

DKO

Thredbo Lodges Lot 768

LE HUNTE PROPERTIES
TAIT NETWORK
SJB PLANNING

URBAN DESIGN REPORT
08.07.2022 - REVISION A

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ISSUE	DATE	PREPARED BY	REVIEWED BY	COMMENT
P1	24.06.2022	NT/MJ	SO	INITIAL DRAFT - For Review
P2	06.07.2022	NT	SO	DRAFT DA REPORT - For Review
A	08.07.2022	NT	SO	FOR DA SUBMISSION

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INTRODUCTION

This report supports the application for a development of residential accommodation and facilities located on Lot 768, Thredbo, NSW, submitted to the NSW Department of Planning and Environment. The report will outline the proposal's aim, which is to create a high quality tourist accommodation offering and associated facilities which embraces the landscape and enhances the experiences of the local community.

Together with the Statement of Environmental Effect prepared by SJB, this report will demonstrate that the proposal is consistent with the 2022 Snowy Mountains Special Activation Precinct, including the subject site's role as a key development site, the SEPP (Precincts-Regional) 2021 and the 2007 Draft Development Guidelines for Thredbo Alpine Village.





SITE + CONTEXTUAL ANALYSIS

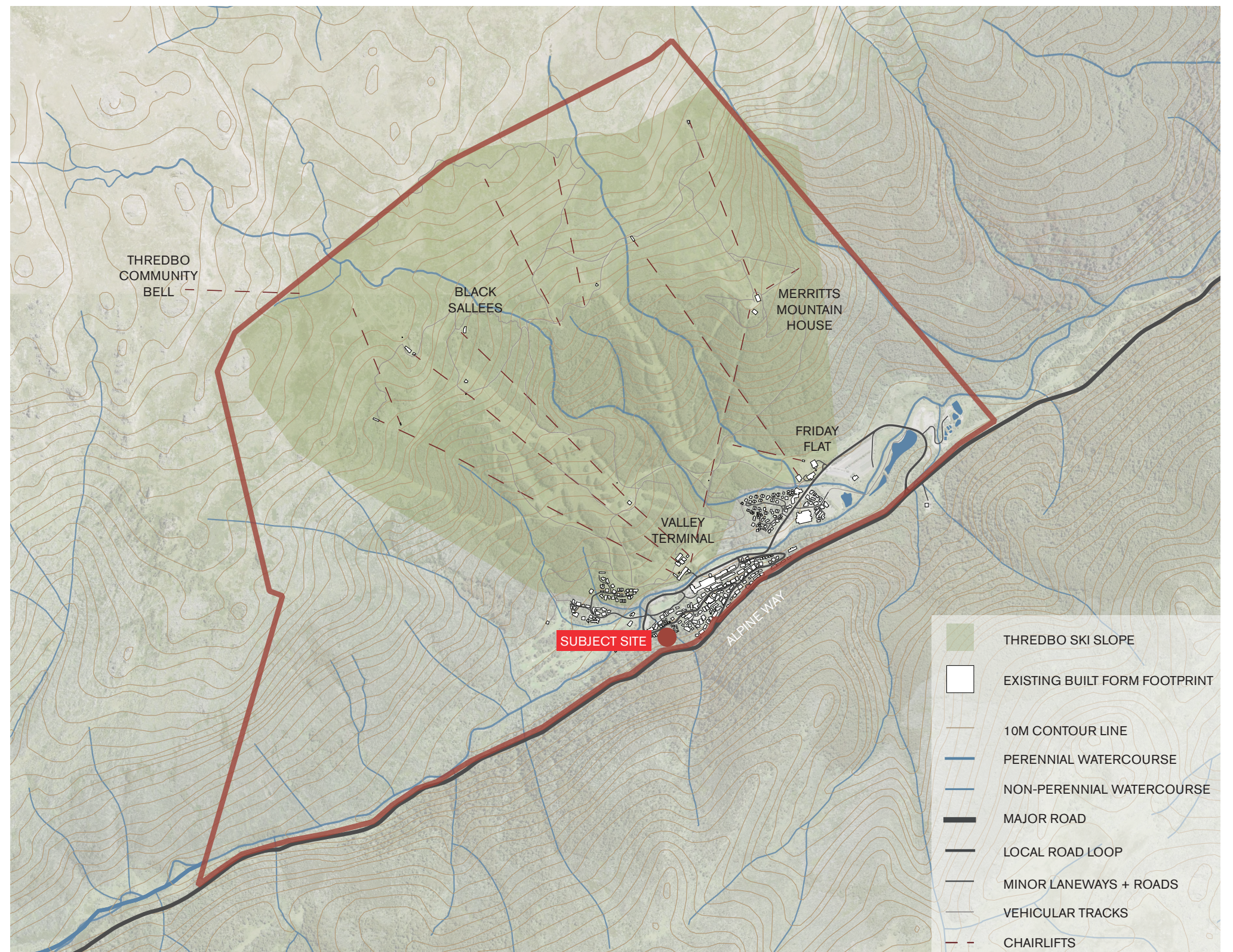
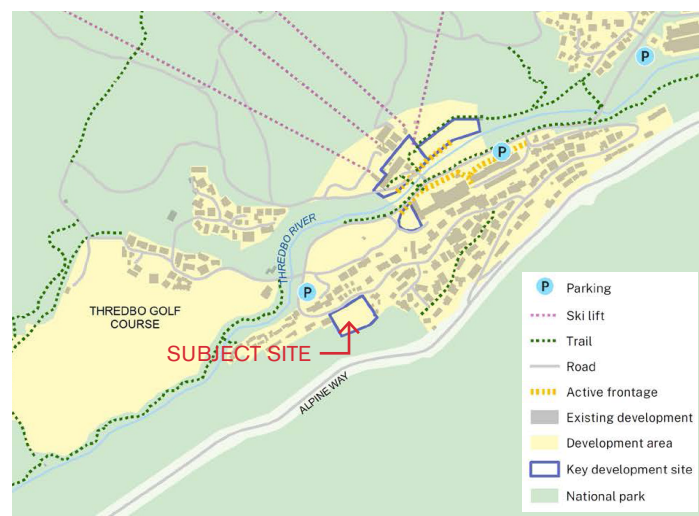
THREDBO - LOT 768

SITE + CONTEXTUAL ANALYSIS
THREDBO VILLAGE

Thredbo is a village and ski resort in the Snowy Mountains of NSW. It is approximately 500 kilometres south of Sydney, accessible by the Alpine way via Cooma, Berridale, and Jindabyne. The village is built in the valley of the Thredbo River, at the base of the Ramshead Ranges. It has a distinct village form and feel, framed by heavily forested slopes and built form interspersed between pockets of montane forest and subalpine woodland.

During winter months, Thredbo's unique terrain creates snow experiences for a variety of ages and uses, complimented by landmark events and activities. Visitation of Thredbo during warmer months is also increasing, with the opportunity for a range of outdoor recreation activities including mountain biking, fishing and hiking trails extending to the Mount Kosciuszko summit.

The subject site is located along the southern perimeter of the village area, up slope from the river and close to Alpine Way. The 2022 Snowy Mountains Special Activation Precinct includes a structure plan for Thredbo Village West, an extract of which is shown below. The subject site is marked as a key development site outlined to contribute to the renewal and expansion of the village.











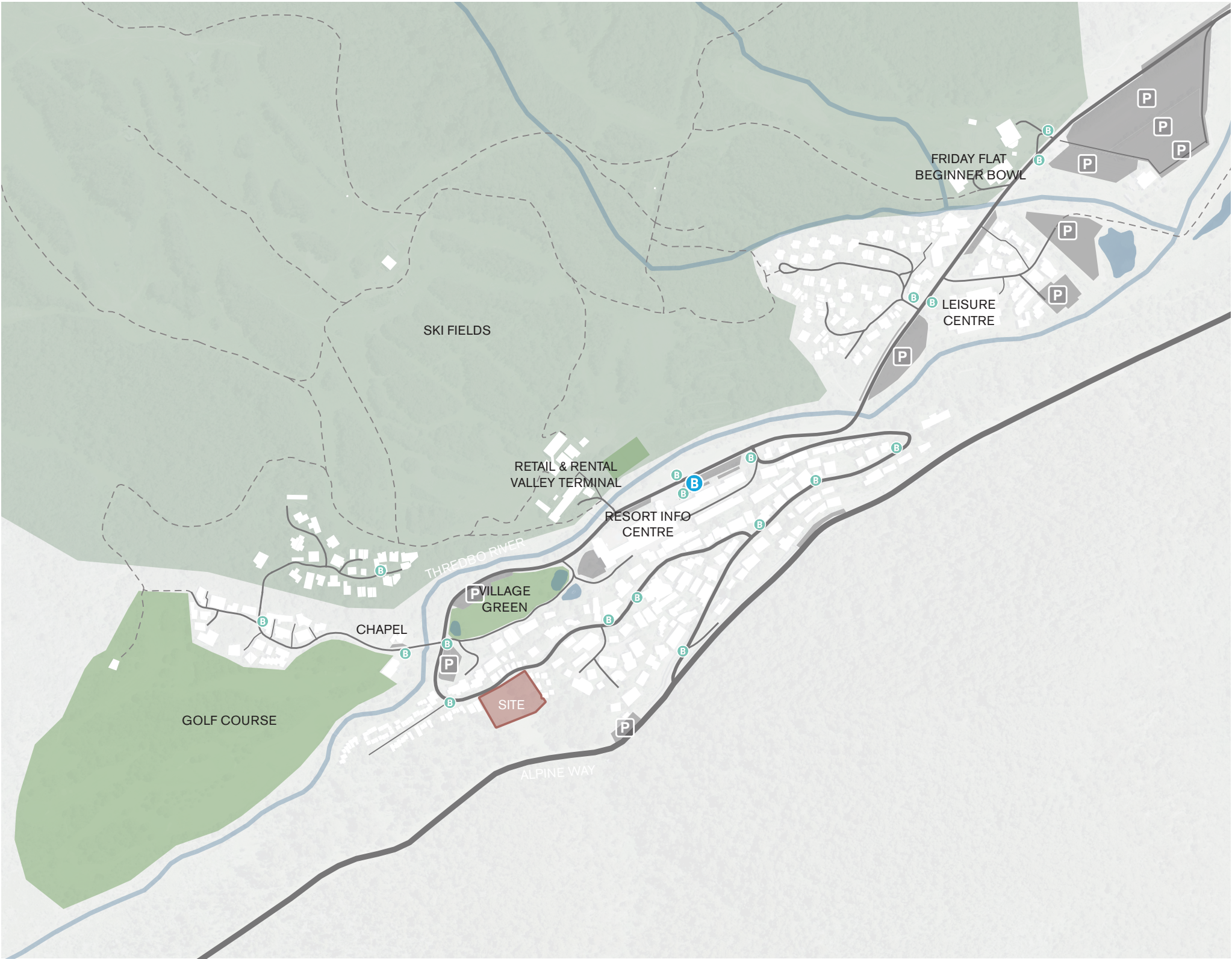
VEHICULAR MOVEMENT NETWORK

The subject site is located along Diggings Terrace, which forms part of the main local vehicular loop that connects to Alpine Way, hence the site is easily accessible via car. The speed limit throughout the village is 40 km/h.

A number of shuttle bus stops are located along Diggings Terrace, allowing future users of the site good public transport opportunities. Additionally, the main bus stop from Thredbo is located 450m away from the site, from which public bus services to Jindabyne and Greyhound coach services run.

A number of larger public carparks are spread throughout the village, offering parking opportunities close to the village and ski slopes for day visitors and overnight stays. The site is located within walking distance to a number of these carparks, and the local shuttle bus services provide access to the larger carparks located at Friday Flat.

-  PUBLIC CARPARK
-  BUS STOP - PUBLIC TRANSPORT TO JINDABYNE AND GREYHOUND BUSES FROM CANBERRA AND SYDNEY
-  SHUTTLE BUS STOP
-  MAJOR ROAD
-  LOCAL ROAD
-  LANEWAYS + MINOR ROADS
-  VEHICULAR TRACK
-  PERENNIAL WATERCOURSE



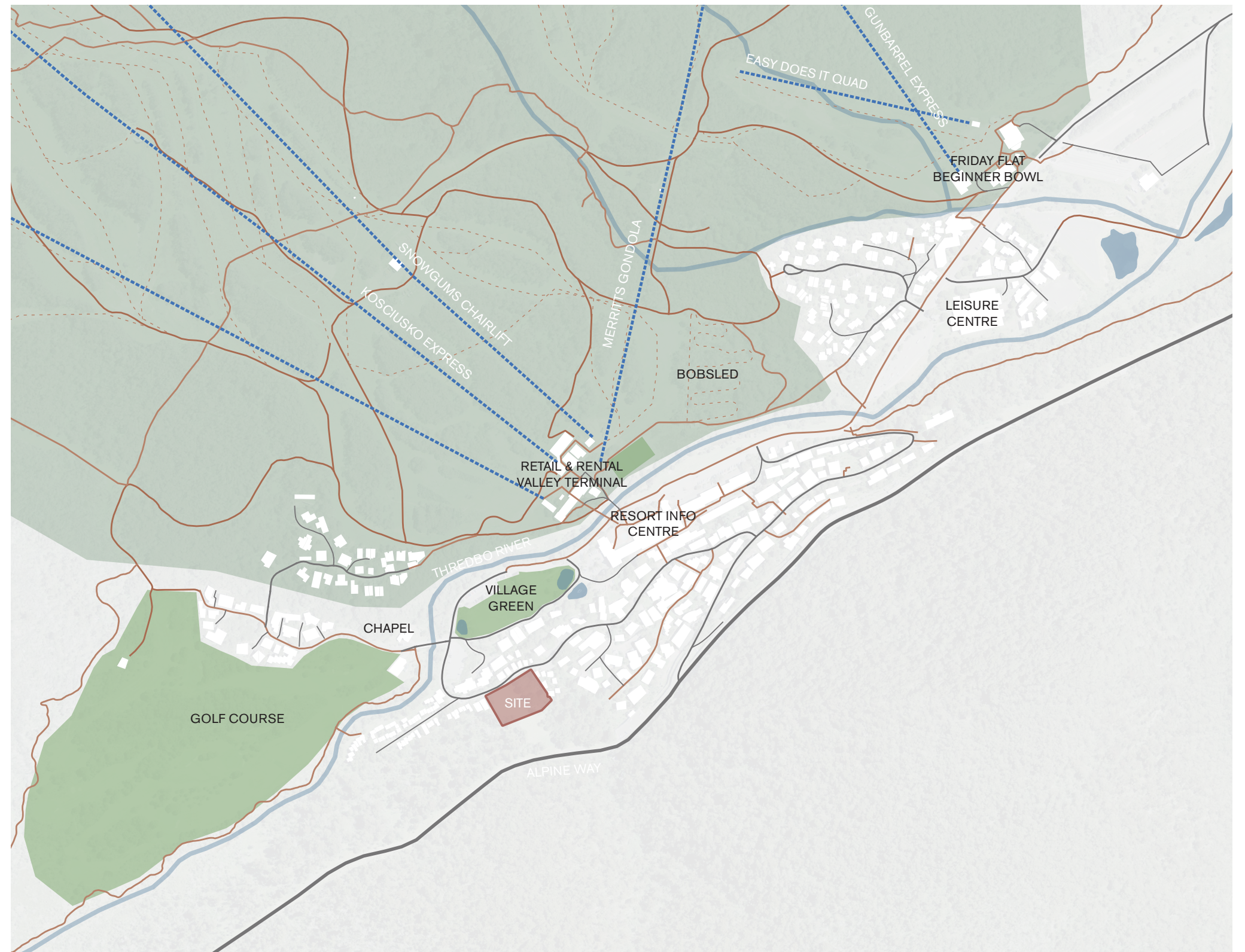
ACTIVE MOVEMENT NETWORK

Thredbo offers a pedestrian friendly environment, with active transport the most convenient way to move about within the village. This is contributed to by the low speed limits, the one way and low scale of the street network and the additional network of shared or pedestrian only paths.

The subject site is well located within the village to support future users to utilise active transport. Within 10 minutes walk of the site are the village's primary amenities and facilities:

- Village Green: 350m away,
- Thredbo Village Square and Information centre: 500m away
- Valley Terminal and Retail centre: 650m away.

- PERENNIAL WATERCOURSE
- MAJOR ROAD
- LOCAL ROAD
- LANEWAYS + MINOR ROADS
- VEHICULAR TRACK
- FOOTPATHS + WALKWAYS
- - - SKI RUNS
- - - CHAIRLIFTS

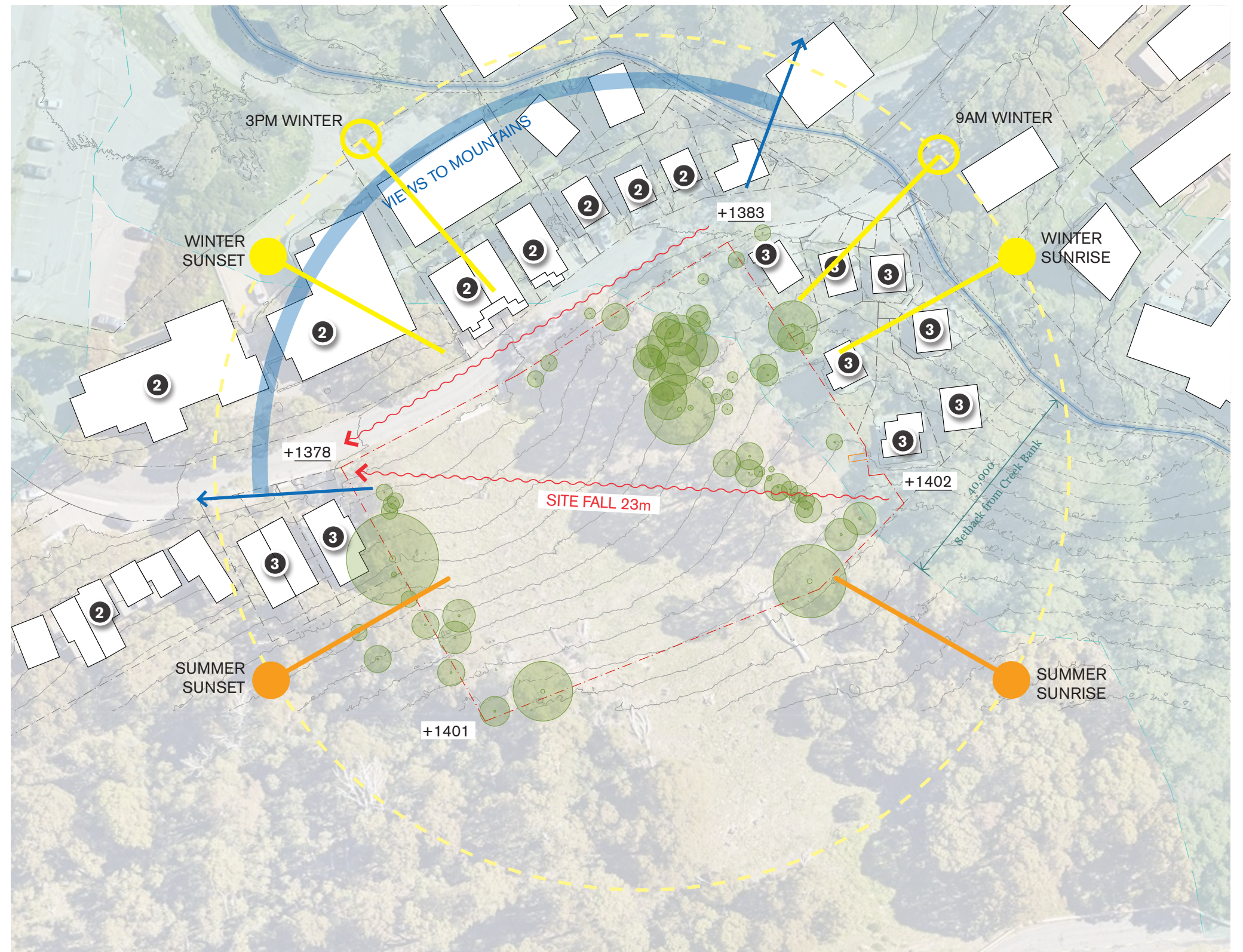


The site, legally is described as lot 768, DP 119757, is approximately 4,960sqm in area, 82.6 meters in width and 60.8 meters in depth. Diggings Terrace forms the site's Northern boundary, and up hill on the southern side of the site is Alpine way, elevated above at approximately RL +1427.

The land falls from south toward north about 23m and is undulating with several pronounced terraces. The aspect and slope offers good views of the Thredbo River Valley, Thredbo Ski Slopes and Mount Kosciuszko ridgeline beyond.

There are various forms of tourist accommodation development surrounding the subject site. There are existing mature trees framing the site giving it a leafy green character, as well as a variety of ground cover plants which interweave with granite boulders and rock.

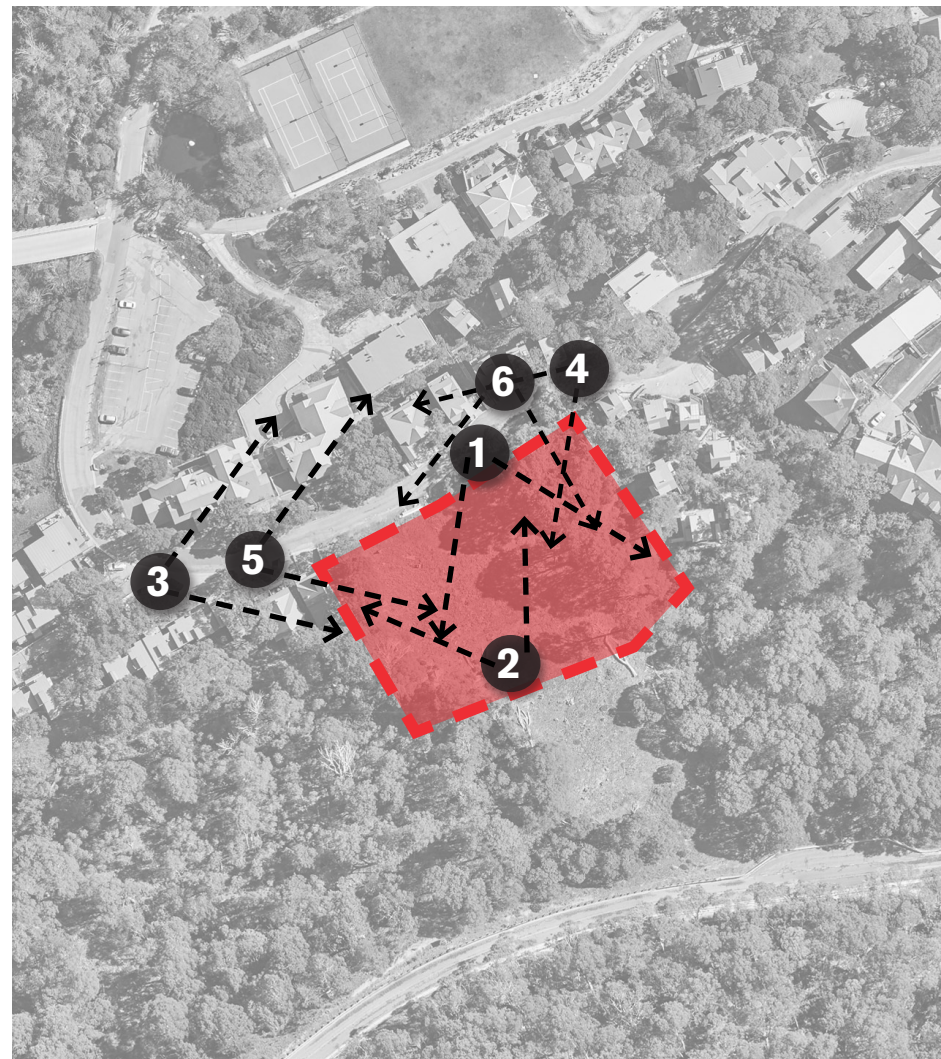
A portion of the site on the eastern side lies within 40 meters of the approximate creek bank that runs through the neighbouring lots.



- EXISTING TREES
- 2M CONTOURS
- 2 NUMBER OF STORIES



KEY



LOCAL CHARACTER AND URBAN CONTEXT

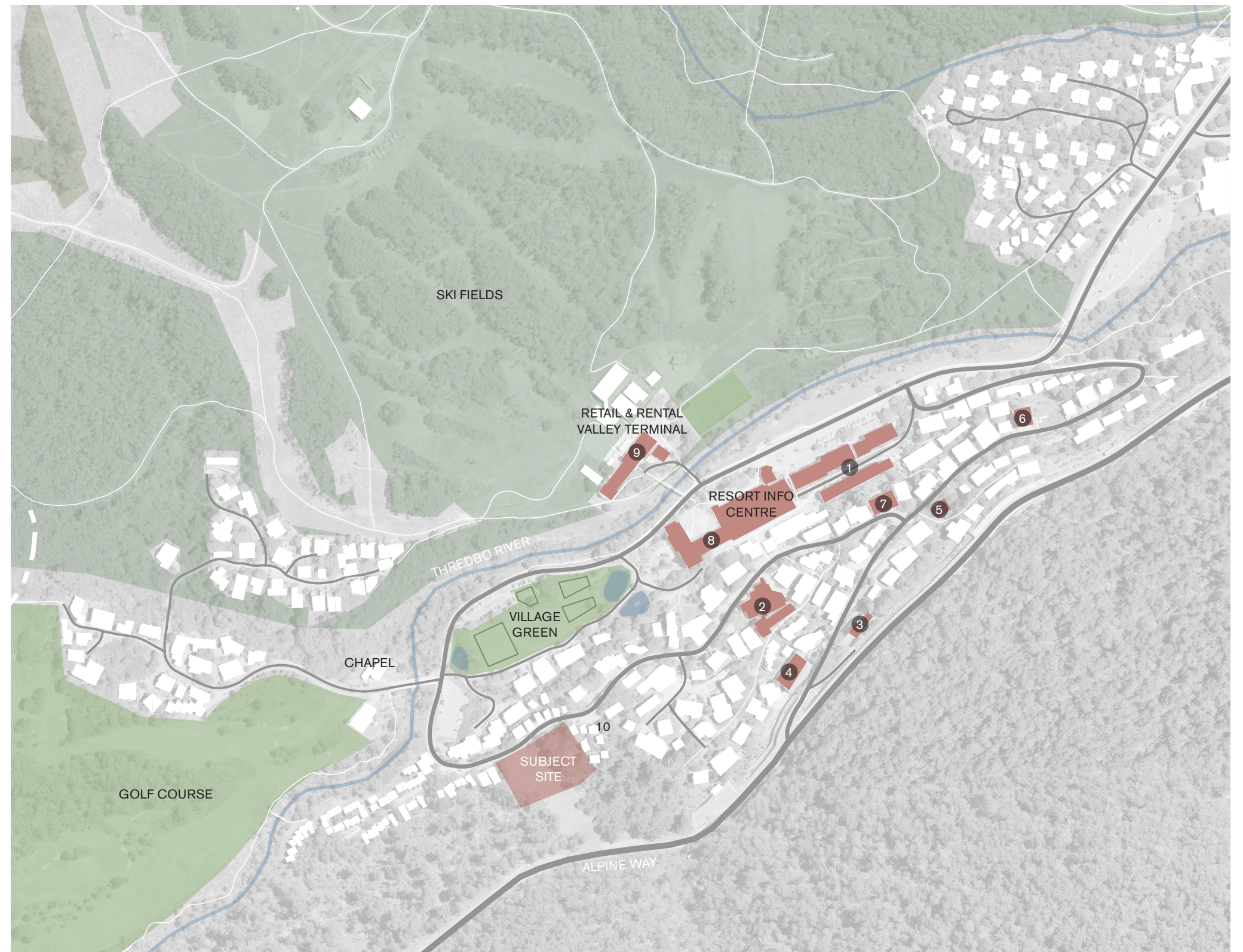
THREDBO - LOT 768

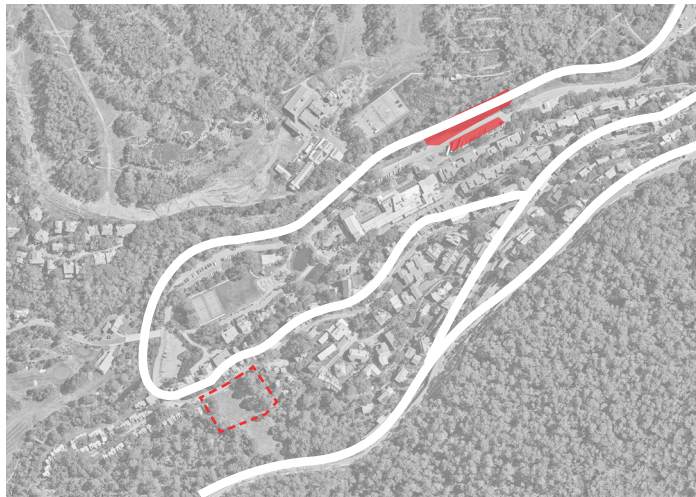
THREDBO CHARACTER

Thredbo is the densest alpine village in the Snowy Mountains. It has a distinct village feel, contributed to by the narrow roads and lanes, and a variety of built form which has resulted as a product of differing lot sizes, dealing with difficult site conditions, particularly the steep slopes, and in response to varying market demands on the ski resort over time.

An analysis of a number of existing buildings has been conducted to gain an understanding of the built form character and if any consistencies exist. The repeated built form characteristics were found to include:

- Maximum 4 storey (generally 3 storey) height along the street (with additional storeys setback behind the street);
- Maximised height, generally 5-6 stories facing north to the ski slopes;
- Limited street setback of built form - generally only setback to allow for at grade car parking;
- Undercover or exposed at grade car parking, perpendicular to street edge; and
- Stone materiality at base, with either painted masonry or lightweight upper and metal roof.





1. THREDBO ALPINE APARTMENTS

Building Footprint

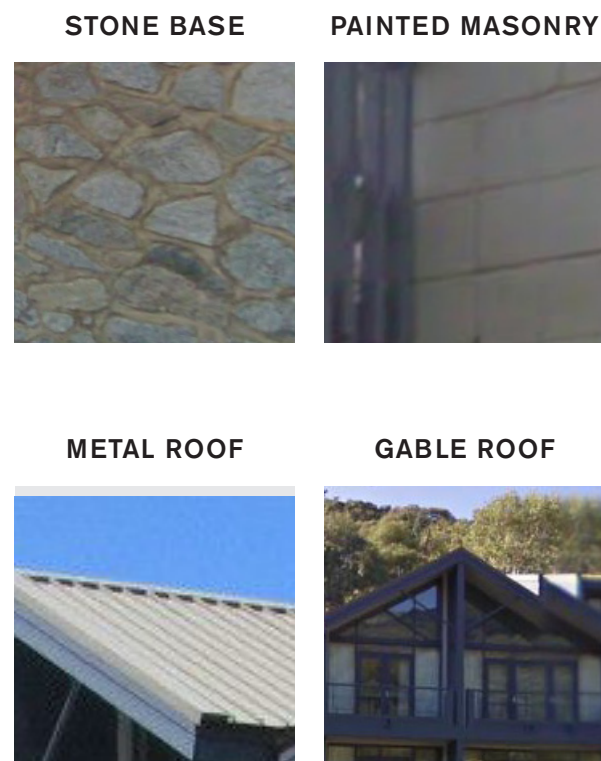
- Extremely long building length along street, 69.7m along Friday Drive and 79m along Mowamba Place.
- Shallow building depth, ranging from 11 - 14.8m.
- Approximately 38% site coverage for site facing Friday Drive.
- Approximately 46.5% site coverage for site facing Mowamba Place.

Streetscape Interface + Visible Height

- Entire length of ground level interface along Friday Drive is covered at-grade car parking, and ground level interface along Mowamba Place is mix of accommodation and retail.
- 3 - 4 storey height along street.
- Limited to no setback from street.

Materiality + Architectural Features

- Single storey stone base with painted masonry above.
- Variation of gable end and skillion roof lines.





2. THE DENMAN HOTEL

Building Footprint

- Articulated building length along Diggings Terrace breaking down length into a 22.7m and 9.7m portion, with a longer and less articulated length of 44.8m along Jack Adams Pathway.
- Building depth broken into a primary 20-33m portion and a secondary portion predominately 9.3m in depth.
- Approximately 70.6% site coverage.
- Provision of nil setbacks to side and rear boundaries

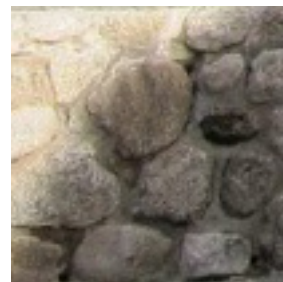
Streetscape Interface + Visible Height

- 2 - 3+ storey height along street.
- Varied setbacks to Diggings Terrace, from zero to 6.7m, and limited to no setback along Jack Adams Pathway.
- Active use position along Diggings Terrace at Ground Level and Level 1.

Materiality + Architectural Features

- Single storey stone base with stone retaining wall/fence.
- Very low pitched gable roof form.

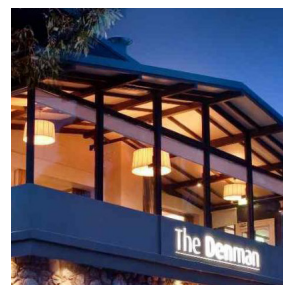
STONE BASE



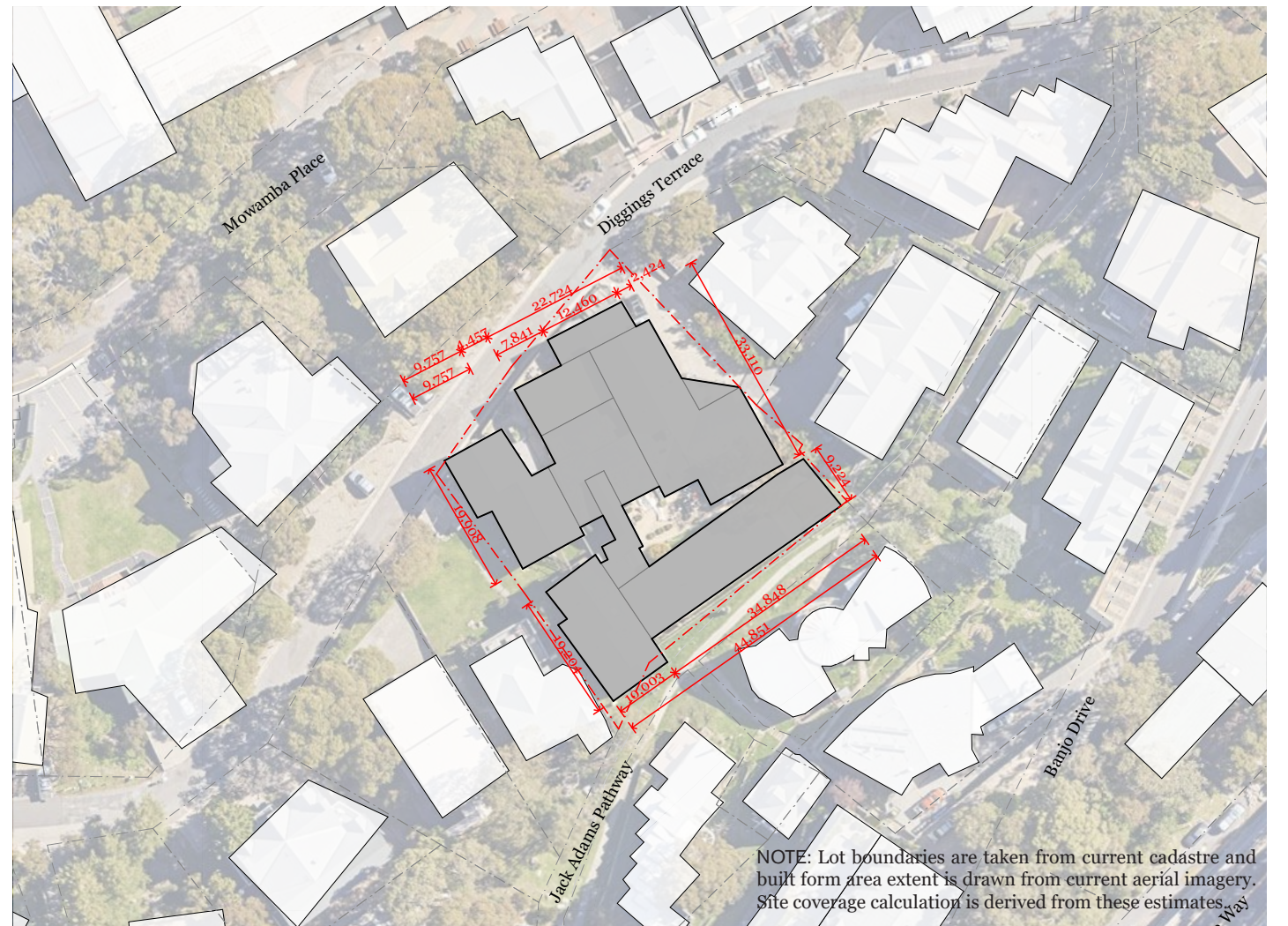
PAINTED MASONRY



GLAZED WALLS



LOW PITCHED
GABLE ROOF





3. THE SILVER BRUMBY

Building Footprint

- Long building length of 48m.
- Shallow building depth of 11.5m at widest point.
- Approximately 23.6% site coverage.

Streetscape Interface + Visible Height

- Raised ground level above high retaining wall and steep bank, to allow for level vehicular access from south western end of site.
- Setback to Banjo Drive of 5.1m to 12m.
- 4 storey building height on street, with a limited upper level setback at the 3rd storey.
- Combined with level difference of the ground level to the street, perceived building height equivalent of 5 - 6 stories from Banjo Terrace and when viewed from Ski slopes.

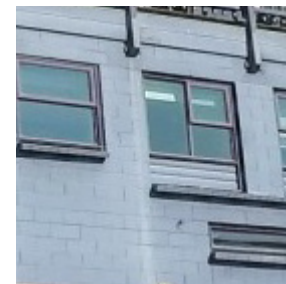
Materiality + Architectural Features

- Stone retaining wall.
- 2 storey, painted masonry base with painted horizontal lightweight cladding above.
- Very low pitched gable roof.

STONE RETAINING WALL



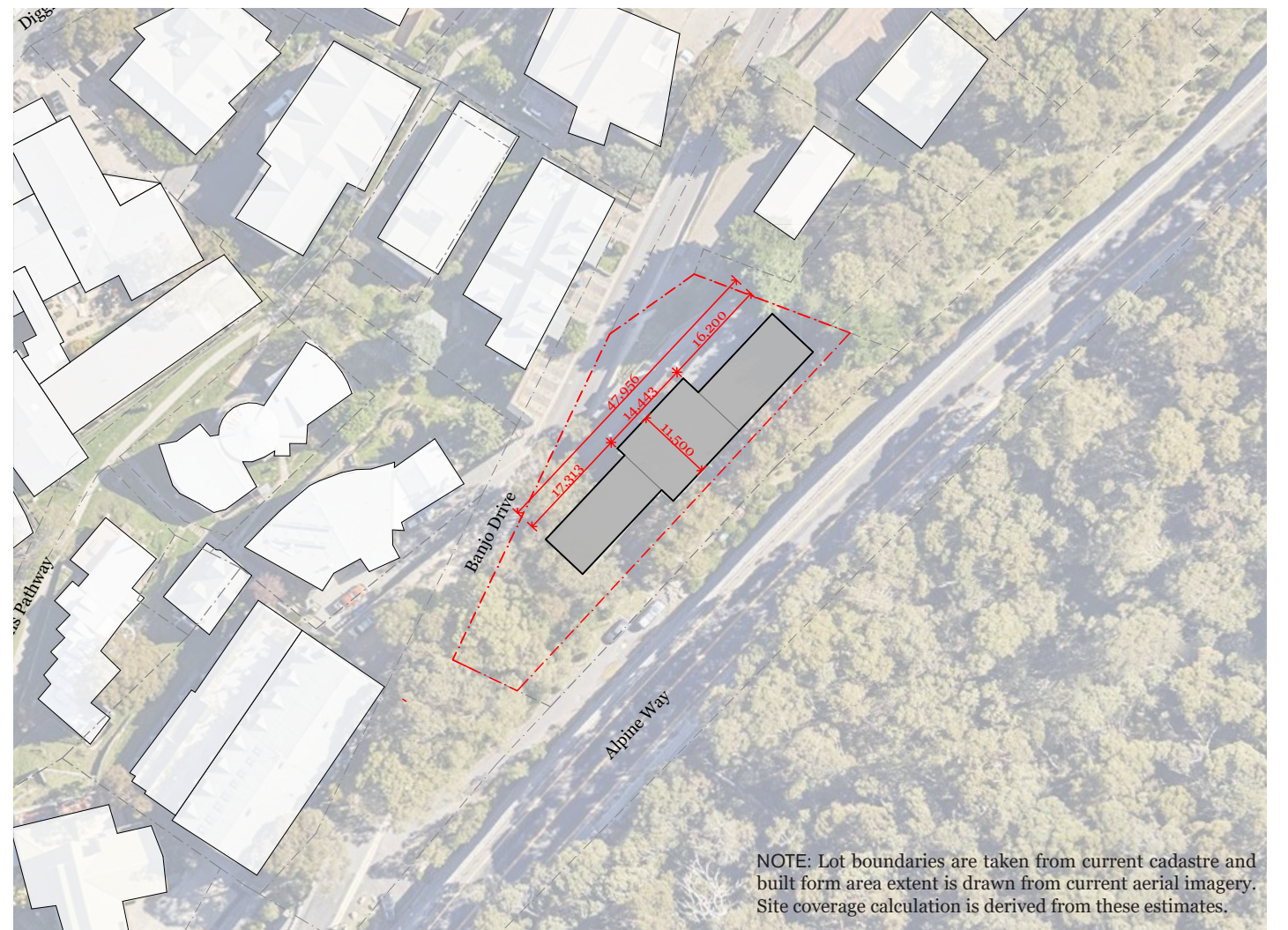
PAINTED MASONRY



PAINTED LIGHTWEIGHT



LOW PITCH GABLE ROOF





4. LANTERN APARTMENTS

Building Footprint

- Average building length of 34m.
- 15m depth of upper levels, with lower levels adding an addition 8m to depth, creating a maximum depth of 23m.
- Approximately 55.4% site coverage.

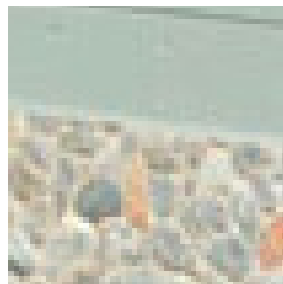
Streetscape Interface + Visible Height

- Accommodation and building entries along ground level street interface on Banjo Drive.
- 3 storey building height with dormer window roof elements above.
- 6 storeys visible from ski slopes plus additional height from high roof ridge line.

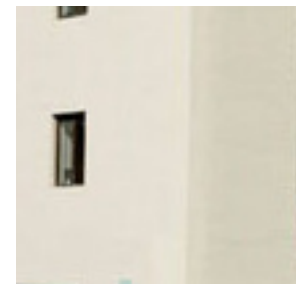
Materiality + Architectural Features

- Predominately light colour, painted masonry.
- Lower levels visible from Ski slopes create a stone podium base.
- Steep pitched roof and dormer elements.

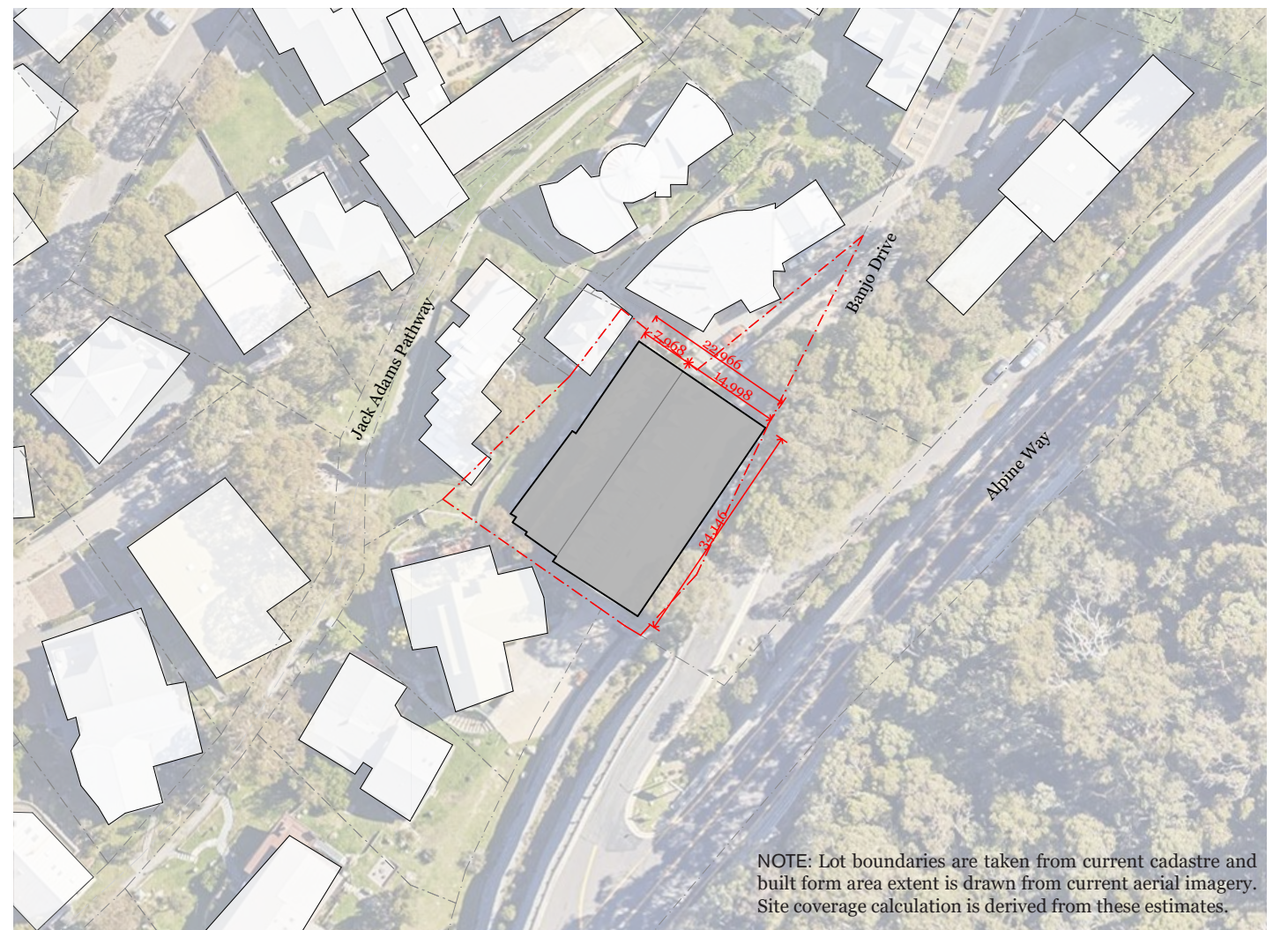
STONE RETAINING
WALL (AT REAR)



PAINTED MASONRY



METAL GABLE ROOF





5. BELLEVARDE APARTMENTS

Building footprint

- Average building length of 31m.
- Deep building depth of 17.7-21.8m.
- Approximately 81.7% site coverage.

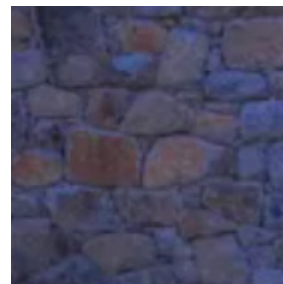
Streetscape Interface + Visible Height

- Covered at-grade car parking along entire ground level interface.
- Single storey base with no setback to street.
- 4 storeys above base (with minor setback from base).
- Additional recessed storey above main building mass.
- 5 storeys visible from Ski Slopes.

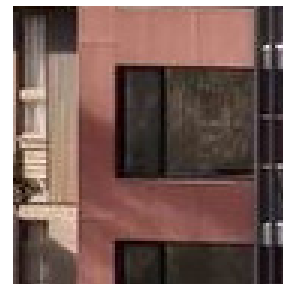
Materiality + Architectural Features

- Single storey stone podium base.
- Metal cladding above.
- Vertical architectural elements.
- Low pitched skillion and gable roof form.

STONE BASE



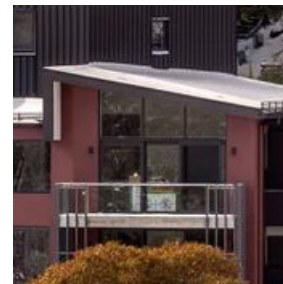
PAINTED MASONRY



VERTICAL METAL
CLADDING



SKILLION + FLAT
ROOF FORM





6. ELEVATION APARTMENTS

Building footprint

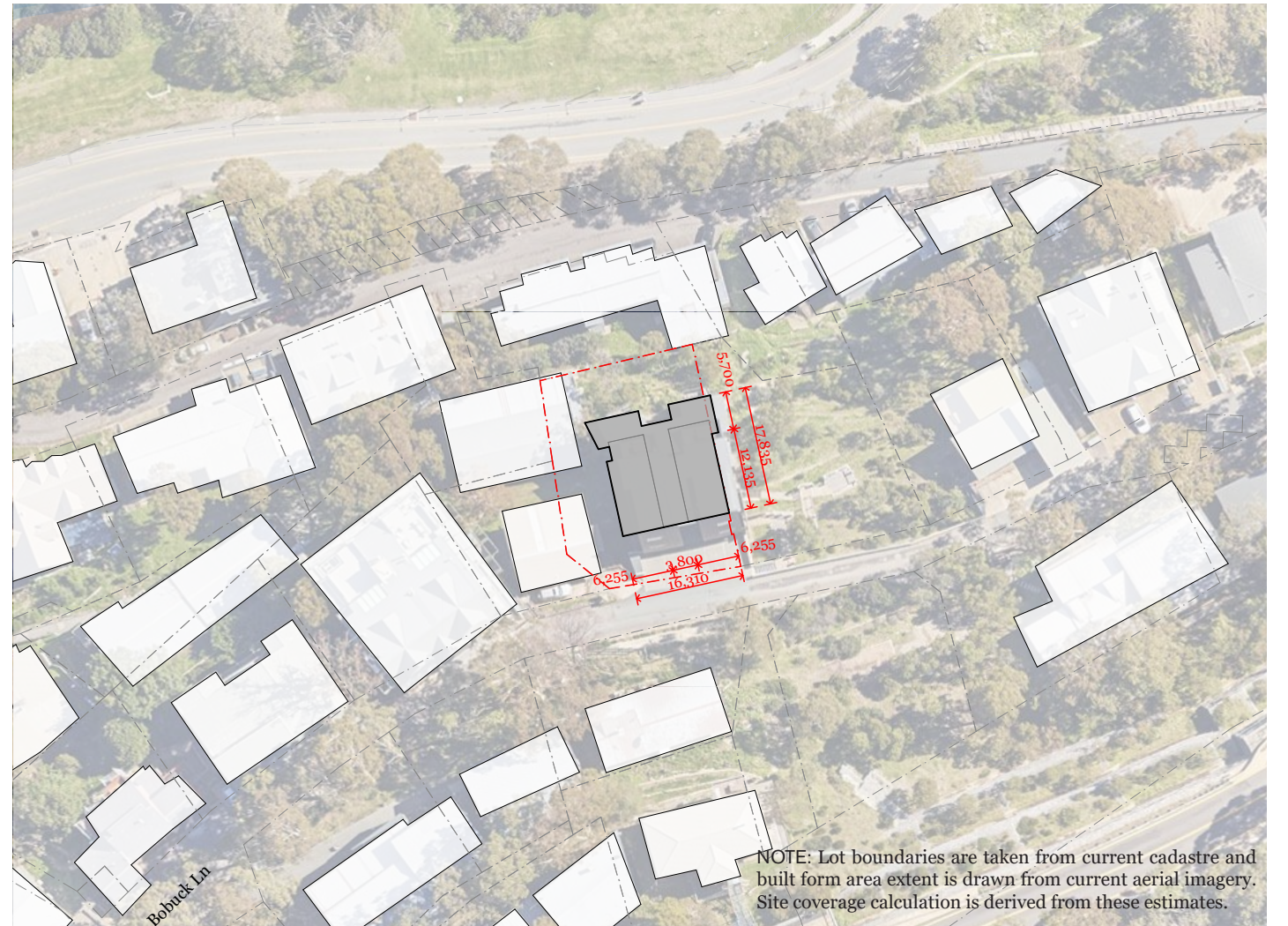
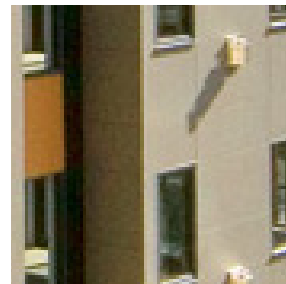
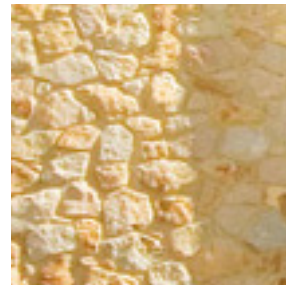
- Short building length of 16.3m, articulated into 2 main portions.
- Approximately 36.4% site coverage.

Streetscape Interface + Visible Height

- Uncovered on-grade car parking along entire building length, creating approximately a 5.5m built form setback from street.
- 3 storey street wall height.
- 7 storey building height visible from Ski slopes (5 storeys above 2 storey base). Height is stepped back slightly above 4th storey.

Materiality + Architectural Features

- Predominately dark metal cladding (vertical and horizontal) visible from street, incorporating portions of lightweight cladding.
- 2 storey stone base at rear, which steps up towards and incorporates stone side walls visible at street level.
- Complex roof line incorporating skillion and box forms.





7. CANDLELIGHT LODGE

Building Footprint

- 27.8m length, articulated into two along the street.
- 18.8m building depth.
- Approximately 48.1% site coverage.

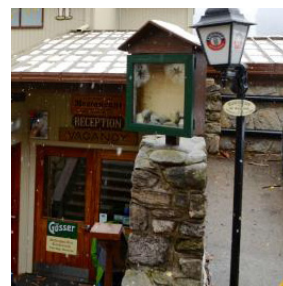
Streetscape Interface + Visible Height

- Modest 2 storey height along street.
- Half of interface is at-grade, uncovered parking.
- Visible height from ski slopes is predominately 3 storeys with smaller 4th storey.

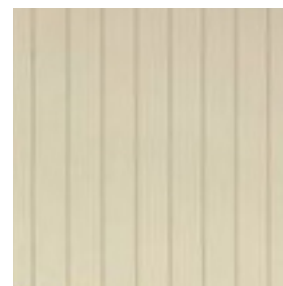
Materiality + Architectural Features

- Lightweight materiality, with painted batten cladding and metal roof.
- Stone incorporated into fencing and side walls.

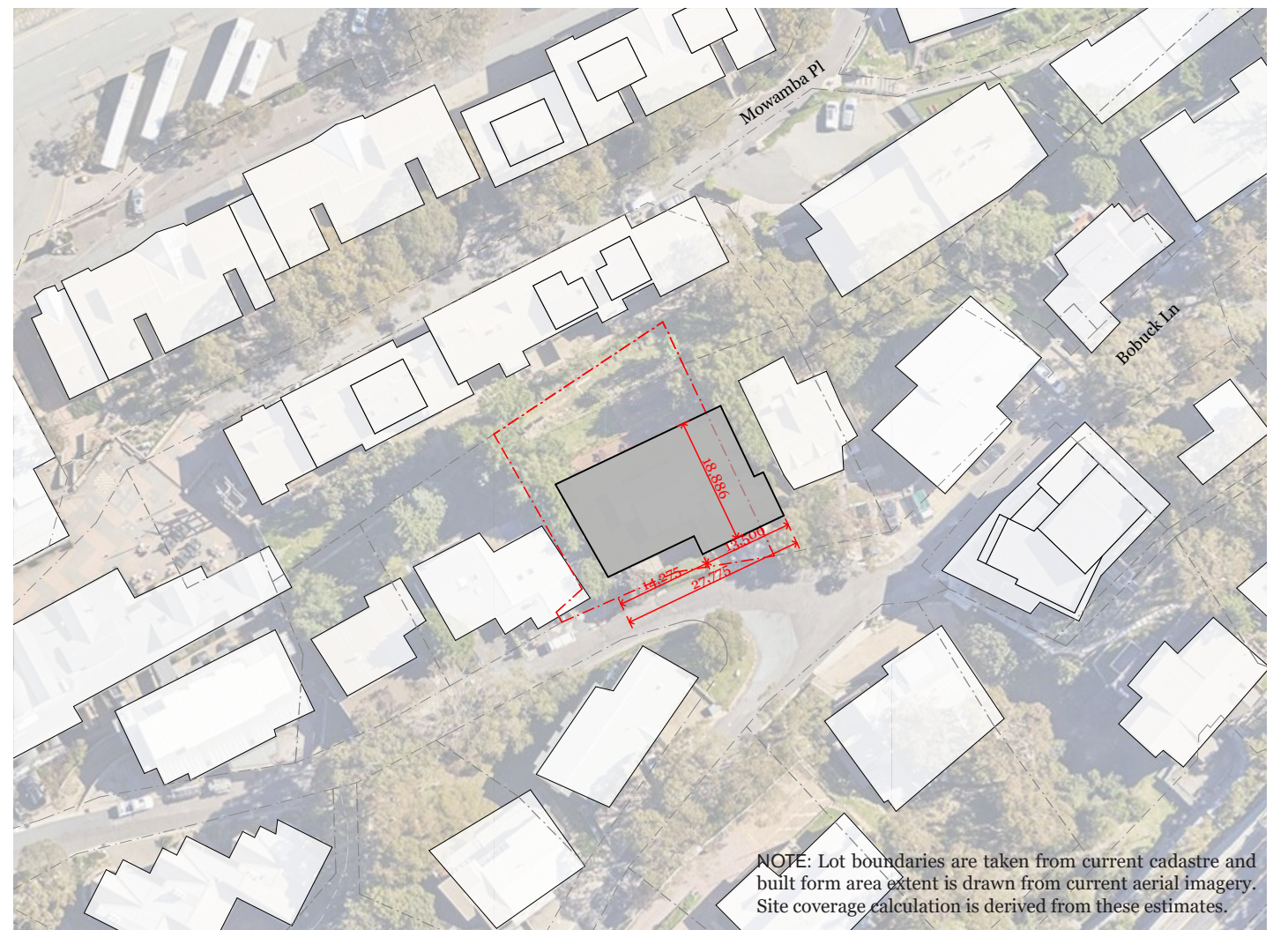
STONE FENCING



PAINTED
LIGHTWEIGHT



GABLE SHEET METAL ROOF





8. THREDBO RESORT INFORMATION CENTRE & ALPINE HOTEL

Building Footprint

- Extremely long building length of 130m, comprised of 3 projecting and 1 recessive parts with the longest being 62m.
- Varying building depths ranging from 14 - 38m.
- Approximately 47.6% site coverage, with sit area including a large car park and plaza area.
- Nil setbacks to front, rear and eastern boundaries provided

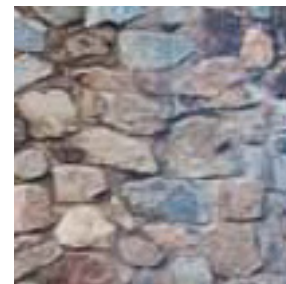
Streetscape Interface + Visible Height

- Predominately active uses on ground level.
- Predominately 3 storey building height, stepping up in small portions along Mowamba Place.
- Variety of setbacks from Friday Drive boundary.
- Predominately no setback to Mowamba Place.

Materiality + Architectural Features

- Single Storey stone base.
- Predominately painted, vertical board cladding.
- Complex and varied combination of pitched roof forms.

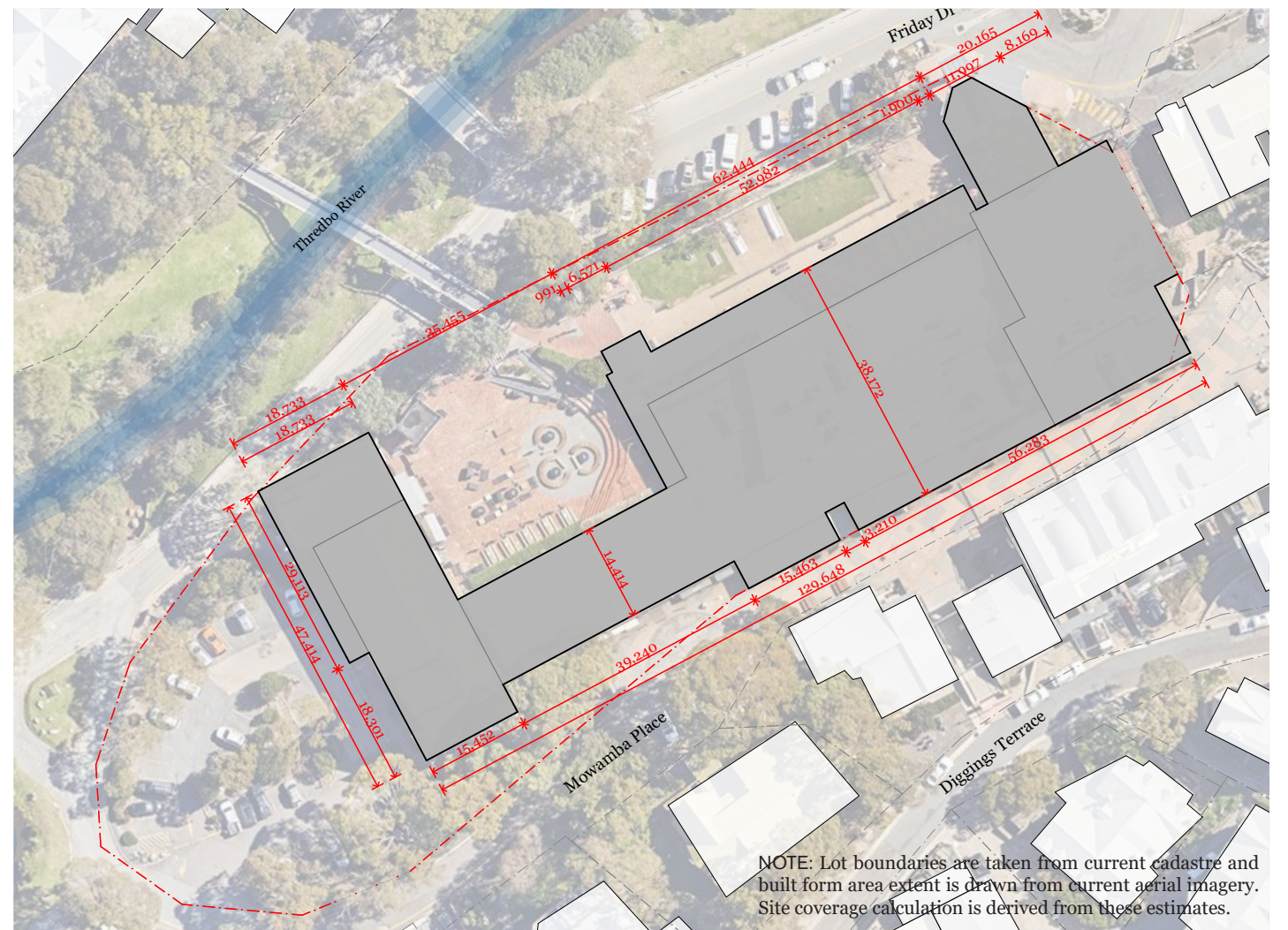
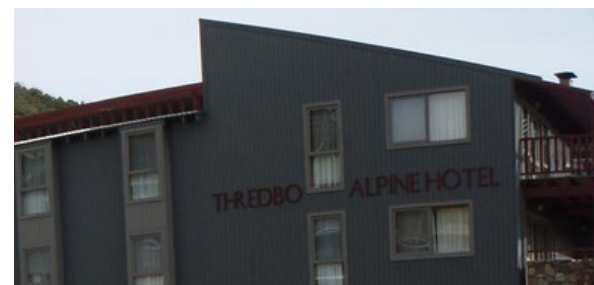
STONE BASE



PAINTED LIGHTWEIGHT



VARIED METAL SKILLION ROOF





9. THREDBO RETAIL & RENTAL VALLEY TERMINAL

Building Footprint

- Long building length of 79m facing the river and ski slopes, although short frontage to road access.
- Average building depth ranging from 14 - 19.5m.
- Approximately 21.7% site coverage, with road access included in site area.

Streetscape Interface + Visible Height

- Predominately storey building height with second storey incorporated in high pitched roof.

Materiality + Architectural Features

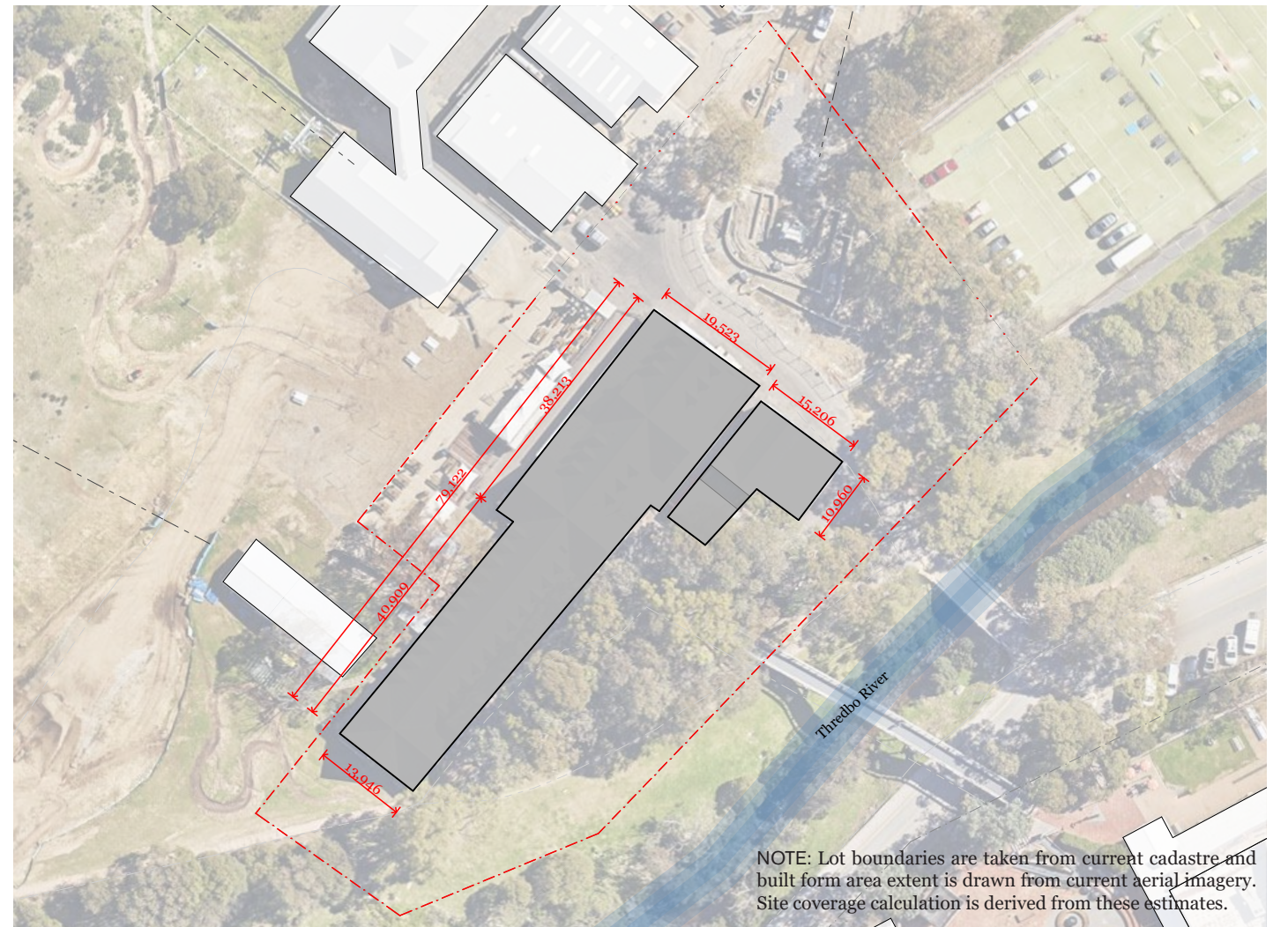
- Predominately painted, vertical batten cladding with metal roof.
- Gable roof forms with varied degrees of pitch.



PAINTED LIGHTWEIGHT CLADDING



METAL GABLE PITCHED ROOF





10. NEIGHBOURING BUILT FORM

Building Footprints

- Variety of lengths, typically 14m or more.
- Variety of depths and street frontage lengths ranging from 6.2 - 12m.

Streetscape Interfaces + Visible Heights

- Along the southern side of Diggings Terrace: 3 storey height along street with some 4 storey elements. Perceived height is also increased with elevated ground levels above street.
- Along the Northern side of Diggings Terrace: 2 storey height along street with some 3 storey elements
- Open, at-grade car parking perpendicular to street.
- Variety of street setbacks, from zero to 7m where parking is incorporated.

Materiality + Architectural Features

- Stone retaining walls and/or single storey stone base of building.
- Variety of painted lightweight cladding, predominately vertical boards.
- Variety of roof forms and degrees of pitch.



DESIGN RESPONSE

THREDBO - LOT 768

The vision for the site is to provide an exemplar, high quality tourist accommodation development which fulfils the role as a key site that contributes to the revitalisation of Thredbo Village and its desired future character.

The proposal is driven by the intent to have a design which is contextually responsive to the existing alpine design character and village feel, while also providing a contemporary new hub which offers a place to eat, drink, sleep and relax throughout all times of the year.

The design nestles the built form into the landform, and utilises the sites position to provide users with strong visual connection to the broader landscape, while minimising impacts on neighbouring sites.

BUILT FORM AND MASSING CONSIDERATIONS, STRATEGY AND DEVELOPMENT

A number of considerations have contributed to achieving the design vision, utilise the opportunities and resolve the challenges of the site. These considerations include:

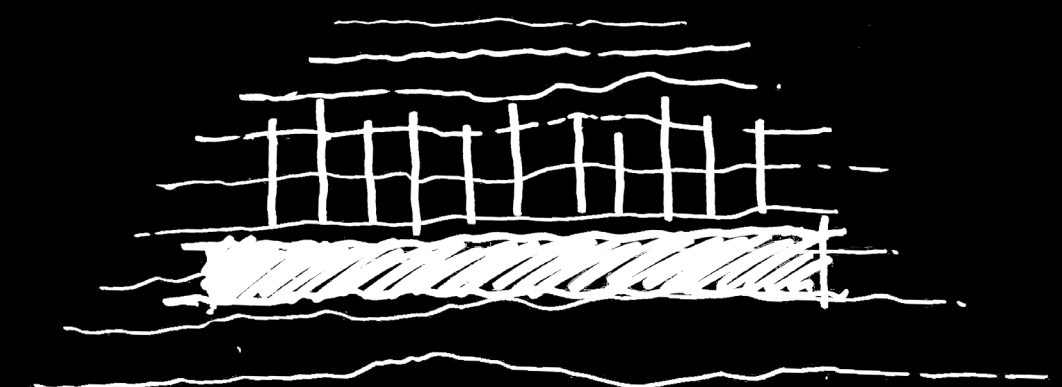
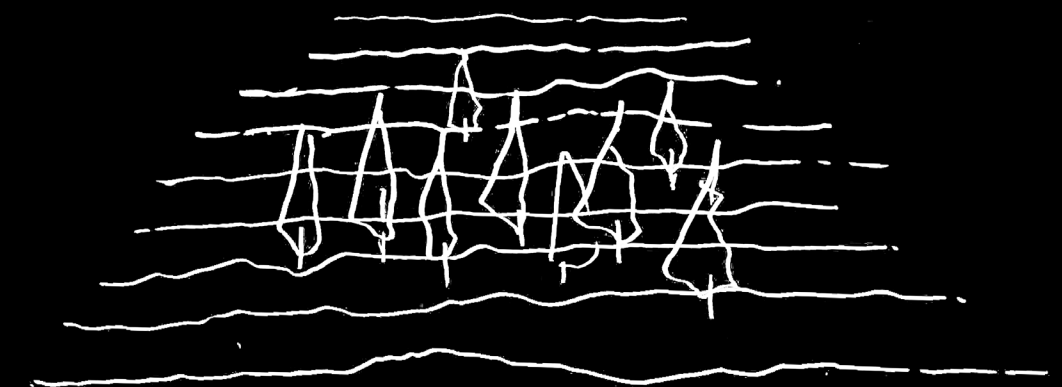
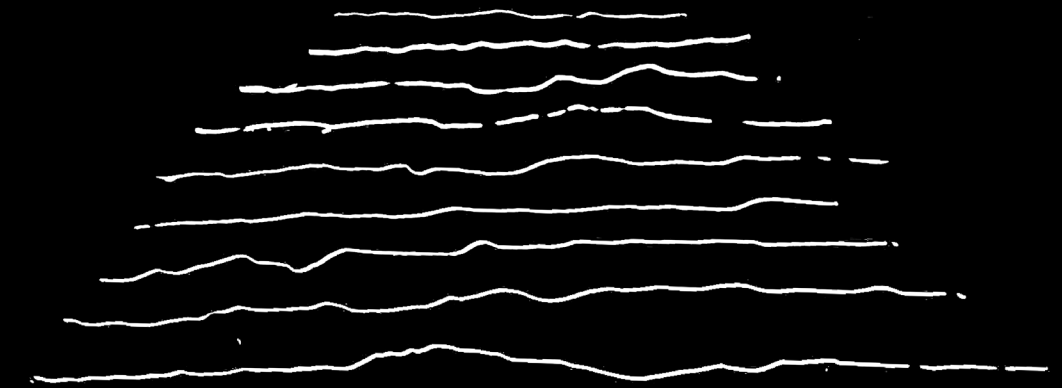
- Creating a good presentation and engagement with the street including minimising perceived bulk and scale through setting back and breaking up massing, at grade ground level interfaces and positioning of active uses along street;
- Minimising bulk and scale visibility in the broader village through articulation of all levels of the built form;
- Minimising extent of excavation, particularly deep excavation, and working with the site's slope;
- Minimising visual, privacy and overshadowing impacts on neighbouring properties, contributed to by limiting openings to the east and west, stepping back the massing away from the street to the south;
- Adequate separation for fire safety and safe egress, and design of egress paths to remain safe and usable in snowy and icy conditions; and
- Sufficient open area for the storage of snow.

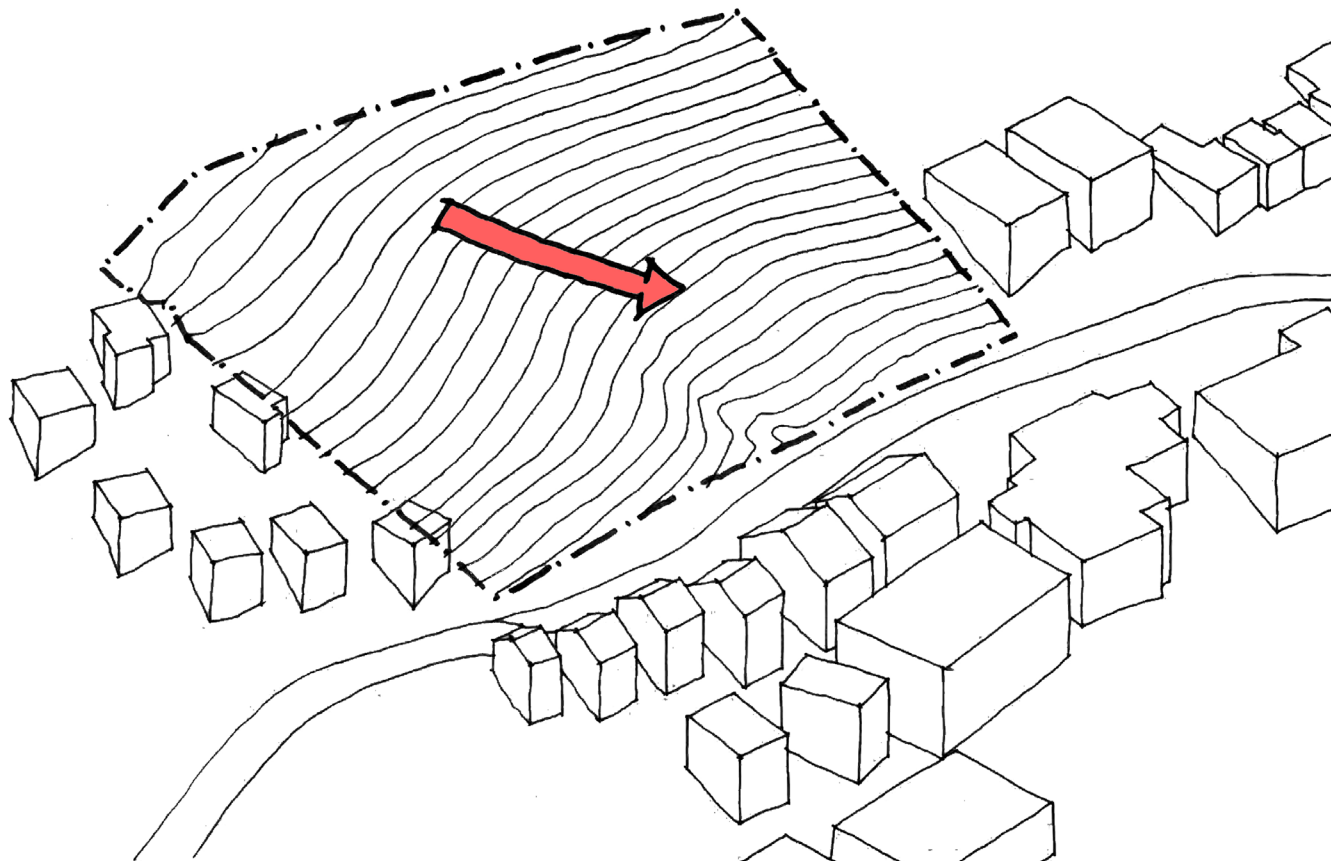
The strategy and development of the massing is illustrated in diagrams over the following pages.

PROPOSED PROGRAM + ARRANGEMENT OF USES

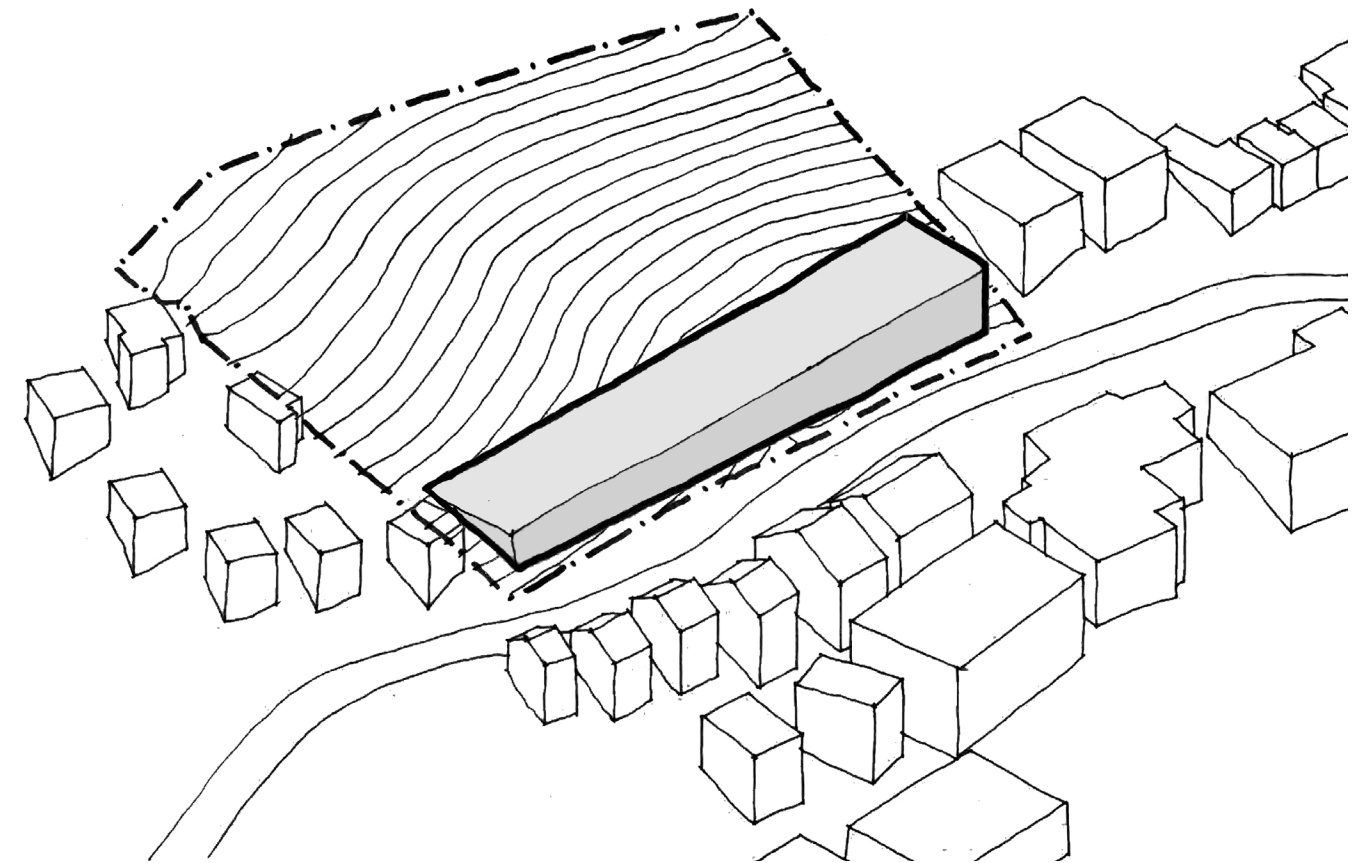
The proposed program and arrangement of uses has developed with the following considerations:

- Provision of sufficient car parking for the development which is practically positioned for direct access from the street, and deals with the slope of the street while minimising excavation;
- Clear pedestrian entries, with a central, visually articulated main entry servicing primarily accommodation patrons and their guests, as well as those with limited access, and a second main stair pedestrian entry directly allowing the public to access the restaurant and bar from the street;
- Vertical circulation for the main building connected to the main pedestrian street entry;
- Sufficient access and back of house areas to allow for the servicing, maintenance and running of the proposed development, consolidated in the lower levels of the main building; and
- Clear separation and architectural delineation of the more public uses from the private residences through vertical separation and consolidated positioning.

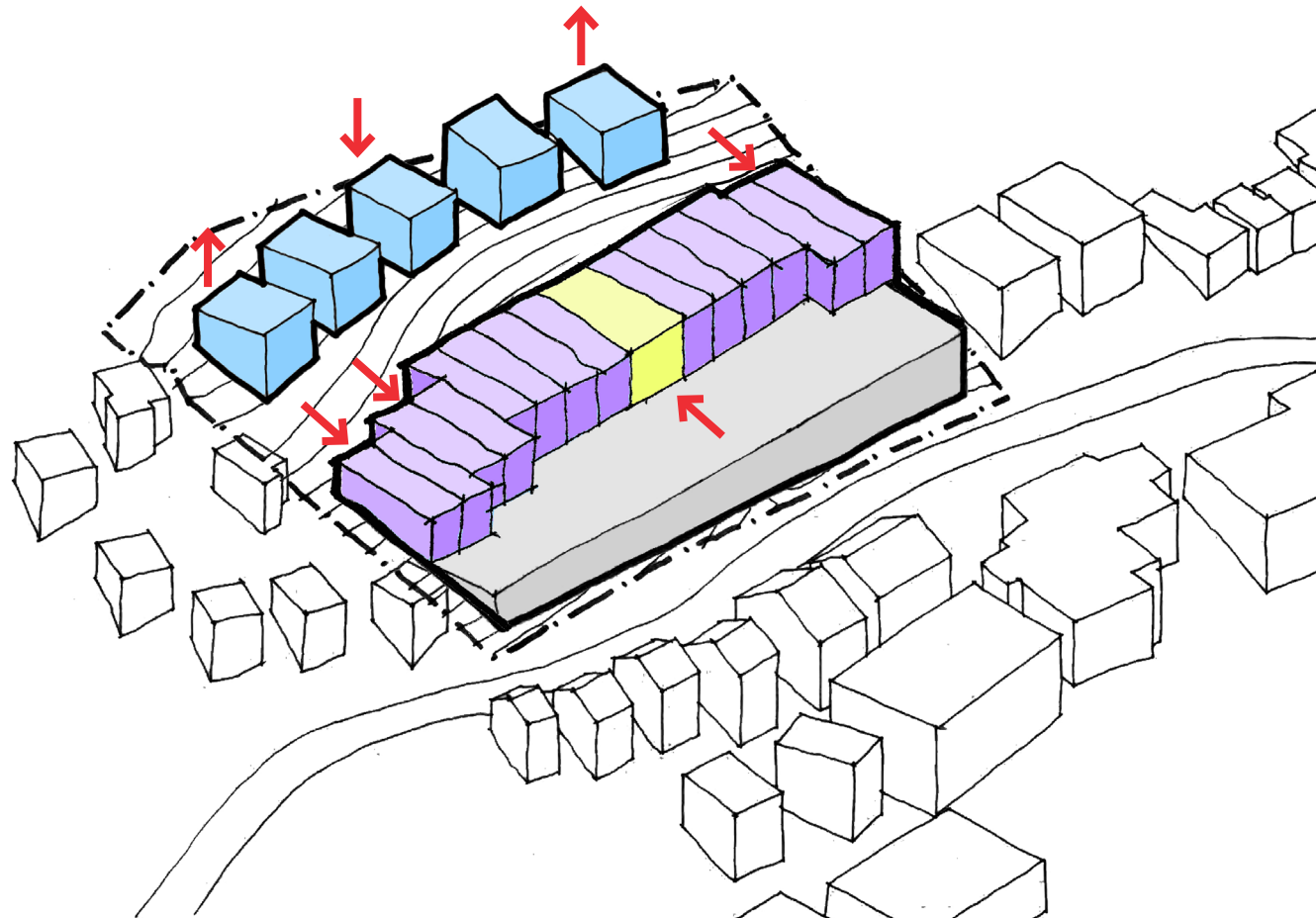




EXISTING SITE.

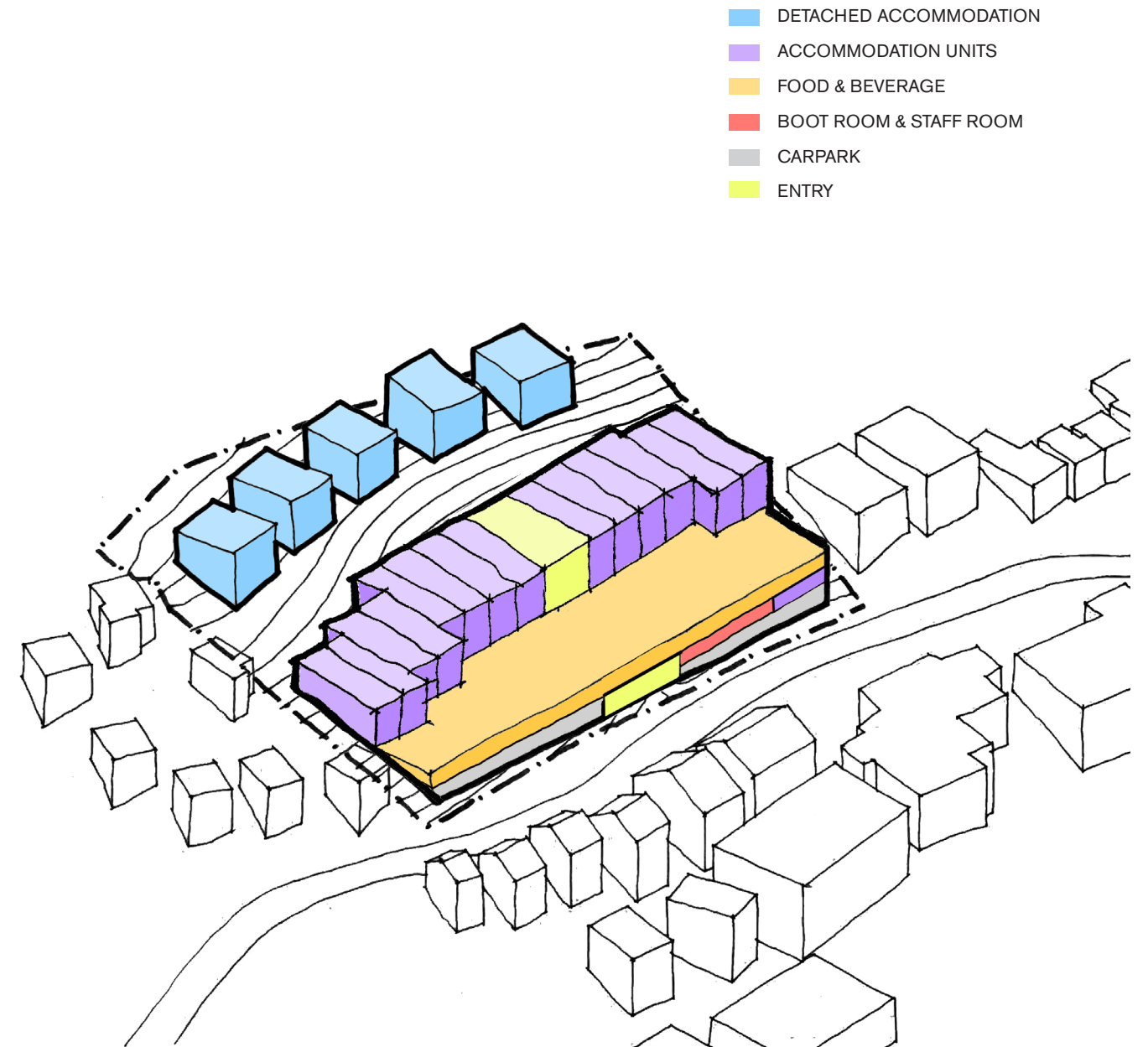


CREATING A PODIUM BASE WITH A MINIMISED DEPTH TO REDUCE DEEP EXCAVATION.



PLACEMENT OF RESIDENCES ABOVE THE BASE AND SHIFTING WITH CONTOURS TO
CREATE AN ARTICULATED FRONTAGE AND MINIMISE FURTHER EXCAVATION.

GENEROUS SEPARATION BETWEEN THE LODGES AND MAIN BUILDING (ACCOMMODATION
UNITS AND PODIUM BASE) TO CREATE OPEN SPACE TO ALLOW FOR SNOW MANAGEMENT
AND STORAGE, AS WELL AS STORMWATER MANAGEMENT AND DRAINAGE

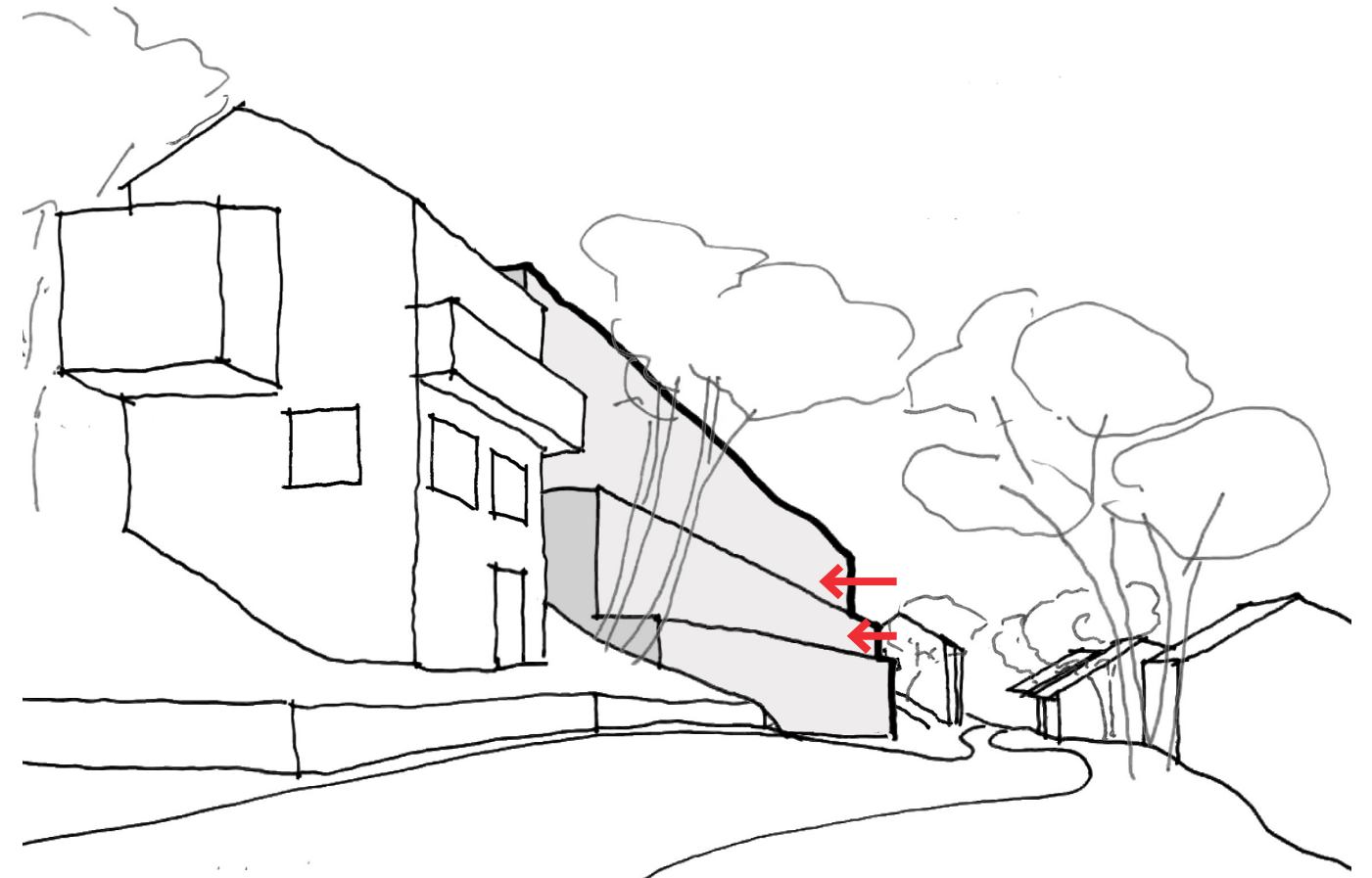


DIVERSITY OF PROGRAM AND USES THROUGHOUT THE BUILDING CLEARLY
LINKED TO THE MASSING AND ARRANGEMENT OF BUILT FORM.

THE MOST PRIVATE PROGRAMS OF THE BUILDING ARE POSITIONED FURTHEST
FROM THE STREET, WHILE THE PUBLIC FUNCTIONS ARE LOCATED DIRECTLY
ON THE STREET FOR EASE OF ACCESS AND STREET ACTIVATION.



BASE ENVELOPE



HORIZONTAL DIVISION AND STEPPING OF ENVELOPE TO REDUCE HEIGHT
ALONG STREET AND REFLECT DIFFERENT PROGRAMS



VARIATION OF STEPPING OF ACCOMMODATION UNITS TO CREATE GREATER SETBACK,
MORE ARTICULATED MASSING, AND REDUCE PERCEIVED BUILDING LENGTH



VARIATION OF STEPPING OF FOOD AND BEVERAGE LEVEL MASSING TO ARTICULATE
MASSING AND GIVE MORE RELIEF TO THE STREET INTERFACE



BREAKING UP OF PODIUM BASE MASSING TO REDUCE PERCEIVED BUILDING LENGTH AND HIGHLIGHT ENTRY. THIS BREAKS UP THE CAR PARK WITH SMALLER PORTALS AND TREATED AS PART OF THE BUILDING'S ARCHITECTURE.



ACCENTUATION OF VERTICAL ELEMENTS TO CREATE A RHYTHM ALONG STREET FRONTAGE AND BREAK DOWN THE BUILDING SCALE





SUMMARY OF PROPOSAL'S BUILT FORM CHARACTER

Building Footprints

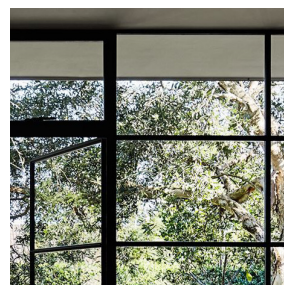
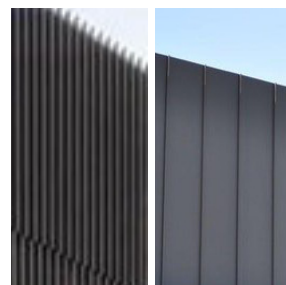
- 76.9m podium base length, articulated into 3 portions. Building length above highly articulated, with longest portion being 24.2m.
- Main building depth varies between 16.5 - 20.1m
- Detached accommodation lengths are 13.4m, with depths of 9.9m
- 56.7% site coverage by built form, 68.9% site coverage including all exterior elements (permeable walkways, fire stairs etc)
- Varying side setbacks of 1.3m to 4.6m to the western boundary (open fire stair access is the only component that is located less than 3m from the boundary which occurs at Levels 1, 2 and 3)
- Varying side setbacks of 1.3m to 3.3m to eastern boundary (nil setback provided for open fire stair access at Level 2 and 3 only)

Streetscape Interfaces + Visible Heights

- Base of main building creates a 3 storey streetwall height, however 3rd storey has varying setbacks (1 - 8.3m) from podium below
- 2 storey terraces above stone base, with varying setbacks (4-10m)
- From the ski slopes, 4 (Of 5) storeys of the main building is visible, with 2 (of the 3) storeys of the separated rear detached accommodation visible behind.

Materiality + Architectural Features

- 1-2 storey stone podium base, with some vertical stone elements extending above
- Vertical metal cladding and blade elements
- Low pitched skillion and gable roof forms



BUILDING FOOTPRINT - OVERALL

As illustrated in the adjacent same-scale figure ground drawings, and in the other analysis conducted in the previous sections of this report, the proposed building footprint is comparable in area and dimension to existing built form in Thredbo.

Length of buildings is influenced by the geometry and size of lots, and when compared to other built form on similar lots to the subject site, the proposed overall length is similar, with the proposed massing more articulated.

The proposed building depth also matches that of other built fabric.

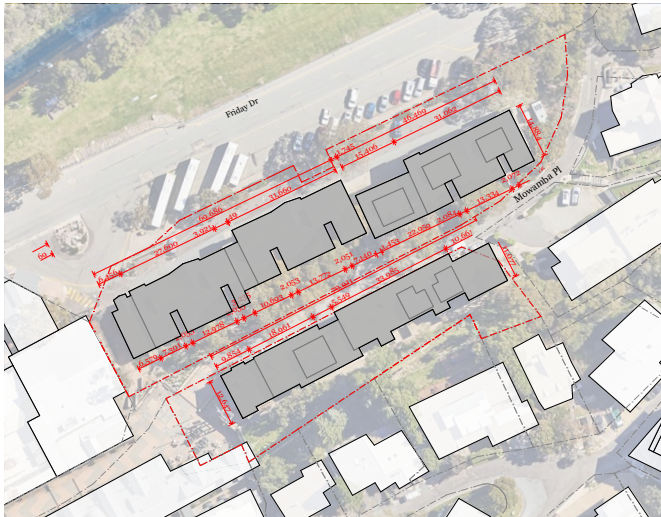
In regards to site coverage, the proposed site coverage is comparable to the site coverage of a number of older and newer existing developments throughout the village:

DEVELOPMENT	LOT/SITE AREA (M²) *	BUILT FORM SITE COVERAGE*
Subject Site	4,961	56.7%
Bellevarde Apartments	624	81.7%
The Denman Hotel	2,134	70.6%
Lantern Apartments	1,443	55.4%
Candlelight Apartments	988	48.1%
Thredbo Resort & Information Centre	9,529	47.6%
Thredbo Alpine Apartments (both lots)	6,464	40.7%
Silver Brumby	1,421	30.5%

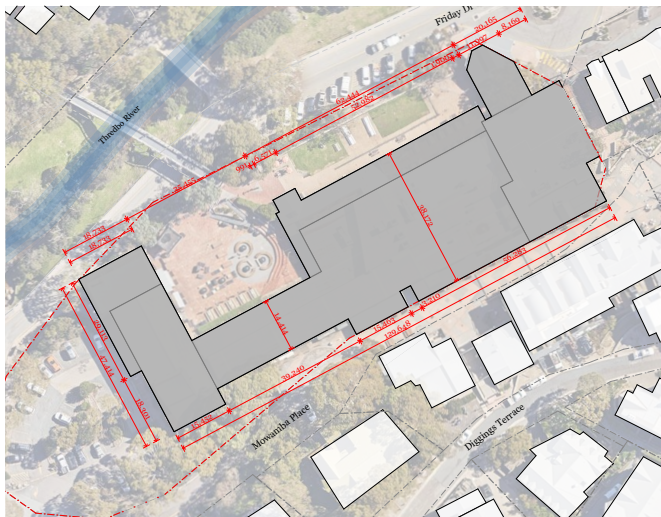
* NOTE: For other sites, site coverage calculations are derived from approximate lot areas from cadastre boundaries (which for some sites include car parks and access ways) and built form area extent estimates based on aerial imagery.



PROPOSED DEVELOPMENT



THREBO ALPINE APARTMENTS



THREDBO RESORT INFORMATION
CENTRE & ALPINE HOTEL



THE DENMAN HOTEL



SILVER BRUMBY



LANTERN APARTMENTS



BUILDING FOOTPRINT - DETACHED ACCOMMODATION

Separated from the main building, the detached accommodation units present as individual built form, hence their scale and size individually was considered in comparison to the built form immediately adjacent to the site, which is primarily detached accommodation.

As shown in the comparative figure ground plane drawings, the detached units are of a similar size and dimension to those surrounding this site, which is also typical of what is found throughout Thredbo.

The proposed detached accommodation units are 3 storeys in height, which is also the same or less than the height of the lodges surrounding the site.



PROPOSED DETACHED ACCOMMODATION



LOTS 757, 758, 759, 760, 761, 765, 766



SEIDLER LODGE (LOT 784)



KAELLA AND BEN'S HALL LODGES
(LOTS 769, 770, 771)



LOTS 774, 775, 776



STREET INTERFACE - CAR PARKING

The proposal's presentation to the street was a primary design consideration, seeking to both allow for practical parking sufficient for the development, but minimising the visual impact of this to the streetscape.

The provision of covered car parking along the majority of the building and site's length is consistent with what has been incorporated in a number of other larger developments in Thredbo. Uncovered car parking along the majority of a lot's street frontage is also a typical interface found throughout the village, on a variety of lot sizes and development types.

The incorporation of the car parking into the architecture of the building base seeks to improve the aesthetic appearance. Vertical stone blades, as well as the central main resident entry and eastern public entry have been designed to break down the perceived extent of the carpark and further improve the building's presentation to the street.



PROPOSED
On-grade, covered parking



THREDBO ALPINE APARTMENTS
On-grade, covered parking



BELLEVARDE APARTMENTS
On-grade, covered parking



GOLDEN MOON AND HI NOON SKI CLUB
On-grade, uncovered parking (typical throughout the village on smaller sites)

BUILT FORM SCALE + SETBACKS

The proposed massing configuration seeks to be in keeping with the street setbacks and maximum streetwall heights found throughout Thredbo (3 stories + roof), while also responding to the scale of the built form either side and opposite of the site.

From this the proposal presents as a 2 - 3 storey street wall (podium), with the bottom 1 - 2 storeys responding to the 2 storey height of built form on the other side of the street. To mitigate the impact of the long building length and minimise the overall built form scale, significant and varied upper level setbacks are incorporated, which are more significant than what is found in other developments.



PROPOSED

2-3 storey perceived height from street:
comprised of 1-2 storey podium with
set back and stepped 3rd storey



THREDBO ALPINE APARTMENTS

3 storey perceived height from street



THE DENMAN HOTEL

2-3 storey perceived height from street



BELLEVARDE APARTMENTS

1 storey podium although 5 storey
perceived height from street due to
limited setback above podium



LOT 765

3-4 storey perceived height from
street with upper levels set out



**THREDBO RESORT INFORMATION
CENTRE & ALPINE HOTEL**

3-4 storey perceived height from street

BUILT FORM SCALE + VILLAGE VISIBILITY

Given the spatial arrangement of the village situated in the valley and extending up the southern slope, built form is visible from ski resort area and Mt Kosciuszko on the opposing slope, mount and summit. Due to this, consideration of the length, scale and massing of the northern have of built form is also required, in addition to what is visible from street level.

The proposed massing seeks to work this the site’s significant level change, by breaking the built form into a number of components which step up the site. While the site, and the proposed development has a long length, the articulation and stepping back of the massing means its presentation is comparable to other larger developments. As illustrated by the adjacent perspectives, a number of existing developments maximise the number of storeys facing north, with more minimal or not stepping back of the massing, creating up to 5 storey heights.

The incorporation of vertical elements, and the varied by simplified roof forms in the proposed design also further aids to break down the visible massing, and fit into the overall village built form character.



PROPOSED



THE SILVER BRUMBY



LANTERN APARTMENTS



BELLEVARDE APARTMENTS



THE PEAK AT THREDBO



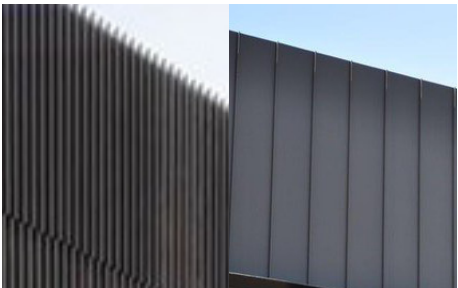
WINTERHAUS LODGE

MATERIALITY + ARCHITECTURAL FEATURES

The proposed materiality palette is in keeping with the existing built form in Thredbo. It will have a clear stone base, with then lightweight cladding above in dark tones. The material selection is compliant with BAL-29 bushfire requirements.

The proposed design incorporates a simplified roof form, incorporating flat (building base), skillion (attached accommodation units) and gable (detached accommodation units) roof types, with extended eaves where possible. This fits in with the variety of roof types seen throughout the village.

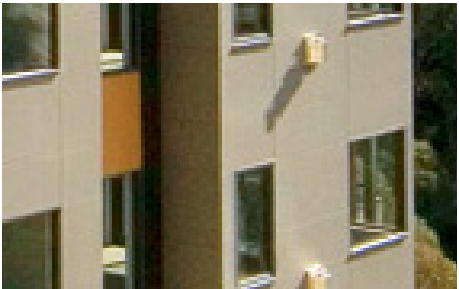
The proposed design incorporates a both vertical elements and vertical cladding to both reference the vertical nature of other built form in Thredbo, and reduce the scale of the building.



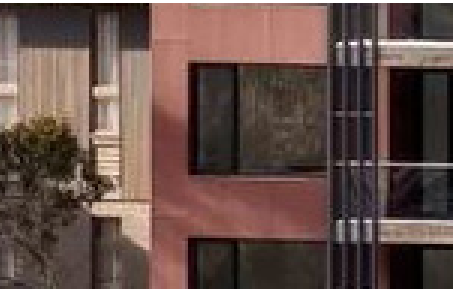
PROPOSED



DENMAN HOTEL



ELEVATION APARTMENTS



BELLEVARDE APARTMENTS

BROADER VILLAGE VISIBILITY

THREDBO - LOT 768

BROADER VILLAGE VISIBILITY
KEY VIEWS

Key views locations were selected to illustrate the potential view impacts from key vantage points in the surrounding village, from the Thredbo ski slope and towards Alpine Way.

Photographs were taken from selected view locations 01 and 02 at eye height using an appropriate lens to obtain images that reflect a human’s perspective and view of the site. Opportunities to take a photo for View 03 were limited due to the lack of safe pedestrian zones along Alpine Way. Due to this, Google Streetview has been used to obtain the provided images which give an indication of what views of the site from this location would be.

The subject site is in a prominent location and currently undeveloped although noted as disturbed, hence the proposal to develop the site will change its appearance. As the site is outlined as a key development site, it is reasonable to expect that the appearance of the site will change substantially.

As demonstrated in the following pages, the proposed development does not adversely impact view corridors from other properties or public gathering places, with significant views maintained. The proposal is seen to fit in and contribute to the village’s existing scale and character.



View 1 is taken from Thredbo Chapel on the northern side of subject site, located near to the intersection of Crackenback Drive, Diggings Terrace and Friday Drive, to next to Thredbo River.

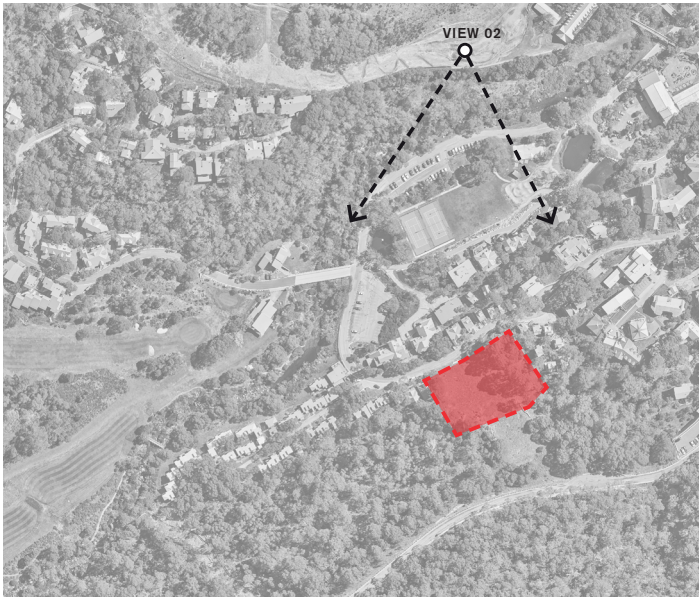
As demonstrated in the adjacent images illustrating the existing and proposed situations, as the site is currently vacant with lower scale built form in front of it, the development will be visible from this location due to its relative close proximity to the site. However, Alpine Way is still visible at the top of the site, and the proposed development sits within the surround landscape.



BROADER VILLAGE VISIBILITY
KEY URBAN VIEW 02

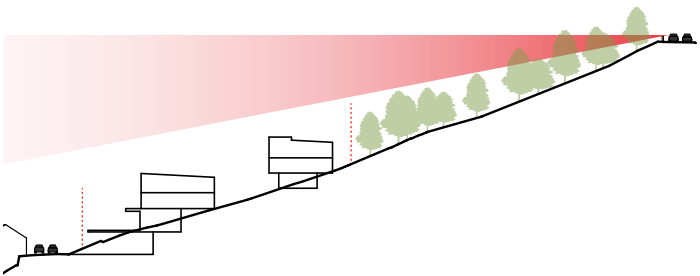
View 2 is taken on the Kosciuszko Express Chairlift from Thredbo Retail & Rental Valley Terminal, to give an indication of the visibility of the site from the Thredbo Ski slopes.

The adjacent images demonstrate that from the Ski Slopes, the proposed development will be visible but appears appropriate to and as a similar scale and character to the surrounding built form.



BROADER VILLAGE VISIBILITY
KEY URBAN VIEW 03

View 3 is to show the visual impact of the proposed development on views from Alpine Way. As shown in the adjacent photos, it could not be seen that the development would be visible from Alpine way. This is due to the combination of the close horizontal proximity of the site to Alpine way, and the site and proposed sitting at a significantly lower level, as illustrated in the diagram below. The significant vegetation between the site and Alpine Way further reduce any visibility of the site.



DKO