

PAN-366203 – DA 23/13081  
THREDBO GOLF COURSE  
EXH-6121 – SUBMISSIONS

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02.11.2023

## **Development Application – Thredbo Golf Course: Objection**

<b>Premises:</b>	Lot 876 DP 1243112 and Lot 500 DP 1118419, Thredbo Golf Course, Thredbo Village, Kosciuszko National Park
<b>Proposal:</b>	Subdivision and reconfiguration of golf course and associated works
<b>Application Number:</b>	DA 23/13081
<b>Planning Portal Number:</b>	PAN-366203
<b>Development Type:</b>	Nominated Integrated Development / Integrated Development (not designated development)

### **OBJECTION**

I hereby submit a formal objection to the proposed subdivision and reconfiguration of the Thredbo golf course as noted above on the following grounds:

1. Significant adverse environmental impacts – particularly being too close to Thredbo River and significantly impacting the Thredbo River and iconic Riverside Walk.
2. Insufficient documentation to fully assess the proposal – including the building heights, building massing, building types and carparking numbers such a subdivision would generate.
3. The subdivision design proposal has public safety issues and can be significantly improved for the public benefit– including greater setbacks from Thredbo River and the iconic Riverside Walk, deleting the public car park or relocating the car parking away from the Thredbo River; and increasing screen planting.
4. There is a better design solution for the subdivision – being an extension to the existing Crackenback subdivision.
5. There are better locations for the expansion of the Thredbo Village – being over the Friday Flat carpark and other locations where this sensitive alpine area has already been disturbed.

I submit that the application should be rejected, amended or appropriate DA conditions be applied to improve the design outcome.

I also submit that an updated site-specific Master Plan and Development Control Plan be prepared for the Thredbo Resort and Village to enable assessment of the application in the context of future planned development.

## **DETAILS OF OBJECTION**

The details of this objection are noted as follows:

### **1. Significant Adverse Environmental Impacts**

- a. The proposed sub-division, access road and public car park is located too close to Thredbo River and the iconic Riverside Walk generating significant adverse visual and physical impacts on this sensitive public domain.

It is astonishing that an access road and roadside car park would be proposed to be located immediately next to the Thredbo River and Riverside walk.

The Riverside Walk is a renowned nature walk next to the Thredbo River and is a key asset in generating visitation – particularly in the summer and shoulder seasons.

Families use the riverside area where the car park is proposed for walking, fishing, photography and socializing. The Riverside Walk is the only village walk that is open in winter for use by non-skiers and on wind hold days. This area of the Thredbo River is a major visitor attractor and increases visitation to Thredbo.

Locating the proposed access road and 150m of 50 cars right next to the Thredbo River and the Riverside Walk significantly impacts the amenity of the Thredbo River and has significant negative effects on the qualities of the Riverside Walk. The proposed design will make the first section of the Walk a “walk next to a car park” with your eye line directly looking at the front of cars and could cause public safety issues.

Similarly, the proposed new dwellings are too close to the Thredbo River and the Riverside Walk creating a “walk next to some houses” in the middle section of the short version of the Walk rather than the nature walk so desired by the general public.

The proposed design negatively impacts one of the applicant’s own key features and visitation assets.

The proposed car park should be deleted or relocated, the access road should be relocated and the subdivision lots should be set back further from the Thredbo river.

- b. The proposed car park located immediately next to Thredbo River will have significant visual and physical impact on the Riverside Cabins.

This car park is 150m in length with some 48-50 cars and as currently designed looks directly at the Riverside Cabins. This will cause headlights from the cars to shine straight into the Riverside Cabins and will significantly affect the outlook for these Cabins creating a “view to a car park”.

The ambience of the Riverside Cabins is unique, and a key visitation attractor and the proposed car park location will significantly affect this unique ambience, will negatively impact the occupants and will have the effect of decreasing visitation.

The proposed car park should be deleted or relocated or be set back significantly from Thredbo River and be provided with screen planting.

- c. The car park as currently located will have a significant detrimental effect on the new subdivision lots and dwellings as well as the Riverside Cabins and the public at large.

Cars will cruise to try and find a car park and being a Dead End will drive past a full car park and turn around at the end of the road in the new subdivision.

This process will double the traffic volume and will have a significant adverse effect on the new properties, Riverside Cabins and the general public.

The proposed car park should be deleted from the current proposal or relocated to the Friday Flat area.

- d. A key feature of Thredbo is having minimal cars within the village.

This encourages walking around the village and kids riding their bikes around the village - and this unique attribute is a key visitation asset.

The proposed new car park will drive more cars through Thredbo Village and when they encounter a full carpark will drive back through the Village doubling this negative impact.

The proposed car park in the subdivision application is irrelevant to the subdivision as all car parking for each subdivision lot is contained within the lot.

Any additional required public car parking should be provided adjacent Friday Flat at the entry to the resort and close to the lift infrastructure. This can be easily achieved by building a platform over the existing car park (Refer Figure 8).

- e. I understand that the extent of car parking now shown in the applicant's DA submission is much greater than earlier documentation shown in a consultation process with other key stakeholders. This effectively undermines the engagement process and would be grounds enough to reject the DA submission or cause the proposed car parking to be deleted from the proposal.

The proposed public car park should be deleted from the current proposal.

- f. The proposed subdivision design includes some 200m of road, water, sewer and electricity infrastructure just to get to the sub-division which is a drain on resources and not environmentally sustainable.
- g. The proposed design will cause an adverse effect on the natural water courses and water flows leading to Thredbo River.
- h. The Golf Course acts to provide a fire break from a fire running down the Thredbo Valley to the Thredbo Village. The proposed subdivision design and subsequent construction of buildings will adversely affect this fire safety measure.
- i. The proposed sub-division would generate a Dead-End roadway with no alternative means of escape or access by emergency vehicles or fire fighting vehicles. This will cause a public safety issue and Occupational Health and Safety Issues.  
Should a building located in a middle lot (one such fire occurred recently in Thredbo) the remaining buildings and occupants could be trapped with no means of access by a fire vehicle.

Please refer to Figure 1 for a graphic explanation of these points.

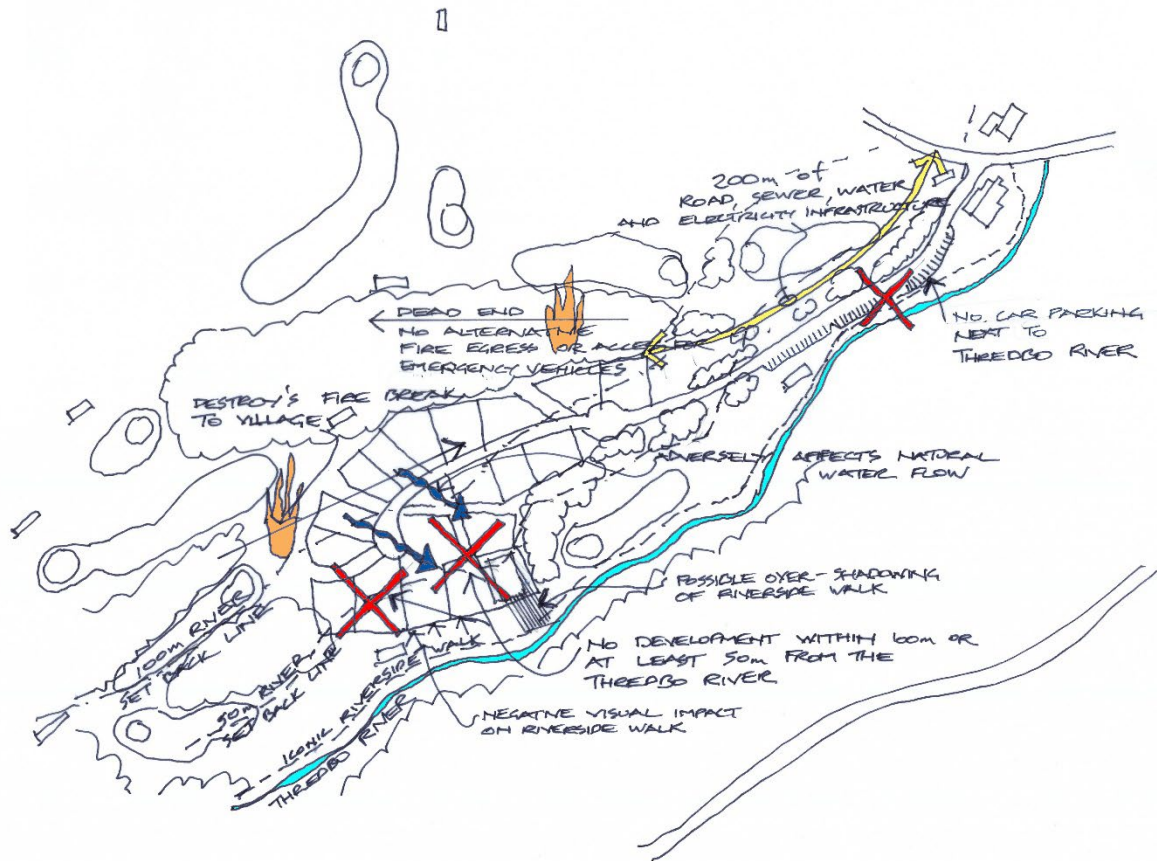


Figure 1. Site Plan Environmental Impacts.

I submit that the application should be rejected on the grounds of significant adverse environmental impacts and public safety issues; or, the applicant be requested to amend the design; or, DA conditions be applied to the consent to delete or relocate the public roadside car parking, to relocate the access road to be at least 50m from the Thredbo River and so that the subdivision lots are set back 50m from the Thredbo River to mitigate these negative environmental impacts.

## 2. Insufficient documentation and information to fully assess the proposal

- a. I submit that to fully assess the impacts of this DA submission, the proposal should include the heights and mass of the buildings that the subdivision would generate, it should include what types of building are proposed (a lodge, a house, apartments?) it should include all the car parking provisions for each and their locations on each lot, it should include the shadow analysis of the development the subdivision will generate; and, it should include all setbacks and landscaping within each subdivision lot.

- b. The proposal should also include more cross-sections through the site describing the impact of the proposal and should include block elevations of the likely development the subdivision will generate.
- c. The Planning Authority should seek a fully informed and resolved Development Design from the applicant including details of the buildings that the subdivision would generate and then prepare a Development Control Plan for the development.

I submit that the application should be rejected on the grounds of insufficient information provided or more details of the development be requested to enable a more thorough assessment of the proposal.

**3. The subdivision design can be adjusted to provide a better design solution**

- a. The subdivision can be designed to be set back 50m from Thredbo River and the iconic Riverside Walk.
- b. The proposed access road can be relocated to be at least 50m from the Thredbo River and be provided with screen planting.
- c. The proposed car park can be deleted or relocated to be at least 50m from Thredbo River to mitigate the negative environmental impacts on the Thredbo River and Riverdise Walk and to mitigate the negative effects on the Riverside Cabins located immediately over Thredbo River, including headlights from cars shining directly into the Riverside Cabins
- d. A 50m Greenzone with no buildings, roads or carparking can be provided alongside Thredbo River to maintain its natural character and remain a unique visitation asset with minimal impact on the subdivision proposal.

Please refer to Figure 2 for details of an adjusted subdivision design solution with the proposed development located at least 50m away from Thredbo River.

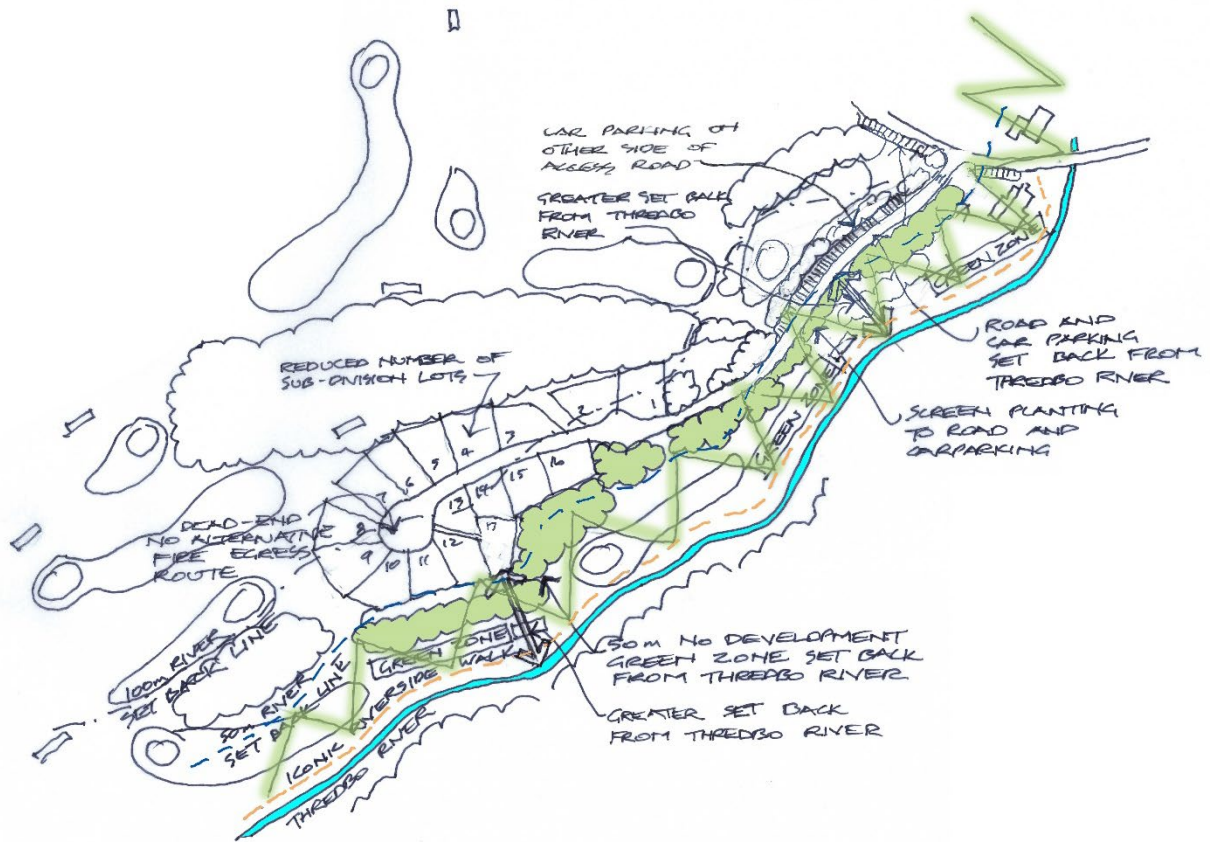


Figure 2. Site Plan Alternative Design

Please also refer also Figures 3, 4 and 5 that illustrate the impact that the current access road and car park will have on the Thredbo River, the Riverside Walk and the Riverside Cabins. These Figures also illustrate how a relocation of the access road and car parking will improve the design.



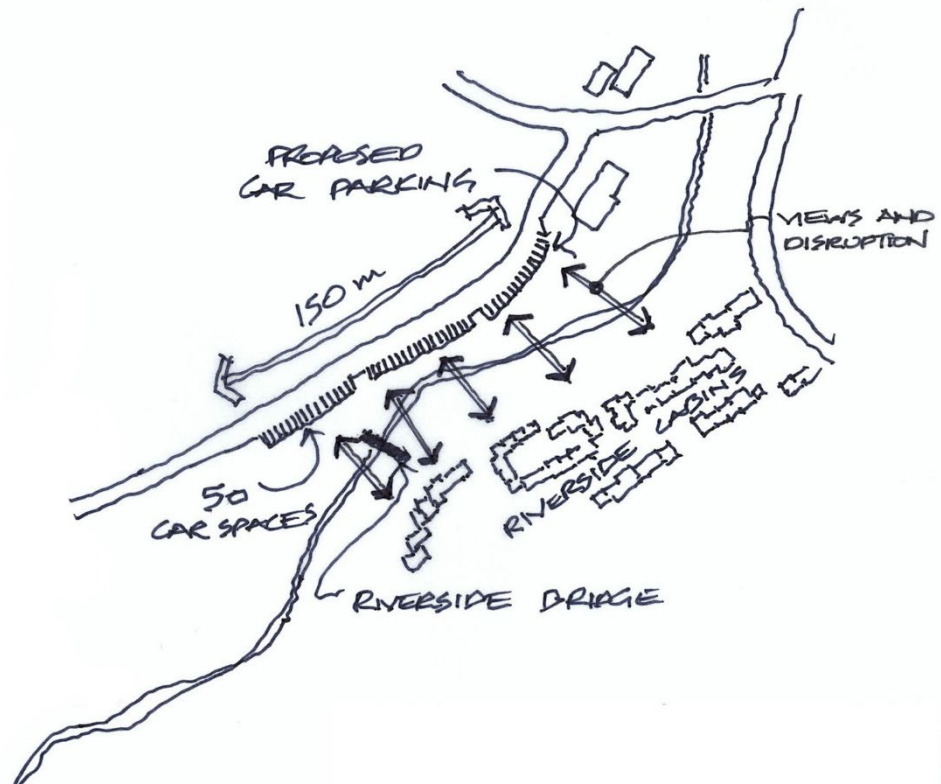


Figure 3. Site Plan Proposed Car Parking

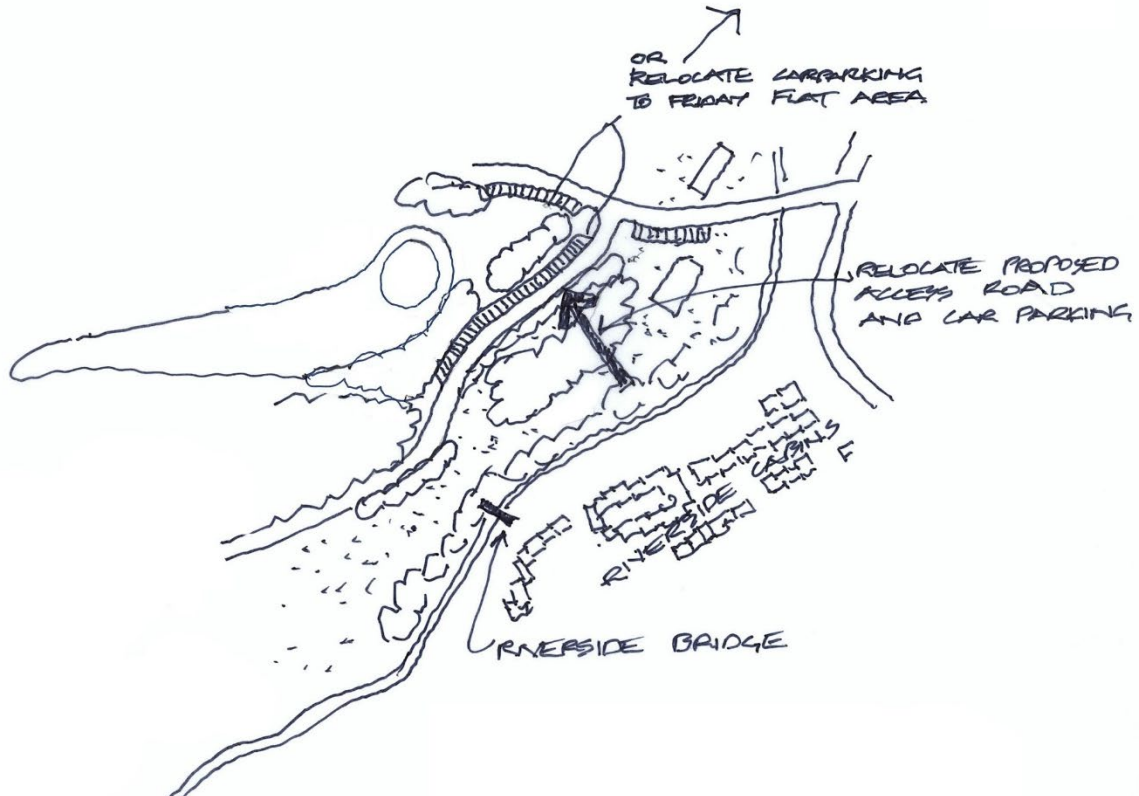


Figure 4. Site Plan Proposed Alternative Car Parking

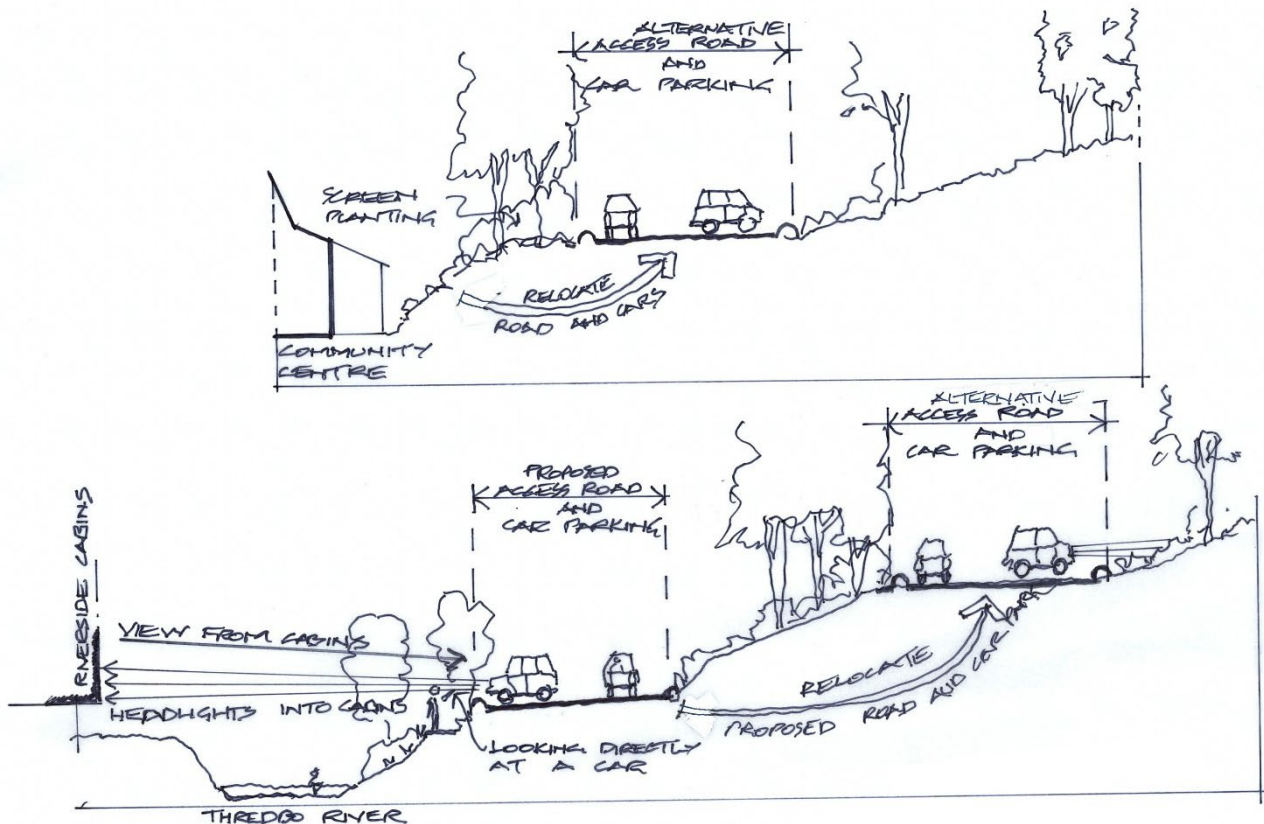


Figure 5. Site Sections Including Alternative Access Road and Car Parking Locations

I submit that the application should be rejected on the grounds that there is a better solution, or the applicant be requested to amend the design; or, DA conditions be applied to the consent to delete or relocate the car parking, to set back the access road at least 50m from Thredbo River, and to set back the subdivision 50m from the Thredbo River to create a Greenzone adjacent the River.

**4. An extension to the existing Crackenback subdivision estate is an even better design solution**

- a. Extending the existing Crackenback subdivision as per Figure 3 enables a new subdivision to 'plug into' the existing road, water, sewer and electricity infrastructure reducing the impacts on resources and the environment. This would also be more cost effective for the applicant.
- b. This alternative solution can generate more subdivision lots for the applicant and the resultant buildings would step down the hill generating more interesting building forms and reducing the visual impact of the development.
- c. This alternative location puts the development more than 50m away from the Thredbo River helping to maintain the amenity of the greenspace next to the river.

- d. This alternative design solution generates alternative egress and access routes for greater public safety.
- e. The golf course can be easily reconfigured and can maintain a fire break to the Village.
- f. This alternative solution minimises the reduction of trees and natural habitat and does not adversely affect natural water flows.

Please refer Figure 6 for details of alternative subdivision solution

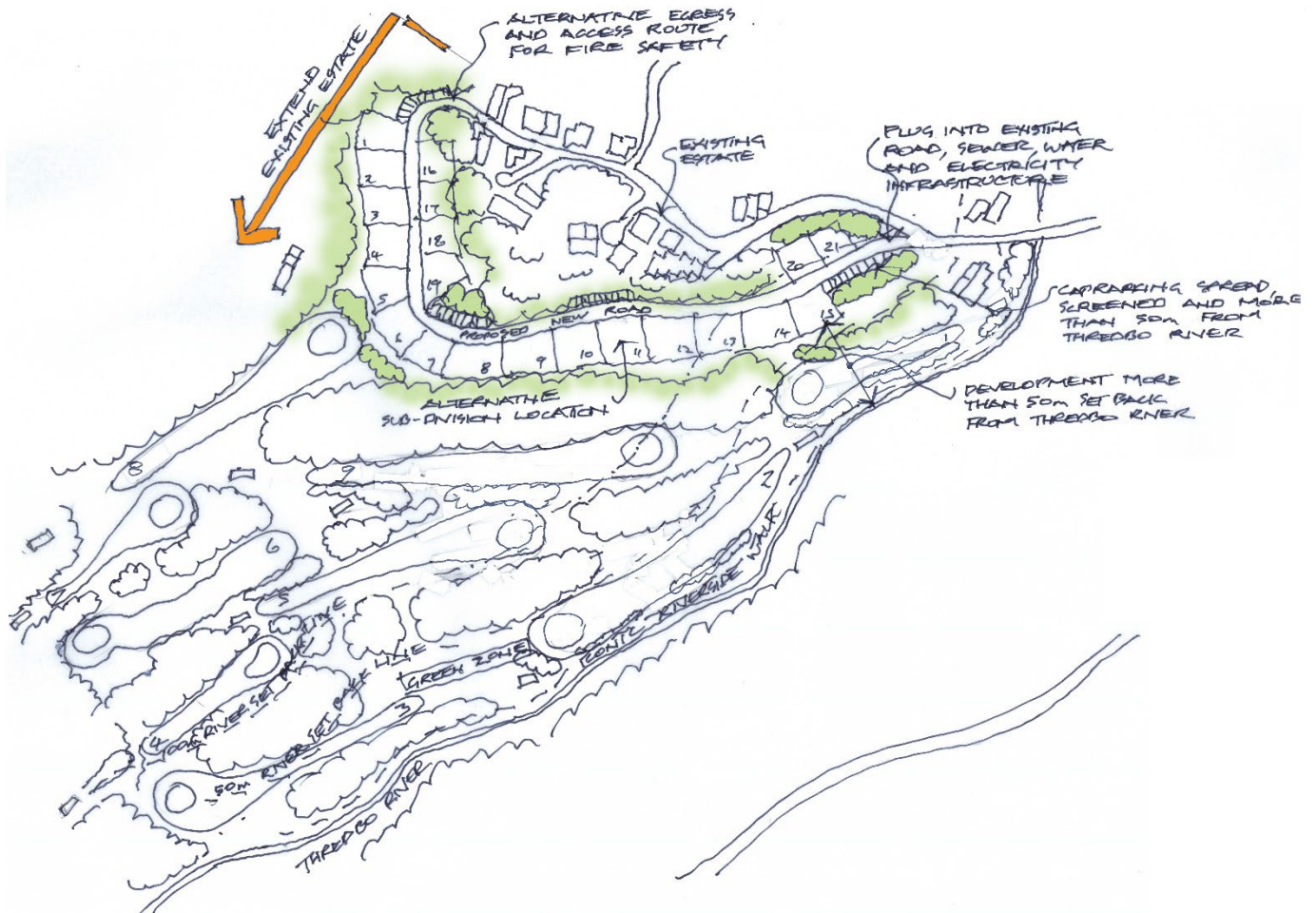


Figure 6. Site Plan Alternative Subdivision Location

I submit that the application should be rejected on the grounds that there is a better alternative subdivision solution, or the applicant should be encouraged to investigate other solutions.

## 5. There are better locations for the expansion of the Thredbo Village

There are alternative locations for the expansion of the Thredbo resort and village. These include:

- a. Building over the existing Friday Flat “Day” car park. This would have the following benefits:
  - Building on land that has already been impacted and not building on green parklands
  - Building apartments near lift and restaurant facilities is more effective and better for the end user
  - The development as described in Figure 7 and Figure 8 would generate much needed additional carparking including over and above that generated by the new apartments
  - This additional car parking would be accommodated at the entry of the resort minimizing car access into the Village
  - This such development would provide under cover protected car parking
  - This such development could integrate electric car charging facilities
  - This such development would screen and hide the ugly car parking areas that exist
- b. Building on the overflow car park and work area located just before Thredbo River on the main access road. This would also accommodate additional development in Thredbo and have the following benefits:
  - Building on land that has already been impacted
  - Would create a greater “gateway” visual impact on entering the Thredbo Resort
  - If developed in accordance with Figure 4 would generate additional car parking facilities and would accommodate additional car parking at the entry of the resort minimizing car access into the Village

Please refer to Figures 7 and 8 for details of these alternative development locations.



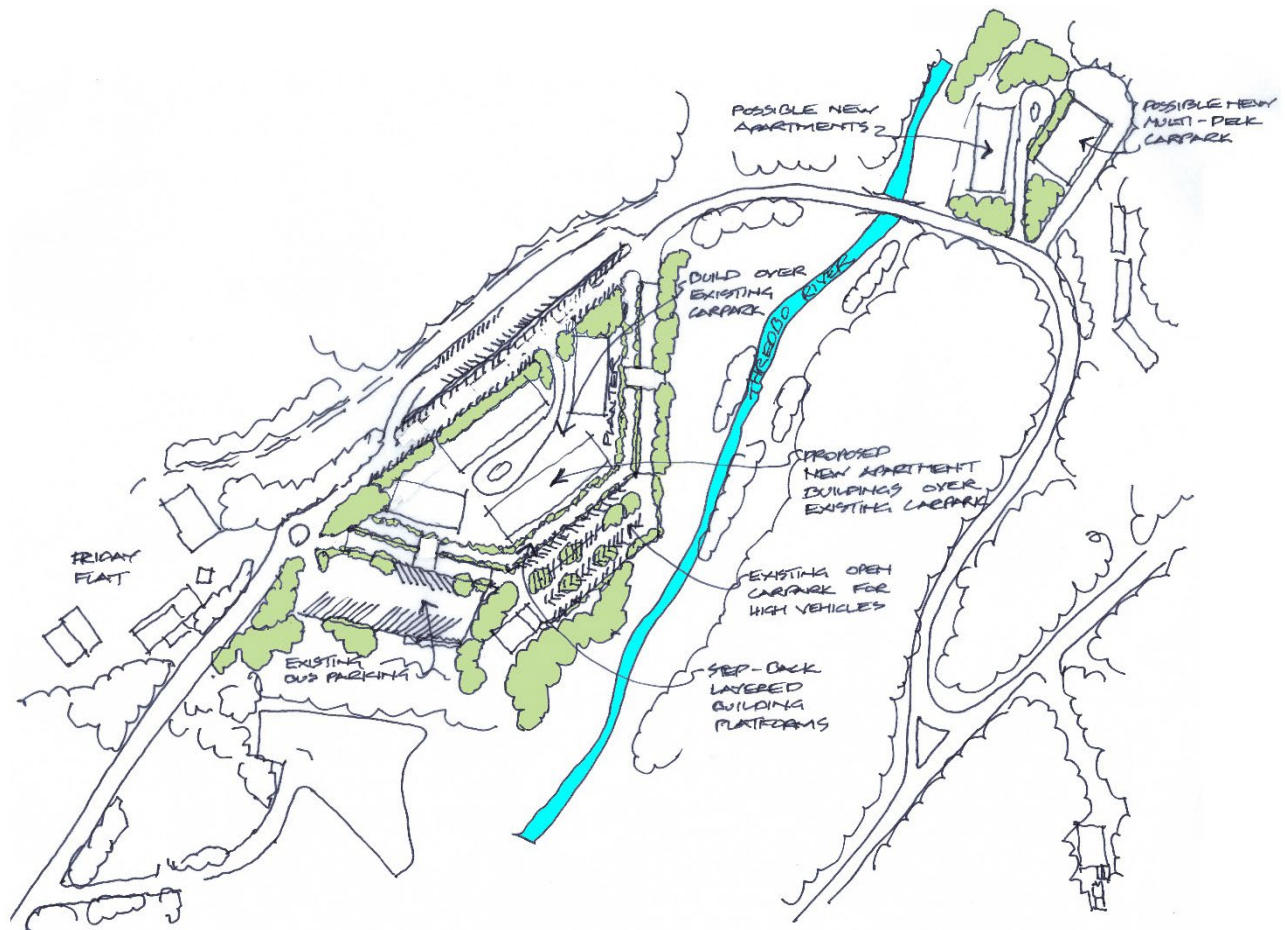


Figure 7. Site Plan Alternative Development Locations

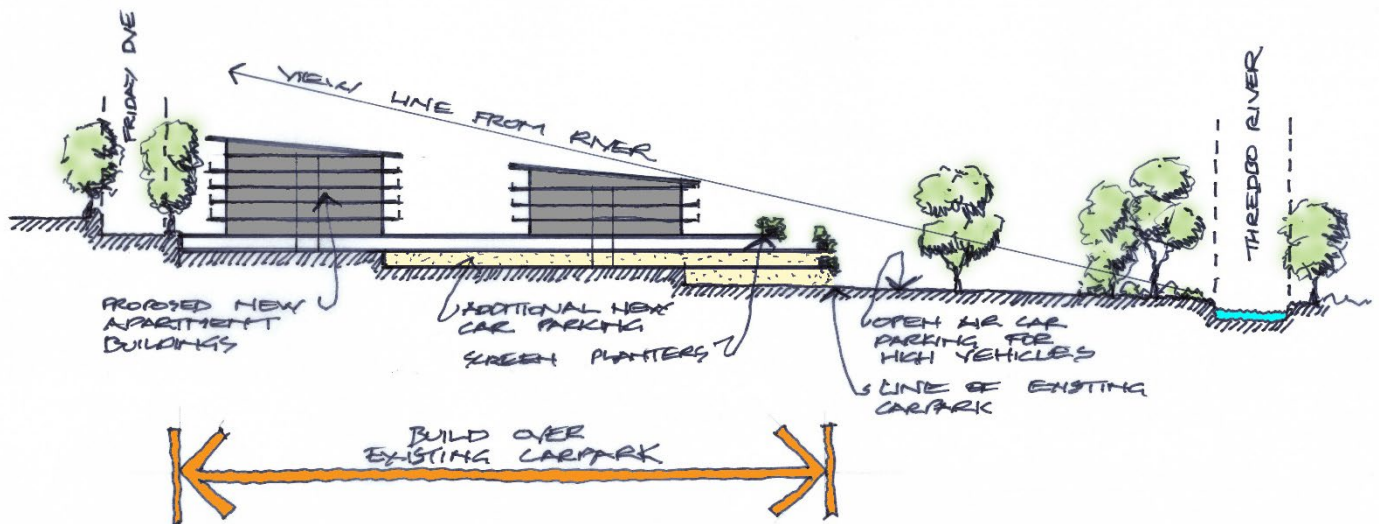


Figure 8. Site Section Through Friday Flat Day Car Park showing Possible Alternative Development and Additional Cars

I submit that rather than ad hoc development proposals, the applicant should be encouraged to prepare a Master Plan for the holistic expansion of the village and car parking and investigate more appropriate locations for the expansion of the Thredbo Resort. An updated Development Control plan for the precinct should then be prepared.

### **Summary**

In summary, I submit that the development application (No. DA23/13081) for subdivision and reconfiguration of The Thredbo Golf Course should be rejected, amended or DA conditions be applied on the grounds of significant negative environmental impacts, public safety issues, that there are better alternative subdivision design solutions; and, because there are more appropriate locations for the expansion of the Thredbo Resort.

With additional bed licences being approved for Thredbo, the effects of global warming and changes to our society, I also submit that a new holistic Master Plan and site-specific Development Control Plan should be fully considered and produced for the whole of the Thredbo Resort and Village.

November 03, 2023.

**Subject: Riverside Cabins Assoc Inc Objection to DA23/13081 (PAN-366203)**

Dear sir/madam,

I am writing to object to the Thredbo Golf Course Sub Division (DA 23/13081). In particular, I object to the overflow car parking proposed alongside the Thredbo River. This would destroy the natural beauty and amenity of the Riverside Walk.

The Riverside Walk is one of Australia's most iconic walks and a valuable asset for the Kosciuszko National Park. The Riverside walk is considered an easy walk, making it accessible for visitors of all ages and fitness levels. It is a tranquil place, full of wildlife and it also provides an opportunity for visitors to touch the water, fish, relax in the sunshine and even swim.

This is part of the charm (and selling point) of the Thredbo Village.

The proposal to allocate 48 car spaces along the beginning of the Riverside Walk is outrageous. Thredbo should preserve the natural beauty of this place, not contaminate it with visual and noise pollution. This proposed parking would be detrimental to the natural environment.

Additionally, the proposed parking alongside the Thredbo River will negatively impact Riverside Cabins directly. The close proximity of this car park will inevitably create noise, visual loss of the vista, and ruin the tranquillity of Riverside Cabins.

I do not object to the residential buildings proposed in the development, and propose the parking needs should be contained within its precinct. It should not spread out alongside the Thredbo River.

A principle of the village plan has always been to centralise public parking in the main carparks near Friday Flat. This limits the volume of traffic driving through the village, particularly as there is such a high volume of foot traffic, both summer and winter. Allocating car spots wherever you can find them, in this case alongside a natural treasure is inconsistent with the well thought out village plan.

The placement of a carpark next to the Thredbo River goes against all the ethos of the area.

Our suggestion is to locate the road 50 metres further back from the river. If all these overflow car parking spots are necessary, they should be located on the northern side of the road with front to kerb parking, so car lights do not shine into the Riverside precinct. Alternatively, these overflow car parking spots could be located alongside the Community Centre off Crackenback Ridge.

Another suggestion is to locate the roadway and associated parking on the other side of the first hill effectively hiding it from view, so that it does not negatively impact the mountain vista.

Overall, we believe the proposed overflow car parking should be considered more holistically within the Thredbo village parking masterplan. It should not be a piecemeal addition and afterthought to the Golf Course subdivision proposal.

Yours sincerely,

A handwritten signature in black ink, appearing to read "C. Howse".

Charles Howse

Owner Riverside Cabin #26



Andrea Ehlers  
Riverside Cabin 37  
1 Diggings Terrace, Thredbo

3 November 2023

ATT: Department of Planning and Environment

Dear Sir/Madam,

**Objection to the DA submission for a proposed Golf Course Subdivision at Thredbo Village, NSW.**  
(Application Number: DA 23/13081)

As a long-time visitor to Thredbo, and property owner at Riverside Cabins, I strongly oppose the siting of the Golf Course development that will result in negative social and environmental impacts to the Thredbo River and its walking track experience. I also strongly oppose the inclusion of 48 public car spaces as irrelevant to the proposed subdivision and added without a considered parking masterplan.

**OBJECTIONS TO THE GOLF COURSE SUBDIVISION:**

- 1. The development is too close to the Thredbo River and will negatively impact the visitor use of the river and nature walk. It needs to be set back further from the river and riparian zone.**

Thredbo is a leasehold valid only to 2057, within a sensitive alpine national park recognised as being of state and regional significance, and thereby has temporary custodianship with responsibility for any impacts that may have longer term outcomes for the park, including its waterways.

*The Kosciuszko National Park Amendment to the Plan of Management Snowy Mountains Special Activation Precinct, July 2022 (POM)* sets out its objectives clearly, which this proposal fails to achieve:

Kosciuszko National Park is reserved to achieve the objects of the National Parks and Wildlife Act 1974 (NPW Act). These objects are centred on conserving nature, conserving cultural heritage values, and fostering public appreciation, understanding and enjoyment of these special values.

The POM includes many references re ensuring that the quality of any development does not diminish the park's key attributes, which this proposal does not meet, including but not limited to:

- The Statement of Significance Clause 2.2 notes "the size and undeveloped nature of the park offers many opportunities for group activities as well as solitude and self-reliant and adventurous recreation" as an important value and consideration in any development.
- Plan reference: page 169, 170, Issues and Opportunities notes "The SAP Master Plan proposes a scope of development tested against physical, environmental and social constraints", and that
- "Any proposals for visitor capacity increase [accommodation and day visitation] would be premised on: satisfactory achievement of minimum environmental performance standards under the relevant environmental management system."

The section of Thredbo River along the golf course, from the Community Centre to the proposed Golf Course development site, is the most visited part of the river in this area. It provides day and overnight visitors with swimming, fishing and short walking experiences in a national park setting below the snowline, year round. It has high visitation by groups including families walking part or all (and return) of the 5km walk to Cascades or its half-way platform in summer and winter. There is a very high use, including the photo on the timber footbridge, by international and Australian day visitors. As a unique setting, it is too valuable as an accessible, national park experience and village amenity to detune with buildings and a road so close.

Retaining the pristine quality of the Thredbo River and the natural environment should be a prime consideration of this development within the national park. The DA fails to meet this principle by locating the Golf Course subdivision and access road too close to the river, and by lack of compliance with water quality including proposing to release stormwater including road run-off into the river, and will deliver an inferior outcome to the existing enjoyment of Thredbo River's natural experience. Additionally, the construction zone of the subdivision and road will necessarily encroach on the sensitive river banks that will not be easily restored to their natural condition in the alpine environment and will be absent for visitor use for years.

The conditions have not been met for maintaining environmental and social values in a national park. The DA proposal is lacking a study on the use of the river and its attributes, and the value people place on the unique experience in this high-use section of the Riverside Walk. The proximity and impact on the Thredbo River and Riverside Walk experience are inadequately addressed or resolved in the proposal.

**Given the state significance of the national park, environmental and social conditions should be met prior to DA approval: there should be no encroachment whatsoever to the vegetation riparian zone; the natural environment should be retained in whole for enjoyment by all user groups; and a study on the use and social value of the river, its attributes and unique experience should be required by DPE before considering approval of the DA to assure the quality of long-term outcomes.**

**2. It's unacceptable that stormwater from the development and during the site works will flow into the Thredbo River, and has been assessed as non-compliant.**

The *SEE Appendix L-STP Capacity Assessment* (p1) states that:

"The new sub-division will be connected to the existing Thredbo municipal infrastructure, including all utility services, **except for the stormwater system, where new controlled discharge point(s) will be need to be [sic] installed to the Thredbo River.**"

As well as the environmental damage, discharging storm water into the river will make the water quality unsafe and diminish the unique experience of swimming and fishing, as well as result in visual deterioration, particularly on high rainfall days, It will destroy a key attribute of Thredbo that makes it a unique location.

In their Stormwater Management report (*SEE Appendix N*) Eco Logical Australia go even further to advise that DPE's riparian guidelines are not met:

(p5) "Based on a review of the existing environment conditions and concept development designs, the potential impacts to surface water include increased sedimentation and decreased water quality within the study area, particularly downstream of the study area within Thredbo River.

Results of the Waterfront Land Assessment indicated that the proposed development design **does not meet requirements** of the NSW DPE Riparian Guidelines 2022 due to proximity to Thredbo River."

It is disingenuous and self-serving then that the *SEE-Thredbo Golf Course Subdivision\_Rev0\_07.09.23* report detunes the consultant assessments to (a) imply that there will be no impact to the river quality, and (b) state that the area is already disturbed thereby further disturbance is of no consequence.

The river in this vicinity is a narrow, shallow watercourse overhung by trees - more stream than river - and must be carefully managed for its long-term health in a sensitive national park environment. We request that the stormwater management plan includes sedimentation basins and wetland filters before any storm water reaches the river. The swimming hole opposite Riverside cabins provides one of the few relatively safe places to swim in the river and should be protected.

**The DA should not be approved before water quality has been satisfactorily planned and compliance with DPE's Riparian Guidelines is evidenced which includes setting the development back further from the**

river. Managing the non-compliance through an Integrated Development Application for assessment by DPE-Water for works on waterfront land should include user studies and community consultation to understand the implications of any final complying design.

**3. The documents do not provide sufficient information on the scale, setbacks and usage of future buildings.**

Before approval, the DA should include information on:

- a. the type of accommodation usage being proposed – single dwellings, lodges or commercial operations – which will influence the activity and should be known by the Thredbo community;
- b. why the lots are so large, with many being twice a large quarter acre block at over 1000 square metres. Decreasing lot size, or the number of lots with added beds to some lots, would allow resolution of issues regarding proximity to the river by reducing the overall site size.

**DPE should require more information in the DA submission to understand the outcomes of the development within an alpine national park of high significance before approval.**

**OBJECTIONS TO THE PUBLIC CAR PARKING:**

**4. The 48 public car spaces will create significant traffic and personal safety impacts.**

Like the best international ski resorts, a principle of the village planning is low traffic activity, with public parking predominantly provided in main carparks near the entrance to the village and buses circulating to ferry visitors around. This alleviates car activity through the village and retains the ambience of a low traffic village as well as safety for walkers.

48 carparks will result in considerable cruising traffic into a dead end road, necessitating each car searching for a car park to drive the length of the road and return, doubling the traffic volume and negatively impacting the walking track and Riverside cabins. This will also increase traffic movements on Friday Drive when cars return to Friday Flat carparks, creating an unsafe environment for walkers with ski and bike equipment who walk on the road because there are no footpaths in this area.

Increased public parking can be achieved in simple, lower impact and better master planning options, including by constructing an over-level to part of the main Friday Flats carpark; or parking on the mountain side of the Community Centre where the existing Crackenback Drive could accommodate parking.

**The 48 public car spaces have no relevance to the development. The car spaces should be deleted from the development and addressed separately via a holistic parking masterplan that considers the broader Thredbo village planning and the long term impacts.**

**5. Any car parks must be well away from the river and its amenities and must not intrude or devalue the river and walking track as a national park experience.**

In addition to increasing traffic, the car parks will unavoidably disturb the sensitive river ecology of the alpine national park when complete, as well as during construction of the road where the work zone will have to intrude on the river and track areas to achieve the siting and banking indicated. The road and carpark will affect walkers, swimmers and fishers who include day and overnight visitors. Riverside Cabins visitors will be most affected by traffic noise and lights, and loss of natural screening vegetation which would take years to regrow satisfactorily, if successful at all in harsh alpine conditions.

The set-out of car spaces as planned near the timber bridge is unacceptable and encroaches on the existing walking track, significantly affecting the enjoyment of the natural environment and the visual amenity. This set-out will also change the nature of the timber bridge experience for everyone.

**The car spaces should be deleted from this DA proposal. Any public car parking should be considered separately, and must be considered holistically within the context of a broader Thredbo Village parking masterplan, and not in a piecemeal addition to a subdivision proposal, where it has no relevance.**

I trust that you will consider these points in rejecting the DA application as it stands and requesting further information and specific considerations in the planning of the development as noted herein. I would appreciate any feedback and would like to stay informed of the development approval progress.

Yours sincerely,



Andrea Ehlers

[Redacted contact information]

[REDACTED]

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**Sent:** Saturday, 4 November 2023 11:50 AM  
**To:** DPE PSVC Alpine Resorts Mailbox  
**Subject:** Objection to the DA for a proposed Golf Course Subdivision at Thredbo Village, NSW

Hello, I have submitted an online objection but I received no confirmation of the submission in the portal or in my emails. To ensure this objection is received I am sending this on you via email.

Are you able to confirm if I was supposed to receive a confirmation either on the portal or via email.

Regards  
[REDACTED]

Please see my submission below:

4 November 2023

ATT: Department of Planning and Environment

Dear Sir/Madam,

Objection to the DA submission for a proposed Golf Course Subdivision at Thredbo Village, NSW.

(Application Number: DA 23/13081)

As a long-time visitor to Thredbo, I strongly oppose the Golf Course development that will result in negative social and environmental impacts to the Thredbo River and its walking track experience. I also strongly oppose the inclusion the additional public car spaces in this part of the village.

**OBJECTIONS TO THE GOLF COURSE SUBDIVISION:**

1. I am concerned about the continued use of the very easily accessible and family friendly walk around the golf course that we currently use. This is a far more easily accessible and managed walk for young families such as mine. Given this is in a national park valuing the use of the national park over destroying publicly usable areas for more residential space is a shame. The value of this walk in getting to see nature rather than car parks and houses would be a significant loss to all.
2. I am concerned about the wildlife along the river front which seems the proposed development is too close to the river line, which will also impact the experience of the river and the future sustainability of the of the river itself.
3. Further, with a young family, I am concerned that the significant number of cars and proposed additional parking at this end of Thredbo would make it much more difficult for people to walk through the village along the roads as we do today. One of the great things about the community feel of Thredbo is the ability to park cars at the entrance to the village near Friday Flat and then use the village buses and walk around. With the current proposal and additional number of parking spots to be placed on the golf course lot this would change the atmosphere of the village community as well as create an added safety risk for children and families in particular walking around that end of the village, where already footpaths are limited.
4. For consideration of the entire village I would much rather see a better parking solution at the entrance near Friday Flat which includes a much wider community pool of EV chargers which would encourage more EV in Thredbo. The overall sustainability improvements and longer term benefits that this will provide outweigh providing parking for some in a very niche area of the village.
5. Finally the possibility of long term development given the need to build all need infrastructure at the furthest end of the Thredbo village will be a significant impact on tourism for the years of proposed

development. Properties at that end of the village will face ongoing construction for years to come and will have to start with building absolute basics of sewage, water, electricity.

In conclusion, I am very concerned about a number of factors of this proposed development for the impact on the environment, community feel and the current parking plans all negatively impacting the existing community feel and experience we love and enjoy annually in Thredbo. I suggest that the development approval is withheld until these issues have had further design development and consideration of the impact to the national park community and long term sustainability of Thredbo.

Mr Mark Brown  
Principal Planning Officer  
Alpine Resorts Team  
Regional Assessments, Regions & Key Sites  
Department of Planning and Environment  
[alpineresorts@planning.nsw.gov.au](mailto:alpineresorts@planning.nsw.gov.au)

4 November 2023

**Re: Subdivision and reconfiguration of golf course and associated works, Thredbo Village, DA 23/13081**

Dear Mark

Thank you for the opportunity to provide a submission.

I am opposed to this development.

I stated in my submission regarding the Snowy Mountains Special Activation Precinct (SM SAP) Draft Master Plan that:

*I strongly object to the proposal to reduce the golf course to 6 holes in order to provide new tourist accommodation. The golf course, while not heavily used, is valuable recreational open space akin to a park. Thredbo has already developed most of the 'village green'. Residents of Thredbo and visitors enjoy the golf course for not only golf and disc golf, but running, walking, snowshoeing, snow play including gentle tobogganing, wildlife viewing, kids play, picnicking etc. It is surely only resort managers and property developers who would propose the reduction in size of the golf course for further real estate development.*

I also noted that the Draft SAP Master Plan mentioned:

*'...all future development must be guided by the capacity of the skiable terrain, supporting infrastructure, environmental conditions and visitor amenity to avoid a depletion in the on-mountain experience.'*

The golf course, as Australia's highest, is unique and should be preserved. Whilst its existence within a national park can be questioned, it is a well-established course, provides interesting golfing challenges and is a beautiful green space with native vegetation within and around.

The existing golf course provides a valuable recreational opportunity outside winter. Given that Thredbo is evidently trying to increase visitation outside of winter via mountain bike investment (and the SM SAPS has a vision of growing a strong one-season visitor economy into a four-season destination), it is contradictory to reduce the quality of the golf course for golfers (while the original proposal for reduction to 6 holes has been revised to retain an altered 9-hole course, it is still a downgrading of the golf course) and the recreational experience for other users of the course and surrounds.

I do not support the redevelopment of the golf course, an area for public use, to private accommodation and as source of financial gain for the head-lessee or its parent company, EVT. It may be argued that Kosciuszko Thredbo needs the money to reinvest in the resort, however surely its parent company EVT could provide appropriate investment if it chose to do so.

Whether the golf course 'pays its way' is not a valid point; all open space should not be not looked upon through real-estate lenses! The golf course is a special asset that should be preserved. It is part of the attraction of Thredbo.

I do not think that Thredbo requires additional property development (and question whether KNP and the DPE should allow further increases in accommodation even if within leasehold areas such as Thredbo). Rather, Thredbo requires upgrading and investment in improving quality of the existing village and resort, as Australia's 'Premier' all year-round mountain resort. In addition to the priority investment in new / upgraded lifts, this includes upgrades / renewal of:

- much of the existing building stock/accommodation (how to achieve this in the current economic climate and with such high rental and with such onerous development approval processes, without some incentives for accommodation lessees?);
- facilities and services including village roads, paths, lighting, railings, landscaping;
- village bus fleet – to improve air quality and noise all diesel and petrol should be replaced with electric, and additional EV charging stations installed;
- the high use areas of the Thredbo Alpine Hotel, Valley Terminal, Friday Flat and village pedestrian mall;
- mountain food outlets and amenities (year-round operation of Eagles Nest included).

Other improvements that would add to the quality of the resort are:

- secure bike lock ups for hire by any guest staying in the village;
- permanent indoor recreation venue for wet weather/lift wind-hold days (e.g. EVT cinema).

I do not believe that the sighting of new carparks in close proximity to the river opposite the Riverside Cabins is appropriate in any way. These carparks should not be allowed within the Riparian Zone Setback of 40 metres. The car parks will impact on the river as well as the amenity of the river surrounds including in terms of air quality and noise. The amount of traffic circulating in the village on the narrow roads is already unpleasant and dangerous for walkers and bikers; we don't need more parking and more traffic in the village area. What happened to the proposal for a multi-storey carpark on part of the existing Friday Flat carpark?

Sincerely

Annalisa Koeman



**Annalisa Koeman**  
**4 Banjo Drive**  
**Thredbo NSW 2625**  
[makeadifference@netspeed.com.au](mailto:makeadifference@netspeed.com.au)



November 1, 2023.

**Subject: Riverside Cabins Assoc Inc Objection to DA23/13081 (PAN-366203)**

Dear sir/madam,

Riverside Cabins Association Inc. objects to the Thredbo Golf Course Sub Division (DA 23/13081). In particular, we object to the overflow car parking proposed alongside the Thredbo River. This would destroy the natural beauty and amenity of the Riverside Walk.

The Riverside Walk is one of Australia's most iconic walks and a valuable asset for the Kosciuszko National Park. The Riverside walk is considered an easy walk, making it accessible for visitors of all ages and fitness levels. It is a tranquil place, full of wildlife and it also provides an opportunity for visitors to touch the water, fish, relax in the sunshine and even swim.

The proposal to allocate 48 car spaces along the beginning of the Riverside Walk is outrageous. Thredbo should preserve the natural beauty of this place, not contaminate it with visual and noise pollution. This proposed parking would be detrimental to the natural environment.

Additionally, the proposed parking alongside the Thredbo River will negatively impact Riverside Cabins directly. The perpendicular parking will result in car headlights shining directly into Riverside cabins! The noise of parking cars will ruin the tranquillity of Riverside Cabins and could potentially result in devaluation of these properties, a location renowned for its peaceful, natural amenity.

Whilst we do not object to the residential buildings proposed in the development, we believe its parking needs should be contained within its precinct. It should not spread out alongside the Thredbo River.

The significant number of overflow car parking spots included in the development proposal has taken Riverside Cabins by surprise. We did not notice this in the original advice provided by KT. A principle of the village plan has always been to centralise public parking in the main carparks near Friday Flat. This limits the volume of traffic driving through the village, particularly as there is such a high volume of foot traffic, both summer and winter. Allocating

car spots wherever you can find them, in this case alongside a natural treasure is inconsistent with the well thought out village plan.

We are also concerned that the proposed roadway is too close to the river.

Our suggestion is to locate the road 50 metres further back from the river. If all these overflow car parking spots are necessary, they should be located on the northern side of the road with front to kerb parking, so car lights do not shine into the Riverside precinct. Alternatively, these overflow car parking spots could be located alongside the Community Centre off Crackenback Ridge.

Another suggestion is to locate the roadway and associated parking on the other side of the first hill effectively hiding it from view, so that it does not negatively impact the mountain vista.

Overall, we believe the proposed overflow car parking should be considered more holistically within the Thredbo village parking masterplan. It should not be a piecemeal addition to the Golf Course subdivision proposal.

Yours sincerely,

James Price

President  
Riverside Cabins Association Inc.

This submission is in objection to the proposed development DA 23/13081 Golf Course Subdivision, Thredbo

As a mountain lover who has enjoyed skiing and hiking in the Kosciusko national park for the past 50 years and more recently as a property owner in Riverside Cabins we are strongly opposed to the proposed golf course development DA 23/13081 due to it having negative impacts on the National Park's flora and fauna, Riverside Cabin's owners and visitors, golf course users, Thredbo visitors and the local riverside wombats and snakes.

The proposal presented has negative Impacts on the environment, some of which are as follows:

- The road is located within the rivers riparian zone and the application even notes that the location does not meet the requirement of the NSW DPE Riparian Guidelines due to its proximity to the river. The proposal should not have any impact on bushland along the river.
- We regularly see wombats and snakes and other animals living and feeding along the river bank. The proposal will deplete these areas and endanger these animals as they interact with vehicles and have less protection from the reduced vegetation.
- Wombat burrows can be found along the river banks and these will be affected by the proposal.
- The reduction in flora along river banks reduces fish habitat as they rely on overhanging vegetation for protection.
- The stormwater report notes a decrease in river water quality as a result of the development which should not be accepted.
- Access to the river for swimming and fishing is popular in this area and will be restricted due to the proximity of the road which is undesirable for those wanting to use it for these purposes.

We purposely purchased in riverside cabins to avoid being disturbed by vehicles and to enjoy unobstructed views up the valley and of the mountains. The proposal introduces a new road and development only metres from our apartment and the river. This negatively impacts our quality of life as:

- Current unobstructed views will be obstructed and affected by new buildings.
- Current unobstructed views will be obstructed and affected by the new road and passing cars/vehicles.
- Current mountain vista will be obstructed and destroyed by parked cars.
- The elevated position of riverside cabins means that these obstructions are magnified and are unescapable.
- Our tranquil environment will be impacted by introducing vehicle noises (including garbage trucks and other maintenance vehicles) which will be significantly intrusive as the current existing situation has no road and vehicles anywhere near this area.
- As our apartments are raised we will be at or above the new road which means there is no shielding from vehicle noise and lights and the impacts will be the most significant possible.
- People arriving/departing, parking, unpacking, etc generate significant amounts of noise which will disturb the sleep of riverside occupants as it is common for skiers to arrive late at night and in the early hours of the morning during ski season and this will be detrimental to our health and well-being.

An increased village parking proposal appears to have been added to this proposal under the guise of a residential development. This is inappropriate as any new development must have sufficient parking as part of the development to avoid any additional load on the existing parking areas. It is not appropriate for any parking to spill out from residential lots and affect others.

Never in our wildest dreams did we expect that the golf course would be turned into a residential development and we would not have purchased a riverside cabin if we had known this could happen. It is also a surprise as riverside cabins have been restricted from undertaking basic low impact improvements to their cabins, i.e. applications to have windows installed have been objected to, even though they have no impact on anyone other than the occupier, and applications to maintain the existing cladding on the cabins have been objected to even though this is necessary to maintain the building integrity and has no negative impact on anyone and would only serve to maintain the property's condition and appearance in accordance with the natural surroundings, how a completely new development that has major impacts on the flora, fauna, river and local lease holders is being given consideration is beyond belief.

In summary, a new road and additional parking along the river cannot be permitted as part of this proposal. If the proposal was to be seriously considered then it needs to be located further up the valley and out of sight, include adequate parking within each lot of the development to avoid the need for any parking along the road and the road would need to be located on the other side of the golf course and utilise the maintenance access road alignments that are already in existence instead of a new road along the river.

## Submission re DA 23/13081 Golf Course Subdivision Thredbo

Dear Sir

I am the owner of Riverside Cabin 53, Diggings Terrace, Thredbo and make the following comment in relation to the above proposal.

I have no objection to the principal component of the development application, being the proposal for 19 new lots to be sited on the existing golf course. However I am concerned about the proposal to site 48 new public car spots within the proposed development. These may create adverse visual and amenity impacts for occupants of Riverside Cabins and those using the Riverside walking trail, which have not been properly considered. My concerns are as follows:

1. Rationale for siting new car parking at this site not explained

There is need to increase car parking at Thredbo for both day users and for those staying in the village who cannot access onsite parking. I understand that there are plans to increase parking at Friday Flat. As discussed in the applicant's submission, their *Thredbo Development Guidelines* require there be one car spot for every three beds in any new development. As their submission notes, there are 62 onsite car spots to be created for the 19 new lots. Hence, it seems that the 48 public car spots are **not** to provide parking for the 19 new lots and in that sense are not part of the core development proposal (additional accommodation and golf course modification). If the aim is to generally provide for more village parking, then that is better provided through expansion of parking at Friday Flat so that parking and traffic control is largely managed centrally rather than dispersed through the village.

2. The adverse visual impact for Riverside Cabins has not been properly considered.

At 6.7.1.4 of the Statement of Environmental Effect (SEE), the applicant assesses the visual impact of the overall proposal for Riverside Cabin occupants as "minor to moderate". Unfortunately this does not include explicit assessment of the car parking proposal. It appears to be directed to assessment of the 19 lots, which are located some distance from the Riverside Cabins, not the car parking which is directly opposite. The adverse visual impact could be addressed, in part, by limiting the number of new car spots, moving the car parking to the other side of the new access road and vegetation screening. A better solution would be to locate additional parking at Friday Flat.

3. Public consultation on car parking has not occurred to date

The applicant did consult with sub-lessees in May/June 2023 about the proposal to develop 19 new lots seeking questions and feedback. I believe that the new car park was not then part of the proposal. Indeed the only rationale that I can find for the 48 car spots is that it is to address feedback from the earlier consultation (see p 5 of Appendix P to the SEE). One or more stakeholders gave brief feedback suggesting parking. It is not known whether those stakeholders understood that onsite car parking was to be provided with the 19 new lots. I note that the current process, in effect, provides for public consultation. Paradoxically, multiple stakeholders who had no problem with the May/June proposal now object to the recently added car park proposal, on the grounds of adverse visual and other amenity impacts. These concerns should be given at least equal weight to those who proposed car parking in May/June, particularly as the basis of those earlier submissions is unknown.

Megan Keaney 31 October 2023.

I object to the proponent's application which involve the unnecessary clearing of vegetation which disrupt habitat and cause adverse environmental impacts. The development will be an eyesore from the mountain ranges above the Thredbo Valley with visual amenity impacts from new buildings and roads. The increased development will increase the area of hard surfaces leading worse water quality and environmental outcomes.

The area is located in an area of high risk from future bushfires and it is safest for the development to be refused. It is safest for development to be located outside of the national park. Existing ski lodges could be redeveloped into new accommodation within the valley, which is ignored in the development assessment report.

The development will adversely impact on the amenity and functionality of the existing golf course.

I hope this letter finds you well. I am writing to express my deep concern and opposition to the recent Development Application submission that proposes the construction over our beloved golf course in Thredbo, which is situated within a national park. This golf course holds immense sentimental and recreational value to the residents of our town and plays a vital role in our community.

Our golf course is not just a patch of greens; it is a place where the heart of our community beats stronger every day. It has been a source of recreation, relaxation, and unity for many years. One of the key aspects that make this golf course so special is the fact that we hold club events here on a weekly basis. These events bring together people of all ages and backgrounds, fostering a sense of togetherness and belonging that is invaluable to our town.

The proposed development's location within a national park raises even more significant concerns. National parks are designated to protect and preserve natural landscapes, flora, and fauna. They are essential for biodiversity and play a crucial role in conservation and environmental sustainability. Any encroachment upon a national park, like the one suggested in this Development Application, threatens the delicate balance of the ecosystem and undermines the principles that these protected areas stand for.

The development will undoubtedly have adverse effects on the environment, potentially leading to habitat destruction, pollution, and the disruption of local wildlife. The consequences of such actions could be irreversible and detrimental to our town and the greater region.

In light of these concerns, I urge you to reconsider the approval of this Development Application and to protect our golf course and the national park. Our community depends on it for social, recreational, and environmental reasons. I believe that alternative sites for development can be explored that would not harm our community's heart and the natural beauty of the national park.

I kindly request that you give our concerns the utmost consideration and ensure that any decisions regarding the future of our golf course and the national park take into account the interests and well-being of our town and its residents.

Thank you for your attention to this important matter. I hope for a resolution that preserves the unique character of our community and respects the environmental significance of Kosciusko national park.

"The initial development proposal did NOT include parking. It is absolutely NOT necessary and would change the entire area aesthetic, noise, environmental and be a major detractor in one of the charming spots of Thredbo for visitors.

I am PRO-developing Thredbo and building on the charm of this desired tourist destination, as long as, the development ADDS to the aesthetic and charm and it doesn't negatively impact the environment or make other owners WORSE OFF (negatively impacting view, ambience, market value).

That green area along the river is a major asset to Thredbo as a whole, and as everyone who was there this winter will attest, it is where families all end up going when there is poor snow or the mountain is on wind hold. They walk along the first golf hole and on to Riverside walk, taking photo ops at the iconic footbridge with either the river or the mountains in backdrop, as part of their Thredbo experience.

Parking on this location would have two serious impacts.

1) Safety for walkers and families: If there is parking on that road it will multiply the traffic tenfold as cars drive up to the development and turn around looking for a park. We all know this is what will happen. So instead of being an access road to the development with light traffic, it will be a constant stream of people driving up and down looking for a park; bad for wildlife, bad for the amenity of Riverside Cabins, bad for the safety of walkers and families.

2) It trashes the start of the Riverside walk: As above, this is an increasingly important visitor attraction for the whole village - particularly on wind hold days and low snow days. Whereas with a bit of planning thought, the road could be shifted higher, parking eliminated, and the green area at the start of the walk be enhanced; providing an inviting family area for photos and recreation, retaining its tranquility and natural amenity

As a Riverside Cabin owner, one of the most desirable elements is the view across the river, golf course and then the mountain. The Crackenback Ridge development has been nestled in nicely and doesn't detract from that view. To look across at a carpark is just sad, when it's such a spectacular spot in Thredbo and much loved - the Thredbo river walk and golf course.

Keeping Thredbo as a LOW traffic village is a major plus for visitors with young children. Is increasing parking going to add to traffic flow and negatively impact this? Is there current parking stress for Thredbo? If so, what's the strategic and holistic plan to address this taking into account environment and maintaining village charm and aesthetic? What surveys have been done with visiting tourists and owners to capture what they love about Thredbo? What makes them pay more than travelling to NZ to ski and instead come to Thredbo? The survey can be kept simple - what do you love about Thredbo? Top 3 and what would you like to see improved, top 3? Information such as this needs to flow into strategic planning and any future developments. Keeping all stakeholders engaged and listened to will go a long way on keeping Thredbo a desired and successful destination into the future.

That's a NO on parking as part of this development. Actually just surprising this could even be flagged as a development option."



"I am writing to object to the proposed parking solution for development as it will have an adverse effect on my lease in Riverside Cabins. As currently proposed the parking spaces will be directly in front of Riverside with all cars that are parking or unpacking having their headlights directed towards Riverside.

If the parking is intended for the occupants of the new development, it would be far better to have the parking adjacent to the new accommodation. If the parking is intended as an addition to the public parking on the west end of Thredbo, then it would be better if it was further up Crackenback Drive just above the pre-school as there will be less impact on the golf course, as well as Riverside Cabins.

Thank you for considering my concerns."

"Wednesday, 11 November 2023

Department of Planning and Environment

Locked Bag 5022

Parramatta NSW 2124

To whom it may concern,

OBJECTION TO: DA 23/13081 Golf Course Subdivision, Thredbo

Snowy Monaro Regional

Portal Reference Number: PAN-366203

Consent Authority's ID Number: DA 23/13081

Property Address: 2 Friday Drive, Thredbo NSW 2625

1 Crackenback Drive, Thredbo NSW 2625

Lot/DP Number: 876/-/DP1243112

In seeking to protect the natural and cultural heritage of alpine resort land in Thredbo, I hereby submit a formal objection to the proposed subdivision and reconfiguration of the Thredbo golf course.

#### DETAILS OF OBJECTION

##### 1. Significant Adverse Environmental Impacts

The proposed sub-division and associated car park are located too close to the Thredbo River and the iconic Riverside Walk. The development should be located no closer than 50m from Thredbo River.

- The proposed design will cause an adverse effect on the natural water courses and water flows leading to Thredbo River. Further care should be taken to protect threatened fish, birds and mammals living in the Thredbo River.
- While the proposal seeks to take advantage of existing disturbed areas within the golf course and minimise required clearing, 1.66 ha of native vegetation are to be impacted by the proposed development.
- The Golf Course acts to provide a fire break from a fire running down the Thredbo Valley to the Thredbo Village. The proposed sub-division and subsequent construction of buildings will adversely affect this fire safety measure. Further measures must be taken to provide for the protection of human life and minimise impacts on property from the threat of bush fire.
- The proposed sub-division would generate a Dead End roadway with no alternative means of escape or access by emergency vehicles or fire fighting vehicles causing a safety issue. Further care is required to provide for the protection of human life and minimise impacts on property from the threat of bush fire.

##### 2. The sub-division design proposed is a poor design solution

The Development will have an impact on the golf course visual catchment by introducing infrastructure and development in an area that is largely undeveloped.

- The proposed access road and car parking should be located at least 50m from the Thredbo River and be provided with screen planting.
- The subdivision impacts the visual amenity of the Thredbo River Track. The development will be visible from the track, used frequently by walkers and bike riders. During winter months, this is one of the only tracks available to visitors in Thredbo and should not be further disturbed.
- The subdivision impacts Riverside Cabin occupants as subdivision located within close proximity to existing tourist accommodation buildings. The visual impacts to Riverside Cabin occupiers is significant, with clear sightlines to the new access road and building lots.
- The car park is located on the current Riverside Walk and headlights from the cars will shine directly into the Riverside cabins located immediately over Thredbo River.

- A 50m Greenzone with no buildings, roads or carparking should be provided alongside Thredbo River.
- The number of subdivisions should be reduced so all have access off the main sub-division road.

3. There are more suitable proposed locations

- An alternative location in Jindabyne would provide a solution to the same need (accommodation shortages), without the considerable environmental impacts.
- Alternative locations within Thredbo do not appear to have been given significant consideration.

I am the owner of a Riverside property, Cabin No 14A. I fully support the objections submitted by our Association President, James Price.

Personally I am totally against any parking such as proposed by this DA. The traffic that this proposal would generate fills me with horror. As parking is, intentionally, sparse in the western end of Thredbo drivers would go along the suggested parking area, find nothing available, turn around and resume their search elsewhere. So we would have a situation where 48 cars are parked and an unknown but large amount of traffic will drive through the proposed parking looking for a space. Two trips for each car driver looking for a space! I understood that the master plan of the Village was to make the Friday Flat area the principal parking area for the Village. Please reject this parking plan as proposed.

Dear Sir / Madam,

In taking out the first four holes, this development will effectively render our community golf course and adjacent river nature trail as redundant. This golf course represents an integral and affordable component of the recreational landscape of our village. It belongs to the community and the people of NSW, not KT or EVT.

Aside from this key aspect, this development is flawed on multiple accounts:

Does not address the pressing need for key worker, staff and affordable housing in the village.

Provides no tangible benefits for the community, except for additional development revenue for KT / EVT, which will not be passed on to the community or other relevant stakeholders.

Poorly planned, based on a dated, inefficient, irresponsible Master Plan and a contrived SAP that puts sub-standard planning and special interest's profits ahead of community needs. There are many more feasible and environmentally responsible alternative sites within the existing village footprint.

Poses a bushfire threat, especially to any first responders, who have to defend the village. As an indication of this risk, insurance premiums on the neighbouring Riverside Cabins have increased four-fold since Black Summer 19/20.

Mobilises the slim allocation of KT / EVT CAPEX and OPEX away from urgently needed maintenance and upkeep of existing infrastructure and facilities.

Highlights that the multi-tiered management and ownership structure of Thredbo Village is non-consultative, fractured and not representative of residential and business sub-lessees who operate, visit and live in the village. Not to mention the NSW Taxpayer.

Finally, the broader communities sentiment is that this development represents a cynical and greedy land grab by an "out of touch" group of Shareholders and Senior Managers at EVT.

As a designated authority and key stakeholder in KNP resorts, the NSW Department of Planning should realise the potential damage and liability this development poses to our village. The current ownership structure of Thredbo is antiquated, not fit for purpose and the current commercial custodians EVT are self-serving and poorly managed. Please take a look around the village and speak to resident locals for yourselves.

Sincerely,

Henri Young

"I am the owner of Riverside Cabin 49, Diggings Terrace, Thredbo and I would like to object to the Thredbo Golf Course Sub Division (DA 23/13081). In particular, I object to the overflow car parking proposed alongside the Thredbo River. This would destroy the natural beauty and amenity of the Riverside Walk and this area of Thredbo.

The proposal to allocate 48 car spaces along the beginning of the Riverside Walk is outrageous. Thredbo should preserve the natural beauty of this place, not contaminate it with visual and noise pollution. This proposed parking would be detrimental to the natural environment.

Additionally, the proposed parking alongside the Thredbo River will negatively impact Riverside Cabins directly. The perpendicular parking will result in car headlights shining directly into Riverside cabins! There will be additional traffic volumes and noise as cars enter this area to look for a parking spot, make a u turn and then depart.

Whilst I do not object to the residential buildings proposed in the development, I believe its parking needs should be contained within its precinct. It should not spread out alongside the Thredbo River.

The significant number of overflow car parking spots included in the development proposal was not included in the original plans. A principle of the village plan has always been to centralise public parking in the main carparks near Friday Flat. This limits the volume of traffic driving through the village, particularly as there is such a high volume of foot traffic, both summer and winter. Allocating car spots wherever you can find them, in this case alongside a natural treasure is inconsistent with the well thought out village plan.

Overall, I believe the proposed overflow car parking should be considered more holistically within the Thredbo village parking masterplan. It should not be a piecemeal addition to the Golf Course subdivision proposal.

Yours sincerely,

To whom it may concern

As an owner of a Riverside Cabin at 1 Diggings Tce, Thredbo, and also a long-time lover of the unique and precious mountain landscapes of the Kosciuszko National Park, I have several objections to Thredbo Golf Course Sub Division (DA 23/13081). In particular, I object strongly to the overflow parking along the Thredbo River outlined in the current DA. It would destroy the natural beauty and amenity of the Riverside Walk.

#### A) Visitor Amenity and Safety Impact

The green area opposite Riverside Cabins alongside the Thredbo River marks the beginning of one of Australia's iconic walks, and is a major asset to the Kosciuszko National Park and to Thredbo as a whole. It is a tranquil place, full of wildlife, with spectacular views of the mountains and cascading Thredbo River. Being one of the only easy grade, accessible and relatively flat natural setting walks around Thredbo, it attracts visitors of all ages and fitness levels to stroll, sit, or take photos of the iconic footbridge and mountain backdrop. It is one of the region's big drawcards, and on the frequent days when the mountain is inaccessible due to wind-hold or weather, this is where all the families end up. Because the small track immediately by the river is often closed or too muddy, visitors generally walk along the first golf course hole before joining the track and boardwalk at the footbridge. Additionally, you often see small kids riding their bikes around this flat, grassy area.

Parking in this key location would have two serious impacts

1) Safety for walkers and families: If there is overflow parking as proposed along the new road, it will not only cut right through where families embark on their walk, it will multiply the overall traffic tenfold, as cars drive up to the development and turn around looking for a park. So instead of being an access road to the development with light traffic, it will be a constant stream of people driving up and down looking for a park; bad for wildlife, bad for the amenity of Riverside Cabins, bad for the safety of walkers and families.

We also worry that in peak times, the traffic will back up onto the main road, impacting all the traffic flow in the area and also families walking to the slopes. This impact needs more careful consideration.

2) It trashes the start of the Riverside walk: As above, this is an increasingly important visitor attraction for the whole village - particularly on wind hold days and low snow days. Whereas with a bit of planning thought, the road could be shifted higher, parking eliminated, and the green area at the start of the walk enhanced; providing an inviting family area for photos and recreation and retaining its tranquillity and natural amenity.

#### B) Riverside Cabin impact

Riverside cabins are part of the historic fabric of Thredbo, unique and irreplaceable for their tranquil, log cabin in nature setting. It's what people love about them. Parking directly in front would seriously impact the cabins; constant noise, headlights straight into cabins, people talking as they sit on tailgates and put on their ski gear, as well as the visual impact of looking straight at cars; all of which could result in devaluation of properties. As the DA plans are currently, the parking also trashes the visual amenity of the iconic footbridge which is part of the view from the cabins, and a beloved photo point for families walking the track. Plus having cars cruising for parking will dramatically increase the impact of what would otherwise be a relatively quiet road.

#### C) Wildlife Impact

As the DA is currently, the road looks too close to the river and sits very close to the daily walking routes of wombats, echidnas and more. And as outlined above, the tenfold increase in traffic if parking is included will be even more dangerous for wildlife.

Surely it is better for wildlife, strolling families, and cabin residents for the road to be set back further away from the river (at least 50m), for an enhanced large inviting green space next to the river at the start of the walk, and no parking so maximising the amenity and future proofing this precious riverside area.

Whilst we do not object to the residential buildings proposed in the development, we believe its parking needs should be contained within its precinct. It should not spread out alongside the Thredbo River. To be clear, for all the reasons above, there should be no overflow parking in this location, and more thought given to appropriate alternatives.

The significant number of overflow car parking spots included in the development proposal has taken many of us by surprise. We did not notice this in the original advice provided by KT. A principle of the village plan has always been to centralise public parking in the main carparks near Friday Flat. This limits the volume of traffic driving through the village, particularly as there is such a high volume of foot traffic, both summer and winter. Allocating car spots wherever you can find them, in this case alongside a natural treasure is inconsistent with the well thought out village plan.

We are also concerned that the proposed roadway is too close to the river.

Our suggestion is to locate the road 50 metres further back from the river. If some overflow car parking spots are necessary (though personally I think any parking here will disastrously increase traffic), they should be located on the northern side of the road with front to kerb parking, set further back from the river and reduced in number, so car lights do not shine into the Riverside precinct. Alternatively, these overflow car parking spots could be located alongside the Community Centre off Crackenback Ridge.

Another suggestion is to locate the roadway and associated parking on the other side of the first hill effectively hiding it from view, so that it does not negatively impact the mountain vista.

Overall, we believe the proposed overflow car parking should be considered more holistically within the Thredbo village parking masterplan. It should not be a piecemeal addition to the Golf Course subdivision proposal.

#### Stormwater management

On a related matter, we also note the stormwater management report from Eco Logic indicates a potential deterioration in water quality down stream in the Thredbo River. It is uncertain whether the current stormwater plans are even compliant. This would be unacceptable both for its impact on the river's flora and fauna, as well as the many people who swim in the river "even mid winter! (Now everyone is doing the Hof ice bath thing.). Setting the road back at least 50m from the river will help ameliorate the impact.

Additionally, we request the stormwater management plan includes sedimentation basins and wetland filters before any storm water reaches the river. The swimming hole opposite Riverside cabins provides one of the few relatively safe places to swim in the river and should be protected.

We also believe that given the national significance of this part of the Thredbo River, adequate stormwater management should be included in the DA where the public can scrutinise it not later in the planning process.



Dear Sir / Madam / Other

I'm a Riverside Cabin owner and vehemently object to the proposed overflow parking along the road and Thredbo River in Thredbo Golf Course Sub Division (DA 23/13081).

As an 80 year old man, when I visit Thredbo I rely on a having a beautiful mountain view walk on flat land alongside a stunning alpine river, so my younger companion doesn't kill me by making me hike up some impossible mountain and into the flight path.

Why ruin that glorious part of the riverside walk for all the generations to come? Parking! Really? Is that the best we can do? Pave paradise, put up a parking lot

Also, I really don't want to be run over by desperate skiers scooting up and down a new road looking for a carpark.

In summary:

- 1) Please do not pave paradise and put up a parking lot.
- 2) It will ruin this incredible vista for generations to come.
- 3) I don't want car noise and headlights and all those things ruining my quiet time at my cabin. Let alone the eyesore.
- 4) Please move the road back to at least 50m from the river, and get rid of all that ill placed, unnecessary parking.
- 5) Please don't hurt the echidnas. Or the wombats. Or their homes. Or their walkways. It's their river.
- 6) Save the riverside walk and surrounds for our kids.

Yours Sincerely

Robyn Williams AO

I am writing to object to the Thredbo Golf Course Sub Division (DA 23/13081). My wife and I own a cabin on the high side of the Riverside complex. We bought the cabin because it was at the far end of Thredbo, was peaceful, we could hear the river and our cabin looks out on the golf course. This will be greatly affected during the building works and upon completion.

We especially want to object to the new carpark along the Thredbo River. This will greatly affect the amenity of those on the lower side of the complex, will generate noise for all of us and will destroy the beauty of the Riverside Walk, one of the understated gems of Thredbo. We have wombats regularly at our cabins - they will all go when there is a noisy carpark there.

Surely if additional parking is needed it should be build on the Crackenback side of the river where there is already a road.

Could this please be re-considered.

Geoff Bennett

To whom it may concern,

I strongly oppose to the planning of the carpark along the Thredbo River front, I feel that it will definitely take away the beauty of the river. It goes against the way the Thredbo village has been planned over the years. To change the golf course was disappointing in itself but now to add an eyesore of a carpark not needed when the parking at Fridays Flat in my mind is sufficient. As a Riverside cabin new owner this year, we purchased for the privacy & secluded area to enjoy the serenity of the beautiful River, the River walk & the wildlife that visits is just fantastic. It will be such a shame for this area to become overcrowded with cars driving up & down trying to secure a carspot, not to mention bright headlights & the noise.

The environmental impacts on the River & wildlife in a National Park is extremely upsetting.

The storm water run off into the River is quite concerning also, what damage will this do to the fish & polluting the water for swimmers? The report submitted from Eco Logic shows concern for potential deterioration of water quality, which raises the question of how this could even be considered in a National Park?

Also I would like to bring attention to the matter that this carpark in question was not on the original plans & it seems to have just appeared?

Kind regards

"To whom it may concern,

I'm writing in opposition to the recently shared application to purposefully outlet road waste into the natural river running through Thredbo village, and create significant traffic through town to support the newly proposed development. Both of these outcomes seem completely out of character for the snowy region, who have previously valued the health of wildlife and quality of natural environment above corporate development when simple alternatives are available.

To my first concern, the newly proposed subdivision DA 23/13081, poses to create new stormwater outlets into the head of river to offer local parking for hotel guests. Having come to Thredbo for the first time over 20 years ago, I've always enjoyed a special connection to ""the mountain gods"" (a joke we've had ever since where we ""pray for good weather and snow"" ) usually skipping the bus and walking home by the river. Whether summer or winter, we'll stop and wash our hands and faces in the fresh mountain water as a way to wake up and pay our respects to nature. However - with the new stormwater drains, our 20 year tradition will come to an end, with engine grease and road oils directly filtered into the river by design. As per similar developments, I cannot see a reason (other than cost minimisation) that the storm water is not joined to the existing outflow locations further down stream.

My second concern, separate to the damage to the river banks themselves and existing walking paths along the river, is the need for onsite parking at all (and certainly such a large additional car park) . The current submission has new parking space for >30 vehicles for guests. As a regular tenant at the Riverside cabins (or many other lodges whether riverside or even the alpine hotel) I'm familiar with the arrival experience: we pull up, unload and then take the car to the long term car park where it stays for our visit. Doing so greatly reduces traffic through the town and means that whether morning or night, we (and local wildlife) can safely walk along the roadside. However, this new development seems to purposefully set a new precedence; onsite parking and traffic through town, without alternate or consideration. Should this proposal be accepted, that precedence would all housing areas to take advantage of clearings and natural areas for car parking given the decision to change the nature of the town.

I hope that reasonable sense can be found that this new development should be no different to all others, where parking is made available to guests at the many shared ""offsite"" locations; in preference for both the natural environment of Thredbo and the safety of the village.

4 November 2023

ATT: Department of Planning and Environment

Dear Sir/Madam,

Objection to the DA submission for a proposed Golf Course Subdivision at Thredbo Village, NSW.  
(Application Number: DA 23/13081)

As a long-time visitor to Thredbo, I strongly oppose the Golf Course development that will result in negative social and environmental impacts to the Thredbo River and its walking track experience. I also strongly oppose the inclusion the additional public car spaces in this part of the village.

**OBJECTIONS TO THE GOLF COURSE SUBDIVISION:**

1. I am concerned about the continued use of the very easily accessible and family friendly walk around the golf course that we currently use. This is a far more easily accessible and managed walk for young families such as mine. Given this is in a national park valuing the use of the national park over destroying publicly usable areas for more residential space is a shame. The value of this walk in getting to see nature rather than car parks and houses would be a significant loss to all.
2. I am concerned about the wildlife along the river front which seems the proposed development is too close to the river line, which will also impact the experience of the river and the future sustainability of the of the river itself.
3. Further, with a young family, I am concerned that the significant number of cars and proposed additional parking at this end of Thredbo would make it much more difficult for people to walk through the village along the roads as we do today. One of the great things about the community feel of Thredbo is the ability to park cars at the entrance to the village near Friday Flat and then use the village buses and walk around. With the current proposal and additional number of parking spots to be placed on the golf course lot this would change the atmosphere of the village community as well as create an added safety risk for children and families in particular walking around that end of the village, where already footpaths are limited.
4. For consideration of the entire village I would much rather see a better parking solution at the entrance near Friday Flat which includes a much wider community pool of EV chargers which would encourage more EV in Thredbo. The overall sustainability improvements and longer term benefits that this will provide outweigh providing parking for some in a very niche area of the village.
5. Finally, I am deeply concerned about the stormwater management of the proposed site. My family enjoys fishing and swimming in the Thredbo River year-round near the golf course and the proposal with three stormwater outflows into the river would destroy this pastime. The stormwater would carry all the brake dust and oil from the road along with all other refuse thrown into the stormwater. Some would be captured by the retention filter but it would still bring disastrous water quality and the aquatic ecology at that section and downstream.

In conclusion, I am very concerned about a number of factors of this proposed development for the impact on the environment, community feel and the current parking plans all negatively impacting the existing community feel and experience we love and enjoy annually in Thredbo. I suggest that the development approval is withheld until these issues have had further design development and consideration of the impact to the national park community and long-term sustainability of Thredbo.

Yours sincerely,

A Concerned Thredbo Regular

Dr Natalie Enninghost  
Riverside Cabin #40  
Diggings Terrace  
Thredbo NSW 2625  
Email: [REDACTED]  
2.11.2023

## **Development Application – Thredbo Golf Course: Objection**

**Premises:** Lot 876 DP 1243112 and Lot 500 DP 1118419, Thredbo Golf Course, Thredbo Village, Kosciuszko National Park  
**Proposal:** Subdivision and reconfiguration of golf course and associated works  
**Application Number:** DA 23/13081  
**Planning Portal Number:** PAN-366203  
**Development Type:** Nominated Integrated Development / Integrated Development (not designated development)

### **OBJECTION**

I hereby submit a formal objection to the proposed subdivision and reconfiguration of the Thredbo golf course as noted above on a number of grounds, including the following:

1. Significant adverse environmental impacts – including being far too close to the Thredbo River.
2. The subdivision design proposal is not the best design solution – including inadequate consideration of set-backs from Thredbo River and the iconic Riverside Walk and no consideration to the current wildlife habitat.
3. Locating car parking immediately next to the Thredbo River will impact negatively current walkers on walking track and expose them to dangerous situations if children are run freely as they used to. The close proximity of the current child care center to such a large car parking area will create a dangerous environment.
4. There is also the problem of headlights shining directly into the Riverside Cabins, inadequate screen planting and creating a dangerous Dead-End location with no alternative means of escape or access for emergency and fire vehicles.
5. There is a better design solution for the subdivision – being an extension to the existing Crackenback subdivision.

## DETAILS OF OBJECTION

The details of this objection are noted as follows:

### 1. Significant Adverse Environmental Impacts

- The proposed sub-division is located too close to Thredbo River and the iconic Riverside Walk generating adverse visual impacts to this sensitive public domain and possibly causing over-shadowing to the Riverside Walk by the buildings on the sub-division.

The development should be located no closer than 50m from Thredbo River.

- Car parking is proposed to be located immediately next to Thredbo River and the Riverside Walk causing significant visual and physical impact on this important public asset. It will be much more dangerous for walkers and children to enjoy this peaceful area.  
The car park as currently is located on the Riverside Walk and headlights from the cars will also shine directly into the Riverside Cabins immediately over Thredbo River.
- Early concepts of this proposal were without the extensive public parking. The latest documents have introduced a new, and unacceptable, increase into significant car parking which appears to be a quick fix without thoughtful analysis. At 150m long and almost 50 cars, this proposal for public parking will be larger than the combined public and Riverside owner's parking lot opposite the Burger Bar. It will attract a lot of traffic and cause more traffic jams in particular if snowy conditions.
- Car parking and any over road should be located no closer than 50m from Thredbo River and should be screened with screen planting.
- The proposed subdivision design includes some 200m of road, water, sewer and electricity infrastructure just to get to the sub-division which is a drain on resources and not environmentally sustainable.
- The proposed design will cause an adverse effect on the natural water courses and water flows leading to Thredbo River and greatly disrupt the current wildlife in this area. There are multiple wombats and rock wallabies who have made this area their home and can easily be spotted from the Thredbo River walk which is currently a recreational and family attraction.
- The Golf Course acts to provide a fire break from a fire running down the Thredbo Valley to the Thredbo Village. The proposed sub-division and subsequent construction of buildings will adversely affect this fire safety measure and jeopardize public safety.
- The proposed sub-division would generate a Dead End roadway with no alternative means of escape or access by emergency vehicles or fire fighting vehicles causing a safety issue.  
Should a building located in a middle lot (e.g. similar to recent BBQ on fire at Crackenback) the remaining buildings and occupants would be trapped with no means to access by a fire vehicle.

## **2. The sub-division design proposed is a poor design solution**

- The subdivision is not adequately set back from Thredbo River. It should be set back at least 50m from the River and include screen planting.
- The car park is located on the current Riverside Walk and headlights from the cars will shine directly into the Riverside cabins located immediately over Thredbo River.
- The proposed access road and car parking should be located at least 50m from the Thredbo River and be provided with screen planting.
- A 50m Greenzone with no buildings, roads or carparking should be provided alongside Thredbo River.
- The number of subdivisions should be reduced so all have access off the main sub-division road.
- The proposed sub-division design creates a Dead End that is a fire safety and emergency access issue. Any development in this fire prone region needs alternative means of escape and egress and alternative access routes for fire fighting vehicles and emergency vehicles.
- The proposed sub-division design generates some 200m of additional road, water, sewer and electricity infrastructure which appears to be a waste of money and resources.

## **3. An extension to the existing Crackenback subdivision estate is a better design solution**

- Extending the existing Crackenback subdivision as per Figure 3 enables a new subdivision to 'plug into' the existing road, water, sewer and electricity infrastructure reducing the impacts on resources and the environment. This would also be more cost effective for the applicant.
- This alternative solution can generate more lots for the applicant and the resultant buildings would step down the hill generating more interesting building forms and reducing the visual impact of the development.
- This alternative location puts the development more than 50m away from the Thredbo River helping to maintain the amenity of the greenspace next to the river.
- This alternative design solution generates alternative egress and access routes for greater safety.
- The golf course can be easily reconfigured and can maintain a fire break to the village.
- This alternative solution minimises the reduction of trees and natural habitat and does not adversely affect natural water flows.



## Summary

In summary, the development application (No. DA23/13081) for subdivision and reconfiguration of The Thredbo Golf Course should be rejected on the grounds of significant negative environmental impacts, negative native animal habitat influence, poor design resolution including public safety, that there is a better alternative subdivision solution (there are more appropriate locations for the expansion of the Thredbo Resort).

As comparable estate plans, Crackenback Ridge, Woodridge and other subdivisions don't include parking other than for the immediate visitor/residents. The proposal is not in keeping with the typical planning approach of other subdivisions and accommodation developments, there should be no public car parking.

Kind regards

*Natalie Enninghorst*

Dr. Natalie Enninghorst, MD, PhD  
Orthopaedic and Trauma Surgeon (Ger, EU)  
Senior Lecturer University of Newcastle  
Discipline Rep for Surgery year 5 MD  
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