



## DA 24/14995 – Kareela Hutte Access Road

### Applicant response to request for additional information



Department of Planning  
Housing and Infrastructure

*Issued under the Environmental Planning and Assessment Act 1979*

Approved Application No 24/14995

Granted on the 15 July 2025

Signed M Brown

Sheet No 6 of 11

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# 1 Overview

This document has been prepared in response to the email 'DA 24/14995 – Kareela Hutte Access Road, Thredbo' issued by Mark Brown (Team Leader, Assessments, Alpine Resort Team, Department of Planning, Housing and Infrastructure) on 18 December 2024 requesting the below information:

- *With trying to work out conditions / reporting, could you check the CLM Civil plans are consistent with the geotech or vice versa:*
  - *No cut and only filling on top of the slope in geotech report, but the plans refer to some areas of cut.*
  - *Batter material to be identified on the CLM Civil plans – geotech mentions rock fill (when using the 1H:1V which is identified as being the design proposed and confirmed below)*
- *Typically, drainage swales along the access track and then drainage under the track would be needed, does the CLM Civil plans illustrate this? Can this be reviewed within the 3 metre wide access track.*
- *How is the gravel access component (the 1.2 metre wide sections) be contained and not flow into the adjoining vegetation. Is it to be contained through timber boards for instance at surface level? CLM Civil plans to clarify and be updated.*
- *Do you have MTB table top plans as an addition to the set? The plan should provide details of where the report proposes the trail will be "converted to table top feature to integrate with the proposed access track". Also confirm whether rock removal is proposed, and if so, detail any rock removal and advise as to the method of removal. Also provide details of both the table top feature and the nature and extent of shoulder integration, as well as the location and means of drainage at this interface.*
- *Please address how vehicle movement and rider safety will be managed during operation of the access track and Cannonball Downhill Mountain Bike Trail, including:*
  - *if signage will be used to warn riders of the upcoming vehicle crossing*
  - *whether vehicles will have set access times (before / after daily operation of the Mountain Bike Trail, during off-peak times, etc)*
  - *how vehicles will move along the access track (e.g. forward in / reverse out)*
  - *if there will be visual / audible indicators used to notify riders of crossing vehicles*

## 2 RFI Matters

### 2.1 CLM plan review

The CLM drawing suite has been updated with the following details:

- remove any referencing to cut, consistent with the geotechnical assessment
- batter material specified
- drainage included
- material specifications for MTB trail where it intersects with the track

## 2.2 MTB table-top plans

The proposal will no longer incorporate a table-top feature. The fill proposed at the crossing is minor (<30cm). Riders will cross the road, similar to other road crossings within Thredbo's trail network. The entry and exit points of the trail over the road will comprise a mix of decomposed granite and rock armouring as required. Measures to manage the crossing interface during operation with vehicles and riders is outlined in the subsequent section.

## 2.3 Rock removal

It is proposed filling will occur over the existing surface. Any of the smaller rocks visible on the surface will be covered with fill or may be re-used onsite for rock armouring the trail intersections.

## 2.4 Vehicle movement and rider safety management

### 2.4.1 Signage

Signage will be installed at suitable locations to warn bike riders and vehicle operators of the road/trail crossing. Examples of typical resort signage below:



#### **2.4.2 Access times**

No set access times are proposed. The road will not be utilised on regular basis only for pre-winter stock runs and maintenance. Usage will be ideally limited to outside of operations/ peak times where possible. If required in peak time, vehicles will have a spotter in place or close bike track if required to manage public safety.

#### **2.4.3 Vehicle movements**

Vehicles will travel in a forward direction and reverse out with a spotter if bike track is open.

#### **2.4.4 Visual audible indicators**

Sound horn signage will be in place for vehicles in bike park operations hours.