



Selwyn Snow Resort Pty Ltd

ABN 69 608 990 503

Level 1, 17 Town Centre, Jindabyne NSW 2627

Alpine Resorts Team
Department of Planning, Housing and Infrastructure
Shop 5A, 19 Snowy River Avenue
Jindabyne NSW 2627

To whom it may Concern,

Modification to DA22/5248 & MOD 24/5111 (DA No. 22/5248 Mod 1) – Construction of Wastewater Treatment Plant

Lot 1, DP1297678 (Formerly known as Lot 36, DP 46316)

Further to our various discussions with the Department regarding DA22/5248, Selwyn Snow Resort Pty Ltd (SSR) requests the modification of the 'G' series Consent Conditions as outlined below.

We ask the Department to accept this as a *Statement of Environmental Effects* to support the Modification of the Conditions of Consent. The purpose of the modifications is to correct the 'Winter' season dates referenced in the 'G' series conditions.

Consistent with Section 4.55 (1A) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*, SSR confirm that:

- The proposed modifications are primarily administrative in nature and therefore of minimal environmental impact; and
- The development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted.

In accordance with Section 4.55 (3) of the *EP&A Act*, SSR understand that the Department must take into consideration such of the matters referred to in Section 4.15(1) as are of relevance to the development. As per the requirements under Section 4.15 (1), SSR note the proposed modifications are consistent with the provisions of Chapter 4 of the *State Environmental Planning Policy (Precincts—Regional) 2021*.

The preparation of this Modification Application is consistent with the requirements outlined in Section 100 of the *EP&A Act*.

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Proposed modification to the consent wording is indicated in red as follows:

G.2 Reversing into site (~~2024 only~~ 2025 only)

- (a) Reversing of vehicles along the NPWS service track from Kings Cross Road to the STP site is approved for the period June to October ~~2024~~ 2025 only.
- (b) An operational traffic management plan for heavy vehicle movements between Kings Cross Road and the STP must be prepared; and be submitted to and endorsed by NPWS prior to STP operations commencing.

A copy of the endorsed plan must be provided to the Department.

G.3 Vehicle turning area and STP roof (~~prior to winter 2023-2025~~ prior to winter 2026)

- (a) The vehicle turning / parking area to the east of the STP must be constructed prior to winter ~~2023-2025~~ 2026 to ensure that forward entry and exit of Kings Cross Road is achievable for all vehicles.
- (b) The stormwater line between the Resort Operations Centre and the NPWS service track and any other underground services must be relocated to the south east so that they are not impacted by the excavation for the turning area.
- (c) **The STP roof must be constructed prior to winter 2025 2026 to minimise impacts to infrastructure from weather, snow load and corrosion.**

G.4 NPWS services track "Selwyn Trail" upgrading and ongoing maintenance plan (~~prior to winter 2023-2025~~ 2026)

This condition only relates to the part of the NPWS services track from Kings Cross Road up to and including any part of the track associated with the heavy rigid vehicle turning area and any part of the track further to the east that Selwyn Snow Resort proposes to clear of snow.

- (a) The NPWS services track must be upgraded to an appropriate standard prior to winter ~~2023 2025-2026~~. This will include consideration of a suitable increased width, suitable finished surface material, clearances for above ground infrastructures and protection of underground service installation from heavy vehicles.
- (b) An upgrade plan and ongoing maintenance schedule must be prepared; **and be submitted to and endorsed by NPWS. in consultation with the NPWS; and be submitted to and approved by the Secretary or nominee.**
- (c) The upgrades contained in the plan must be implemented prior to winter ~~2023-2025~~ 2026.
- (d) The track shall be maintained **at all times** in accordance with the **approved** schedule.

Commentary

Need for Offsite Tankering

SSR holds an approved *Development Application* (DA23/2747) for the beneficial reuse of recycled water generated by the Sewage Treatment Plant (STP). Although the system has been operational for only one season, it has demonstrated its capability to recycle treated effluent for use in toilets and the snowmaking system. This process significantly reduces the need for offsite wastewater disposal. Further improvements for this season which SSR expects to further reduce the need for offsite tankering include:

- A re-run of the dilution model utilising the actual surveyed quarry volume confirming that all three scenarios (A1, A2 and A3) contemplated in the dilution study now have all parameters falling within natural variability (previously A3 had two parameters outside of natural variability). A request has been submitted with the EPA for support to increase dilution to the

A3 level as original contemplated in the dilution study, this will allow further holding capacity in busy periods and periods without snowmaking temperatures.

- SSR has secured a full-time, highly experienced wastewater plant operator for the 2025 season. With 17 years of expertise in operating water and wastewater treatment facilities.

SSR is confident in achieving enhanced operational outcomes in the 2025 season and materially reduced need for off-site tankering.

STP Roof Structure and Turning Circle

While SSR has made a deposit for the STP roof structure, neither the roof structure nor the turning circle progressed during the summer of 2024/25. This delay is primarily attributed to constrained cash flow across the broader Group. The major contributing factor was the catastrophic fire at the Charlotte Pass Sewage Treatment Plant, which was uninsured. The incident resulted in a financial burden of approximately \$2.5 million to demolish, make safe, and install a new packaged plant in order to be able to operate for the 2024 season.

This challenge compounded existing financial pressures stemming from two underwhelming seasons at Selwyn following its reopening after reconstruction. The 2023 Selwyn season lasted only five weeks, while the Selwyn and Charlotte Pass seasons in 2024 were only 10 weeks (Charlotte Pass opened late due to the STP fire). Cash reserves had not yet recovered from the Selwyn rebuild, which exceeded \$15 million in costs beyond what insurance proceeds covered.

Cost Estimates for the proposed works:

The estimated costs for the proposed modifications are as follows:

- **STP Roof Structure:** \$150,000 (including installation)
- **Turning Circle:** A quote is pending, but as a substantial civil works project and based off recent similar civil works conducted at the Charlotte Pass STP, it is anticipated to cost between \$250,000 and \$350,000.

Overall, the total costs for these works could reach up to \$500,000. Given the financial context outlined above, the Group was not in a position to undertake these expenditures in the summer of 2024/25.

Yours Sincerely,

Lachlan Blyton-Gray
Chief Operating Officer
Blyton Group

Tuesday 29th April 2025