



# Statement of Environmental Effects

Schuss Advanced Mountain Bike Trail

Thredbo Alpine Resort  
Kosciuszko National Park, NSW

July 2025

## Document Control

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A	9/12/2024	Draft	C.Chalk; J.Best	K.Delpit
0	19/12/2024	Final	C.Chalk; J.Best	K.Delpit
1	10/02/2025	References to Flora and Fauna Assessment updated	-	C.Chalk
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Project Number: 24012MO

Kosciuszko Thredbo Pty Ltd

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# 1 Introduction

This Statement of Environmental Effects (SEE) has been prepared to support the Development Application (DA) for the Schuss Advanced Mountain Bike (MTB) Trail – BD1, Thredbo Alpine Resort (hereinafter referred to as the Development).

## 1.1 Application details

Table 1: Application Details

Application Details	
Applicant	Kosciuszko Thredbo Pty Ltd (KT)
ABN	95 000 139 015
Applicant Address	1 Friday Drive, Thredbo NSW 2625
Development Address	Thredbo Alpine Resort, Kosciuszko National Park, 2 Friday Drive, Thredbo NSW 2625
Lot/Plan	876/DP1243112
Local Government Area (LGA)	Snowy Monaro Regional Council
Zoning	Zone C1 – National Parks and Nature Reserves
Planning Instrument	State Environmental Planning Policy (Precincts – Regional) 2021 (Precincts – Regional SEPP)
Integrated Development	Not applicable
Consent Authority	Department of Planning, House and Infrastructure
Previous approvals applicable to the site	DA 6114 (Stage 1A Trails)
Type of Development	Recreation infrastructure
Summary of works	<ul style="list-style-type: none"> <li>Vegetation clearing</li> <li>Construction of MTB trail, including earthworks and signage</li> <li>Site rehabilitation</li> </ul>

## 1.2 Supporting documentation

This application is supported by the documentation listed below.

Table 2: Supporting documentation

Document	Title/Description	Author/Prepared by	Date	Document Reference
Site Environmental Management Plan	Site Environmental Management Plan – Schuss BD1 Advanced Mountain Bike Trail	Kosciuszko Thredbo Pty Ltd	01/07/2025	Rev 0
Site Plan	Site Plan Proposed BD1 MTB Trail	Kosciuszko Thredbo Pty Ltd, BB	5/12/2024	Rev 4
Plan	Standard Signage Details	Kosciuszko Thredbo Pty Ltd	16/02/2022	Rev 1
Flora and Fauna Assessment	Schuss BD1 Advanced Mountain Bike Trail – Thredbo Alpine Resort – Flora and Fauna Assessment	Eco Logical Australia Pty Ltd	27 June 2025	Version 1
Rehabilitation Plan	Schuss Advanced MTB Trail – BD1 Detailed Rehabilitation and Monitoring Plan	Kosciuszko Thredbo Pty Ltd	02/05/2025	Rev 1

## **2 Site Context**

### **2.1 Location**

Thredbo Alpine Resort is located within the southern part of Kosciuszko National Park (KNP), approximately 35 km south-west of Jindabyne in the Snowy Monaro Regional Council LGA.

The Development site is located within the Thredbo Head Lease on Lot 876/DP1243112. The trail commences around the upper section of the Merritts Gondola lift line (also referred to as the “Schuss ski run”). The BD1 trail departs this general area, traversing the native vegetation and terminates at Friday Flat.’

### **2.2 Present and previous land uses**

Land uses within and adjacent to the site include lifting infrastructure, snowmaking infrastructure, ski runs, access tracks and roads, MTB trails and walking tracks.

### **2.3 Site contamination**

There are no known records of site contamination within the Development site.

### **2.4 Site description and suitability**

The Development site comprises a mix of disturbed and undisturbed vegetation. The site is considered suitable for the trail as it provides suitable gradients for an advanced trail and a range of natural technical features that can be incorporated into the trail.

### **2.5 Previous approvals applicable to the site**

The Development will traverse the voluntary offset area within the Merritts Gondola lift line approved under DA 6114 (Stage 1A Trails). A separate modified DA (Planning portal reference: PAN-496540) has been lodged to amend the offset.





Scale: 1:305,832

3 1.5 0 3 6 9 12 Kilometers

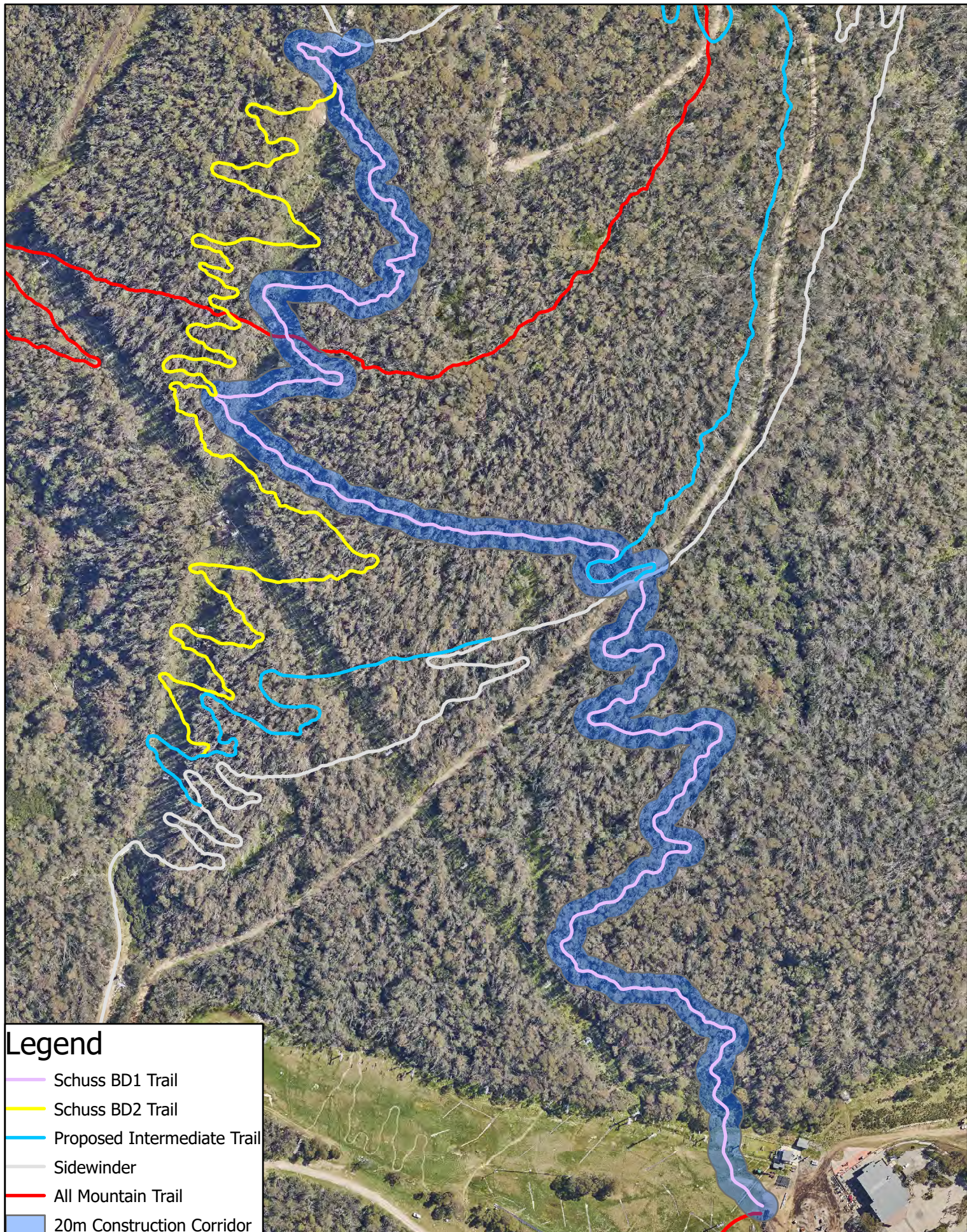
Map Projection: Universal Transverse Mercator  
Horizontal Datum: GDA 2020  
Grid: GDA 2020 MGA Zone 55



**FIGURE 1: REGIONAL SITE CONTEXT**

Revision: A  
Date: 7/06/2022  
Produced By: KO





**Legend**

- Schuss BD1 Trail
- Schuss BD2 Trail
- Proposed Intermediate Trail
- Sidewinder
- All Mountain Trail
- 20m Construction Corridor

<p>Scale: 1:3,100</p> <p>2010 0 20 40 60 80</p> <p>Map Projection: Universal Transverse Mercator Horizontal Datum: GDA 1994 Grid: GDA 1994 MGA Zone 55</p>	<p>N</p> <p><b>THREDBO</b></p>	<p><b>SITE PLAN</b></p> <p>Project: Proposed BD1 MTB Trail</p>	<p>Revision: 4</p> <p>Date: 5/12/2024</p> <p>Produced By: BB</p>
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## 3 Project Description

### 3.1 Background

Thredbo has long been associated with mountain biking in the Snowy Mountains region of NSW. As Australia's premier biking destination with lift accessed gravity trails, Thredbo has continued to attract both recreational and competitive mountain bikers to the resort since the early 1990s. Each year KT hosts a series of competitions and events, such as the Cannonball Mountain Bike Festival, Gravity Series and Australian Mountain Biking Interschools.

The current network comprises of mostly beginner and intermediate "flow style" trails with banked turns, rolling terrain and predictable surfaces. To diversify the trail network and enhance the guest experience, KT are planning to incorporate different styles of trails into the network, catering to a wider range of riders and their needs. As part of the future network planning, KT has recognised the need for additional advanced downhill graded trails to cater for more advance riders.

The existing black trail at Thredbo is the Cannonball downhill trail and with its popularity and the continuing improvement in rider ability, the addition of more advanced trails will create a more attractive network. The proposed trail will offer a hard, fast, and steep riding experience that will complement the surrounding trail network and offer an opportunity for riders to gain experience in black downhill graded trails.

### 3.2 Trail options analysis

A preliminary site assessment was undertaken by key Project personnel (i.e. Project Manager, MTB trail designers, Environmental Officer) to identify potential constraints (e.g. ecological and construction) of the proposed trail alignment and to allow for appropriate controls to be incorporated into the design. During this assessment stage, several walkthroughs of the proposed trail alignments were undertaken to ensure the trail objectives are met whilst minimising the impacts on the natural environment as much as practicable.

On Thursday 4<sup>th</sup> April 2024, four (4) representatives from DPHI and three (3) representatives from NPWS inspected Development site with the opportunity to provide feedback on the proposal.

### 3.3 Trail BD1

The BD1 trail starts below Merritts Gondola top station at an elevation of approximately 1650 m AHD, and terminates at Friday Flat at approximately 1370 m AHD. The trail crosses the Lower All-mountain trail below Gondola Tower 11, where riders can exit to the right and onto this trail if desired. The trail then continues east through the native vegetation towards the summer access road and Sidewinder, traversing the slope down to Friday Flat where it terminates. The trail is designed with a focus on speed and technical features using natural rock features, rock gardens and jumps, berms and series of switch backs. Site photos and reference points are provided in **Appendix A**.

### 3.4 Voluntary environmental offset considerations

In the upper section of the Merritts Gondola lift corridor (between towers 9-13), the trail traverses a voluntary offset area that was approved under DA 6114 (Stage 1A MTB Trails) (**Figure 3**). This offset was approved prior to the Biodiversity Offset Scheme (BOS) coming into effect, therefore not associated with offsetting obligations under the *Biodiversity Conservation Act 2016*.

The offset area is subject to a management regime, see extract in **Figure 4**. Full details of the offset requirements are outlined in the *Rehabilitation and Environmental Offset Plan, Stage 1A Mountain Bike Trails, Thredbo DA 6114, April 2015* (Stage 1A Offset Plan).

Kosciuszko Thredbo Pty Ltd  
Environmental Offset Plan for Stage 1A Thredbo Mountain Bike Trails Project  
Merritts Double Chairlift (Schuss Ski Run) Corridor: Native Heath Regeneration Area (Dec 2014)



Prepared for:



Prepared by:



Figure 3: Merritts Gondola lift line offset area (extract from Stage 1A Offset Plan)



### 2.3.1 Merritts Lift Line

A new management regime for the upper section of the Merritts lift line (as identified on the plan provided in Attachment 1) will be implemented to allow the heath vegetation to regenerate and recruit. The new management regime will preclude the current routine maintenance activity of slashing the heath vegetation on a bi-annual basis and will be replaced by a new management regime as follows:

The aim of the new management regime is to allow for native vegetation grow and recruit within this area to an approximate height of 500mm. The height of the vegetation in the area will be managed by cutting the vegetation using a combination of hand-held scrub cutters as and when required to maintain the 500mm height. This height has been determined to be the best compromise between operational requirements (they are located underneath a chairlift where pedestrian access may be required from time to time) and the requirement to allow cover for any fauna traversing the site.

There are no plans to include any proposed planting in this area and to simply let the area naturally recruit.

However, this does not preclude the potential to supplement the native vegetation in the future if it is shown during subsequent site inspections that there has been a significant decline in native vegetation cover.

*Figure 4: Merritts Gondola lift line offset requirements (extract from Stage 1A Offset Plan)*

A total of 156 m of trail is located within the offset area. At a 4 m maximum disturbance width, the disturbance will be 624 m<sup>2</sup> within the offset area.

A separate modified DA has been lodged (Planning portal reference: PAN-496540) to modify DA 6114. The modification is for the following:

A new offset area is proposed around the Alpine Coaster on the Lovers Leap ski run adjacent to the approved MTB 1C offset area. The offset will include the cessation of slashing (like-for-like offset), and the planting of 280 Snow Gums across the entire offset area (areas LL1 & LL2) as well as 230 native shrubs in the upper area of the offset (LL1) as per the attached plan.





**Legend**

- Alpine Coaster
- 4m Corridor Existing
- Offset Areas
- Proposed Offset

Scale: 1:472

6 3 0 6 12 18 24 Meters

Map Projection: Universal Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 2020 MGA Zone 55

N

**THREDBO**

**OFFSET AREAS**

Project: MTB Trails - BD1 & BD2

Revision: 2

Date: 03/10/2024

Produced By: BB



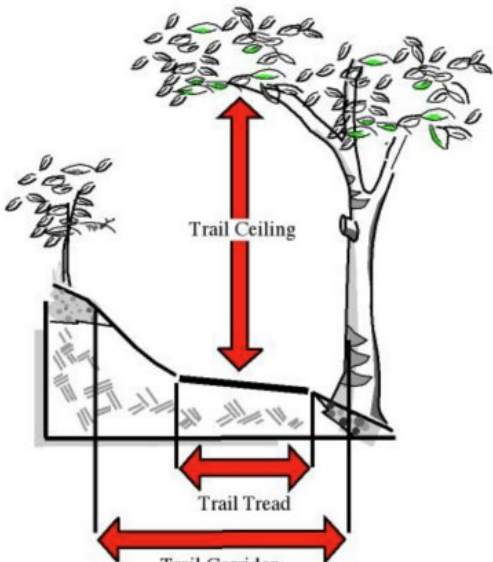
### 3.5 Trail design and construction

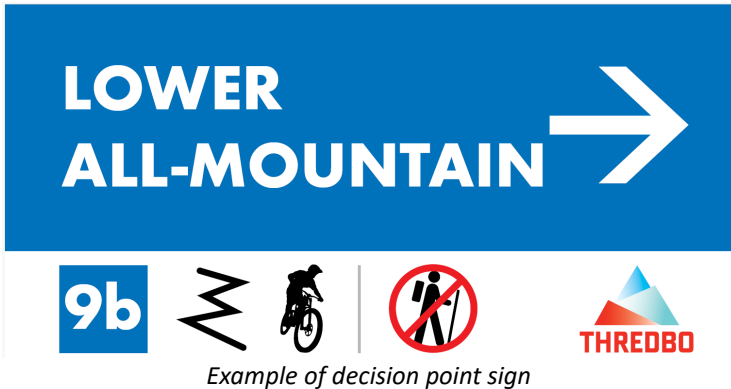

There are no fixed rules for designing and constructing trails. The following guidelines provide recommendations for trail design and construction that cater to a range of user groups, trail types and intended degree of difficulty. The design of trails is dependent upon various factors such as terrain (soil types, gradient of the land, natural features, vegetation etc.) safety of riders, user groups and style of trail (e.g. gravity, cross-country).

- IMBA Guidelines
- *Guidelines for trail planning, design and management: a toolkit for state and local government agencies, community groups and investors on how to plan, manage and market exceptional trail experiences* (TRC Tourism 2015)
- Australian Mountain Bike Trail Guidelines (AusCycling 2019)
- Design principles applied to the construction of existing trails within the resort, including: trails for everyone, recreation versus competition, one-way trails, trail difficulty ratings, trail names and minimise environmental impacts.

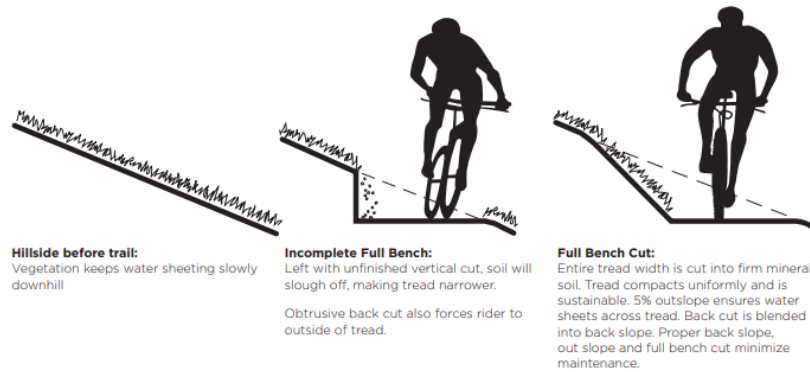

A summary of the key trail design and construction techniques are provided below.



Table 3: Trail design and construction techniques

Element	Details
<b>Trail type</b>	One-way (descending) – This design component is a key risk management technique to minimise the likelihood of head-on collisions between riders.
<b>Trail tread</b>	The tread refers to the actual surface of the trail upon which users travel. The width of the tread varies depending on the intended user, type of trail and proposed degree of difficulty. The trail surface will be predominately natural soil, with local crushed granodiorite used where required.
<b>Trail corridor</b>	<p>The trail corridor refers to the full dimensions of the trail, including the area on either side of the tread and the space overhead that needs to be cleared of brush and obstacles. IMBA suggests the trail corridor is generally double the width of the tread, dependent upon the slope. The greater the slope, the wider the corridor due to the extent of the upper and lower batters.</p>  <p><i>Example of trail corridor (Source: IMBA)</i></p>
<b>Natural Obstacles and Technical Trail Features (TTFs)</b>	The trail will incorporate TTFs (e.g. log roll, rock, stumps).


Element	Details
<b>Trail gradient</b>	Trail gradient to consider guideline recommendations applicable to the site, taking into account the landscape and topography.
<b>Trail signage</b>	<p>Trail signage is installed to clearly mark the trail, inform users of their responsibilities, aid in navigation and provide key information. Coordinated directional signage will be installed at relevant locations to direct riders from key public areas to the trail head. Generally, trail signage includes:</p> <p><i>Decision point signs</i></p> <p>Decision point signs generally comprise posts with information in relation to important departure and destination locations along the trail. Signs are generally 400 x 200 mm, on a 500 mm round post, 1,800 mm high. The signs generally include the following information:</p> <ul style="list-style-type: none"> <li>• trail name</li> <li>• arrow indicating direction of trail</li> <li>• trail number (reference to trail network map)</li> <li>• difficulty symbol e.g. blue for intermediate</li> <li>• trail type e.g. flow</li> <li>• trail user type e.g. bikes only, no walkers, adaptive bikes</li> <li>• trail network logo.</li> </ul> <div data-bbox="555 853 1289 1240" data-label="Image">  <p>Example of decision point sign</p> </div> <p><i>Waymarkers</i></p> <p>Waymarkers include symbols to guide trail users in the correct direction at points along the trail e.g. where a trail crosses a road or access track, where a new trail branches off from another trail, to signify the wrong direction of travel. Waymarker signs are generally 100 mm x 100 mm x 1200 mm high.</p> <div data-bbox="746 1469 1098 1935" data-label="Image">  <p>Example of Waymarker</p> </div> <p>A standard signage plan has been provided separately with this application.</p>





Element	Details
<b>Follow the contours</b>	The trail should be built on a side slope, aligned along the contours of the hillside. The most sustainable trails are those that have a low overall grade (<10 % or a one in 10 change in elevation) and frequent undulations, which will ensure water flows across and not along the trail.
<b>Partial or full bench-cut construction</b>	<p>Trails built on sloping ground require excavation to achieve a partial or full bench construction. Partial bench tread involves using some of the excavated soil to construct the downhill side of the tread. This technique is prone to slipping and is not recommended, except in specific circumstances in which it must be supported by a retaining wall. Full bench tread involves excavating down and into the hillside and puts the entire tread width on mineral soil, thereby maximising stability and minimising ongoing maintenance.</p>  <p><b>Hillside before trail:</b> Vegetation keeps water sheeting slowly downhill</p> <p><b>Incomplete Full Bench:</b> Left with unfinished vertical cut, soil will slough off, making tread narrower. Obtrusive back cut also forces rider to outside of tread.</p> <p><b>Full Bench Cut:</b> Entire tread width is cut into firm mineral soil. Tread compacts uniformly and is sustainable. 5% outslope ensures water sheets across tread. Back cut is blended into back slope. Proper back slope, out slope and full bench cut minimize maintenance.</p> <p><i>Example of benching (Source: IMBA 2001)</i></p>
<b>Outslope</b>	<p>A method of tread construction that leaves the outside edge of a hillside trail lower than the inside, in order to shed water in sheet flow. The trail should slope gently (no greater than 5 %) down towards the lower, outside edge. It is noted that completely outsloping trails will not provide enjoyable and safe trails.</p>  <p><i>Example of outsloping on trail</i></p>
<b>Rock armouring</b>	Rock / tread armouring is used to harden the trail to create an elevated trail tread above wet or soft terrain and to harden the trail tread against potential erosion from trail users. Although armouring hardens the trail tread, all the principles of sustainable trail design still apply as it is essential that water is prevented from following down or under that section of trail.

Element	Details
	 <p data-bbox="778 781 1070 808"><i>Example of rock armouring</i></p>
<b>Rolling grade and knicks</b>	<p data-bbox="392 815 1458 943">A knick is a shaved down section of trail, semicircular in shape and about 3 m in diameter, with the centre of the knick outsloped at about 15 % to draw the water off the trail. Rolling grade dips build on the knick feature. The knick is built and followed by a long gentle soil ramp. Rolling grade dips require little maintenance and create effective drainage (AusCycling 2019).</p>
<b>Drainage crossings</b>	<p data-bbox="392 949 1458 1043">Drainage crossings are a critical element of trail design and construction in areas which may have the greatest impact on water quality and the site where water has the greatest potential to damage the trail.</p> <p data-bbox="392 1077 1458 1171">Where minor drainage crossings are required, low level platforms will be constructed, similar to the structures used on the All-Mountain Trail as well as the TVT, which have been constructed from steel frames with fibre-glass mesh on top.</p> <p data-bbox="392 1205 1458 1335">Drainage crossings will be low profile and located close to the ground, and therefore handrails are unlikely required. However, if handrails are required, the steel posts will be pile driven (to refusal) for each section of the fibreglass mesh tread and bearers be installed with the fibreglass mesh on top.</p>  <p data-bbox="812 1897 1037 1924"><i>Example of drainage</i></p>



Element	Details
<b>Half rule</b>	<p>A trail's grade shouldn't exceed half the grade of the sideslope (e.g. if the gradient of the side slope is 20 %, the maximum allowable trail gradient would be 10 %). This will assist the sheeting of water across the trail. If the trail grade is steeper than half the grade of the side-slope, it is considered a fall-line trail (IMBA 2012).</p>  <p><i>Example of half rule</i></p>
<b>10 % rule – average trail grade guideline</b>	Generally, an average trail grade of 10 % or less is the most sustainable (IMBA 2012).
<b>Trail demarcation and anchors</b>	<p>Marking trail boundaries with rocks or vegetation to discourage users from cutting corners or from the desired path. Trail users will often cut corners through turns or around technical trail features. This can negatively affect the sustainability of a trail. Demarcation or anchors are a subtle way of keeping riders on the intended line. This is achieved by placing natural elements such as existing vegetation, rocks, logs or other natural landform or onsite materials. Strategically selected and placed demarcations or anchors prevent trail widening and can offer a more advanced features for more experienced riders (AusCycling 2019). This technique is only possible in vegetated areas and not on disturbed ski runs as no natural anchors or demarcation is available.</p>
<b>Trail flow</b>	<p>Correct trail flow manages the riders speed and momentum through trail design and construction. Consistent flow can minimise soil disturbance and displacement by reducing the need for users to exert more downwards or sideways force to stay on the trail. The goal of this element of trail design is to avoid abrupt changes and corners that are likely to make riders brake excessively or skid, which can result in braking bumps and trail widening.</p>
<b>Grade reversals</b>	<p>A reverse in the trail grade, usually a short dip followed by a rise, creating a small watershed and forcing the water off the trail. Grade reversals make trails more enjoyable and provide excellent drainage solutions. A grade reversal is the change in trail tread grade from up to down as the trail moves across the side slope. Grade reversals allow water to leave the trail at the low point of the grade reversal, before it can gain enough speed and volume to cause erosion. Grade reversals divide the trail into continuous small watersheds. This means the drainage feature of one part of the trail won't affect another section, which reduces erosion (AusCycling 2019).</p>

Element	Details
	 <p data-bbox="778 766 1070 792"><i>Example of grade reversals</i></p>
<b>Berms</b>	<p data-bbox="395 804 1457 927">A bermed corner has a banked outer edge that runs the entire length of the corner, allowing the rider to maintain a faster speed. Berms improve trail flow and reduce soil movement on corners. Berms help riders maintain speed without sliding out of the turn. Berms in conjunction with effective grade reversals provide effective drainage outlets.</p>  <p data-bbox="831 1413 1018 1435"><i>Example of Berm</i></p>



### 3.5.1 Environmental offset considerations

## 3.6 Disturbance

The approximate disturbance for the Development is provided below:

<b>Trail length</b>	1740 m
<b>Trail tread</b>	900-1200 mm
<b>Trail corridor</b>	4 m maximum
<b>Construction corridor</b>	The construction corridor will be 10 m either side of the approved alignment. The flexible construction corridor is to enable trail builders to respond to any unforeseen circumstances that may occur on site particularly in relation to environmental constraints where it may be more appropriate to go around an object rather than remove it, and to allow greater flexibility to meet relevant adaptive trail design requirements.
<b>Initial disturbance to native vegetation</b>	0.654 ha, refer to the Flora and Fauna Assessment (ELA 2025) for details.

## 3.7 Project timing

Construction is planned to commence in October 2025 during the summer construction period.

## 3.8 Operational details

The opening of the trail is planned for summer 2025/26. The trail will be operational during the Thredbo Mountain biking season (generally end of November to end of April each year).

During operation, ongoing monitoring and maintenance of the trail is critical to ensure effective and sustainable trail management. A maintenance and monitoring program will be implemented as part of the overarching Thredbo Mountain Bike Trail Management Plan. The plan sets out the management requirements and guides the maintenance works required to sustainably manage the Thredbo MTB Trail Network, as well as the monitoring and reporting requirements to effectively monitor the environmental condition of trails and their impact on the surrounding environment.

# 4 Legislation and Statutory Framework

## 4.1 Commonwealth legislation

### 4.1.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legal framework to protect and manage nationally and internationally important aspects of the Australian environment. The EPBC Act is administered by the Department of Climate Change, Energy, the Environment and Water (DCCEEW). Under Part 3 of the EPBC Act, a person must not undertake an action (e.g. a development) that will have, or is likely to have, a significant impact on a protected matter (MNES), without approval from the Australian Government Minister for the Environment.

MNES that may occur, or relate to the search area (within a 5 km buffer) are provided in the EPBC Act Protected Matters Report within the appendices. An assessment of EPBC Act considerations and potential impacts is provided below.

Table 4: EPBC Act Considerations

EPBC Act Considerations	Comment
MNES – World Heritage Properties	Not applicable
MNES – National Heritage Places	No impact on the Australian Alps National Parks and Reserves
MNES – Wetlands of International Importance	No impact
MNES – Great Barrier Reef Marine Park	Not applicable
MNES – Commonwealth Marine Area	Not applicable
MNES – Listed Threatened Ecological Communities	The Flora and Fauna Assessment (ELA 2025) concluded the Development is unlikely to result in any significant impacts to these species.
MNES – Listed Threatened Species	
MNES – Listed Migratory Species	
Commonwealth Land	No impact

An EPBC Act referral to the Commonwealth Environment Minister is not recommended as the Development is unlikely to have a significant impact on any MNES or Commonwealth land.

## 4.2 State legislation

### 4.2.1 Environmental Planning and Assessment Act 1979

Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act) outlines matters that the consent authority is to take into consideration when determining a DA. A review of the Development against these provisions is provided below.

Table 5: EP&A Act, Section 4.15 (1) Matters for consideration

EP&A Act, Section 4.15 – matters for consideration	Comment
(a) (i) any environmental planning instrument	The Precincts – Regional SEPP is the only environmental planning instrument which applies to the site for this proposal. Refer to assessment in the next section.
(ii) any proposed instrument	Not applicable. There are no draft Environmental Planning Instruments that are applicable to the Development.
(iii) any development control plan	Not applicable. There are currently no development control plans applicable to the site.
(iiia) any planning agreement	Not applicable. There are no planning agreements applicable to Thredbo under the Precincts – Regional SEPP.
(iv) the regulations	The DA and supporting information has been prepared in accordance with the relevant requirements of the EP&A Regulation.
(b) the likely impacts of that development	The likely impacts of the Development on the natural and built environment, and social and economic impacts in the locality have been assessed in this document.
(c) the suitability of the site for the development	The site suitability has been addressed in this document.
(d) any submissions made in accordance with this Act or the regulations	Consideration will be given to submissions made.
(e) the public interest	The Development is considered to be within the public interest as it will enhance Thredbo's trail network and contribute to summer tourism.



## 4.2.2 Biodiversity Conservation Act 2016

The purpose of the *Biodiversity Conservation Act 2016* (BC Act) is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ESD.

The *Biodiversity Conservation Regulation 2017* (BC Regulation) sets out threshold levels for when the BOS will be triggered, see below.

Table 6: BC Regulation BOS Triggers

BOS Trigger	Comment
whether the amount of native vegetation being cleared exceeds the area threshold	Given the site is zoned C1 – National Park under the Snowy River Local Environmental Plan 2013, there is no minimum lot size. Therefore, the lot size allows for clearing up to 1 ha.  The proposed clearing is below 1 ha, therefore area clearing threshold is not triggered.
whether the impacts occur on an area mapped on the Biodiversity Values Map (BVM) published by the Minister for Environment	The Development will not occur in any BVM areas.
the ‘test of significance’ in section 7.3 of the BC Act identifies that the development or activity is likely to significantly effect threatened species or ecological communities, or their habitats	The Development is unlikely to significantly affect threatened species or ecological communities or their habitats, refer to <b>Appendix C</b> .
the works are carried out on a declared area of outstanding biodiversity value	Not applicable.

## 4.2.3 State Environmental Planning Policy (Precincts – Regional) 2021

Development in the NSW alpine resort areas are subject to the provisions in Chapter 4 of the *Statement Environmental Planning Policy (Precincts -Regional) 2021* (Precincts – Regional SEPP). Consideration of the relevant provisions to the Development is provided below.

Table 7: Precincts – Regional SEPP, Chapter 4 Considerations

Precinct- Regional SEPP, Chapter 4	Comment
Section 4.2 Land to which Chapter applies	Thredbo Alpine Resort is listed as one of the Alpine Subregions on the <i>State Environmental Planning Policy (Precincts – Regional 2021 Thredbo Alpine Resort Map</i> referenced in Section 4.2.
Section 4.7 Land Use Table	The Development is recreation infrastructure which is a permissible use in the Land Use table, and therefore permitted development in Thredbo.
Section 4.9 Demolition	Not applicable
Section 4.10 Temporary use of land	Not applicable
Section 4.21 Heritage Conservation	The Development will not impact upon any heritage items or Aboriginal heritage items or places.
Section 4.24 Flood planning	The site is not located in a flood planning area and is not subject to flooding.
Section 4.25 Earthworks (3)(a) the likely disruption of, or adverse impact on, drainage patterns and soil stability in the locality of the development,	The trail will be constructed utilising sustainable trail building techniques and temporary environmental controls will be implemented during construction in accordance with the <i>Site Environmental Management Plan, Schuss Advanced Mountain Bike</i>

Precinct- Regional SEPP, Chapter 4	Comment
	<i>Trail – BD1</i> (KT 2025) (SEMP) to mitigate potential water quality and erosion impacts. As such, the Development is unlikely to adversely impact on drainage patterns and soil stability.
(b) the effect of the development on the likely future use or redevelopment of the land,	The Development will not impact upon the redevelopment of the site.
(c) the quality of the fill or the soil to be excavated, or both,	The excavated material will be reused onsite. The quality of the material is not expected to change.
(d) the effect of the development on the existing and likely amenity of adjoining properties,	The majority of adjoining land comprises of ski slopes, lifting infrastructure and mountain bike trails, therefore the Development is not expected to impact on amenity of adjoining properties.
(e) the source of any fill material and the destination of any excavated material,	No fill material is proposed. In the event fill material is required, it will be sourced in accordance with the requirements outlined in the SEMP.
(f) the likelihood of disturbing relics,	Unlikely, refer to <b>Section 5.10</b> .
(g) the proximity to, and potential for adverse impacts on, a waterway, drinking water catchment or environmentally sensitive area,	Impacts unlikely, refer <b>Section 5.2</b> .
(h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.	The trail will be constructed utilising sustainable trail building techniques. Appropriate temporary measures will be implemented during construction to mitigate and manage potential impacts on the environment.
Section 4.26 Master plans	The Snowy SAP Master Plan is applicable to the site.
Section 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,	The Development is consistent with the objectives of Section 4.1, as demonstrated in this report.
(c) a conservation agreement under the Environment Protection and Biodiversity Conservation Act 1999 of the Commonwealth that applies to the land,	Not applicable.
(d) the Geotechnical Policy —Kosciuszko Alpine Resorts published by the Department in November 2003,	Refer <b>Section 5.1</b> .
(2) In deciding whether to grant development consent to development in the Alpine Region, the consent authority must consider— (a) a master plan approved by the Minister under section 4.26 that applies to the land, or (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.	The Development is consistent with the Snowy SAP Master Plan.
Section 4.29 Consideration of environmental, geotechnical and other matters	-
(1) (a) measures proposed to address geotechnical issues relating to the development,	No measures proposed to address geotechnical issues, refer <b>Section 5.1</b> .
(b) the extent to which the development will achieve an appropriate balance between— (i) the conservation of the natural environment, and	The Development does not require any measures to mitigate environmental hazards that would impact on the conservation of the natural environment.

Precinct- Regional SEPP, Chapter 4	Comment
(ii) taking measures to mitigate environmental hazards, including geotechnical hazards, bush fires and flooding,	
(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,	The Development is not visible from the Main Range Management Unit. Visual impacts considered acceptable within the context of the site and surrounds.
(d) the cumulative impacts of development and resource use on the environment of the Alpine Subregion in which the development is carried out,	The impacts of the Development are addressed in <b>Section 5</b> . With the implementation of appropriate environmental controls during construction and operation, the Development is not anticipated to result in any significant adverse impacts on environmental values of the site and surrounds.
(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,	The Development will not impact upon the capacity of existing infrastructure and services for transport to deal with additional usage generated by the Development.
(f) the capacity of existing waste or resource management facilities to deal with additional waste generated by the development, including in peak periods.	The Development will not impact upon the capacity of existing waste or resource management facilities.
(2) For development involving earthworks or stormwater draining works, the consent authority must also consider measures to mitigate adverse impacts associated with the works.	Earthworks are proposed. Drainage, erosion and sediment control measures will be implemented during construction in accordance with the SEMP to mitigate potential adverse impacts associated with earthworks. The trail will be constructed using sustainable trail building techniques.
(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 Development will not alter the alpine resort character. The Development will contribute to sustainable year-round recreational opportunities.
Section 4.30 Kosciuszko National Park Plan of Management	The Development is not inconsistent with the Kosciuszko National Park Plan of Management.



#### 4.2.4 Integrated development

Integrated development requires development consent and one or more of the approvals outlined in Section 4.46 of the EP&A Act. A review of the *Development referrals guideline* (DPIE 2021) has been undertaken to inform this Application. The Development is not integrated development requiring any of the approvals listed below.

Table 8: Integrated Development Considerations

Act	Trigger	Approval/Permit	Applicable (yes/no)
Water Management Act 2000	Works within waterfront land	Controlled Activity Approval	No
Rural Fires Act 1997	Bush Fire Prone Land; subdivision of land that could lawfully be used for residential or rural residential purposes or development of land for special fire protection purposes	Section 100B, Bush Fire Safety Authority	No
National Parks and Wildlife Act 1974	Harming an Aboriginal object or declared Aboriginal place	Aboriginal Heritage Impact Permit	No
Fisheries Management Act 1994	activities involving dredging and reclamation work; activities temporarily or permanently obstructing fish passage; using explosives and other dangerous substances; harming marine vegetation.	Part 7 Fisheries Management Act Permit	No

### 4.3 Plans

#### 4.3.1 South East and Tablelands Regional Plan 2036

The *South East and Tablelands Regional Plan 2036* (Regional Plan) describes the vision, goals and actions that will deliver greater prosperity for those who live, work and visit the region. The Regional Plan promotes well planned, efficient and sustainable development that complements the area's natural and cultural values. In relation to the NSW Alpine Resorts, the Regional Plan seeks to promote year-round alpine tourism opportunities that will strengthen long-term resilience.

The Development will allow Thredbo to continue to meet the demands of the growing mountain biking community visiting the resort, which will contribute to continued visitation to the NSW ski resorts during the summer period.

#### 4.3.2 Snowy Mountains Special Activation Precinct Master Plan 2022

The Snowy Mountains Special Activation Precinct Master Plan 2022 (Snowy SAP Master Plan) applies to the NSW Alpine Resort Areas, including Thredbo. The Master Plan seeks to facilitate a safe and sustainable increase in the amount and range of year-round recreation and accommodation offerings in anticipation of a future decline in snow-based recreation due to climate change and to address a sharply seasonal visitation profile (NSW Government, p.12).

The Development will allow Thredbo to diversify its recreational offerings, and continue to meet the demands of the growing mountain biking community visiting the resort through the provision of new recreational infrastructure.

#### 4.3.3 Kosciuszko National Park Cycling Strategy 2017

The *Kosciuszko National Park Cycling Strategy* (OEH 2017) (KNP Cycling Strategy) was prepared for the management of cycling (on-road and off-road) within KNP. As demonstrated in subsequent sections, the Development will enhance the recreational and social values of KNP, whilst minimising potential impacts to the natural environment, therefore is considered consistent with the KNP Cycling Strategy.

## 5 Impact Assessment

The assessment for the development consisted of a desktop review of publicly available data sources. A preliminary site assessment was undertaken by KT Project personnel and various technical consultants to validate the desktop assessment results, inform the design process and ensure appropriate environmental controls are implemented to avoid, mitigate and/or management potential impacts on environmental and cultural values.

### 5.1 Geotechnical

A review of the Geotechnical Policy Kosciuszko Alpine Resorts (DIPNR 2003) was undertaken to inform the planning of this Development. The site is partially located within the designated “G” on the accompanying geotechnical maps for the Kosciuszko Alpine Resort areas (**Figure 6**).

The Development will comprise minor earthworks, not involving excavation or fill in excess of one metre in vertical height and no structures are proposed, therefore in accordance with Section 3.1 of the Geotechnical Policy a geotechnical report is not required. Trail stability is managed through the implementation of sustainable trail construction principles. No further assessment of geotechnical matters is required.

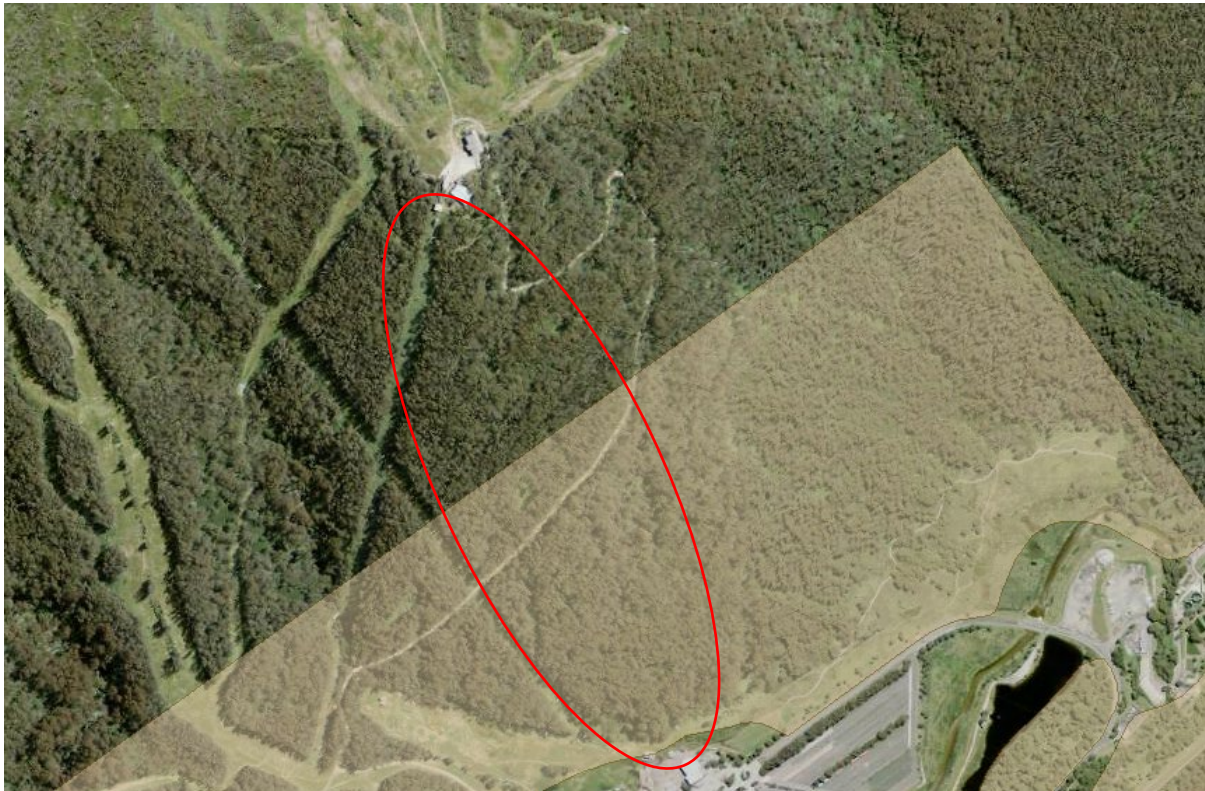


Figure 6: Geotechnical policy mapped areas (NSW Planning Spatial Viewer 2024)



## 5.2 Soil and water

The Development will be constructed to effectively manage erosion and run-off in accordance with sustainable trail design concepts and construction techniques such as rolling contours, outslope, the half rule and 10% average guideline and use of frequent grade reversals to minimise erosion and soil stability risks. Where areas of disturbance do not form part of the final trail alignment, they will be stabilised and/or revegetated in accordance with the rehabilitation and monitoring which will assist in achieving an erosion resistant state.

The Development is not located within 40 m of any watercourses (waterfront land). The nearest point of the trail is more than 100 m from a defined watercourse (refer **Figure 7**). The hydroline spatial data shows a watercourse through the middle of Friday Flat. This drainage line was diverted in the 1980s when Friday Flat was first developed. The diversion resulted in the drainage line being diverted around the ski slope area (approximately halfway down the slope), below the Easy Does It Quad lift (to the north-north-east) into a network of underground pipes, including several inlets/drains. No further assessment is required.



Figure 7: Waterfront land review (Source: NSW Hydroline spatial data; Alpine SEPP DoP 2006 superseded map)

## 5.3 Biodiversity

The Flora and Fauna Assessment (ELA 2025) (**Appendix C**) concluded:

- The Development is unlikely to have a significant effect on threatened species, populations or ecological communities or their habitats.
- The Development is unlikely to have a significant impact on MNES or Commonwealth land, and a referral to the Commonwealth Environment Minister is not necessary.



## 5.4 Socio-economic

KT have been developing mountain bike trails within the resort since the 1990s. Consequently, the level of understanding of the existing landscape and industry will ensure that the trails are designed and constructed to comply with best practice environmentally trail design principles; and provides targeted mountain biking objectives and difficulty with consideration of the natural, social and operational setting.

Whilst the Development will result in ongoing trail maintenance costs, the economic impacts will be largely positive as the trail will contribute to improved economic stability for the resort through the provision of an enhanced trail network which will cater to a broader range of mountain bikers and boost summer visitation. The Development will also provide construction and ongoing operational jobs. The Development is therefore considered to be within the public interest.

## 5.5 Visual impacts

The site and surrounds comprise native vegetation, lifting infrastructure, ski runs and associated infrastructure, MTB trails and access tracks. Parts of the trail will be visible from the Merritts Gondola above. The tread of the trail is shaped using natural materials (rocks and soil) to provide features that blend within the existing landscape. The Development will not alter the character of the resort as it will form part of the Thredbo trail network.

## 5.6 Air quality

Dust can be a nuisance and decrease the amenity value of an area. Dust may be generated during construction from activities such as vegetation clearing, earthworks and vehicle movements. There are no sensitive receptors located within the locality. With the implementation of appropriate controls during construction, potential impacts can be mitigated.

## 5.7 Noise

There are no sensitive land uses within close proximity of the site. It is proposed construction hours of works will be undertaken during standard working hours. This includes 7:00am – 6:00pm Monday to Friday, 8:00am – 1:00pm Saturdays, and no work on Sundays or public holidays. Out-of-hours works are not anticipated. With the implementation of appropriate controls, potential noise impacts can be mitigated.

## 5.8 Access and traffic

The Development traverses the Lower All-mountain, Sidewinder and links onto the proposed Merritts Intermediate Trail (subject to development approval). Temporary closures of these trails may be required during construction. All closures will be managed in accordance with the SEMP.

## 5.9 Heritage

The Development will not impact on any heritage items or places listed in Schedule 4 (Heritage Items – Chapter 4) of the Precincts – Regional SEPP.

## 5.10 Aboriginal cultural heritage

To establish due diligence for the Development, an assessment against the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW 2010) is provided below.

Table 9: Aboriginal Cultural Heritage Due Diligence Process

Due Diligence Process	Comment
1. Will the activity disturb the ground surface or any culturally modified trees?	The Development will result in ground disturbance. No cultural modified trees were identified within the site.
2. Are there any: a) relevant confirmed site records or other associated landscape feature information on AHIMS? And/or b) any other sources of information of which a person is already aware? And/or	No confirmed records are located within the Development site, refer to <b>Appendix B</b> for the AHIMS search results.  Several historical independent assessments have been undertaken within the resort. All studies provide an indication that the ski slope areas have low archaeological potential due to the level of disturbance associated with the previous ski slope work. The studies also concluded that given the steepness and exposed aspect/lack of sheltering tors, the ski slopes are unlikely to have been favourable campsite locations (NGH Environmental 2017; Past Traces Heritage Consultants 2017; Iron Bark Heritage 2013; URS Australia 2004, 2005).  Past Traces (2018) undertook a Due Diligence Assessment for the replacement of Merritts chairlift in 2018 which is relevant to the site locality. The site assessment confirmed the mid slopes hold low potential for unrecorded heritage sites or subsurface deposits based on modelling for the region. Previous construction works in the locality associated with lifting infrastructure, mountain bike trails, access tracks and snowmaking infrastructure have removed and/or impacted on top and sub soils (Past Traces 2018).
c) landscape features that are likely to indicate presence of Aboriginal objects?	There are no landscape features within the Development site that would indicate the presence of Aboriginal objects. The site is generally steep with exposed aspects. Parts of the site have been previously disturbed through earthworks associated with installation of the Merritts Gondola infrastructure, construction of access tracks and MTB trails in the locality.  It is considered the Development has low potential to impact on unrecorded Aboriginal objects or sites. There is no requirement to move onto Steps 3 and 4.
3. Can harm to Aboriginal objects listed on AHIMS or identified by other sources of information and/or can the carrying out of the activity at the relevant landscape features be avoided?	Not applicable.
4. Does a desktop assessment and visual inspection confirm that there are Aboriginal objects or that they are likely?	

The assessment concludes an AHIP is not necessary. The works may proceed with caution. Where unexpected items of potential archaeological, built, or Aboriginal cultural heritage significance are discovered, construction staff/contractors to follow the 'Unexpected Finds Procedure' outlined in the SEMP.

## 5.11 Waste management

The Development is expected to generate minimal waste. Storage and disposal of construction waste will be managed in accordance with the SEMP.

## 6 Conclusion

This application is seeking development approval for the construction of a mountain bike trail within Thredbo Alpine Resort. In accordance with the requirements of the EP&A Act, EP&A Regulations and Precincts – Regional SEPP, this SEE has assessed the potential impacts of the Development on the human, built and natural environment of the subject site and surrounds. With the implementation of appropriate controls during construction and operation, the environmental impacts of the Development are considered acceptable.

The Development is considered to be within the public interest as it will enhance Thredbo's trail network and contribute to summer tourism.

## 7 References

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## **8 Appendices**

### **Appendix A Trail Description and Photo Reference Points**

## **Appendix B Desktop Search Results**



## **Appendix C Flora and Fauna Assessment**