



Friday Flat Car Park (CP2), Thredbo Village

*Development Application
Assessment
(DA 9841)*

October 2019

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Cover photo

Main Range, Kosciuszko National Park (Source: Alpine Resorts Team)

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Glossary

Abbreviation	Definition
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Regulation	<i>Biodiversity Conservation Regulation 2017</i>
BVM	Biodiversity Values Map
Consent	Development Consent
Department	Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
KNP	Kosciuszko National Park
Minister	Minister for Planning and Public Spaces
NPWS	National Parks and Wildlife Service
Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy



Executive Summary

This report provides an assessment of a Development Application (DA 9841) seeking approval to construct an on-grade car parking area above Friday Drive (known as CP2) and pedestrian access improvements adjoining the Friday Flat car park, within Thredbo Village, Thredbo Alpine Resort, Kosciuszko National Park (KNP). The Applicant is Event Hospitality and Entertainment Ltd.

The Minister for Planning and Public Spaces is the consent authority for development within a ski resort in KNP and the proposal is permissible with consent under the provisions of *State Environmental Planning Policy (Kosciuszko National Park-Alpine Resorts) 2007* (the Alpine SEPP).

The application is 'advertised development' in accordance with Clause 27 of the Alpine SEPP, requiring Secretary Guidelines under Clause 13 of Schedule 6 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), due to the footprint of the car parking area being more than 1,000 m².

The proposal was publicly exhibited between 24 January 2019 to 22 February 2019 (30 days). The Department of Planning, Industry and Environment (the Department) received a submission from the National Parks and Wildlife Service (NPWS) (former Office of Environment and Heritage) and the Road and Maritime Services (RMS) during the exhibition. No submissions from the public were received, however a submission was received on another application (DA 9930 for CP3) that was intended for the CP2 car park proposal.

The Department has assessed the proposal in accordance with relevant matters under section 4.15(1) and the objects of the *Environmental Planning and Assessment Act, 1979* (EP&A Act), the principles of Ecologically Sustainable Development, and issues raised in all submissions.

The Department considers the proposal is acceptable as:

- it would not result in any significant impact on any threatened species, populations and ecological communities, as demonstrated in the submitted ecological assessment
- the new car park would not result in any significant visual impacts
- bioswales and a detention basin are proposed to address stormwater runoff prior to discharge off the site and towards Thredbo River
- the recommended conditions would require the biodiversity impacts associated with the proposal to be offset, all disturbed areas to be rehabilitated following construction and an environmental officer to monitor construction works

The Department's assessment concludes the application is in the public interest as it supports the ongoing use of the Thredbo Alpine Resort as a tourist destination and meets customer expectations while minimising the potential environmental impacts consistent with the Alpine SEPP.

The Department therefore recommends the application be approved subject to conditions.



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1. Introduction

This report provides an assessment of a Development Application (DA 9841) seeking approval to construct an on-grade car parking area with associated pedestrian access improvements above Friday Drive, Friday Flat, Thredbo Village, Thredbo Alpine Resort within KNP.

The proposal seeks to construct an on-grade car park (for 95 spaces) with new access off Friday Drive, alterations to the existing car parking spaces along Friday Drive (reduction of 16 spaces) and other works including pedestrian access improvements, stormwater management and rehabilitation of disturbed areas.

The application has been lodged by Event Hospitality and Entertainment Ltd (the Applicant) under Part 4 of the EP&A Act.

1.1 Site Context

The site is in Thredbo Alpine Resort, which is in the southern part of KNP. The resort is a year-round destination resort catering for both winter and summer activities. The development site is located off Friday Drive and adjoins the existing Friday Flat car parking area (**Figure 1**) and the beginner ski slopes.

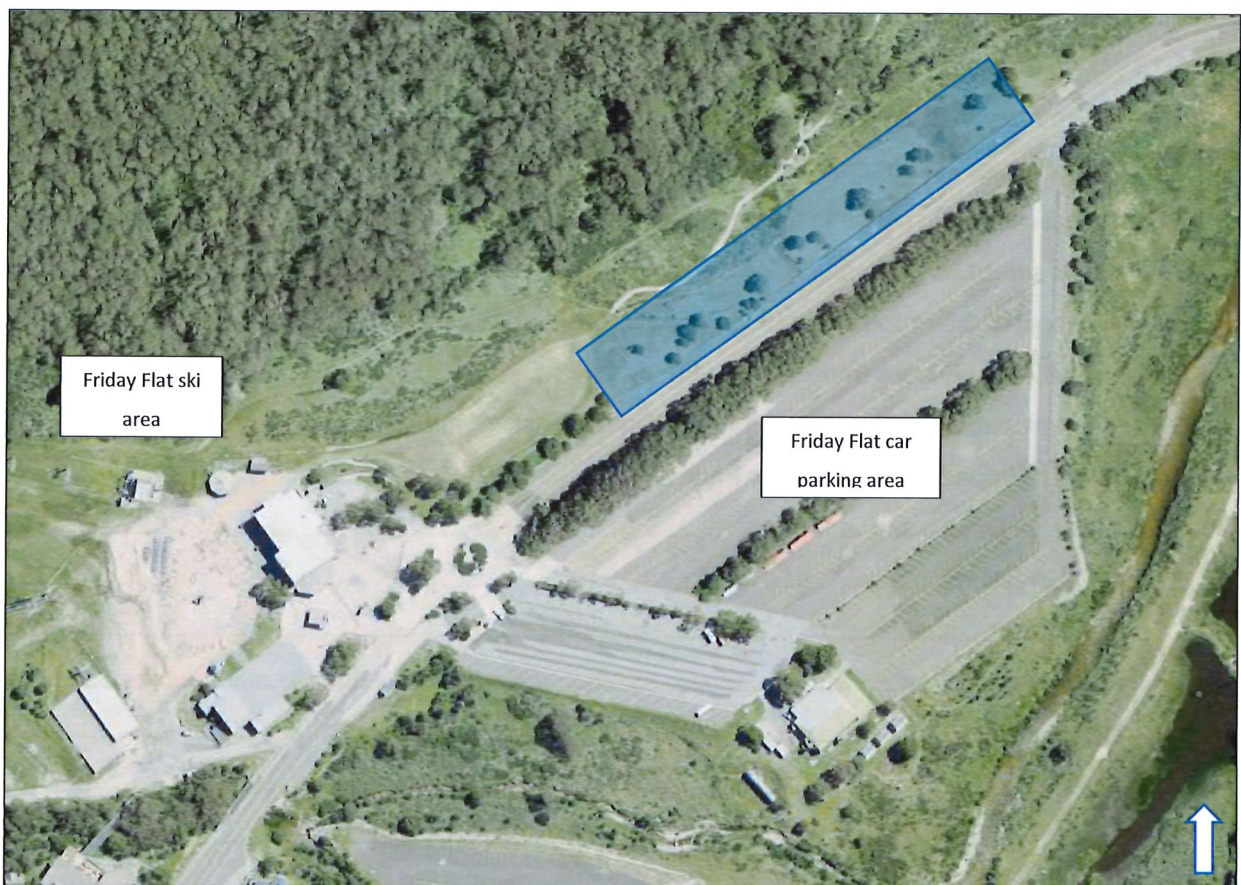


Figure 1: Location of proposal in relation to other buildings at Friday Flat (Source: SIX Maps 2019)

1.2 Site Description

The site is an existing vegetated landscape area (**Figure 2**), located on the northern part of Thredbo Village that adjoins bitumen car parking areas providing predominantly day parking for visitors and guests to Thredbo Village, in particular the adjacent Friday Flat ski area.



Figure 2: Vegetated area off Friday Drive subject of the application (Source: Department inspection)

The site contains a strip of native vegetation along the Friday Drive frontage, drainage channels for collecting water from above the site and managed grass and native heath areas. The southern portion of the site also contains the commencement of the Thredbo Valley Track (TVT) which would need to be relocated to facilitate the proposed design (**Figure 3**).



Figure 3: Existing car parking spaces and commencement of the TVT (Source: Department inspection)

1.3 Relevant Associated Developments

On 17 July 2019, the Team Leader of the Alpine Resorts Team, as delegate of the Minister for Planning, approved DA 9754 (known as CP1) for the construction of an above ground car park with new access off Friday Drive (**Figure 4**), alterations to the existing car parking spaces along Friday Drive and the lower Friday Flat car parking area and other works including pedestrian links and crossings, lighting, stormwater management and rehabilitation of disturbed areas. An overall addition of 161 spaces.



Figure 4: Photomontage of proposal in context of existing car park (Source: Applicant's documentation)

An additional car parking area is currently under assessment by the Department, DA 9930 (known as CP3) which includes the construction of an on-grade car park below Friday Drive (**Figure 5**), alterations to parking spaces on the edge of the visitor parking area and pedestrian linkages, stormwater management and rehabilitation of disturbed area. An overall addition of 171 spaces.



Figure 5: Photomontage of proposal in context of existing car park (Source: Applicant's documentation)



2. Project

The application seeks approval for the following works:

- construction of an on-grade car park (**Figure 6**), including heated entry and exit access points off Friday Drive, with alterations to the existing Friday Drive parking arrangement
- alteration to the commencement of the Thredbo Valley Track
- construction of a 1.5-metre-wide pedestrian path along the front of the existing Friday Drive
- diversion of existing drainage channels and the installation of bioretention swales along the site and a detention basin to capture stormwater / snow push from the car park
- rehabilitation of impacted areas and planting of twenty-five (25) native trees to offset the removal of twelve (12) native trees

Overall, the introduction of the new car parking area provides an additional 79 car parking spaces and is proposed to meet existing car parking demands.

The proposal has an estimated cost of works of approximately \$1.96 million.

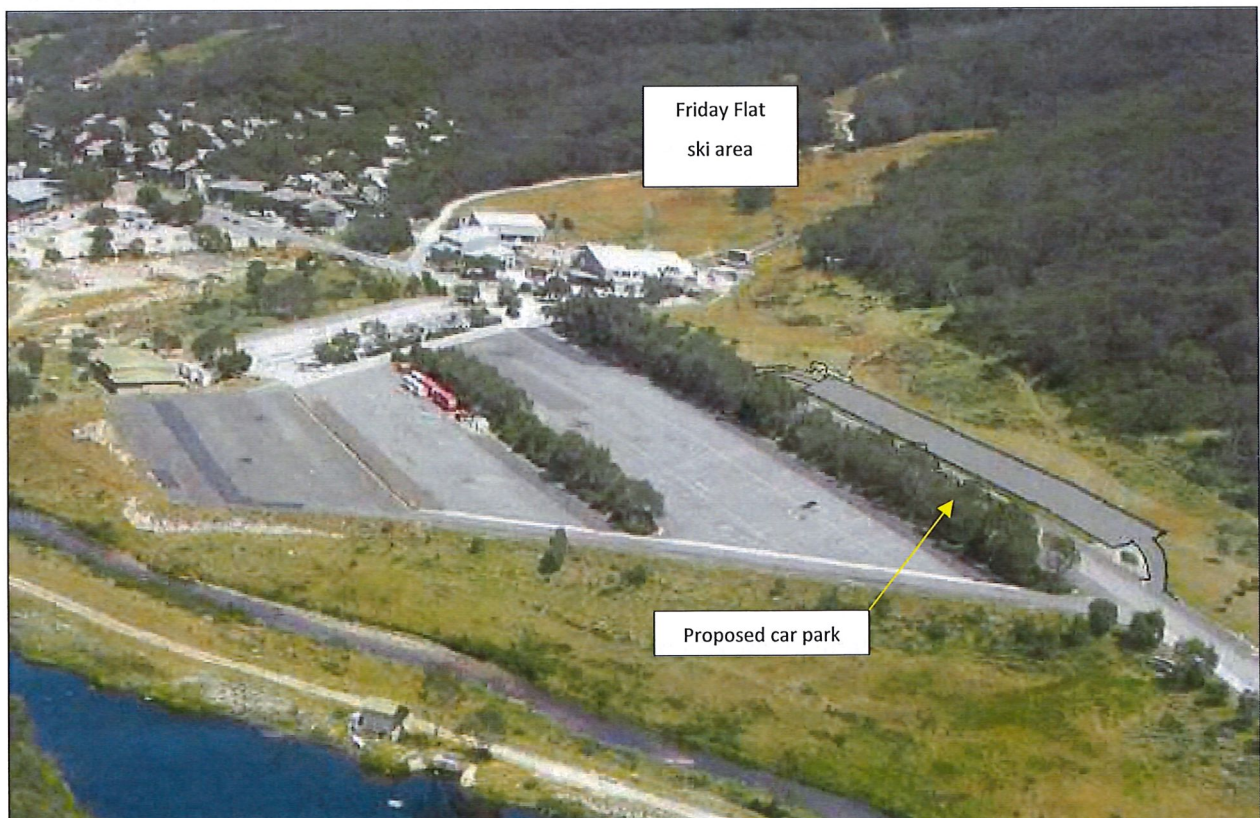


Figure 6: Photomontage of proposed car parking area in context of the existing car park and Friday Flat ski area in the distance (Source: Applicant's documentation)



3. Strategic Context



The Snowy Mountains region offers a diverse and unique mix of visitor destinations including the KNP, the alpine resorts, the iconic Snowy River and the highest mountains on the Australian continent. A strong tourism economy is driven mainly by skiing and related winter sport experiences during the peak winter season. The region, including the alpine resorts, also provides opportunities for a range of other recreational activities during the warmer months such as hiking, fishing, kayaking and mountain-biking. The resorts are important to NSW due to their economic and social contribution as well as their location within a unique alpine environment. The two main documents that support the strategic context of the alpine resorts are the *South East and Tableland Regional Plan 2036* and the Alpine SEPP.

South East and Tablelands Regional Plan 2036

The South East and Tablelands Regional Plan 2036 describes the vision, goals and actions that will deliver greater prosperity for those who live, work and visit the region. The plan provides an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions.

In relation to the alpine resorts, the Regional Plan seeks to promote more diverse tourism opportunities in the Snowy Mountains that will strengthen long-term resilience while acknowledging the environmental and cultural significance of the locality.

The Department considers the proposal is consistent with the Regional Plan as it would provide additional parking spaces within Thredbo Alpine Resort to meet demands for car parking within the resort, which maintains visitation to the NSW ski resorts throughout the year. The proposal has also minimised its impact on the unique alpine environment through locating the works on predominantly disturbed areas.

Alpine SEPP

The Alpine SEPP governs development on land within the ski resort areas of KNP. The SEPP aims to protect the natural and cultural heritage of land within the resorts and to encourage environmentally sustainable development. Under the provisions of the Alpine SEPP, the Environment, Energy and Science Group (EESG) of the Department, (formerly OEH) have a commenting role as the land manager which includes administering the Plan of Management framework for KNP that incorporates objectives, principles and policies to guide the long-term management of the broad range of values found in the park.

The Department considers the proposal is consistent with the Alpine SEPP as the proposal appropriately minimises the potential impacts on the environment by utilising existing disturbed areas where possible, providing improved pedestrian access and rehabilitating areas of disturbance at the completion of works.





4. Statutory Context

4.1 Consent Authority

Under clause 7 of the Alpine SEPP, the Minister for Planning and Public Spaces is the consent authority for the application as the development takes place within a ski resort area as referred to in clause 32C (2)(a) of Schedule 1 to the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*.

In accordance with the Minister's delegation of 11 October 2017, the Team Leader, Alpine Resorts Team may determine the application as:

- the application is in relation to land which the Alpine SEPP applies
- there are less than 25 public submissions in the nature of objections

4.2 Permissibility

The proposal includes the construction of a new car parking area to support the ongoing operation of Thredbo Alpine Resort consistent with the definition of 'car parking'. Pursuant to clause 11 of the Alpine SEPP, 'car parking' is permissible with consent within the Thredbo Alpine Resort.

4.3 Other Approvals

Environment Protection and Biodiversity Conservation Act 1999

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the Commonwealth Government is required to assess and approve a development if it is likely to impact on a matter of national environmental significance.

The Department's assessment against the National Heritage List Criteria and the National Heritage values of the Australian Alps concludes that the proposed development will not have a significant impact on the values of the Australian Alps National Park. In addition, the proposal is unlikely to have a significant impact on matters of National Environmental Significance or Commonwealth land, and a referral to the Commonwealth Environment Minister is not necessary.

4.4 Mandatory Matters for Consideration

Objects of the EP&A Act

The Department has considered the proposal against the relevant objects of the EP&A Act in **Appendix B**. The Department is satisfied the proposal is consistent with the objects as:

- the works are aimed at promoting the orderly and economic use of the site through providing additional parking facilities to cater for existing car parking demands, which supports tourism to the locality
- there would not have an unacceptable impact on the environment thus being ecologically sustainable development, with impacts upon native vegetation limited where possible, planting to offset the vegetation removed from the site and rehabilitation to disturbed areas at the completion of works
- the proposal does not impact upon cultural heritage, including Aboriginal cultural heritage

Ecologically Sustainable Development (ESD)

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. ESD initiatives and sustainability have been adequately considered by the Applicant and mitigation measures are proposed to be incorporated into the design.

The proposal is consistent with the ESD principles and the Department is satisfied the proposed works have been developed having regard to the ESD principles, in accordance with the objects of the EP&A Act as follows:

- the proposal does not pose a threat of serious or irreversible environmental damage and potential impacts have been identified, with offset planting and mitigation measures and environmental safeguards recommended
- the proposal is not expected to adversely impact upon the health, diversity or productivity of the environment for future generations
- the proposal endeavours to minimise ongoing environmental impacts
- the Applicant has recognised the value of the environment and designed the development accordingly through offsetting the native vegetation removal, reducing environmental impacts where possible and rehabilitating impacted areas

Biodiversity Conservation Act 2016

Section 1.7 of the EP&A Act requires the application of the *Biodiversity Conservation Act 2016* (BC Act) in connection with the terrestrial environment. The BC Act introduced a Biodiversity Offsets Scheme that applies when:

- the amount of native vegetation being cleared exceeds a certain threshold area; or
- the impacts occur within an area mapped on the Biodiversity Values Map (BVM) published by the Minister for Environment; or
- the 'test of significance', in section 7.3 of the BC Act, identifies that the development or activity is likely to significantly effect threatened species or ecological communities, or their habitats; or
- the works are carried out in a declared area of outstanding biodiversity value.

The proposed native vegetation clearing is below the threshold.

The Department has reviewed the mapping and considers the site to be located outside of the BVM. This is supported by the Applicant's ecologist.

Given the works occur predominantly within existing disturbed areas, the proposed clearing of existing vegetation is minor in nature. This is supported by the Applicant's ecologist who concludes that the proposal is unlikely to have a significant effect on threatened species, populations or ecological communities or their habitats, pursuant to section 7.3 of the BC Act.

There is currently no declared area of outstanding biodiversity value within Kosciuszko National Park.

Secretary Guidelines

In accordance with clause 27 of the Alpine SEPP, the Secretary notified the Applicant of the Secretary Guidelines (SGs) for the application. The Department is satisfied that the Statement of Environmental Effects (SEE) adequately addresses compliance with the SGs to enable the assessment and determination of the application.

Considerations under section 4.15 of the EP&A Act

Under section 4.15 of the EP&A Act, in determining a development application, a consent authority is required to take a number of matters into consideration in relation to the proposed development. The Department has given due consideration to the matters prescribed by section 4.15 as outlined in **Table 1** below.

The table represents a summary for which consideration is provided for in **Section 6** (Assessment) and relevant appendices or other sections of this report, referenced in the table.

Table 1 | Section 4.15(1) Matters for Consideration

<i>(a)(i) any environmental planning instrument (EPI)</i>	The Alpine SEPP is the only EPI which applies to the site for this type of development. An assessment against the requirements of the Alpine SEPP is provided in Appendix B . The Department is satisfied that the application is consistent with the requirements of the Alpine SEPP.
<i>(a)(ii) any proposed instrument</i>	Not applicable.
<i>(a)(iii) any development control plan</i>	Not applicable.
<i>(a)(iiia) any planning agreement</i>	Not applicable.
<i>(a)(iv) the regulations</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, particularly the procedures relating to development applications (Part 6) and fees (Part 15, Division 1). The Department has undertaken its assessment in accordance with all relevant matters as prescribed by the regulations, the findings of which are contained within this report.

<i>(a)(v) any coastal zone management plan</i>	Not applicable.
<i>(b) the likely impacts of that development</i>	<p>The Department has considered the likely impacts of the development. All environmental impacts can be appropriately managed and mitigated through conditions of consent.</p> <p>The proposal addresses existing car parking demand within Thredbo Alpine Resort, which has positive economic and social impacts through improving access to the resort.</p>
<i>(c) the suitability of the site for the development</i>	The site is suitable for the development as discussed in Section 6 of this report.
<i>(d) any submissions made in accordance with this Act or the regulations</i>	Consideration has been given to the agency submissions received during the exhibition period. See Section 5 of this report.
<i>(e) the public interest.</i>	<p>The works are consistent with the aim and objectives of the Alpine SEPP, would support the ongoing use of Thredbo Alpine Resort.</p> <p>The environment impact is acceptable, and the proposal is consistent with the principles of ESD. As such, the proposal is in the public interest.</p>





5. Engagement

5.1 Department's Engagement

In accordance with Schedule 1 of the EP&A Act and the provisions of Clause 27 of the Alpine SEPP, the Department exhibited the application from 24 January 2019 to 22 February 2019 (30 days). The application was exhibited on the Department's website, at the NSW Service Centre and at the Department's Jindabyne Office (Shop 5A, 19 Snowy River Avenue, Jindabyne).

The Department placed a public exhibition notice in the Monaro Post on 23 January 2019, notified all lodges within Thredbo Village, forwarded the application to the NPWS pursuant to clause 17 of the Alpine SEPP, and to the Road and Maritime Services (RMS) for information.

Following the exhibition of the application, the Department placed copies of all submissions received on its website and forwarded these to the Applicant.

5.2 Summary of Submissions

The Department received comments from the NPWS and the RMS.

A public submission was received on another application (DA 9930 for CP3) that was intended for the CP2 car park proposal raising concerns over the loss of greenspace and its impact on the Thredbo Valley Track (TVT).

5.3 Key Issues - Government Agencies

The NPWS did not object to the proposal and provided the following comments:

- cumulative impacts associated with the additional car parking spaces should be considered
- additional vehicle movements are likely, with the design only providing a one way turn point
- further discussion is required for the relocation of the TVT trailhead
- the ecologist assessment has determined that the works will not result in any significant impacts on threatened species, populations or ecological communities
- the assessment of Aboriginal Cultural Heritage has followed a suitable process and due diligence
- the development results in an increase in stormwater and pollutants, with modelling stating that stormwater quality targets are to be met, therefore stormwater monitoring should occur
- conditions are recommended to address vegetation removal, rehabilitation (including the preparation of a rehabilitation and monitoring plan), requirements for machinery and stockpiling, lighting

The NPWS requested additional information in relation to how the access ramps are to be heated and if any trenching is required to provide electricity or hydronic heating.

The RMS reviewed the application and considered whether there was any impact on the State Road Network (being the Alpine Way). The RMS concluded that the proposal would not have a significant impact on the Alpine Way and on that basis, did not object to the application.

5.4 Applicant's Response to Government Agency Submissions

The Applicant provided the following response on 7 June 2019 to address the agency comments:

- the proposal creates a better outcome for pedestrians and safety with the new pedestrian path
- turning movements onto Friday Drive have been reviewed by the Applicant's traffic consultant, with the design allowing vehicles to turn left (to exit Thredbo), right (to turn back towards Thredbo Village) or across to the other car parking areas
- the proposal should be considered on its merits with the possibility that the application could proceed separately to the other carpark applications
- the Applicant supports a condition for further consultation regarding the trail head and alignment of the TVT prior to commencement of works
- the access ramps are to be heated and an additional new electricity main from the existing electricity substation at Friday Flat to the site is proposed (**Figure 7**)
- the addition of water monitoring for this proposal is not appropriate for a single car park
- lighting is not proposed as part of the application

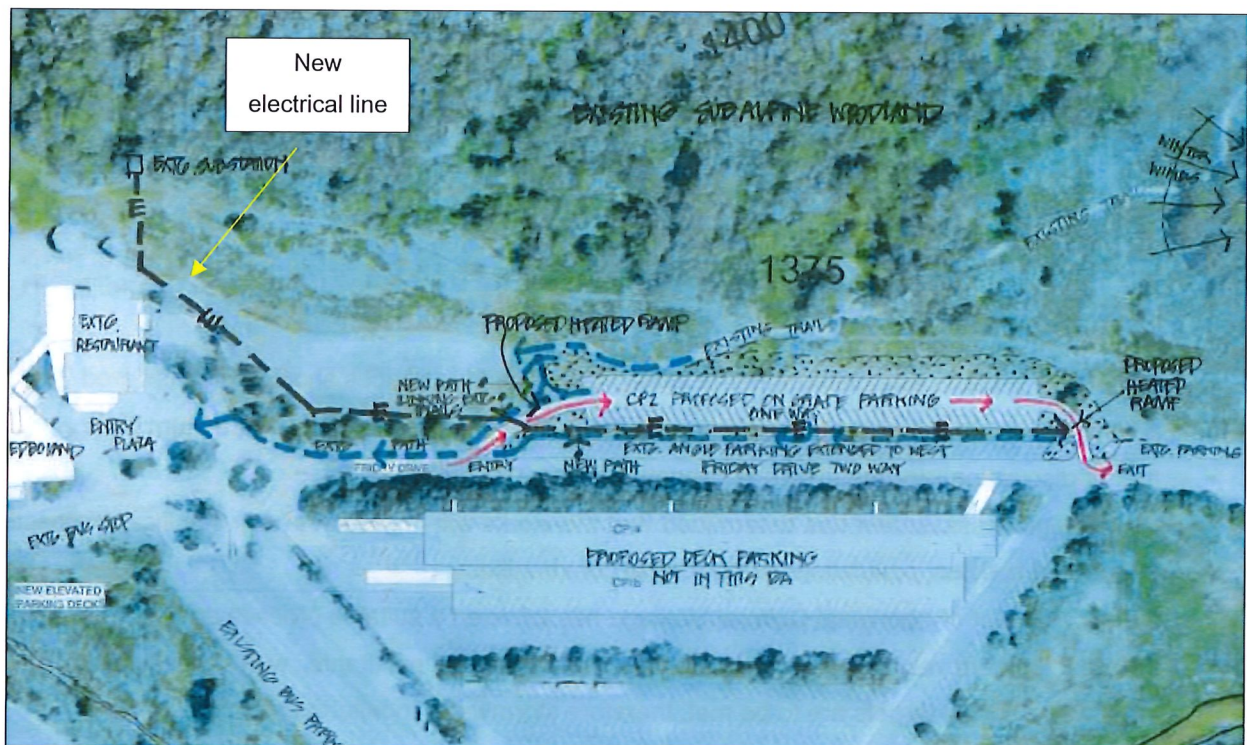


Figure 7: Alignment of electricity trench to site – black E line (Source: Applicant's documentation)

Following the receipt of the Applicant's response, the Department forwarded the information to the NPWS for comment, who advised that:

- the additional car park exit options are noted
- a condition in relation the TVT trail head is recommended
- the trenching for the heated ramps for the electricity line has confined the trench to previously disturbed areas and to existing electrical services
- concerns are raised with snow clearing with its potential to impact on stormwater management and details of where the locations of designated snow push areas
- additional information is requested to confirm whether the snow push areas have been considered in the design calculations and / or the snow push area will not impact on the stormwater management system proposed
- stormwater monitoring is still considered applicable

The Applicant provided the following response on 6 August 2019:

- *snowmelt typically occurs over a much longer period compared to the peak rainfall intensity, with snowmelt taking place over hours or days and is negligible compared to the peak rainfall rate (snow melt rates are measured in mm/day)*
- *water quality analysis completed takes into account the total annual precipitation which includes both snowfall and rainfall*
- *snow push will not impact the proposed stormwater management*
- *the proposed development along with the associated stormwater works will not increase stormwater flows or pollutants and will have no adverse impact on stormwater quality and applies industry standard best practice to protect water quality in accordance with the Kosciuszko National Park (KNP) Plan of Management*
- *water quality assessment demonstrates that the required water quality targets will be met*
- *ongoing monitoring is extremely onerous and is not a requirement of the SEPP or KNP Plan of Management.*

The Department sought additional clarification on snow push areas, which was provided on 27 August 2019.

The Department has considered the comments received from the public, NPWS and RMS in **Section 6**.



6. Assessment

The Department has considered the relevant matters for consideration under section 4.15 of the EP&A Act, the SEE and supporting information in its assessment of the proposal. The key assessment issues associated with the proposal are:

- impacts of the proposal on biodiversity
- traffic and access impacts upon Friday Drive
- stormwater and water quality testing
- visual impact of the new car park
- design details and standards

These issues are discussed below. Other issues considered during the assessment of the application are discussed at **Section 6.4**.

6.1. Impact of the Proposal on Biodiversity

The Department has carefully considered the potential biodiversity impacts associated with the proposal given the location of the site and the sensitive nature of the flora and fauna within the alpine area.

As outlined in **Section 2**, the proposal involves the removal of:

- removal of twelve (12) native trees
- removal of approximately 2,000m² of partially disturbed native vegetation
- rehabilitation of impacted areas and planting of twenty-five (25) native trees

The Department's assessment of the potential environmental impacts of the proposal along with appropriate mitigation and management measures are considered below:

Fauna

The ecologist's report identifies 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 from time to time.

The ecologists survey detected twelve native fauna species comprising three mammals, eight birds and one reptile. Threatened species observed in the study area included the Flame Robin. Other threatened fauna species that are likely to occur in the study area include the Gang-gang cockatoo, Broad-toothed Rat, and Olive Whistler.

In support of the proposal, the Applicant's Ecologist provided an assessment of significance prepared in accordance with Section 7.3 of the BC Act (available at **Appendix B**). The assessment of significance is a

test for determining whether a proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats.

The assessment of significance by the ecologist concluded that the proposal is unlikely to have a significant effect on threatened species, populations or ecological communities, or their habitats.

The NPWS noted the minor impacts to threatened species including the Broad-toothed Rat and Flame Robin and the ecologists report that similar habitats are widespread in adjacent areas. The NPWS commented that the Broad-toothed Rat habitat along the Thredbo River to be significant for Broad-toothed Rat connectivity and should be protected from future development.

The NPWS also raised no concerns in relation to the assessment of significance carried out under Section 7.3 of the BC Act for fauna species and supports the inclusion of the ecologist's recommendations within the Flora and Fauna Assessment to further mitigate the potential impacts of the proposal.

The Department does not raise concern with the assessment of the proposal and is satisfied that with the implementation of appropriate conditions, including the adoption of the ecologist's recommendations, the impacts upon fauna within the immediate vicinity during and post construction is acceptable.

Flora

The ecologist's report identified that 40 plant species were recorded within the study area or immediate surrounds, including 33 native species and 7 exotics, which is dominated by vegetation communities including Black Sallee – Snow Gum low woodland of montane valleys, Alpine and sub-alpine peatlands, exotic grassland and scattered tree plantings occupying the most heavily disturbed areas. No threatened flora species were detected within the study area and the ecologist commented that it is unlikely that any occur there.

As mentioned above, approximately 2,000m² of native vegetation would be impacted to facilitate the works; incorporating:

- 1,800m² of the Black Sallee – Snow Gum low woodland of montane valleys - the ecologist notes that this equates to at most 0.28% of the extent of community in the Thredbo Resort area, which is considered to be a relatively minor and acceptable impact
- 200m² of the Alpine and sub-alpine peatlands - the ecologist notes that the loss or disturbance, much of which is already heavily modified (**Figure 8**), which is considered to be a relatively minor and acceptable impact

The NPWS raised no concerns in relation to the assessment of significance carried out under Section 7.3 of the BC Act for flora species and noted that the site includes a mixture of existing management areas (mown exotic grass), planted native vegetation and a small amount of remnant native vegetation.

The Department agrees that the proposed car parking area has endeavoured to minimise impacts to native vegetation and with the additional planting (25 native trees) and rehabilitation of impacted areas, the Department concludes that the proposal is acceptable when having regard to its flora impacts.



Figure 8: Photograph of modified Alpine and sub-alpine peatlands (Source: Applicant's documentation)

Rehabilitation and landscape planting

The Applicant proposes to rehabilitate the impacted areas following completion in accordance with the 'Rehabilitation Guidelines for the Resorts Areas, Kosciuszko National Park' (NPWS 2007). In addition, the Applicant proposes to plant

The NPWS supports the proposal to rehabilitate the site following the works, however has recommended that a Rehabilitation and Monitoring Plan be prepared, to be endorsed by the NPWS. This is to ensure that the rehabilitation works are carried out and that there is an ongoing maintenance, monitoring and reporting.

The Department supports the provision of additional landscape to offset the vegetation removed and rehabilitation of the new works, including the implementation of the Rehabilitation and Monitoring Plan. Conditions of consent are recommended to address the NPWS comments.

Conclusion

The Department is satisfied the Applicant has taken the appropriate steps to avoid, minimise and offset the proposal's biodiversity impacts consistent with the principles of the *Biodiversity Conservation Act 2016* and Regulation.

The Department therefore considers the proposal is acceptable subject to the following conditions:

- implementation of erosion and sediment controls measures during works
- rehabilitation of disturbed areas and planting of additional vegetation
- appointment of an Environment Officer to monitor works and ensure the implementation of rehabilitation and landscaped areas prior to completion of the works

6.2. Traffic and Access Impacts upon Friday Drive

With the introduction of a new car parking structure, traffic impacts on Friday Drive and the safety of pedestrian access within the area are key considerations of the Department's assessment of the proposal.

The current proposal is supported by a traffic impact assessment by TTW (NSW) Pty Ltd, which considers the potential traffic and pedestrian impacts on the surrounding area. It is noted that the Applicant states the new car park structure is to cater for existing demands only.

Traffic impacts

Traffic impacts from the proposal relates to the addition of 79 spaces and changes to the existing parking arrangements along Friday Drive.

To facilitate the new car parking structure, the application involves a modification and reduction in spaces to the existing Friday Drive parking arrangement following the introduction of an entry and exit ramps.

The overall changes to the existing arrangement and overall spaces proposed is shown in **Table 2**.

Table 2 | Car parking arrangements – existing and proposed

Location	Existing	Proposed	Changes
Friday Drive	88	72	-16
CP 2	-	95	+95
Total	88	167	+79

The Applicant's traffic impact assessment concludes that the additional 79 spaces is considered to be acceptable and provides improved user experience for existing demands. Traffic management and local traffic conditions, including rejection of vehicles during peak periods are expected to be improved, without increasing overall volumes as there is no additional attraction of trips to the site. In particular, the traffic impact assessment states that:

- *During peak periods the site currently accepts up to 400 vehicles per hour with high densities of movements during the morning arrival period (8am – 10am). The provision of an additional driveway and parking capacity will assist in distributing vehicles to parking more quickly and improving traffic flow on Friday Drive.*
- *In relation to exit periods, the provision of additional parking is considered acceptable. Departure movements for the ski resort occur over a much longer period (approx. 11am to 6pm) than arrivals, with limited impacts from the additional capacity. As discussed, these parking spaces will effectively be existing capacity relocated from overflow parking areas and will not change traffic conditions along the broader road network.*

The traffic impact assessment recommended that:

- *The new car park areas continue to operate under marshalled traffic control as per the existing parking zones.... This will ensure the vehicle and pedestrian safety is maintained.*
- *The exit driveway out of CP2 connects to Friday Drive at a near 90° angle; this provides vehicles exiting the CP2 carpark with clear line of sight to through traffic along Friday Drive and provides natural traffic calming for safer vehicle movements. Vehicles shall turn left to exit the site, and are to give-way to the through traffic along Friday Drive.*
- *The exit driveway also allows right-turn movements to return to Friday Drive and the main roundabout, or forwards into the existing parking area if necessary. Both parking zone driveways (CP2 exit and existing entry) are one-way, such that there shall be no conflicting movements. Furthermore, traffic marshalling and signage shall ensure that vehicles are safely and appropriately directed throughout the site.*
- *Traffic control on the site shall also address any potential congestion or queuing along Friday Drive, primarily regarding pedestrian activity. Traffic marshals shall ensure that pedestrian movements and vehicle queues are both appropriately managed, giving priority to vehicles as required to maintain traffic flows and avoid any congestion, while prioritising pedestrian flow at other times for improved safety.*

Kosciuszko Thredbo Pty Ltd have also confirmed that traffic management and marshalling of vehicles is to be provided as may be reasonably required in response to traffic volumes and prevailing weather conditions (consistent with the conditions imposed for DA 9754).

The NPWS raised concerns that the additional spaces, combined with the new pedestrian crossing on Friday Drive (being constructed as part of DA 9754 for CP1), will cause further congestion and traffic delays in this already heavily congested area.

The Department notes that the RMS reviewed the application and concluded that the proposal would not have a significant impact on the Alpine Way and on that basis, did not object to the application. The Department notes that this does not however address any impacts along Friday Drive.

The Department's assessment has considered peak traffic periods which typically occur during winter (and predominantly following overnight snow or weekends) and comments provided in the assessment of the CP1 proposal. Consistent with these comments, the Department considers that vehicles entering and exiting the CP2 car parking area are likely to:

- experience an increase in time for vehicles to park, however this would be minimised by having the car parking area managed with marshalled traffic controllers
- experience an increase in time for vehicles to exit the car parking area (to either find an alternate space or leave the resort) however in the morning particularly this is to be managed with marshalled traffic controllers

The Department concludes that overall, the proposal would not adversely impact the operation of Friday Drive as:

- the additional 79 car parking spaces (considering the changes to parking along Friday Drive) reduces the need to turn vehicles around to the existing overflow areas when the current Friday Flat and Friday Drive car parking areas are full, which would create additional vehicle movements
- the additional spaces reduce overflow parking along Friday Drive (sometimes up to and onto the Alpine Way)
- the continued use of marshalling of the car parking area ensures appropriate supervision of parking allocation during peak periods, alleviating the need for additional vehicle movements

The introduction of the new on-grade car parking area is therefore supported, subject to the adoption of the traffic impact assessment recommendations.

Pedestrian improvements

The proposed works include provision of a new gravel path which links to existing pedestrian routes along Friday Drive (**Figure 9** and **10**) to the Friday Flat terminal. The new path is expected to provide sufficient pedestrian amenity and safety.



Figure 9: Pedestrian arrangements from new car parking area (Source: Applicant's documentation)

The driveway from Friday Drive to the CP2 car park is proposed at a maximum grade of approximately 10% (1:10), which is considered suitable as a non-accessible walkway but will not be considered an accessible route. All accessible parking spaces are located within the existing main car park.

The Department's assessment notes that currently all pedestrian movements from vehicles parking along Friday Drive to the Friday Flat ski area walk between the end of vehicles and the roadway (in some cases on Friday Drive itself). Traffic impacts occur during peak periods depending on the volume of pedestrians moving between the car parking areas, the time of day and whether they are crossing Friday Drive.

The inclusion of a formalised pedestrian path in front of the vehicles parked along Friday Drive (**Figure 9** and **10**) creates a path of travel that is currently not available. Where the path intersects with the entry and exit ramp, pedestrian control measures would need to be in place to ensure pedestrians have the ability to cross the ramps in safety.

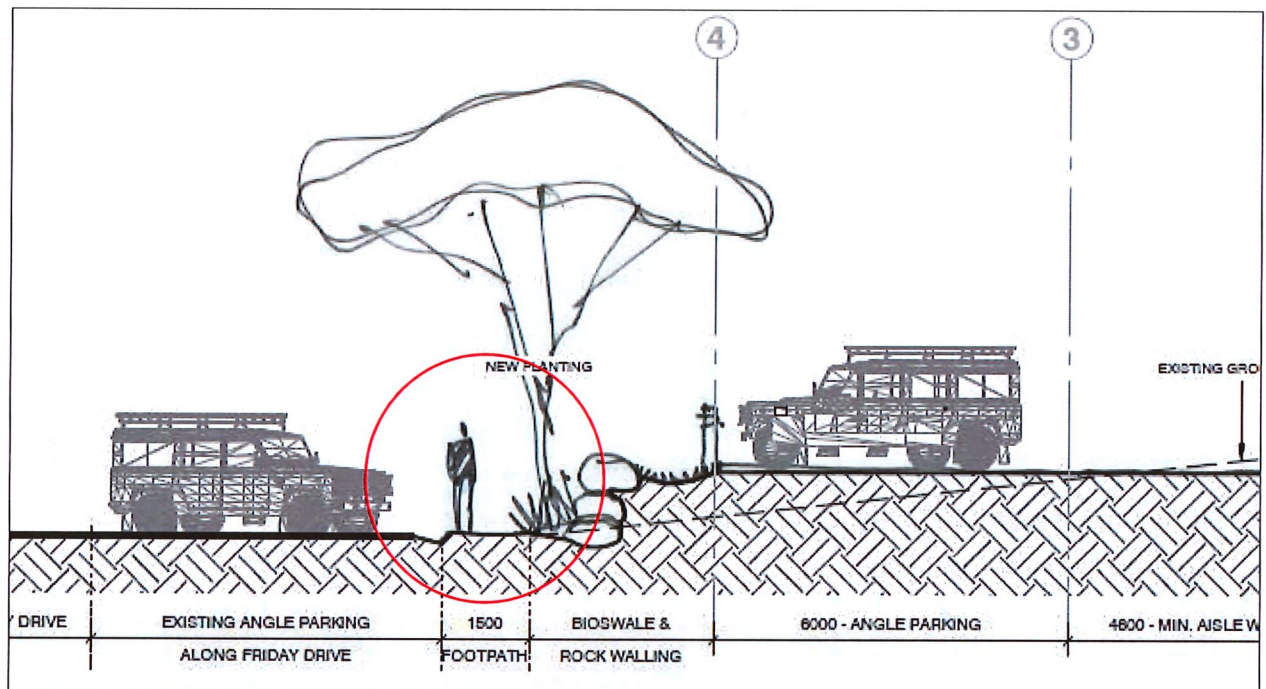


Figure 10: Pedestrian path adjoining existing car parking along Friday Drive and new car parking area (Source: Applicant's documentation)

The Department concludes that the provision of additional pedestrian measures along Friday Drive is supported rather than relying on pedestrians walking along Friday Drive between the end of vehicles and the roadway. The proposal increases safety along Friday Drive.

6.3. Stormwater Management and Water Quality Testing

Consideration of stormwater management measures during works and details of the type of treatment of the stormwater were raised by the NPWS during the assessment of the proposal. Clarification was also sought on snow push areas. The Department has considered these matters below:

During excavation / construction

Rainfall and seepage from the landscape above the site, currently crosses the site via defined drainage channels (**Figure 11**) / natural seepage lines before being directed to dish drains and culverts provided along Friday Drive (**Figure 12**). There are limited filtering or sediment control measures in place at the existing pit.



Figure 11: Existing drainage swale – to be diverted with new proposal (Source: Department inspection)



Figure 12: Existing stormwater pit on Friday Drive (Source: Department inspection)

Following collection in the pits, underground pipes cross Friday Drive to enable the water to discharge (**Figure 13**) into the vegetated area to the east of Friday Drive, which currently provides gabion basket / natural filtration before seeping into Thredbo River.

During excavation and construction of the car park, stormwater from the site is to be managed prior to discharging under Friday Drive and into the natural vegetation. The Applicant's consultant (TTW) advises that an erosion and sediment control plan (combined with appropriate construction management measures) is to be implemented in accordance with the *"Blue Book" – Managing Urban Stormwater: Soils and Construction (Landcom NSW)*, that is to include items such as:

- siltation fences around the perimeter of the site
- vehicle wash down areas
- sedimentation traps



Figure 13: Existing discharge point of stormwater below Friday Drive (Source: Department inspection)

The Department notes that associated water quality testing should be undertaken during this phase in accordance with the *ANZECC 2000 guidelines, referenced in the ANZ guidelines for Fresh and Marine Water Quality (2018)* at the following points:

- Following installation of erosion and sediment control and prior to first discharge of stormwater to the existing offsite stormwater system.
- Following any site incidents that may affect the stormwater quality.

With the implementation of the above and the inclusion of water quality testing following the installation of erosion and sediment controls (the details of which are to be included within the Site Environmental Management Plan with the Construction Certificate documentation), the Department's assessment considers that appropriate measures are being implemented to minimise impacts upon the adjoining natural environment during works.

Stormwater management measures

With the construction of the car parking facility, TTW comments that the proposal increases the impervious area of the site, which results in greater stormwater runoff and potential for pollutants. The proposed development is therefore to include a 'treatment train' that is to reduce stormwater drainage and stormwater pollutants to levels compliant with state and national criteria.

Bioswales are proposed on the edge of the car parking area (to be planted with macrophytes or equivalent) and a detention basin on the eastern end to filter the stormwater off the carparking area (**Figure 14**), with TTW stating that the target for the overall volume of post-development runoff to be no greater than the pre-development runoff.

The Department notes that after the detention basin, stormwater is piped to a new box culvert which connects onto the existing pit and pipe system provided along Friday Drive. Stormwater is then discharged on the other side of Friday Drive (as is currently provided and shown at **Figure 13**).

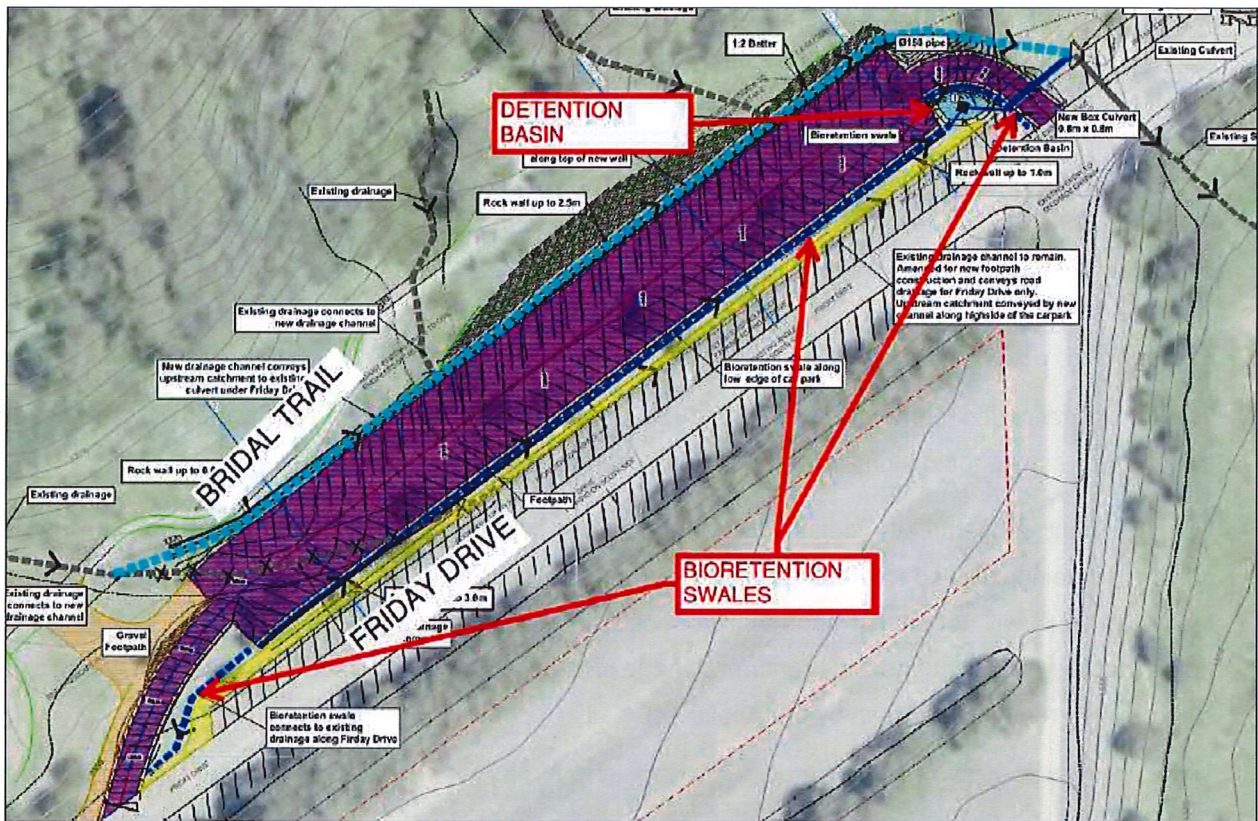


Figure 14: Proposed bioswale and detention basin locations (Source: Applicant's documentation)

Concerns were raised by the NPWS that the development will result in an increase in stormwater and potential for pollutants, and as result stormwater monitoring should occur to ensure the proposal meets quality targets.

The Applicant advised that water quality monitoring for Thredbo River is already undertaken by the University of Canberra, with sites located above and below the site, therefore allowing any variations in water quality output being able to be identified and therefore managed. The Applicant concluded that it is not appropriate, efficient or sustainable to have a separate water quality monitoring program for one single car park. The use of water sensitive urban design stormwater systems is a very effective method in achieving the NSW water quality targets.

Following the receipt of additional information from the Applicant, the NPWS maintained that stormwater monitoring should occur at the site, with the existing water quality monitoring program not likely to detect any specific impacts from the new development.

The Department has considered the scope of the proposed works and the existing stormwater management measures collecting stormwater off Friday Drive. The proposed stormwater measures (bioswales and detention basin) are suitable for the proposal and would assist in reducing stormwater impacts from the carpark, however the Department has concluded that ongoing stormwater monitoring is recommended to

ensure that stormwater from the site does not cause impacts upon the adjoining natural environment, rather than continue with the current situation of allowing the native vegetation to filter out pollutants, etc.

A condition is recommended that a detailed Environmental Monitoring Plan be prepared, in consultation with the NPWS, to ensure an effective baseline is established and ongoing monitoring is undertaken in relation to both water and soil quality. The Environmental Monitoring Plan would include monitoring of the site and adjoining areas for pollutants; sedimentation / turbidity; weeds; recovery of disturbed areas; and any other emerging issues.

The inclusion of ongoing monitoring post construction is considered to meet best practice stormwater management practices.

Snow push

The NPWS raised concerns that snow push has the potential to impact on stormwater management and that the Applicant should identify defined snow push areas.

The Applicant subsequently identified snow push areas following snow accumulation on the car park surface as being directed to the edge of the bioretention swales, as identified on **Figure 15**, and advised that snow push will not impact upon the proposed stormwater management of the site. The Department notes that the Applicant has also confirmed that excess snow push has potential to be removed from the site (as is currently undertaken by the Applicant).

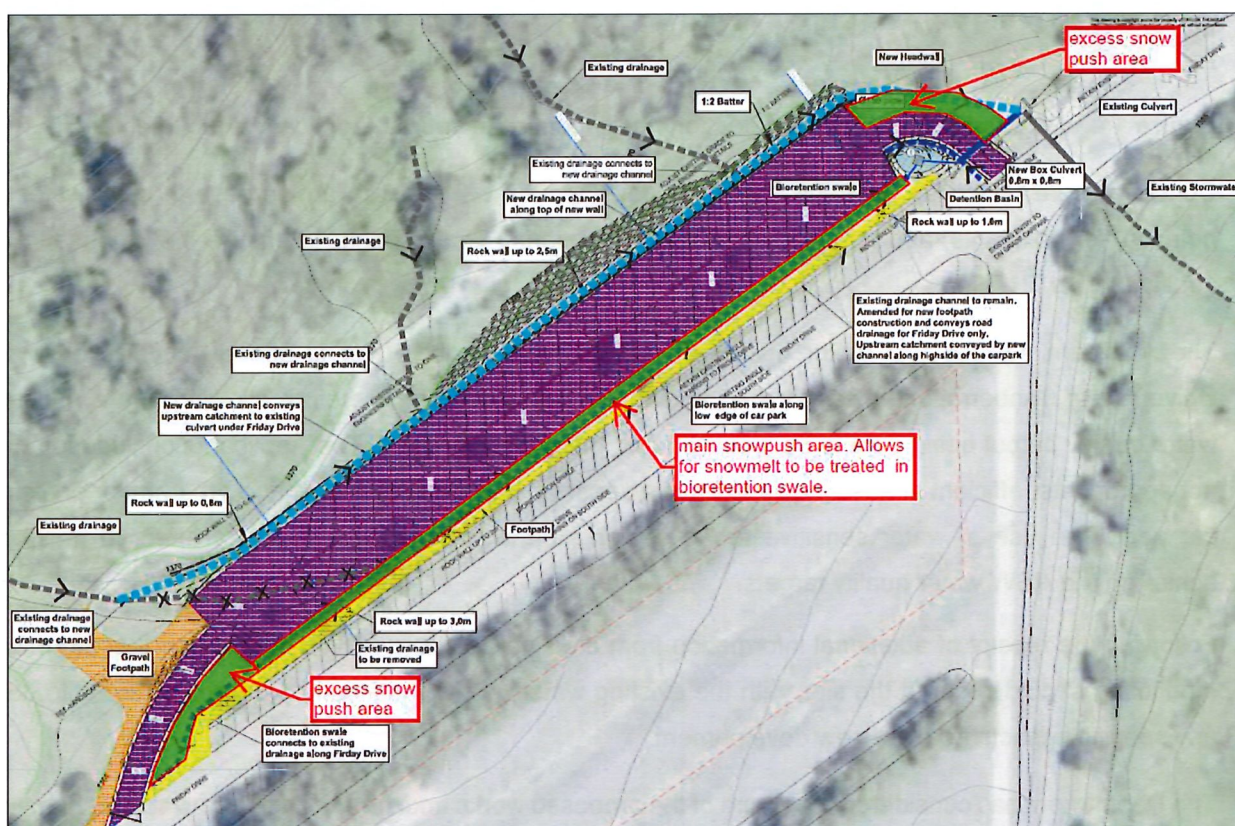


Figure 15: Location of snow push area and detention basin (Source: Applicant’s documentation)

The management of snow that falls on the car parking occurs prior to visitors / guests parking within the car parking areas each day of the winter season. Depending on the extent of snowfall, the Applicant manages the snow by pushing into piles off the car parking spaces by a loader into defined snow push areas or removed from the site and disposed of at other snow push areas.

The management of snow falling onto the car parks is the responsibility of the Applicant. Maximising the number of car parking spaces available each day is a key consideration, however how this is undertaken and whether the snow push areas have an impact upon the environment from grit and contaminants being pushed off the site and into the adjoining vegetation to thaw is also a consideration.

The Department has recommended that:

- Snow push areas are not to impact the operation of the bioswales or detention basin, with the snow push areas to be filtered through the stormwater system.
- Snow push is not to be taken off-site (i.e. off existing car parking areas).

With the inclusion of the above conditions, the Department is satisfied that the management of snow push is acceptable and would not have ongoing environmental impacts.

6.4. Visual Impact of the New Car Park

The existing car parking areas along Friday Drive are largely screened from the Alpine Way (due to the screening provided by the existing vegetation on The Alpine Way and those along Friday Drive) (**Figure 16**). Upon entry onto Friday Drive and particularly adjacent the existing snowmaking pond, the car parking areas are then seen.

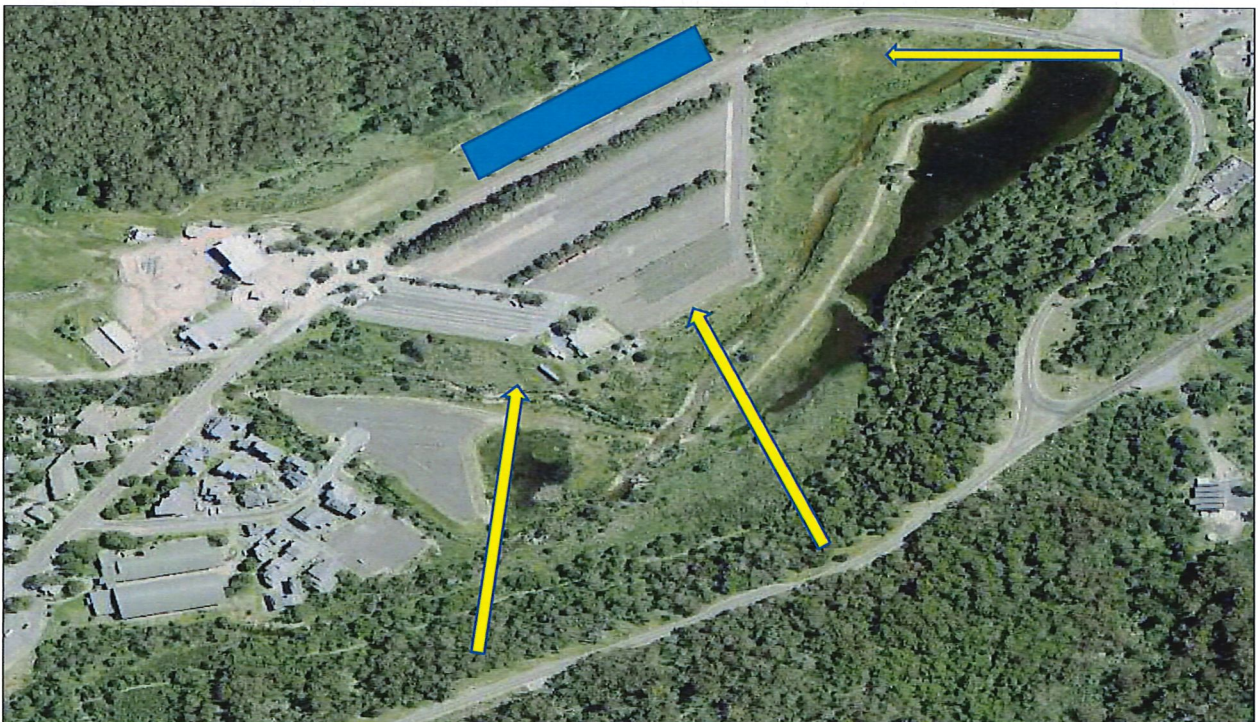


Figure 16: Location of sites capable of viewing Friday Flat car park (Source: SIX Maps 2019)

The construction of the new car park is to be excavated into the existing ground level (depth of approximately 2.5 metres) and fill placed along the Friday Drive frontage (up to 3 metres in height) behind gabion retaining walls to support the fill to create a level car parking area.

The existing vegetation located on the site is to be removed, however additional planting is proposed following completion of the construction works. The loss of the existing vegetation is unavoidable in order to construct the car park.

The Department considers the proposal is acceptable as:

- as the car parking area is not visible when viewed from the Main Range
- the proposal is designed to step into the existing landscape and is partly screened by existing vegetation along Friday Drive when viewed from The Alpine Way

6.5. Design Details and Standards

The proposal requires works to compliance with the Building Code of Australia (BCA), Australian Standards and Alpine specific matters. Some key aspects of the Department's consideration include geotechnical considerations and the car parking layout and consistency with the Australian Standards for car parking. Each of these matters are discussed below:

Geotechnical

The Department notes that the site is located within the G zone on the geotechnical maps.

The application is supported by a *Form 1 – 'Declaration and certification made by geotechnical engineer or engineering geologist in a geotechnical report'* and a Geotechnical Investigation report by JK Geotechnics. The Geotechnical Investigation concluded that the proposed development may proceed provided specific design, construction and maintenance recommendations are carried out.

Additional geotechnical involvement is required through the final design (i.e. consideration of footings / retaining walls and pavement widths), construction and prior to completion.

The Department has recommended conditions requiring works to comply with the recommendations of the Geotech Assessment, including the provision of a Form 2 and 3 during the works.

Layout and compliance with AS 2890.1

In support of the proposed layout and to address compliance with the Australian Standard AS 2890.1 (Off-street Car Parking Facilities), the Applicant's traffic impact assessment commented that the dimensions of the parking spaces exceed the requirements of the AS2890.1, Class 2 (i.e. sporting facilities, etc that provide for full opening of all doors) and 60-degree parking requirements.

This is also demonstrated in **Table 3** and the submitted plans in **Figure 17** shown below.

Table 3 | Car parking arrangements

	Australian Standard	Proposed	Complies
parking space width	2.5 metres	2.7 metres	Yes
parking space length	5.4 metres	5.4 metres	Yes
parking alignment width	6 metres	6 metres	Yes
parking aisle width	4.6 metres	4.6 metres	Yes

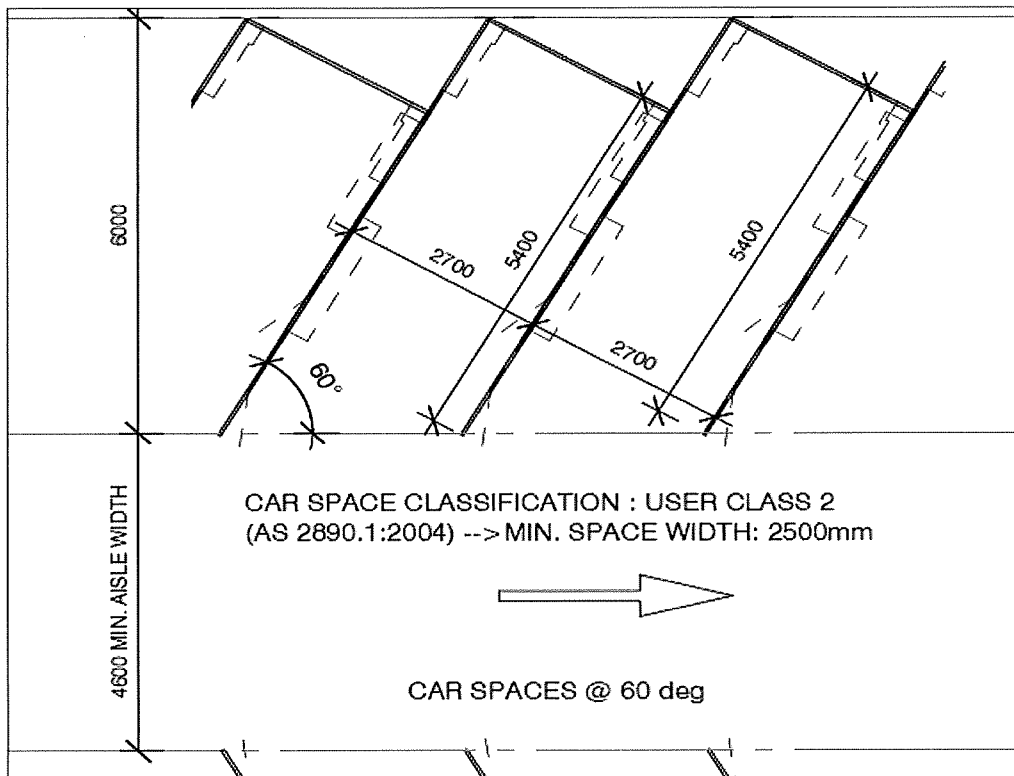


Figure 17: Proposed car parking alignment (Source: Applicant's documentation)

The Department concludes that subject to ongoing compliance with the Australian Standard, which would be depicted during the Construction Certificate component, the proposal is satisfactory.

6.6. Other Issues

The Department's consideration of other issues is provided at **Table 4**.

Table 4 | Summary of other issues raised

Issue	Assessment	Department Consideration and Recommendation
Relocation of TVT track and trail head	<ul style="list-style-type: none"> Currently the commencement of the Thredbo Valley Track (TVT) occurs off Friday Drive, where the new up ramp is proposed. 	<ul style="list-style-type: none"> Comments received from the NPWS do not object to the proposal, however noted that the final alignment will be important to ensure safe passage past the new car park. A condition is recommended for further consultation on this component prior to commencement of works.
Construction management	<ul style="list-style-type: none"> The Applicant seeks approval to undertake the works between 7.00am and 6.00pm, 7 days a week outside of the ski resort operations (that occur from June long weekend under October long weekend). The Applicant has provided a Site Environmental Management Plan (SEMP) that provides information on the management of the construction process. Components of the proposed construction which require further consideration and conditions include: <ul style="list-style-type: none"> Storage areas (Figure 18) are to be provided adjoining the site, on the existing bitumen car parking areas along Friday Drive. The NPWS has recommended conditions in relation to stockpile sites. Erosion and sediment control measures 	<ul style="list-style-type: none"> The Department has considered the Applicant's position and supports the proposed working hours. This is to ensure that the works are completed prior to the next Winter season. Given the scope of the works, the Applicant has endeavoured to reduce impacts upon the natural environment during the construction of the proposal. The Department has recommended environmental conditions applied in the Alpine area to minimise impacts to an acceptable point, including those recommended by the NPWS. The Department notes the construction management arrangements, including the current SEM. A condition is recommended that prior to the commencement of works, the site environment management measures are to be in place and in good working order.



Figure 18: Proposed access and materials storage (Source: Applicant's documentation)



7. Evaluation

The Department has assessed the merits of the proposal in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes the proposal is acceptable as:

- it would not result in any significant impacts on threatened species, populations or ecological communities, as demonstrated in the submitted ecological assessment
- the new car park would not result in any significant visual impacts
- bioswales and a detention basin are proposed to address stormwater runoff prior to discharge off the site
- geotechnical advice is provided to support the proposal, which requires additional input into the construction and certification components of the works
- construction impacts on the surrounding environment would be minimised by utilising Friday Drive to access the site and stockpiling of building materials would occur on existing hardstand areas
- the recommended conditions would require the vegetation impacts associated with the proposal to be offset, all disturbed areas to be rehabilitated following construction and an environmental officer to monitor construction works

Overall, the Department is satisfied that the proposal is suitable for the site and in the public interest. The Department therefore recommends that the application be approved subject to the recommended conditions.



8. Recommendation

It is recommended that the Team Leader, Alpine Resorts Team, as delegate of the Minister:

- **considers** the findings and recommendations of this report; and
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application;
- **agrees** with the key reasons for approval listed in the notice of decision;
- **grants consent** for the application in respect of DA 9841; and
- **signs** the attached development consent and recommended conditions of consent (see attachment).

Recommended by:

Mark Brown

11/10/2019

Mark Brown
Senior Planner
Alpine Resorts Team



9. Determination

The recommendation is: **Adopted** / Not adopted by:

11/10/2019

Daniel James

Team Leader

Alpine Resorts Team

as delegate of the Minister for Planning and Public Spaces



Appendices

Appendix A – List of Documents

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning, Industry and Environment's website as follows.

1. Statement of Environmental Effects
 - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9841
2. Submissions
 - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9841
3. Additional / amended information
 - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9841

Appendix B – Statutory Considerations

OBJECTS OF THE EP&A ACT

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent/ approval) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects.

Therefore, in making an assessment, the objects set out in Section 1.3 of the EP&A Act should be considered to the extent they are relevant. A response to the objects is provided in the table below.

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposal supports the ongoing use of Thredbo Alpine Resort for tourism through providing additional car parking facilities at Friday Flat to cater for existing car parking demands. The location of the works and construction impacts minimising impacts on the environment.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The new car parking area is located on a previously disturbed site and is proposed to support the resort operations while noting the environmental significance of the locality. Offset planting and mitigation measures during construction and rehabilitation of impacted areas deliver an ecologically sustainable development which are also supported.
(c) to promote the orderly and economic use and development of land,	The development seeks approval for works that are aimed at improving visitors / guests experience rather than having to park their car away from the ski slopes.
(d) to promote the delivery and maintenance of affordable housing,	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposed development would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.

(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any impacts upon built and cultural heritage, including Aboriginal cultural heritage.
(g) to promote good design and amenity of the built environment,	The Department considers that the proposal considers its existing setting and minimises impacts upon the existing natural environment, with the planting of native vegetation supported.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has recommended conditions of consent to ensure the construction of the proposal is undertaken in accordance with legislation, guidelines, policies and procedures (refer to Appendix C).
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposal (Section 5), which included consultation with government agencies and consideration of their responses.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal (Section 5), which included placing an ad in the Monaro Post, notifying all lodges in Thredbo Village, displaying the application on the Department's website and at the Department's Jindabyne office.

BIODIVERSITY CONSERVATION ACT 2016

To satisfy the requirements of Section 1.7 of the EP&A Act, the Applicant undertook an assessment of the proposal against the provision of Section 7.3 of the BC Act.

Refer to **Section 6** of this report.

The location of the proposal within the Thredbo head lease provides a wide variety of flora and fauna species. The Applicant's ecologist states that the study area provides potential habitat for a range of native fauna, including the following threatened species:

- Broad-toothed Rat (vulnerable – known to occur);
- Gang-gang Cockatoo (vulnerable – potential to occur);
- Flame Robin (vulnerable – known to occur)
- Olive Whistler (vulnerable – potential to occur)

A five part Threatened Species Test of Significance in accordance with BC Act was undertaken by the Applicant to consider the proposal's impact upon the Broad-toothed Rat, Gang-gang Cockatoo, Flame

Robin, and the Olive Whistler and an assessment of significance under the EPBC Act was undertaken on threatened species on Montane Peatlands and Swamps.

The test of significance concluded that the proposal is unlikely to have a significant effect on threatened species that were assessed. The assessment of significance also concluded that the proposal is unlikely to have a significant impact on matters of National Environmental Significance or Commonwealth Land, and a referral to the Commonwealth Environment Minister is not necessary. This is summarised below.

Threatened Fauna	Assessment
<p>Broad-toothed Rat (<i>Mastacomys Fuscus</i>)</p>	<p>The study area provides a small amount of potential foraging and sheltering habitat for the Broad-toothed Rat. Minor evidence of the species in the form of a few scats was observed within the study area.</p> <p>The proposed development will affect some known and potential habitat for the species, however, it will affect only a very small amount of the potential habitat for the species in the Thredbo Resort area. The proposed development will not affect any key resources for the species, and the habitats immediately adjoining the study area will continue to be available to the species after the implementation of the proposed development. As such, the proposed development is unlikely to adversely affect a significant proportion of the home range of one or more Broad-toothed Rat individuals.</p> <p>The proposed development will not result in habitat fragmentation which could isolate individuals or a population of the Broad-toothed Rat. Under these circumstances, the proposed development is considered unlikely to disrupt the life cycle of the Broad-toothed Rat such that a viable local population is likely to be placed at risk of extinction.</p>
<p>Gang-gang Cockatoo (<i>Callocephalon fimbriatum</i>)</p>	<p>The study area provides a very small area of suitable foraging resources for the species. The foraging resources (generally eucalypt trees) to be removed in association with the proposed development would not be important for the species, given the extent of foraging resources in the Thredbo Resort area.</p> <p>Under these circumstances, the proposed development will not disrupt the life cycle of the Gang-gang Cockatoo such that a viable local population of the species is likely to be placed at risk of extinction.</p>
<p>Flame Robin (<i>Petroica phoenicea</i>)</p>	<p>There are numerous records of the species throughout the NSW Alps, and the species was observed in the study area during the survey period. It is well known from the Thredbo Resort area and is one of the most common birds of open habitats outside of the winter period.</p>

	<p>The proposal will affect a very small amount of potential nesting and foraging habitat for the species. This is negligible in the context of the extensive areas of similar habitat within the Thredbo Resort area that will not be affected by the proposed development and which will continue to be available to the species. The species is not sedentary and undertakes substantial seasonal migrations, reducing the species dependence on any specific area of known or potential habitat.</p> <p>Under these circumstances, the proposed development is unlikely to disrupt the life cycle of the Flame Robin such that a viable local population of the species is likely to be placed at risk of extinction.</p>
<p>Olive Whistler (Pachycephala olivacea)</p>	<p>There are numerous records of the species throughout the NSW Alps including within the Thredbo Resort area where it is considered a common resident. The species was not recorded within the study area during the survey period however it is likely to occur there from time to time.</p> <p>The proposed development will result in the loss of a very small amount of marginal potential foraging habitat for the Olive Whistler. Whilst this comprises an adverse impact on the species, the habitat to be removed is very small relative to the extensive areas of similar habitat which occurs within the Thredbo Resort area and elsewhere in the locality. Extensive areas of potential habitat for the species is contiguous with the study area. The species is highly mobile and considered to be common within the Thredbo Valley and the Thredbo Valley population is considered to be contiguous with other populations to the north and south (MGP 1996).</p> <p>Under these circumstances it is considered unlikely that the proposed development would affect the life cycle of the Olive Whistler such that a viable local population of the species is likely to be placed at risk of extinction.</p>
<p>Endangered Ecological Community</p>	<p>Assessment</p>
<p>Montane Peatlands and Swamps</p>	<p>The proposed development will result in a very minor reduction (approximately 2,000m²) in the extent of the Montane Peatlands and Swamps EEC which occurs within the study area and surrounds. The community within the study area is in part heavily disturbed. The community is extensive in surrounding areas, particularly along the Thredbo River.</p> <p>Under these circumstances, it is considered unlikely that the community would be adversely affected by the proposed development.</p>

To further mitigate potential impacts, the Applicant's ecologist recommended the implementation of a number of measures including:

- All disturbance should be kept to the minimum required to achieve the proposal. In particular, excavation and any vegetation removal should be undertaken so as to minimise damage to surrounding vegetation and associated habitats.
- All machinery to be used during the construction phase should be limited to the existing disturbed areas and the footprint of the proposal as far as is possible.
- As far as possible, excavation and other activities should be undertaken from existing disturbed areas so as to not extent the disturbance footprint beyond the proposal.
- The proposal should be constructed and implemented in accordance with best practice design standards to ensure that there are no adverse modifications to the hydrological environment that may impact on surrounding vegetation and associated habitats.
- Appropriate safeguards should be in place during the proposed works to limit the potential for invasive plants or pathogens, chemicals or any other pollutants to enter the environment in association with the proposed development.
- Appropriate sediment control measures should be implemented prior to any construction work for the proposal and retained in place until exposed areas of soil or vegetation are stabilised and/or revegetated.
- Drainage management and sediment control measures are to have particular regard to the prevention of any sedimentation of watercourses or vegetation communities adjoining the study area.
- Rehabilitation activities should be consistent with the resort areas rehabilitation guidelines (NGH Environmental 2007).

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIS)

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIS that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007 (Alpine SEPP) is the only EPI applicable to the development. Consideration of the matters to be considered is provided below:

CI 14(1) - Matters to be considered by consent authority	
(a) the aim and objectives of this policy, as set out in clause 2	The proposal is consistent with the aim and objectives of the Alpine SEPP in that it is consistent with the principles of ESD and provides additional parking facilities within Thredbo Alpine Resort while minimising impacts upon native vegetation, where possible.

<p>(b) the conservation of the natural environment and any measures to mitigate environmental hazards (including geotechnical hazards, bush fires and flooding),</p>	<p>The proposals impact on the natural environment and measures to mitigate environmental hazards has been considered in Section 6 of this report.</p>
<p>(c) the cumulative impacts of development on existing transport, effluent management systems, waste disposal facilities or transfer facilities, and existing water supply,</p>	<p>The Applicant states that the proposed car parking facility does not generate additional demands and only caters for existing demands, therefore no cumulative impacts are associated with the proposal.</p> <p>The NPWS raised concerns that the additional spaces and new pedestrian crossing on Friday Drive will cause further congestion and traffic delays. This is discussed further in Section 6.2.</p> <p>The Department's assessment concludes however that the new car parking facility is not expected to directly influence the overall number of people visiting the Thredbo Alpine Resort. Existing arrangements of parking up Friday Drive towards The Alpine Way are to be alleviated as a result of the proposal.</p>
<p>(d) any statement of environmental effects,</p>	<p>The SEE and additional information supplied are considered adequate to enable a proper assessment of the proposal.</p>
<p>(e) the character of the alpine resort,</p>	<p>The construction of an additional parking facility will support the use of the resort and reduce congestion along Friday Drive during peak periods.</p> <p>Providing additional facilities to meet customer expectations and demands within the resort is supported.</p>
<p>(f) the Geotechnical Policy – Kosciuszko Alpine Resorts,</p>	<p>Refer to Section 6.5.</p>
<p>(g) any sedimentation and erosion control measures,</p>	<p>The construction of the works would involve earthworks and implementation of appropriate sedimentation and erosion control measures. Conditions are recommended to ensure implementation during works.</p>

	The Applicant has provided a detailed Site Environmental Management Plan (SEMP) that will be implemented prior to commencement of works.
(h) any stormwater drainage works proposed,	Refer to Section 6.3 .
(i) any visual impact of the proposed development, particularly when viewed from the Main Range,	Refer to Section 6.4 .
(j) any significant increase in activities, outside of the ski season,	The proposal does not result in an increase in activities outside of the ski season.
(k) if the development involves the installation of ski lifting facilities,	<p>The proposal does not involve the installation of new ski lifting facilities and a development control plan does not apply to the alpine resort.</p> <p>The proposal is not expected to place additional burden on existing infrastructure or access to, from or in Thredbo Alpine Resort.</p>
(l) if the development is proposed to be carried out in Perisher Range Alpine Resort: the document entitled Perisher Range Resorts Master Plan and the document entitled Perisher Blue Ski Slope Master Plan,	Not applicable to proposal.
(m) if the development is proposed to be carried out on land in a riparian corridor.	Not applicable to proposal.
CI 15 – Additional matters to be considered for buildings	
<p>Building Height</p> <p>Building Setback</p> <p>Landscaped Area</p>	<p>The proposed car parking facility is considered appropriate and provides a car parking area on previously disturbed land.</p> <p>No concerns are raised in relation to the setbacks of the proposed works, when noting that no tourist accommodation buildings area located near the site.</p> <p>The works involved to construct and access the new car parking facility have appropriate regard to the surrounding landscaping of the area.</p>

CI 17 – applications referred to the Office of Environment and Heritage (OEH)	
The proposal was referred to the NPWS (former OEH) pursuant to clause 17 of the Alpine SEPP. Refer to comments received at Section 5 and discussion on the proposal at Section 6 .	
CI 26 – Heritage conservation	
European heritage	The proposal would not impact on any European heritage items.
Aboriginal heritage	The NPWS raised no concerns with the due diligence carried out by the Applicant, however a condition was recommended that should any Aboriginal objects be uncovered during construction, any works impacting the objects must cease immediately and the NPWS contacted for assessment of the site.

Appendix C – Recommended Instrument of Consent