.

The vegetation at the low end adjacent to Friday Drive comprises of planted native vegetation.

The vegetation above the site comprises mostly of Tall Subalpine Heath and Subalpine Woodland.

Otherwise, the site is highly modified, as shown in figure 6 below.



*Figure 6: Aerial of the subject site*

Photos of the site and proposed location of the development are provided in Appendix A.

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

### **3.1 Overview of the Proposal**

The proposal is to expand the existing Friday Flat car park by constructing an on grade car park above Friday Drive and the on-street parking located along its northern edge. This is referred to as CP2.

As the proposed car park will result in the loss of some existing parking spaces along the edge of Friday Drive, the net total number of additional parking spaces achieved by the development will be 79.

### **3.2 Vehicle Access & Parking**

Vehicle access into the car park will be achieved via a heated one way ramp from Friday Drive.

A one way vehicle circulation pattern is proposed for pedestrian safety and to avoid congestion during peak loading and unloading times, as is the current practice elsewhere.

This will include 60 degree angled parking.

Vehicles will be able to egress the car park via a heated ramp down into Friday Drive. The length and direction of the ramp has been designed to avoid impacts at the eastern end of the site and have vehicles turn left at a perpendicular angle to the road, rather than merge with moving traffic.

The proposed parking spaces have been designed to achieve compliance with AS 2890.

### **3.3 Pedestrian Access and Circulation**

The proposed car park has been designed facilitate pedestrian access and circulation and improve existing pedestrian access.

The existing on-street angled parking along the edge of Friday Drive will be extended into the existing embankment to make way for a 1.5m wide pedestrian path. This allows for users of the car park to walk safely towards the Friday Flat ski area, without walking on the edge of the road behind parked vehicles.

A pedestrian access connection in the middle of the car park will be provided to connect with the new path along the edge of Friday Drive.

An additional gravel shared use path from Friday Drive, up the northern edge of the one-way ramp is also proposed to provide both pedestrian access to the car park and a bike trail to the relocated trail head for the TVT.



### **3.4 Snow Clearing & Management**

The proposed car park has been designed without kerb and guttering to allow for easier snow management with a more natural treatment with the use of rock boulders and planted vegetation to delineate edge of car park.

Ice on the ramps will be managed by heating the ramps.

### **3.5 Stormwater Management**

The current drainage lines through the car park site will be removed with drainage captured above the site in open swale drains and sent north-east, along the upper edge of the car park to connect into the existing culvert at the north-east end of the car park where it is already piped under the road. The quantity of existing drainage through the site will therefore remain the same, however will be improved by not displacing onto Friday Drive.

New stormwater management for the car park will include a bioswale along the bottom edge of the car park and this will discharge into a detention basin, before discharging into the existing culvert under Friday Drive.

A Stormwater Report has been prepared by Taylor Thomson Whitting (TTW) Civil Engineers has been provided in Appendix B.

The report outlines how the proposed development will not increase stormwater discharge for the 5 year or 100 year ARI storm. Water quality will achieve NSW Statewide targets, with bioswales treating water. Lastly, the car park has a low risk of flooding.

### **3.6 Lighting**

The car park will be provided with outdoor lighting.

### **3.7 Landscaping & Rehabilitation**

With a car park to be constructed within a mostly highly disturbed embankment, the landscaping of the site is an important component. To offset the loss of approximately twelve (12) planted native trees, an additional twenty-five (25) native trees are proposed to be planted along with extensive native shrubs and ground cover species.

This will assist in partly screening the car park and reduce its visual impact, whilst contributing to its overall rehabilitation.

The landscape outcome for the car park is to replicate previous car parks and developments in Thredbo with a more natural finish, including use of boulders and vegetation rather than engineered structures such as kerb and guttering, guard rails and barriers.

The landscaping and rehabilitation of the site following construction is to be undertaken as outlined in the SEMP provided in Appendix C and the Site Analysis & Rehabilitation and Landscape Concept Plan prepared by DJRD Architects.

### **3.8 Construction Hours & Timing**

Due to the limited construction season and the ski resort operations commencing the June long weekend of each year and finishing at the October long weekend, construction hours for the project are sought to be 7am – 6pm, 7 days a week. This is considered appropriate given the location of the development in context with the resort and distance to closest tourist accommodation.

The proposed construction timing of the project has been scheduled to start in October 2019 and be completed by June 2020.

## **4. KEY MATTERS FOR CONSIDERATION**

### **4.1 Traffic, Access and Parking**

A Traffic Impact Assessment has been undertaken by TTW. This assessment, provided in full in Appendix D, includes an assessment of traffic, transport and car parking implications undertaken by an appropriately qualified traffic engineer.

The assessment concludes that the design of parking spaces meets and exceeds the requirements of AS 2890.1 and that the provision of a net 79 parking spaces to the capacity of Friday Drive car park is considered acceptable, with traffic management and local traffic conditions as well as pedestrian outcomes expected to improve.

### **4.2 Design**

The proposed car park has been subject to an extensive engineering and architectural design process.

The location of the car park, being mostly a disturbed site but elevated above Friday Drive represented some design and engineering challenges.

The slope of the land and its relationship to Friday Drive required careful engineering consideration with a car park level too low requiring greater excavation and therefore up-hill batters and walls and potential greater impacts on native vegetation above, whilst a car park level too high requires steeper ramps and greater batters/walls below and creates problems for linkages for pedestrians.

The proposed design has evolved achieving a car park level that is set at a height where batters and walls both above and below are minimised and an appropriate ramp grade can be achieved, subject to being heated.

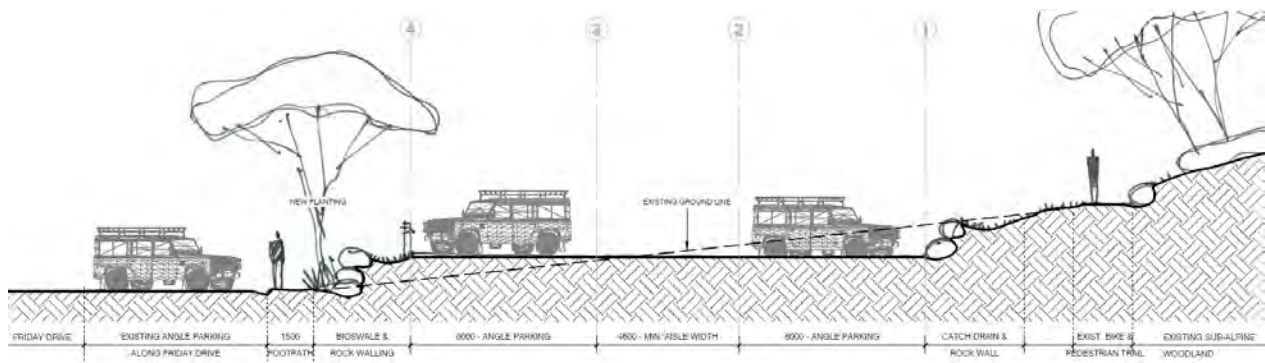
The design has also been driven in part by providing a pedestrian path along the edge of Friday Drive, which will be cut into the existing embankment. This is to improve pedestrian safety.

As outlined above, the design of the car park is to achieve a more natural finish in line with previous Thredbo developments, whereby the use of boulders and vegetation and no kerb and guttering or guard rails are proposed.

This further limits visual impacts on the development.

An indicative long-section has been provided with the DA plans and an extract below:





**Figure 7: Typical cross-section of the car park**

The use of rock walls and landscaping along the edge of the car park will assist in screening the view of large expanse of hard surfaces and to a lesser extent, the vehicles.

An aerial perspective photomontage of the car park is provided in figure 8 below. Although the public is not able to gain this perspective, it illustrates how the car park will sit within the landscape, relative to other road and parking infrastructure.



**Figure 8: Aerial photomontage of the CP2 car park**

### 4.3 Flora and Fauna

A flora and fauna investigation and assessment of the subject site was undertaken to describe the biological environment and assess the potential effects on threatened and migratory species, endangered populations and ecological communities of the proposal.

Detailed flora and fauna surveys of the proposed development were undertaken in September and December 2018 by Ryan Smithers, Senior Ecologist, Eco Logical Australia.

The objectives of the investigation undertaken by Eco Logical Australia were:

- *To identify and describe the flora species and vegetation communities present in the study area and their conservation significance.*
- *To identify and describe the fauna habitats present in the study area and their condition.*
- *To identify the fauna species which are present or likely to occur in the study area, and their conservation significance.*
- *To assess the impacts of the proposal on vegetation, fauna, habitats, and other environmental features as necessary.*
- *To make recommendations regarding any environmental management and impact mitigation/amelioration measures, which can be implemented to limit the effects of the proposal on vegetation, fauna, habitats, and other environmental features as necessary.*

The flora and fauna assessment report, provided in full in Appendix E, provides the findings of a review of the relevant literature, database searches, as well as field survey and consultation with relevant agencies. It also addresses relevant statutory considerations associated with the proposal.

### **Field assessment and survey**

The field assessment and survey identified forty (40) plant species, comprising of thirty-three (33) native species and seven (7) exotic species. No threatened flora species were detected within the study area and it is highly unlikely that any occur there.

Targeted fauna surveys during the survey period resulted in twelve (12) native fauna species being detected within or immediately surrounding the study area including three (3) mammals, eight (8) birds and one (1) reptile.

The assessment found that the study area contains a limited range of fauna habitats given its small size and largely disturbed nature. However, the study area is surrounded by extensive areas of native vegetation and a relatively diverse range of native fauna are likely to occur there from time to time.

Whilst the study area provides a small amount of known or potential habitat for a range of native fauna species, including threatened species, such as Broad-toothed Rat and Flame Robin, similar habitats are widespread in adjacent areas, and elsewhere within the locality, and will continue to be available to these species. The impacts associated with the proposal are limited to the removal or modification of a relatively small amount of native vegetation (approximately 0.2 ha), and up to 12 tree plantings, none of which provide important fauna habitats.

The proposal will not result in substantial modifications to the hydrological environment nor will it create barriers which prevent the movement and dispersal of fauna species. Similar developments have been undertaken over the years within and in areas immediately adjacent to the study area, and elsewhere within the NSW Alps, with negligible impacts on the hydrological environment and associated ecosystems.

Under these circumstances, the impacts of the proposal on fauna habitats are considered to be relatively minor and acceptable.

With regard to vegetation communities, two (2) vegetation communities were identified within the study area and immediate surrounds including 'PCT 679 *Black Sallee - Snow Gum low woodland of montane valleys, South Eastern Highlands Bioregion and Australian Alps Bioregion* and PCT 637 *Alpine and sub-alpine peatlands, damp herbfields and fens, South Eastern Highlands Bioregion and Australian Alps Bioregion*, with Exotic Grassland with Tree Plantings occupying the most heavily disturbed parts of the study area'.

The impacts on vegetation communities associated with the proposal are considered relatively minor and acceptable given that they are relatively extensive in the higher subalpine and alpine areas in the locality, and nearby along the Thredbo River.

#### **Conclusion:**

An assessment of the effects of the proposal on threatened species, populations and ecological communities which may be directly or indirectly affected by the proposal was undertaken by applying the five factors from Section 7.3 of the Biodiversity Conservation Act 2016. This assessment concluded that the proposal is highly unlikely to have a significant effect on threatened species, populations or ecological communities or their habitats.

Furthermore, an assessment of significance under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 was undertaken on those species and threatened communities known within the study area and immediate surrounds or with potential to occur there. The outcome of this assessment was that it is highly unlikely that the development would significantly impact on those threatened species or ecological communities assessed, and a referral to the Commonwealth Environment Minister is not necessary.

To further mitigate any potential impacts, the report includes a number of recommendations which have been incorporated in the DSEMP provided in Appendix C.

#### **4.4 Aboriginal Cultural Heritage**

An 'Aboriginal Cultural Heritage Due Diligence Assessment' has been undertaken by Past Traces Heritage Consultants, which is provided in full in Appendix F.

The assessment was undertaken following the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* produced by the NSW Office of Environment and Heritage (OEH). The Due Diligence process was followed to ensure compliance with the code.

This process included a search of the AHIMS database covering 1km surrounding area centred on the project area, a review of previous studies, a landscape assessment and a site visit.

Based on the assessment the impacts from the project were identified as follows:

- No known Aboriginal objects or places will be impacted by the proposed works.
- No known Aboriginal objects or places are present in the project area.
- No areas of high potential to contain Aboriginal objects or places are present in the project area.

In conclusion, the report determined that the proposal can proceed with no additional archeological investigations and that no area of potential archeological deposits or heritage sites have been identified within the development area and the potential for Aboriginal objects within the development area has been assessed as low.

## **4.5 Visual Impacts**

The visual impacts of constructing an on-grade car park have been partly mitigated by setting the level of the car park above street level, minimising impacts on native vegetation (particularly above the site) and inclusion of landscaping with the use of natural features and finishes rather than engineered structures (i.e. use of rocks and vegetation with no kerb and guttering or guard rails).

This will help to improve the aesthetics associated with the development, when viewed from Friday Drive approaching the village, as shown in figure's 9 and 10 below.





*Figure 9: View from Friday Drive headed towards the village*



*Figure 10: View from Friday Drive when departing the village*

With regards to views from the Alpine Way, the car park is mostly screened by the topography and vegetation.



*Figure 11: View from Alpine Way*

The proposed on-grade car park has been subject to an extensive engineering and architectural design process with input from a Landscape Architect. This is to ensure that the level of the car park achieves the desired operational and design outcomes to reduce the size of batters and walls both above and below the car park level.

The concept landscape plan identifies to plant more than double the current trees to be removed, with additional shrubs and ground covers together with a footpath built into the embankment to improve pedestrian access.

Overall visual impacts associated with the proposal are considered acceptable in context with its location adjacent to a road, other carparks and adjacent ski resort infrastructure and the extent of landscaping proposed in context with its location within a developed alpine resort.

## **4.6 Water Resources**

The proposed car park (CP2) is located over 70m from the bank of Thredbo River at its closest point and therefore the development will not impact upon 'waterfront land', as demonstrated in figure 12 below.





**Figure 12: Demarcation of 'waterfront land', 40m from Thredbo River**

## 4.7 Ecologically Sustainable Development

The principles which would assist in the achievement of Ecologically Sustainable Development have been clearly set out in Schedule 2 of the EP&A Regulation 2000. These principles are:

*a) The precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.*

*b) Inter-generational equity - namely, that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations.*

*c) Conservation of biological diversity and ecological integrity – namely, that a full and diverse range of plant and animal species should be maintained.*

*d) Improved valuation, pricing and incentive mechanisms – these mechanisms would enable environmental factors to be included in the valuation of assets and services.*

The four principles are interrelated. For instance, inter-generational equity can only be achieved in many instances if biodiversity is conserved for the use and enrichment of future generations. The linkage of the four principles means that they must be considered both individually and collectively when assessing whether a proposed project would contribute to ESD in Australia.

The EPBC Act 1999 adopted the definition of ESD above, adding a fifth principle namely: *“decision making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations.”*

Sustainability now has a broader meaning with a strong focus on the integration of environmental, social and economic goals through society and economic development activity. The fifth principle set out in the EPBC Act together with those defined by the EP&A Regulation 2000, form the basis of sustainability against which the proposal is assessed.

As set out in this SEE report and its conclusions, the proposed development will generate positive social and economic impacts for the resort whilst minimising impacts on the natural and built environment. These impacts have been offset by:

- Undertaking a comprehensive design and engineering analysis.
- Locating the car park within a highly modified and therefore previously disturbed environment.
- Undertaking a comprehensive landscape strategy and rehabilitation of the site, when completed.
- Incorporating energy efficient technology in the heating of the ramps.
- Applying construction and environmental management practices as set out in the SEMP.

Overall, this assessment has concluded that the development can achieve compliance with the accepted principles of ecologically sustainable development and therefore it is considered that the proposal is clearly not contrary to the public interest in relation the principles of ecologically sustainable development.

## **4.8 Cumulative Impacts**

With regard to having consideration of cumulative impacts, it is noted that this is not a matter for consideration under 4.15 of the EP&A Act, 1979 (Part IV) or the Biodiversity Conservation Act, 2016. Each DA is to be assessed on its own merits.

Cumulative impacts have historically only been considered in context with developments that have a significant impact, particularly developments that require an Environmental Impact Statement (EIS) that commonly generate impacts beyond a specific locality or developments that require a Species Impact Statement.

Cumulative impacts are generally associated with these significant impact developments in relation to dust, air quality, water and noise and do not commonly apply to impacts on biodiversity (fauna and flora), unless a Species Impact Statement is required.

The proposed development does not generate significant impacts and does not require a Species Impact Assessment.



Cumulative impact assessments should be undertaken only where there is a likelihood of significant impacts on identified environmental values from more than one activity.

The proposal is for only one activity.

Notwithstanding this, the proposed development has been designed and will be undertaken incorporating a range of mitigation measures to reduce impacts with regards to biodiversity, stormwater, visual and traffic.

This has been achieved by constructing the car park on a highly modified and previously disturbed site adjacent to an existing road and incorporating an improved stormwater management system using Water Sensitive Urban Design (WSUD) features as well as incorporating a landscape design. Furthermore, pedestrian safety will be improved by way of the pedestrian footpath proposed along the edge of Friday Drive.

Impacts on the wider resort will be overwhelmingly positive. The additional parking spaces provided will meet existing demand, thus reducing the need for guests to park further away within the overflow parking area, along the grass verge associated with Friday Drive and even the Alpine Way.

## 5. ENVIRONMENTAL AND PLANNING LEGISLATION

### 5.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

#### 5.1.1 SECTION 4.15(1)(a)(i) – ENVIRONMENTAL PLANNING INSTRUMENTS

##### *State Environmental Planning Policy (Infrastructure) 2007*

With regard to clause 104 – Traffic-generating development under State Environmental Planning Policy (Infrastructure) 2007, the proposed elevated car parks will comprise of a total of 79 additional parking spaces over both stages.

With the site located more than 90m from a classified road (Alpine Way), the proposed development is not captured by Schedule 3.

The proposed development therefore is not considered to be ‘Traffic-generating development’ and therefore does not require referral to the NSW Roads and Maritime Services (RMS).

##### *State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007*

The only other 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 ‘Car parking’, is permissible with consent.

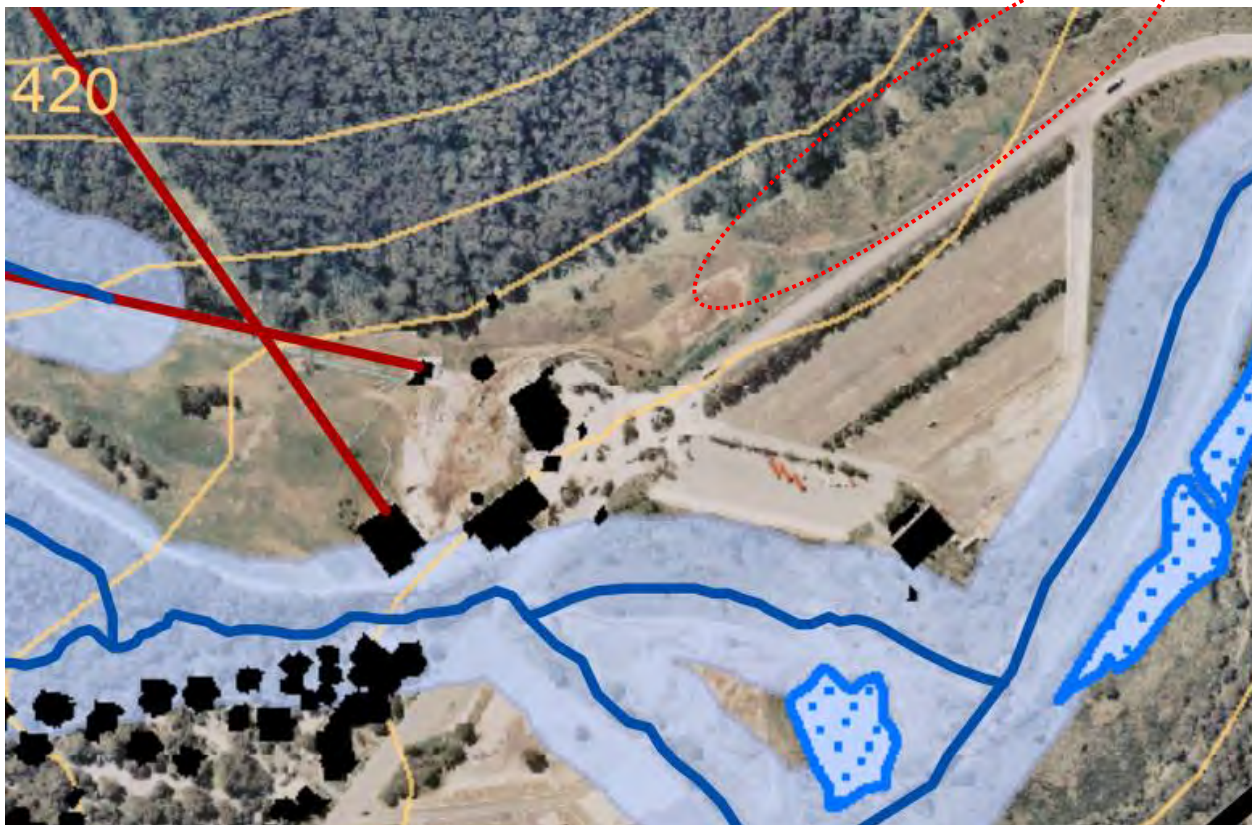
##### **Clause 14 - Matters for consideration:**

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,	<p><i>The proposed development is considered to be consistent with the aims and objectives of the Policy as the development will be providing an on grade car park over mostly disturbed land.</i></p> <p><i>These impacts will be further mitigated through the implementation of the Site Environmental Management Plan provided in Appendix C.</i></p> <p><i>The proposed development is expected to generate significant positive social and economic impacts.</i></p>

<p>(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),</p>	<p><i>The proposed development does not require any measures to mitigate environmental hazards that would impact on the conservation of the natural environment.</i></p>
<p>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:</p> <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>	<p><i>The proposed additional parking is to meet existing parking demand, providing improved vehicle access, parking and pedestrian outcomes for the resort.</i></p> <p><i>On this basis, the proposed development will not impact on the capacity of the existing transport to the resort, reticulated effluent management, waste disposal or water supply in relation to peak loads generated.</i></p> <p><i>By parking guests closer to the resort facilities and reducing the need for overflow parking and parking along Friday Drive up to the Alpine Way, as well as improving pedestrian circulation and safety, the existing transport within the resort, will be improved.</i></p>
<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 car park will be located adjacent to Friday Drive and existing parking within a highly modified and previously disturbed area.</i></p> <p><i>The proposed development will therefore not significantly alter the character of the alpine resort.</i></p> <p><i>With regard to the potential visual impacts of the development, this has been addressed in Section 4.5 of the report.</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>The subject site is not located within the ‘G’ line and therefore not located within an area with potential geotechnical risk.</i></p> <p><i>The proposed car park will therefore require a Form 1A, which will be provided separately with the DA.</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>Earthworks and excavation works are required for the proposed car park.</i></p> <p><i>Sedimentation and erosion control measures as outlined in the SEMP provided in Appendix C will mitigate any adverse impacts associated with such works.</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>Stormwater drainage works are proposed as covered in Appendix B and the plans provided.</i></p>
<p>(i) any visual impact of the proposed development, particularly when viewed from the Main Range,</p>	<p><i>The proposed development is located adjacent to Friday Drive and is not visible from the Main Range, with visual impacts assessed in Section 4.5 above.</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 development is not expected to result in an increase in 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>The development does not involve the installation of a ski lift.</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 development is located more than 40m from the closest identified riparian corridor, being Thredbo River as demonstrated in figure 13 below.</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>(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>(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 13: Proposed works located more than 40m from Thredbo River*

### **5.1.2 SECTION 4.15(1)(a)(ii) – DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS**

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

### **5.1.3 SECTION 4.15(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.

### **5.1.4 SECTION 4.15(1)(a)(iiia) – PLANNING AGREEMENTS**

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

### **5.1.5 SECTION 4.15(1)(a)(iv) – REGULATIONS**

The development application has been made in accordance with the requirements contained in Clause 50(1A) and clause 13 of Schedule 6 of the Environmental Planning and Assessment Regulations 2000.

In accordance with Clause 54(4) of the same regulations, the information that is required for a Construction Certificate, 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.

#### **5.1.6 SECTION 4.15(1)(b) – LIKELY IMPACTS**

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

The flora and fauna assessment provided in Appendix E, has concluded that the proposed development is unlikely to have a significant effect on threatened species, endangered populations, ecological communities, or their habitats.

Furthermore, the assessment concluded that the proposal is also unlikely to have a significant impact on matters of National Environmental Significance or Commonwealth land, following consideration of the administrative guidelines for determining significance under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

The likely impacts on the natural environment have therefore been comprehensively identified in the report and this SEE.

Overall, the impacts generated by the proposal on the natural environment have been minimised through the engineering and design analysis process undertaken, proposed landscaping and through the implementation of the measures identified in the DSEMP provided in Appendix B.

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

Impacts on the built environment have been managed and mitigated with the design and level of the car park and use of natural features including proposed landscaping.

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

The social and economic impacts from the proposed development overall is expected to be overwhelming positive by providing guests with additional parking and improved pedestrian access.

Positive economic impacts will be derived by providing improved parking closer to resort facilities, capital improvement to the resort and the construction jobs generated.

#### **5.1.7 SECTION 4.15(1)(c) – SUITABILITY OF THE SITE**

The subject site is a highly modified and previously disturbed site, comprising of an embankment located adjacent to a road and carpark, and therefore is considered suitable to be used for additional car parking.

### 5.1.8 SECTION 4.15(1)(d) – SUBMISSIONS

The subject Development Application will be required to be advertised and any submissions received will be considered as part of the development assessment process.

### 5.1.9 SECTION 4.15(1)(e) – THE PUBLIC INTEREST

The above assessment has demonstrated that the proposal satisfies the objectives and relevant clauses prescribed under State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007.

The development is therefore considered to be within the public interest.

## 5.2 National Parks and Wildlife Act, 1974

The NSW National Parks and Wildlife Act, 1974 (NPW Act, 1974) governs the establishment, preservation and management of national parks, historic sites and certain other areas. The NPW Act also provides the basis for the legal protection of Aboriginal sites within NSW.

As detailed in Section 4 of the report, the proposed development will result in acceptable impacts, which will ensure the development is consistent with the provisions of the NPW Act, 1974.

## 5.3 Kosciuszko National Park Plan of Management 2006

The Kosciuszko National Park Plan of Management 2006 (PoM) sets out objectives and management strategies for specific areas of the Park. The plan identifies that the Thredbo Alpine Resort is a Management Unit within an Area of Exceptional Recreational Significance (Chapter 10).

The management objective under Section 10.4.1 states ..... *'The Thredbo Management Unit is managed so as to provide opportunities for visitors to enjoy, understand and appreciate the values of the park in ways that minimise adverse impacts'*.

The policies and actions for the Management Unit are prescribed below:

#### ***Policies and Actions***

1. *Any activity associated with the provision of visitor facilities and services by lessees and licensees will not be permitted except in accordance with the provisions of this plan and the following conditions:*
  - *An environmental management system is developed and implemented in accordance with Section 12.1;*
  - *A maximum of 4810 beds is provided;*
  - *A minimum of ten beds is provided for the volunteer ski patrol. These beds will not be available for commercial utilisation and will not attract a premium or rental;*



- *The lessee contributes to the operation or maintenance of any facility or service being promoted by the lessee that is managed by the Service; and*
  - *The lessee coordinates recreational opportunities with strategies for the management of the Main Range Management Unit (Section 9.2) and other zones adjacent to or near the resort.*
2. *Ensure all activities associated with the running and preparation of race events, which use that part of the International Ski Run located in the Main Range Management Unit, are in accordance with Section 8.20.*
3. *Ensure any licence to use the International Ski Run:*
- *Prohibits the construction of lifts or buildings or manipulation or disturbance of the ground or vegetation within the proposed licence area;*
  - *Requires the organising body of the event to provide and distribute information on the special values of the proposed licence area; and*
  - *Contains specific provisions for the management of spectators and the media to minimise the impact on the values of the area.*
4. *Require the lessee to maintain walking tracks on that part of the walking route to Mount Kosciuszko and Dead Horse Gap that is within the Thredbo lease area. Walking tracks will be managed in accordance with walking track classifications presented in Schedules 5 and 6.*

The proposed development is considered consistent with the management objective and policies and actions as prescribed in the PoM above.

## **5.4 BIODIVERSITY CONSERVATION ACT, 2016**

The Biodiversity Conservation Act 2016 and Local Land Services Amendment Act 2016 together with the Biodiversity Conservation Regulations 2017 were enacted on the 25 August 2017 and came into effect on the 25 February 2018.

A review of the subject site in relation to the Biodiversity Values Map shows that the site is not mapped as comprising high biodiversity value, as covered in the assessment provided in Appendix E and below.



*Figure 14: Location of proposed development in relation to the Biodiversity Values Map*

In regards to the clearing threshold, the site is located within a National Park and is zoned E1 – National Park under the Snowy River Local Environmental Plan, 2013 (SR LEP, 2013).

Consequently, the site does not have a minimum lot size, under the SR LEP 2013.

Therefore the clearing threshold is predicated on the lot size of the subject site.

The car park is located within the KT head lease area. Therefore, with the size of the head lease allotment over 40 hectares, but less than 1000 hectares, the biodiversity offsets scheme threshold for Thredbo Alpine Resort is 1 hectare (10,000m<sup>2</sup>).

Therefore the clearing threshold is 1ha of clearing of native vegetation without having to undertake a Biodiversity Assessment Method (BAM) assessment and therefore triggering the Biodiversity Offsets Scheme (BOS).

The proposed clearing is well below the threshold and the BOS cannot be triggered.

## 6. CONCLUSION

To meet existing parking demand, Event are proposing to expand the existing Friday Flat car park.

The proposed expansion, referred to as CP2, will be achieved by constructing an on-grade car park above Friday Drive, within a highly modified and previously disturbed site that comprises mostly of mown grass and planted native trees and shrubs.

The additional car park will result in a net 79 additional parking spaces.

Provision for pedestrian movement has been incorporated into the design by way of providing a pedestrian path along the northern edge of Friday Drive as well as a path along the northern edge of the entrance ramp.

The proposed car park has been designed to respond to the topography of the site, its previous high level of disturbance and native vegetation located mostly upslope as well as its relationship with Friday Drive.

To ensure that all the environmental and associated legislation is complied with and fulfilled, the proposed development has been considered with regard Section 4.15 of the Environmental Planning and Assessment Act, 1979, Biodiversity Conservation Act, 2016 and State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007.

The proposal has been found to be consistent with the above legislation and relevant Environmental Planning Instrument, as detailed in this SEE.

On balance, the proposed development will generate significant positive social and economic impacts for the resort and wider region, achieving the desired vehicle access, traffic, parking and pedestrian movement and circulation outcomes whilst minimising impacts on the natural and built environment.