

Mr Michael Dafnomilis  
Senior Alpine Planner  
Dept of Transport and Planning (DTP)  
8 Nicholson St  
East Melbourne, Victoria 3002  
(via email)

31<sup>st</sup> May 2023

Dear Michael,

**RE: PA2201858 – LAKESIDE PRECINCT FALLS CREEK, FALLS CREEK ALPINE RESORT  
RESPONSE TO OBJECTIONS**

Falls Creek Alpine Resort (FCAR) submits the following in response to objections received under s57 of the *Planning and Environment Act 1987 (PE Act)*.

This letter forms part of our request to formally amend the application under s57A of the PE Act.

**1. Objections made under the Alpine Resorts Planning Scheme (ARPS)**

Numerous submissions were made regarding areas of the ARPS where the project application was deemed to have been non-compliant.

Clause 72.02-3 of the Planning Scheme requires decision makers to integrate competing policy objectives in favour of 'net community benefit and sustainable development for the benefit of present and future generations'. This means that each policy objective or strategy in the ARPS needs to be read in the context of the suite of planning controls and strategic direction that apply to the land and the permit triggers for the proposal.

Importantly, the land has been zoned for public recreation purposes. The Alpine Resorts Planning Strategy (clause 2.03 of the ARPS) promotes 'all seasons' visitation through active and passive recreation that operate year-round. Accordingly, any adverse impacts of the project need to be balanced against the overarching strategic vision for Falls Creek and the Alpine Resorts more generally. Environmental, geotechnical and cultural heritage assessments have been completed to consider impacts, with mitigation measures recommended. On balance it is FCAR's view that the proposal meets the relevant objectives in the Planning Policy Framework in favour of a net community benefit and is a sustainable form of development.

Please refer to the table in Attachment 1 – Response to Objections Made Under the Alpine Resorts Planning Scheme which contains the specific detail response to items raised.

**2. Objections made for other reasons**

Objections submitted for the project also covered a range of other areas, many of which are already addressed under the ARPS response:

- Use of the facility for food and drink, including establishment of liquor licence.

- Safety impacts created by change in use of Bogong High Plains Rd, specifically clearing of snow from the road in winter and facility isolation.
- Environmental impacts of the project, including amenity element from increased vehicles.
- Misalignment with the Falls Creek Masterplan 2016.
- Safety impacts of weather conditions at the site.
- Negative impact to cross country ski trail network and overall ski experience at Falls Creek, including additional walkers on ski trails at the lake front.
- Negative impact to the overall cross country skiing experience including access for families.
- Poor level of stakeholder engagement for the project.
- Negative impact to Hoppet ski race, FIS homologated race course and citizen race courses.
- Negative impact to existing cross-country skiing facilities and services, including ski hire, retail and Birkebeiner Nordic Ski Club premises at Windy Corner.
- Questionable business case and costs for the project.
- Impact to school group access.
- Isolated facilities detracting from other resort offerings.

Please refer to the table in Attachment 2 – Response to Objections Made Under Other Project Elements.

The genesis of most objections to the project relate to the possibility of Bogong High Plains Rd being cleared of snow during the winter period. FCAR accepts and acknowledges there is an impact to cross country skiing at Falls Creek if this occurs. FCAR is also committed to reviewing a range of mitigation measures to offset these impacts.

Clearing of the road is an operational decision for FCAR which is not related to the permit application for buildings and works proposed for this project. However, we have responded to matters raised in the objections for transparency and to ensure clarity of information.

FCAR notes that there were minimal objections to summer use of the precinct or the architectural design of the proposed building facilities, including allowance for integration of the Falls to Hotham Trailhead information centre.

Please contact me at any time if you require any clarification of our response.

Yours sincerely



Callum Brown  
Director Infrastructure & Mountain Response  
Falls Creek Alpine Resort

Cc: Stuart Smythe (FCAR)

## Attachment 1 – Response to Objections Made Under the Alpine Resorts Planning Scheme

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.1	11	<p>Planning is to recognise the need for, and as far as practicable contribute towards:</p> <ul style="list-style-type: none"> <li>• Health, wellbeing and safety.</li> </ul>	<p>The proposed development will create unacceptable risk to the public through clearing a section of the BHP Road to provide vehicle access to the Lakeside Precinct.</p>	<p>Clearing of BHP Rd is an operational consideration and is not part of the application. No final decision has been made with respect to clearing of the road or otherwise. If FCAR does elect to clear the 1.2km section of BHP road in winter, due consideration will be given to the infrastructure, operations and use of the road to ensure safety standards are appropriate and meet contemporary levels for an alpine environment.</p> <p>Project infrastructure stability risk is addressed by <i>Falls Creek Lakeside Development Geotechnical Investigation Report</i> (GHD 2022) which highlights a Low risk level subject to implementation of recommended mitigation measures.</p>
1.2	11	<ul style="list-style-type: none"> <li>• Economic viability</li> </ul>	<p>No release of economic modelling data to highlight viability of the project. Detrimental economic impact due to less visitation because of trail network impacts.</p>	<p>The project is fully funded via an agreement under the Local Economic Recovery funding scheme, managed by Regional Development Victoria. FCAR is committed to obligations for co-contributions required under this agreement.</p> <p>Visitation for purposes of trail use requires broad consideration in conjunction visitation created by the new facility. FCAR is committed to ensuring trail impacts are minimised, including consideration of additional cross-country trail to facilitate network improvements. An extensive network of ski trail &gt;60km remains available for recreational use.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.3	11.01-1L	Consolidate future growth within the existing village boundaries to maximise accessibility and infrastructure use, to limit intrusion into ski fields and minimise adverse environmental impacts.	The proposal significantly intrudes in the XC skiing terrain by removing the main XC arterial trail and impacting other trails to the point of un-usability.	<p>The project is designed to allow summer and winter access to the foreshore area. This will provide alternative facilities for new users within the resort; an extensive XC skiing network will remain in place as stated in 1.2.</p> <p>This clause relates specifically to the defined ski field area under the ski field head lease for FCAR. The project does not intrude into the ski field area in any capacity.</p>
1.4	11.01-1L	Promote the commercial nodes of the villages as the primary focus for commercial, tourism and community activities.	The Lakeside Precinct is not a commercial node for the village and is nominated in the Master Plan for recreational activities. The Falls Creek Master Plan clearly identified the Precinct for commercial use only in summer. The application is in direct conflict with the Master Plan regarding winter activation of the area. Developing commercial infrastructure and building a car park in the middle of the XC trail system is not compatible with this clause.	<p>The food and drink premise / centre proposed is modest in comparison to the offerings in the main resort. The venue will provide an extension to the commercial offerings as part of our role to develop and attract investment.</p> <p>The Falls Creek Master Plan 2016 (FCMP) is a guidance document only, as it is not an incorporated document or background document referenced in the ARPS.</p> <p>The FCMP also highlights the following on page 64 of the Governance and Planning section; <i>“The list of projects described in this masterplan are subject to further investigation and their inclusion in this masterplan does not constitute approval. All projects will be required to undertake all necessary studies and comply with all relevant State and Commonwealth legislative and policy requirements.”</i></p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.5	11.01-1L	Avoid future development outside of the villages unless there is an overriding need for a remote settlement.	The application is in direct conflict of this clause. There have never been previous strategic plans or any community or commercial sentiment that provide an overriding imperative to develop this precinct for commercial activation during winter. There is no supporting documentation that indicates the proposed facility will be commercially viable.	<p>The food and drink premise / centre proposed is modest in comparison to the offerings in the main resort. The venue will provide an extension to the commercial offerings as part of our role to develop and attract investment.</p> <p>Via the Falls Creek Community Recovery Committee, this development was voted by Falls Creek community as the number one priority for recovery initiatives following the impacts of 2019 Black Saturday bushfires.</p> <p>The funding terms and commercial viability of the facilities are assessed as part of funding arrangements for the project and are not relevant to this application.</p>
1.6	11.01-1L	Windy Corner as a future area for development, while maintaining facilities for cross country skiing and snow play.	The proposal is not consistent with this strategy as it will remove the facilities for XC skiing to the Lakeside Precinct. The applicant has provided no planning or information on how the XC trail system will be safely accessed from Windy Corner with the main XC arterial trail to be cleared from the existing Trail Head.	<p>The project is designed to allow summer and winter access to the foreshore area. This will provide alternative and greatly improved facilities for new users within the resort including disabled users across all seasons.</p> <p>FCAR is committed to ensuring access remains available from Windy Corner based on the final operational decision with respect to the road. This includes improvements to trail connections and provision of free public shuttle bus services to the Nordic Bowl and the Lakeside facility.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.7	11.01-1L		<p>There is no identification for winter car parking or commercial activation in the Lakeside Precinct in the Falls Creek Master Plan 2016.</p> <p>The proposal to insert winter car parking in the Lakeside Precinct is strategically isolated and is not a component of any current or previous resort strategy or Master Plan.</p>	<p>The FCMP is a guidance document only, as it is not an incorporated document or background document referenced in the planning scheme.</p> <p>Carparking requirements have been assessed based on use of the precinct for Falls to Hotham trailhead parking, summer and winter events, recreation and general visitation.</p>
1.8	11.03	<p>Recognise the unique features and special characteristics of these areas and landscapes. Protect the identified key values and activities of these areas. Avoid use and development that could undermine the long- term natural or non-urban use of land in these areas.</p>	<p>The area from Windy Corner to the Lakeside Precinct is set aside for XC skiing. The FCARMB has typically enacted a Standing Order to recognise this area for the facilitation of XC skiing. The proposal to clear a road the is the main XC ski trail and develop a winter car park in this location is not compatible with protecting the values and activities in the area. The proposal will clearly undermine the special characteristics of the area as one of high snowfall and natural beauty and a key site for XC skiing in Australia.</p>	<p>Under the Alpine Resorts (Management) Regulations 2020 there is no area set aside for cross country skiing.</p> <p>The operational requirements and future snow clearing arrangements do not require a planning permit and are outside the scope of what can be considered as part of this permit application.</p> <p>No final operational decision has been made with respect to clearing of the road or otherwise. However, we do not consider clearing of the road to substantially impact the resort values given the extensive network of trail which will remain available for cross country skiers and the fact that it is already a declared arterial road with public vehicle use.</p> <p>FCAR is committed to reviewing opportunities to mitigate impacts to the trail network created by the project.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.9	12.04	Ensure that increases in skier, pedestrian and vehicular activity in the resorts do not compromise public safety or the accessibility and capacity of ski fields, services, commercial activity and development of trailheads	The proposed development will result in a HIGH risk rating for members of the public, FCRM employees and other professionals required to access the facility during winter. An independent risk audit was commissioned by a concerned member of the XC community. The resulting risk rating is unacceptable for this clause and incomprehensible that a public sector authority (ARV) would propose to place members of the public at this level of risk.	<p>There are engineering standards that govern the design and safety requirements for roads. These are matters that are considered separately from the permit application process.</p> <p>If FCAR does elect to clear the road in winter, due consideration will be given to the infrastructure, operations and use of the road to ensure safety standards are appropriate and meet contemporary levels for an alpine environment.</p>
1.10	12.04-1L	Limit the development and management of skifield terrain and facilities to within the skifields as shown on the Strategic Land Use Framework Plans at Clause 02.04.	<p>Clearing a ski trail and establishing a new car park in an existing ski field is not compatible with the existing use of the area. The proposal will destroy the existing use of the area as an XC skiing facility through the removal of the main arterial trail.</p> <p>Further, the use of the carpark with a shuttle service in winter will cause alpine skiers to cross the existing ski area boundary and ski through the bowl below the Wombat's Ramble ski trail, causing conflicts between alpine skiers, snowboarders and XC skiers.</p>	<p>The operational requirements, and any future snow clearing arrangements, do not require a planning permit and are outside the scope of what can be considered as part of this permit application.</p> <p>An extensive network of trail will remain available to cross country users.</p> <p>Conflict between users remains an operational responsibility for FCAR, however it is our view that the proposal will provide greater participation engagement opportunities for cross country skiing when compared to the current facilities.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.11	12.04-1L	Design development to complement the operation of the skifields, including skier and snowplay access and skifield infrastructure.	The proposed clearing of the BHP Road to facilitate winter vehicle access to the proposed facility will severely impact the XC trail network and will not complement the trail system in any capacity.	<p>The operational requirements and future snow clearing arrangements do not require a planning permit and are outside the scope of what can be considered as part of this permit application.</p> <p>If clearing of the road occurs, an extensive network of trail will remain available to cross country users. FCAR is committed to examining options to mitigate impact to the network created by project.</p>
1.12	12.04-1L	Focus commercial activity, community facilities, skier congregations, skifield access points and transport hubs around the resort centres.	The proposed development fragments the existing commercial activity and is not consistent with a consolidated resort centre (village). The fragmentation of the XC ski school from the snowplay market at Windy Corner is financially dubious and is not supported by any documentation supplied by the Applicant.	<p>The food and drink premise / centre proposed is modest in comparison to the offerings in the main resort. The venue will provide an extension to the commercial offerings as part of our role to develop and attract investment.</p> <p>FCAR is committed to ensuring access remains available from Windy Corner regardless of the final operational decision with respect to clearing of the road. This includes improvements to trail connections and provision of free public shuttle bus services to the Nordic Bowl and the Lakeside facility if needed.</p> <p>FCAR is not able to provide information on financial impact to third party commercial operations in resort.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.13		<p>Encourage small scale commercial and retail development in the ski fields if it:</p> <ul style="list-style-type: none"> <li>• Fulfils a demonstrated need for snow users.</li> <li>• Is integral to a development for passive alpine recreation.</li> <li>• Does not impede ski runs or major skier routes.</li> </ul>	<p>There is no demonstrated need for this facility to operate in winter via a cleared BHP Road that provides vehicular access to the Lakeside Precinct.</p> <p>The proposed development will significantly negatively impact the passive XC skiing activity at Falls Creek through the removal of the main trail in the system.</p>	<p>The food and drink premise / centre proposed is modest in comparison to the offerings in the main resort. The venue will provide an extension to the commercial offerings as part of our role to develop and attract investment.</p> <p>Further, the facility has been designed having regard to summer and winter requirements.</p> <p>If clearing of the road occurs, an extensive network of trail will remain available to cross country users. FCAR is committed to examining options to mitigate impact to the network created by project.</p> <p>The project enables access to improved facilities and suitable trail areas for all users, including disabled users.</p>
1.14	12.05	<p>Protect environmentally sensitive areas with significant recreational value from development that would diminish their environmental conservation or recreational values.</p>	<p>A cleared road and car park in the middle of a ski field will severely impact the XC trail network within the resort. Furthermore, the supporting documents to the application identify the area is key habitat for Broad-toothed Rat – which has been identified as present during the 2022 winter. This species will often access above-snow areas in their habitat throughout winter. These sightings are common in the alpine landscape. The proposed removal of snow, for both the new car park and the existing section of the Bogong High Plain Road will create an impacted natural habitat, even through the sub-snow surface is already modified.</p>	<p>Environmental assessments of the works that require a permit have been conducted and mitigation measures recommended. These measures can be secured via permit conditions and are appropriate for the proposed development, including consideration of habitat fragmentation for the Broad Toothed Rat.</p> <p>Any removal of snow will be from hardstand road and carpark surface areas only.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.15	13.01-1S	Site and design development to minimise risk to life, health, property, the natural environment and community infrastructure from natural hazards.	<p>The proposed car park and day shelter are in a highly exposed area of the resort with no natural protection from the prevailing wind direction and direct exposure to the southerly aspect that can produce winds which cause the windchill factor to fall below -15C.</p> <p>The proposed siting of a day shelter and non-protected car park during the winter months in this location is exposing members of the public to the worst weather the alpine climate can produce.</p> <p>The anticipated impacts of climate change is for an increase in storm intensity that will worsen the exposure impacts, including both snow and rain storms and wind velocity.</p>	<p>This clause is primarily related to hazards such as bushfire, erosion and flooding, with less relevance to prevailing wind conditions.</p> <p>However, it is the intention to provide a facility to service the summer and winter season. The facility would operate in all conditions and serve as a refuge in extreme weather.</p> <p>Historic data indicates prevailing wind conditions for Falls Creek are predominantly in the NW quadrant (72%) with the facility sheltered from these conditions. Conditions at fresh to gale force from the S-SW account for &lt;4% of overall wind conditions at Falls Creek.</p>
1.16	17.04-1L	Facilitate sufficient skifield terrain catering to a range of skill levels, cross-country trails, snow play areas and associated infrastructure.	<p>The proposed development significantly detracts from the skiing terrain available for beginner skiers, families and skiers seeking shelter during adverse weather.</p> <p>If the proposed development proceeds it will not be possible to conduct FIS international standard XC events at Falls Creek. The cascading effect that this will have on the development of Australian athletes from school entry programs to Olympic level athletes will be catastrophic.</p> <p>The Kangaroo Hoppet, Australia's premier XC ski event and a member of the prestigious Worldloppet Series will no longer be able to be held due to the compromised ski trail system.</p>	<p>The proposal is intended to service summer and winter needs at the resort.</p> <p>Impacts to the Hoppet have been considered as part of the project design to ensure start zone trail remains appropriate. Regardless FCAR will facilitate safe execution of this event even if a road closure is required to ensure trail widths in the start zone area are acceptable to the event.</p> <p>Options to amend the current FIS homologated course in the event of clearing of BHP Rd are available and would be supported by FCAR. Current assessment indicates there are options to create a compliant course.</p>

ID	Ref Clause	Detail	Stated Contravention	FCAR Response
1.17	17.04-1L	Encourage development of the cross country trail system, particularly in the Rocky Valley Dam area and the Nordic Bowl.	The proposed development removes skiing terrain in these locations (see attached map showing trail impacts) and is in direct contradiction of this clause.	The project is designed to allow summer and winter access to the foreshore area. This will provide alternative facilities for new users within the resort; an extensive XC skiing network will remain. FCAR is committed to examining options to mitigate impact to the network created by project.
1.18	18.02-4L	Facilitate safe and efficient car parking within the alpine resorts that meet visitor needs.	The proposed car park is in a highly exposed location and is not safe for members of the public during adverse weather events.	The facilities are designed to cater for summer and winter access. It is expected the improved car parking will provide convenient access to the Lakeside precinct for recreation, events and visitation year-round.
1.19	18.02-4L	Locate short term/day car parking areas at Gully Portal, Village Plaza and Windy Corner.	The Lakeside Precinct is not identified for short- term/day parking.	<p>The facilities are designed to cater for summer and winter access.</p> <p>The current Lakeside area already contains parking in the location proposed by the project – used during the summer months.</p> <p>It is expected the creation of improved car parking will provide convenient access to the Lakeside precinct for recreation, events and visitation year-round.</p>

## Attachment 2 – Response to Objections Made Under Other Project Elements

ID	Objection Summary	FCAR Response
2.1	It is inappropriate for the sale of liquor at the Lakeside location and inconsistent with PPRZ objectives.	Liquor licensing will be assessed against the objectives stated at Clause 52.27 of the ARPS. Further information on compliance with the objectives is contained in the Planning Report page 73.
2.2	Safety impacts created by change in use of Bogong High Plains Rd, specifically clearing of snow from the road in winter and facility isolation.	<p>FCAR is working with Regional Roads Victoria to ensure road surfacing is made appropriate for snow clearing activation if needed and road safety infrastructure is installed if required for safe use. Snow clearing is undertaken in numerous areas of resort currently, expanding this operation to include BHP Road from Windy Corner to the Lakeside precinct will be achievable based on resourcing and equipment already used by FCAR.</p> <p>Safety of road users would be managed in the same way as existing resort operations, including use of wheel chains if required for safety reasons.</p>
2.3	Environmental impacts of the project, including amenity element from increased vehicles.	<p>A detailed Flora and Fauna impact assessment has been undertaken for the project with recommended mitigation measures incorporated into the application.</p> <p>Vehicles will be constrained to an existing road and carpark area. In summer these areas are already accessible by vehicle.</p>
2.4	Misalignment with the Falls Creek Masterplan 2016.	<p>The FCMP is a guidance document only, as it is not an incorporated document or background document referenced in the planning scheme.</p> <p>Page 64 makes clear the conceptual nature of identified projects and highlights the need to undertake due diligence before committing to development under the plan (refer to item 1.4 in Attachment 1).</p>

ID	Objection Summary	FCAR Response
2.5	Safety impacts of weather conditions at the site.	<p>Alpine area weather conditions can be harsh throughout the resort area during storm events. The ANARE shed development will provide a warm, contemporary, functional and safe refuge area during these weather periods.</p> <p>The carpark area conditions will be no different to weather experienced throughout all parking areas in resort during storm events. The carpark is proximate to the facility allowing quick transfer to a sheltered location.</p>
2.6	Negative impact to cross country ski trail network and overall ski experience at Falls Creek, including additional walkers on ski trails at the lake front.	<p>Trails are not all produced for the exclusive use of cross country skiers. Additional recreational use includes snow shoeing, fat biking, walking and trail running. Additionally, trails provide safe access for emergency services responding to areas of resort and the adjacent Alpine National Park.</p> <p>FCAR promotes an etiquette for use of the trails which assists managing combined usage across the network – this will remain in place. Walking on trails around the ANARE shed or Nordic Bowl will be directly managed by FCAR to ensure damage to trail grooming is minimised.</p> <p>The magnificent high plains vista at Rocky Valley Lake is something to be promoted and shared amongst all users and visitors to Falls Creek.</p>

ID	Objection Summary	FCAR Response
2.7	Negative impact to the overall cross country skiing experience including access for families and sheltered skiing terrain.	<p>The current Windy Corner trailhead has limitations for first time and beginner skiers. The trail is uphill, a considerable distance to the Nordic Bowl (for a beginner) and quite often in poor condition. To improve this access, shuttle buses or vehicles will be able to drop off skiers direct at the Nordic Bowl if the road is cleared. Skiing from the ANARE shed along Lower Lake Road is completely flat all the way to the Nordic Bowl ski area.</p> <p>It is anticipated that unloading of equipment will be possible at the Nordic Bowl or at Lakeside with direct access to ski trail adjacent to the carparking area.</p> <p>The project does not impact &gt;60km of existing ski trail. Sheltered trail options are under consideration by FCAR.</p>
2.8	Poor level of stakeholder engagement for the project.	<p>The Lakeside project has had extensive engagement with Falls Creek stakeholders and was voted as the Falls Creek Community Recovery Committee priority project after the Black Saturday bushfires.</p> <p>After receiving funding support for the project, stakeholder engagement has been in accordance the published engagement plan on the project website: <a href="https://corporate.falls creek.com.au/lakeside-development-project-planning/">https://corporate.falls creek.com.au/lakeside-development-project-planning/</a>.</p> <p>Stakeholder engagement remains ongoing, particularly for operational elements outside the scope of the planning application and consideration of impact mitigation options.</p>

ID	Objection Summary	FCAR Response
2.9	Negative impact to Hoppet ski event, FIS homologated race course and citizen race courses.	<p>FCAR remains committed to all cross country racing and events at Falls Creek and will assist in ensuring events can be held regardless of impact to the trail network. This includes temporary closure of road access if required for the safe operation of the event.</p> <p>An alternative FIS homologated course is already under consideration with Snowsports Australia and initial indications are it is able to meet the course criteria.</p> <p>Citizen races may require amendment to courses previously using BHP Rd, however FCAR will work with all proponents to provide a high-quality course suitable for the event.</p> <p>Additional trail options currently under consideration will assist in ensuring all racing remains fun and viable at Falls Creek.</p> <p>Clearing the road to the Lakeside area will greatly assist in logistics associated with moving event equipment to the Nordic Bowl as this will facilitate driving direct to the location without the need for oversnow transport.</p>
2.10	Negative impact to existing cross-country skiing facilities and services, including ski hire and Birkebeiner Nordic Ski Club premises at Windy Corner.	<p>The ANARE shed development will provide much needed improvements to public shelter and accessible facilities including recreational participants/visitors with high levels of disability.</p> <p>Trail network access from Windy Corner is under consideration with several options available to mitigate impact to connectivity to this area.</p> <p>FCAR also has a planning permit in place for development of the Nordic Bowl facilities where club access, ski hire and event facilities can be given further consideration. Connecting infrastructure installed as part of the Lakeside project works will assist further development of the Nordic Bowl area in the future.</p>

ID	Objection Summary	FCAR Response
2.11	Questionable business case and cost estimate for the project.	<p>FCAR has committed the necessary funding to ensure the project can be executed with support from the LER funding agreement. The economic benefit assessment of the project has been undertaken as part of this process and demonstrates project viability.</p> <p>The business case for the project has been addressed with all funding proponents and is not a relevant consideration for the planning application.</p>
2.12	Impact to school groups use of the trail network and ski school facilities.	<p>The carpark and access road design allows large buses to park and turn adjacent to the ANARE shed facility. This will assist with management of large groups and provides immediate access to facilities and easy skiable terrain.</p> <p>In the short term ski school will remain at Windy Corner and will be able to access beginner teaching terrain in the Nordic Bowl directly via shuttle bus or vehicle. Location of the ski school is proposed to move to the Nordic Bowl in the longer term as part of development in this location.</p>
2.13	Isolated facilities detracting from current resort commercial offerings.	<p>The facility commercial offering is unique and modest in comparison to the village area. This will complement existing visitor experiences by providing an iconic high plains venue allowing immersive experience of the high plains by a broader cross section of user groups and guests.</p> <p>By linking the site with an all seasons road, the venue becomes part of the FCAR road management area and ensures services are maintained and connected.</p>