



**From:** [Chloe Chalk](#)  
**To:** [Pete Whiting](#)  
**Cc:** [Peter Fleming](#); [Planning Thredbo](#); [Mark Brown](#); [Thomas Scoble](#)  
**Subject:** DA Referral – Construction of Intermediate Lower All Mountain Trail 22/9798  
**Date:** Thursday, 1 September 2022 4:21:15 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[SEMP - Lower All Mountain MTB Trail Diversion Rev1 01.09.2022 tracked.docx](#)  
[SEE Lower All Mountain MTB Trail Diversion Rev1 01.09.22 tracked.docx](#)

Hi Pete,

Please see below Kosciuszko Thredbo's comments on the DA Referral comments provided by National Parks and Wildlife Service, dated 25 August 2022 (ref: DOC22/750925, EF22/9798) for consideration.

Condition	Comment
3.4 Active Broad Tooth Rat runways and nests should also be identified and trail realignment to occur if discovered. The BDAR and SEMP is to be updated to include this. Care should be taken during Spring when females carry young in their pouches and works should be timed to avoid their breeding season of late Summer-Autumn.	Suggestion – remove condition. Given the abundance and widespread runways throughout the resort this condition is impractical. This is supported by Ryan Smithers (Senior Ecologist) who was engaged for this development.
3.11 NPWS requests that its authorisation is sought where the proponent intends to utilise either of the following in construction or maintenance of the trail: (i) Imported gravel or fill material; or (ii) soil stabilising or adhesive agents.	KT request the right to use DirtGlue without authorisation as NPWS has previously approved its use.
3.16 NPWS recommends that the trail is allowed to harden (with no public traffic) for at least one month (30 days) following completion of construction, prior to the opening of the trail. This is to reduce erosion potential and ensure the trail is appropriately stabilised prior to opening. NPWS understands this might also occur through preventing public use of the trail until the subsequent spring (as has occurred with the recently constructed Lower N4 - Sidewinder trail).	Suggestion – remove last sentence in condition. This was in Cruiser Blue comments and discussed due to construction timing. Proposal is to construct the All Mountain diversion this spring, therefore impractical to wait to the following spring to open.
4.2 The rehabilitation plan referred to in paragraph 4.1 is to include site specific details for implementation, maintenance, monitoring and reporting on rehabilitation areas including a proposed timeline of inspections. It must be endorsed by NPWS prior to approval by DPE...	<p>Suggestion – Is there an opportunity to implement an arrangement that NPWS endorsement would be provided within 7 days of receiving Development Consent, unless there is a Development Consent condition which requires additional information to be provided in the Rehabilitation Plan?</p> <p>KT have opted to provide the Rehabilitation Plan upfront during the DA assessment stage in hope of reducing unnecessary delays following receipt of the Development Consent e.g. If during the DA assessment stage NPWS requires additional information in the Rehabilitation Plan via referral comments or Request for Information, KT would have the opportunity to be able to work through the changes and liaise with NPWS earlier rather than post approval, so that we are not subject to further delays.</p>

4.3 Baseline trail condition monitoring data must be collected on completion of trail construction and provided for endorsement by NPWS prior to approval by DPE.	<p>Suggestion – Could we please implement an arrangement that NPWS endorsement is provided in either –</p> <ul style="list-style-type: none"> <li>a. 14 days of receiving the monitoring data, or</li> <li>b. within the 30 day hardening period.</li> </ul> <p>Option A would be preferable as this would allow KT enough time to address any comments and resubmit for endorsement by the time the hardening period is over.</p>
4.5 The existing Thredbo Mountain Bike Trail Management Plan (TMP) and Trail Inspection and Monitoring Plan (TIMP) referred to in the TMP must be updated to encompass the trail and incorporate it in the monitoring and reporting regime under both plans. Both plans are to be submitted to NPWS for endorsement before approval by DPE.	As above.
4.7 The bi-annual mountain bike trail condition assessment currently conducted as a joint monitoring program by NPWS and KT must be expanded to include all gravity focussed mountain bike trails within Thredbo Alpine Resort lease area including the proposed trail. As a joint program, the proponent must provide reasonable assistance to NPWS with the implementation of the program (i.e., facilitating trail access for the NPWS Environmental Monitoring Officer and other relevant staff).	<p>Suggestion – remove unnecessary text/reword condition. This was agreed to for Cruiser Blue and Green, and does not need reiterating. KT is aware of the requirement for all new trails, with detail provided in Section 4.1.4 of the Trail Management Plan.</p> <p>Suggest something along the lines of “The proposed trail must be included within the bi-annual mountain bike trail condition assessment.”</p>

The revised BDAR, SEE and SEMP have been uploaded into the portal. I have attached a tracked version of the SEE and SEMP for ease of reference.

Kind regards,

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*Thredbo sits on the traditional land of the Monero - Ngarigo people who have looked after this land, water and community for over 70,000 years. We thank them for all they have done and continue to do to look after their country, a special place which we all love and respect.*