Mark Brown	NSW Planning, Industry & Environment
Senior Planner	Issued under the Environmental Planning and Assessment Act 1979
Department of Planning, Industry & Environment Alpine Resorts Team	Approved Application No DA 10115
Shop 5A, Snowy River Ave	Granted on the 9 September 2021
Jindabyne NSW 2627	Signed MB
Dear Mark,	Sheet No 10 of 63

Re: Development Application 10115 for the Replacement of the Mount Perisher Double and Triple Chairlifts with a Six-Seater Chairlift, Mount Perisher, Perisher Ski Resort

Dabyne Planning Pty Ltd has been engaged to prepare a response on behalf of Perisher Ski Resort in relation to the above Development Application. A response to the Department of Planning, Industry and Environment email dated 14 January 2020 is provided in Attachment A, with a response to the National Parks & Wildlife Service (NPWS) letter dated 27 February 2020 is provided in Attachment B.

This response includes the following revised and additional information:

- Revised DA Plans including fauna crossings & excavation detail
- Response to NPWS Letter from Eco Logical Australia
- Shadow Diagrams of the Top Station building in relation to Guthega Skinks
- Revised Geotech Report
- Revised Aboriginal Due Diligence Assessment Report
- Plan of existing Eyre T-Bar Bullwheel Structure
- Plan with Conveyor Pit details from Doppelmayr
- Standard Snowmaking details on the trenching and concrete pits

As the subject DA was lodged after 1 December 2019, the submission of detailed drawings and information at the DA stage is not recommended. The provision of these details when the development has not been subject to an extensive lift design and engineering process and is only likely to lead to potential conflict around whether the development is 'consistent' with the DA approval.

Accordingly, any information associated with construction details will be provided at the Construction Certificate stage, pending approval of the subject DA. Without DA approval, the project remains unfunded, and a lift manufacturer not engaged.

This is consistent with the provisions of clause 50(4) of the EP&A Regulations 2000, where the consent authority is not to oblige the Applicant to provide any construction details up front as the Applicant prefers to 'test the waters first' and obtain development consent. The subject DA is seeking approval based on these provisions, consistent with previous large-scale ski slope and lifting infrastructure projects across the Kosciuszko Alpine Resorts.

Should you wish to discuss the above matters, please do not hesitate to contact Andrew Kennedy on 6459 4402.

Regards

P. Pomo

Ivan Pasalich Principal

23 July 2020

Attachment A: Response to DPIE Email 14.1.2020

Fuel Tanks:

The existing underground storage tanks (UST) will be removed using the same methodology for removing all the other underground storage tanks within the resort. These have included for example, fuel tanks (UST) that have already been removed from the base of the International T-bar (DA 051-12-2011), Leichhardt T-bar (DA 016-02-2010), Wentworth T-bar (DA 017-03-2010) and Kaaten Triple Chairlift (DA 046-05-2010).

The site is currently used as a bottom station for a ski lift and this use will remain unchanged as part of the proposal.

The works will be required to be undertaken in accordance with the relevant legislation and Australian Standards.

Post the removal of the UST, soil samples will be required, and a site validation report submitted to the Certifying Authority. Any contaminated material removed from the site must be disposed of at an appropriately licenced waste management facility in accordance with the relevant standards and conditions of consent.

This process therefore satisfies the requirements of SEPP 55.

Geotechnical:

The Geotechnical Report and Form 1 prepared by Asset Geotechnical has been amended and includes the various components of the project that require Geotechnical Assessment.

Perisher Creek Flooding:

The proposed culvert has been designed to be the same size with the same water volume as the approved culvert located downstream at the east ford crossing of the Perisher Creek which forms part of the Centre Valley access track.

This culvert was approved under DA 009-04-2012 and its location is provided in the extract from the Departments Assessment report below.



Figure 1: Site location (Source: Applicants SEE)

Figure 1 above identifies the location of the proposed works in relation to surrounding development. Vegetation communities existing at the site include bog complex vegetation, grasses and weeds. A view of the subject crossing looking north-east is shown in Figure 2 below. The temporary bridge is shown in Figure 3.



Figure 2: Location of proposed works.

Figure 3: Temporary bridge in current location.

A photo of the complete culvert is provided in figure 48 of the SEE for the subject DA, with an extract provided below.



Being located upstream, the proposed culvert would have a smaller catchment and therefore smaller amount of water volume.

Therefore, by using the same span and height (and water volume) as the approved downstream culvert, further consideration of flooding from the Perisher Creek and response to the Perisher Creek flood studies (which are not publicly available) is not considered necessary.

As the proposed culvert is wider than the current creek channel under the Double Chairlift platform upstream as shown below, the culvert is not able to further restrict flood water.



Flooding of the proposed culvert can therefore not be impeded and would be no different to the current situation without a culvert. Any flood waters that flow after the constriction associated with the channel under the Double Chairlift platform would merely flow through the culvert unimpeded and continue on in the existing creek channel.

Electrical Transformers:

The proposal is to replace existing electrical transformers with upgraded transformers. These works are integral to the overall project. Without upgraded power supply, the project may not be able to be undertaken as proposed.

The replacement of the transformers is not an isolated proposal and is integral to the overall project and therefore DA.

Removing these components from the assessment process is not considered appropriate.

The assessment of the transformer replacement should therefore continue, and any determination can be transferred over to a Part 5 Assessment & Determination, should that be required, as discussed with NPWS.

For this reason, the replacement electricity transformers remain included as part of the DA. The Infrastructure SEPP does not preclude the assessment of the replacement transformers as part of the subject DA.

Communications Hut:

The demolition of the Communications Hut forms part of the subject DA as addressed in the SEE and shown on the DA plans. The demolition of the building will be undertaken by or on behalf of Perisher in consultation with the National Parks and Wildlife Service (NPWS).

The particulars of the temporary storage container can be provided once DA consent has been granted and the timing, staging and contractor for the project is known. These details will be dependent on NPWS consultation at the time and can form a condition of consent.

Upon completion, the communications equipment is proposed to be relocated into the top station building with the DA plans showing specific facilities provided to accommodate NPWS requirements. Perisher have extensively consulted NPWS on these requirements.

Culvert:

The DA plans provided show a box culvert with a 3.3m span and a concrete slab on top. This 3.3m span and 1.2m height is the same as the approved culvert downstream, as discussed above and shown in figure 48 of the SEE.

The culvert is proposed to be approximately 4.8m in width, and therefore is likely to require the use of multiple concrete culverts side by side, with nominal widths coming in 0.9m, 1.2m and 2.4m.

These details will be provided at the Construction Certificate stage.

Grooming Routes:

The location of winter grooming routes is based on a considerable number of factors, ranging from time of year, snow depth, weather, demand, availability, etc.

Winter grooming routes change from day to day.

The area associated with the rocks adjacent to the Eyre T-bar is already managed by way of pushing the snow out to manage both the lift and skiable terrain adjacent.

The winter grooming of snow is not a form of development and therefore does not need to form part of this DA.

No viewing platforms are proposed as part of the subject DA.

Demolition:

The DA plans illustrate the development components that require approval to be demolished as addressed in the SEE.

Should any other components need to be identified, this can be included as a condition of consent.

Snowmaking Works:

As outlined in the SEE, the proposal includes minor adjustments to existing snowmaking hydrants and installation of new hydrants to accommodate the new chairlift.

These are described with additional detail below:

Fan guns:

The proposed automatically controlled fan guns to be installed at the bottom station (adjacent to the timber bridge), above Tower 6 and adjacent to the Eyre T-bar relocated bullwheel (replacement of lance gun) are the same type as shown below.



Typical fan gun to be used

The fan guns require a concrete pit, measuring $1.9m \times 1.9m$ and 1.4m in depth. Details of the concrete pits are attached. The fan guns are mounted on a tower and stand about 3.5m above ground level.

Retractable hydrant:

The proposed retractable hydrant located at the bottom station, adjacent to the new fan gun and existing timber bridge requires the installation of a pre-fabricated concrete pit, the same used for the fan gun with no permanent snow gun (fan gun) attached, only to be used by mobile fan guns. An example of a retractable hydrant is provided below.



Example of a retractable hydrant to be used

Relocated Lance Gun:

The lance gun below tower 3 will be relocated and attached to a nearby rock, with the pit and underground services remaining in-situ. No additional underground trenching or laterals are required. The water and communications will be connected to the gun via a flexible hose over the rocks, like how hydrant F2 was constructed as part of the Leichhardt Loop project under DA 9501.

Snowmaking Laterals:

The new fan gun and lateral at the bottom station, adjacent to the timber bridge requires a lateral from the existing valve pit south of the double chairlift, via the existing access road. This lateral will need to trench through the Perisher Creek, prior to the culvert installation. Perisher have extensive experience in trenching through creeks for snowmaking projects in accordance with the methodology outlined in the Perisher Ski Slope Master Plan.

The fan gun replacing the lance gun adjacent to the relocated Eyre T-bar bullwheel will require a very short extension of the lateral, within a highly disturbed area.

Both these laterals will include a water pipe (100mm in diameter), Electricity, optical fibre and data cables. Details of the trench are provided attached.

The new fan gun located above Tower 6 will be serviced from the adjacent snowmaking main already in-situ.

Relocation of Eyre T-bar:

The existing Eyre T-bar bullwheel structure is being relocated. The proposal does not include a new bullwheel structure.

A plan of the existing bullwheel structure is provided for your reference, attached. The footings for the existing bullwheel structure will be engineered as part of the Construction Certificate process.

Conveyor Pit Details:

Please find attached plan from Doppelmayr showing the conveyor pit details.

SEMP:

The DA plans show all the necessary construction zones in relation to the top and bottom stations as well as corridors to each of the towers, including the upgrade of the access road.

Having a single overall DA plan with all the combined information, rather than separate plans is considered a better approach for construction management.

Any further detail required can form part of a revised SEMP to be submitted prior to construction and this can form a condition of consent.

Cut and Fill:

The DA plans include sections and relevant details regarding the construction, including excavations at the top and bottom stations.

These details are consistent with all previous lift and ski slope developments undertaken.

As outlined above, the bottom station includes a conveyor pit with additional details provided by Doppelmayr.

Some localised cut at the bottom station around the existing Tower 1 of the Triple Chair is proposed to level out the site, particularly when the Triple Chair bottom station is removed. The revised DA plans show the extent of this cut, which be will be limited to a maximum of 1m.

Lease Boundaries:

The lease boundaries associated with the triple chairlift, double chairlift and the base of Mount Perisher are proposed to be amended in accordance with the provisions of clause 13 of the Alpine Resorts SEPP, and therefore do not require development consent.

This will be executed separate to the DA process in consultation with NPWS.

Attachment B Response to NPWS letter dated 27.2.2020:

1. General Comments:

Refer to Eco Logical Australia response dated 30.6.2020 and attached.

2. Leasing & KNP POM:

Comments have been noted.

3. BC Act & BDAR:

Refer to Eco Logical Australia response dated 30.6.2020 and attached.

4. Additional Information:

4.1 - 4.8:

Refer to Eco Logical Australia response dated 30.6.2020 and attached.

4.9 - Management of base station & carrier shed:

The proposed bottom station and chair shed will be located with a load level of RL 1732.69m. The floodplain associated with the Perisher Creek is considered to be the flatter land, predominantly to the east of the creek. The creek level adjacent to the bottom station is approximately RL1729m.

The existing timber bridge accessing the current triple chair is located at approx. level of RL 1731m, lower than the load. Perisher staff have advised that they are not aware of this bridge being flooded over the past 30 years, despite the large rainfall events that have occurred.

Furthermore, the bottom station and chair shed are not habitable structures. If these structures were to flood, then a lot of the resort and municipal infrastructure within the valley will also flood. The proposed bottom station structure is not expected to exacerbate these impacts.

5. Protection of Native Vegetation, fauna & fauna habitats:

Refer to Eco Logical Australia response dated 30.6.2020.

6. Rehabilitation & Monitoring:

Refer to Eco Logical Australia response dated 30.6.2020.

7. Aboriginal Cultural Heritage:

A revised Aboriginal Due Diligence Assessment Report has been prepared by Past Traces and provided attached.

8. NPWS Communications Hut:

Perisher notes the request for a staging plan for the relocation of the Communications facilities, prior to works commencing in consultation with NPWS.