Snowy 2.0 Transmission Project

Long-Term Roads Strategy Stage 1

Prepared for Transgrid

June 2026

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Long-Term Roads Strategy Stage 1

Transgrid

E250445 RP1

June 2026

Version	Date	Prepared by	Reviewed by	Comments
1	9 February 2026	N. Devilliers	D. Keegan	Draft
2	1 April 2026	D. Keegan	I. Shenton	Draft
3	3 June 2026	D. Keegan	I. Shenton	Final

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Key Terms

Term	Definition
AGE	Agreement for the Grant of Easement
CoA	Conditions of Approval
Construction	All physical work to enable operation, including but not limited to the construction of transmission infrastructure and ancillary facilities carried out before the commencement of operation, excluding pre-construction minor works and road upgrades
CSSI	Critical State Significant Infrastructure
DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW)
DPHI	Department of Planning, Housing and Infrastructure
EIS	The Environmental Impact Statement titled Environmental Impact Statement – Snowy 2.0 Transmission Connection Project, prepared by Jacobs Group (Australia) Pty Limited, dated February 2021, including the Proponent's: • Amendment Report, dated March 2022 • Submissions Report, dated March 2022 • Biodiversity Development Assessment Report dated 22 August 2022 • additional information letters dated 16 August 2022.
ESCP	Erosion and Sediment Control Plan
EP&A Act	*NSW Environmental Planning and Assessment Act 1979*
EPBC Act	*Environmental Protection and Biodiversity Conservation Act 1999*
FCNSW	Forestry Corporation of NSW
Heavy Vehicle	As defined by the Heavy Vehicle National Regulator under the Heavy Vehicle National Law
KNP	Kosciuszko National Park
LTRS	Long-Term Road Strategy
NAP	Network Access Plan
NPWS	National Parks and Wildlife Service
NSW	New South Wales
Operation	The carrying out of the approved purpose of the development upon completion of construction, but does not include commissioning trials of equipment or use of temporary facilities. Note: There may be overlap between the carrying out of construction and operation if the phases of the development are staged. Commissioning trials of equipment and temporary use of any part of the development are within the definition of construction.
PCT	Plant Community Type
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting
RMP	Rehabilitation Management Plan
SHL	Snowy Hydro Limited
Site	All land to which the development application applies as listed in Appendix 1 and shown in Appendix 2 of the development consent

Term	Definition
SWMP	Soil and Water Management Plan
TfNSW	Transport for NSW

1 Introduction

This Long-Term Road Strategy (LTRS) has been prepared to meet the requirements of the development consent for Critical State Significant Infrastructure (CSSI) Approval (SSI 9717), the Snowy 2.0 Transmission Connection Project (the project). The LTRS outlines the overarching approach to managing the road network required to support the construction, operation, and rehabilitation phases of the project within Kosciuszko National Park (KNP). It defines how roads will be identified, upgraded, narrowed, closed, or rehabilitated in a manner that minimises environmental impacts and aligns with National Parks and Wildlife Service (NPWS) expectations. The strategy also establishes the framework for long-term road maintenance responsibilities and funding arrangements, ensuring that the road network remains safe, functional, and appropriately managed following completion of construction.

1.1 The project

Transgrid is building a transmission line and substation to connect Snowy 2.0 – a pumped hydro-electric project, to the National Electricity Market via Line 64 in the interim, before final connection to the Humelink southern network reinforcement project. This is known as the 'Snowy 2.0 Transmission Connection'.

The project is located within the Australian Alps in Southern NSW, about mid-way between Canberra and Albury and located wholly within the Snowy Valleys Local Government Area (LGA). The nearest large towns to the project area are Cooma approximately 80 kilometres (km) to the south-east, Tumut approximately 55 km to the north and Tumbarumba approximately 38 km to the north east. Figure 1.1 shows the regional setting of the Project.

The eastern extent of the project is the Snowy 2.0 Main Works cable yard at Lobs Hole in KNP. From the cable yard, the transmission line extends west through KNP, up Sheep Station Ridge characterised by steep, mountainous terrain before traversing Talbingo Reservoir. The transmission connection then continues west, crossing Elliott Way at three locations before exiting KNP and entering Bago State Forest continuing on to the substation site.

1.2 Project approval

The Snowy 2.0 Transmission Connection Project was declared Critical State Significant Infrastructure (CSSI) as part of the CSSI declaration for the Snowy 2.0 and Transmission Project on the basis that it is critical to the State for environmental, economic, and/or social reasons under the provisions of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act) on 7 March 2018, as described in Clause 9 of Schedule 5 of the *State Environmental Planning Policy (Planning Systems) 2021*.

On 2 September 2022, the NSW Minister for Planning granted approval for the Snowy 2.0 Transmission Connection Project under State Significant Infrastructure Approval (SSI-9717).

In addition to the State approval, a referral (EPBC 2018/8363) was lodged with the Australian Government Department of Climate Change, Energy, the Environment and Water (AG DCCEEW), previously the Department of Agriculture, Water and the Environment, under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). On the 21 October 2022, the Commonwealth Minister's delegate approved Snowy 2.0 Transmission Connection Project as a "controlled action" under the EPBC Act.

The project EIS included an assessment of traffic and transport impacts within Section 7.6 and Appendix D – Traffic and Transport Impact Assessment.

An Amendment Report (Transgrid, 2022), including Revised Environmental Mitigation Measures was approved by the Planning Secretary on 14 March 2022. The Amendment Report included the following changes to the project since public exhibition:

- an overall reduction to the disturbance footprint
- increase to the substation asset protection zone
- access track amendments
- options to dispose soil at other approved Main Works emplacement areas
- changes to water supply.

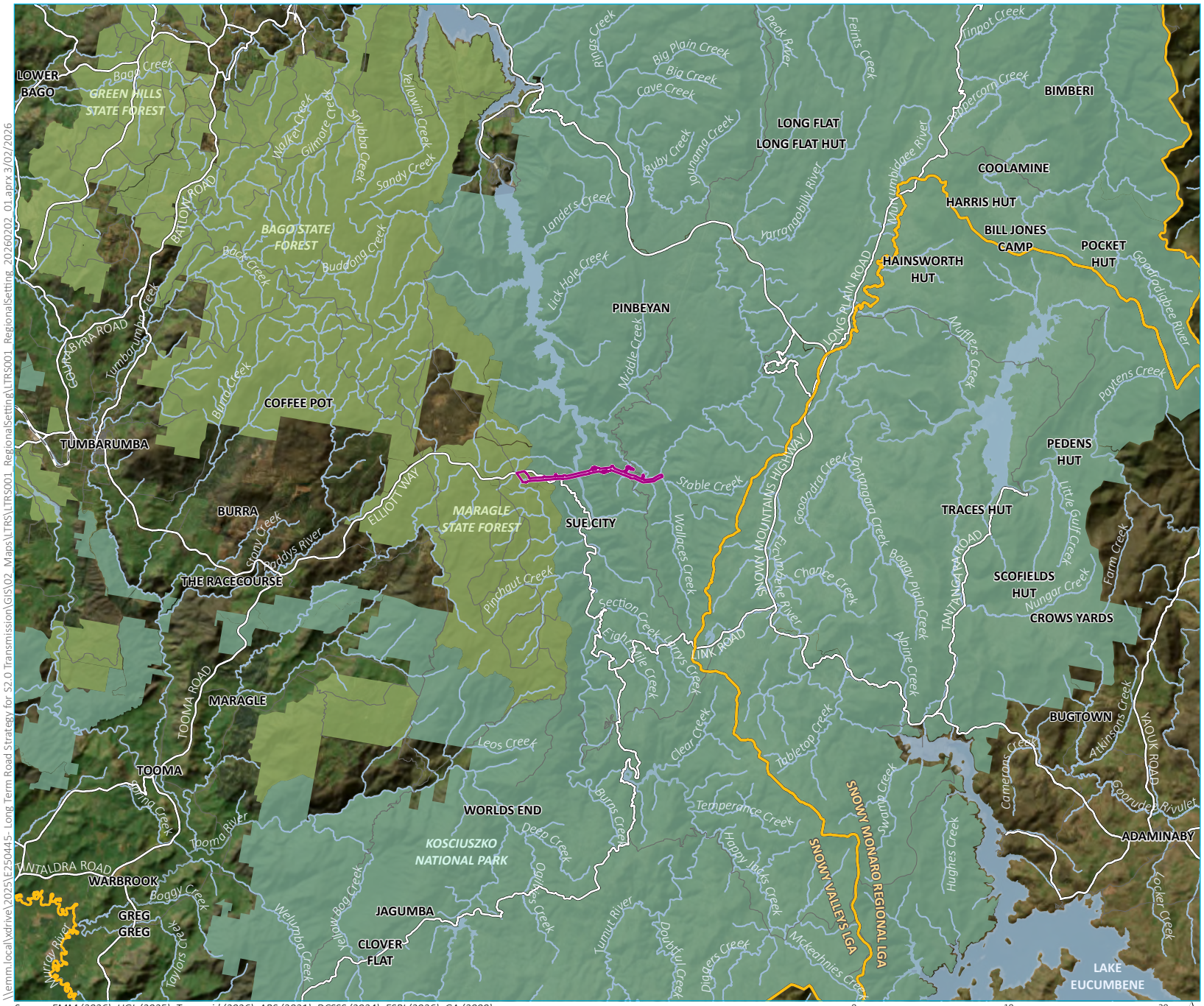
The Traffic and Transport Impact Assessment identified key issues, including the suitability of existing intersections of access tracks with public roads in KNP. Traffic and transport impacts were assessed with consideration given to other developments in the area including Snowy 2.0 Main Works, Snowy 2.0 Exploratory Works, Snowy 2.0 Segment Factory at Polo Flat and the Snowy 2.0 Transmission Connection Project. The level of increase of light vehicle and heavy vehicle movements as a result of the Snowy 2.0 Transmission Connection, Snowy 2.0 Main Works and the Snowy 2.0 Segment Factory (Segment Factory), was considered to not have any significant impacts to the mid-block capacity of the study network given the network is currently operating at very low volume/capacity ratios. The assessment indicates there is a significant amount of spare capacity in the network.

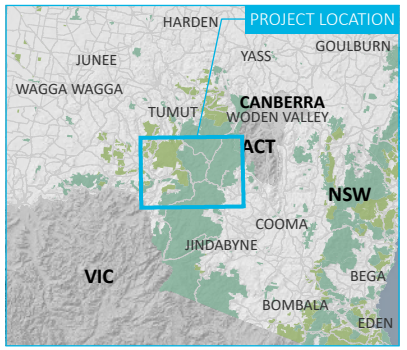
1.2.1 Condition B33 - Long Term Road Strategy

The requirements of the condition of approval (CoA) relevant to the LTRS, Condition B33, along with a cross-reference to the section of this document in which each part of Condition B33 is addressed, is provided in Table 1.1.

Table 1.1 Conditions of approval relevant to the LTRS

Condition	Requirement	Where addressed
Condition B33	Within 2 years of the commencement of construction, unless the Planning Secretary agrees otherwise, the Proponent must prepare a Long-Term Road Strategy for the development to the satisfaction of NPWS. This strategy must:	This document. Note Staging and extension of time approval as per Section 1.4
Condition B33 (a)	• identify the road network within the Kosciuszko National Park required for the development during operations, including the detailed specifications for this road network	Sections 1.3 and 3.3
Condition B33 (b)	• identify which roads within the Kosciuszko National Park can be narrowed or closed following construction and then rehabilitated	Section 3.4
Condition B33 (c)	• include a detailed program for the rehabilitation of these roads, which can be incorporated into the Rehabilitation Management Plan for the development	Section 3.6
Condition B33 (d)	• identify future road maintenance and funding responsibilities for the long-term road network following construction.	Section 3.5
	Following NPWS's approval, the Proponent must implement the Long-Term Road Strategy.	





KEY

- Project boundary

Existing environment

- Rail line
- Major road
- Minor road
- Named watercourse
- Named waterbody
- NPWS reserve
- State forest
- Local government area

INSET KEY

- Major road
- NPWS reserve
- State forest

Source: EMM (2026); UGL (2025); Transgrid (2026); ABS (2021); DCSSS (2024); ESRI (2026); GA (2009)

0 10 20 km

GDA2020 MGA Zone 55

N

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Regional setting

Snowy 2.0 Transmission
Long-Term Road Strategy
Figure 1.1

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1.3 Scope of LTRS

The LTRS has been prepared to identify the road network within the KNP required for the development during operations and how these roads will be managed. This includes the identification of future road funding and maintenance responsibilities following construction.

This LTRS addresses the relevant CoA associated with the road network for the Snowy 2.0 Transmission Project, which are detailed in Table 1.1. The structure of the LTRS reflects the CoA requirements.

Roads and access tracks within KNP to be used by Transgrid during the project (during both construction and operation) for the purpose of accessing the project site include the following:

- Access tracks 1, 2, 4, 5, 6, 6A, 7, 8 and 10 – these are project operated access tracks within the transmission corridor that are being utilised to facilitate construction. These tracks will remain in place during the operation phase to facilitate ongoing maintenance requirements. It is noted that a further two transmission corridor access tracks, tracks 9 and 12, were developed by the project however these are located outside of KNP and are not considered within this plan.

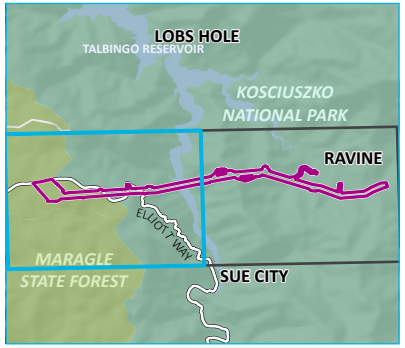
- Elliott Way – a regional state road that links the township of Tumbarumba and the locality of Nurenmerenmong via Paddys River. The road connects Tooma Road with Goat Ridge Road through KNP and has one lane in each direction with a posted speed limit of 80 km/hr. Elliott Way provides access to access tracks 1, 2, 9, 10 and 12 within the project area.

- Mine Trail – a Snowy 2.0 Project road that connects Lobs Hole Ravine Road to the Main Access Tunnel through KNP. Mine Trail provides access to access tracks 7 and 8 within the project area.

- Lobs Hole Ravine Road – a Snowy 2.0 Project road that connects Link Road to Mine Trail, Ravine Substation, and Lobs Hole within the KNP. Lobs Hole Ravine Road provides access to access tracks 4, 5, 6 and 6A within the project area, with access track 4 and 5 not being intersected as it forms part of the Snowy 2.0 Hydro Project.

- Link Road - a regional state road two-way road with one lane in each direction that connects Goat Ridge Road to the west and Snowy Mountains Highway to the east. The road provides access to the Selwyn Snow Resort and Cabramurra as well as access roads including Lobs Hole Ravine Road.

Figure 1.2 shows the project footprint and infrastructure, access tracks and access roads.



KEY

- Project boundary
- Tower location
- Transmission line

Access track

- Track 1
- Track 2
- Track 9
- Track 10
- Track 12
- Public road of interest

Existing environment

- Major road
- Minor road
- Vehicular track
- Named watercourse
- Named waterbody
- NPWS reserve
- State forest

Source: EMM (2026); UGL (2025); Transgrid (2026); ABS (2021); DCSSS (2024); ESRI (2026); GA (2009)

0 1 2 km

GDA2020 MGA Zone 55

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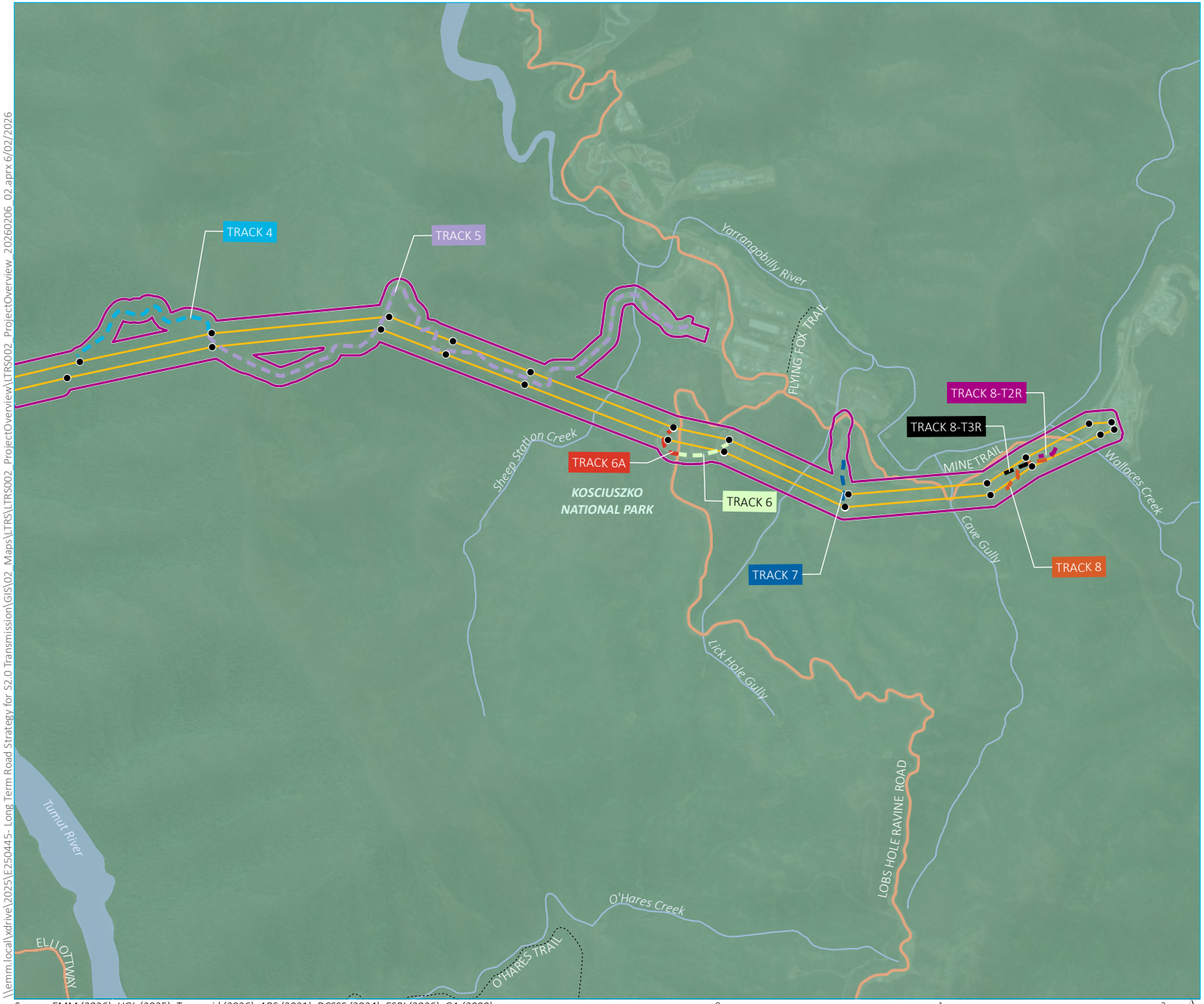
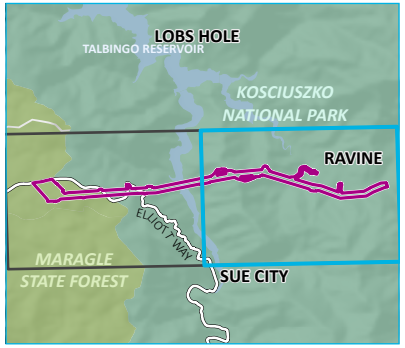
Project overview- West
Map 1 of 2

Snowy 2.0 Transmission
Long-Term Road Strategy
Figure 1.2

EMM creating opportunities





KEY

- Project boundary
- Tower location
- Transmission line

Access track

- Track 4
- Track 5
- Track 6
- Track 6a
- Track 7
- Track 8
- Track 8-T2R
- Track 8-T3R
- Public road of interest

Existing environment

- Major road
- Minor road
- Vehicular track
- Named watercourse
- Named waterbody
- NPWS reserve

Source: EMM (2026); UGL (2025); Transgrid (2026); ABS (2021); DCSSS (2024); ESRI (2026); GA (2009)

0 1 2 km

GDA2020 MGA Zone 55

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Project overview- East
Map 2 of 2

Snowy 2.0 Transmission
Long-Term Road Strategy
Figure 1.2

EMM creating opportunities

1.4 Staging and extension of time

Transgrid has gained approval from DPHI to stage LTRS as required under Condition B33 of the Development Consent. The approval, granted on 31 October 2025, also allows for an extension of time for the delivery of the staged LTRS. The LTRS staging approval can be found here: Major Projects Planning Portal LTRS Extension and Staging Request.

The approved staging of the LTRS is as follows:

- **Stage 1** – roads which Transgrid will contribute to 100% of maintenance (i.e. transmission corridor access tracks 1 to 10).
- **Stage 2** – roads that require agreement with Snowy Hydro Limited (SHL) and NPWS and include Lobs Hole Ravine Road, Mine Trail, Link Road and Elliott Way). The Stage 2 document will detail the long-term use of these roads by NPWS, SHL and Transgrid and include details for long-term funding and maintenance. Stage 2 roads may also be utilised by third parties in some instances such as the Rural Fire Service and other emergency services, as well as the public.

The approved extension of timing for the staged LTRS, prepared to the satisfaction of NPWS, is as follows:

- **Stage 1** – no later than 4 June 2026.
- **Stage 2** – no later than 4 December 2026.

This version of the LTRS is for Stage 1 only. Transgrid will either update this LTRS to include Stage 2 roads or will create a separate Stage 2 LTRS to address the requirements of Condition B33 for Stage 2 roads at a later date and in line with the approved extension of time. Transgrid will work with SHL and NPWS in a collaborative manner to deliver the staged LTRS.

1.5 Alignment with Rehabilitation Management Plan

Conditions B33(c) and B48(d) require a detailed program for the rehabilitation of roads to be incorporated into the Rehabilitation Management Plan (RMP). The Snowy 2.0 Transmission Rehabilitation Management Plan Revision 0.06 was approved by the Planning Secretary on 27 June 2025.

The RMP states:

> Unused roads and stockpiles will be rehabilitated to a native vegetation final land use, noting that the Long-Term Road Strategy is yet to be developed.

Table 4-3 within the RMP includes a “rehabilitation completion criteria” for the Project. This includes criteria applicable to access roads in general. For ease of cross referencing this table has been reproduced in Appendix A, noting that the table has been included for information only and that the latest approved version of the RMP should be referred to for any works.

It is noted that for this Stage 1 LTRS, access tracks 1 to 10 will not be subject to closure, narrowing or any other changes that would require rehabilitation. The access tracks have been designed and constructed to minimise their footprint while meeting the requirements for use during construction and operation. Accordingly, for the Stage 1 LTRS, no further consideration of rehabilitation is required, including the preparation of a detailed program for the rehabilitation of these roads within the RMP, as required by Condition B33(c).

Where rehabilitation of the road corridor is required for Stage 2 roads, a program for those works would be developed in consultation with NPWS and SHL and included in the Stage 2 LTRS.

1.6 Preparation and consultation

The LTRS has been developed in consultation with NPWS.

This plan has been issued to NPWS for review and comment, with comments incorporated, where appropriate.

An overview of the consultation that was undertaken to develop the LTRS is provided in Chapter 4.

2 Strategy overview

2.1 Environmental requirements

2.1.1 Legislation

Legislation relevant to LTRS includes:

- *Environmental Planning and Assessment Act 1979* (EP&A Act)
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)
- *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* (EPBC Act)
- *National Parks and Wildlife Act 1974 (NSW)* (NPW Act)
- National Parks and Wildlife Regulation 2019
- *Roads Act 1993*
- Roads Regulation 2018
- *Local Government Act 1993.*

Relevant provisions of the above legislation are explained in Section 2.2 and Appendix C of the Snowy 2.0 Transmission Connection Project Environmental Management Strategy (EMS).

2.1.2 Guidelines

The main guidelines, specifications and policy documents relevant to this LTRS include:

- *NPWS Park Facilities Manual*
- *Kosciuszko National Park Plan of Management* (NPWS, 2006)
- *NPWS and SHL Roads Maintenance Agreement (RMA) (2002)*
- *Managing Urban Stormwater – Soils and Construction, Volume 1, 4th edition (Landcom, 2004) and Volume 2C Unsealed Roads* (DECC, 2008b)
- *NPWS Erosion and Sediment Control on Unsealed Roads April 2010.*

Other reference documents:

- *Snowy 2.0 Transmission Connection Project Environmental Impact Statement* (Jacobs, 2021)
- *Snowy 2.0 Transmission Connection Project Traffic and Transport Assessment* (Jacobs, 2020)
- *Snowy 2.0 Transmission Connection Project Amendment Report* (Transgrid, 2022)
- *Snowy 2.0 Transmission Connection Project Environmental Management Strategy* (Transgrid, 2024).

2.2 Land access agreements and plans (NPWS–Transgrid)

Transgrid and NPWS have in place an Agreement for the Grant of Easement (AGE). The AGE allows for the establishment of an easement for the construction and operation of the project, including any temporary easement areas required.

In accordance with the AGE, Transgrid have developed a Network Access Plan (NAP), as approved by NPWS. The plan outlines the measures that are to be implemented to minimise the potential impacts on access by the NPWS, emergency services and Transgrid.

3 Long-term road network

3.1 Road categorisation

For the purposes of this LTRS, roads within the project area are grouped into three broad categories based on their primary function and typical access arrangements. These categories are consistent with the road management approach applied within Kosciuszko National Park for roads shared between NPWS, SHL and Transgrid, and provide a practical framework for planning access, maintenance and use.

The road categories used in this LTRS are:

- exclusive roads
- park management roads
- park public roads.

A description of each category and the typical rights of use by motor vehicles is provided in Table 3.1.

Table 3.1 Road categorisation

Type of road	Expected usage
Exclusive roads	Roads primarily used for Transgrid operations and maintenance activities. Access is generally limited to Transgrid personnel, contractors and invitees. These roads may also be used by relevant government officers where required, such as during emergencies, inspections, or for regulatory and land management purposes.
Park management roads	Roads used to support land and asset management activities. These roads may be accessed by Transgrid personnel and invitees, government land managers and, where appropriate, a limited number of third parties for approved purposes.
Park public roads	Roads that are open to general public use and form part of the broader public road network. These roads may be used by all members of the public, including Transgrid and government agency personnel.

The access tracks that are the subject of the Stage 1 LTRS would fall into the category of “exclusive roads”.

3.2 Road classifications

For the purposes of this LTRS, road classifications are consistent with the road management approach applied within Kosciuszko National Park for roads shared between NPWS, SHL and Transgrid, and are described in Table 3.2.

Table 3.2 Road classifications

Road classification code	Type	Description	System
RT1	Indicated route	A mapped route not present on ground.	Emergency only
TR1	Dormant track	Dormant, can be reactivated, some essential reinforced areas, over snow access.	Maintenance checks every two years
TR2	Basic track	General access track, single lane, vegetated surface, 4WD only, not necessarily all weather, some reinforced areas, reinforced wheel tracks, emergency heavy access desirable, essential culverts, rollovers and table drains.	Desirable two vehicles per week or less

Road classification code	Type	Description	System
TR3	High level track	High standard track, single lane, 4WD only, all weather, reinforced areas are the norm, reinforced wheel tracks, pull over areas, some heavy vehicle usage, some culverts and table drains where required.	Maximum eight vehicles per day
RD1	Minor unsealed road	Low grade road, two-lane, all weather 2WD access, 5 metre (m) formation, crowned and prepared running surface, culverts, drains, essential safety road furniture, nominal speed 45 kilometres per hour (km/h).	Maximum 20 vehicles per day
RD2	Major unsealed road	High grade road, two lane, 9 m formation, all weather 2WD, all road features except seal, nominal speed 60 km/h.	As required, maximum 60 vehicles per day
SR1	Minor sealed road	Two-lane road, 7 m seal, modest running surface, nominal speed 80 km/h, safety items.	As required
SR2	Major sealed road	Two-lane road, high grade seal, 11 m seal, nominal speed 100 km/h, safety items.	As required

3.3 Permanent road network

Figure 1.2 illustrates the permanent road network during the Snowy 2.0 Transmission Connection Project operational phase (both Stage 1 and Stage 2 roads).

The long-term management approach to the road network may be amended by NPWS or Transgrid with agreement at any time.

3.3.1 Stage 1 roads

The permanent road network for Stage 1 roads, including categorisations and classifications are provided in Table 3.3.

Table 3.3 Road categorisation and classification

Road	Purpose	Approximate extent (m)	GPS coordinates – start Latitude Longitude	GPS coordinates – end Latitude Longitude	Categorisation	Required classification
Track 1	Access to Tower 14	232	-35.792644 148.338612	-35.793920 148.338734	Exclusive	TR2
Track 2	Access to Towers 12 and 13	561	-35.794862 148.343708	-35.794029 148.346999	Exclusive	TR2
Track 4	Access to Tower 11	965	-35.789078 148.369771	-35.790176 148.363286	Exclusive	TR2
Track 5	Access to Towers 7, 8, 9 and 10	3,735	-35.788582 148.393623	-35.789078 148.369771	Exclusive	TR2
Track 6	Access to Tower 5	298	-35.793784 148.393195	-35.793349 148.395680	Exclusive	TR2
Track 6A	Access to Tower 6	162	-35.793784 148.393195	-35.792890 148.393357	Exclusive	TR2
Track 7	Access to Tower 4	236	-35.793939 148.401432	-35.795645 148.401372	Exclusive	TR2
Track 8 (including T-2R and T3-R)	Access to Towers 2 and 3	683	-35.793325 148.411970	-35.795022 148.409478	Exclusive	TR2
Track 10	Access to Towers 15 and 16	448	-35.795155 148.332112	-35.794548 148.335882	Exclusive	TR2

3.3.2 Stage 2 roads

Categorisation, classification and funding arrangements will be agreed with NPWS and included in Stage 2 of this plan for the following roads:

- Lobs Hole Ravine Road
- Link Road
- Elliott Way
- Mine Trail.

3.4 Rehabilitation of roads

3.4.1 Roads to be narrowed or closed

Stage 1 access tracks have been constructed to the minimum width required for construction and operation. No narrowing or closure of Stage 1 tracks will be required and as such no rehabilitation of disturbed access track areas no longer in use is required.

For clarity, some work areas beyond the access track footprints will be rehabilitated. These include parts of the transmission corridor cleared for construction, laydown areas and extended pad areas that are no longer needed for construction or maintenance – refer to Appendix A for a high-level overview of the type of work areas to be rehabilitated. This rehabilitation is subject to the Rehabilitation Management Plan and is not included within the LTRS.

Stage 2 roads to be narrowed or closed will be identified within the Stage 2 LTRS.

3.4.2 Proposed rehabilitation program

As described above, there is no closure or narrowing of Stage 1 access tracks and as such no rehabilitation program.

A rehabilitation program for Stage 2 roads, if required, will be developed as part of the Stage 2 LTRS.

3.5 Future funding and maintenance

The Stage 1 access tracks are expected to be used sparingly for Transgrid inspections and maintenance activities. NPWS would also use the Stage 1 access tracks sparingly for operations such as inspections, weed and pest maintenance and firefighting. Transgrid have committed to maintaining the Stage 1 access tracks. This would include funding of any maintenance for the Stage 1 access tracks required to keep them operational.

NPWS use of the Stage 1 access tracks is expected to cause negligible wear and tear. Transgrid acknowledges these impacts and their minor nature. However, it is noted that where NPWS operations are shown to have damaged infrastructure such as gates or signage, NPWS would replace these items.

Future funding and maintenance of Stage 2 access tracks will be agreed between NPWS, SHL and Transgrid and captured within the Stage 2 LTRS.

3.6 Rehabilitation monitoring and reporting

No rehabilitation is proposed for Stage 1 access tracks and as such no monitoring program and reporting is proposed.

Where rehabilitation works are required for Stage 2 access tracks, a rehabilitation monitoring program and associated reporting requirements would be captured within the Stage 2 LTRS and RMP.

4 Consultation

The record of consultation that has taken place to aid in the preparation and approval of this strategy is provided in Table 4.1.

Table 4.1 Record of consultation

Date	Attendees	Description of consultation	Outcome
20 May 2026	Nic Shotter – NPWS Bernadette Zanet – NPWS Karl Daniells – NPWS Jason Snape – Transgrid Chris Johnston – Transgrid Andrew Buttigieg – Transgrid Daniel Keegan – EMM Consulting	Discussion on findings of NPWS review of the LTRS	Comments to be provided by NPWS
29 May 2026	N/A	Comments provided by NPWS via email	LTRS updated in response to comments

Further consultation will occur for Stage 2 access tracks, including with NPWS and SHL, to inform the Stage 2 LTRS.

5 Strategy review

As required by Condition C2, the Proponent must review and, if necessary, revise the strategies, plans or programs required under this approval to the satisfaction of the Planning Secretary within three months of the:

a) the submission of an incident report under condition C7

b) the submission of an Independent Audit under condition C10

c) the approval of any modification of the conditions of this approval, or

d) the issue of a direction of the Planning Secretary under condition A2 which requires a review.

In addition to the above triggers and in accordance with the approved staging of this strategy, a Stage 2 LTRS will be produced to address Stage 2 access track long-term management.

The long-term management approach to the road network may be amended by NPWS or Transgrid with agreement at any time.Notwithstanding the requirements of Condition C2, this LTRS will be reviewed at least every 5 years, in consultation with and to the satisfaction of NPWS.

References

DPIE 2006, *Plan of Management Kosciuszko National Park,* NSW Department Planning Industry and Environment

Jacobs 2021, *Snowy 2.0 Transmission Connection Project Environmental Impact Statement (EIS),* prepared for Transgrid, Jacobs, February 2021

Jacobs 2020, *Snowy 2.0 Transmission Connection Project Traffic and Transport Assessment,* prepared by Jacobs on behalf of Transgrid, December 2020

Transgrid 2022, *Snowy 2.0 Transmission Connection Project Amendment Report*

Transgrid 2024, *Environmental Management Strategy*

UGL 2025, *Snowy 2.0 Transmission Rehabilitation Management Plan*

Transgrid 2025, *Snowy 2.0 Transmission Network Access Plan*

Appendix A

Rehabilitation Management Plan – Rehabilitation completion criteria (for information only)

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A.1 Rehabilitation Management Plan – Rehabilitation completion criteria (for information only)

Relevant rehabilitation completion criteria for access roads, taken from Table 4-3 of the approved Rehabilitation Management Plan (RMP) is included in Table A.1. It is noted that only rehabilitation completion criteria that is relevant to access roads has been included below. For the full contents of Table 4-3, please refer to the RMP.

Table A.1 Rehabilitation completion criteria for the project (source RMP – Table 4-3 (UGL, 2025))

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
Active phase						
All Zones	All zones	Minimise risk of injury to people and animals.	Minimise risk of injury to people and animals. Appropriate security measures implemented (where required) prior to commencing work.	Appropriate security measures in place.	Principal contractor	Risk assessment completed and actioned.
		Minimise the impact of vegetation clearance activities on flora and fauna.	Appropriate measures are implemented (as required) to minimise impacts to flora and fauna.	Pre-clearance surveys undertaken and disturbance/no go areas demarcated.	Principal contractor	Pre-clearance records.
		Manage erosion.	Erosion and sediment controls.	Erosion and sediment control structures have been progressively installed and maintained during disturbance, in accordance with the site Erosion and Sediment Control Plans (ESCPs).	Principal contractor	Site records and reports. ESCPs.
		Topsoil/subsoil will be appropriately stripped and managed for use in rehabilitation in accordance with the Soil and Water Management Plan (SWMP).	Topsoils/subsoils available and suitable for rehabilitation activities.	Topsoil/subsoil has been stripped and stockpiled in accordance with requirements stipulated in this RMP and the SWMP.	Principal contractor	Site records and reports. Soil inventory. SWMP.
		Seeds will be collected from appropriate plant community types (PCT) for use in rehabilitation.	Appropriate seeds are available for rehabilitation.	Appropriate seeds have been collected from appropriate PCTs for use in final rehabilitation.	Principal contractor	Site records and reports. Seed inventory.

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
		Employ interim rehabilitation strategies to areas that cannot be permanently rehabilitated straight away, to minimise dust generation, erosion, uncontrolled discharges of sediment, and the spread of weeds to other parts of KNP.	Installation of interim rehabilitation measures.	Appropriate interim rehabilitation measures, including erosion and sediment controls, have been progressively installed and maintained during disturbance.	Principal contractor	Site records, inspections and reports.
Demobilisation phase						
Access roads	Access roads Stockpiles	Decommission and remove infrastructure, unless NPWS agrees otherwise.	All surface infrastructure that is not required for the final land use has been dismantled and removed from the site.	All redundant infrastructure is removed.	Transgrid	Statement provided, with before/after photos.
			Infrastructure to be retained is agreed with NPWS and/or Forestry Corporation of NSW (FCNSW).	Infrastructure proposed for retention is acknowledged by NPWS and/or FCNSW.	Transgrid	Written agreement from NPWS and/or FCNSW.
Access roads	Access roads	Restore all roads on-site in accordance with the LTRS.	Retained access roads will be stabilised and restored.	Stabilisation of access roads is complete.	Transgrid	As per the final landform plan photos.
Retained infrastructure Roads	Infrastructure Access roads	Unless the Proponent and the applicable authority agree otherwise, the Proponent must: a) repair, or pay the full cost associated with repairing, any public infrastructure that is damaged by the development b) relocate, or pay the full cost associated with relocating, any public infrastructure that needs to be relocated as a result of the development.	All public infrastructure damaged by the project is repaired/relocated and is safe and stable for use.	Repair/relocation works complete.	Transgrid	Post construction survey.

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
All zones	All zones	Land/water contamination: There is no residual soil contamination (including NOA) on site that is incompatible with the final land use, or that poses a threat of environmental harm.	Waste material and/or contamination occurring on site surface have been removed. Note. Under no circumstances will contaminated materials/soil be buried on site.	There is no evidence of contamination following the removal of plant, equipment and materials. All rubbish/waste materials have been removed from site.	Principal Contractor and Transgrid	Contamination reports. Written statement. Photographic records. Waste facility receipts.
			Contaminated areas are identified and remediated, removed or otherwise managed.	Contaminated soils presenting constraints to final land use have been identified and remediated or removed from the areas to be rehabilitated or appropriately managed (in accordance with legislation).		

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
Site preparation and landform establishment phase						
Transmission line easement Native vegetation	Infrastructure Roads Stockpiles	The final landform is stable for the long-term and does not present a risk of environmental harm downstream/downslope of the site or a safety risk to the public/native fauna. Landform is commensurate with surrounding natural landform.	Landform constructed to design.	Landform survey verifies that the final landform is safe and has been constructed in accordance with the approved landform detailed design.	Transgrid	Detailed design - use of heat map to compare as-built levels with design levels. Suitably qualified person will assess final landform using static erosion risk assessments (adjustments will be made to the final capping layer if required). Visual inspection including photographic documentation of any rills or gullies of concern. As constructed – surveys will be undertaken to verify features such as drainage lines.
			Indicators of erosion and land stability. Indicators that surface water management structures are functioning as designed.	Rehabilitated slopes are free draining with appropriate drainage in place so that water will not undermine the structure in the long term. No visual signs of land instability such as mass movement. No gullies, tunnel erosion features or rills >300 millimetres (mm) deep or wide.	Principal Contractor and Transgrid	
			Drainage structures are constructed to design and specification.	Final landform drainage structures including drains, banks and drop structures constructed in accordance with the SWMP and ESCPs. Where specified on Issued For Construction drawings NPWS are to be consulted regarding final landform drainage structures.	Principal Contractor and Transgrid	
Ecosystem and land use establishment phase						
Native vegetation	All zones	Groundcover comparable to reference communities.	Hydromulching application rates.	Hydromulching has been undertaken at the specified rate (tonnes/ha) to provide sufficient ground coverage once established.	Transgrid	Meeting the ecological rehabilitation requirements provided in RMP Table 4-1.
			Plant density and ground cover.			

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
		Community structure/species composition is comparable to reference vegetation communities.	Community composition.	A mixture of native trees, shrubs and grasses consistent with the PCT for that area has been planted (via hydromulching), in accordance with specifications.		Monitoring, reporting, photographic record. Written agreement from NPWS and/or FCNSW.
All zones	All zones	Erosion does not present a safety hazard or compromise post construction land capability.	Indicators of erosion and land instability.	No erosion features (>500 mm in depth) occur onsite.	Transgrid	Rehabilitation monitoring records.
		Weeds and animals do not present a risk to rehabilitation.	Weed density.	Weed density in rehabilitation areas is comparable with surrounding native vegetation sites.		Weed presence in rehabilitation monitoring and site inspection records.
			Grazing animal impacts.	Plantings have been installed, with appropriate vegetation protection implemented.		Site specific rehabilitation plans Planting records Site inspection records.
Ecosystem and land use sustainability – final indicators						
Native vegetation	Access roads Transmission line easement Stockpiles	Ecological rehabilitation objective 1: • The vegetation composition of the rehabilitation is recognisable as a PCT contained within the BioNet Vegetation Classification and which was present on site prior to the project's temporary disturbance.	All native vascular plant species are monitored to species level from fixed 0.04 hectare (ha) monitoring plots in accordance with the Biodiversity Assessment Method (BAM), transect intercept method, and/or other method approved by the Planning Secretary. Monitoring should include appropriate reference sites outside the disturbance area, ideally capturing the variation of the 2003 and 2019/20 fires.	a) Native plant species composition is characteristic of the target PCT based on suitable analysis against a reference data set using the PCT Assignment Tool. b) The target PCT BAM composition score is within or greater than the inter-quartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met Site specific rehabilitation plans.

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
Native vegetation	Access roads Transmission line easement Stockpiles	Ecological rehabilitation objective 2: • The vegetation structure of the rehabilitation is recognisable as, or shows a substantial trend towards, a PCT contained within the BioNet Vegetation Classification, and which was present on site prior to the project's temporary disturbance.	The cover, abundance and height range of all native vascular plant species are monitored from fixed 0.04 ha monitoring plots in accordance with the BAM, transect intercept method, and/or other method approved by the Planning Secretary.	Cover, abundance and height range of native plant growth forms are characteristic of the target PCTs and within or greater than the inter-quartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met.
Native vegetation	Access roads Transmission line easement Stockpiles	Ecological rehabilitation objective 3: • Levels of ecosystem function have been established that demonstrate the rehabilitation is self-sustainable or shows a substantial trend towards a self-sustaining state.	Growth medium, covering both subsoil and topsoil properties, and soil processes are monitored using methods approved by the Planning Secretary.	Growth medium, including topsoil, is suitable for target PCTs establishment, and indicators of nutrient cycling are suitable for sustaining the target PCTs. All priority attributes of nutrient cycling, soil processes and both subsoil and topsoil properties should be within or greater than the interquartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met Soil sampling results.
			All species are monitored for establishment of second-generation juveniles/immatures and capacity for recruitment from fixed 0.04 ha monitoring plots in accordance with the BAM, transect intercept method, and/or other method approved by the Planning Secretary.	Rehabilitation vegetation communities are maturing, and natural recruitment is occurring for species within each growth form at rates within or greater than the interquartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met.

Final land use zone	Active zone	Rehabilitation objective	Indicator	Completion criteria	Responsibility	Record/validation method
			Number and ground cover of weed species are monitored from fixed 0.04 ha monitoring plots in accordance with the BAM, transect intercept method, and/or other method approved by the Planning Secretary.	The number and ground cover of weed species is comparable to, or less than, the interquartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met.
			Presence/absence of some fauna habitat features (e.g. flowering plant, decorticating bark, stags with hollows and/or nest boxes) and quantitative assessment of other features (e.g. leaf litter cover, bare ground, wood debris) are monitored from fixed 0.04 ha monitoring plots in accordance with the BAM, transect intercept method and/or other method approved by the Planning Secretary.	Fauna habitat features and resources (food and shelter characteristics) within the rehabilitation vegetation communities are present and within or greater than the interquartile range of local reference site values for the assigned PCT.	Transgrid	Rehabilitation monitoring reports Independent ecological reports validating completion criteria has been met Site specific rehabilitation plans.

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