


23 February 2024

TfNSW reference: STH24/00097/001
Your reference: DA22/12013

Senior Planning Officer
Department of Planning, Housing and Infrastructure
By Email: sandria.butler@dpie.nsw.gov.au
CC: information@planning.nsw.gov.au

Attention: Sandria Butler

	Department of Planning Housing and Infrastructure
<i>Issued under the Environmental Planning and Assessment Act 1979</i>	
Approved Application No DA 22/12013	
Granted on the 29 February 2024	
Signed D James	
Sheet No 59 of 60	

DA 22/12013 – Replacement of Guthries Poma with a Double Seater Chairlift – LOT: 100 DP: 1242013 – Charlotte Way CHARLOTTE PASS

Dear Sandria

Transport for NSW (TfNSW) is responding to the DA 22/12013 referred on 15 November 2023.

TfNSW has reviewed the information and has no objections to the proposed development subject to the general terms of approval provided in Attachment 1.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the developer may be required to submit a further environmental assessment for any ancillary road works.

Upon determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact Elira Reynolds, Development Services Case Officer, on 02 9549 9397 or email development.south@transport.nsw.gov.au.

Yours faithfully



Elira Reynolds

Development Services Case Officer, Development Services

OFFICIAL

DA 22/12013 – Replacement of Guthries Poma with a Double Seater Chairlift – LOT: 100 DP: 1242013 – Charlotte Way CHARLOTTE PASS

Context

TfNSW notes for this DA:

- The key classified state road is Kosciuszko Road, a controlled access road (CAR). The existing Guthries poma crosses Kosciuszko Road in an 80 km/h zone.
- The development proposes the replacement of the existing Guthries highspeed poma with a double chairlift. This will involve the removal of the existing top and bottom stations and towers, and the installation of seven new towers and new top and bottom stations.
- Access to the northern side of Kosciuszko Road is currently provided via an unapproved unsealed track. This track is proposed to be upgraded to a sealed bitumen and gravel driveway to be used during construction of the chairlift and to provide all-weather summer access to the top station. Only a general plan for these works has been provided, which indicates that the bitumen seal will extend for a short section from the edge line of Kosciuszko Road (as shown in **Attachment 2**).
- According to the submitted documentation, the driveway will be used by registered all-terrain vehicles (ATVs) and an excavator, with all construction materials to be delivered to the site via helicopter. Therefore, loading/unloading from the road reserve of Kosciuszko Road is not necessary and is to be denied.
- Noting that the existing track is intended for ongoing use each summer season, TfNSW believes that it is appropriate for it to be upgraded to a sealed Rural Property Access compliant with the Austroads Guide to Road Design. The seal is required to minimise loose material washed/tracked onto Kosciuszko Road.
- As the development is located within Kosciuszko National Park, where TfNSW is the roads authority, the works are classified as integrated development. TfNSW consent under Section 138 of the *Roads Act, 1993* is required for any works in, on or over the road reserve of Kosciuszko Road, including the driveway upgrade and strung line.

General terms of approval

General:

1. As a minimum the access track from Kosciuszko Road shall be constructed and maintained to comply with the following:
 - a) Be designed and constructed as a “Rural Property Access” in accordance with the Austroads Guide to Road Design Part 4: Intersection and Crossings – Figure 7.2 as amended by the supplements adopted by Transport for NSW
 - b) Shall be sealed and maintained for at least 6m from the edge of seal of the carriageway.
 - c) Be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding on, the carriageway of Kosciuszko Road should the culvert under the driveway be blocked. The driveway shall be designed for all water to fall to the roadside drainage network.
 - d) The culvert to be located under the driveway shall be constructed and maintained to the satisfaction of TfNSW and in compliance with the following requirements as a minimum:
 - A sloping face traversable headwall;
 - 450 mm diameter concrete pipe;
 - To be free draining along the existing table drain on Kosciuszko Road and clear of blockage.
 - e) The works to the driveway shall be completed to the satisfaction of TfNSW prior to the commencement of any works for demolition of the existing poma, with any damage to be repaired to the satisfaction of TfNSW at completion of construction of the chairlift.
2. All vehicle and pedestrian access associated with the development shall be via the sealed driveway from Kosciuszko Road.
3. All construction material shall be delivered to the site via helicopter. Loading/unloading of construction material is not permitted within the road reserve of Kosciuszko Road.
4. Prior to the demolition of existing structures or the erection of any new structures, the wooden boards covering the culvert to the east of the site access shall be removed and the area around the culvert reinstated to match the surrounding landform.
5. When Kosciuszko Road is open to traffic, the strung line and chairs shall maintain a minimum clearance height of 5.5m (including sag) above the road surface of Kosciuszko Road.
6. The liability for the chair lift over Kosciuszko Road and associated infrastructure shall be borne by the developer. The developer shall prepare and submit legal documentation to indemnify TfNSW from any legal liability.
7. Any works associated with the development shall be at no cost to Transport for NSW.

Prior to commencing works within the road reserve, the developer must:

1. Provide detailed plans to TfNSW of the works within the road reserve of Kosciuszko Road, including drainage, which reflects the existing road formation. Written acceptance that the design is acceptable must be received.
2. Obtain Section 138 consent under the Roads Act, 1993 for the works on, in or over Kosciuszko Road from TfNSW.

OFFICIAL





3. Provide 14 days' notice in writing to TfNSW prior to the installation of the drainage infrastructure under the driveway from Kosciuszko Road. A representative from TfNSW may attend the site during the laying of the pipe.
4. Apply for, and obtain a Road Occupancy Licence (ROL) from the TfNSW Traffic Operations Unit (TOU) prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road.

Notes:

- *For information on the ROL process and to lodge an ROL application, please visit <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>*
- *The applicant will need to create an account (this may take a few days to register), prior to submitting the ROL application. The applicant must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon TfNSW receiving an accurate and compliant TMP.*
- *The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.*
- *An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by TfNSW Project Manager.*

TYPE A

Pavement depth and type to match existing

- | | |
|---|---|
|  | <p>Permeant Type 1 –
Permeant depth and type to match existing</p> |
|  | <p>Permeant Type 2 –
Blumen surfacing, 2 coat blumen seal.</p> |
|  | <p>Manhole existing shoulder crossfall and superlevation.</p> |
|  | <p>Denotes Road Edge Guide Post
The filled in portion denotes a red reflector and the open portion a white reflector.</p> |

For additional requirements and other design considerations refer to Sections 7.2.1 and 7.2.3 of the ACRO-4 (2003).

1. Details shown on this drawing are the minimum typical requirements. For additional requirements and other design considerations refer to Sections 7.2.1 and 7.2.3 of the AASHTO 4 (2009).
2. For right of way dimensions refer to Section 3.4 of the RPPW (2nd Edition Volume 3 Supplement to AASHTO-4A, and Section 3 of the AASHTO-4A (2010).
3. Minimum clearance checks to be carried out for proposed vehicle in accordance with AS 2890.2
4. Pavement type to match existing or minimums specified in Table 2 of this drawing.
5. All dimensions in metres and are minimum unless specified.

	TYPE A Residential (Car/Service Vehicle)
R1	16m
R2	16m
0	2m
S	6m
G	4m

	TYPE A
Sealed Pavement Base Course	150mm(6in.) or match existing
Unsealed Pavement Base Course	150mm(6in.) or match existing

Austroroads Guide to Road Design

- ACRO-4 (2009) Part 4: Intersections and Crossings – General (2009)
ACRO-4A (2010) Part 4A: Unsignalized and Signalized Intersections (2010)
ACRO-5B (2013) Part 5B: Driveway – Open Channels, Culverts and Floodways (2013)

[illegible][illegible]