



INSTALLATION OF SLIDING DOORS TO ROSSIGNOL DEMO STORE/MOUNTAIN BIKE WORKSHOP, THE CONSTRUCTION OF A NEW MOUNTAIN BIKE STORAGE FACILITY AND ASSOCIATED WORKS.

**2 FRIDAY DRIVE, THREDBO VILLAGE NSW 2625
LOT 862 DP1128686 & LOT 876 DP1243112**

DATE: AUGUST 2022
PREPARED FOR: KOSCIUSZKO THREDBO C/- ANDREW HARRIGAN
PREPARED BY: ACCENT TOWN PLANNING PTY LTD
REVISION: 03

EXECUTIVE SUMMARY

Accent Town Planning has been engaged by Kosciuszko Thredbo Pty Ltd (KT), the owners of Thredbo Resort to prepare the Statement of Environmental Effects (SEE) to complement the Development Application (DA) to the NSW Department of Planning, Alpine Resorts Team, in accordance with the State Environmental Planning Policy (Precincts – Regional) 2021, under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Statement for which this application applies is for the installation of new glass sliding entry doors for Rossignol Demo Store/Mountain Bike Workshop, the construction of a new 3mx12m Mountain Bike Storage Facility and associated works.

The proposed development is deemed to be of positive influence on the resort through the provision of an enhanced visitor experience. The upgrades to the Rossignol Demo Store/Mountain Bike Workshop, the addition of a new Mountain Bike Storage Facility and associated infrastructure works will provide visitors with an updated retail space and facility to improve visitor experience and encourage year-round tourism in Thredbo.

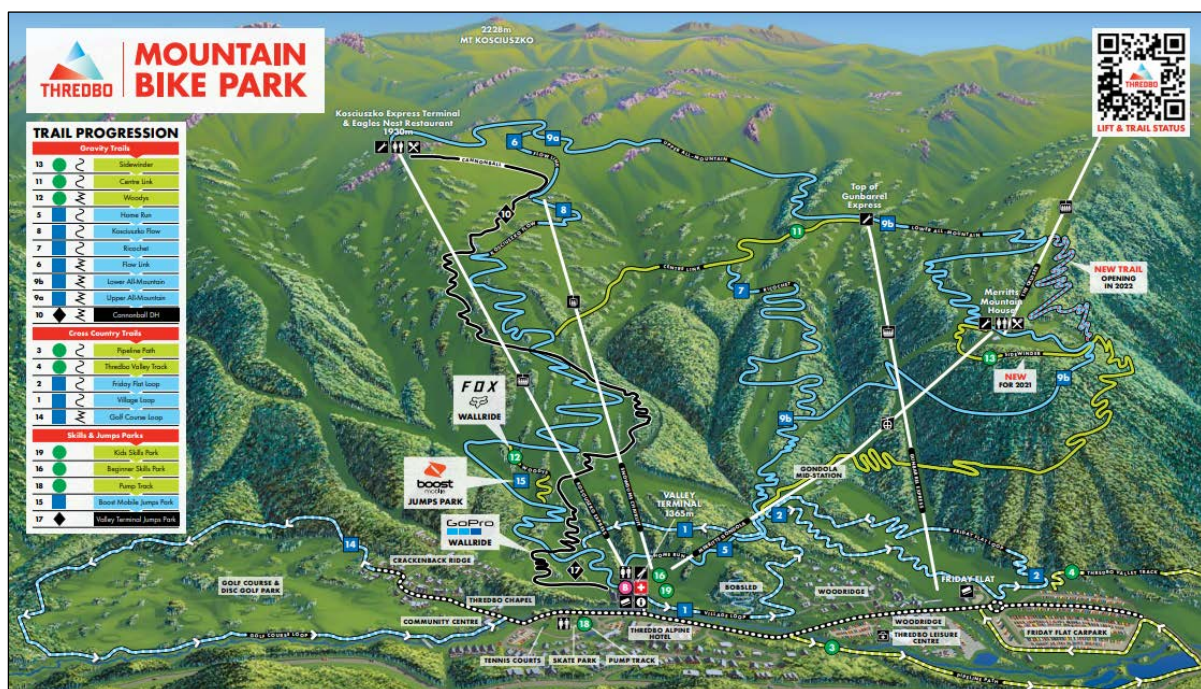
There are no proposed adverse effects to the local environment, landscape, streetscape, appearance, or scenic quality of the locality as the proposed works will be located in previously disturbed areas. The location of the new Mountain Bike Storage Facility was thoughtfully chosen in order to minimise the environmental impact of the proposed works.

Mountain Biking has become an increasingly popular sport across Australia, and Thredbo has become Australia's premier biking destination with the only lift-accessed gravity trails in the country. Thredbo Mountain Bike Park offers some of the best alpine riding in Australia, offering a mix of trails for both first timers and seasoned professional racers. The growing popularity of mountain bike riding in Thredbo has triggered the need for a more adequate space to provide hire services, storage, and workshop facilities.

This application is seeking the approval for the upgrade of the existing Rossignol Demo Store/Mountain Bike Workshop to include glass-sliding doors to allow for the easy flow of staff and visitors, the construction of a new 3 x 12m mountain bike storage facility and associated works.

The new Mountain Bike Storage Facility and upgraded Rossignol Demo Store/Mountain Bike Workshop will provide an enhanced visitor experience and will further contribute to the popularity of year-round tourism in Thredbo, and to the Snowy Monaro Region as a whole.

FIGURE 1 THREDBO MOUNTAIN BIKE PARK MAP



1.0 INTRODUCTION

This Statement of Environmental Effects will accompany a Development Application to be lodged with the Department of Planning and Environment (DoPE) in accordance with the State Environmental Planning Policy (Precincts – Regional) 2021, under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The project for which this Statement applies is for the installation of new glass sliding entry doors for the Rossignol Demo Store/Mountain Bike Workshop, the construction of a new 3m x 12m Mountain Bike Storage Facility and associated works. The Rossignol Demo Store/Mountain Bike Workshop is located at Lot 862 DP1128686, Friday Drive, Thredbo and the proposed Mountain Bike Storage Facility and associated works are located on the adjacent allotment legally described as Lot 876 DP1243112, 2 Friday Drive, Thredbo within the Kosciuszko National Park. Thredbo Village is located approximately 35km from Jindabyne, within Kosciuszko National Park, NSW.

The proposal aims to seek approval for the following works:

- Renovation to Rossignol Demo Store/Mountain Bike Workshop for the installation of sliding glass doors.
- Construction of new 3m x 12m Mountain Bike Storage Facility.
- Proposed addition to concrete concourse – approximately 105 sqm.
- Proposed 23 sqm addition to bike wash area.
- Proposed new drainage line to connect to existing oil separator/sewer.

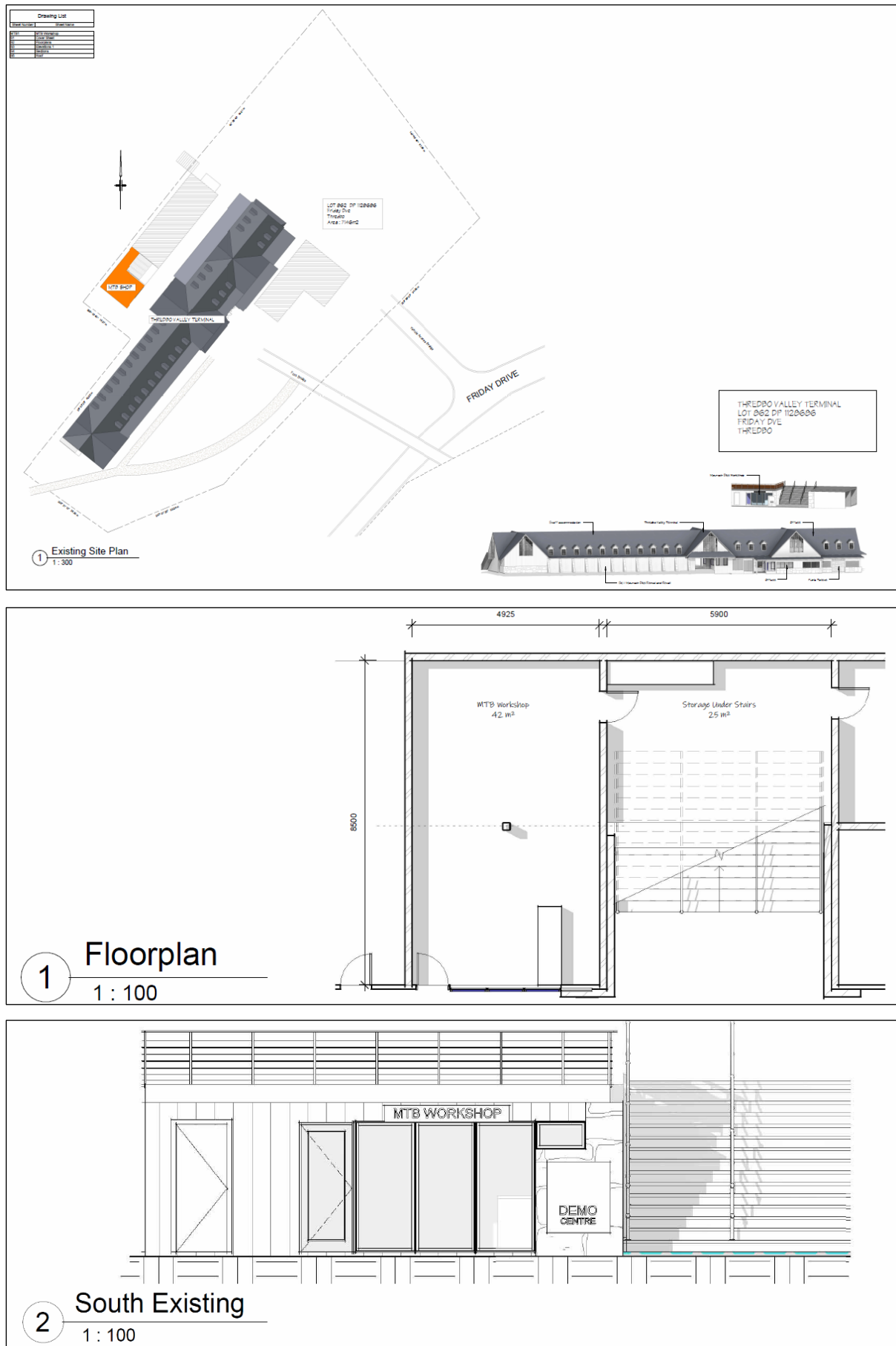
It is important to note, that the proposed building works for the Rossignol Demo Store/Mountain Bike Workshop will be within the existing footprint of the building. The new Mountain Bike Storage Facility will be located approximately northwest of the existing Valley Terminal building, on the upper elevation.

FIGURE 2 LOCATION OF PROPOSED MOUNTAIN BIKE STORAGE FACILITY



The proposed development is deemed to be of positive influence on the resort through the provision of an enhanced visitor experience with the addition of new a new Mountain Bike Storage Facility. The upgraded mountain bike workshop and new hire shop will provide visitors with mountain bike services and supplies, which encourages year-round tourist activities in Thredbo.

FIGURE 3 EXISTING ROSSIGNOL DEMO STORE/MOUNTAIN BIKE WORKSHOP



2.0 SITE LOCATION & CONTEXT

2.1 SITE ANALYSIS

The site is located in Lot 862 DP1128686 and Lot 876 DP1243112, Friday Drive, Thredbo within the Kosciuszko National Park. The resort areas, including Thredbo are important to New South Wales due to their economic and social contribution as well as their location within a unique alpine environment. Thredbo is located approximately 35kms from the township of Jindabyne.

The Snowy Mountains is a popular tourist destination for both Australian and international travellers. Kosciuszko National Park offers an array of attractions including, Alpine Resorts, world class mountain biking and Australia's highest mountain, Mt Kosciuszko. The local economy is driven by the winter season with skiing and other winter sports being unique to this region of Australia. A growing summer tourism trade has been developing with activities such as hiking, fishing, kayaking, and mountain biking encouraging outdoor enthusiasts to visit the region year-round.

FIGURE 4 AERIAL VIEW OF SUBJECT SITES

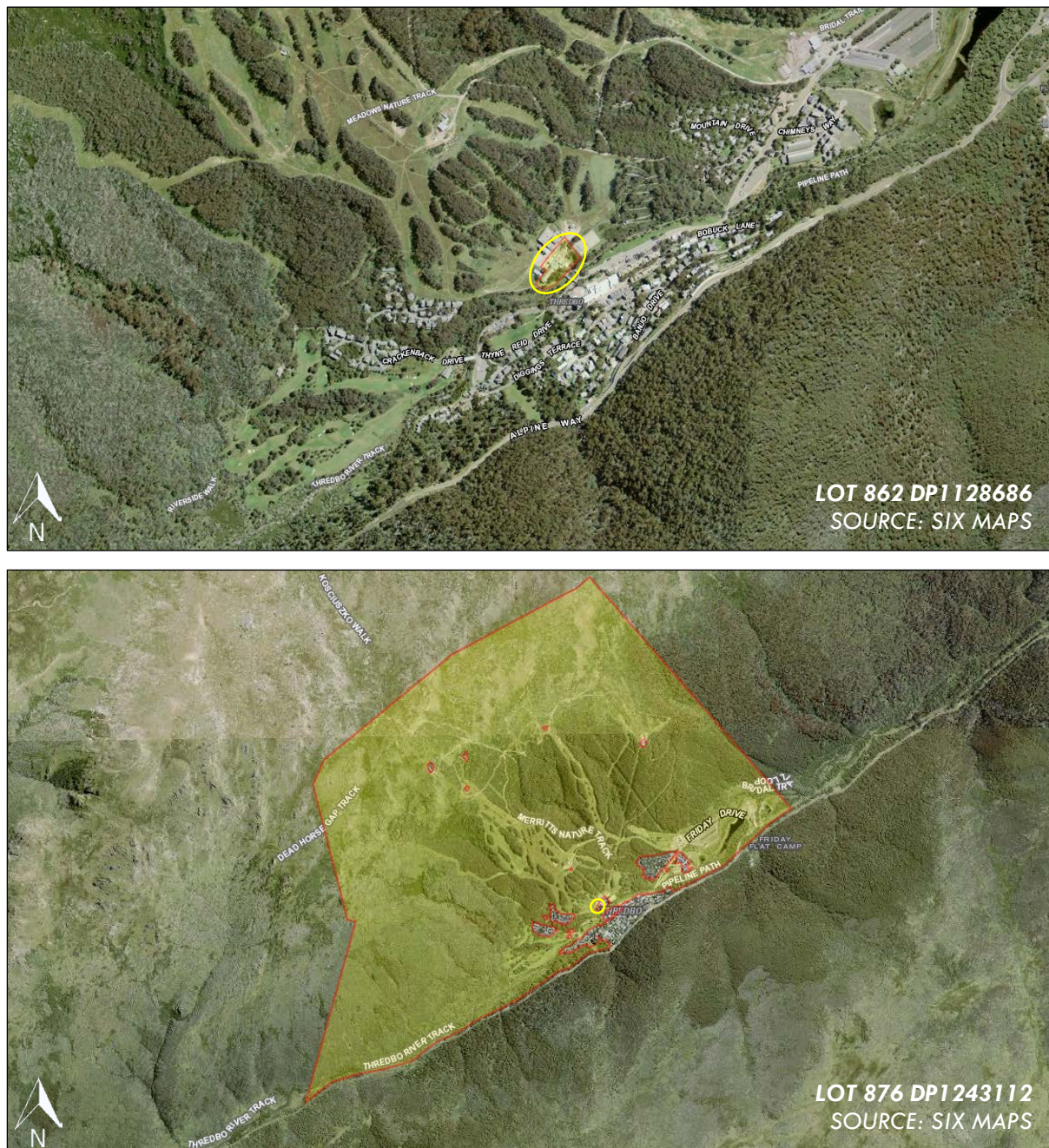


FIGURE 5 **CLOSE UP VIEW OF SUBJECT SITES**



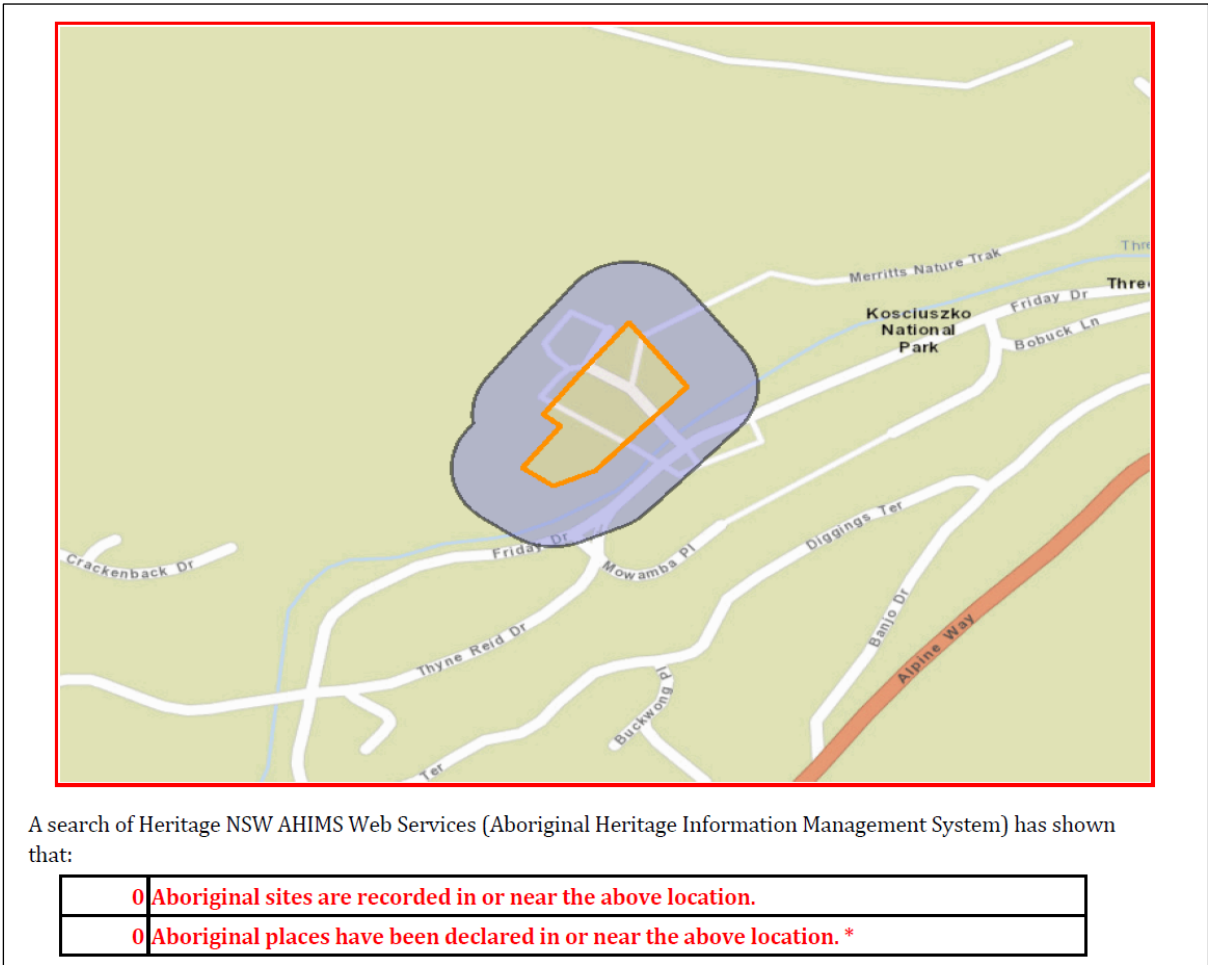
The subject sites are located within Thredbo Village at Valley Terminal. The Valley Terminal area is located directly South of the Kosciuszko Express Chairlift, and directly North from Thredbo Alpine Hotel.

The growing popularity of mountain bike riding in Thredbo has triggered the need for a more adequate space to provide hire services, storage, and workshop facilities. The proposed new Mountain Bike Storage Facility, and the upgrade of the existing Rossignol Demo Store/Mountain Bike Workshop will provide an enhanced visitor experience and will further contribute to the popularity of year-round tourism in Thredbo, and to the Snowy Monaro Region as a whole.

2.2 CULTURAL HERITAGE

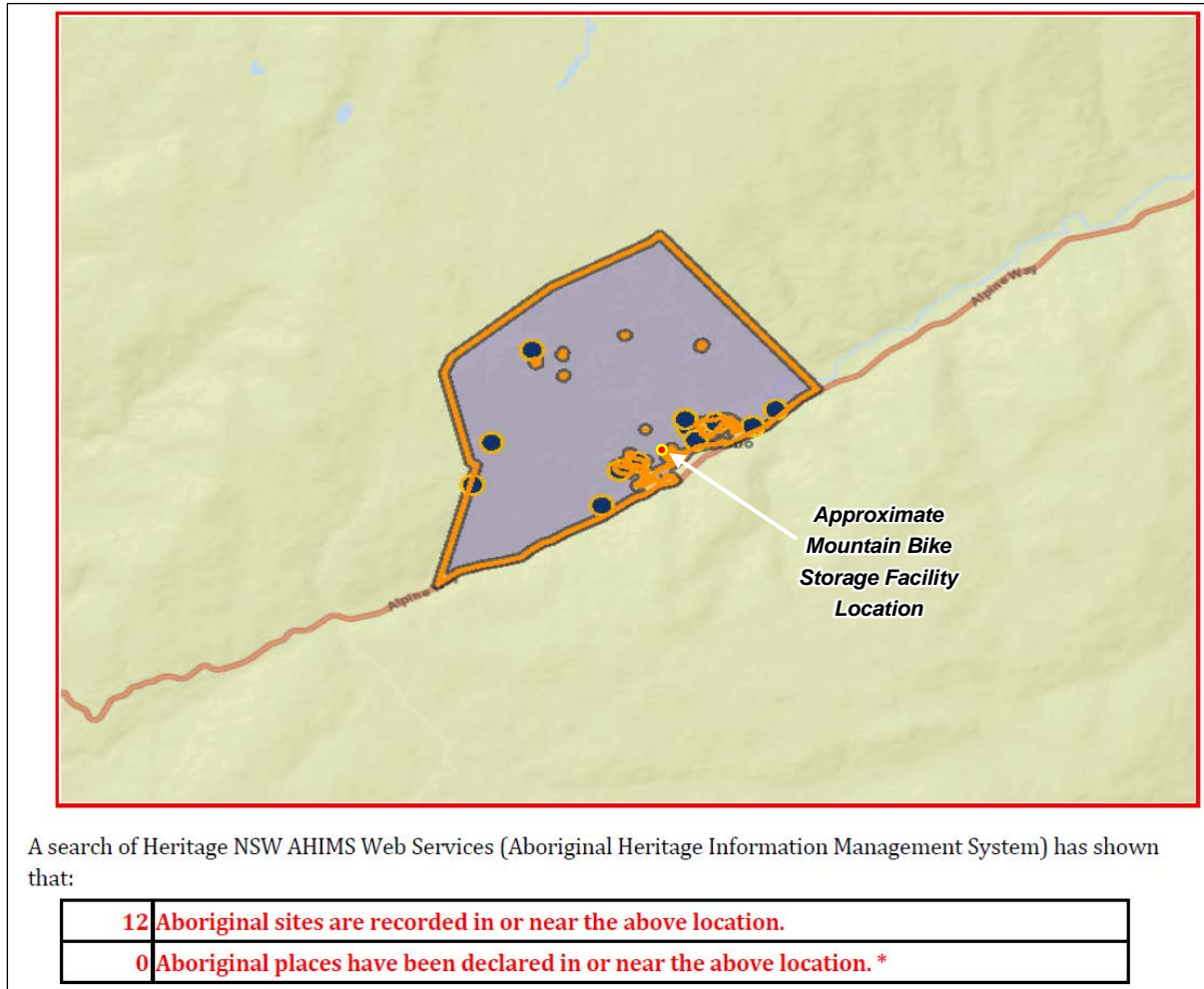
An *Aboriginal Heritage Information Management System* (AHIMS) search conducted for Lot 862 DP1128686 on the 03/06/2022 found zero sites or places recorded or declared at the subject allotment. There have been no known Aboriginal artefacts found during previous construction of the existing building and surrounds. Works proposed to the Rossignol Demo Store/Mountain Bike Workshop will result in no ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is unlikely.

FIGURE 6 AHIMS SEARCH RESULT LOT 862 DP1128686



An AHIMS search conducted for Lot 876 DP1243112 on the 08/06/2022 found twelve (12) Aboriginal sites within the entire allotment. However, the subject lot contains the Thredbo Resort area, and is very significant in size. As demonstrated in Figure 7, the subject site is a significant distance from any known Aboriginal sites or places.

There have been no known Aboriginal artefacts found during previous construction of the existing building and surrounds. The proposed new Mountain Bike Storage Facility will cause minimal ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is unlikely.

FIGURE 7 AHIMS SEARCH RESULT LOT 876 DP1243112**ABORIGINAL CULTURAL HERITAGE DUE DILIGENCE****APPLICABLE PATHWAY**

Section 1, "Do you need to use this due diligence code", of the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW 2010)* {referred to as the 'Due Diligence Code' going forward} has determined that the Generic Due Diligence Code of Practice is applicable to follow.

GENERIC DUE DILIGENCE CODE

Question 1: Will the activity disturb the ground surface or any culturally modified trees?

Response: Yes, the proposal will involve minimal ground disturbance – proceed to question 2.

Question 2: Are there any:

- a) Relevant confirmed site records or other associated landscape feature information on AHIMS?

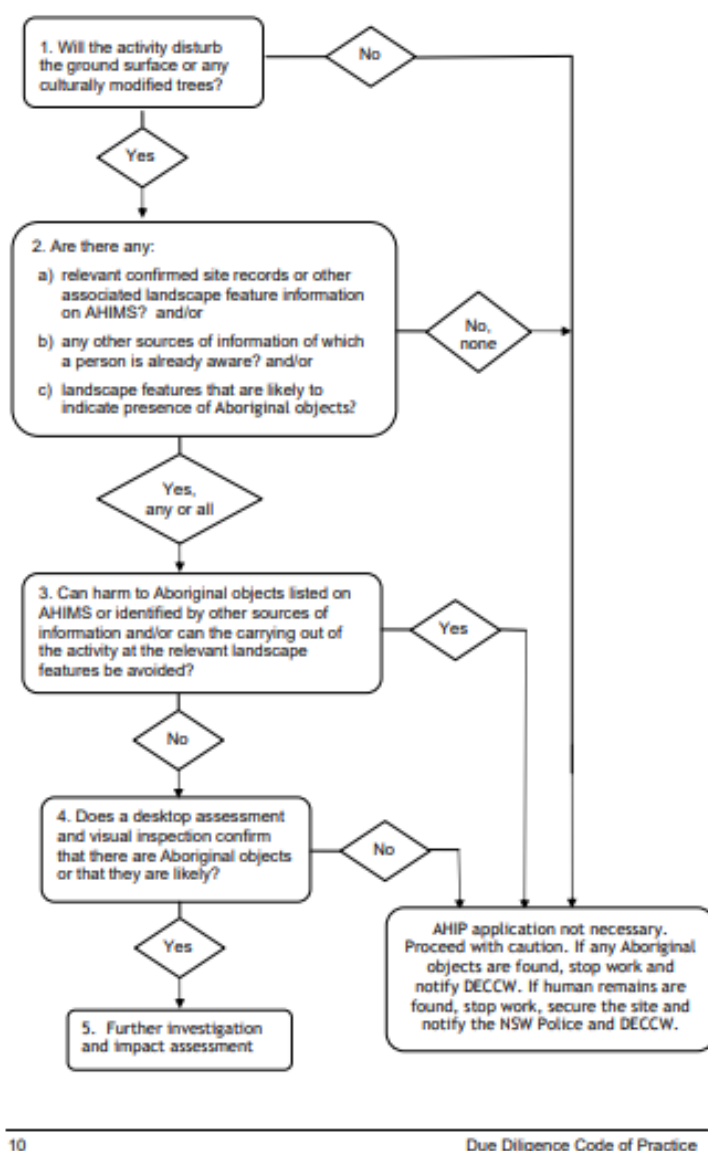
Response: No – see AHIMS report above.

- b) Any other sources of information of which a person is already aware?

Response: No other known sources of information or previous reports for the development area.

- c) Any landscape features that are likely to indicate presence of Aboriginal objects?

Response: No - The proposed development site does not contain any landscape features that are likely to indicate the presence of Aboriginal Objects.

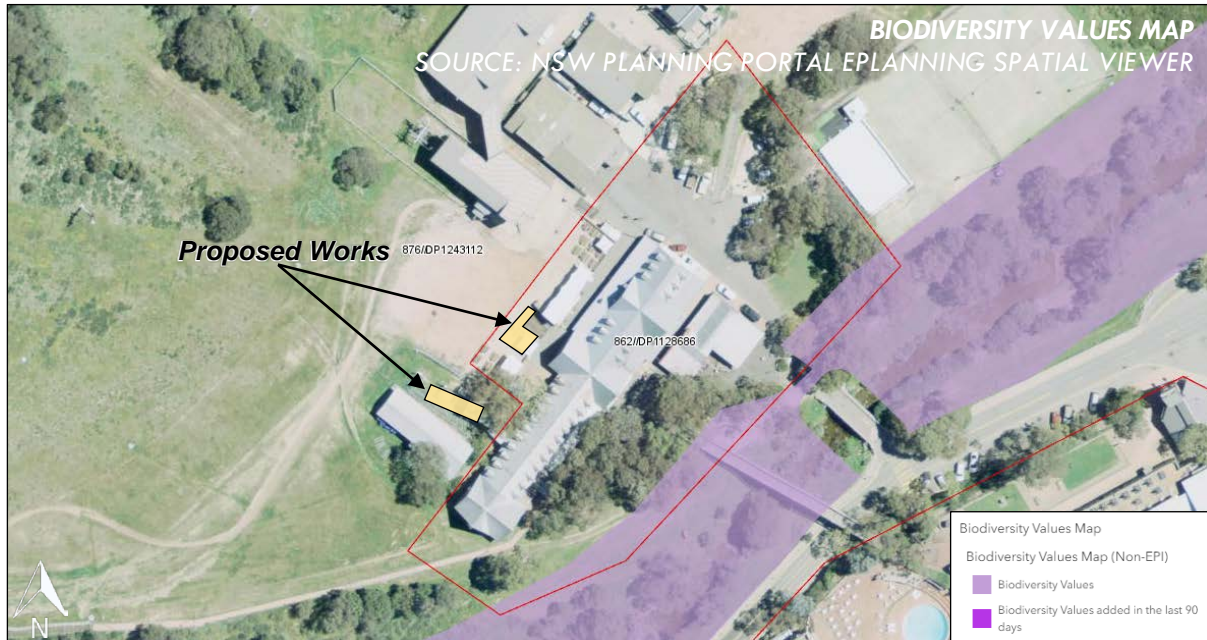
**CONCLUSION:**

Therefore, as per the Due Diligence Code “AHIP application not necessary. Proceed with caution. If any Aboriginal objects are found, stop work and notify National Parks and Wildlife Services (NPWS). If human remains are found, stop work, secure the site and notify the NSW Police and NPWS”.

2.3 BIODIVERSITY

Both subject sites do not contain areas identified with high biodiversity values. Lot 862 DP1128686 contains areas of high biodiversity values along the Thredbo River, South-west of the existing Valley Terminal building, however, the proposed works will be occurring on the North-eastern side of the Valley Terminal building, which provides separation between the proposed works and the Thredbo River. The proposed works are not proposed to occur in the areas identified as having High Biodiversity values as demonstrated in Figure 8 below.

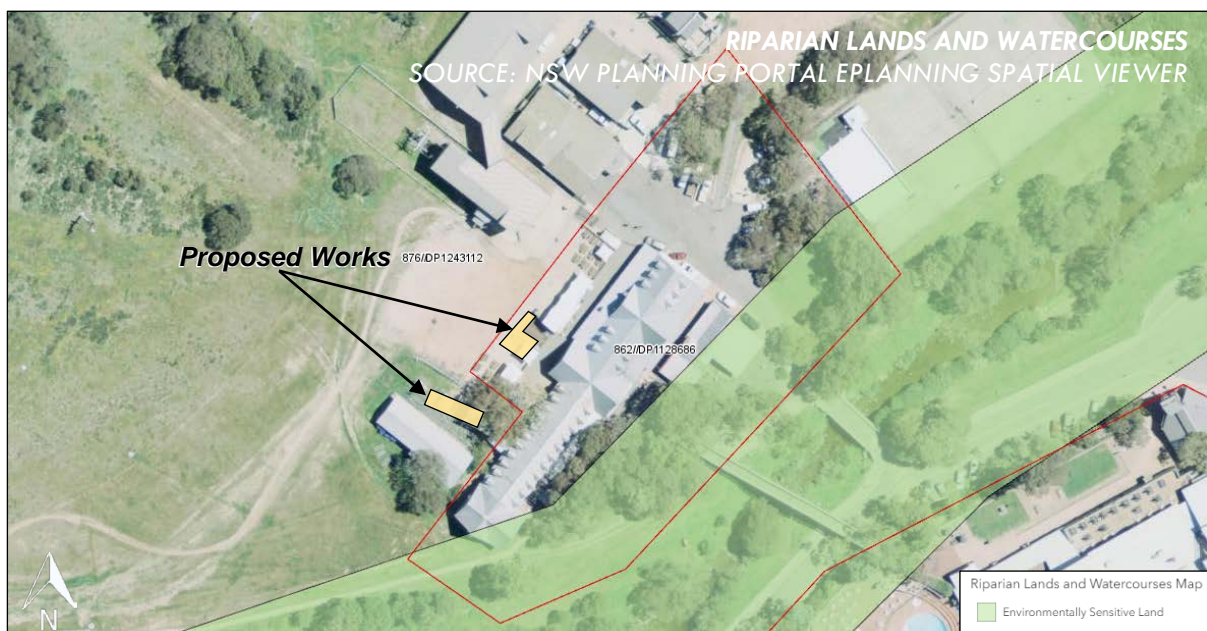
FIGURE 8 BIODIVERSITY VALUES MAP



2.4 RIPARIAN LANDS AND WATERCOURSES

The subject sites do not include areas identified as being Riparian Land and Watercourses as demonstrated in Figure 9 below. The DPE Water Waterfront Land e-tool was also used to determine whether the proposed works will require controlled activity approval licence. The Waterfront Land e-tool determined that the proposed works do not require a controlled activity approval licence. See Appendix I for the Waterfront Land e-tool results.

FIGURE 9 RIPARIAN LANDS AND WATERCOURSES MAP



2.5 SITE CONTOURS

Landfall is generally consistent across the site, there is a significant upslope to the North-west, and a consistent downslope towards Thredbo River. The slope continues upward to the South-east from Friday Drive through to the Alpine Way

FIGURE 10 CONTOUR PLAN



2.6 GEOTECHNICAL

To supplement the application, a Geotechnical Investigation Report has been prepared by *Alliance Geotechnical Pty Ltd* to assess the site suitability for the proposed new Mountain Bike Storage Facility.

As per the geotechnical assessment report provided:

“Alliance received a request for fee proposal from Andrew Harrigan of Kosciuszko Thredbo Pty Ltd on 20 May 2022 which includes a brief description of the proposed development. Based on the request, it is understood that the development would comprise the installation of a demountable shed to be used as a temporary mountain bike storage unit.

5.1 Geotechnical Constraints

The following geotechnical constraints were identified during the geotechnical investigation:

- Necessary checks should be given to the adjacent structures. Loading within the zone of influence of the existing retaining wall may cause potential failure if soil pressure imposed by the load is not considered.
- Consideration must be given to the properties of the fill material, given the varying soil type across the encountered soil profile if it is to be used as the foundation layer.
- Presence of high plasticity clay layer which is sensitive to moisture changes should be noted during excavation and construction.

The site is relatively flat at this location, so no immediate slope instability risks are considered beyond the village-wide background risks.

5.2 Footings

The existing fill is not an ideal foundation material, and the proposed structure should be founded on the natural stratum in preference. For lightly loaded, settlement insensitive structures, it may be feasible to design shallow footings founded uniformly in natural colluvium or residual soil. Parameters for shallow footing design are presented in Table 2. If lightly loaded footings are planned to be founded on the Fill, the formation should be proof rolled or re-compacted on the surface to tighten up the formation and check for any localised soft or loose spots.

All footing excavations are required to be cleaned of any frozen, loose or disturbed material and any water immediately prior to placing the concrete.

Geotechnical inspection should be undertaken during shallow footing excavation. An experienced geotechnical engineer or engineering geologist should be on site to confirm the design embedment depth and the assumptions made in this report regarding the subsoil conditions. The base of footing should be free of soft, loose, wet, frozen or disturbed soils.

The effect of temporary excavation and loading on adjacent structures, in this case the assembly building on the southwest and the retaining wall on the southeast of the project location, should be noted. A dilapidation survey of any nearby structures (within the zone of influence of the proposed structure) and infrastructure is recommended to be undertaken by a structural engineer prior to the commencement of any site excavations.

The report should include precise measurements of the existing defects and cracks presented with relevant photos.

5.3 Earthworks

5.3.1 Subgrade Preparation

The following recommendations are provided for subgrade preparation for earthworks, pavements and slab-on-ground construction:

- *Strip existing fill and topsoil. Remove unsuitable materials from the site (e.g., material containing deleterious matter). Stockpile remainder for re-use as landscaping material or remove from site.*
- *If natural soils need to be excavated, stockpile for re-use as fill or remove as spoil.*
- *Areas which show visible heave under compaction equipment should be over-excavated a further 0.3m and replaced with approved fill. The replaced select fill layers (following moisture conditioning, if required) shall be compacted with a roller until a minimum standard dry density ratio of 95% SMDD is achieved, and the in-situ moisture content of the layer is within $\pm 2\%$ of standard optimum at the time of carrying out the field density testing.*

Any waste soils being removed from the site must be classified in accordance with current regulatory authority requirements to enable appropriate disposal to an appropriately licensed landfill facility.

5.3.2 Fill Placement and Compaction

Any minor fill (up to 1.0m) which is to support pavements or lightly loaded ground slabs should be placed in a controlled manner as outlined below, and in general accordance with the relevant Australian Standard (AS 3798 – Earthworks for residential and commercial developments). If any major filling is required (greater than 1m), then it is subject to a site-specific earthwork specification.

Any off-site disposal of excavated materials will require an assessment for re-use or classification of the soils in accordance with EPA guidelines. This includes fill soils and natural soils removed from site. Environmental assessments will need to be undertaken on excavated soils to classify spoil prior to removal from site.

It is recommended that all compaction control testing in areas that will support slabs and pavements be undertaken under the supervision of a suitable geotechnical testing authority (GTA)."

2.7 SITE PHOTOS – EXTERNAL

PHOTO 1



PHOTO 2



PHOTO 3



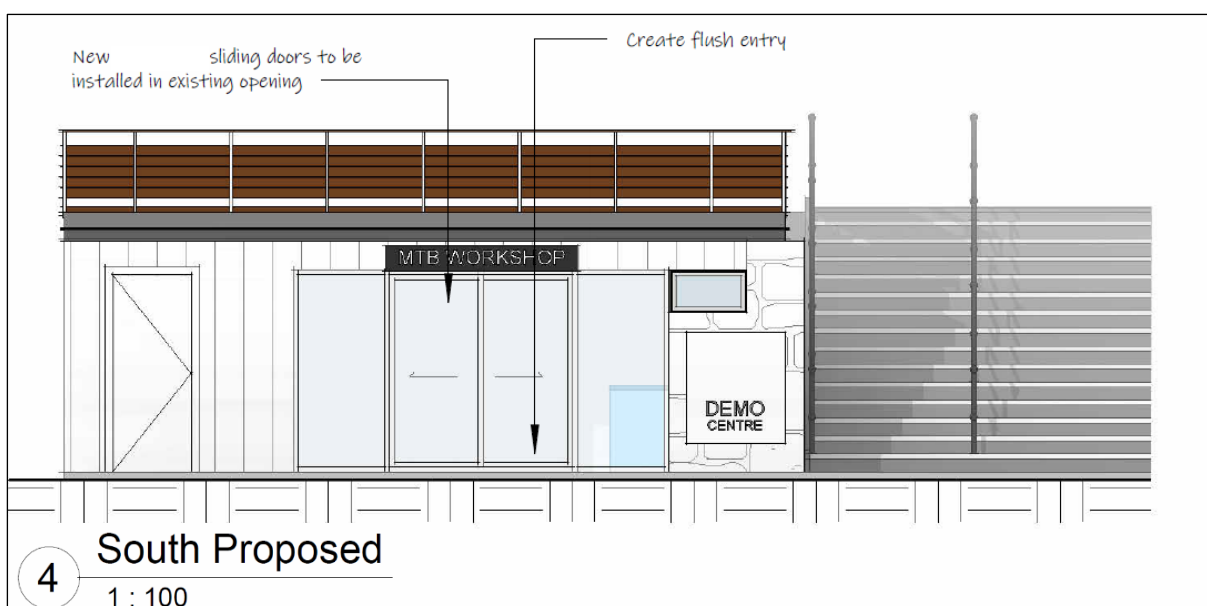
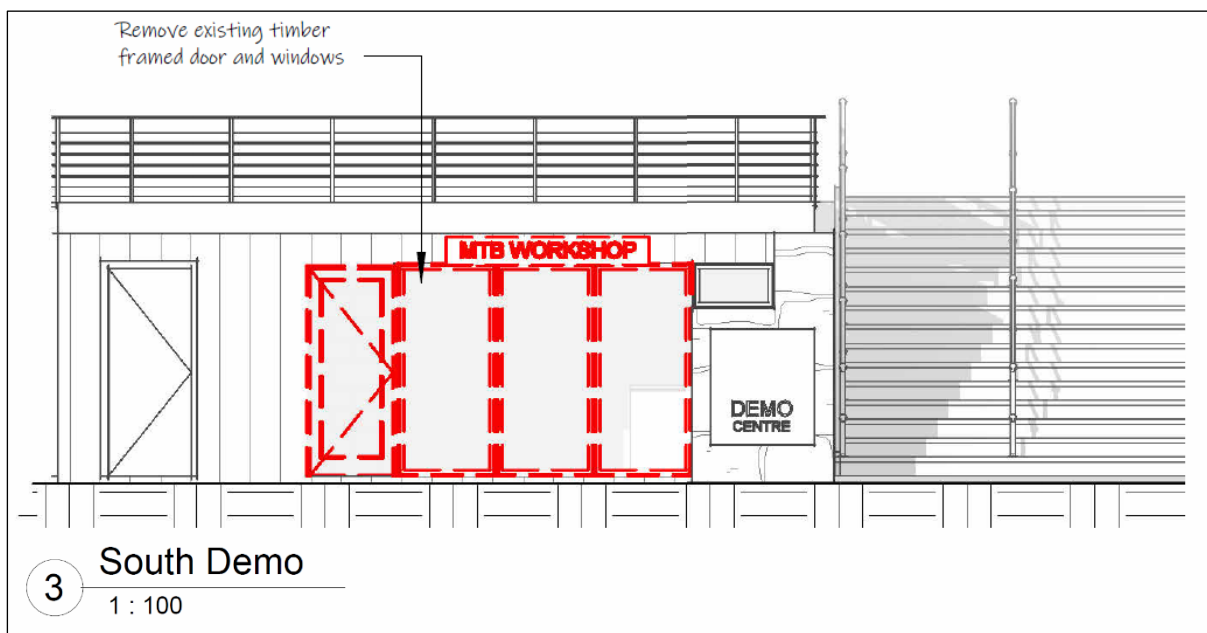
3.0 PROJECT

The project for which this Statement applies is for the installation of new glass sliding entry doors for the Rossignol Demo Store/Mountain Bike Workshop, the construction of a new Mountain Bike Storage Facility and associated works. The Rossignol Demo Store/Mountain Bike Workshop is located at Lot 862 DP1128686, Friday Drive, Thredbo and the proposed Mountain Bike Storage Facility and associated works are located on the adjacent allotment legally known as Lot 876 DP1243112, 2 Friday Drive, Thredbo within the Kosciuszko National Park.

3.1 ROSSIGNOL DEMO STORE/MOUNTAIN BIKE WORKSHOP

Currently, the Rossignol Demo Store/Mountain Bike Workshop has fixed glass windows along the shop front with a single access door. The narrow width of the entryway makes it difficult for staff and customers to manoeuvre in and out of the store, particularly when trying to move mountain bikes in and out of the shop.

It is proposed that new glass sliding doors are to be installed on the southern elevation of the Existing store. The proposed new glass sliding doors will provide ease of access for all staff and customers entering and exiting the Demo Store.



3.2 NEW MOUNTAIN BIKE STORAGE FACILITY AND ASSOCIATED WORKS

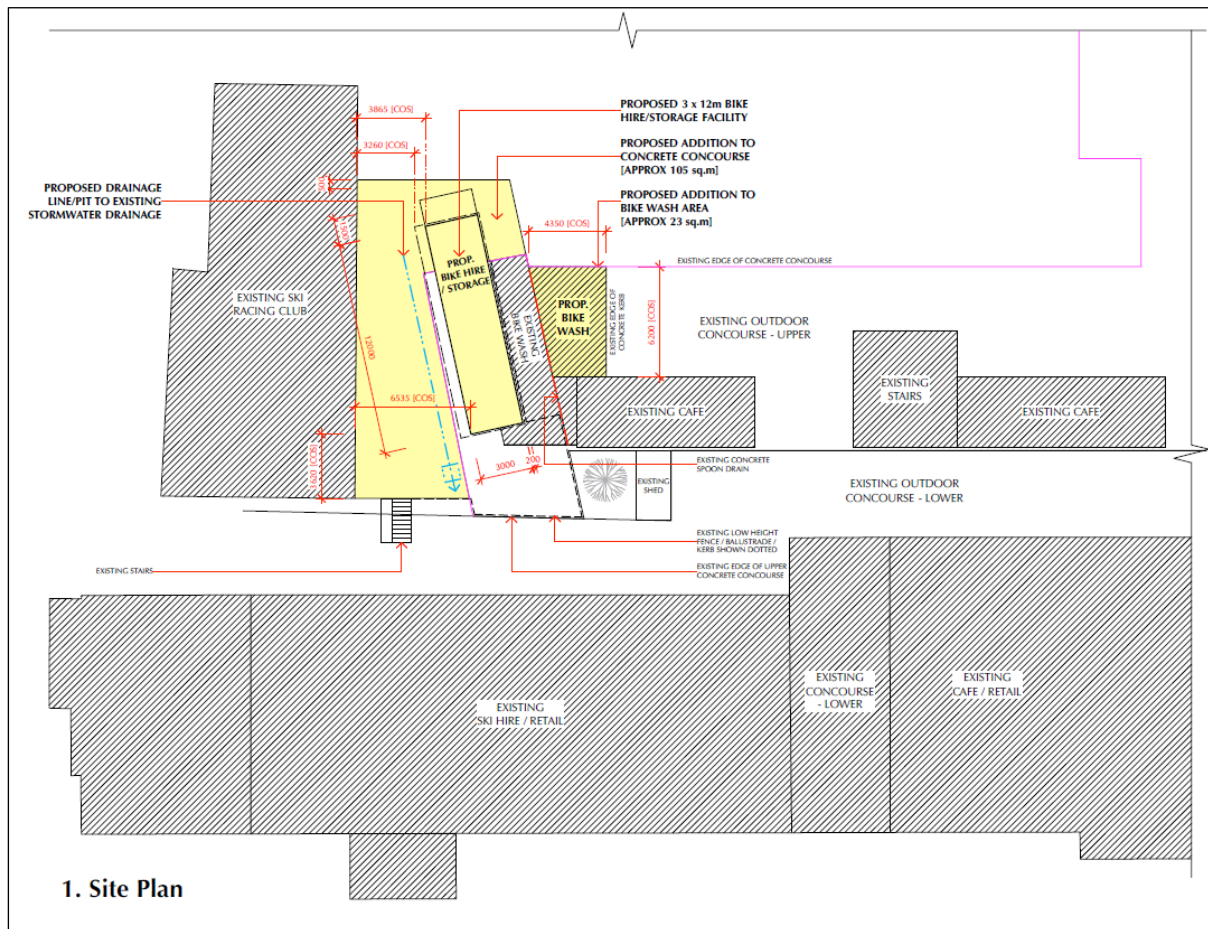
As the popularity of mountain biking has steadily increased in recent years, the Thredbo Mountain Bike Team is looking to expand its fleet of mountain bikes and accessories in order to offer visitors an array of mountain bikes and accessories ranging from beginner to professional equipment. For this reason, a new Mountain Bike Storage Facility is proposed.

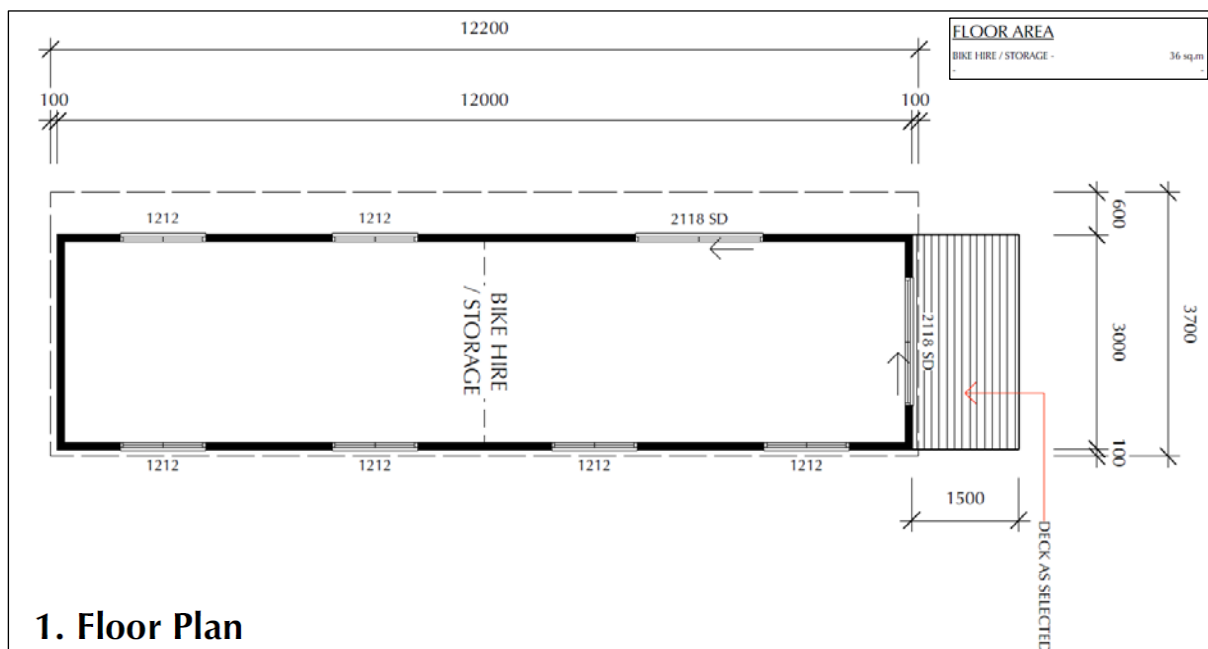
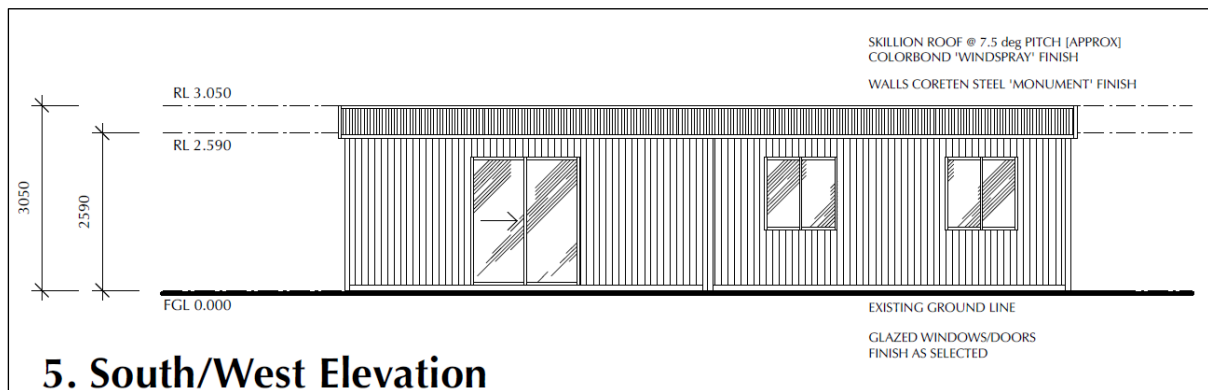
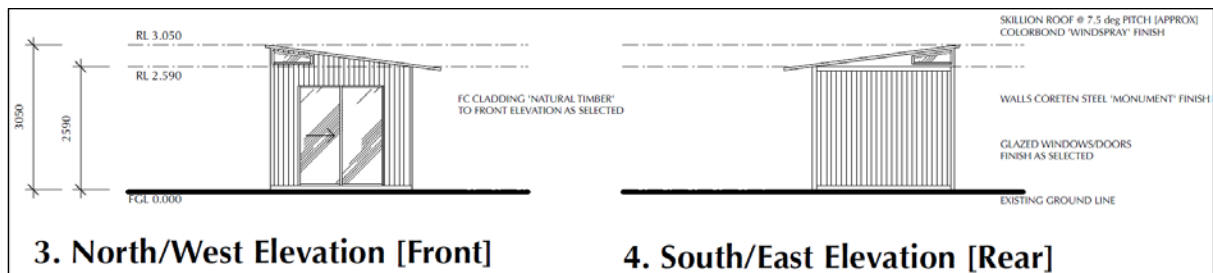
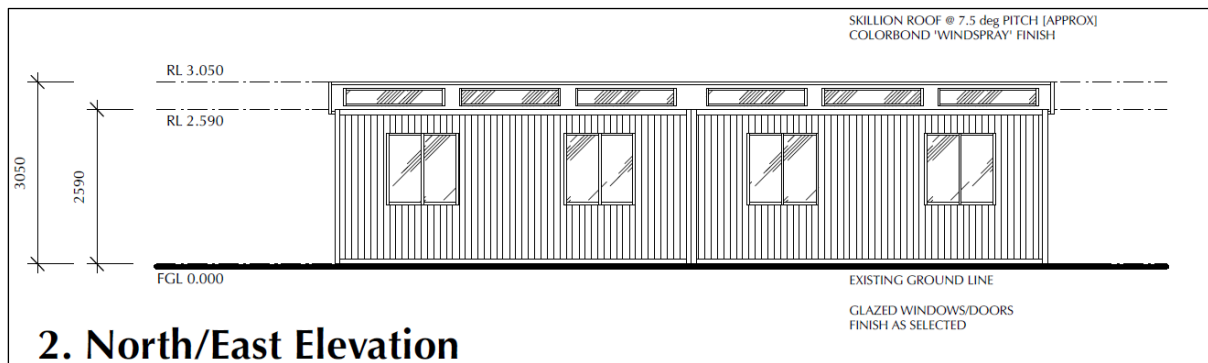
The proposed building location is currently clear, being located between an existing bike wash area, café and ski racing club. The new building will provide additional space for the storage of mountain bikes and mountain bike accessories, which will allow Thredbo to expand its current fleet of mountain bike stock. The proposed Mountain Bike Storage Facility will help to further support the growing mountain biking tourism trade in Thredbo, which will further encourage year-round tourism in the Snowy Mountains.

The construction of a new 3m x 12m Mountain Bike Storage Facility is proposed, alongside a 105sqm addition to the existing concrete concourse, a new 23sqm bike wash area to expand the existing bike wash area and a new drainage line to connect to existing oil separator/sewer to provide adequate drainage for the bike wash area. During the summer months the bike wash area will drain into an oil separator, which is then diverted to the sewer. During the winter months, the flow is diverted directly to the stormwater infrastructure, as the bike wash area is not in use and therefore there is no potential for contamination into the stormwater.

As demonstrated in the site plan, the existing concrete concourse supplies the foundation for the proposed 3m x 12m building requiring an extension of the concourse in order to provide adequate footing and support for the new building.

The proposed new building is proposed to be used by staff only and will not be available for public access. It is not proposed to have staff operating within the building for any extended period of time. Staff will enter and exit the building to pick up/drop-off mountain bikes with the building being used for storage purposes only.







4.0 GENERAL INFORMATION

PROJECT DESCRIPTION

The project for which this Statement applies is for the installation of new glass sliding entry doors for the Rossignol Demo Store/Mountain Bike Workshop, the construction of a new Mountain Bike Storage Facility and associated works.

SITE SUITABILITY

The site is suitable for the proposed development.

<ul style="list-style-type: none"> site constraints such as flooding, slope, geotechnical hazards, bushfire and any other risks 	<p>The subject sites are both identified as bushfire prone land, and hence a Bushfire Hazard Assessment Report has been prepared and will be submitted as part of this application.</p> <p>The subject sites are not identified as flood prone land.</p> <p>The site is within "Zone G" of the Kosciuszko National Parks Alpine Resorts, and hence a geotechnical investigation and slope instability risk assessment is required. See Geotechnical Report and Form 1 provided by <i>Alliance Geotechnical Pty Ltd</i>.</p>
<ul style="list-style-type: none"> effects on the local environment, landscape, streetscape, appearance or scenic quality of the locality 	<p>There are no proposed adverse effects to the local environment, landscape, streetscape, appearance or scenic quality of the locality as the proposed development is consistent with surrounding development and existing buildings in Thredbo. The new proposed Mountain Bike Storage Facility will be consistent in design with other buildings in Thredbo and will involve minimal ground disturbance.</p>
<ul style="list-style-type: none"> biological and ecological impacts including the impacts on fauna and flora 	<p>The subject sites are not located in areas identified as High Biodiversity Values.</p> <p>The proposed works do not have the potential to impact the identified areas of high biodiversity values surrounding the Thredbo River.</p> <p>Caution will be taken when handling and disposing of any waste materials associated with the proposed works to limit any potential damage or contamination of these sensitive areas.</p>
<ul style="list-style-type: none"> impacts on existing and future amenity of the locality 	<p>The proposed works are deemed to be of positive influence on both the existing building as well as Thredbo Village, by offering upgrades to the existing Rossignol Demo Store/Mountain Bike Workshop and a new Mountain Bike Storage Facility – both of which will enhance the tourism service industry in the area.</p>
<ul style="list-style-type: none"> the age and condition of any structures or buildings. 	<p>The Thredbo Valley Terminal complex was constructed in the 1960's-1970's. Rossignol</p>

	<p>Demo Store/Mountain Bike Workshop was included within the construction of the complex.</p> <p>The current design doorway does not support the efficient use and movement of staff, visitors and mountain bikes in and out of the space, hence the need for an updated entryway.</p>
PRESENT AND PREVIOUS USES	
<p>Since construction, the Rossignol Demo Store/Mountain Bike Workshop has been used for a variety of purposes to support tourism in Thredbo. The growing popularity of Mountain Biking has led to the expansion of mountain biking facilities in Thredbo, including the Rossignol Demo Store becoming a mountain bike workshop during the summer months.</p>	
OPERATIONAL DETAILS	
<p>Thredbo Village and Ski Resort is Australia's premier alpine and summer tourist resort and village. The Rossignol Demo Store/Mountain Bike Workshop will continue to operate as a Mountain Bike Workshop during the summer months and a ski/snowboard demo store during the winter months. The proposed new Mountain Bike Storage Facility will provide much needed storage space to allow Thredbo to expand its current mountain bike fleet.</p>	
CHANGE OF USE OF A BUILDING (WHERE THERE IS NO BUILDING WORK)	
Not applicable.	
BUILDING CLASSIFICATION AND BUILDING CODE OF AUSTRALIA (BCA)	
<p>The Rossignol Demo Store/Mountain Bike Workshop is currently a Class 6 building, it is proposed that the new Mountain Bike Storage Facility will also operate as a Class 7b structure.</p>	
SNOW DEPOSITION	
<p>The existing Rossignol Demo Store/Mountain Bike Workshop is located below a concrete outdoor seating area that is associated with a nearby café. The existing roof structure has been designed to withstand the appropriate snow-loading capacity and will be sufficient to support the ongoing use of the space.</p> <p>The proposed new Mountain Bike Storage Facility has been designed in accordance with AS1173.3 with a ground snow load of 9.88 kPa and roof snow load of 7.45 kPa. The roof has a pitched design, to prevent snow deposition on the roof structure.</p>	
GEOTECHNICAL ENGINEERING SUMMARY	
<p><i>"The following geotechnical constraints were identified during the geotechnical investigation:</i></p> <ul style="list-style-type: none"> <i>Necessary checks should be given to the adjacent structures. Loading within the zone of influence of the existing retaining wall may cause potential failure if soil pressure imposed by the load is not considered.</i> <i>Consideration must be given to the properties of the fill material, given the varying soil type across the encountered soil profile if it is to be used as the foundation layer.</i> <i>Presence of high plasticity clay layer which is sensitive to moisture changes should be noted during excavation and construction.</i> <p><i>The site is relatively flat at this location, so no immediate slope instability risks are considered beyond the village-wide background risks."</i></p> <p>See Geotechnical Report and Form 1 submitted as part of this application.</p>	

STRUCTURAL ENGINEERING DETAILS

See Structural Engineering plans submitted as part of this application.

SOCIAL AND ECONOMIC IMPACT

The proposed new sliding doors for the Rossignol Demo Store/Mountain Bike Workshop are expected to have positive social and economic impacts through the establishment of appropriate access for staff and visitors. The proposed new Mountain Bike Storage Facility will provide additional facilities for mountain bike and accessories to be stored.

The investment into Mountain biking facilities will improve the amenity and long-term resilience for the resort by offering tourist activities on a year-round basis.

ACCESS AND TRAFFIC

Thredbo Village is accessible by car on a year-round basis. The proposed development does not include the addition of any bed licences or vehicle parking areas and is not expected to generate additional traffic to the resort. For this reason, the proposed development will have no impact on the existing access and traffic to Thredbo Village.

PRIVACY, VIEWS AND OVERSHADOWING

Impacts on the natural environment will be minimal as the new Mountain Bike Storage Facility is located in a cleared area. Minimal ground and vegetation disturbance will be incurred by the proposed works. The proposed development will not impact upon existing views and view-sharing and will not cause adverse overshadowing to surrounding development.

AIR AND NOISE**Air**

Works involving dust dispersion will use water spray to help keep material damp and dust down. Covers will be placed over waste storage areas and piles of excavated materials to prevent dust dispersion. When transporting materials that cause dust they will be dampened and covered before moving.

Noise

Noise on a construction site can become a form of pollution to the local environment through the use of plant, machinery and tools. For protection of employees and visitors to the site they are issued with PPE including ear protection.

To reduce noise pollution from site the following procedures will be followed:

- All plant, machinery and tools will be maintained in good working order at all times;
- Work involving noisy tools or machinery to be used inside the building structure when possible;
- Strict hours of operation for each site will be implemented to reduce noise pollution to the surrounding areas
- In the instance of receiving a complaint in regards to noise levels immediate rectification will occur as far as practical.

SOIL, WATER AND WASTEWATER MANAGEMENT

The proposed works will have minimal environmental impact. The new drainage line will connect to an existing oil separator/sewer to provide adequate drainage for the bike wash area. During the summer months the bike wash area will drain into an oil separator, which is then diverted to the sewer. During the winter months, the flow is diverted directly to the stormwater infrastructure, as the bike wash area is not in use and therefore there is no potential for contamination into the stormwater.

HERITAGE

The Valley Terminal Building is identified as a Heritage Item under *Schedule 3 Heritage Items – Chapter 4 of the Precincts Regional SEPP 2021*. The proposed works have been thoughtfully designed and sited to conserve the heritage significance of the Valley Terminal building, including the associated fabric, settings and views of the surrounding area.

The proposed works will not disturb nor alter the Valley Terminal building and are deemed to be of a minor nature that will not adversely impact upon the heritage significance of the building.

ABORIGINAL CULTURAL HERITAGE

The subject sites do not contain any listed Aboriginal Sites and/or Aboriginal Objects. Lot 876 DP1243112 (the allotment containing Thredbo Resort) does contain recorded Aboriginal Sites, however these sites are located a significant distance from the proposed works. For this reason, the proposed sites will not cause any negative impacts on Aboriginal Sites and/or Aboriginal Objects.

There have been no known Aboriginal artefacts found during previous construction in the area. The proposed works proposed will result in the minimal ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is unlikely.

VEGETATION REMOVAL

No vegetation removal is proposed as part of this application.

ENERGY

A section J report will be prepared and provided during the Construction Certificate.

WASTE

The proposed development is not expected to increase visitation numbers to the resort. As a result, there will be no need to increase the capacity of existing waste disposal facilities due to the proposed development.

Waste generated from the removal of the existing entry doors and windows in the Rossignol Demo Store/Mountain Bike Workshop and the general construction waste and other waste associated with the construction of the new lift will be disposed of in the skip bin and deposited in the nearest council waste facility.

DEMOLITION

The proposal includes the removal of the existing entry door and windows in the Rossignol Demo Store/Mountain Bike Workshop. Waste generated from the proposed demolition works will be disposed of in the skip bin and deposited in the nearest council waste facility.

TERMITE PROTECTION

Proposed new 3m x 12m Mountain Bike Storage Facility will be constructed of steel.

SCHEDULE OF WORKS

Construction will be during the summer season from October to May with no works proposed to be conducted during the winter season June to September. The start date for construction is not yet set and the year will be determined after development consent has been issued.

5.0 PERMISSIBILITY, LEGISLATION AND REGIONAL PLAN

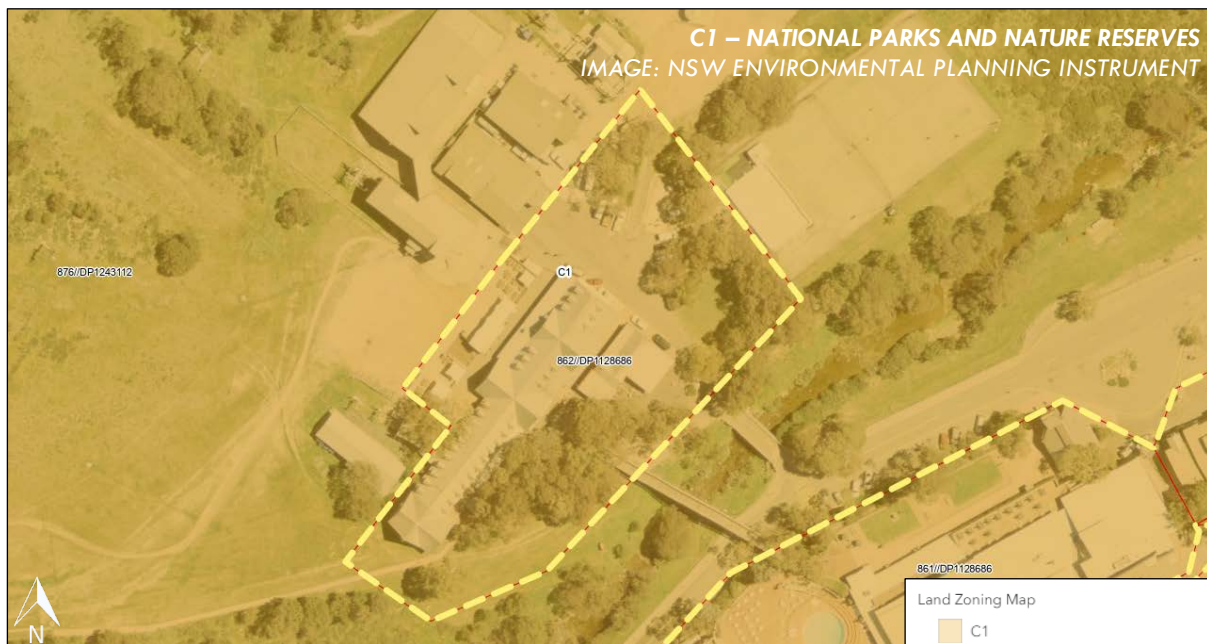
5.1 SOUTH EAST AND TABLELAND REGIONAL PLAN 2036

The proposed upgrades to Thredbo Village will provide modern retail facilities for visitors and provide a higher standard of recreation, consistent with the purpose of the Regional Plan, which offers a framework to provide infrastructure and development to help strengthen the long-term resilience of the South-East and Tableland region. The regional Plan seeks to acknowledge the unique environmental and cultural significance of Kosciuszko National Park, whilst also enhancing visitor experience, which this application has taken into consideration.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (PRECINCTS – REGIONAL) 2021

The proposal is for the installation of new sliding glass doors to the Rossignol Demo Store/Mountain Bike Workshop, and the construction of a new Mountain Bike Storage Facility, both of which are a permissible use under Chapter 4 of the State Environmental Planning Policy (Precincts – Regional) 2021. As seen below 'Commercial premises' and 'Shops' are permissible with consent within Thredbo Alpine Resort.

FIGURE 11 ZONING C1 NATIONAL PARKS AND NATURE RESERVES



Thredbo Alpine Resort

Permitted without consent

Nil

Permitted with consent

Advertisements; Building identification signs; Business identification signs; Car parking; Commercial premises (other than brothels and workshops); Community facilities; Conference facilities; Educational establishments; Emergency services facilities; Entertainment facilities; Fences; Food outlets; Health profession consulting rooms; Helipads; Infrastructure facilities; Lifting facilities; Management trails; Medical centres; Places of public worship; Public utility undertakings; Recreation facilities; Recreation infrastructure; Shops; Ski slope huts; Ski slopes; Snow-making infrastructure; Stream flow monitoring stations; Telecommunications facilities; Tourist accommodation; Transport facilities; Vehicle repair stations; Weather stations

Prohibited

Any development not otherwise specified in item 1 or 2

5.2.1 MATTERS TO BE CONSIDERED BY CONSENT AUTHORITY (SECTION 4.12 PRECINCTS – REGIONAL SEPP)

(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 section 4.1,	<p>The proposed works are consistent with the aims and objectives of the policy as the development will contribute to Mountain biking facilities in Thredbo, which will promote the resilience of the Ski Resort by providing year-round tourism activities.</p> <p>The proposal will create positive social and economic impacts and works towards securing the long-term resilience of the alpine resort.</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>The proposed works are expected to have minimal environmental impact.</p> <p>The proposed development has been designed so as to not disturb or detriment the surrounding natural environment. This includes the consideration of bushfire threat and geotechnical considerations. See bushfire report and Geotech report that are submitted as part of this application.</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> <p>(i) the capacity of existing transport to cater for peak days and the suitability of access to the alpine resorts to accommodate the development,</p> <p>(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,</p> <p>(iii) the capacity of existing waste disposal facilities or transfer facilities to cater for peak loads generated by the development,</p> <p>(iv) the capacity of any existing water supply to cater for peak loads generated by the development,</p>	<p>The proposed works to existing Rossignol Demo Store/Mountain Bike Workshop and the proposed new Mountain Bike Storage Facility will be of positive influence and will have no impact on existing summer and winter transport, reticulated effluent management, waste disposal and water supply.</p> <p>The proposed development will not generate additional visitation to the resort and hence will have no impact on the existing capacity of the reticulated effluent management system.</p> <p>Likewise, with no increase in visitation there will be no need to increase the capacity of existing waste disposal facilities or water supply.</p>
(d) any statement of environmental effects required to accompany the development application for the development,	Statement of environmental effects provided.
(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	The proposed works will not significantly alter the character of the resort or Kosciuszko National Park.

understanding how the development will relate to the alpine resort,	
(f) the <i>Geotechnical Policy—Kosciuszko Alpine Resorts</i> (2003, Department of Infrastructure, Planning and Natural Resources) and any measures proposed to address any geotechnical issues arising in relation to the development	A geotechnical hazard assessment has been completed by Alliance Geotechnical Pty Ltd. Please refer to the Geotechnical report submitted as part of this application.
(g) if earthworks or excavation works are proposed—any sedimentation and erosion control measures proposed to mitigate any adverse impacts associated with those works,	Minor earthworks and excavation will be required for the construction of the new Mountain Bike Storage Facility. See Site Environmental Management Plan provided for sedimentation and erosion control measures.
(h) if stormwater drainage works are proposed—any measures proposed to mitigate any adverse impacts associated with those works,	The new drainage line will connect to the existing oil separator/sewer to provide adequate drainage for the bike wash area. During the summer months the bike wash area will drain into an oil separator, which is then diverted to the sewer. During the winter months, the flow is diverted directly to the stormwater infrastructure, as the bike wash area is not in use and therefore there is no potential for contamination into the stormwater.
(i) any visual impact of the proposed development, particularly when viewed from the Main Range	The proposed works cannot be viewed from the Main Range.
(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	This development alone, does not have the potential to significantly increase activities outside of the ski season in Thredbo.
(k) if the development involves the installation of ski lifting facilities and a development control plan does not apply to the alpine resort: (i) the capacity of existing infrastructure facilities, and (ii) any adverse impact of the development on access to, from or in the alpine resort,	Not applicable.
(l) if the development is proposed to be carried out in Perisher Range Alpine Resort— i. the document entitled <i>Perisher Range Resorts Master Plan</i> , as current at the commencement of this Policy, that is deposited in the head office of the Department, and ii. the document entitled <i>Perisher Blue Ski Resort Ski Slope Master Plan</i> , as current at the commencement of this	Not applicable.

Policy, that is deposited in the head office of the Department,	
<p>(m) if the development is proposed to be carried out on land in a riparian corridor—</p> <ul style="list-style-type: none"> i. the long-term management goals for riparian land, and ii. whether measures should be adopted in the carrying out of the development to assist in meeting those goals. 	<p>The proposed new Mountain Bike Storage Facility is located within 40m of riparian corridor. The works will be occurring in an already cleared area, no vegetation removal is required as part of this application.</p> <p>The proposed works require minimal ground disturbance for the new building. The building envelope is separated by the Valley Terminal building to the Thredbo River.</p> <p>Sedimentation trap measures will be implemented during construction to ensure that no erosion or runoff will occur, and potentially harm the local waterway.</p> <p>Waste should be handled carefully and disposed of correctly on site to avoid any contamination of the local waterway. Please see the sedimentation and erosion control plan included in the Site Environmental Management Plan included in this report.</p> <p>This application requires an integrated assessment from DPE Water.</p>
(2) The long-term management goals for riparian land are as follows—	
(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,	The proposed works are not identified within a Riparian corridor.
(b) to ensure that the integrity of areas of conservation value and terrestrial and aquatic habitats of native flora and native fauna is maintained,	The proposed works are not identified within a Riparian corridor.
(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.	The proposed works are not identified within a Riparian corridor.

5.2.2 ADDITIONAL MATTERS TO BE CONSIDERED FOR BUILDINGS (SECTION 4.13 PRECINCTS – REGIONAL SEPP)

(1) Building height

In determining a development application for the erection of a building on land, the consent authority must take into consideration the proposed height of the building (where relevant) and the extent to which that height—

(a) has an impact on the privacy of occupiers and users of other land, and	The proposed Mountain Bike Storage Facility is located in close proximity to the Thredbo Racing Club (TRC) building (located directly west of the proposed building). The TRC building does not
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	<p>provide tourist accommodation for visitors and is used on a commercial basis only.</p> <p>The proposed new Mountain Bike Storage Facility will not impact upon the privacy of TRC building users.</p>
(b) limits solar access to places in the public domain where members of the public gather or to adjoining or nearby land, and	The proposed works will not impact the solar access available to recreational users of the alpine resort.
(c) has an impact on views from other land, and	The proposed works will not have any impact on views or view-sharing within Thredbo Village and Resort. Therefore, there will be no negative impacts on views from other land.
(d) if the building is proposed to be erected in Thredbo Alpine Resort—has a visual impact when viewed from the Alpine Way, and	The proposed building envelope is not visible from the Alpine Way.
(e) if the building is proposed to be erected in Perisher Range Alpine Resort—needs to be limited so as to assist in maintaining the skyline when viewed from Kosciuszko Road and any other public roads, and	Not applicable.
(f) if the building is proposed to be erected in an alpine resort other than Thredbo Alpine Resort or Perisher Range Alpine Resort—is similar to existing buildings in the resort where it is proposed to be erected, and	Not applicable.
(g) if the building is proposed to be erected in Bullocks Flat Terminal—relates to the topography of its site.	Not applicable.
(2) - Building Setback In determining a development application for the erection of a building on land, the consent authority must take into consideration the proposed setback of the building (where relevant) and the extent to which that setback—	
(a) assists in providing adequate open space to complement any commercial use in the alpine resort concerned, and	The proposed Mountain Bike Storage Facility is located in close proximity to the existing TRC building. The proposed new building will not limit or inhibit access to and from the TRC building, as appropriate separation has been provided between structures to allow for the appropriate use of each building.
(b) assists in achieving high quality landscaping between the building and other buildings, and	Not applicable.
(c) has an impact on amenity, particularly on view corridors at places in the public domain where members of the public gather, and	<p>The proposed works will not have any detrimental impacts on the amenity of visitors and staff in Thredbo Village.</p> <p>The small-scale nature of the works, means that the development does not have the potential to</p>

	impact upon or obstruct view corridors at places in the public domain.
(d) is adequate for the purposes of fire safety, and	See bushfire hazard assessment report submitted as part of this application. BCA compliance to be demonstrated throughout construction certificate phase.
(e) will enable site access for pedestrians, services (including stormwater drainage and sewerage services) and the carrying out of building maintenance, and	There will be no adverse impacts to existing access to and from the alpine resort from the proposed development.
(f) will facilitate the management of accumulated snow.	<p>The existing Rossignol Demo Store/Mountain Bike Workshop is located below a concrete outdoor seating area that is associated with a nearby café. The existing roof structure has been designed to withstand the appropriate snow-loading capacity and will be sufficient to support the ongoing use of the space.</p> <p>The proposed new Mountain Bike Storage Facility has been designed in accordance with AS1173.3 with a ground snow load of 9.88 kPa and roof snow load of 7.45 kPa. The roof has a pitched design, to prevent snow deposition on the roof structure.</p>
(3) Landscaped Area In determining a development application for the erection of a building on land, the consent authority must take into consideration (where relevant) the extent to which landscaping should be used—	
(a) as a means of assisting in the protection of the unique alpine environment of the alpine resort concerned, and to maximise its natural visual amenity, for the benefit of visitors and natural ecosystems, and	Impacts on the natural environment will be minimal as the new building will be located in an area that is already cleared and void of vegetation. Minimal ground disturbance will be incurred by the new Mountain Bike Storage Facility.
(b) to assist in the provision of adequate open space to complement any commercial use in the alpine resort concerned, and	The existing Rossignol Demo Store/Mountain Bike Workshop and the proposed Mountain Bike Storage Facility have direct access to open space located adjacent to Valley Terminal. The proposed works will not limit or inhibit access from commercial spaces to the existing open areas.
(c) to limit the apparent mass and bulk of the building, and	The proposed works to the Rossignol Demo Store/Mountain Bike Workshop will not increase the size and/or bulk of the existing building. The proposed new Mountain Bike Storage Facility has been designed to complement existing neighbouring buildings and has a total height of 3.3m.
(d) as an amenity protection buffer between the proposed building and other buildings,	The proposed new Mountain Bike Storage Facility will be located in a row of other commercial buildings. Vegetation is not proposed to be planted in the areas between

	buildings as the area surrounding the proposed Mountain Bike Storage Facility is a high foot traffic area that must remain primarily clear to allow for ease of access and pedestrian flow surrounding the Valley Terminal Building and Kosciuszko Express chairlift.
(e) as a means of reducing run-off, and	The new drainage line will connect to the existing oil separator/sewer to provide adequate drainage for the bike wash area. During the summer months the bike wash area will drain into an oil separator, which is then diverted to the sewer. During the winter months, the flow is diverted directly to the stormwater infrastructure, as the bike wash area is not in use and therefore there is no potential for contamination into the stormwater.
(f) to protect significant existing site features and limit the area of any site disturbed during and after the carrying out of development.	The proposed works are not located in close proximity to any significant site features. The proposed new Mountain Bike Storage Facility is minimal in scale and will incur minor site/soil disturbance that will be managed by erosion and sedimentation measures during construction.

5.2.3 HERITAGE CONSERVATION (SECTION 4.24 PRECINCTS – REGIONAL SEPP)

(2) Requirement for consent Development consent is required for any of the following—	
(a) demolishing or moving a heritage item,	Not applicable.
(b) altering a heritage item, including (in the case of a building) by making changes to the detail, fabric, finish or appearance of its exterior,	Not applicable.
(c) altering a heritage item that is a building by making structural changes to its interior,	Not applicable.
(d) disturbing or excavating land that is or contains a heritage item referred to in Part 2 of Schedule 3,	Not applicable.
(e) erecting a building on land that is a heritage item or on which a heritage item is located,	Not applicable, the proposed new Mountain Bike Storage Facility is located on the adjacent allotment.
(f) subdividing land that is a heritage item or on which a heritage item is located.	Not applicable.
(3) When consent not required However, consent under this section is not required if—	
(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development—	The proposed works are deemed to be of a minor nature, and will not impact upon the heritage significance of the Valley Terminal Building.
(i) is of a minor nature, or is for the	

<p>maintenance of the heritage item, and</p> <p>(ii) the proposed development would not adversely affect the heritage significance of the heritage item, or</p>	
(b) the development is limited to the removal of a tree or other vegetation that the consent authority is satisfied is a risk to human life or property, or	Not applicable.
(c) the development is exempt development, or	Not applicable.
(d) the development is development that, under section 4.23 (Development by Crown or public authorities), does not require consent.	Not applicable.

5.3 OTHER APPROVALS RURAL FIRES ACT 1997

Both subject sites are identified as being in bushfire prone land, and hence as outlined in *Planning for Bushfire Protection – PBP 2019* (NSW RFS 2019) is considered Special Fire Protection Purpose (SFPP) and is required to obtain a BFSA from the RFS under section 100B of the RF Act. See bushfire hazard assessment report submitted as part of this application.

5.4 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (203)

5.4.1 OBJECTS OF THE EP&A ACT

In determining a development application, a consent authority must take into consideration the matters referred to in Clause 4.15 (1) of the EP&A Act as are of relevance to the development:

4.15 – 1 (a) (i) the provisions of an environmental planning instrument
The applicable environmental planning instrument is State Environmental Planning Policy (Precincts—Regional) 2021.
4.15 – 1 (a) (ii) the provisions of any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)
None are applicable to the proposal.
4.15 – 1 (a) (iii) the provisions of any development control plan
None are applicable to the proposal.
4.15 – 1 (a) (iiia) the provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4
None are applicable to the proposal.
4.15 – 1 (a) (iv) the provisions of any Regulations (to the extent that they prescribe matters for the purposes of this paragraph)
None are applicable to the proposal.

4.15 – 1 (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Natural Environment: The proposed works are not anticipated to have any negative impacts on the surrounding natural environment.

Built Environment: The new Mountain Bike Storage Facility has been designed to suit the mass and scale of existing neighbouring buildings. A mix of materials have been chosen to fit in with the character of existing buildings located in the Valley Terminal area of Thredbo. The overall change to the built environment is considered of positive influence on the existing building ad locality.

Social and Economic impacts in the locality: The proposed works have been designed to minimise any amenity impacts on the neighbouring buildings, they are not expected to generate any negative social or economic issues.

4.15 – 1 (c) the suitability of the site for the development

The Rossignol Demo Store/Mountain Bike Workshop site is suitable to support the proposed replacement of the entry doors, the proposed works will occur within the existing building footprint.

The proposed new Mountain Bike Storage Facility will be constructed within an area that has been previously disturbed, the site is suitable to support the provision of the new 3 x 12m building.

Both subject sites are identified as being in bushfire prone land, and hence as outlined in *Planning for Bushfire Protection – PBP 2019* (NSW RFS 2019) is considered Special Fire Protection Purpose (SFPP) and is required to obtain a BFSa from the RFS under section 100B of the RF Act. See bushfire hazard assessment report submitted as part of this application.

The site is within “Zone G” of the Kosciuszko National Parks Alpine Resorts, and hence a geotechnical investigation and slope instability risk assessment is required. Refer to Geotechnical report and Form 1 submitted as part of this application.

4.15 – 1 (d) any submissions made in accordance with this Act or the regulations

The application does not require notification to adjoining landowners, as Kosciuszko Thredbo as the applicant, is also the Head Lessee.

4.15 – 1 (e) the public interest

The development proposal satisfies the objectives of the State Environmental Planning Policy (Precincts—Regional) 2021 and is considered positive in terms of the public interest.

6.0 CONCLUSION

SUITABILITY OF THE SITE FOR DEVELOPMENT

The proposal complies with the relevant environmental planning instruments and policies. The Statement of Environmental Effects confirms that the site is suitable and capable of sustaining the proposed development, with no adverse impacts.

Submissions Made in Accordance with the Act or regulations:

Given the proposals minimal environmental impact it is unlikely to raise significant objection.

The Public Interest

The proposal is in the public interest as:

- It provides a sustainable land use.
- The proposal is suitable within the locality.
- The proposal is positive in terms of the amenity of the area.

7.0 SITE ENVIRONMENTAL MANAGEMENT PLAN (SEMP)

As detailed in the Statement of Environmental Effects, the proposed works will generate minimal impacts.

- Minimal site clearing activity will occur through this project.
- No flow paths will be altered as a result of this development.
- Construction vehicles will enter the site via the existing site entry via the bridge from Friday Drive.
- Construction vehicles will park in the sites existing designated car parks.
- All construction materials will be stored in an appropriate location on site (to be determined by Kosciuszko Thredbo).

DUST CONTROL

Works involving dust dispersion will use water spray to help keep material damp and dust down. Covers will be placed over waste storage areas and piles of excavated materials to prevent dust dispersion. When transporting materials that cause dust they will be dampened and covered before moving.

LITTER CONTROL

Litter control around the site is the responsibility of all on site. A daily site clean up to reduce litter around the site and prevent any possible hazards it causes will be performed. It is the subcontractor's responsibility to leave the work area neat, clean and free of litter. Litter collected can be placed in bins or specified areas and disposed of at the local council tip.

EMERGENCY PROCEDURES

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

Organisation	Emergency Phone	Non-Emergency Phone
NSW Police	000	Adaminaby: 02 6456 2244
NSW Fire and Rescue	000	Cooma: 02 6452 2037
NSW Ambulance	000	Cooma: 02 9320 7777
Cooma Hospital	02 6455 3222	
National Parks and Wildlife Service (NPWS)/OEH	1800 629 104	Snowy Region: 6450 5600 Jindabyne: 6450 5555
Roads and Maritime Services	Traffic incidents & road conditions: 131 700 Road closures and special events: 132 701	
EPA Environment Line	131 555	
NRMA Road Service	13 21 32	

NOISE CONTROL

Noise on a construction site can become a form of pollution to the local environment through the use of plant, machinery and tools. For protection of employees and visitors to the site they are issued with PPE including ear protection.

To reduce noise pollution from site the following procedures will be followed:

- All plant, machinery and tools will be maintained in good working order at all times;
- Work involving noisy tools or machinery to be used inside the building structure when possible;
- Strict hours of operation for each site will be implemented to reduce noise pollution to the surrounding areas
- In the instance of receiving a complaint in regards to noise levels immediate rectification will occur as far as practical.

FUELS & CHEMICALS

No fuel or chemicals will be stored onsite during construction.

CHEMICAL SPILL PREVENTION AND CONTAINMENT

The proposed development will not require the storage or use of any hazardous materials. However, if any petroleum products, trade waste, garbage and other noxious substances are required for the subject works, although unlikely to be required in any substantial amount, this will be appropriately stored off-site.

INDIGENOUS HERITAGE

Should any material suspected of being an Aboriginal object become unearthed in the course of works associated with the proposed works, all work at that location shall cease immediately as per Section 90 of the *National Parks and Wildlife Act 1974*, and the Office of Environment and Heritage shall be contacted immediately to arrange for representatives to inspect the site.

WASTE MANAGEMENT

Waste management is a crucial aspect to managing the impact of development in Kosciuszko National Park. No ground disturbance is proposed to occur within 40m of the Thredbo River, however caution must be taken when disposing of and handling waste material on site, to prevent any runoff of debris into the waterway. All waste generated from the proposed works, and the general construction waste and other waste associated with the repair work and construction of the new Mountain Bike Storage Facility will be disposed of in a skip bin, that will then be deposited to an external waste facility.

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

- All litter generated on site is to be placed in small garbage bags. These bags are to be disposed of appropriately in a timely manner.
- A daily inspection shall be carried out to ensure the worksite is left in a rubbish free state.
- All employees shall be informed of the need to maintain a clean worksite.
- Site generated waste including garbage, grouting and mortar and excess stabilisation materials shall be collected and removed from the site.
- All loads of rubbish removed shall be securely covered to ensure no spillage.
- To the furthest extent possible efforts shall be made to reduce, reuse and recycle materials used onsite.
- The worksite shall be left in a tidy and rubbish free state upon completion of the Project.

NOISE AND VIBRATION POLLUTION

The intended hours of construction have not yet been determined. Hours for construction will be determined in order to allow for construction on suitable days during appropriate hours to prevent any negative impacts on the amenity of visitors and staff.

AIR POLLUTION

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

TRAFFIC MANAGEMENT

The overall principles for traffic management during demolition, excavation and construction phases of the development are:

- minimise effects on traffic movements and amenity;
- manage and control vehicular movements to and from the site;
- maintain traffic capacity at intersections;
- maintain existing on-street parking in the vicinity of the site where practical;
- maintain access to other properties adjacent to the site;
- maintain safety for workers;
- provide appropriate access to the site for, excavation and construction traffic; and
- manage and control vehicle activity in the vicinity of the site.

8.0 SITE ENVIRONMENTAL MANAGEMENT PLAN (SEMP) DIAGRAMS

DIAGRAM A: STANDARD STRAW BALE FILTER INSTALLATION

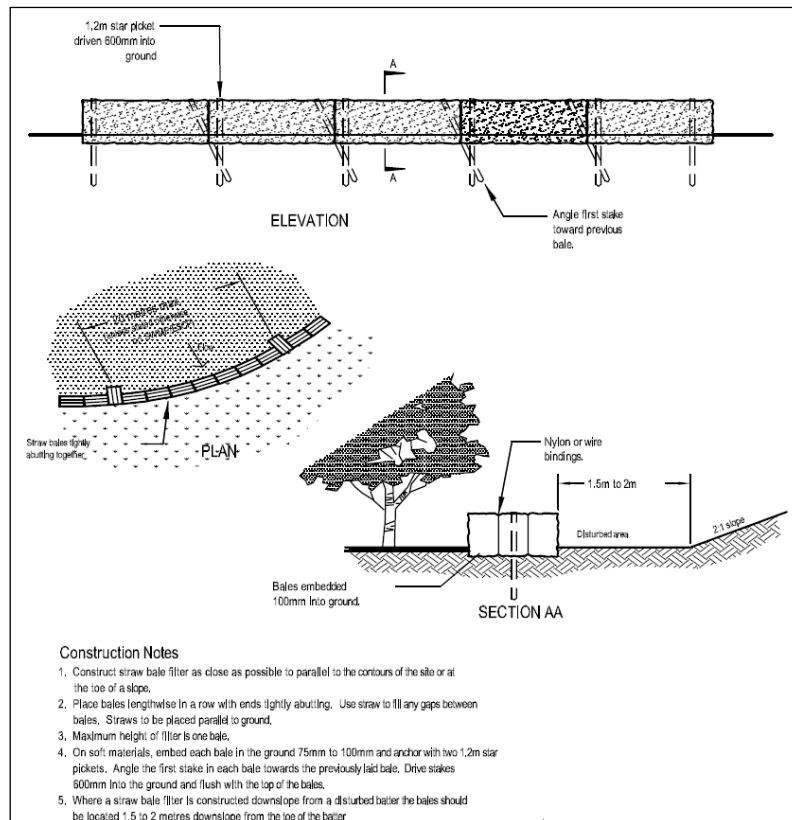
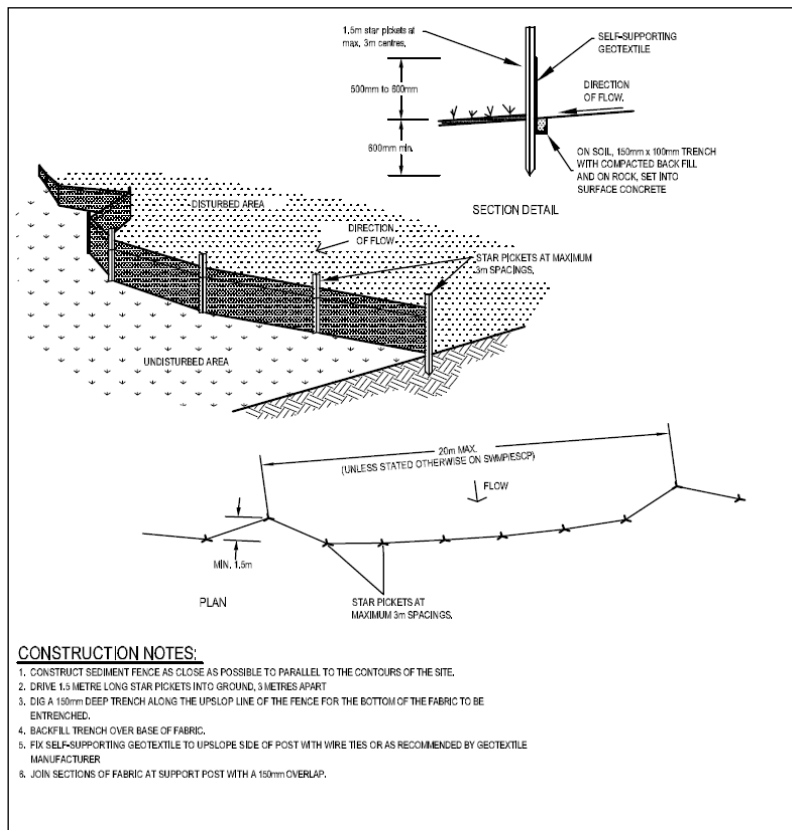


DIAGRAM B: STANDARD SEDIMENT FENCE INSTALLATION



APPENDIX I WATERFRONT LAND E-TOOL SEARCH RESULT**Question 1 - Department of Planning and Environment—Water waterfront land maps**

Is your property located on a watercourse, lake or estuary within the area marked in orange in any of the Department of Planning and Environment —Water waterfront land maps below? *

- ☐ Yes, Botany Bay
- ☐ Yes, Brisbane Water
- ☐ Yes, Hunter River
- ☐ Yes, Lake Macquarie
- ☐ Yes, Lake Mulwala
- ☐ Yes, Port Hacking
- ☐ Yes, Port Jackson
- ☐ Yes, Port Stephens
- ☐ Yes, Tuggerah Lakes
- ☐ Yes, Wallis Lakes
- ☒ No, none of the above

Question 2a - Hydro Line spatial data map

Is there a blue line on your property or within 40m of the proposed work? *

- ☐ Yes
- ☒ No

Question 2b - Department of Planning and Environment—Water Map — Western land map local government area

Is your property within the shaded area of the Department of Planning and Environment—Water Map —Western land map local government area provided below? *

- ☐ Yes
- ☒ No

Question 2d - Lake or wetland

Is there a lake or wetland on your property or within 40m of the proposed work? You can see some examples of lakes and wetlands below to help you decide. *

- ☐ Yes - a lake
- ☐ Yes - a wetland
- ☒ No

Question 7 - Change in vegetation

Using the photos below, is there a change in vegetation on the property that indicates a wetland? *

- ☐ Yes (the vegetation indicates a wetland)
- ☒ No

Result 11 - Controlled activity approval not required - No watercourse, lake or wetland present

Based on your answers, the result is :

CONTROLLED ACTIVITY APPROVAL NOT REQUIRED - NO WATERCOURSE, LAKE OR WETLAND PRESENT