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15 October 2025

Chloe Chalk
Kosciuszko Thredbo Pty Ltd

E-mail: chloe_chalk@evt.com

Dear Chloe,

THREDBO ALPINE RESORT - PROPOSED RESIDENTIAL SUBDIVISION (TOURIST ACCOMMODATION)

I refer to your request for an updated Traffic Impact Assessment (TIA) report in relation to the proposed residential subdivision on the subject site. In the course of preparing this letter:

- The relevant plans and documentation for the project have been reviewed;
- The subject site and surrounding area have been inspected using Nearmap and Google Streetview;
- Automatic tube count surveys have been undertaken; and
- The traffic and parking implications of the proposal have been reviewed.

THE PROPOSAL

It is proposed to subdivide part of the existing golf course into 18 residential lots which would be used as holiday accommodation for large groups. The lots would accommodate up to a total of 186 beds and would be provided with on-site parking. Vehicle access to the subdivision would be via a new access road from Crackenback Drive. Access to Lots 9 – 11 is proposed via a shared driveway, and access to lots 12 – 15 is proposed via a second shared driveway.

Additional parking is also proposed at the northern end of the access road near Crackenback Drive in the form of angled, on-street parking and a new off-street car park.

EXISTING ROAD NETWORK

Alpine Way is a state road providing a major arterial link between regional towns (i.e. Jindabyne to Khancoban), and the interstate connection between Jindabyne to the east in New South Wales and the Victorian border to the west. It provides a single lane in each direction and is subject to various speed limits ranging from 60km/h to 100km/h including seasonal speed limit reductions.

Access to Thredbo Village is provided via Alpine Way at two separate locations: the main entrance onto Friday Drive and secondary entrance onto Banjo Drive.

Friday Drive is the main road through the village and is a two-way road with a single lane in each direction and is subject to a 40km/h speed limit.

Diggings Terrace, Crackenback Drive and **Banjo Drive** are two-way local roads within the village and are subject to a 40km/h speed limit.



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FIGURE 1: AERIAL PHOTO OF SUBJECT SITE

TRAFFIC VOLUMES

O'Brien Traffic arranged for tube count surveys to be undertaken on Alpine Way for a one-week period from Wednesday 13 September to Tuesday 19 September 2023, noting that this period would be a 'low' season in terms of visitors.

The survey data is summarised in the following tables.

	SOUTHWESTBOUND	NORTHEASTBOUND	TWO-WAY
AM Peak (Weekday) (8.00-9.00am)	100 vehicles	48 vehicles	148 vehicles
PM Peak (Weekday) (4.00-5.00pm)	50 vehicles	88 vehicles	138 vehicles
Daily Average (Weekday)	695 vehicles	694 vehicles	1,389 vehicles
AM Peak (Weekend) (9.00-10.00am)	54 vehicles	88 vehicles	142 vehicles
PM Peak (Weekend) (3.00-4.00pm)	84 vehicles	65 vehicles	149 vehicles
Daily Average (Weekend)	803 vehicles	850 vehicles	1,653 vehicles

TABLE 1: SUMMARY OF TRAFFIC VOLUME DATA ON ALPINE WAY – EAST OF FRIDAY DRIVE

	SOUTHWESTBOUND	NORTHEASTBOUND	TWO-WAY
AM Peak (Weekday) (11.00am-12.00noon)	14 vehicles	13 vehicles	27 vehicles
PM Peak (Weekday) (1.00-2.00pm)	11 vehicles	9 vehicles	20 vehicles
Daily Average (Weekday)	114 vehicles	104 vehicles	218 vehicles
AM Peak (Weekend) (10.00-11.00am)	24 vehicles	14 vehicles	38 vehicles
PM Peak (Weekend) (12.00noon-1.00pm)	25 vehicles	20 vehicles	45 vehicles
Daily Average (Weekend)	164 vehicles	155 vehicles	319 vehicles

TABLE 2: SUMMARY OF TRAFFIC VOLUME DATA ON ALPINE WAY – WEST OF BANJO DRIVE

The survey data indicates that there is a higher volume of traffic to the east of the village (to/from Jindabyne/NSW) compared to the west of the village (to/from the Victorian border).

To the east of the village, weekday peak hour volumes are 148 vehicles in the AM peak and 138 vehicles in the PM peak. It is noted that these volumes are consistent with the 'low' weekday volumes recorded in 2019 for the Snowy SAP Master Plan Transport Study undertaken by WSP in 2022 (130 vehicles in peak hours) as indicated in Figure 2.

The data in Figure 2 indicates that the section of Alpine Way east of the village carries peak hour volumes of up to 420 vehicles per day on 'high' weekends and 270 vehicles per day on 'high' weekdays. Volumes are substantially higher further east (i.e. east of the Bullocks Flat SkiTube Terminal) with peak hour volumes of up to 1,100 vehicles on 'high' weekends.

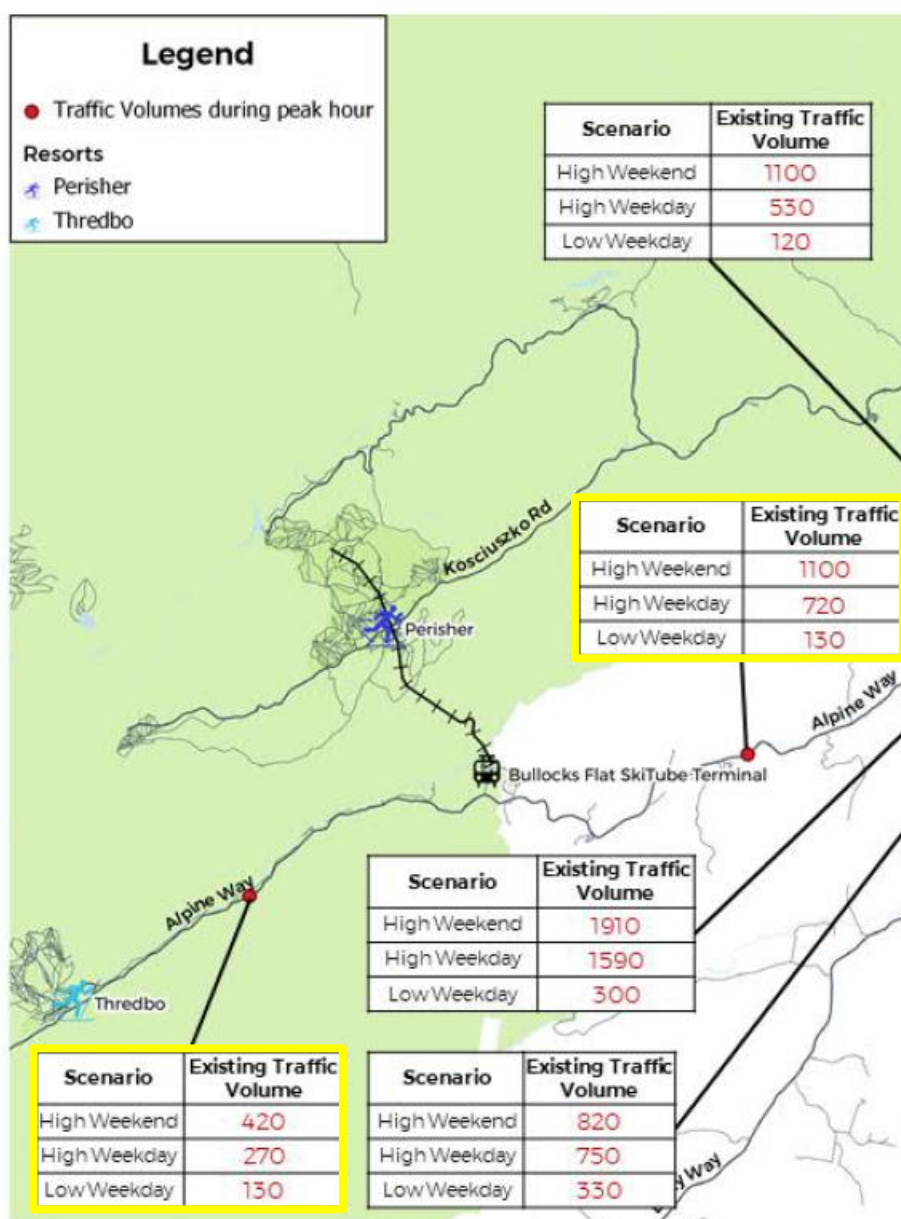


FIGURE 2: PEAK HOUR TRAFFIC DEMAND DATA FROM SNOWY MOUNTAINS SAP MASTER PLAN STUDY

CAR PARKING

Accommodation Lots

The Alpine Region Development Control Plan (DCP), which came into effect on 14 January 2025, details minimum car parking requirements for developments. However, at the time of lodgement for this Development Application (DA) in 2023 there was no applicable DCP. As the DA was lodged prior to the adoption of the Alpine DCP, it is not a matter for consideration. However, future development of individual lots would be subject to the Alpine DCP.

In the absence of an applicable DCP at the time of lodgement, guidance was instead taken from the *Thredbo Development Guidelines*. The guidelines recommended that each lot should provide one (1) car space for every three (3) beds. Based on the total number of beds proposed (186), this equated to a recommended minimum of 62 spaces for guests staying at the proposed new lots.

The preliminary plans indicate that a total of 63 spaces is provided within the lots (with each lot having 2 to 4 spaces). It is noted that these spaces are shown for conceptual purposes only, and the individual developer would need to determine the number of spaces (which would need to meet the minimum requirements of the Alpine DCP). However, based on what is currently proposed on the plans, the proposed parking provision is considered sufficient to cater for the expected guest parking demand.

Access to lots 9 – 11 and lots 12 – 15 are proposed via two separate 4.0m wide shared driveways from the court bowl at the end of the access road. Some of the car parking for Lots 9, 11, 12 and 14 will also be accessible from the court bowl. The indicative number of car parking spaces accessed from the shared driveways for each lot are:

- Lot 9: 1 space
- Lot 10: 2 spaces
- Lot 11: 2 spaces
- Lot 12: 2 spaces
- Lot 13: 4 spaces
- Lot 14: 2 spaces
- Lot 15: 4 spaces

Conservatively assuming that all vehicles using the shared driveways would do so once in the same one-hour period, this equates to a maximum of:

- 5 vehicle movements on Driveway #1; and
- 12 vehicle movements on Driveway #2.

As there would be less than 30 vehicle movements an hour on either driveway, AS2890.1-2004 notes that it is unlikely that two opposing vehicles would need to pass). The proposed 4.0m wide driveways are therefore considered sufficient.

Public Parking

It is noted that a further 48 parking spaces are proposed at the start of the access road near Crackenback Drive. These spaces comprise a car park with 32 spaces on the south eastern corner of the intersection and a further 16 spaces that would be accessed directly from the access road. These spaces are expected to provide additional parking supply for the village and would most likely be used by guests playing golf or going to the community centre.

The 16 parking bays along the access road are angled at 90-degrees to the road and are dimensioned 2.5m wide x 5.4m long. The proposed dimensions are in accordance with the requirements of AS2890.5-2020 for on-street angled parking bays on roads with a speed limit of 50km/h or lower and traffic volumes of less than 200 vehicles per hour.

It is noted that the start of the parking bays is within 10m of the intersection with Crackenback Drive, which is within the regulatory 'No Stopping' area. It is recommended that this is addressed in the detailed design stage to ensure that the start of the parking bays is located the required distance from the intersection.

The car park with 32 parking bays is proposed to operate as a one-way car park, with vehicles entering via an entry crossover, circulating the car park, and then exiting via a separate crossover. The standard parking spaces are 90-degree angled spaces which are dimensioned 2.5m wide x 5.4m long and accessed from a 5.8m wide aisle. These dimensions are in accordance with the requirements of AS2890.1-2004. Two accessible car parking spaces with a common shared area are provided which are 2.4m wide x 5.4m long, in accordance with the requirements of AS2890.6-2022.

It is noted that the entry crossover for the car park is located within 6m of the tangent point at the intersection, which does not comply with the requirements of AS2890.1-2004. It is recommended that this is addressed in the detailed design stage to ensure that the crossover is located the required distance from the intersection.

ROAD DESIGN

The proposed access road to the new subdivision would provide a 6.1m wide pavement catering for two way-traffic. Swept path analysis (provided in Appendix A) indicates that a typical 8.8m service vehicle is able to turn at the intersection but would need to cross the centre of the access road when turning. Consideration should be given to widening the throat of the intersection to allow the manoeuvres to occur without crossing the centre of the road.

Two court bowls are proposed (one at the end of the road and one approximately 300m along the road) to facilitate turnaround manoeuvres for vehicles. Swept path analysis (provided in Appendix A) indicates that a typical 8.8m service vehicle is able to use the

court bowls to turn around. Appropriate parking restriction signage would need to be installed to prevent vehicles from parking within the court bowls.

BUS ISSUES

The plans indicate a bus stop within the court bowl at the western end of the access road which would be serviced by the shuttle buses operating in the village. No bus shelter is proposed to be provided, which is consistent with the other existing bus stops in the village.

The Commonwealth Government's Disability Standards for Accessible Public Transport 2002 (DSAPT) does not state when a shelter should be provided, only the requirements if a shelter or seating is provided. Given the bus stop is to be serviced by a shuttle bus route and not a commuter bus route, it is considered that a shelter is not necessary.

The other requirements of the DSAPT in regards to the bus stop area (kerb level, surface material etc) should be considered in the detailed design.

PEDESTRIAN ISSUES

It is proposed to provide a concrete footpath along both sides of the proposed access road for the first 100m from Crackenback Drive. At the intersection with Crackenback Dr, the footpath would continue along Crackenback Dr to provide a footpath connection to the Community Centre. The footpath would also connect to the proposed footpaths providing access to the reconfigured golf course layout, the existing 'Thredbo River Track', and the pedestrian footbridge over the Thredbo River.

It is noted on the plans that the footpath on the western side of the access road along the angled parking bays is located between the parking bays and the access road. While this is an atypical arrangement (footpaths would typically be located adjacent to the property boundary), it is understood that this is to facilitate snow clearing of both the road and footpath simultaneously and is consistent with existing car parking along Friday Drive.

Three zebra crossings are proposed along the access road: one at the start of the road near Crackenback Drive, one just west of the car park, and one linking the pathways to the 9th green and Thredbo River Track.

TRAFFIC GENERATION AND IMPACT

The peak traffic generation for the proposed subdivision would largely depend on the amount of car parking ultimately provided for guests staying in the lots.

Based on the indicative parking provision, each lot would generate 2-4 arrival trips and 2-4 departure trips, depending on the number of parking spaces provided. It is considered that guests would be informed of the number of parking spaces allocated to their lot during the reservation process and it is unlikely that guests would arrive in more vehicles than their reserved accommodation provides parking for.

It is understood that check-in and check-out times for overnight guests are 2.00pm and 10.00am, respectively. Assuming the worst-case scenario of all lots being at full occupancy during the high season, and assuming that 70% of guests arrive or depart at the same time (i.e. within a one-hour period around check-in and check-out times), this would equate to 44 arrival or departure trips in an hour (i.e. 70% x 63 cars). This equates to an average of less than 1 trip every minute. This is considered a conservative (high) estimate, as it is more likely that different groups of guests would arrive and depart on different days rather than most groups starting or ending their trips on the same day as each other. It should also be noted that this peak would generally occur outside of the recorded weekday peak hour times on Alpine Way, but may overlap with the weekend peak hour times.

During their stay at the village, it is anticipated that guest vehicle trips would largely be limited to internal trips within the village (i.e. to the recreational or commercial uses), with a limited number of trips external to the village. It should be noted that not all of these internal trips would necessarily involve the use of vehicles, as some guests may opt to walk between their accommodation and the main village area, or utilise the shuttle bus services around the village.

Based on the above, it is considered that the additional trips generated by the proposed subdivision are unlikely to result in any significant adverse impact to Alpine Way. It is also considered that the provision of additional accommodation within the village may result in a reduction of some of the traffic generated by guests who stay in accommodation outside the village but drive to and from the village each day to access the recreational or commercial uses.

SNOWY SPECIAL ACTIVATION PRECINCT (SAP) MASTER PLAN

The proposed development has been evaluated against the Transport Network Performance Criteria of the Snowy SAP Master Plan. The evaluation is summarised in Table 3.

13.1 Transport Network Performance Criteria	Evaluation	Response
A. Transport infrastructure should integrate the public transport network with the existing road network by: i. ensuring public transport stops are strategically located and provide adequate all-weather shelter and accessibility. ii. minimising vehicle conflict with active transport and public transport routes.	Complies	The Development proposes a village shuttle bus stop which is integrated with the existing shuttle bus service provided in the village. The Development is not anticipated to increase the likelihood of any conflict with existing transport routes within the Village and/or broader transport network.

B. Development must provide operational access and egress for emergency services and occupants.	Complies	The Development provides operational access and egress for emergency services and occupants. Refer to the plans for further details.
C. Development should integrate active transport connections that promote movements between the Alpine resorts, where possible.	Complies	The Development proposes a village shuttle bus to transport guests to/from the subdivision and village centre. Guests are able to travel from the subdivision to the main bus stop in the village which provides services to/from Jindabyne via a public bus service.
D. New development must provide and integrate new technologies, such as electric vehicle charging and electronic checkpoints, where possible.	Complies	It is proposed to include vehicle charging stations within the public car parking area. Electric vehicle chargers are exempt development under Schedule 2 of the Precincts – Regional SEPP. Future development of individual lots may further integrate such technologies.

TABLE 3: SNOWY SAP MASTER PLAN EVALUATION SUMMARY

Should you have any queries, please do not hesitate to contact me on (03) 9804-3610.

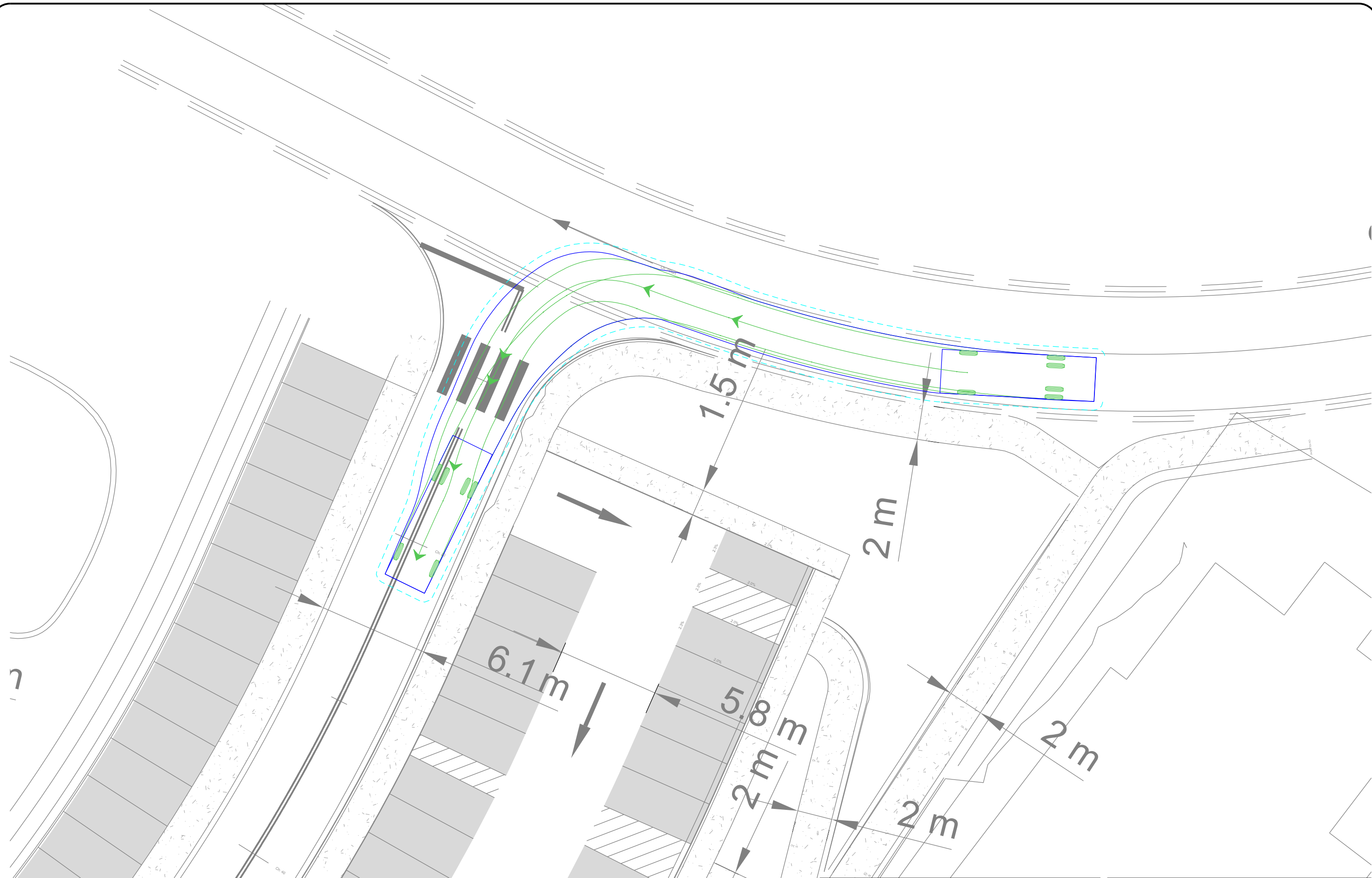
Yours sincerely

O'BRIEN TRAFFIC

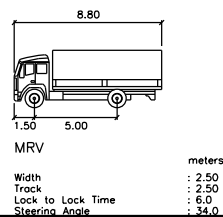
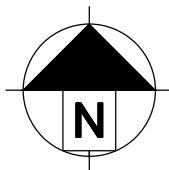


Matt Harridge
Director

SWEPT PATH DIAGRAMS



NOT FOR CONSTRUCTION



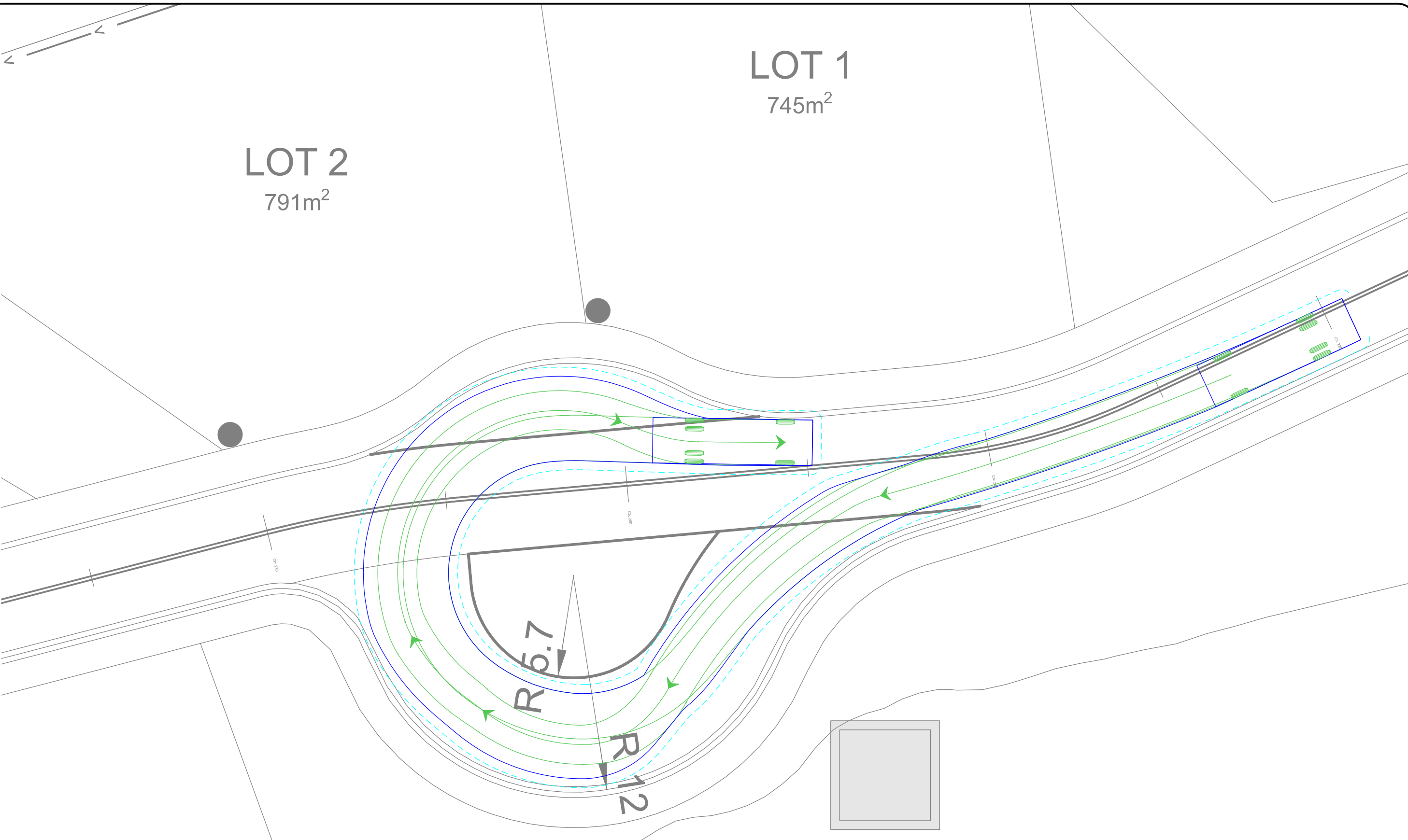
**8.8m MRV
ENTRY/EXIT**
Thredbo Subdivision
1:200 @ A3 16/04/25
DWG NO: 27459001

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)



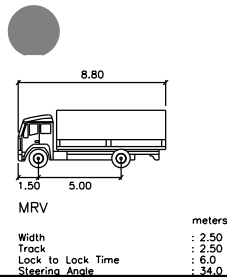
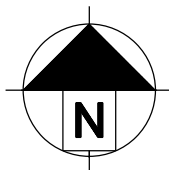
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• Traffic Engineering • Road Safety

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8.8m MRV
ENTRY/EXIT
Thredbo Subdivision
1:200 @ A3 16/04/25
DWG NO: 27459001

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)

- Traffic Planning
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LOT 7
626m²

LOT 1
898m²

LOT 8
647m²

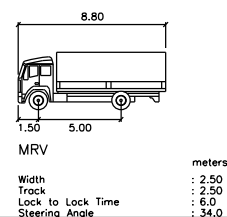
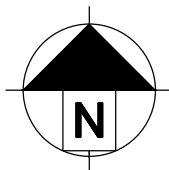
LOT 13
771m²

R 12

R 12

4 m

NOT FOR CONSTRUCTION



**8.8m MRV
ENTRY/EXIT**
Thredbo Subdivision
1:200 @ A3 16/04/25
DWG NO: 27459001

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
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	VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)



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