

Department of Planning
Housing and Infrastructure

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No DA 22/12013

Granted on the 29 February 2024

Signed D James

Sheet No 1 of 60

Project: Replacement of the Guthries Highspeed Poma with a Double (Two-Person) Chairlift

80 Charlotte Way, Charlotte Pass NSW 2624
Lot 100 DP1242013

DATE: SEPTEMBER 2023
PREPARED FOR: CHARLOTTE PASS SNOW RESORT LTD
PREPARED BY: ACCENT TOWN PLANNING PTY LTD
REVISION: 05 (SEP 2023)

Doppelmayr Australia has been engaged to design and construct the replacement chairlift.



1.0 INTRODUCTION

The project for which this Statement applies is for the replacement of the existing Guthries Highspeed Poma with a double (two person) chairlift. Charlotte Pass is located on the western end of Kosciuszko Road within Kosciuszko National Park, NSW. The site is legally described as Lot 100 DP1242013.

The proposal aims to seek approval for the following improvements:

1. Removal of the existing Guthries Highspeed Poma. This will include the removal of the existing top and bottom stations (excluding footings), and the removal of the existing towers (excluding footings).
2. Installation of new double chairlift, which involves the installation of:
 - 7 new towers (including new footings).
 - Installation of new top and bottom stations.

It is important to note, that the proposed development will occur within the general alignment and footprint of the existing Guthries Highspeed Poma.

The proposed development is deemed to be of positive influence on the snow resort through the provision of an enhanced visitor experience with the addition of the new lift. The double chairlift will be suitable for more beginner and intermediate skiers and snowboarders, allowing for a more diverse range of visitors with varying snow sport experience. The proposed new chairlift will follow the general alignment of the existing highspeed poma, allowing the new lift to be within previously disturbed areas to minimise the environmental impact of the proposed improvements.

This Statement of Environmental Effects will accompany a Development Application to be lodged with the Department of Planning & 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).

FIGURE 1 EXISTING HIGHSPEED POMA TO BE REPLACED



2.0 SITE LOCATION & CONTEXT

2.1 Site Analysis

The site is located at Lot 100 DP1242013, 80 Charlotte Way, Charlotte Pass within the Kosciuszko National Park. The resort areas, including Charlotte Pass, are important to New South Wales due to their economic and social contribution, as well as their location within a unique alpine environment. Charlotte Pass is located approximately 41.3kms from the township of Jindabyne. In summer, vehicle access to the resort is via Kosciuszko Road. In winter, Charlotte Pass is accessed by oversnow transport only. The Charlotte Pass 10-year Masterplan has committed to expanding the oversnow fleet with the addition of two further oversnow vehicles.

The Snowy Mountains is a popular tourist destination for both Australian and international travellers. Kosciuszko National Park offers an array of attractions including Snow 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 2 LOCATION OF SUBJECT SITE

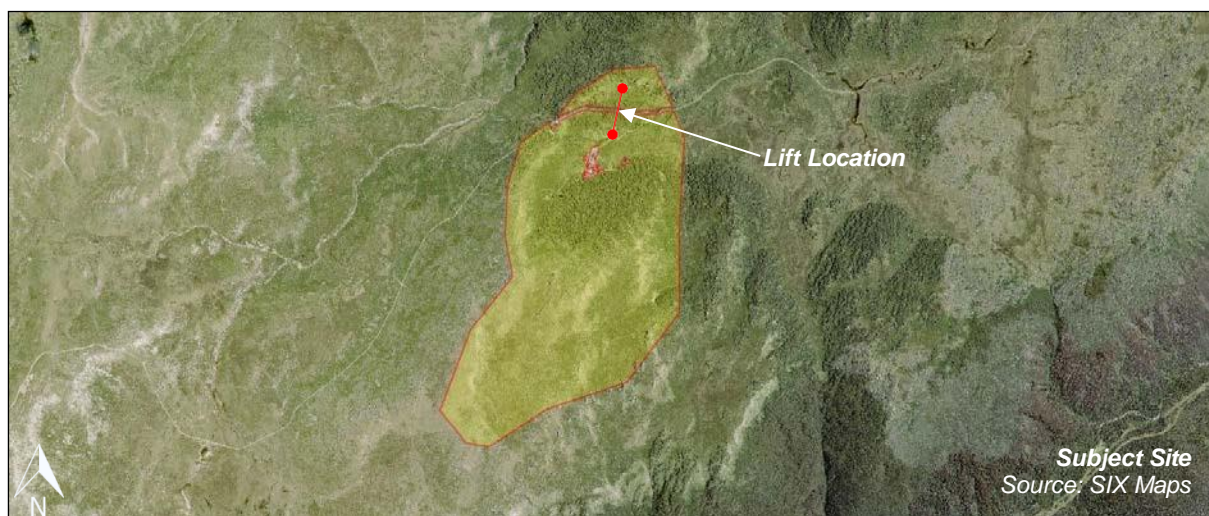


FIGURE 3 CLOSE UP VIEW OF SUBJECT SITE



The subject site is located to the north of Charlotte Pass Snow Resort on Mount Guthrie and crosses over Kosciuszko Road. The proposed new double chairlift will be on the same general alignment as the existing highspeed poma, with the top and bottom stations to be located in the same positions as current infrastructure to minimise the building footprint and potential ground disturbance of the development.

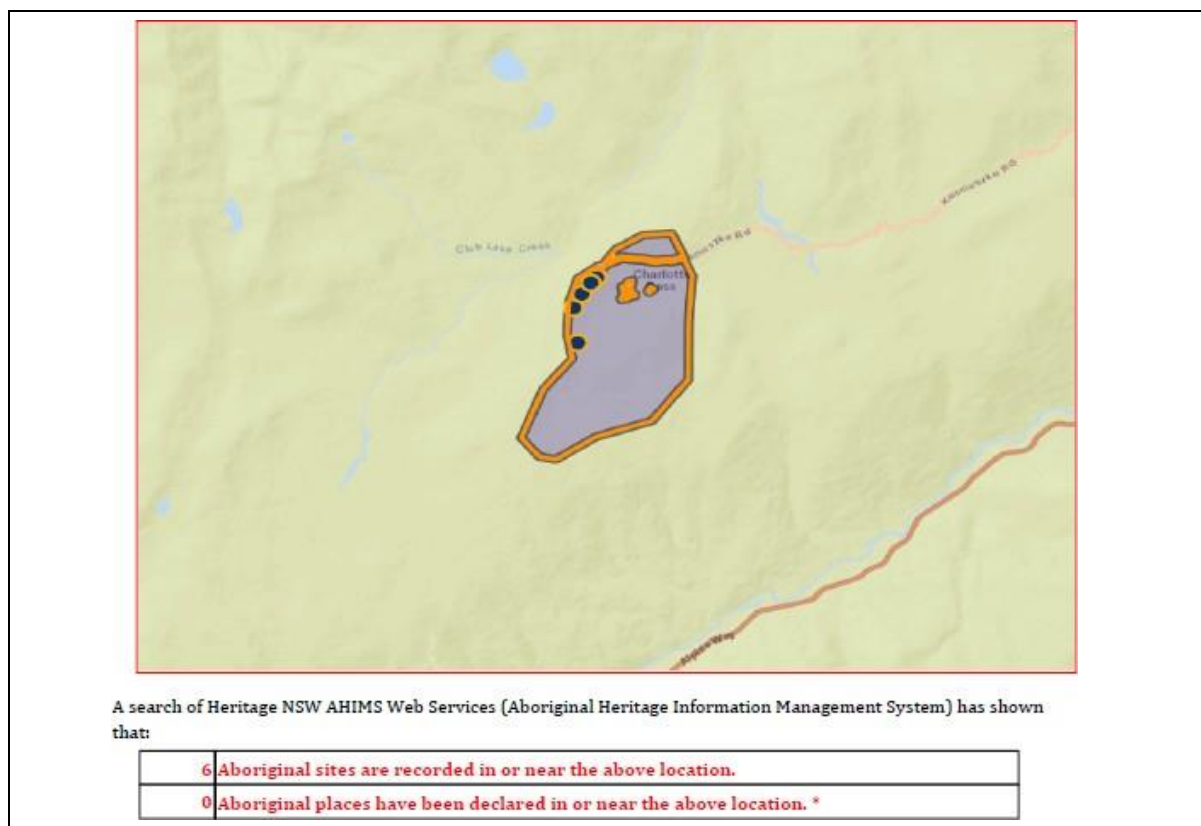
Historically, the site has been used as a snow resort and access point to popular hiking trails during the summer months. The Kosciuszko Chalet Hotel was originally built in 1930. Prior to this, the resort was occupied by the traditional owners, the Monero Ngarigo and their relations with the Walgalu, Ngunawal and Bidjawal, who, through their connection, looked after the snow, the rivers and creeks, and snow gums.

The new chairlift will continue to provide advanced skiers and boarders the opportunity to hike to the top of Mount Guthrie and take advantage of Guthrie's Chutes. The upgrade of lifts and improved efficiency of the snow resort will ensure long-term resilience for the resort, while maintaining the environmental values of the Kosciuszko National Park.

An AHIMS search conducted for Lot 100 DP 1242013 found six (6) Aboriginal sites recorded on the outskirts of the lot. The subject allotment contains the Charlotte Pass Ski Resort area and is significant in size, and the identified Aboriginal sites are a vast distance from the development location. For this reason, the identified Aboriginal sites will not be affected as a result of the proposed development. Zero places were declared at the subject allotment. An Aboriginal Cultural Heritage Assessment has also been prepared separately to this SEE. This Assessment report also considers the information available in the Charlotte Pass Village Environmental Values Report, 2008.

Likewise, there have been no known Aboriginal artefacts found during previous construction of the existing poma. The proposed works will result in the minimal ground surface disturbance, in an area that has been previously disturbed and hence the likelihood for Aboriginal artefacts to be found is very unlikely.

FIGURE 4 AHIMS SEARCH RESULT FOR LOT 100 DP 1242013



2.2 Flora and Fauna

A comprehensive flora and fauna assessment was conducted by Eco Logical Australia which found:

“The BAMC calculated that a total of 6 ecosystem credits and 108 species credits are required to offset the unavoidable impacts to the vegetation and fauna habitats present within the development footprint.”

Threatened Ecological Communities

*“PCT 637 is considered to comprise the Montane Peatland and Swamps of the New England Tableland, NSW North Coast, Sydney Basin, Southeast Corner, South Eastern Highlands and Australian Alps bioregions endangered ecological community (EEC) (hereafter referred to as the Montane Peatland and Swamps), which is listed on the BC Act. It also comprises the Alpine Sphagnum Bogs and Associated Fens EEC (hereafter referred to as the Alpine Sphagnum Bogs and Associated Fens) which is listed on the EPBC Act, as identified in **Table 6**. The other PCTs which occur within the development site do not comprise listed TECs under the BC and/or the EPBC Act.”*

Vegetation Integrity

“Despite being in excellent condition, the BAMC calculated the VI score for Zone 1 as 10, below the threshold requiring offsetting. This is largely a result of the benchmarks for PCT 643 which assume a high cover for the grass and grasslike and forb growth form groups and a low shrub cover, despite the fact that alpine bogs, such as those which occur in and surrounding the development site, often have a very high shrub cover.”

Targeted Survey

“The targeted surveys resulted in the detection of three species credit species, the Broad-toothed Rat, Guthega Skink and Anemone Buttercup.

The characteristic scats of the Broad-toothed Rat were scattered in low densities throughout the development site and surrounds, as they are in suitable habitats throughout much of the locality.

The Guthega Skink is well known from the Charlotte Pass Ski Resort. As such, assessment of the potential impacts of the proposal on the species included extensive targeted surveys for the Guthega Skink. Survey effort was concentrated around suitable habitat above the Kosciuszko Road, however the surveys also included habitats below Kosciuszko Road. Surveys for the Guthega Skink largely comprised the visual inspection method which involves ecologists remaining stationary or moving slowly through potentially suitable habitat searching, with the aid of binoculars, for reptiles basking, primarily on rocks.

*The targeted Guthega Skink surveys demonstrated that the footprint of the top station does not provide important habitat for the species with no observations of any Guthega Skinks within the top station footprint, despite 11.5 hours of targeted survey over two summers. The species does occur immediately adjacent to the top station location, where there were many observations of Guthega Skinks and a number of burrow locations identified, as shown in Figure 7 and **Photos 13-17**. The species was also detected adjacent to the existing access road and near the original location of Tower 6, which was subsequently moved, as shown in Figure 7 and Photo 15 and Photo 7.*

Targeted surveys were not undertaken for the Mountain Pygmy-possum, given that the species is well known from the boulderfield in the lower parts of the lift alignment, as has been surveyed there annually for several decades. The proposed development has been designed to avoid impacts on this boulderfield and will reduce other potential impacts on the species by removing the existing lift tower that is located in the boulderfield and by removing the need for a lift track over the boulderfield during the winter. Surveys were not undertaken for the Southern Corroboree Frog or the Northern Corroboree Frog given the absence of important or suitable habitats for these species within the development footprint.

The Anemone Buttercup and Broad-toothed Rat were surveyed for opportunistically within the development site and immediate surrounds between December 2020 and March 2021. The Anemone Buttercup occurs extensively on Mount Guthrie and elsewhere in the locality. It is estimated that up to 50 Anemone Buttercup individuals may be impacted by the proposed development. Many more individuals were observed in habitats immediately adjacent to the development site that will not be impacted by the proposed development. Broad-toothed Rat scats were observed at several locations through the study area and suitable rocky and heathy habitats within the development site were considered to be occupied by the species.

All the vegetation within the development site adjacent to those areas where Guthega Skinks were recorded were considered to comprise Guthega Skink habitat."

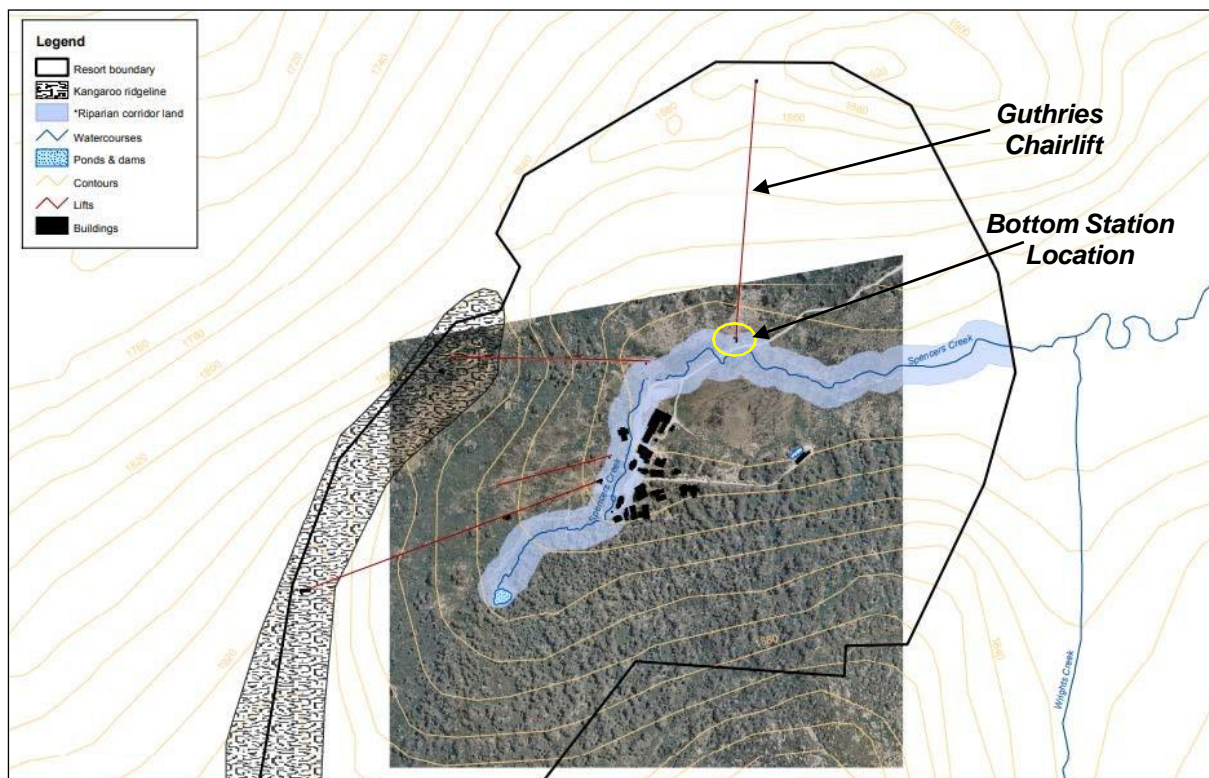
"It is anticipated that the proposed development will result in the removal or further modification of a small amount of the native vegetation (0.36 ha) for the top station, tower footings, laydown areas and construction access. Approximately 0.03 ha of exotic grassland will also be disturbed in association with the bottom station."

See Eco Logical Australia BDAR and Biodiversity Credit report.

2.3.1 Riparian Lands and Watercourses – *Water Management Act 2000*

There are no defined waterways that traverse the existing highspeed poma and proposed new double chairlift. The most significant waterway within proximity of the existing and proposed new bottom station is Spencers Creek, which lies approximately 40 metres downslope to the south of the bottom station. The bottom station has been identified as Riparian Corridor Land in the *State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007 Charlotte Pass Alpine Resort Map*.

FIGURE 5 CHARLOTTE PASS RIPARIAN LANDS MAP



This application is seeking approval to undertake the proposed works under the *Water Management Act 2000* which requires an integrated development assessment, to provide general terms of consent from DPE Water.

Sediment and erosion control measures will be implemented on site during construction, in order to prevent any overland flow from transporting and depositing pollutants and/or excess sediment into the nearest waterway (Spencer's Creek). Please refer to the Construction Environmental Management Plan (CEMP) and Site Environmental Management Plan (SEMP), containing the relevant erosion control measures. These are included in section 8 and 9 of this report.

2.4 Site Contours

FIGURE 6 SITE CONTOUR MAP



Landfall is generally consistent across the site, the general slope direction is a downslope from the North to the South (Charlotte Pass Valley). The bottom station is located at the approximate altitude of 1754m, and the top station is located at approximately 1892.2m with slopes ranging from 5 to 10 degrees.

FIGURE 7 PROFILE PLAN

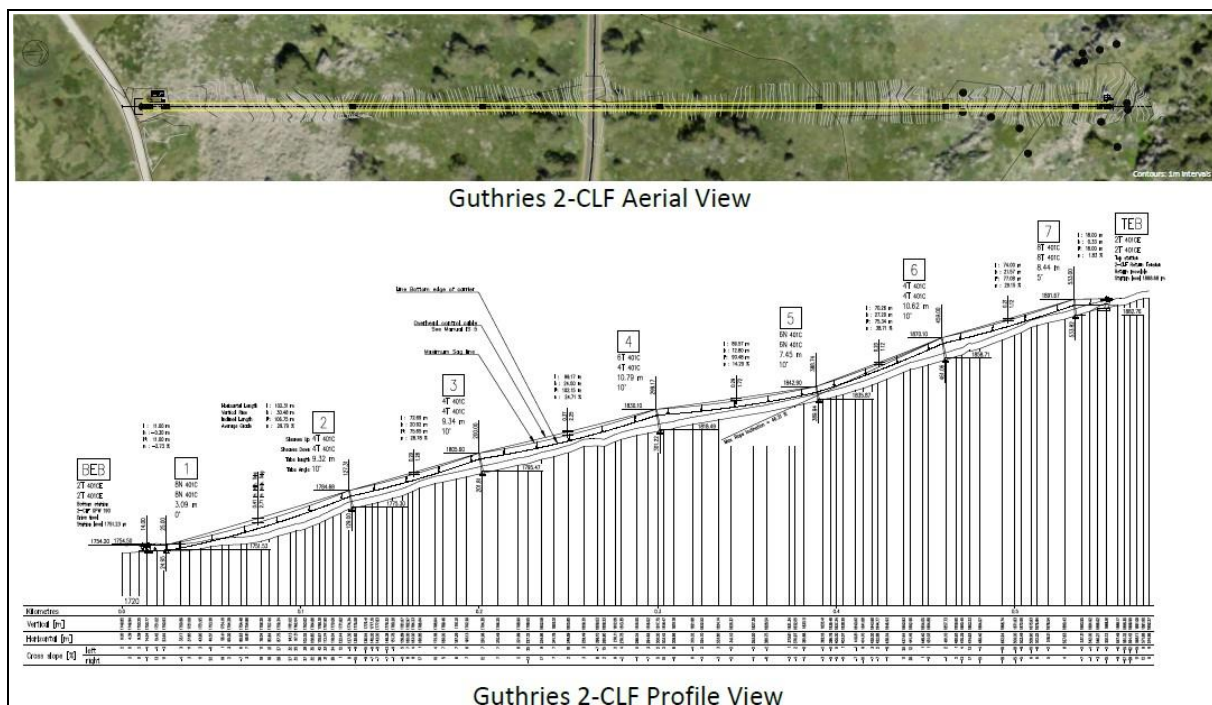


FIGURE 8 CHAIRLIFT LAYOUT

To supplement the application, a geotechnical report by ACT Geotechnical Engineering was undertaken to assess the site suitability for the new double chairlift (see geotechnical report submitted as part of this application).

As per the geotechnical assessment report provided:

“A site inspection was carried out by Jeremy Murray, an experienced, Chartered, senior geotechnical engineer, and a geotechnical investigation was conducted. Based on this, and a review of the design drawings, the following conclusions have been drawn:

- *the proposed works are of such minor nature that the requirement for geotechnical advice in the form of a geotechnical report, prepared in accordance with the “Policy”, is considered unnecessary for the adequate and safe design of the structural elements to be incorporated into the new works, and*
- *in accordance with AS2870 “Residential slabs & footings”, the site is classified as a Class “S” (slightly reactive) site.”*

Access to the site is well maintained.

It is important to note that the footings for the existing towers are not to be removed as part of this application. The footings are to remain on site to limit any further disturbance and excavation, and to reduce the need for any further cut and fill for the development. This outcome was decided upon to limit potential harm to the slope and any local flora and fauna.

FIGURE 9 EXISTING TOWER 4 FOOTING

2.5 Site Photos

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



3.0 PROJECT

The project for which this Statement applies is for the replacement of the existing highspeed poma with double chairlift. Charlotte Pass Snow Resort is located at 80 Charlotte Way, Charlotte Pass within Kosciuszko National Park, NSW. The site is legally described as Lot 115 DP1242013.

3.1 Removal of Highspeed Poma

The proposed new double chairlift will be positioned in the existing alignment of the Guthries Highspeed Poma. The replacement of the highspeed poma will result in the removal of the existing lifting facility. Similarly, the existing top and bottom stations that service the highspeed poma will be replaced with new top and bottom stations in the existing locations to minimise the building footprint and site disturbance. Through following the same alignment, the new lift will lie within areas of previously disturbed vegetation minimising the building footprint and environmental impacts.

The existing 9 towers will be removed as part of this application, the footings of these towers are to remain, in order to minimise site disturbance. A separate Demolition Plan has been prepared and submitted, providing more detail as to the proposed methods of removal.

It is proposed to remove the existing lift towers over the snow if possible, thereby minimising any impact on the surrounding vegetation. In the event that timing of approvals and snow conditions do not permit the removal over snow, then removal will occur via helicopter.

Vegetation rehabilitation projects will be made possible through the removal of a surface lift with the new chairlift providing the opportunity of improving the native vegetation below the lift. During the winter months, this area will then be able to be used as ski runs and provide a more suitable environment for skier and snowboarders of all abilities.

The resort offers four other lifts on different slopes within the valley.

3.2 Proposed New Lift

The new double (two person) chairlift is proposed to replace the existing highspeed poma. The new chairlift will be 551m in length. The new chairlift includes a new top and bottom station that will utilise the existing general footprints of the current top and bottom stations.

The new chairlift has a total of 7 towers, the new towers will require new footings, as the existing tower footprint consists of 9 towers. *Figure 8 Chairlift Layout* clearly demonstrates the location of existing towers, and the location of the proposed towers.

The new chairlift will improve the efficiency for the resort and will have the capability of providing approximately 2 persons (154kgs) per chair, and a total of 952 people per hour uplift.

Doppelmayr Australia has been engaged to design and construct the replacement chairlift.

3.3 Lift Alignment

The proposed new double chairlift will be on the same general alignment as the existing highspeed poma, with the top and bottom stations in similar positions as current infrastructure to minimise the building footprint. As the new chairlift will follow the alignment of the existing surface lift, no trees will need to be removed for the replacement lift. The proposed new chairlift will not impact upon the existing uphill safety line plan.

3.4 Bottom Station

Replacement of the bottom station is proposed as part of the new chairlift and will be located within the existing general footprint. The new bottom station will be comprised of an emergency drive room, balcony, operator, and electrical spaces. The hut will have a gross floor area of 20.79 sqm. The new building exterior will consist of Colorbond cladding in the colour Monument.

The bottom station will be accessible from the existing Charlotte Way which runs to the south of the existing and proposed replacement lift structures.

The positioning of the bottom station will allow for safe and efficient departure of chair lifts which will travel uphill in a northerly direction, allowing space for skiers and snowboards to traverse below the lift.

FIGURE 10 BOTTOM STATION FLOOR PLAN AND ELEVATIONS

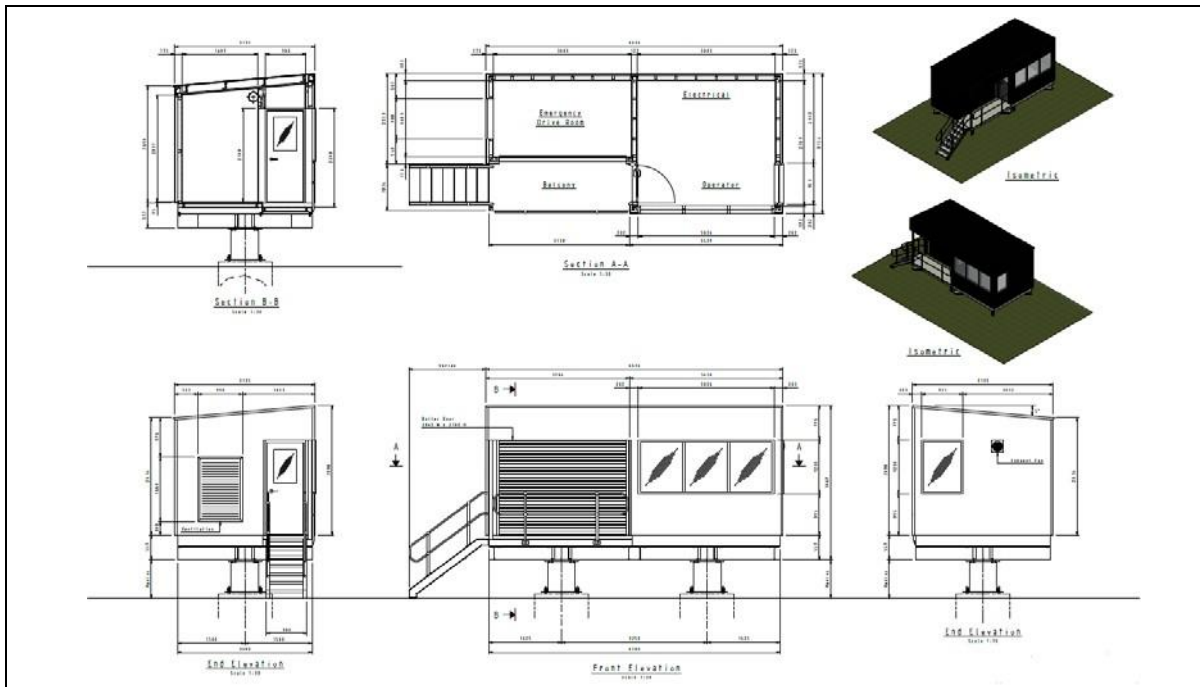


FIGURE 11 BOTTOM STATION LAYOUT



3.5 Top Station

Replacement of the top station is proposed as part of the new chairlift and will be located within the existing general building footprint.

Skiers will offload and be able to move the left (west) as per the existing highspeed poma movements. The new building exterior will consist of Colorbond cladding in the colour Monument.

The chair lift will provide access to 'Exhibition,' 'Rocky Road' and 'The Pass.' Skiers and snowboarders will be able to traverse under the double chairlift to access 'Ash Alley' and 'Lenny's Leap' to the eastern side of the chairlift. The replacement lift will end at the unloading area as the existing bull wheel is located past the off-load area.

FIGURE 12 TOP STATION FLOOR PLAN AND ELEVATIONS

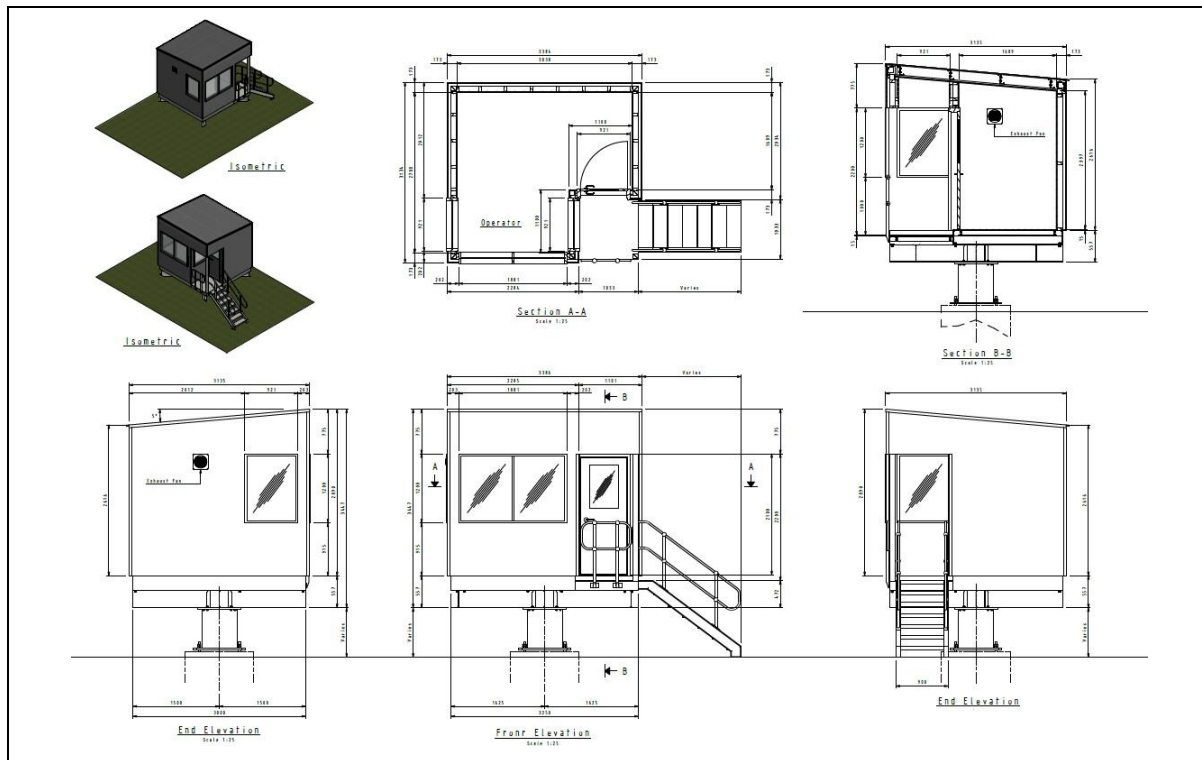


FIGURE 13 TOP STATION LAYOUT



3.6 Chairlift Towers

The new chairlift is proposed to span 551m uphill from south to north. The new lift will comprise of seven (7) towers.

Tower 1: The first tower at the base of the slope is located 24.95m from the base station (20 IN DIA).

Tower 2: The second tower is located 127m from the base station (TCL 20 IN DIA).

Tower 3: The third tower is located 201.81m from the base station (TCL 20 IN DIA).

Tower 4: The fourth tower is located 301.22m from the base station (TCL 24 IN DIA).

Tower 5: The fifth tower is located 389.95m from the base station (20 IN DIA).

Tower 6: The sixth tower is located 464.97m from the base station (TCL 24 IN DIA).

Tower 7: The seventh tower is located 533.82m from the base station and 17.18m from the top station (TCL 20 IN DIA).

The footings for the new towers will all have similar dimensions and footprints. Structural designs for each tower have been completed.

A construction corridor will be established in correlation with the advice from Eco Logical Australia for excavation machinery to access the seven lift tower sites.

FIGURE 14 TOWER SHAFT PLAN – TOWERS 1 & 5

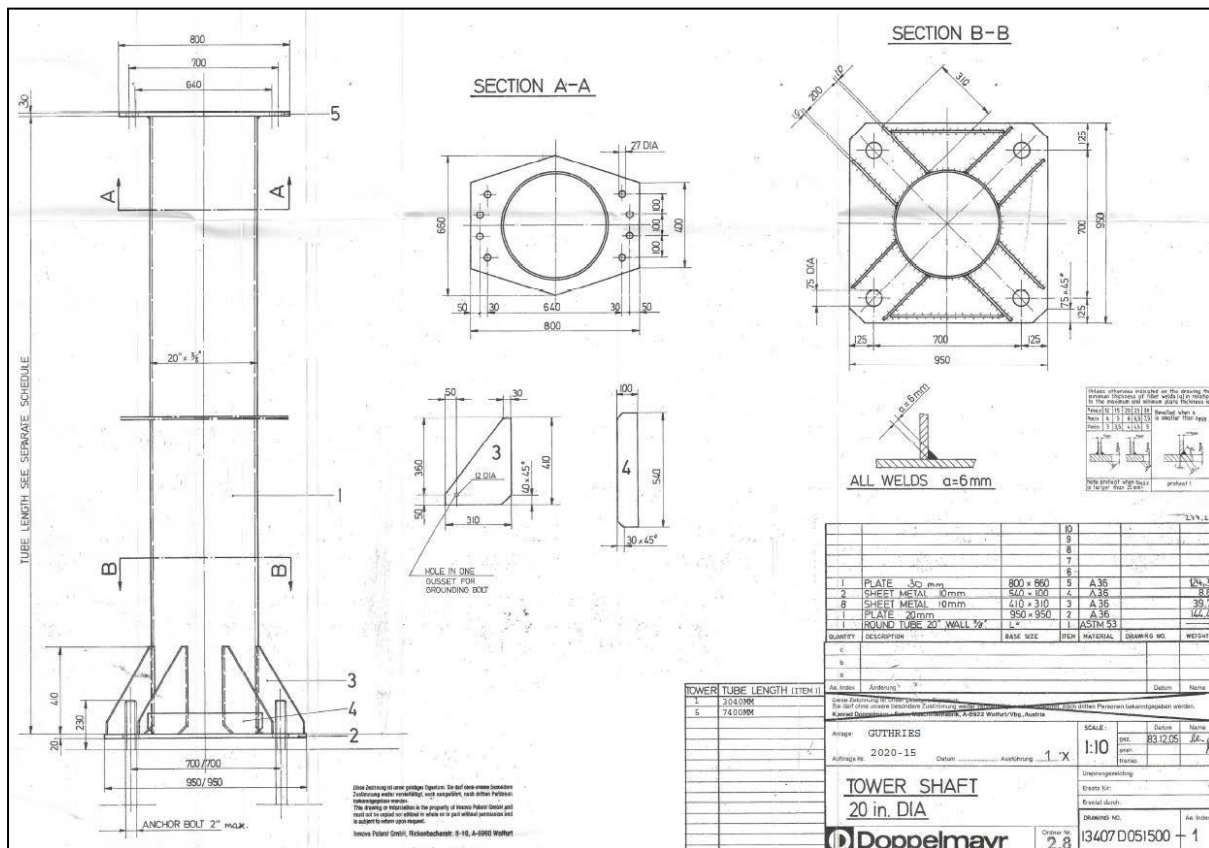
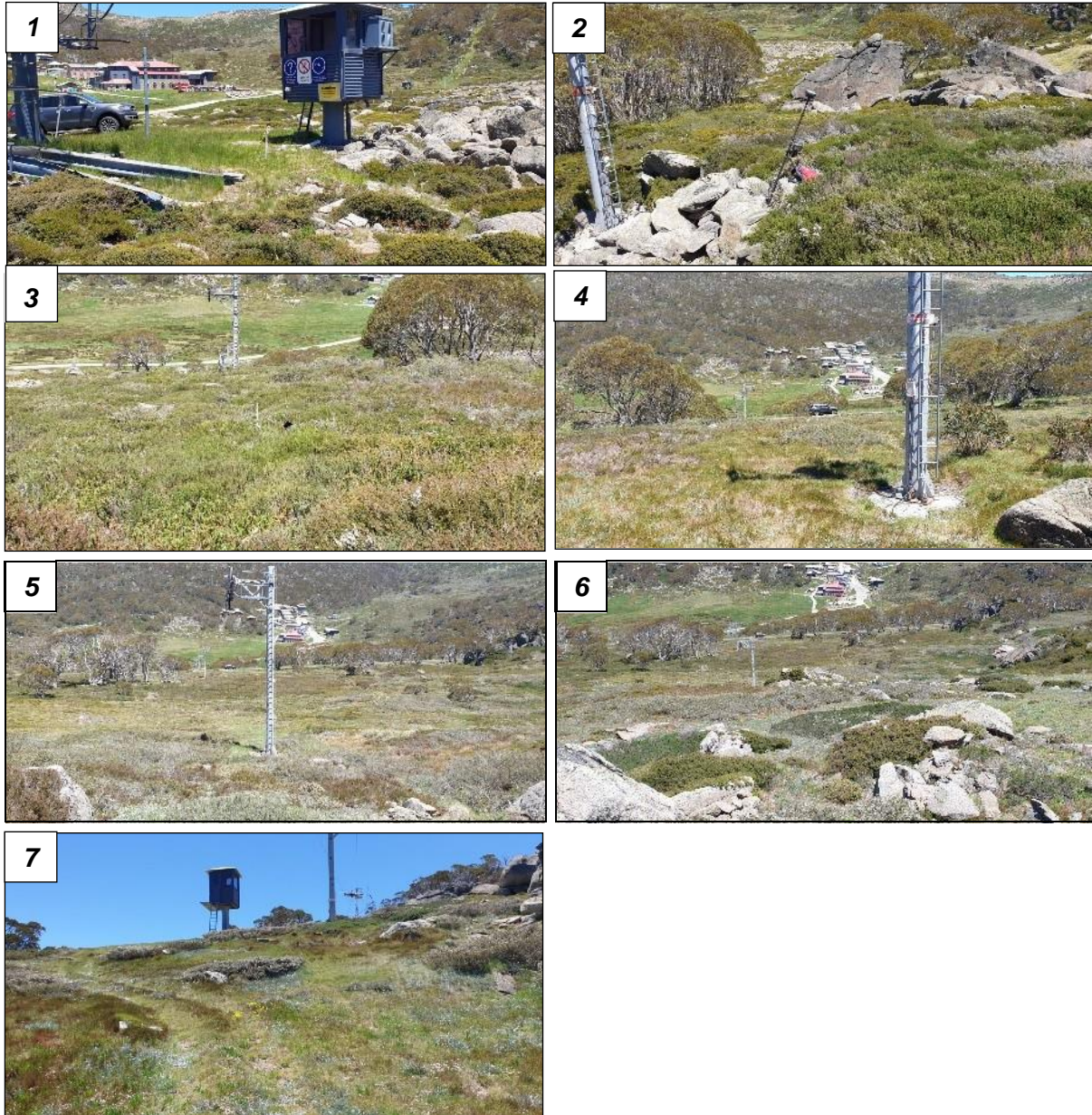


FIGURE 15 TOWER LOCATIONS 1 – 7



4.0 CONSTRUCTION

The concrete pours for the top station and towers, the installation of the towers is proposed to be undertaken by helicopter. While the initial intention is the removal of the existing towers over snow, if not possible they will also be removed by helicopter.

ACT Geotechnical Engineers conducted an investigation on 3/05/2021, determining the conditions of the subsurface, groundwater and footings. The investigation found:

Surface Conditions

Geological Profile	Typical Depth Interval	Description
TOPSOIL	0m to 0.5m/0.6m	Gravelly Silty SAND; fine to coarse sand, low plasticity silt, angular granite cobbles and boulders to 500mm size, black, grass and plant roots, dry to moist, loose.
COLLUVIAL & RESIDUAL SOIL	0.5m/0.6m to 0.9/1.9m	Gravelly Clayey SAND, Clayey SAND, & Sandy CLAY; low and medium plasticity clay, fine to coarse sand, angular granite gravel to 60mm size, occasional cobbles to 100mm size, yellow-grey, yellow-brown, orange-brown, dry to moist, medium dense or stiff.
WEATHERED BEDROCK	Below 0.9m/1.8m	GRANITE; fine to coarse grained, extremely weathered (EW), highly weathered (HW), highly to moderately weathered (HW/MW), and moderately weathered (MW), extremely weak to medium strong rock, pale yellow-grey, yellow-brown, speckled white, dry.

Ground Water

"The soils were generally dry to moist, however, a temporary perched seepage was encountered in test pit 1T at 0.6m depth. Permanent groundwater is expected to be well below footing excavation depths, however, temporary, perched seepages could occur within the more pervious soils following rainfall."

Footings

"It has been indicated that each chair lift tower will be founded on a ~3m wide x ~3.3m long x 600mm deep pad footing, embedded about 1m into the ground."

Footing systems for the chair lift towers, dimensioned to resist anticipated overturning moments can include:

- *multiple or single monolithic pad footing, founding in overburden soils or weathered bedrock (but preferably in bedrock).*
- *Bored piers socketing deeper into the stronger bedrock"*

See Geotechnical Report by ACT Geotechnical Engineers.

4.1 Timing

Construction will be during the summer season from late September to May, with demolition works proposed to commence while there is still snow on the ground. The start date for construction is set for Summer 2023/24, with the lift to be in operation for the 2024 snow season.

4.2 Access

Charlotte Pass is only accessible during the winter season via over snow transport. There are limited seats on over snow transport and hence the development will not increase transport and access requirements to the resort. Likewise, the proposed development will not generate additional visitation to the resort during the summer and as a result will have no impact on the existing access and traffic to the alpine resort.

4.3 Waste Management

Waste generated from the removal of the existing highspeed poma and the general construction waste and other waste associated with the construction of the new lift will be disposed of in a skip bin on site. Waste will require to be removed from the National Park, and will be deposited at the nearest council waste facility. Refer to the Appendices CEMP and SEMP for waste management guidelines/requirements.

5.0 General Information

Project description

The Statement for which this application applies is for the replacement of the existing Guthries Highspeed Poma with a double (two person) chairlift.

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 proposed development does not require any further measures to mitigate site constraints such as flooding and bushfire.</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. However, as per Section 10.4 of The Policy, where only minor construction works are proposed, that present minimal or no geotechnical impact on the site or related land, then a "Form 4 - Minimal Impact Certification" can be provided instead.</p> <p><i>"A site inspection was carried out by Jeremy Murray, an experienced, Chartered, senior geotechnical engineer, and a geotechnical investigation was conducted. Based on this, and a review of the design drawings, the following conclusions have been drawn:</i></p> <ul style="list-style-type: none"> <i>the proposed works are of such minor nature that the requirement for geotechnical advice in the form of a geotechnical report, prepared in accordance with the "Policy", is considered unnecessary for the adequate and safe design of the structural elements to be incorporated into the new works, and</i> <i>in accordance with AS2870 "Residential slabs & footings", the site is classified as a Class "S" (slightly reactive) site."</i> <p>See geotechnical report and Form 4 provided by ACT Geotechnical Engineers.</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 of the local environment, landscape, streetscape, appearance or scenic quality of the locality as the proposed upgrade of the highspeed poma to a double chairlift will follow the alignment of the existing highspeed poma, allowing the new lift to be within previously disturbed areas to minimise the environmental impact of the proposed improvements.</p>
<ul style="list-style-type: none"> biological and ecological impacts including the impacts on fauna and flora 	<p><i>"The BAMC calculated that a total of 6 ecosystem credits and 108 species credits are required to offset the unavoidable impacts to the vegetation and fauna habitats present within the development footprint."</i></p>

	<p><i>"The proposal is likely to result in the removal or reduction of a small amount of rock outcropping in association with the proposed top and bottom station and some towers." EcoLogical BDA</i></p> <p>The indirect impact has been considered minor. See page 39 of EcoLogical BDAR.</p> <p>See Biodiversity Development Assessment Report (BDAR) prepared by Eco Logical Australia.</p>
<ul style="list-style-type: none"> impacts on existing and future amenity of the locality 	Proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the old lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.
<ul style="list-style-type: none"> the age and condition of any structures or buildings. 	The existing highspeed poma was installed in the 1963 and is proposed to be removed from site (including the top and bottom stations). It is proposed to replace the dated lifting infrastructure with a new double (two-person) chairlift including upgraded top and bottoms stations.
Present and previous uses	
Charlotte Pass is a ski resort, and the subject site is currently used for lifting facilities with an existing highspeed poma. The new lift is proposed to replace the existing poma with a new double chairlift to improve accessibility within the resort and continue to use the subject site area as lifting facilities.	
Operational details	
<p>Charlotte Pass Snow Resort is primarily operational in the winter season with limited summer trade. The existing highspeed poma operation is restricted to the winter season (dependent on snow cover) and the proposed replacement lift will follow the existing operational time period.</p> <p>The existing poma does not have any diesel tanks/use on site, no new diesel tanks are proposed for the installation and operation of the new lift.</p> <p>Electricity is currently supplied to the existing poma via mains electricity within the Charlotte Pass Resort area, the new lift will utilise and be connected to the existing electrical infrastructure.</p>	
Change of use of a building (where there is no building work)	
Not applicable.	
Building classification and Building Code of Australia (BCA)	
10b (chairlift)	
Snow Deposition	
<p>The roof pitches of the proposed new top and bottom stations slope from front to back of the buildings. This design directs accumulated snow to fall away from entrances, establishing safe entry and exit of both the top and bottom stations.</p> <p>Buildings have been designed in accordance with AS1173.3 with a ground snow load of 9.88 kPa and roof snow load of 7.45 kPa.</p>	

Geotechnical Engineering Summary

To supplement the application, a geotechnical report by ACT Geotechnical Engineering was undertaken to assess the site suitability for the installation of the new chairlift.

ACT Geotechnical Engineering determined that:

"The soils were generally dry to moist, however, a temporary perched seepage was encountered in test pit 1T at 0.6m depth. Permanent groundwater is expected to be well below footing excavation depths, however, temporary, perched seepages could occur within the more pervious soils following rainfall."

"It has been indicated that each chair lift tower will be founded on a ~3m wide x ~3.3m long x 600mm deep pad footing, embedded about 1m into the ground."

Footing systems for the chair lift towers, dimensioned to resist anticipated overturning moments can include:

- *multiple or single monolithic pad footing, founding in overburden soils or weathered bedrock (but preferably in bedrock).*
- *Bored piers socketing deeper into the stronger bedrock"*

"A site inspection was carried out by Jeremy Murray, an experienced, Chartered, senior geotechnical engineer, and a geotechnical investigation was conducted. Based on this, and a review of the design drawings, the following conclusions have been drawn:

- *the proposed works are of such minor nature that the requirement for geotechnical advice in the form of a geotechnical report, prepared in accordance with the "Policy", is considered unnecessary for the adequate and safe design of the structural elements to be incorporated into the new works, and*
- *in accordance with AS2870 "Residential slabs & footings", the site is classified as a Class "S" (slightly reactive) site."*

See geotechnical report and form 4.

Structural Engineering Details

"Table 2.3 of AS1170.4 "Minimum Design Loads on Structures - Part 4: Earthquake Loads" (Reference 4) lists the earthquake acceleration coefficients for major centres to be considered in structural design. The Charlotte Pass area has an acceleration coefficient of 0.08."

"The proposed works are of such minor nature that the requirement for geotechnical advice in the form of a geotechnical report, prepared in accordance with the "Policy", is considered unnecessary for the adequate and safe design of the structural elements to be incorporated into the new works"

See ACT Geotechnical Engineers Geotechnical Report.

Social and economic impact

Proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the old lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.

The investment in the building resulting in a positive economic impact with a number of short-term construction jobs being generated. Additionally, the upgrade will secure the long-term resilience of the resort and protecting the seasonal jobs offered annually each ski season.

Access and traffic

Charlotte Pass is only accessible during the winter season via over snow transport. There are limited seats on over snow transport and hence the development will not increase transport and access requirements to the resort. Likewise, the proposed development will not generate additional

visitation to the resort during the summer and as a result will have no impact on the existing access and traffic to the alpine resort.

Privacy, views and overshadowing

Impacts on the natural environment will be minimal as the new lift is proposed to follow the existing alignment of the highspeed poma. Minimal ground and vegetation disturbance will be incurred by the proposed works as the new lift will be within the existing building footprint of the highspeed poma. A Visual Impact Assessment Report has also been prepared and submitted.

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 soils were generally dry to moist, however, a temporary perched seepage was encountered in test pit 1T at 0.6m depth. Permanent groundwater is expected to be well below footing excavation depths, however, temporary, perched seepages could occur within the more pervious soils following rainfall."

"Suitable surface drainage should be provided to ensure rainfall run-off or other surface water cannot pond against concrete or steel structures."

See ACT Geological Engineers Geotechnical Report.

Minimal changes proposed to existing waste management procedures.

Heritage

The location of the Guthries Chair is not identified as having heritage values, and is not anticipated to have any impact on heritage items with Charlotte Pass Snow Resort. A review of *Charlotte Pass Village Environmental Values Report* (2008) has confirmed this. Therefore, a heritage impact statement is not required.

Aboriginal Cultural Heritage

An AHIMS search found six Aboriginal sites recorded on the outskirts of the lot, which will not be affected by the proposed development due to the vast distance to the subject site. Zero places were declared at the subject allotment. Likewise, there have been no known Aboriginal artefacts found during previous construction in the resort. The proposed works proposed will result in minimal ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is very unlikely. See Aboriginal Cultural Heritage Assessment Report.

Vegetation Removal
It is anticipated that the proposed development will result in the removal or modification of a small amount of the native vegetation (0.36 ha) for the top station, tower footings, laydown areas and construction access. Approximately 0.03 ha of exotic grassland will also be disturbed in association with the bottom station. <i>See EcoLogical BDAR Assessment Report, Page 6.</i>
Energy
Not applicable.
Waste
<p>The proposed development is not expected to increase visitation numbers to the resort, with winter capacity limited by on snow accommodation bed numbers and seat numbers on daily over snow transport services. As a result, there will be no need to increase the capacity of existing waste disposal facilities due to the proposed development.</p> <p>The proposed new double chairlift will be positioned on the existing alignment of the Guthries Highspeed Poma. The replacement of the highspeed poma will result in the removal of the existing lifting facility. Similarly, the existing top and bottom stations that service the highspeed poma will be replaced with new top and bottom stations in the existing locations to minimise the building footprint.</p> <p>Waste generated from the removal of the existing highspeed poma and the general construction waste and other waste associated with the construction of the new lift will be disposed of in a skip bin on site. Waste will be removed from the National Park and deposited at the nearest council waste facility.</p>
Demolition
<p>The proposed new double chairlift will be positioned on the existing alignment of the Guthries Highspeed Poma. The replacement of the highspeed poma will result in the removal of the existing lifting facility. Similarly, the existing top and bottom stations that service the highspeed poma will be replaced with new top and bottom stations in the existing locations to minimise the building footprint.</p> <p>Waste generated from the removal of the existing highspeed poma and lift huts will be disposed of in the skip bin. See submitted Demolition Plan.</p>
Termite Protection
Proposed external changes are of steel construction.
Schedule of Works
Construction will be during the summer season from late-September to May, with demolition works proposed to commence while there is still snow on the ground. The start date for construction is set for Summer 2023/24, with the lift to be in operation for the 2024 snow season.

6.0 Permissibility, Legislation and Regional Plan

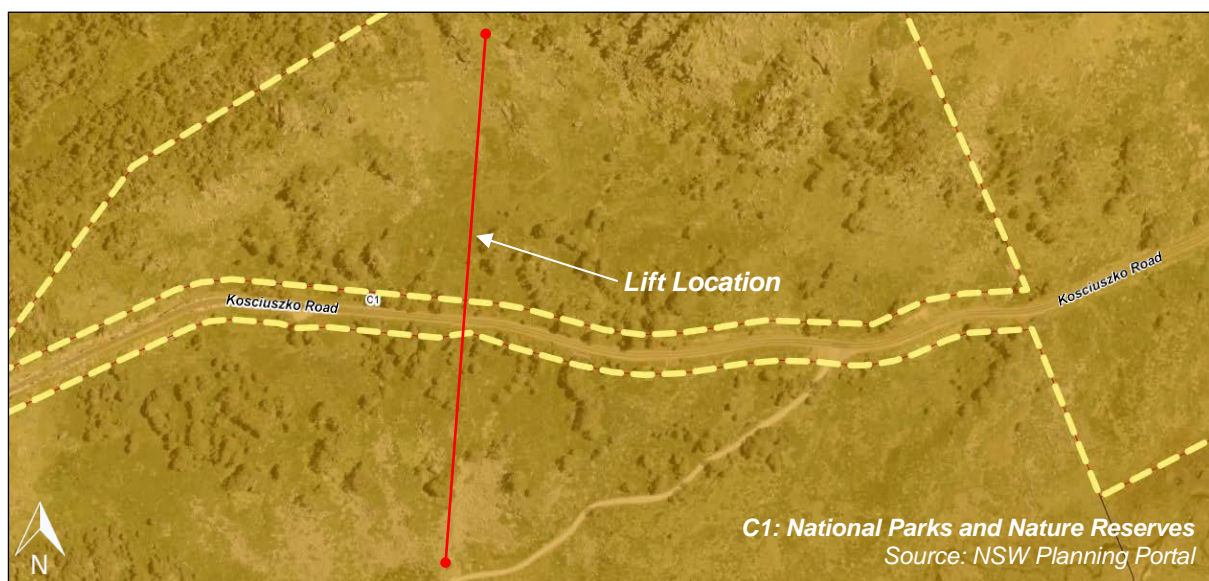
6.1 South East and Tableland Regional Plan 2036

The proposed upgrades to Charlotte Pass Snow Resort will provide modern recreational 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. The proposed development is consistent with the objectives of the *South East and Tableland Regional Plan 2036*.

6.2 State Environmental Planning Policy (Precincts – Regional) 2021

The proposal is for the replacement of the highspeed poma with a new double chairlift, which is a permissible use under section 4.9 of the Precincts – Regional SEPP. As seen below 'lifting facilities' is permissible with consent within Charlotte Pass Alpine Resort.

FIGURE 10 ZONING C1 NATIONAL PARKS AND NATURE RESERVES



Charlotte Pass Alpine Resort – Land Use Table

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.

6.2.1 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 clause 2,	<p>The proposed replacement of the existing highspeed poma with a new double chairlift is consistent with the aims and objectives of the policy, as the development will continue to provide lifting facilities and recreational infrastructure that enhances the capacity and amenity of the existing resort while minimising the environmental impacts.</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 development does not require any further measures to mitigate environmental hazards such as flooding, bushfire and geotechnical hazards that could have an impact on the natural environment.</p> <p>A geotechnical hazard assessment has been completed by ACT Geotechnical Engineers.</p>
<p>(c) having regard to the nature and scale of the development proposed, the impacts of the development (including the cumulative impacts of development) on the following:</p> <ul style="list-style-type: none"> (i) the capacity of existing transport to cater for peak days and the suitability of access to the alpine resorts to accommodate the development, (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, (iii) the capacity of existing waste disposal facilities or transfer facilities to cater for peak loads generated by the development, (iv) the capacity of any existing water supply to cater for peak loads generated by the development, 	<p>The proposed new chairlift will follow the general alignment of the existing highspeed poma and will continue use as lifting facilities for an outdoor recreational area and will have no impact on existing summer and winter transport, reticulated effluent management, waste disposal and water supply.</p> <p>Charlotte Pass has a limited capacity due to limited bed numbers and seats on over snow transport and the development will not increase transport and access requirements to the resort.</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	The proposed replacement of the highspeed poma with the new double chairlift will not significantly alter the character of the resort or Kosciuszko National Park. The development will improve the amenity of the resort while protecting the existing

assist in understanding how the development will relate to the alpine resort,	scenic values with the new chairlift to follow the alignment of the existing poma.
(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 ACT Geotechnical Engineers.
(g) if earthworks or excavation works are proposed—any sedimentation and erosion control measures proposed to mitigate any adverse impacts associated with those works,	Earthworks and excavation will be needed for the new lift towers, bottom station and top station. 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,	There will be no significant change to stormwater drainage as the only roofed areas are the proposed new bottom and top lift huts that both will have small roof areas with no guttering, with water to fall to the ground to disperse naturally as per existing lift huts. Both huts will be positioned in existing disturbed areas from the highspeed poma infrastructure.
(i) any visual impact of the proposed development, particularly when viewed from the Main Range	The proposed new lift will not be a visible change to the existing scenic values when 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	The proposed development will have no impact on activities outside of the ski season.
(k) if the development involves the installation of ski lifting facilities and a development control plan does not apply to the alpine resort: <ul style="list-style-type: none"> (i) the capacity of existing infrastructure facilities, and (ii) any adverse impact of the development on access to, from or in the alpine resort, 	<p>The uplift capacity of the new chairlift will be increased from the existing highspeed poma. The new lift will have the capability to uplift up to 952 skiers/snowboarders per hour.</p> <p>Charlotte Pass has a limited capacity due to limited bed numbers and seats on over snow transport. Hence the development is not intended to or likely to increase the capacity of the resort. The intended chairlift will provide access to Guthries ski area to a wider range of skiing abilities and enhance the family friendly nature of the resort. The proposed chairlift will provide a 33% increase to current uphill capacity of the whole resort of 636 skiers per hour to 952 skiers per hour.</p> <p>There will be no adverse impacts to existing access to and from the alpine resort from the proposed development.</p>
(l) if the development is proposed to be carried out in Perisher Range Alpine	Not applicable.

<p>Resort—</p> <ul style="list-style-type: none"> 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 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>There are no defined waterways that traverse the existing highspeed poma and proposed new double chairlift. The most significant waterway within proximity of the existing and proposed new bottom station is Spencers Creek which lies approximately 40 metres downslope to the south of the bottom station. The bottom station has been identified as Riparian Corridor Land in the <i>State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007 Charlotte Pass Alpine Resort Map</i>.</p> <p>The proposed new chairlift and the operation of said chairlift do not have the potential to negatively impact upon the function and stability of Spencer's Creek. The proposed new chairlift is predicted to follow the same layout of the existing poma.</p> <p>Excavation during construction and the potential for erosion and sedimentation runoff will be managed via the installation of straw bale filters and/or sedimentation fences (outlined in the CEMP and SEMP).</p>
<p>(2) The long term management goals for riparian land are as follows—</p>	
<p>(a) to maximise the protection of terrestrial and aquatic habitats of native flora and native fauna and ensure the provision of linkages, where possible, between such habitats on that land,</p>	<p>The proposed bottom station location is identified as Riparian Lands and Watercourses in the <i>State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007 Charlotte Pass Alpine Resort Map</i>. The proposed new lift location has been chosen to utilise the existing location and footprint of the highspeed poma. This was strategically selected to minimise any potential impacts on local flora, fauna and waterways.</p>
<p>(b) to ensure that the integrity of areas of conservation value and terrestrial and aquatic habitats of native flora and native fauna is maintained,</p>	<p>The integrity of Spencer's Creek including bank stability, water quality and aquatic ecosystems will not be negatively impacted upon by the proposed new double chairlift.</p>
<p>(c) to minimise soil erosion and enhance the stability of the banks of watercourses where the banks have been degraded, the watercourses have been channelised, pipes have been laid and the like has occurred.</p>	<p>Measures will be implemented during construction to control any potential erosion. The proposed construction and operation of the new double chairlift does not have the potential to cause significant erosion to the landscape and waterway.</p>

6.2.2 Additional matters to be considered for buildings (Section 4.13 Precincts – Regional SEPP)

<p>(1) Building height</p> <p>In determining a development application for the erection of a building on land, the consent authority must take into consideration the proposed height of the building (where relevant) and the extent to which that height—</p>	
(a) has an impact on the privacy of occupiers and users of other land, and	The proposed new chairlift will not have a significant impact on the privacy of occupants of lodges within Charlotte Pass Snow Resort. The proposed new buildings will be located in the same position as the existing lift huts and windows do not look into any of the lodges that offer accommodation within the resort.
(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 new top and bottom stations will be single storey in design and 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 new lift will not have a significant impact on scenic values of Charlotte Pass Snow Resort as the lift will follow the same alignment of the existing highspeed poma with new top and bottom stations to be in the same location as existing lift huts. 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	Not applicable.
(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	Vegetation rehabilitation projects will be made possible through the removal of a surface lift with the new chairlift providing the opportunity of improving the native vegetation below the new chairlift. During the winter months, this area will then be able to be used as ski runs and provide a more suitable environment for skiers and snowboarders of all abilities.
(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	The proposed new lift will not have a significant impact on scenic values of Charlotte Pass Snow Resort as the lift will follow the same alignment of the existing highspeed poma with new top and bottom stations to be in the same location as existing lift huts. Therefore, there will be no negative impacts on views from commercial premises and public open spaces of the alpine resort.
(d) is adequate for the purposes of fire safety, and	Although located on bushfire prone land, lifting infrastructure does not require a Bushfire Safety Authority from the NSW Rural Fire Service (RFS) under Section 100B of the Rural Fires Act 1997.
(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 roof pitches of the proposed new top and bottom stations slope from front to back of the buildings. This design directs accumulated snow to fall away from entrances, establishing safe entry and exit of both the top and bottom stations.</p> <p>Buildings have been designed in accordance with AS1173.3 with a ground snow load of 9.88 kPa and roof snow load of 7.45 kPa.</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 lift is proposed to follow the existing alignment of the highspeed poma. Minimal ground and vegetation disturbance will be incurred by the proposed works as the new lift will be within the existing building footprint.
(b) to assist in the provision of adequate open space to complement any commercial use in the alpine resort concerned, and	Vegetation rehabilitation projects will be made possible through the removal of a surface lift with the new chairlift providing the opportunity of improving the native vegetation below the new chairlift. During the winter months, this area will then be able to be used as ski runs and provide a more suitable environment for skiers and snowboarders of all abilities.
(c) to limit the apparent mass and bulk of the building, and	The proposed new lift will not have a significant impact on Charlotte Pass Snow Resort as the lift will follow the same alignment of the existing highspeed poma with new top and bottom stations to be in the same location as existing lift huts. Therefore, there will be no negative impacts on views from commercial premises and public open spaces of the alpine resort.
(d) as an amenity protection buffer between the proposed building and other buildings,	The proposed new lift will not have a significant impact on scenic values of Charlotte Pass Snow Resort as the lift will follow the same alignment of the existing highspeed poma with new top and bottom stations to be in the same location as existing lift huts. Therefore, there will be no negative impacts on views from commercial premises and public open spaces of the alpine resort.
(e) as a means of reducing run-off, and	<i>“Suitable surface drainage should be provided to ensure rainfall run-off or other surface water cannot pond against concrete or steel structures.”</i>
(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 new chairlift will follow the alignment of the existing highspeed poma, allowing the new lift to be within previously disturbed areas to minimise the environmental impact of the proposed improvements.

6.2.3 Development on Kosciuszko Road and Alpine Way (Section 4.18 Precincts – Regional SEPP)

Consent may be granted to development for the purpose of roads, car parking, infrastructure facilities or advertisements on the land in the lots described in Schedule 16 to the *National Parks and Wildlife Act 1974*.

This proposal will not directly impact upon the condition and/or use of Kosciuszko Road. The existing highspeed poma passes over Kosciuszko Road, the proposed new double chair is proposed to follow the same line as the existing poma. The proposed new tower located to the North of Kosciuszko Road is approximately 37m from the road edge, and the tower located to the South of the road is approximately 62m from the road edge. For this reason, the proposed works do not have the potential to compromise the effective and ongoing operation of Kosciuszko Road. Hence, the development application will not require an integrated assessment by Transport for NSW.

This is deemed as satisfactory in this instance, as Charlotte Pass is not accessible via vehicle transport during the winter months (when the chair lift will be in operation), the only access to the area is via over-snow. For this reason, the proposed chairlift and chairlift operations will not impact upon the condition or operation of Kosciuszko Road.

6.2.4 Classified Roads (Section 4.21 Precincts – Regional SEPP)

(1) The objectives of this section are –

- (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads (within the meaning of the *Roads Act 1993*), and

The proposed new double chairlift does not have the potential to compromise the effective and ongoing operation of Kosciuszko Road. The new chairlift will be located in the same footprint of the existing poma, which currently traverses over Kosciuszko Road.

The proposed new tower located to the North of Kosciuszko Road is approximately 37m from the road edge, and the tower located to the South of the road is approximately 62m from the road edge.

Hence, the development application will not require an integrated assessment by Transport for NSW.

- (b) to prevent or reduce the potential impact of traffic noise and vehicle emissions on development adjacent to classified roads.

The proposed new chairlift will not increase traffic flow, as Charlotte Pass is only accessible via over-snow transport during the winter months (when the lift is in operation).

(2) Consent must not be granted to the development of land that has a frontage to a classified road unless the consent authority is satisfied that –

- (a) where practicable, vehicular access to the land is provided by a road other than the classified road, and

The new Chairlift will operate during the winter months, during this time, Charlotte Pass is only accessible via oversnow transport. For this reason, vehicular access to the new chairlift is not applicable.

- (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the proposed development as a result of—

- (i) the design of the vehicular access to

The new Chairlift will operate during the winter months, during this time, Charlotte Pass is only accessible via oversnow transport. For this reason, vehicular access to the new chairlift is not applicable. The new chairlift will follow the

<p>the land, or</p> <p>(ii) the emission of smoke or dust from the proposed development, or</p> <p>(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</p>	<p>same footprint of the existing poma that passes over the top of Kosciuszko Road. For this reason, there are no predicted negative impacts on Kosciuszko Road.</p>
<p>(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the proposed development.</p>	<p>The new Chairlift will operate during the winter months, during this time, Charlotte Pass is only accessible via oversnow transport. For this reason, there will be no potential impacts from vehicular traffic on the proposed chairlift and its users.</p>

6.3 Other approvals Rural Fires Act 1997

Although located on bushfire prone land, lifting infrastructure do not require a Bushfire Safety Authority from the NSW Rural Fire Service (RFS) under Section 100B of the Rural Fires Act 1997.

6.4 Environmental Planning and Assessment Act 1979 (203)

6.4.1 Objects of the EP&A Act

The proposed improvements are consistent with the definition of ecologically sustainable developments (ESD) as the new chairlift has regard to the ESD principles in accordance with the objects of the EP&A Act.

See consideration of the objectives in Section 1.3 of the EP&A Act below:

Object of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	The proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the redevelopment of the existing lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment	The proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the redevelopment of the existing lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.
(c) to promote the orderly and economic use and development of land	Replacing existing lifting infrastructure with a new lift will promote an orderly and beneficial economic use of the land.
(d) to promote the delivery and maintenance of affordable housing	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	<p>A comprehensive flora and fauna assessment was conducted by Eco Logical Australia which found</p> <p><i>"The BAMC calculated that a total of 6 ecosystem credits and 108 species credits are required to offset the unavoidable impacts to the</i></p>

	<p><i>vegetation and fauna habitats present within the development footprint."</i></p> <p>See assessment provided.</p>
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Remnants of the first ski lift in NSW are visible from the top of the existing Pulpit T-Bar lift in Charlotte Pass Resort which is located a significant distance from the proposed Guthries chair location. For this reason, the proposed works will not impact upon cultural heritage including Aboriginal cultural heritage.
(g) to promote good design and amenity of the built environment	The overall changes to the built environment are considered of positive influence by providing better access around the bottom and top stations. The overall changes to the built environment are considered of positive influence on the locality.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants	The proposed development will meet the necessary bushfire protection requirements to promote the health and safety of occupants.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	Integrated development approval.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	Development application to be advertised on the Department of Planning and Environment website.

6.4.2 Biodiversity Conservation Act 2016

Section 1.7 of the EP&A Act requires the application of the Biodiversity Conservation Act 2016 (BC Act) in connection with the terrestrial environment.

It is vital that all development and clearing follows the Biodiversity Offsets Scheme which has been created to avoid, minimise and offset impacts on biodiversity.

Eco Logical Australia found that *"It is anticipated that the proposed development will result in the removal or further modification of a small amount of the native vegetation (0.36 ha) for the top station, tower footings, laydown areas and construction access. Approximately 0.03 ha of exotic grassland will also be disturbed in association with the bottom station."*

See Biodiversity and Aboriginal Heritage assessment provided for full assessment of the four triggers of the Biodiversity Offsets Scheme.

6.4.3 Considerations under section 4.15 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)

Clause 92 —The subject site is not within the coastal zone. No demolition works proposed.

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: Impacts on the natural environment will be minimal as the new lift is proposed to occur in previously disturbed areas. Minimal ground and vegetation disturbance will be incurred by the proposed works as the new lift will be within the general existing footprint of the highspeed poma.

Built Environment: The overall changes to the built environment are considered of positive influence by providing better access around the bottom and top stations. The overall changes to the built environment are considered of positive influence on the locality.

Social and Economic impacts in the locality: Proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the redevelopment of the existing lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.

The construction of the new chairlift will result in a positive economic impact with a number of short-term construction jobs being generated. Additionally, the upgrade will secure long-term resilience of the resort, by protecting the seasonal jobs offered annually.

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

The proposed development does not require any further measures to mitigate site constraints such as flooding and bushfire.

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. However, as per Section 10.4 of The Policy, where only minor construction works are proposed, that present minimal or no geotechnical impact on the site or related land, then a “Form 4 - Minimal Impact Certification” can be provided instead.

"A site inspection was carried out by Jeremy Murray, an experienced, Chartered, senior geotechnical engineer, and a geotechnical investigation was conducted. Based on this, and a review of the design drawings, the following conclusions have been drawn:

- the proposed works are of such minor nature that the requirement for geotechnical advice in the form of a geotechnical report, prepared in accordance with the "Policy", is considered unnecessary for the adequate and safe design of the structural elements to be incorporated into the new works, and*
- in accordance with AS2870 "Residential slabs & footings", the site is classified as a Class "S" (slightly reactive) site."*

See geotechnical report and Form 4 provided by ACT Geotechnical Engineers.

There are no proposed adverse effects on the local landscape, streetscape, appearance or scenic quality of the locality as the proposed upgrade of the highspeed poma to a double chairlift will follow the alignment of the existing highspeed poma, allowing the new lift to be within previously disturbed areas to minimise the environmental impact of the proposed improvements.

The biological and ecological impacts on fauna and flora have been assessed, with the BAMC calculating that a total of 6 ecosystem credits and 108 species credits are required to offset the unavoidable impacts to the vegetation and fauna habitats present within the development footprint. In addition, the indirect impact has been assessed through the Biodiversity Development Assessment Report (BDAR) and is considered minor.

See BDAR prepared by Eco Logical Australia.

The proposed upgrade of the highspeed poma to a double chairlift is expected to have positive social and economic impacts through the old lifting infrastructure (60 years old) with new lifting infrastructure which will improve the amenity and long-term resilience of the resort.

The existing highspeed poma was installed in the 1963 and is proposed to be removed from site (including the top and bottom stations). The replacement of the dated lifting infrastructure with a new double (two-person) chairlift including upgraded top and bottoms stations.

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

The Consent Authority may require that the application be notified to adjoining properties and lessees. Submissions will be able to be made on the NSW Planning and Environment website once the application is on exhibition.

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.

7.0 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.

8.0 Site Environmental Management Plan (SEMP)

See separate document 'Guthries Lift Replacement Site Environmental Management Plan'.

9.0 Construction Environmental Management Plan (CEMP)

See separate document 'Construction Environment Management Plan – Replacement of Guthries High Speed Poma with Double Chairlift'.

ADDENDUM A TO STATEMENT OF ENVIRONMENTAL EFFECTS

COMMENT FROM DoPE	REPOSENSE FROM CPSR
→ Clarification whether the cost estimate and Doppelmayr / Charlotte Pass works schedule includes site preparation, preliminaries, or contingencies. It is noted that Doppelmayr covers the removal of the poma.	→ <i>Price is a lump sum turnkey price, Planning agreed no further info was required.</i>
→ Clear details of works over and adjoining Kosciuszko Road (classified road), including any upgrade of access tracks off Kosciuszko Road (Transport for NSW will want as much details as available during their integrated process). I will follow up with Transport for NSW on the landowner's consent question (as discussed) next week, unless Charlotte Pass has already undertaken this separately.	→ <i>Have attempted to get Landowners consent from Transport for NSW, so far, we're told it's either not needed or not something they do. Have supplied info to Planning and requested they accept submission of the DA without it. Can be dealt with during the referral period if required.</i>
<p>→ The Statement of Environmental Effects (or an addendum to the already prepared SEE) should provide details on the following:</p> <ol style="list-style-type: none"> 1. Consideration as an addendum to the Statement of Environmental Effects, of the Charlotte Pass Village Environmental Values Report (NGH May 2008). 2. Is there any new fibre or communications cables required? Are they in the ground? The Department notes that there is an existing uphill safety line to be utilised, is this the same for fibre and communications. 3. Clarification if there are any snow fences or signage proposed with the works? The Department notes this is not identified however in case this is proposed. 4. Are any ski slope works required (tree or rock removal or slope excavation) – when exiting the lift or when access at the bottom? 5. Any access track upgrade works required? Further details are sought as the BDAR states track to be supplemented with gravel as required – details required / plans to be provided. 6. Are materials and colours of lift huts described? 7. Any back-up generator proposed, as the SEE mentions only that new lift to be connected to existing infrastructure? 8. Consideration of any historic contamination issues in or adjoining the site that needs to be addressed. 9. Clarification if there are any indications that the existing Poma has heritage significance along with any other items 	<ol style="list-style-type: none"> 1. <i>Charlotte Pass Village Environmental Values Report (NGH May 2008) is not relevant to the proposed development. There is a reference to historical remnants of the first ski lift in NSW still visible near the top of the current village poma ski lift. This reference is incorrect, the remnants are located near the top of the T-Bar ski lift.</i> 2. <i>There are no underground cables required for this lift. An above ground cable will be run between lift towers for the comms and safety lines, as documented by Doppelmayr.</i> 3. <i>No snow fences proposed.</i> 4. <i>No ski slope works are proposed.</i> 5. <i>Access track to be upgraded where required between Kosciuszko Road and top station of new lift. Access track currently exists, so minor improvement works to enable access by Doppelmayr equipment. This would involve trimming of shrubs/grass if required, as well as laying road base material in sections to reduce erosion. Access track location is already documented and considered in the BDAR assessment.</i> 6. <i>Lift Hut Colours to be Monument, material to be Colorbond cladding.</i> 7. <i>No back-up generator is proposed.</i> 8. <i>There are no historic contamination issues in or adjoining the site.</i> 9. <i>There are no references to the Poma in this report. CPSR consider the current</i>

of potential significance identified in Charlotte Pass Village Environmental Values Report (NGH May 2008) that are in proximity to the lift.	<i>ski lift to have no heritage significance.</i>
→ Identification of any electricity upgrades / conduits required to facilitate the works or is the existing satisfactory. If satisfactory, need to identify where these are located on a set of plans.	→ <i>No electrical upgrades are required to power the new chairlift.</i>
→ Site / supporting plans drawn to an appropriate scale for existing and proposed works including the bottom and top station at a larger scale for consideration of proximity to existing concrete road, sensitive vegetation to be avoided and an oversnow routes / grooming.	→ <i>Provided, see files uploaded with this application:</i> <ul style="list-style-type: none"> ○ 0617 GUTHRIES LAYOUT TOP 2020-15-C-017 ○ 0616 GUTHRIES LAYOUT BOTTOM 2020-15-C-016 ○ 0000 2020-15 GUTHRIES PROFILE PLAN 2020-15-P-001_A ○ 0613 GUTHRIES ACCESS LAYOUT 2020-15-C-013_D
→ Geotech and Form 4, as per previous request, please clarify what is meant by the comment ' <i>the current load-bearing capacity of the existing building will not be exceeded or adversely impacted by the proposed development</i> '. The Department does not know whether this relates to the current proposal for a new chairlift and structures to be provided on the site.	→ See updated Geotech report uploaded as part of this application.