

INSTALLATION OF CONTAINER KIOSK AND UPGRADE OF STOREROOM/COOLROOM FOR AVALANCHE CAFÉ

2 FRIDAY DRIVE, THREDBO VILLAGE NSW 2625
LOT 862 DP1128686

DATE: JANUARY 2024
PREPARED FOR: STEVE ASHE – AVALANCHE CAFÉ
PREPARED BY: ACCENT TOWN PLANNING PTY LTD
REF: 23018DA REVISION: 02

EXECUTIVE SUMMARY

Accent Town Planning has been engaged by Steve Ashe of Frostbite Catering Pty Ltd, the sub-lessee at Shop 4 Lot 862 Avalanche Café, Valley Terminal, Thredbo to prepare the Statement of Environmental Effects (SEE) to complement the Development Application (DA) to the NSW Department of Planning, Alpine Resorts Team, in accordance with the State Environmental Planning Policy (Precincts – Regional) 2021, under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Statement for which this application applies is for the staged approved as follows:-

Stage 1: Upgrade of the existing coffee kiosk at the base of the Kosciuszko Express with the installation of an enclosed purpose-built Container Kiosk.

Stage 2: Ancillary to the kiosk is the upgrade of an existing storeroom (removed prior to DA lodgement) to a new cool room in lieu of the two mobile cool rooms on-site.

The Coffee Cart is currently operating under a conditional approval with NPSW whilst DA approval is being sought to establish the Container Kiosk compliant with all planning and operational requirements. Works are to be completed in accordance with an Improvement Notice to be issued by NPWS.

The installation of the kiosk is in line with the desired future character of the Snowy Mountain Special Activation Precinct Master Plan in that the redevelopment will continue to support the strong alpine character of the village and its year-round use. The site will be improved visually with a uniform look between KT's new bike storage building and other improvements to the Valley Terminal area.

The security and safety of the kiosk area is greatly improved with the container being enclosed and lockable.

The addition of the enclosed container kiosk and the new cool room will enhance the guest experience the Valley Terminal Building providing visitors with an updated outdoor eating option and facility and encourage year-round tourism in Thredbo.

There are no proposed adverse effects to the local environment, landscape, streetscape, appearance, or scenic quality of the locality as the proposed works will be located in previously disturbed areas.

The purpose-built container kiosk will be placed on the existing concrete slab on the site of the existing coffee cart in order to minimise the environmental impact of the proposed works. The area surrounding the container kiosk will be clad and rooved to create an enclosure around the kiosk allowing for additional storage and access for staff and deliveries. A full structural report of the site has been provided as part of the application.

Kosciuszko Thredbo Pty Ltd (KT) have been consulted by the applicant outlining the proposed project and have offered their full support for the proposal. The upgrades will enhance visitor experience to the village and are 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.

1.0 INTRODUCTION

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

The project for which this Statement applies is for the installation of a purpose built Container Kiosk and Coolroom, and associated works. The Avalanche Café is located at Lot 862 DP1128686, Friday Drive, Thredbo and the proposed Container Kiosk, Coolroom and associated works are located within this lot.

The proposal aims to seek approval for the following works:

- Stage 1: Installation of Container Kiosk and enclosure.
- Stage 2: Installation of purpose built Coolroom

It is important to note, that the proposed works for the Avalanche Coffee Cart and the Coolroom will be within the existing footprint of the building. The new Kiosk will replace the existing coffee cart and storage area. An existing storage room located approximately southwest of the existing Valley Terminal building at ground level has now been removed from site and will be replaced with the upgraded coolroom.

The previous storeroom was an old site shed, in a dilapidated state, and has since been removed from site and repurposed outside the National Park area.

FIGURE 1 LOCATION OF PROPOSED CONTAINER KIOSK



The proposed development will improve the current amenity of the area and is deemed to be of positive influence on the resort.

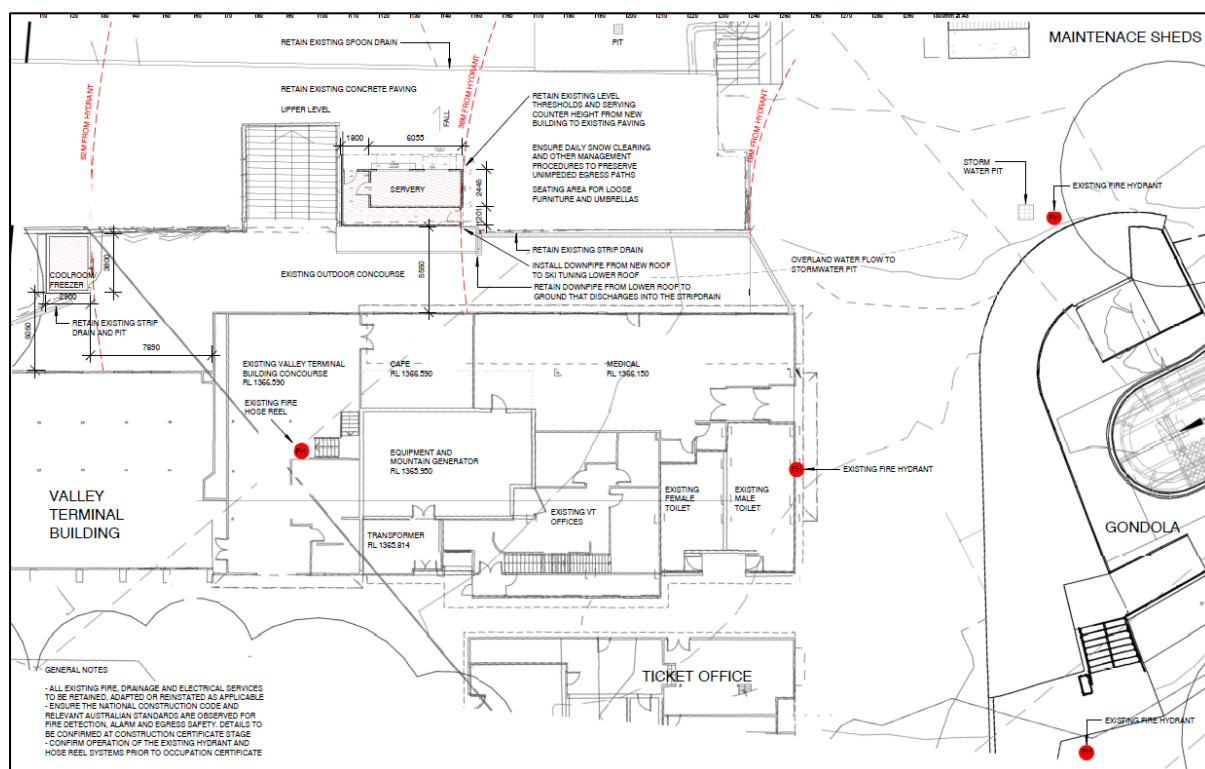
The upgraded Kiosk will provide visitors an outdoor option to purchase express coffee and prepackaged items. Although there will be no cooking within the kiosk it will expand the Avalanche Café serving area allowing for additional and diverse dining options on the hill, which encourages year-round tourism in Thredbo.

The new Coolroom will replace the mobile freezer rooms currently being used by Avalanche Café.

On the request of KT the mobile freezer units have been removed from the deck above their proposed location to allow for KT's new MTB Storage Facility. The old store room was a site shed on skids and in a dilapidated state. This has now been removed from site on a truck in one piece with the mobile

freezer units being relocated on the concrete slab on the storeroom location. The new proposed Coolroom will be purpose built off site and craned into position on the existing slab.

FIGURE 2 **SITE PLAN**



2.0 SITE LOCATION & CONTEXT

2.1 SITE ANALYSIS

The site is located in Lot 862 DP1128686, Friday Drive, Thredbo within the Kosciuszko National Park. Thredbo is located approximately 35kms from the township of Jindabyne.

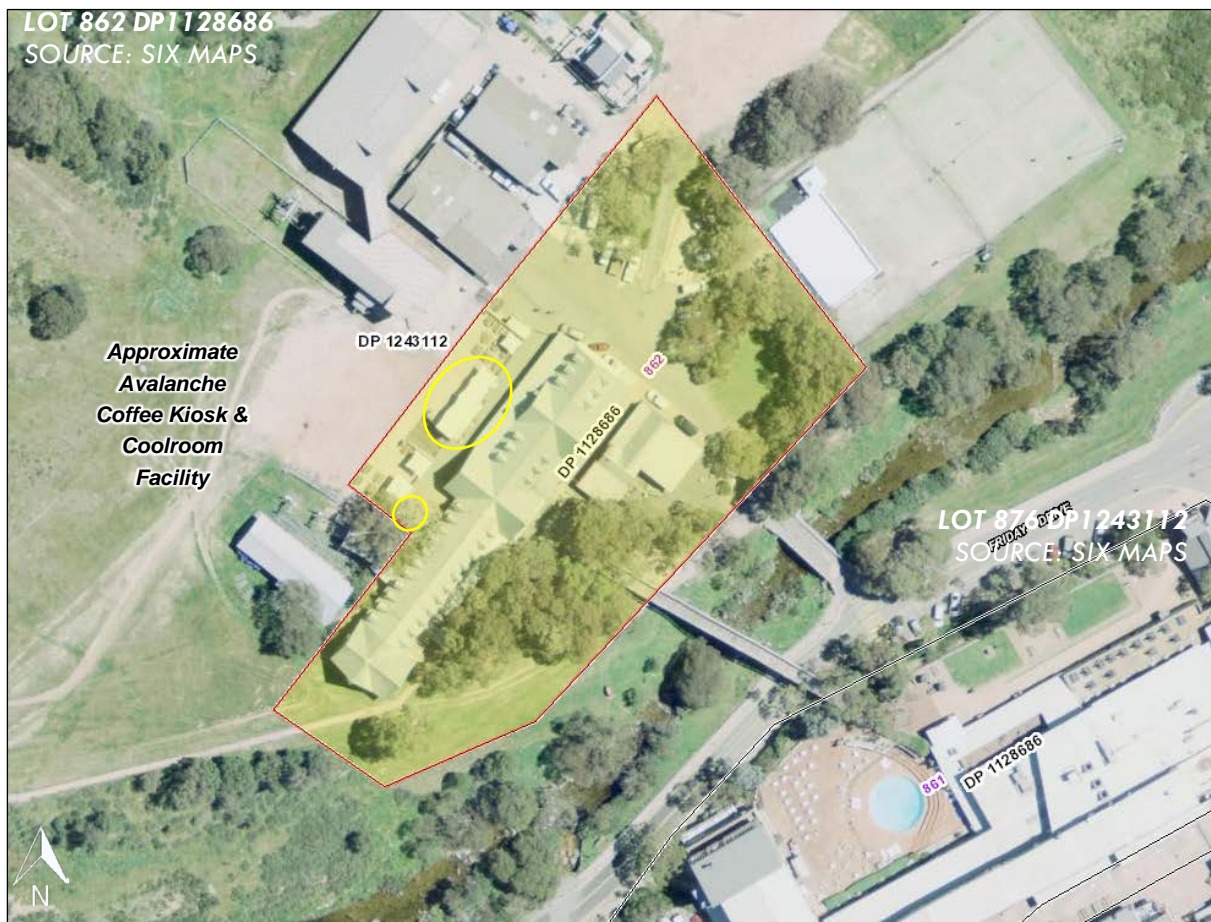
The Snowy Mountains is a popular tourist destination for both Australian and international travellers. Kosciuszko National Park offers an array of attractions including, Alpine Resorts, world class mountain biking and Australia's highest mountain, Mt Kosciuszko. The resort areas, including Thredbo are important to New South Wales due to their economic and social contribution as well as their location within a unique alpine environment.

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 mountain biking, hiking, fishing, and kayaking encouraging outdoor enthusiasts to visit the region year-round.

FIGURE 3 AERIAL VIEW OF SUBJECT SITES



FIGURE 4 CLOSE UP VIEW OF SUBJECT SITES



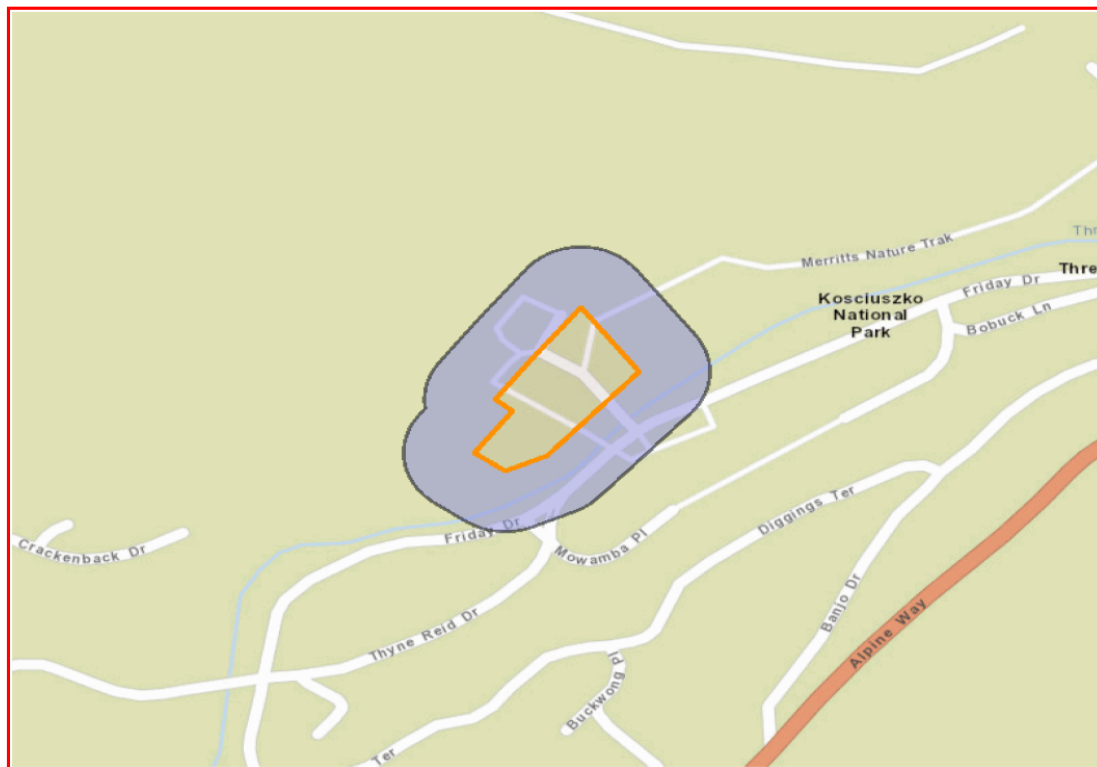
The subject site is located within the Valley Terminal base of Thredbo Village. The Valley Terminal area is located directly south of the Kosciuszko Express Chairlift, and provides access to the mountain from Thredbo Alpine Hotel and the larger Thredbo Village.

In recent years Thredbo has become an increasingly popular destination with outdoor enthusiasts for year round outdoor activities. The proposed new Kiosk and Coolroom will update the mountain base to provide an enhanced visitor experience and will further contribute to the popularity of year-round tourism in Thredbo.

2.2 CULTURAL HERITAGE

An *Aboriginal Heritage Information Management System* (AHIMS) search conducted for Lot 862 DP1128686 on 02/08/2023 found zero sites or places recorded or declared at the subject allotment. There have been no known Aboriginal artefacts found during previous construction of the existing building and surrounds. Works proposed to the Avalanche Coffee Cart and the Coolroom will result in no ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is unlikely.

FIGURE 5 AHIMS SEARCH RESULT LOT 862 DP1128686



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

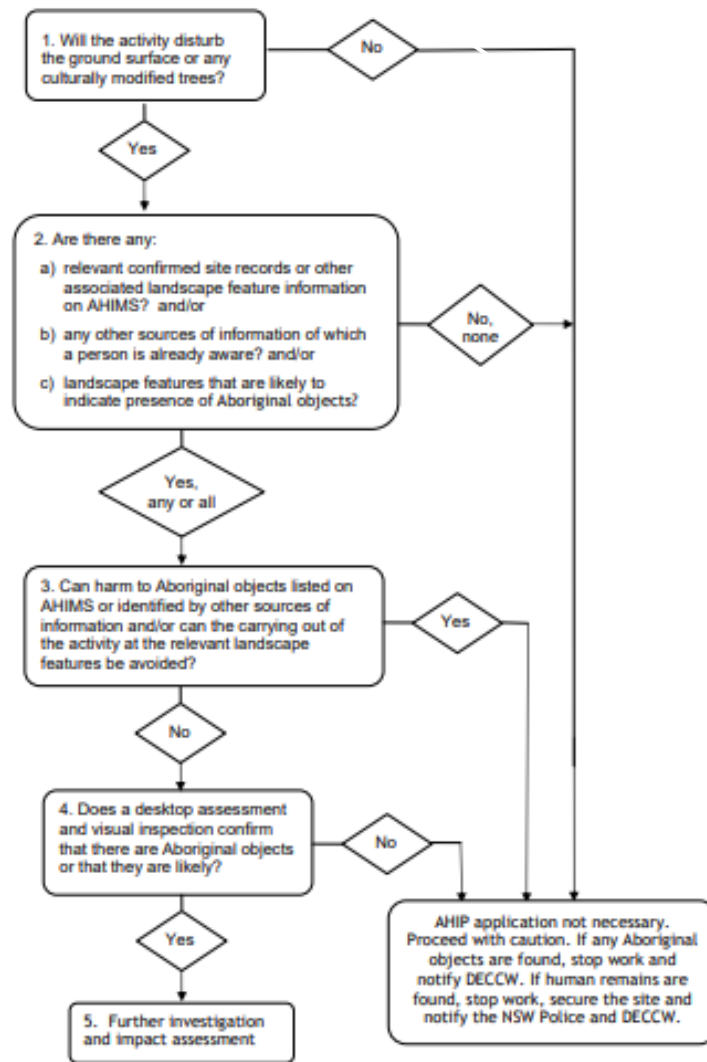
ABORIGINAL CULTURAL HERITAGE DUE DILIGENCE**APPLICABLE PATHWAY**

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

GENERIC DUE DILIGENCE CODE

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

Response: No, the proposal will not involve minimal ground disturbance



10

Due Diligence Code of Practice

CONCLUSION:

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

2.3 HERITAGE

The Valley Terminal Building, located on the subject Lot 862 DP1128686, is identified as a Heritage Item under *Schedule 4 Heritage Items – Chapter 4 of the Precincts Regional SEPP 2021*. The proposed works are of no heritage value being minor in nature and will have no adverse impact on the heritage significance of the VT building.

The Historic Heritage Assessment undertaken by OzArk Environmental & Heritage for the Snowy Mountains Special Activation Precinct notes:-

“Valley Terminal (started 1958 completed in 1960). 1.5 level vertical board, metal deck, cruciform dormered gabled form. Appears largely original. Contains the early generator for village and the original Crackenback Ski Lift in situ on original concrete slab. The Valley Terminal was a central development for the early head lessees, being the public area where all skiers passed through to gain access to the ski slopes. Representative of the earliest phase and Lend Lease phase of development of Thredbo. Contains fabric which is representative of the earliest technology used in the post war development of the NSW ski resorts. Strong ‘Alpine’ influence in its architectural style. Part of a notable circulation and transportation route, landmark significance contributing to the layout of the village complex. Contributes to the townscape qualities of the River and Lifts groups of buildings. Held in high regard regionally by the community for amenity reasons, first generation of residents of the village.”

The proposed upgrade to the kiosk and coolroom areas will not impact on the Valley Terminal Building or its Historical value, but will improve on it's function as a central development providing public area where skiers pass through to gain access to the ski slopes. All works being undertaken are to be contained within the areas currently servicing the Café and store space.

The Valley Terminal area will be visually enhanced by tidying up the existing café area with proposed materials to reflect other ancillary buildings within the Lot.

The impacts have been assessed against the 4.2.1 of the SEPP (Precincts Regional) 2021 further in this report.

2.4 BIODIVERSITY

The proposed works are not within areas identified with high biodiversity values.

Lot 862 DP1128686 contains an area of high biodiversity values along the Thredbo River, South-west of the existing Valley Terminal building. The proposed works will be occurring on the North-eastern side of the Valley Terminal building. The Valley Terminal building provides separation between the proposed works and the Thredbo River. The proposed works are not proposed to occur in the areas identified as having High Biodiversity values as demonstrated in Figure 6 below.

FIGURE 6 BIODIVERSITY VALUES MAP

2.5 RIPARIAN LANDS AND WATERCOURSES

The subject sites do not include areas identified as being Riparian Land and Watercourses as demonstrated in Figure 7 below. The position of the proposed works will have no impact on the Riparian Land and Watercourses.

FIGURE 7 RIPARIAN LANDS AND WATERCOURSES MAP

The DPE Water Waterfront Land e-tool was also used to determine whether the proposed works will require controlled activity approval licence. The Waterfront Land e-tool determined that the proposed works do not require a controlled activity approval licence. See Appendix I for the Waterfront Land e-tool full results.

FIGURE 8 WATERFRONT LAND E-TOOL RESULTS

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

Based on your answers, the result is :

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

2.6 SITE CONTOURS

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

FIGURE 9 CONTOUR PLAN

2.7 ENGINEERING

To supplement the application a Structural Adequacy Check was undertaken on the site for the proposed kiosk by Grounded Structural Engineering and notes:-

'The existing structure is considered structurally adequate for the proposed loads to be applied by the container kitchen and it's operation.

Due to the unknown concrete deck reinforcement, it is advised that the Structural engineer supervise the placement of the container and inspect the concrete annually.'

'Load check - placement of 'container kitchen' over Thredbo Valley Terminal Ski Tuning Shop.

Loads applied to existing structure

Ground snow load (altitude 1375m) - 6.5kpa

Pedestrian & light vehicle traffic - 5kpa

Self weight of slab and structure

Container kitchen, equip., & stock 8000 kg'

Further details have been provided by Paul Larkin Grounded Engineering and submitted as part of this application.

OMEGA PROJECT SERVICES have provided engineering on the container kiosk to be installed within drawings 765-DR-SR-1 submitted with this application.

2.8 SITE PHOTOS – EXTERNAL

PHOTO 1 – CONTAINER KIOSK LOCATION



PHOTO 2 – CONTAINER KIOSK LOCATION



PHOTO 3– CONTAINER KIOSK LOCATION



PHOTO 4 – CONTAINER KIOSK LOCATION



PHOTO 5 COOLROOM



3.0 PROJECT

The project for which this Statement applies is for

The proposal aims to seek approval for the following works:

- Stage 1: Installation of Enclosed Container Kiosk.
- Stage 2: Installation of New Purpose Built Coolroom.

and associated works at 2 Friday Drive, Thredbo.

3.1 AVALANCHE KIOSK INSTALLATION

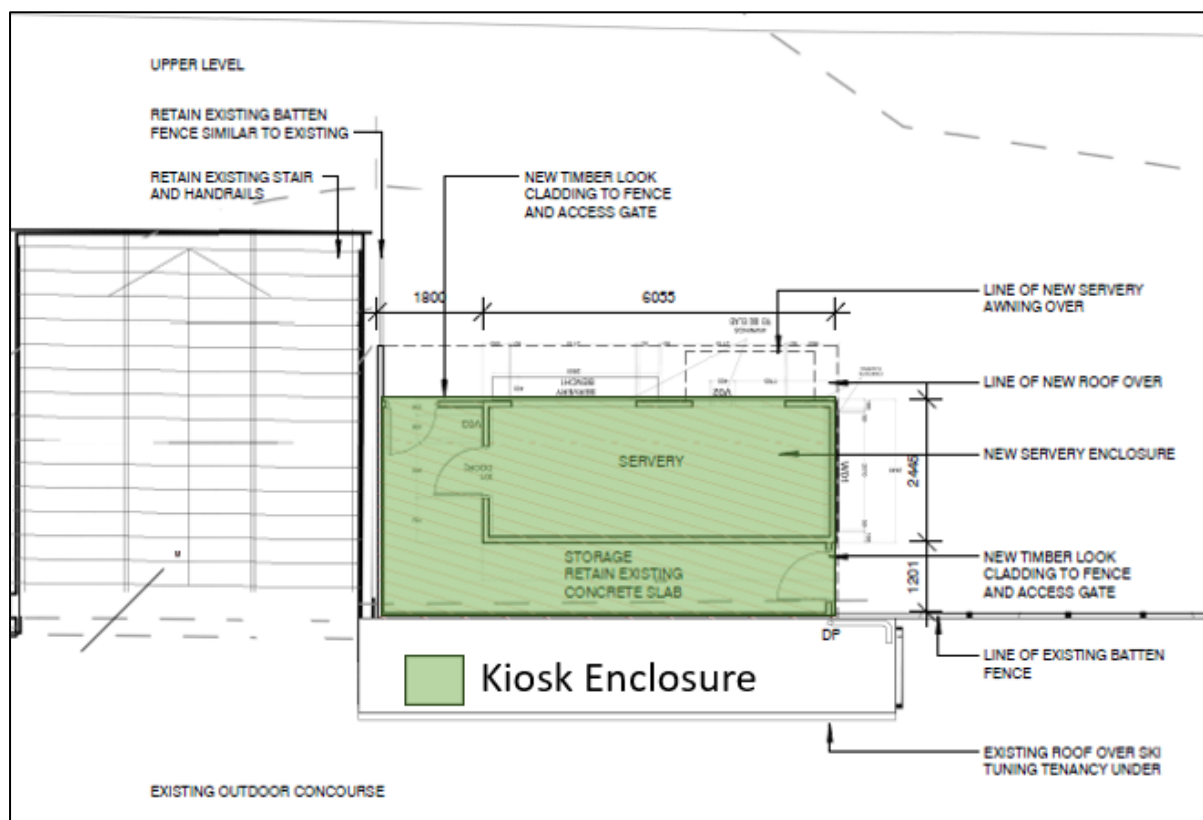
Currently, the Avalanche Café operates from a ground floor unit within the existing Valley Terminal Building with a small open air kiosk and storage area on the upper deck.

The proposal to replace the existing kiosk with an enclosed purpose built container kiosk offering an upgraded outdoor eating/dining with prepackaged food items and express coffee option at the foot of the mountain.

Careful planning has gone into the design of the new kiosk and the installation of a pre-constructed container by the applicant will ensure that minimal disturbance will occur at the site.

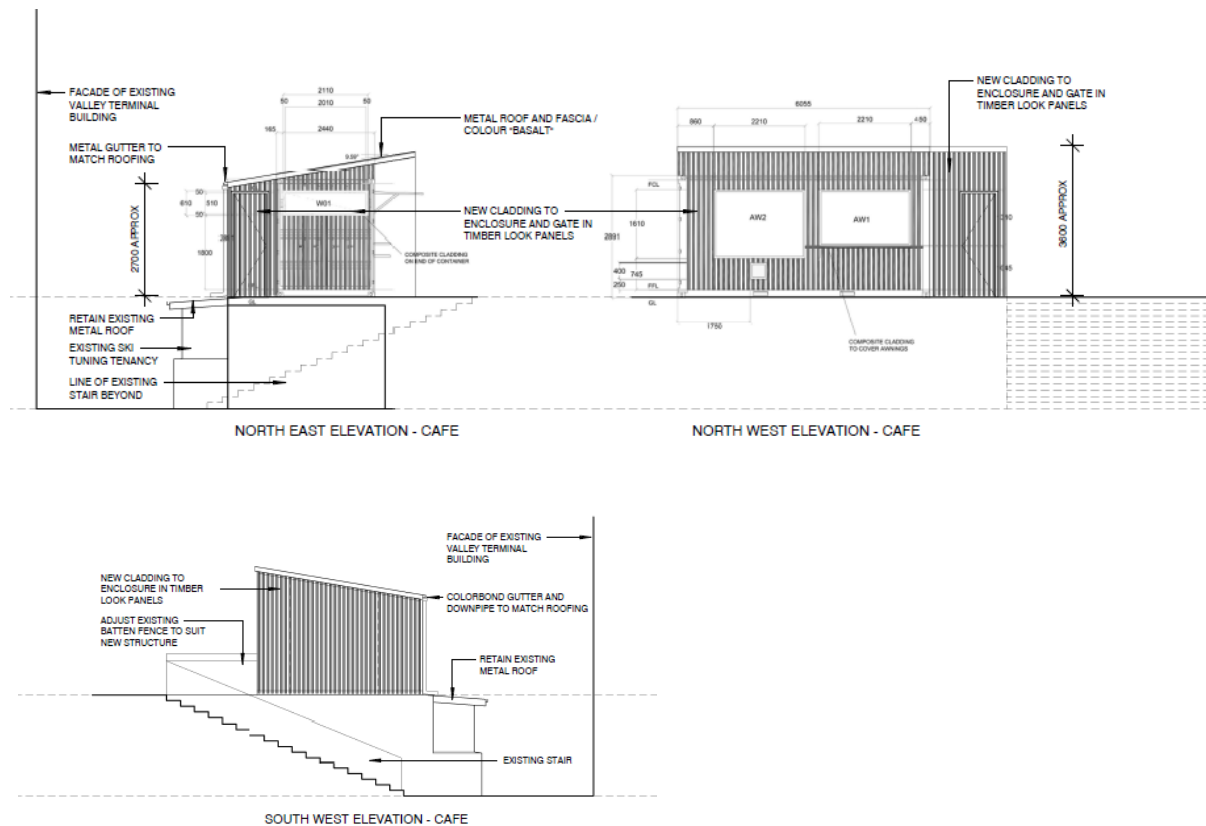
Hardie Weathergroove Fusion 3660x1196 cladding sheets will be fixed to the external walls of the container and fixed to existing timber and steel frames to the side and rear of the subject site with the addition of a new roof to create an enclosure around the kiosk. Access gates to the front and rear of the site with internal door openings allow for safe entry and exit to the site for staff and deliveries. Additional storage will be provided for in the area to the rear of the Kiosk in the void between the container and the external cladding.

FIGURE 10 KIOSK ENCLOSURE



Shipping containers are repurposed to the specified requirements while off-site by the supplier. Electric and plumbing infrastructures are already in place at the site. Once the new container is positioned these facilities will be connected minimising further the need for any onsite construction.

Elevations



The materials and colour scheme have been carefully chosen to complement the existing colour scheme of Valley Terminal and will be consistent with KT's new bike storage shed providing visual continuity.



Thredbo Ski Repairs shop is below the site for the proposed Kiosk. Stormwater runoff will be directed to the existing stormwater infrastructure.

3.2 COOLROOM

At the time of removal the storeroom was not in use due to the level of dilapidation rendering it unfit for purpose. It was previously utilised as store/coolroom and was mounted on skids on the ground level. It housed fridges and freezer to store food supplies for The Avalanche Café. The decision has been made to return the storeroom to this use. The storage shed has since been removed from the site by truck in one piece to make room for the mobile freezer units. These freezer units were moved from the upper deck as instructed by KT to allow for construction of the Mountain Bike Storage Unit.

This application requests approval for the addition of a storage area for use as a coolroom at this site.

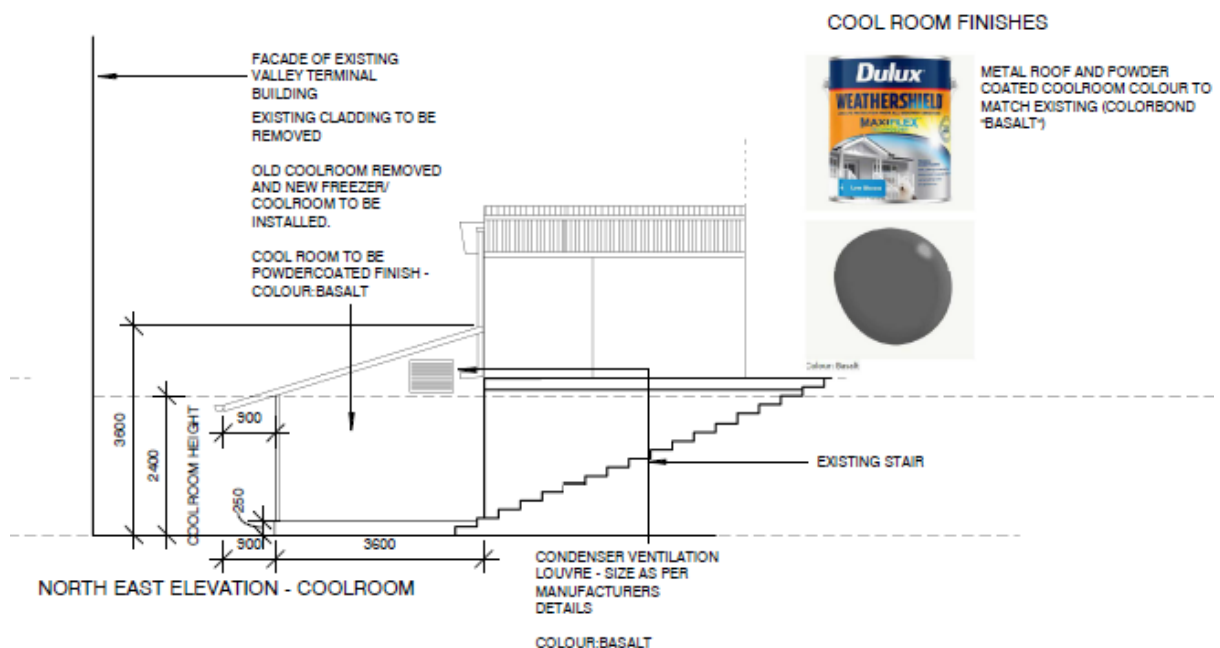
The proposed coolroom will be constructed off site, transported to site and laid on the existing slab further reducing ground disturbance. The slab is a concrete laid compacted solid ground 120ml thick F72 Mesh 25MPA. Like for like materials will be used during the construction of the new coolroom ensuring it fits within the surrounding buildings. These works will ensure the longevity of the Coolroom.

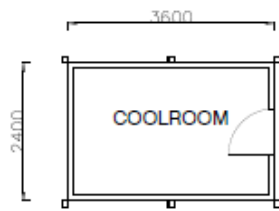
There will be no change to the current stormwater collection plan for the new Coolroom. Water collected on the roof will run off into the full length open drain at ground level.

As shown in the below photos the replacement of the mobile freezer units with the new upgraded Coolroom at ground level will create positive visual impact when viewed from the Valley Terminal Building and surrounds.



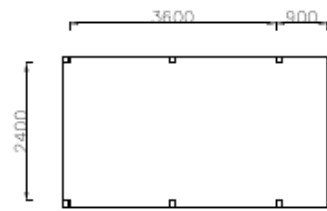
The proposed colour scheme will ensure that the Coolroom will blend in with the surrounding shop fronts. The new Coolroom will be reconstructed in the same design as the existing storage room and will have no adverse visual effects.





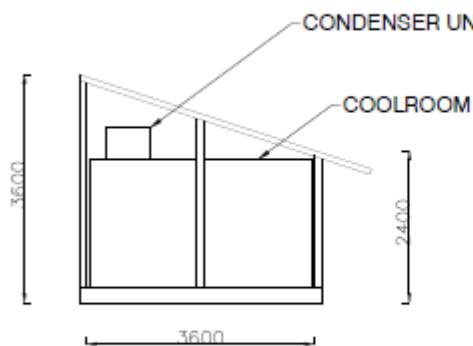
GROUND FLOOR PLAN PLAN

SCALE 1:100



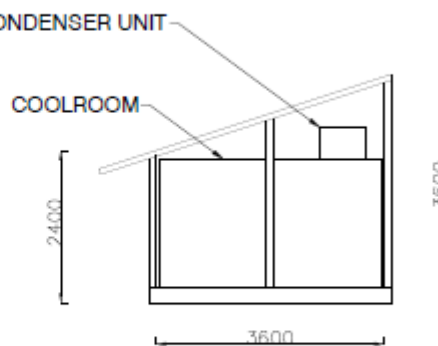
ROOF PLAN

SCALE 1:100



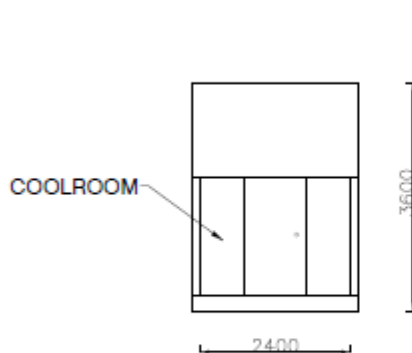
SOUTH WEST ELEVATION

SCALE 1:100



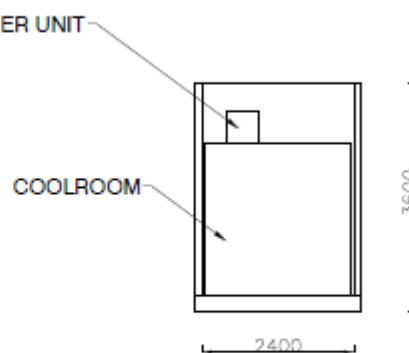
NORTH EAST ELEVATION

SCALE 1:100



SOUTH EAST ELEVATION

SCALE 1:100



SOUTH EAST ELEVATION

SCALE 1:100

4.0 GENERAL INFORMATION**PROJECT DESCRIPTION**

The project for which this Statement applies is for the installation of an enclosed Container Kiosk and Coolroom for Avalanche Café at Valley Terminal Building, 2 Friday Drive.

SITE SUITABILITY

The site is suitable for the proposed development.

<ul style="list-style-type: none"> site constraints such as flooding, slope, geotechnical hazards, bushfire, and any other risks. 	<p>The subject site is identified as bushfire prone land, and hence a Bushfire Hazard Assessment Report has been prepared and will be submitted as part of this application.</p> <p>The subject site is not identified as flood prone land.</p> <p>No groundworks are proposed at the sites of the new proposed Container Kiosk and Coolroom.</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 development is consistent with surrounding development and existing buildings in Thredbo. The new proposed Container Kiosk and Coolroom will be consistent in design with other buildings in Thredbo and will involve minimal ground disturbance.</p>
<ul style="list-style-type: none"> biological and ecological impacts including the impacts on fauna and flora. 	<p>The subject site is not located in areas identified as High Biodiversity Values.</p> <p>The proposed works do not have the potential to impact the identified areas of high biodiversity values surrounding the Thredbo River.</p> <p>Caution will be taken when handling and disposing of any waste materials associated with the proposed works to limit any potential damage or contamination of these sensitive areas.</p>
<ul style="list-style-type: none"> impacts on existing and future amenity of the locality. 	<p>The proposed works are deemed to be of positive influence on both the existing building as well as Thredbo Village, by offering upgrades to the coolroom amenities and to Avalanche Coffee Cart – both of which will enhance the tourism service industry in the area.</p>
<ul style="list-style-type: none"> the age and condition of any structures or buildings. 	<p>The open air Kiosk has no permanent structures and the storage shed was unfit for purpose.</p>

PRESENT AND PREVIOUS USES

Thredbo Village and Ski Resort is Australia's premier alpine and summer tourist resort and village. The Avalanche Coffee Kiosk will continue to operate as a cafe during the summer and winter seasons serving coffees and prepackaged food items. No change of use is being sought.

OPERATIONAL DETAILS

There are no proposed changes to the current operational details.
CHANGE OF USE OF A BUILDING (WHERE THERE IS NO BUILDING WORK)
Not applicable.
BUILDING CLASSIFICATION AND BUILDING CODE OF AUSTRALIA (BCA)
The Kiosk is Class 6
SNOW DEPOSITION
The roof design of the container kiosk and coolroom are appropriately sloped, and direct accumulated snow to fall away from entrances, establishing safe entry and exit into and out of the serving area.
GEOTECHNICAL ENGINEERING SUMMARY
Not applicable, no ground disturbance will occur as part of this application.
STRUCTURAL ENGINEERING DETAILS
Structural engineering assessments were carried out of the site and the proposed development. Both are deemed structurally adequate for the development. Assessments are provided as part of the submission.
SOCIAL AND ECONOMIC IMPACT
<p>The proposed upgrade works are expected to have positive social and economic impacts. The upgrade of the Coffee Cart to container kiosk will modernise the VT outdoor area at the base of the Kosi Chairlift and enhance the appearance of the outdoor area.</p> <p>Additionally, the upgrade of the Coffee Cart and Storeroom will improve the amenity and aid the long-term resilience of the resort.</p>
ACCESS AND TRAFFIC
The proposed development will have no impact on the existing access and traffic to Thredbo Village. The proposed development does not include accommodation or vehicle parking areas and is not expected to generate additional traffic to the resort.
PRIVACY, VIEWS AND OVERSHADOWING
There are no proposed changes to the size, layout and/or footprint of the storeroom, and the construction work is for direct like-for-like replacement. Hence, the proposed works are not anticipated to have any negative impacts to privacy, views and overshadowing. The purpose built enclosed container kiosk will replace the Coffee Cart currently in place and therefore is not expected to cause any additional overshadowing.
AIR AND NOISE
<p>Minimal impact is proposed as construction works will predominantly be carried out off site as the structures are pre-fabricated. This will reduce the time, and disturbance levels onsite.</p> <p>AIR</p> <p>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.</p> <p>NOISE</p> <p>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.</p> <p>To reduce noise pollution from site the following procedures will be followed:</p> <ul style="list-style-type: none"> • 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.

<ul style="list-style-type: none"> • 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 regard to noise levels immediate rectification will occur as far as practical.
SOIL, WATER AND WASTEWATER MANAGEMENT
The proposed works do not involve any ground disturbance, and there are no proposed changes to existing water and wastewater management.
HERITAGE
<p>The Valley Terminal Building is identified as a Heritage Item under <i>Schedule 4 Heritage Items – Chapter 4 of the Precincts Regional SEPP 2021</i>. The proposed works are of no heritage value and minor in nature.</p> <p>The works will have no adverse impact on the heritage significance of the VT building.</p>
ABORIGINAL CULTURAL HERITAGE
An AHIMS search for Lot 862 DP1128686 found zero Aboriginal sites and places recorded in the lot. There have been no known Aboriginal artefacts found during previous construction of the VT building and surrounding areas. The proposed works do not include any ground disturbance, hence there is no potential for Aboriginal artefacts to be found as part of the proposed works.
VEGETATION REMOVAL
Not applicable, the proposed installation and construction works will be carried out in previously disturbed areas, and do not require the removal of any vegetation.
ENERGY
The proposed kiosk and coolroom will improve the energy efficiency of the current coffee shop being open-air.
WASTE
<p>The proposed development is already serviced with existing waste disposal facilities. As a result, there will be no need to increase the capacity of existing waste disposal facilities.</p> <p>Waste generated from the proposed works and the general construction and installation waste and other waste associated with the proposed works will be disposed of in the skip bin and deposited in the nearest council waste facility outside of the National Park.</p>
DEMOLITION
Waste generated from the proposed works will be disposed of in the skip bin and deposited in the nearest council waste facility.
TERMITE PROTECTION
To be conditioned as part of the Development Application consent.
SCHEDULE OF WORKS
Construction will be completed off site and installation during the summer season from October to May with no works proposed to be conducted during the winter season June to September.

5.0 PERMISSIBILITY, LEGISLATION AND REGIONAL PLAN

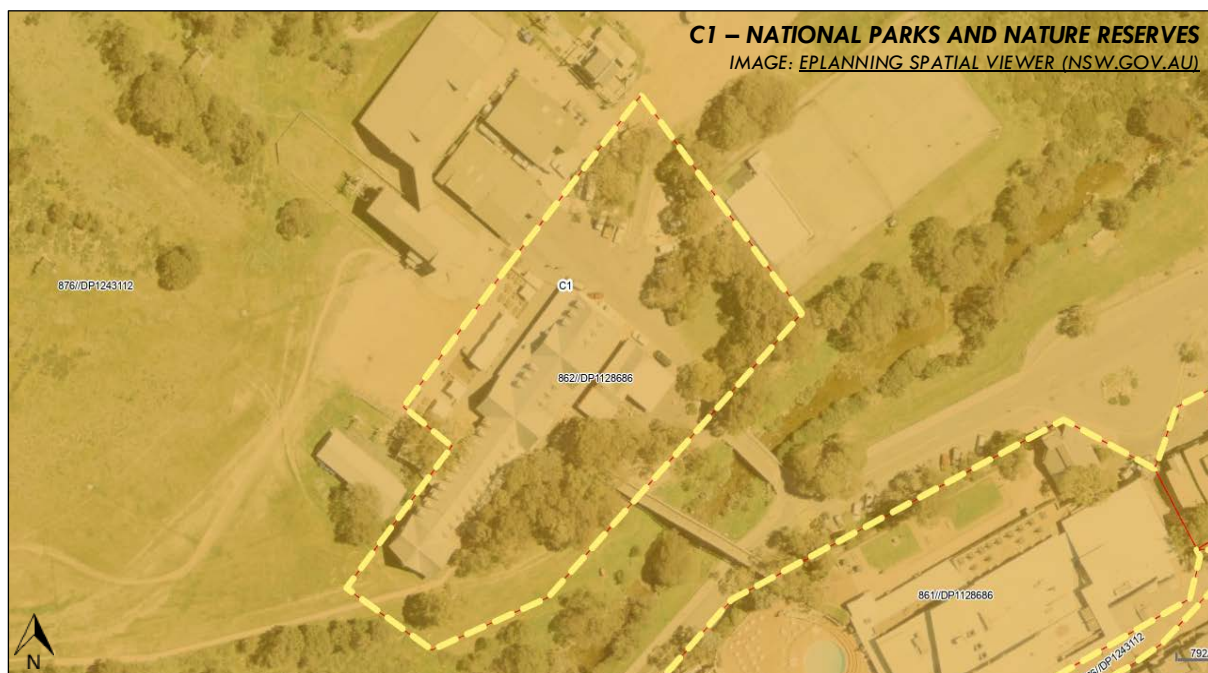
5.1 SOUTH EAST AND TABLELAND REGIONAL PLAN 2036

The proposed upgrades are within Thredbo Village and will offer a modern cafe facility and outdoor experience for visitors to enjoy. The proposed Kiosk and Coolroom will improve the longevity of the Avalanche Café by upgrading and improving on the current facilities. This is consistent with the purpose of the Regional Plan, which offers a framework to provide infrastructure and development to help strengthen the long-term resilience of the South-East and Tableland region. The regional Plan seeks to acknowledge the unique environmental and cultural significance of Kosciuszko National Park, whilst also enhancing visitor experience, which this application has taken into consideration.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (PRECINCTS – REGIONAL) 2021

The proposal is for upgrade to the Avalanche Coffee Cart and Coolroom are within the existing Valley Terminal Building envelope, both of which are permissible under Chapter 4 of the State Environmental Planning Policy (Precincts – Regional) 2021. As seen below 'Commercial premises' are permissible with consent within Thredbo Alpine Resort.

FIGURE LAND ZONING MAP



THREDBO ALPINE RESORT

1 Permitted without consent

Nil

2 Permitted with consent

Advertising structures; Building identification signs; Business identification signs; Car parks; Commercial premises; Community facilities; Depots; Eco-tourist facilities; Emergency services facilities; Entertainment facilities; Environmental facilities; Environmental protection works; Fences; Function centres; Helipads; Information and education facilities; Infrastructure facilities; Lifting facilities; Management trails; Medical centres; Monitoring stations; Places of public worship; Public utility undertakings; Recreation facilities (indoor); Recreation facilities (outdoor); Recreation infrastructure; Ski slope huts; Ski slopes; Snow-making infrastructure; Staff accommodation; Telecommunication facilities; Tourist and visitor accommodation; Transport depots; Vehicle repair stations

3 Prohibited

Bed and breakfast accommodation; Farm stay accommodation; Any other development not specified in item 1 or 2

5.2.1 AIMS & OBJECTIVES OF CHAPTER (PART 4.1 PRECINCTS – REGIONAL SEPP)

<p>(1) The aim of this Chapter is to protect and enhance the Alpine Region by ensuring development is managed with regard to the principles of ecologically sustainable development, including the conservation and restoration of ecological processes, natural systems and biodiversity.</p>	<p>Noted. The proposed works are consistent with the aims and objectives of the policy. The development will improve the condition and therefore longevity of the building.</p> <p>The proposal will create positive social and economic impacts and works towards securing the long-term resilience of the alpine resort.</p>
<p>(2) The objectives of this Chapter are as follows—</p> <p>(a) to encourage the carrying out of a range of development to support sustainable tourism in the Alpine Region all year round, if the development does not result in adverse environmental, social or economic impacts on the natural or cultural environment of the Alpine Region, including cumulative impacts on the environment from development and resource use,</p> <p>(b) to establish planning controls that—</p> <p>(i) contribute to and facilitate the carrying out of ecologically sustainable development in the Alpine Region, and</p> <p>(ii) recognise the Alpine Region's significant contribution to recreation and the tourism economy in the State,</p> <p>(c) to minimise the risk to the community of exposure to environmental hazards, particularly geotechnical hazards, bush fires and flooding, by—</p> <p>(i) generally requiring development consent on land in the Alpine Region, and</p> <p>(ii) establishing planning controls for buildings to ensure the safety of persons using the buildings if there is a fire.</p>	<p>Complies, no adverse impacts will result from this application.</p> <p>The proposed upgrade will be of positive influence to Thredbo Village and will have no negative impact on existing summer and winter transport, reticulated effluent management, waste disposal or water supply.</p> <p>The proposed development will not generate additional visitation to the resort and hence will have no impact on the existing capacity of the reticulated effluent management system.</p> <p>Likewise, with no increase in visitation there will be no need to increase the capacity of existing waste disposal facilities or water supply.</p> <p>The proposed works are expected to have minimal environmental impact, based upon the scale of the works. With the implementation of appropriate environmental controls during construction and installation, the potential impacts from the works on the natural environment are negligible.</p> <p>The proposed development has been designed so as to not disturb or detriment the surrounding natural environment. This includes the consideration of bushfire threat and geotechnical considerations. See Bushfire Hazard Assessment Report (BHAR) submitted as part of this application.</p>

5.2.2 OTHER DEVELOPMENT CONTROLS (PART 4.4 PRECINCTS – REGIONAL SEPP)

4.21 Heritage Conservation –	
<p>(1) The objective of this section is to conserve—</p> <p>(a) the environmental heritage of the Alpine Region, and</p> <p>(b) the heritage significance of heritage items, including associated fabric, settings and views, and</p>	<p>The Valley Terminal Building is identified as a Heritage Item under <i>Schedule 4 Heritage Items – Chapter 4 of the Precincts Regional SEPP 2021</i>. The proposed upgrade to Avalanche Coffee Cart will have an acceptable heritage impact, given that the significance of the VT</p>

(c) Aboriginal heritage items and Aboriginal places.	building and its ability to contribute to the Thredbo Village will be retained. The proposed additions will have no adverse impact on the heritage significance of the building, in fact the new enclosed Purpose Built Container Kiosk and upgraded Coolroom will improve the condition, and therefore longevity of the facilities to ensure the continuation of its operation and significance.
(2) Development consent is required for the following in the Alpine Region— (a) demolishing or moving a heritage item, (b) altering a heritage item, including by doing the following to a heritage item that is a building— (i) making changes to the detail, fabric, finish or appearance of the building's exterior, (ii) making structural changes to the building's interior, (c) disturbing or excavating land that is, or contains, an Aboriginal heritage item, (d) erecting a building on land that is, or contains, a heritage item, (e) subdividing land that is, or contains, a heritage item.	Development consent is being sought by this application for the proposed works.
(3) Development consent is not required under this section for the following development— (a) development that involves only the removal of a tree or other vegetation that the consent authority is satisfied is a risk to human life or property, (b) exempt development, (c) development that does not require development consent under section 4.14.	N/A
(4) The consent authority may, before work is carried out, give written notice to an applicant for development consent that development consent is not required under this section if the consent authority is satisfied the development— (a) is of a minor nature or is for the maintenance of the heritage item, and (b) the development will not adversely impact the heritage significance of the heritage item.	noted
(5) In deciding whether to grant development consent for development under this section, the consent authority— (a) must consider the effect of the development on— (i) the heritage significance of the heritage item, and (ii) Aboriginal objects known or reasonably likely to be located on the land, (b) may require the submission of a heritage conservation management plan, and (c) for development on land that is, contains or is near a heritage item— may require the preparation of a heritage impact statement.	The proposed works will have no adverse impact on the heritage significance of the surrounding buildings. The works will not require ground surface disturbance and hence the likelihood for Aboriginal artefacts to be found is very unlikely.

<p>(6) Development consent must not be granted to development on land that is, or contains, an Aboriginal heritage item, and that requires development consent under this section, unless the consent authority has—</p> <ul style="list-style-type: none"> (a) given written or other appropriate notice of the development to the local Aboriginal communities, and (b) considered responses received from the communities within 28 days after the notice is given. 	<p>The area of the proposed works does not contain Aboriginal Heritage.</p>
<p>4.22 Conservation incentives</p>	
<p>(1) This section applies to development in the Alpine Region that—</p> <ul style="list-style-type: none"> (a) involves a building that is a heritage item, or (b) is on land on which a building that is a heritage item is located. 	<p>VT is identified as a Heritage Item Schedule 4 Heritage Items of the SEPP. Although the proposed Kiosk is on the same lot as the VT building the proposed works will have no impact on the Heritage value of the building.</p>
<p>(2) Development consent may be granted to development to which this section applies, even if the development would otherwise be prohibited under this Chapter, if the consent authority is satisfied of the following—</p> <ul style="list-style-type: none"> (a) granting the development consent will facilitate the conservation of the heritage item, (b) the development will be in accordance with a heritage conservation management plan that has been approved by the consent authority, (c) the development consent will require the carrying out of all necessary conservation work identified in the heritage conservation management plan, (d) the development will not adversely affect the heritage significance of the heritage item, including its setting, (e) the development will not have a significant adverse impact on the amenity of the surrounding area. 	<p>The new proposed enclosed container kiosk and coolroom will be built with like-for-like products will not impact the heritage value of the building but facilitate the conservation of the Valley Terminal building as a heritage item.</p> <p>The development will not have any significant adverse impact on the amenity of the surrounding area.</p>

5.2.3 DEVELOPMENT ASSESSMENT & CONSENT (PART 4.5 PRECINCTS – REGIONAL SEPP)

4.26 Master plans	
<p>(1) The Minister must prepare and approve a master plan that applies to the Alpine Region.</p>	<p><i>noted</i></p>
<p>(2) The master plan must contain the following information—</p> <ul style="list-style-type: none"> (a) the strategic vision and general objectives for the Alpine Region, (b) a map showing existing and proposed types of development, (c) the performance criteria for development, (d) information about heritage items or places of heritage significance, 	<p><i>noted</i></p>

(e) limitations on development on certain land, including environmentally sensitive areas, land prone to flooding and cultural heritage.	
(3) The master plan may also contain proposals for infrastructure facilities, public utility undertakings, roads and transport.	<i>noted</i>
(4) The master plan must be consistent with this Chapter.	<i>noted</i>
(5) The Minister may amend or replace a master plan.	<i>noted</i>
(6) A draft master plan must be published on the NSW planning portal for at least 28 days before it is approved by the Minister.	<i>noted</i>
(7) A master plan approved by the Minister must be published on the NSW planning portal and takes effect on the day it is published.	<i>noted</i>
4.27 Consultation with National Parks and Wildlife Service	
(1) Development consent must not be granted to development in the Alpine Region unless the consent authority has— (a) consulted with the National Parks and Wildlife Service, and (b) considered submissions received from the National Parks and Wildlife Service within the relevant period.	<i>noted</i>
(2) In this section— relevant period means— (a) 28 days after notice of the development application is given to the National Parks and Wildlife Service, or (b) another period determined by the Planning Secretary.	<i>noted</i>
4.28 Consideration of master plans and other documents	
(1) In deciding whether to grant development consent to development in the Alpine Region, the consent authority must consider the following— (a) the aim and objectives of this Chapter set out in section 4.1, (b) a draft development control plan that is intended to apply to the land and has been published on the NSW planning portal, (c) a conservation agreement under the Environment Protection and Biodiversity Conservation Act 1999 of the Commonwealth that applies to the land, (d) the Geotechnical Policy —Kosciuszko Alpine Resorts published by the Department in November 2003, (e) for development in the Perisher Range Alpine Resort—	<p>Complies</p> <p>N/A. No DCP is in effect for the development site.</p> <p>N/A</p> <p>The proposed installation of the enclosed Container Kiosk and Coolroom will not cause any ground disturbance. A Geotechnical assessment was carried out by Alliance Geotechnical Pty Ltd. A Form 4 has been</p>

<p>(i) the Perisher Range Resorts Master Plan, published by the National Parks and Wildlife Service in November 2001, and</p> <p>(ii) the Perisher Blue Ski Resort Ski Slope Master Plan adopted by the National Parks and Wildlife Service in May 2002.</p>	<p>completed and submitted as part of this application.</p> <p>N/A Works are not within Perisher Range.</p>
<p>(2) In deciding whether to grant development consent to development in the Alpine Region, the consent authority must consider—</p> <p>(a) a master plan approved by the Minister under section 4.26 that applies to the land, or</p> <p>(b) if a master plan has not been approved—a draft master plan prepared under section 4.26 that is intended to apply to the land and has been published on the NSW planning portal.</p>	<p>Complies</p>
<p>4.29 Consideration of environmental, geotechnical and other matters</p>	
<p>(1) In deciding whether to grant development consent to development in the Alpine Region, the consent authority must consider the following—</p> <p>(a) measures proposed to address geotechnical issues relating to the development,</p> <p>(b) the extent to which the development will achieve an appropriate balance between—</p> <p>(i) the conservation of the natural environment, and</p> <p>(ii) taking measures to mitigate environmental hazards, including geotechnical hazards, bush fires and flooding,</p> <p>(c) the visual impact of the proposed development, particularly when viewed from the land identified as the Main Range Management Unit in the Kosciuszko National Park Plan of Management,</p> <p>(d) the cumulative impacts of development and resource use on the environment of the Alpine Subregion in which the development is carried out,</p> <p>(e) the capacity of existing infrastructure and services for transport to and within the Alpine Region to deal with additional usage generated by the development, including in peak periods,</p> <p>(f) the capacity of existing waste or resource management facilities to deal with additional waste generated by the development, including in peak periods.</p>	<p>N/A</p> <p>Complies. Existing</p> <p>No geotechnical works proposed. See Bushfire Report, Structural Engineering and Form 4.</p> <p>Complies. The new proposed development will fit with the Alpine character of the surrounding area.</p> <p>The colour scheme chosen for the new kiosk has been carefully thought out to ensure it sits effortlessly within its surroundings.</p> <p>N/A Existing</p> <p>The proposed development will not generate additional visitation to the resort and hence will have no impact on the existing infrastructure capacity and services for transport.</p> <p>Likewise, with no increase in visitation there will be no need to increase the capacity of existing waste disposal facilities, water supply or the reticulated effluent management system.</p>
<p>(2) For development involving earthworks or stormwater draining works, the consent authority must also consider measures to mitigate adverse impacts associated with the works.</p>	<p>No earthworks as proposed.</p> <p>There are no proposed changes to the existing stormwater drainage measures. The Coolroom will continue to use the full length open drain at</p>

	ground level while the new kiosk will utilise existing downpipe currently used by Thredbo Ski Hire. This is demonstrated on the site plan provided as part of this application.
(3) For development the consent authority considers will significantly alter the character of an Alpine Subregion, the consent authority must also consider— (a) the existing character of the site and immediate surroundings, and (b) how the development will relate to the Alpine Subregion.	The colour scheme and façade of the proposed enclosed purpose built container kiosk and Coolroom has been thoughtfully selected to ensure they fit with the existing Alpine character of the resort and will result in no change to the existing character of the buildings. The proposed works aim to upgrade the existing structures whilst retaining the original alpine character of the Thredbo Village. Hence, the proposed works will not significantly alter the character of the resort or Kosciuszko National Park.
4.30 Kosciuszko National Park Plan of Management	
(1) Development consent may be granted to development in the Alpine Region even if the application has not established that the development is consistent with the Kosciuszko National Park Plan of Management.	<i>N/A The development is consistent with the Kosciuszko National Park Plan of Management.</i>
(2) This section does not prevent the consent authority from refusing to grant consent to development on the basis that the development is not consistent with the Kosciuszko National Park Plan of Management. Note— Under the National Parks and Wildlife Act 1974, section 81(4), operations on land to which a plan of management under that Act applies may be undertaken only if they are undertaken in accordance with the plan of management, despite another Act or an instrument made under an Act.	<i>noted</i>

5.3 SNOWY MOUNTAINS SPECIAL ACTIVATION PRECINCT MASTER PLAN JULY 2022

5.3.1 CHAPTER 10 ALPINE PRECINCT PROVISIONS

Land Use (10.1) Performance Criteria	
A. Development is to be permissible and consistent with the Master Plan, Precincts—Regional SEPP, Alpine Development Control Plan, Kosciuszko National Park Plan of Management, and the National Parks and Wildlife Act.	Complies. Alpine DCP is not yet in effect.
B. In considering the suitability of the development, the consent authority must be satisfied that the development meets the performance criteria and development controls in this Master Plan and in the Alpine Development Control Plan.	Complies with Master Plan. Alpine DCP is not yet in effect.
<i>Appropriate locations for alpine development</i>	

C. Development consent can only be issued for development in the Alpine Precinct where: i. the uses will support the diversification of the Alpine Precinct's tourism offering and year-round economic viability. ii. the uses will not compromise the environmental, heritage and cultural values of the Alpine Precinct. iii. the uses will not exceed the established carrying capacity of the Alpine Precinct.	Complies The installation of the enclosed container kiosk ensures the continuation of the existing use of the café adding an increase to weather, bushfire and security provisions of the space. These upgrades will support the diversification of the Alpine Precincts tourism by offering year round access to outdoor scenic dining options without compromising the environmental, heritage and cultural values or exceeding the established carrying capacity of the Alpine Precinct.
D. The location of future development should align with the relevant structure plan and be focused on land marked 'Development area'. Where development is proposed on land outside these areas, additional technical investigation may be required.	N/A
E. Development for new or upgraded accommodation will meet the indicative sub-precinct yields and visitor thresholds set out in the Kosciuszko National Park Plan of Management and leasing arrangements. Refer also to Chapter 14 of this Master Plan	N/A Proposal does not include accommodation.
Alpine Resorts (10.2) Performance Criteria	
A. Development should contribute to visitor attraction and village experience through: i. the prioritisation of infill development. ii. improvements to pedestrian and active transport connections. iii. creation and implementation of active street frontages.	Complies. Upgrade of existing non structural Kiosk café and storeroom.
B. Development should integrate public transport opportunities and should create gateways and nodes to create a sense of place and community in Alpine Resort sub-precincts.	Existing
C. Development should provide a range of tourist accommodation offerings and seasonal worker accommodation.	N/A
D. Development should be designed to reduce on-site power consumption and improve environmental performance	The enclosed container kiosk and the coolroom will improve thermal efficiency of both spaces. The use of LED lighting and natural gas for heating water will also aid to improve environmental performance.
E. Development should be designed to contribute to the alpine character of the Alpine Resorts and reflect the alpine landscape and natural environment.	Complies. The design of the proposed purpose built container kiosk and other works will retain the original alpine character of the Thredbo Village
Alpine Accommodation (10.3) Performance Criteria	
These provisions are specific to development within the following Alpine Accommodation sub-precincts:• Ski Rider• Sponars Chalet • Thredbo Ranger Station• Creel Bay• Kosciuszko Tourist Park• Island Bend	N/A
Alpine Experience (10.4) Performance Criteria	
A. Public transport or mass transit connections should be integrated into the design of new developments, particularly in Alpine Resort and Alpine Accommodation sub-precincts.	N/A Existing development

B. Transport development must provide safe, reliable and accessible connections into and around the Kosciuszko National Park.	N/A
C. Development should be designed and staged to support and enable the ultimate growth of accommodation and attractions in the Alpine Region.	Complies.
D. Development of new and upgraded shared trails and paths should provide appropriate facilities and amenities.	N/A
E. Development should provide adequate car parking as part of a range of transport solutions (including the provision of accessible parking spaces).	N/A Existing
F. Visitor attractions must be supported by appropriate amenities, facilities and car parking and must minimise its impact to the natural environment.	Complies. Improvement to existing café
G. Visitor attractions should be designed and staged to support and enable the ultimate growth of attractions in the Alpine Region.	Existing.

5.3.2 CHAPTER 11 ENVIRONMENT & SUSTAINABILITY

Biodiversity (11.1) Performance Criteria	
A. All development is to apply the avoid, minimise and offset methodology.	Complies. No change to existing footprint.
B. Development is to avoid threatened ecological communities and threatened species habitat; such vegetation should not be removed. Development may occur in these areas if it is for essential infrastructure	Complies. No change to existing footprint.
C. Development should be focused on colocation and infill to minimise biodiversity impacts	Complies. All works are in within the existing disturbed areas. No groundworks are proposed as part of the proposed development.
D. Development should be concentrated in and around already disturbed areas. Where possible, development should provide a buffer between areas of high ecological value and buildings and structures.	Complies. No change to existing footprint.
E. Development should consider the biodiversity impacts of bushfire asset protection zones (APZ) and associated vegetation management.	Complies. See Bushfire Report.
F. Development must offset any impacts to biodiversity through direct management measures within Kosciuszko National Park and should be related to the biodiversity impacted	N/A biodiversity is not impacted.
G. Riparian corridors must be preserved while ensuring consistency with the proposed Flooding and Drainage Strategy for the Precinct.	The proposed works do not have the potential to negatively impact upon nearby terrestrial and aquatic habitats.
H. Any revegetation or planting within Kosciuszko National Park should follow the Rehabilitation Guidelines for the Resort Areas of Kosciuszko National Park	N/A
Geotechnical (11.2) Performance Criteria	
A. Development must address the requirements of the Geotechnical Policy – Kosciuszko National Park (DPNIR, 2003). This includes: i. development on land covered by the geotechnical maps, under the above policy must	The proposed works will be occurring the existing external surfaces and will not cause any ground disturbance. Engineering assessment has been undertaken to ensure the loads of the

ensure the requirements of the policy are met. ii. development on land not covered by the geotechnical maps under the above policy must ensure the requirements of the policy are met and should also use the risk susceptibility mapping to inform the requirements and design of development	proposed buildings will not impact the existing infrastructure. Geotechnical assessment was carried out by Alliance Geotechnical Pty Ltd who determined the proposed works to be of minor nature. A Form 4 has been completed and submitted as part of this application.
B. Development must include an assessment of geotechnical risks.	No earthworks are proposed.
C. Buildings and structures must be designed to accommodate the specific geotechnical risks identified for the site	N/A Existing
D. Excavations required for new developments must consider the potential to cause widespread slope instability and ensure appropriate mitigation measures are implemented to minimise and manage risk.	No earthworks are proposed.
Flood Management Risk (11.3) Performance Criteria	
A. The Flood Planning Level is the 1% AEP plus 500mm freeboard to ensure consistency across the Precinct. Development must generally occur outside the Flood Planning Level unless it can demonstrate that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain	N/A
B. Development within the Flood Planning Level should demonstrate that: i. all structures are constructed with flood compatible building components below the 1% AEP flood level plus 500mm freeboard. ii. all structures are designed to withstand the forces of floodwater, debris and buoyancy up to 1% AEP flood plus 500mm freeboard	N/A
C. Development within the Probable Maximum Flood area should demonstrate that: i. all emergency and evacuation infrastructure is to be constructed with flood compatible building components below Probable Maximum Flood level plus 500mm freeboard. ii. all emergency and evacuation infrastructure structures are to be designed to withstand forces of floodwater, debris, and buoyancy up to Probable Maximum Flood plus 500mm freeboard. iii. development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that: <ul style="list-style-type: none"> flood risk is managed through site-specific built form and design. sensitive, vulnerable and critical uses are avoided in the floodplain. 	N/A
D. Development should mitigate the impacts of local overland flooding through the provision of adequate site drainage systems, where possible.	N/A
E. Development must consider and plan for emergency evacuation situations to ensure the	N/A

safety of all areas within the Probable Maximum Flood extent.	
Water Quality (11.4) Performance Criteria	
A. Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term	The subject site does contain areas identified as “Riparian Lands and Watercourses”, as the VT building is located to nearby Thredbo River. The South-western most corner of the building is located within the Riparian corridor mapping. However, the proposed works will not cause ground disturbance. The proposed works do not have the potential to negatively impact upon the functioning and quality of the riparian corridor based on the minor scale and nature of the works. Waste should be handled carefully and disposed of correctly on site to avoid any contamination of the local waterway.
B. Development in the Alpine Precinct should implement on-site water management and water quality systems through: i. the capture and re-use of water on-site. ii. the treatment of water on-site with any water discharged back into catchments having a neutral or beneficial effect on water quality. iii. incorporating water sensitive urban design principles into the development’s-built form and landscaping, where possible.	Existing on-site water management and water quality systems will not be altered as part of this application.
C. The quality of stormwater discharged into receiving catchments must be pre-development quality or better in relation to pH, total suspended solids, total phosphorus, total nitrogen and gross pollutants. The quality of water should aim to meet the following targets: i. Total Suspended Solids: 85% reduction. ii. Total Phosphorus: 60% reduction. iii. Total Nitrogen: 45% reduction.	Existing stormwater systems will not be altered as part of this application.
D. The quality of water discharged into receiving catchments should maintain electrical conductivity levels. Water quality should aim to maintain an electrical conductivity below the 30 µS/cm ANZG 2018 Guideline value for upland rivers of South-East Australia	No change
E. Monitor macroinvertebrates to ensure they are consistently within Band A of the NSW AUSRIVAS model.	N/A –
F. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimised in accordance with Managing Urban Stormwater Soils and Construction, also known as the Blue Book (current edition)	N/A no earthworks are proposed.
G. Discharge of wastewater and/or contaminated stormwater to watercourses or waterways is not permitted unless other specified in an environmental protection licence issued under the Protection of the Environment Operations Act 1997. Development must obtain the appropriate water licenses in accordance with the Water Act 1912 and the Water	Noted.

Management Act 2000 and consider the relevant Water Sharing Plan	
Bushfire (11.5) Performance Criteria	
A. Development is to: i. minimise perimeters exposed to the bushfire hazard. ii. minimise vegetated corridors that permit the passage of bushfire towards development. iii. provide for the siting of future development away from ridge-tops and steep slopes, within saddles and narrow ridge crests. iv. ensure capacity of existing infrastructure (such as roads and utilities) can accommodate the increase in demand during emergencies as a result of the development.	The subject site is identified as being in bushfire prone land, and hence as outlined in Planning for Bushfire Protection – PBP 2019 (NSW RFS 2019) is considered Special Fire Protection Purpose (SFPP) and is required to obtain a BFSa from the RFS under section 100B of the RF Act. See BHAR submitted as part of this application.
B. Asset Protection Zones are to be provided and maintained between a bushfire hazard and future development and are designed to address the relevant bushfire attack mechanisms	There is an existing appropriate defensible space surrounding the proposed development. The Valley Terminal area in Thredbo has substantial separation from the nearest bushfire threat, this allows emergency service personnel and staff to undertake property protection activities in the area to limit the potential spread and impact of bushfire. For this reason, an APZ is not required for the proposed development, as Managed Land meets the requirements of an APZ.
C. Adequate access is to be provided from all properties to the wider road network for park users emergency services and to provide access to hazard vegetation to facilitate bushfire mitigation works and fire suppression	Friday Drive is a two-wheel drive, all weather road. The widths and design would allow safe access for firefighters while residents are evacuating an area. The capacity of road surfaces is sufficient to carry fully loaded firefighting vehicles.
D. Development is to minimise levels of radiant heat, localised smoke and ember attack through development design and siting	The installation of the enclosed container kiosk and coolroom do not have any influence on potential bush fire impacts and the bush fire protection of the building (section 6.5 PBP 2019). The materials used for the container and storage/cool room will be like-for-like replacement with an equivalent or improved material.
E. The subdivision of land and location of developments should consider the future uses of land and the inclusion of roads into Asset Protection Zones	N/A
Sustainability & Climate Change (11.6) Performance Criteria	
A. Development must be inclusive and sustainable and promote year round use.	Complies. The proposed new Kiosk will offer year round outdoor dining options in Thredbo Village.
B. Development should preserve the Precincts landscape, cultural, heritage and biodiversity values by avoiding and minimising impact.	Impacts on the natural environment will be minimal as no excavation or ground disturbance will occur as a result of the proposed works. The implementation of appropriate environmental controls during construction will limit the potential impacts from the works on the existing natural environment.
C. Development should support sustainable and active transport opportunities and integrate open space. Buildings are to express a strong commitment to ESD principles and incorporate	Existing

passive design, optimal orientation, effective sun shading, cross ventilation and open plan living. This should be evident in the external architectural expression.	
D. Development should comply with applicable sustainability tools and programs for design, construction and operation.	Complies.
E. Consideration must be given to climate responsiveness and resilience. Climate change risks, hazard and opportunities must be considered in the design, construction and operation of development within the Precinct.	Consideration of materials has been made for the project. The use of a repurposed shipping container as the new Kiosk display that consideration to climate responsiveness and resilience has been taken by the applicant.
F. Operators, lessees and licensees within the Precinct must prepare and maintain an Environmental Management System in accordance with ISO14001:2015 – Environmental management systems and the requirements of the Plan of Management for Kosciuszko National Park	Noted

5.3.3 CHAPTER 12 PLACE & LANDSCAPE

Aboriginal Cultural Heritage (12.1) Performance Criteria	
A. Areas of Aboriginal cultural heritage (included as part of the environmentally sensitive areas map) should not be developed. Development may occur in these areas if it is for essential infrastructure and where further Aboriginal cultural heritage assessment will be undertaken to appropriately mitigate and manage any impacts to Aboriginal cultural heritage items, places or areas.	Works are limited to areas of previously disturbed land. No ground works are proposed as part of this proposed development.
B. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct. This may continue to evolve as greening opportunities across the Precinct are established	Noted.
C. Development in areas where surveys have not been undertaken require further Aboriginal cultural heritage assessment. These assessments must be carried out in accordance with Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (as modified from time to time) prior to any development on this land. These assessments must include a visual survey of the land. Once suitably assessed, any land identified as having Aboriginal cultural heritage significance should be included on the Environmentally Sensitive Areas (ESA) map. Development is to be assessed against the mapped zones of archaeological potential as required by the following: i. development within areas identified as 'disturbed land' do not require any further investigation beyond considering the potential for subsurface archaeological deposits. If current disturbances are considered to	N/A – An AHIMS search conducted on 02/08/2023 did not identify any aboriginal sites or places within the location of the location of the proposed development.

cover intact archaeological deposits, further investigation should take place that may include test excavation. Should development encounter any unexpected finds during construction, the procedures under the relevant unexpected finds protocol should be followed. ii. works within areas identified as ‘moderate ACH potential’ or ‘high ACH potential’ should be avoided. Where development will impact these areas, further Aboriginal cultural heritage assessment must be undertaken. This assessment should include a visual inspection, possibly test excavation if warranted, and participation from the Aboriginal community	
D. Development planned on land in which an Aboriginal object is located should be supported by a heritage impact assessment which should be prepared to assess the extent to which a proposed development would harm Aboriginal objects.	Noted
E. If impact to an Aboriginal object is unavoidable, an Aboriginal Heritage Impact Permit (AHIP) under Part 6 of the National Parks and Wildlife Act 1974 would be required.	Noted.
Historic Heritage (12.2) Performance Criteria	
A. Development in areas defined as ‘disturbed land’ can occur without further historic heritage investigation however must consider neighbouring heritage items and broader heritage values.	Noted.
B. Development on land where a heritage item is situated, that is a heritage item or is on land adjacent to a heritage item must prepare a statement of heritage impact.	The works will not impact the Heritage Significance of the subject sites.
C. Development in areas defined as ‘high risk’ or ‘moderate risk’ requires further heritage assessment where the development is likely to materially have a major affect on a heritage item or its value. Development is considered to have a materially major affect if it involves: i. the full or partial demolition of a building. ii. major alterations or additions. iii. major adverse impacts, such as the removal of significant fabric, obscuring key views or dominating a heritage item, or the removal of evidence of significant historical associations; and iv. impact to significant archaeological deposits.	No works are being undertaken on the heritage building.
D. Development in areas defined as ‘high risk’ or ‘moderate risk’ requires further heritage assessment where the development is likely to materially have a minor affect on a heritage item or value. Development is considered to have a minor affect if it involves (but is not limited to): i. repairs or restoration to fabric. ii. installation of fire safety equipment. iii. installation of disabled access. iv. replacement of awnings, balconies, etc.	N/A

v. installation of signage or fencing. vi. excavation of areas without archaeological potential. vii. erection of temporary structures. viii. installation of safety and security equipment.	
E. Where development is likely to materially have a major effect on a heritage item or value, further heritage assessment is required. This heritage assessment includes: i. a visual inspection to determine the existing heritage values. ii. an archaeological assessment (if appropriate). iii. preparation of a statement of heritage impact.	The works will not impact the Heritage Significance of the subject sites.
F. Where development will have minor effect on a heritage item or value, a heritage assessment may be required. This heritage assessment may include: a visual inspection to determine the existing heritage values. i. an archaeological assessment (if appropriate). ii. use of a previously prepared heritage study if applicable.	N/A
G. Development that is likely to have a materially major or minor effect on a heritage item or its value must: i. identify the impacts to the heritage values of an item or place. ii. demonstrate the need for the impact and how alternatives to the impact have been considered. iii. demonstrate how the adverse impacts will be minimised or mitigated.	N/A
H. Development adjacent to a heritage item should ensure impacts to the heritage item are minimised, including through the provision of appropriate curtilages. There may be opportunities to reduce the curtilage to some heritage items if it can be demonstrated the development will not have a significant impact on the heritage item or its value.	N/A
I. Heritage items must be used for purposes that are appropriate to their heritage significance, including adaptive re-use where appropriate.	N/A
J. Development is to ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of heritage items and places.	The proposal will not impact the heritage value of the subject sites.
K. Development should through redevelopment or upgrades remove inappropriate or unsympathetic alterations and additions to heritage items and reinstate significant missing details and building elements, where possible.	Noted. N/A
Landscape, Character & Open Space (12.3) Performance Criteria	
A. Development should be designed to sensitively integrate into the landscape and should respond appropriately to the topography and climate of the Alpine Precinct	Existing. The proposed developments will be carried out within the existing footprint.
B. Development should protect, conserve and enhance the Alpine Precinct's natural	N/A Existing

environment and create a green infrastructure network, where possible.	
C. Landscaping and public open spaces should include plantings of native species found in surrounding plant communities, which aim to achieve the re-establishment of biodiversity in addition to aesthetic appeal and enhancement of the functionality of an area.	Landscaping is existing.
D. Revegetation and new plantings should follow the Rehabilitation guidelines for the Resort Areas of Kosciuszko National Park	No revegetation is proposed.
E. Development should integrate stormwater management infrastructure with open spaces, where possible.	Existing.
Built Form (12.4) Performance Criteria	
General criteria for all development in the Alpine Region	
A. Buildings should be efficient, well designed and successfully integrated with the surrounding landscape. This will be achieved by: i. ensuring building bulk, orientation and design contributes to the energy efficiency of buildings, particularly with respect to thermal comfort. ii. ensuring new buildings are located within existing disturbed areas to minimise impacts on vegetation and natural processes. iii. siting development within existing disturbed areas to limit clearing and the expansion of new development areas. iv. incorporating climate resilient design principles in new development. v. applying suitable rehabilitation and native landscaping. vi. incorporating preparedness for natural hazards and climate change into development design. ensuring development creates activated public domain spaces and provides safe and accessible pedestrian connections between buildings, appropriate for all seasons	The design and orientation of the buildings will ensure energy efficiency. Complies. The new Kiosk and Coolroom will be situated on an existing footprint. Complies The new purpose built container kiosk has been tested to ensure climate resilient design and preparedness for natural hazards. Existing. There is an existing non structural kiosk and storeroom on the sites of the proposed development.
B. Site earthworks must respond to local topography and geotechnical characteristics and be appropriate for the intended land use.	N/A no earthworks proposed.
For village centres and public domain	
A. Development should create an integrated streetscape where active frontages promote movement between the private and public realms.	The proposed works will update the existing facility to improve the amenity of the area creating a safer more guest friendly area.
B. Building entries should connect to an accessible (providing equitable access to all pedestrians) pedestrian network through design features, wayfinding, and landscape treatments	Complies. Existing
C. Development should integrate and provide public seating, shelter and lighting to contribute to increased activity and safety in the public realm	Existing
D. Development should provide human-scale buildings ensuring building envelopes allow adequate solar access and views, including ensuring significant views to natural features are protected	The proposed installation of the enclosed container kiosk will replace the existing non structural kiosk on this site, having minimal change to the scale and footprint of the existing area. The storeroom will be replaced with the

	new Cool room. Hence, there is no anticipated impact to the privacy of occupiers and users of other land. Furthermore the proposed works will not impact the solar access available to recreational users of the alpine resort.
E. Development should provide for year-round weather protection that reduces the impacts of wind and snow accumulation in winter and provides adequate shade in summer	The roof design of the purpose built enclosed container kiosk and the proposed new Coolroom are appropriately sloped, and direct accumulated snow to fall away from entrances while providing adequate shade in summer establishing safe entry and exit into buildings. This is an improvement from the existing open-sided café area.
F. Development should provide clearly defined and separate pedestrian and vehicle entries to minimise conflicts.	Existing
G. Development should allow for snow clearing and adequate interface with oversnow vehicles, where appropriate.	Existing

5.3.4 CHAPTER 13 TRANSPORT & INFRASTRUCTURE

Transport Network (13.1) Performance Criteria	
A. Transport infrastructure should integrate the public transport network with the existing road network by: i. ensuring public transport stops are strategically located and provide adequate all-weather shelter and accessibility. ii. minimising vehicle conflict with active transport and public transport routes	Existing
B. Development must provide operational access and egress for emergency services and occupants	Existing
C. Development should integrate active transport connections that promote movements between the Alpine resorts, where possible	Existing.
D. New development must provide and integrate new technologies, such as electric vehicle charging and electronic checkpoints, where possible	N/A as part of this application. However these facilities are available in Thredbo as part of the upgrade works being carried out within the Village.
Utilities, Services & Infrastructure Performance Criteria	
A. Development within the site must have access to water, wastewater, digital connectivity and telecommunications, energy and drainage infrastructure.	Complies
B. Utilities and services must be integrated with existing infrastructure and services, where possible.	Noted
C. Utilities and services should be integrated into road reserves, active transport corridors or the public domain, where possible.	Existing
D. Infrastructure and services must be designed to provide for the ultimate growth and development in Alpine Resorts.	Existing
E. Development should provide and integrate water cycle management and renewable energy solutions into the design of buildings and structures, where possible	Existing

5.3 OTHER APPROVALS RURAL FIRES ACT 1997

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

5.4 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (203)

5.4.1 OBJECTS OF THE EP&A ACT

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

4.15 – 1 (a) (i) the provisions of an environmental planning instrument
The applicable environmental planning instrument is State Environmental Planning Policy (Precincts—Regional) 2021.
4.15 – 1 (a) (ii) the provisions of any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)
None are applicable to the proposal.
4.15 – 1 (a) (iii) the provisions of any development control plan
None are applicable to the proposal.
4.15 – 1 (a) (iiia) the provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4
None are applicable to the proposal.
4.15 – 1 (a) (iv) the provisions of any Regulations (to the extent that they prescribe matters for the purposes of this paragraph)
None are applicable to the proposal.
4.15 – 1 (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality
<p>NATURAL ENVIRONMENT: The proposed works are not anticipated to have any negative impacts on the surrounding natural environment.</p> <p>BUILT ENVIRONMENT: The proposed addition of the Coffee Kiosk and Coolroom will improve the amenities of Avalanche Café Kiosk to ensure its longevity. The works will not involve any changes to the design, scale or footprint of the existing site. The proposal aims to retain the original alpine character and fabric of the Thredbo Village. Hence, the overall change to the built environment is considered of positive influence on the existing building and locality.</p> <p>SOCIAL AND ECONOMIC IMPACTS IN THE LOCALITY: The proposed works have been designed to minimise any amenity impacts on the neighbouring buildings, they are not expected to generate any negative social or economic issues</p>
4.15 – 1 (c) the suitability of the site for the development
<p>The proposed upgrade works will improve the amenity of the area, and are deemed as suitable for the subject site.</p> <p>The subject site is identified as being in bushfire prone land, and hence as outlined in <i>Planning for Bushfire Protection – PBP 2019</i> (NSW RFS 2019) is considered Special Fire Protection Purpose (SFPP) and is required to obtain a BFSA from the RFS under section 100B of the RF Act. See BHAR submitted as part of this application.</p>

4.15 – 1 (d) any submissions made in accordance with this Act or the regulations
The applicant has received permission from Kosciuszko Thredbo, the Head Lessee, for the proposed development. A copy of that letter is submitted as part of this application.
4.15 – 1 (e) the public interest
The development proposal satisfies the objectives of the State Environmental Planning Policy (Precincts—Regional) 2021 and is considered positive in terms of the public interest.

6.0 CONCLUSION

SUITABILITY OF THE SITE FOR DEVELOPMENT

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

Submissions Made in Accordance with the Act or regulations:

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

The Public Interest

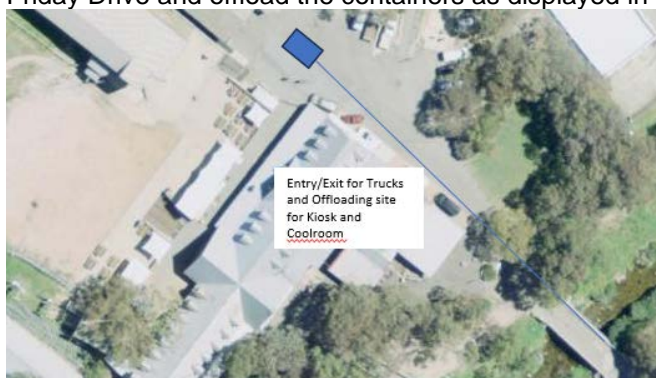
The proposal is in the public interest as:

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

7.0 SITE ENVIRONMENTAL MANAGEMENT PLAN (SEMP)

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

- No site clearing activity will occur through this project.
- No flow paths will be altered as a result of this development.
- Construction vehicles will park in the sites existing designated car parks.
- All construction materials will be stored in an appropriate location on site (to be determined by Kosciuszko Thredbo).
- The subject site must be temporarily fenced, roped or flagged to clearly define the construction area from no-go zones.
- Construction vehicles will enter the site via the existing site entry via the bridge from Friday Drive.
- Trucks delivering the containers will enter via the site the existing site entry via the bridge from Friday Drive and offload the containers as displayed in the below image.



DUST CONTROL

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

LITTER CONTROL

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

EMERGENCY PROCEDURES

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

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

NOISE CONTROL

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

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

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

FIRE SAFETY

- Access to fire and emergency equipment and exits must remain clear at all times
- Ignition sources such as cigarettes and matches must be disposed of safely
- Fire-fighting equipment must not be used for any other purpose
- Flammable materials must be stored in designated areas

FUELS & CHEMICALS

No fuel or chemicals will be stored onsite during construction.

Vehicles and machinery will only be fuelled at designated hard stand fuelling stations with spill kits and temporary bunding in place.

CHEMICAL SPILL PREVENTION AND CONTAINMENT

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

INDIGENOUS HERITAGE

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

WASTE MANAGEMENT

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

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

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

NOISE AND VIBRATION POLLUTION

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

AIR POLLUTION

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

TRAFFIC MANAGEMENT

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

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

SUBCONTRACTOR AND SUPPLIER MANAGEMENT

Subcontractor and Supplier Responsibilities

Subcontractors and suppliers are responsible for ensuring their workers and their subcontracted workers:

- Have the appropriate and applicable licences, tickets, qualifications, competencies to perform their work safely
- Understand the Site Rules,
- Understand the requirements and expectations outlined
- Have site specific and task specific PPE
- Understand and comply with SWMS to undertake their work task safely
- Have Standard Operating Procedures (SOP) for plant and equipment to be used on site
- Conduct inspections ensuring plant, equipment, tools and materials is fit for use and fit for purpose

APPENDIX I WATERFRONT LAND E-TOOL SEARCH RESULTS

Description or Reference

Please enter a description or reference number below for the property or watercourse you are going to assess. This will allow you to easily identify this assessment from any other assessments you undertake using the tool. *

Avalanche Cafe Thredbo

Back

Next

Clear form

Question 1 - Department of Planning and Environment—Water waterfront land maps

After answering the question, click next at the bottom of the screen.

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

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

Question 2a - Hydro Line spatial data map

Open the link provided below for the Hydro Line spatial data map and enter your property address.

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

☐ Yes
☒ No

Friday Dr, Thredbo, New Sc X

Show search results for Friday ...

Merritts Nature Track

>60m

Thredbo River

Friday Drive

20m

148.303 -36.503 Degrees

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

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

☐ Yes

☒ No

Question 2d - Lake or wetland

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

You can see some examples of lakes and wetlands below to help you decide.

☐ Yes - a lake

☐ Yes - a wetland

☒ No



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

Based on your answers, the result is :

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