

Transport Strategy (Stage 1)

Snowy 2.0 Transgrid Connection

Prepared for Transgrid Prepared by Beca Pty Ltd ABN: 85 004 974 341

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Official

Acronyms and Abbreviations

Abbreviation	Description
AC	Access Track
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
DPE	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EPBC Act	Environmental Protection and Biodiversity Conservation Act 1999
FCNSW	Forestry Corporation NSW
NPWS	NSW National Parks and Wildlife Service
OSOM	Oversize and/or Overmass
PCT	Plant Community Type
TfNSW	Transport for NSW



Revision History

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Beca Document Acceptance

Action	Name	Signed	Date
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Transgrid Approval

Action	Name	Signed	Date
Reviewed by	Jason Snape	24	07/08/2023
Approved by	Andrew Buttigieg	A. Buttegier	11/08/2023

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1 Introduction

The Minister for the Department of Planning and Environment (DPE) granted Transgrid infrastructure approval (SSI 9717) dated 2 September 2022 (Approval) for the Snowy 2.0 Transmission Connection Project (Project) which will connect the Snowy 2.0 Hydro Project to the National Energy Market.

This report has been prepared to address Condition B27 of the Approval which requires Transgrid to prepare a Transport Strategy that addresses ecological, amenity, and heritage impacts associated with:

- The upgrade of an existing Forestry Corporation NSW (FCNSW) intersection into the Substation off Elliott Way (which forms part of Track 9).
- The construction of 8.3km of access tracks in Bago State Forest and Kosciuszko National Park.
- The upgrade of existing local government roads to facilitate construction of the Project.

The various requirements of Condition B27 and the section where each is addressed in this report is set out in Table 1-1. This Transport Strategy is separate to the Traffic and Transport Management Plan that has been prepared by Transgrid to satisfy Condition B32 of the Approval.

Condition C3 of the Approval allows for any strategy, plan or program required by the Approval to be prepared on a staged basis. Section 2.2 of this report describes the approved staging and the scope of works to which this Transport Strategy applies. Refer to a copy DPE staging approval provided in Attachment A.

Condition	Condition Requirements	Section Addressed
	TRANSPORT STRATEGY	
B 27	Prior to commencing construction in Project Area West, the Proponent must prepare a Transport Strategy, in consultation with the relevant roads authority/manager, to the satisfaction of the Planning Secretary, which: (a) identifies the location and type of any percessary road	Refer to the mapping in Attachment B. Visual amenity addressed at Section 3.1.
	upgrades (including roads, intersections, crossing points, bridges and access points), including consideration of relevant amenity impacts;	
	(b) ensures that any road upgrades comply with the Austroads Guide to Road Design (as amended by TfNSW supplements), unless the relevant road authority agrees otherwise;	Addressed in Section 2.2.1
	(c) includes a detailed assessment of potential impacts of any necessary road upgrades (such as heritage and biodiversity impacts), including consideration of appropriate mitigation measures;	Addressed in Table 3-1, Table 3-2, and Section 4
	(d) identifies whether intersections, crossing points and access points would be permanent or temporary; and	Addressed in Table 3-2
	(e) includes measures or notifying, seeking feedback from and addressing the concerns of impacted residents along the route;	Addressed in Section 2.3.2.
B28	Prior to commencing construction in Project Area West, the proponent must implement the road upgrades and the mitigation measures identified in the Transport Strategy in condition B27, to the satisfaction of the relevant roads authority/manager	Once the Transport Strategy is approved by the Planning Secretary all road upgrades and mitigation measures contained in this

Table 1-1: Condition B27 Requirements



Condition	Condition Requirements	Section Addressed
		'Transport Strategy" will be implemented to the satisfaction of NSW National Parks and Wildlife Service (NPWS) and FCNSW.



2 Background

2.1 Project Staging

In 2020 Snowy Hydro Limited obtained approval to expand the existing Snowy Mountains Hydro-electric Scheme by linking the existing Tantangara and Talbingo reservoirs through a series of underground tunnels and constructing a new underground hydro-electric power station (known as Snowy 2.0). Construction of Snowy 2.0 has commenced.

While the primary purpose of the Project is to connect Snowy 2.0 to the National Energy Market, an ancillary component of the Project will involve the construction of infrastructure related to Transgrid's HumeLink Project which would involve the construction of about 360 km of transmission lines connecting Wagga Wagga, Bannaby and Maragle. HumeLink is currently in development and the current schedule projects that it will receive State and Commonwealth approval in 2024 and construction will commence the same year.

Key infrastructure associated with the Project includes:

- A new 330 kV and 500 kV substation in Bago State Forest
- Two 9 km 330 kV transmission lines from Snowy 2.0 power station and the new substation
- Approximately 8.3km of access tracks.

The 500 kV yard at the new substation, is not required for the Snowy 2.0 grid connection, but would provide the connection point for HumeLink. In readiness to support the connection of HumeLink, the 500 kV component of the substation was included in the scope of the Environmental Impact Statement (EIS) and is authorised by the Approval.

Transgrid intends to commence construction of the 330 kV aspect of the Project in 2023, however construction of the 500 kV component would not commence until HumeLink has received all its requisite approvals. To avoid delaying the commencement of construction activities related to the 330 kV component, Transgrid will deliver management plans and strategies required by the Conditions of Approval to the DPE over two stages.

The activities that apply to each of the approved stages can be summarised as follows:

- Stage 1 All activities associated with the construction and operation of infrastructure related to the 330 kV grid connection, including:
 - All civil works associated with constructing the new substation in Bago State Forest and the installation of plant and equipment associated with the 330 kV componentry of the substation
 - Two new 9 km long 330 kV double-circuit overhead transmission lines from the Snowy 2.0 cable yard in Lobs Hole, in Kosciuszko National Park to the new substation
 - 330 kV grid connection between the new substation and Transgrid's existing Transmission Line 64 (TL64)
 - Upgrading and widening of an existing access road off Elliott Way into the new substation within Bago State Forest and associated access within Maragle State Forest, and the construction of approximately 8.3km of new access tracks within Kosciuszko National Park
 - Ancillary construction activities, including the establishment of tensioning and pulling sites for conductor and earth wire stringing, crane pads, site compounds, equipment laydown areas, water extraction areas; and the transport and haulage of equipment and waste to and from the project area.
- Stage 2 All activities associated with the construction and operation of infrastructure related to the 500 kV component of the substation, including:



- The delivery and installation of oversize / overmass plant and equipment associated with the 500 kV components of the new substation in Bago State Forest (i.e. transformers, reactors, switchbays)
- The upgrade of existing roads and bridges to facilitate the transport of 500 kV plant and equipment to the substation
- Construction activities associated with ancillary sites, including crane pads, site compounds and equipment laydown areas associated with the installation of the 500kV plant and equipment; as well as the transport and haulage of temporary plant, equipment and waste to and from the project area.

As required by Condition C3 of the Approval, the Planning Secretary approved this staged approach in a letter dated 18 November 2022, provided in Attachment A.

2.2 Description of Road Upgrades and Construction of New Access Tracks

2.2.1 Stage 1

Stage 1 of the Project will involve the construction of a total of 12 access tracks of an approximate length of 8.3km and 9 intersections with existing roads. During the construction phase the new access tracks will facilitate transportation of plant, machinery, and equipment to the transmission tower work sites. Post construction the access tracks will be retained for monitoring and maintenance of the transmission towers and to facilitate emergency access. The access tracks will have a width of approximately 5m and will have a design speed of 30km/hour.

The access tracks will intersect with the following roads:

- Elliott Way which is managed by Snowy Valleys Council (Council) at one access point and NPWS at four access locations.
- East Bago Powerline Road at one access point which is managed by FCNSW.
- Lobs Hole Ravine Road and Mine Trail Road access roads, both of which were upgraded as part of the Snowy 2.0 Main Works project and therefore do not form part of this Project.

The upgrade to the intersection of East Bago Powerline Road and Elliott Way will occur to support the swept path of the Oversize and/or Overmass (OSOM) vehicles entering off Elliott Way. Widening of the existing access track will also be required. This upgrade is required to allow for the delivery of oversize plant to the substation site. This section of track forms part of Access Track 9 (Figure 2-1).





Figure 2-1: Aerial imagery of substation access road intersection with Elliott Way

All access tracks are designed to comply with the Project's technical specification rather than Austroads Design Guidelines given the access roads are not for public use, excluding the intersection of these access tracks with public roads.

FCNSW, NPWS and Council have been consulted about the engineering design of the access roads and associated intersections and the content of this Transport Strategy. In accordance with Condition B27 (b), the three entities have advised that design is acceptable notwithstanding that access track design does not strictly comply with Austroad Design Guidelines (Attachment C). Notable aspects of road design are as follows:

- Gates will be installed at intersections with Elliott Way to restrict unauthorised access. Gates will be set back off Elliott Way to ensure that maintenance vehicles can safely park off Elliott Way when opening the gates.
- The intersections with existing formed roads (i.e. Elliott Way) will not require a change to the function or operation of the of the intersection in terms of speed or lines of sight (etc.)
- The modification to the surface and drainage design will be keeping with the intersections existing design and will comply with the Austroads guidelines where required and to the satisfaction of NPWS.

Engineering design drawings of the access tracks and intersections with existing roads (i.e. Elliott Way) are provided in Attachment D. Works as executed drawings will be provided by Transgrid to NPWS post-construction for those access tracks intersecting with existing roads (i.e. Elliott Way).

2.2.2 Stage 2

A Transport Route Study (Rex J Andrews Engineered Transportation, 2021) prepared for the purpose of the EIS identified that some road and bridge upgrades may be required to facilitate the construction and movement of transmission infrastructure associated with Stage 2 of the Project. Specifically, the report refers to the potential modification of Albury Street and Bridge Street in Tumbarumba, which is expected to involve



the lowering of sections of the median strip on Albury Street and Bridge Street in Tumbarumba and signage to be made removable to allow OSOM vehicles to pass through the township.

EIS documentation also noted that bridges along the infrastructure transport route may require upgrades or reinforcement to facilitate OSOM movements. Road or bridge upgrades are more likely to be required for the movement of transmission infrastructure associated with the 500 kV component of the Project (Stage 2) and would not be required for the 330 kV component of the Project (Stage 1). This is due to the size and mass of the 500 kV transformers that are to be transported and installed at the new substation.

Before road upgrades associated with Stage 2 commences, this Strategy will be modified to account for such upgrades in consultation with the relevant roading authority, including Snowy Valleys Council.

2.3 Stakeholder Consultation

2.3.1 Government Departments and Forestry Corporation

FCNSW, NPWS and Council have been consulted about the access roads and intersections to be upgraded, within their respective jurisdictions and this is reflected in this Transport Strategy.

The matters discussed during consultation with the respective entities is summarised in

Government Entity / State Owned Corporation	Matters discussed during consultation
NSW National Parks and Wildlife Service	After review of an initial draft of this report NPWS requested that this Strategy address all new access tracks (not just intersections with existing roads) and the Strategy was amended accordingly. NPWS was given an opportunity to comment on final design of the access tracks and their intersection with Elliott Way. In response to NPWS' feedback Transgrid made minor changes to Track 1 and Track 12 drainage structures.
	NPWS has approved the design of the access tracks in accordance with Condition B27(b).
Forestry Corporation NSW	FCNSW has approved the design of modifications that are to be made to the portion of AC 9 that falls within FCNSW jurisdiction in accordance with Condition B27(b).
	Transgrid will apply for and obtain an access permit from FCNSW before works associated with the upgrade of AC 9 commences.
	Transgrid will notify FCNSW immediately in writing once any activity is identified that is not in accordance with the conditions of consent approval and commitments made in the project EIS that may impact FCNSW operations, assets or infrastructure.
Snowy Valley Council	In accordance with Condition B27(b), Council has approved the design of access tracks that intersect with the part of Elliott Way that falls within Council's jurisdiction.
	Transgrid will obtain a road works permit for all works within the Council road reserve.

Table 2-1.



Government Entity / State Owned Corporation	Matters discussed during consultation	
NSW National Parks and Wildlife Service	After review of an initial draft of this report NPWS requested that this Strategy address all new access tracks (not just intersections with existing roads) and the Strategy was amended accordingly.	
	NPWS was given an opportunity to comment on final design of the access tracks and their intersection with Elliott Way. In response to NPWS' feedback Transgrid made minor changes to Track 1 and Track 12 drainage structures.	
	NPWS has approved the design of the access tracks in accordance with Condition B27(b).	
Forestry Corporation NSW	FCNSW has approved the design of modifications that are to be made to the portion of AC 9 that falls within FCNSW jurisdiction in accordance with Condition B27(b).	
	Transgrid will apply for and obtain an access permit from FCNSW before works associated with the upgrade of AC 9 commences.	
	Transgrid will notify FCNSW immediately in writing once any activity is identified that is not in accordance with the conditions of consent approval and commitments made in the project EIS that may impact FCNSW operations, assets or infrastructure.	
Snowy Valley Council	In accordance with Condition B27(b), Council has approved the design of access tracks that intersect with the part of Elliott Way that falls within Council's jurisdiction.	
	Transgrid will obtain a road works permit for all works within the Council road reserve.	

Table 2-1 Summary of matters discussed during consultation

The location and potential effects associated with the respective intersections is set out in Table 3-2.

2.3.2 Residents

Transgrid has prepared a Community and Stakeholder Engagement Plan which provides the communication and complaint management regimes applicable across the Project.

There are no residents or sensitive receivers near the access roads. Accordingly, there is not expected to be any direct impacts for residents and there are no engagement activities proposed for the substation access road upgrade and or the construction of the access tracks.



3 Location and Potential Effects of Access Tracks

As discussed, Condition B27 of the Project Infrastructure Approval requires the preparation of a Transport Strategy before construction can commence.

To satisfy Condition B27, the information provided for in Table 3-1 addresses the requirements of this condition for each access track as it pertains to Stage 1 of the Project. Specifically, Table 3-1 details:

- The respective road manager for each of the access tracks
- Whether the access track will be temporary or permanent
- Potential biodiversity and heritage effects.

Table 3-2 includes the same detail, however, only applies to intersections with new access roads and existing Council and NPWS roads (i.e., Elliott Way).

Potential effects on visual amenity are addressed in Section 3.1.

The detailed mapping provided for in Attachment B illustrates:

- The proposed location of the access tracks and road upgrade
- The coordinates of each road intersection
- The location of each culvert and bridge.

Plant community mapping extracted from the revised Project Biodiversity Development Assessment Report (BDAR) (Jacobs, 2021) is provided in Attachment E.



Access Track	Road Manager	er Temporary or I permanent a	Road intersection and location	Potential Effects	
Number				Heritage	Ecology
1	NPWS	Permanent	Elliott Way	Nil	The construction of Access Track (AC) 1 will result in the clearing of plant community PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act.
					The results of the BDAR indicate that the construction of AC 1 will result in the clearing of habitat for the following threatened species:
					Caladenia montana (orchid)
					Gang-gang Cockatoo
					 Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau
					Masked Owl
2	NPWS	Permanent	Elliott Way	Nil	 The construction of AC 2 will result in the clearing of the following plant communities: PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest PCT 729: Broad-leaved Peppermint
					Candlebark shrubby open forest.
					The results of the BDAR indicate that the construction of AC 2 will result in the clearing of habitat for the following threatened species:
					Caladenia montana (orchid)

Table 3-1: Location and potential effect of road upgrade and construction of access tracks

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Access Track	Road Manager	Temporary or	Road intersection and location	Potential Effects		
Number		permanent		Heritage	Ecology	
					Gang-gang Cockatoo	
					Eastern Pygmy-possum	
					Booroolong Frog	
					 Yellow-bellied Glider population on the Bago Plateau 	
4 & 5	NPWS	Permanent	AC 4 & 5 does not intersect Lobs	Non-indigenous heritage A large excavation 4m deep, 20m across and	The construction of AC 4 & 5 will result in the clearing of the following plant communities:	
		Ravine Road. The intersection with Lobs Hole	40m long of unknown function (R46) will be disturbed by the access track to the Snowy 2.0 Main Works site. The site is considered	 PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest 		
			Ravine Road was constructed by the	Ravine Road wasto be of limited heritage significance,constructed by thehowever accidental discovery protocols will	PCT 729: Broad-leaved Peppermint Candlebark shrubby open forest	
		Snowy 2.0 Project.	be followed should heritage items be uncovered during construction.	PCT 296: Brittle Gum - peppermint open forest:		
					PCT 999: Norton's Box - Broad-leaved Peppermint open forest:	
					 PCT 302: Riparian Blakely's Red Gum Broad-leaved Sally woodland - tea-tree - bottlebrush - wattle shrubland wetland 	
					These plant communities are not listed as threatened under the BC Act or the EPBC Act.	
					The results of the BDAR indicate that the construction of AC 4 & 5 will result in the clearing of habitat for the following threatened species:	
					Caladenia montana (orchid)	
					Gang-gang Cockatoo	
					Eastern Pygmy-possum	
					Booroolong Frog	

Access Track	Road Manager	Temporary or permanent	Road intersection and location	Potential Effects	
Number				Heritage	Ecology
					Yellow-bellied Glider population on the Bago Plateau
					Individuals of the orchid species <i>Caladenia montana</i> , which is listed a vulnerable under the BC Act, were observed during biological surveys and the removal of individual of these species will be required to construct AC 4 & 5.
					AC 5 crosses Sheep Station Creek which provides potential habitat for the Booroolong Frog. It was initially proposed that a culvert be constructed to facilitate access across the watercourse, however it is now proposed that a clear span bridge will be constructed across the creek to minimise impacts on Booroolong Frog habitat, as required by Condition B31.
6	NPWS	Permanent	Lobs Hole Ravine Road	Nil	The construction of AC 6 will result in the clearing of the following plant communities:
					PCT 999: Norton's Box - Broad-leaved Peppermint open forest
					PCT 729: Broad-leaved Peppermint Candlebark shrubby open forest
					These plant communities are not listed as threatened under the BC Act or the EPBC Act.
					The results of the BDAR indicate that the construction of AC 6 will result in the clearing of habitat for the following threatened species:
					Caladenia montana (orchid)



Access Track	Road Manager	Temporary or permanent	Road intersection and location	Potential Effects		
Number				Heritage	Ecology	
					 Gang-gang Cockatoo Eastern Pygmy Possum Booroolong Frog Yellow-bellied Glider population on the Bago Plateau 	
6a	NPWS	Permanent	Lobs Hole Ravine Road	Indigenous heritage A known site of indigenous artefacts is located AC 6a and some disturbance will be unavoidable. The recovery of these items has been approved based on the results of the ACHAR which involved consultation with relevant indigenous groups.	The construction of AC 6a will not impact Lobs Hole Ravine Road but will result in the clearing of the plant community PCT 999: Norton's Box - Broad-leaved Peppermint open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act.	
					The results of the BDAR indicate that the construction of AC 6a will result in the clearing of habitat for the following threatened species:	
					Caladenia montana (orchid)	
					Gang-gang Cockatoo	
					Eastern Pygmy Possum	
7	NPWS	Permanent	AC 7 does not intersect Mine Trail Road. The intersection with Mine Trail Road was constructed by the	Indigenous heritage A scatter of indigenous artefacts will be disrobed by the construction of AC 7. The recovery of these items was approved based on the results of the ACHAR which was developed in consultation with local indigenous groups.	A section of AC 7, including the intersection, was constructed for the purpose of the Snowy 2.0 Hydro Project and therefore effects associated with those construction works are not considered. The construction of the remainder of AC 7 will result in the clearing of the following plant	
			Snowy 2.0 Project.	Non-indigenous Heritage A building platform with scattering of tin (R107) is located within the disturbance corridor of AC 7. This feature is considered	 communities: PCT 296: Brittle Gum - peppermint open forest: PCT 729: Broad-leaved Peppermint Candlebark shrubby open forest 	

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Access Track	Road Manager	er Temporary or	Road intersection	Potential Effects		
Number		permanent	and location	Heritage	Ecology	
				to be of limited heritage significance, however test pits will be undertaken prior to construction. Should these test excavations indicate a site of moderate, high, or outstanding significance, methods of avoiding impact would be explored. If no methods can be identified, appropriate mitigation must be undertaken, including archaeological salvage of the site. Refer approved Heritage Management Plan for full detail on management of unexpected finds including further expert assessment, protection, potential recovery, reporting and other relevant processes.	 The results of the BDAR indicate that the construction of AC 7 will result in the clearing of habitat for the following threatened species: Caladenia montana (orchid) Gang-gang Cockatoo Eastern Pygmy Possum Booroolong Frog Yellow-bellied Glider population on the Bago Plateau 	
8	NPWS	Permanent	Mine Trail Road	Nil	 The construction of AC 8 will result in the clearing of the following plant communities: PCT 296: Brittle Gum - peppermint open forest: PCT 302: Riparian Blakely's Red Gum Broad-leaved Sally woodland - tea-tree - bottlebrush - wattle shrubland wetland These plant communities are not listed as threatened under the BC Act or the EPBC Act. The results of the BDAR indicate that the construction of AC 8 will result in the clearing of habitat for the following threatened species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy Possum 	

Access Track	Road Manager	Temporary or Road intersection	Road intersection	Potential Effects		
Number		permanent	and location	Heritage	Ecology	
					Booroolong Frog	
9	Intersection: Snowy Valleys Council Access Track: FCNSW	Permanent	Elliott Way	Nil	 The widening (first 800m) of existing East Bago Powerline Road which leads to the future substation, and the construction of AC 9, will result in the clearing of the following plant communities: PCT 1196: Snow Gum - Mountain Gum 	
					 shrubby open forest PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest PCT 285: Broad-leaved Sally grass – 	
					sedge woodland These plant community are not listed as threatened under the BC Act or the EPBC Act.	
					The results of the BDAR indicate that the construction of AC 9 will result in the clearing of habitat for the following threatened species:	
					Gang-gang Cockatoo	
					 Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau 	
					Masked Owl	
10	NPWS	Permanent	Elliott Way	Nil	The construction of AC 10 will result in the clearing of plant community PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest. This plant community is not listed as	

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Access Track	Road Manager	Temporary or	Road intersection	Potential Effects		
Number		permanent	and location	Heritage	Ecology	
					 threatened under the BC Act or the EPBC Act. The results of the BDAR indicate that the construction of AC 10 will result in the clearing of habitat for the following threatened species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau 	
12	NPWS	Permanent	Elliott Way	Nil	 Masked Owl The construction of AC 12 will result in the clearing of plant community PCT 300: Ribbon Gum – Narrow leaved (Robertson) Peppermint montane fern grass tall open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act. The results of the BDAR indicate that the construction of AC 12 will result in the clearing of habitat for the following threatened species: Caladenia montana (orchid) Gang-gang Cockatoo Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau Masked Owl 	

Access Track	Road that Access	Road Temporary Manager Permanent	Temporary or	Potential Effects	
Number	Number		Permanent	Heritage	Ecology
1	Elliott Way (4)	NPWS	Permanent	Nil	 Minor vegetation clearing associated with the construction of the intersection of AC 1 and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 300: Ribbon Gum - Narrow-leaved (Robertsons) Peppermint montane fern - grass tall open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act. The BDAR states that PCT 300 can amount to habitat for the following species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau Masked Owl
2	Elliott Way (5)	NPWS	Permanent	Nil	 Minor vegetation clearing associated with the construction of the intersection of AC 2 and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 729: Broad-leaved Peppermint - Candlebark shrubby open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act The BDAR states that PCT 729 can amount to habitat for the following species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo

Table 3-2: Location and potential effects of access track intersections with existing roads



Access Track	Road that Access	Road Manager	Temporary or Permanent	Potential Effects		
Number	Number			Heritage	Ecology	
4 & 5	Lobs Hole Ravine Road (1)	NPWS	Permanent	Nil	AC 4 & 5 end at infrastructure associated with the Snowy 2.0 Project. From here a track created by the Snowy 2.0 Project travels west before it intersects with Lobs Hole Ravine Road. AC 4 & 5 access to Lobs Hole Ravine Road (i.e., the intersection with the road) was constructed as part of the Snowy 2.0 Project and therefore the Project has no impact on heritage or ecology at the intersection.	
6	Lobs Hole Ravine Road (2)	NPWS	Permanent	Nil	 Minor vegetation clearing associated with the construction of the intersection of AC 6 and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 999: Norton's Box - Broad-leaved Peppermint open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act. The BDAR states that PCT 999 can amount to habitat for the following species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy-possum 	
6a	Lobs Hole Ravine Road (3)	NPWS	Permanent	Nil	Minor vegetation clearing associated with the construction of the intersection of AC 6a and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 999: Norton's Box - Broad- leaved Peppermint open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act.	

Access Track	Road that Access	Road Manager	Temporary or Permanent	Potential Effects		
Number	Number			Heritage	Ecology	
					 The BDAR states that PCT 999 can amount to habitat for the following species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy-possum 	
7	Mine Trail (1)	NPWS	Permanent	Nil	A section of AC 7, including the intersection with Mine Trail, was constructed as part of the Snowy 2.0 Hydro Project and therefore the Project has no impact on heritage or ecology at the intersection.	
8	Mine Trail (2)	NPWS	Permanent	Nil	 Minor vegetation clearing associated with the construction of the intersection of AC 8 and Elliott Way may result in the clearing of vegetation associated with plant community PCT 302: Riparian Blakely's Red Gum Broad-leaved Sally woodland - tea-tree - bottlebrush - wattle shrubland wetland. This plant community is not listed as threatened under the BC Act or the EPBC Act. The BDAR states that PCT 302 can amount to habitat for the following species: Gang-gang Cockatoo Eastern Pygmy-possum Booroolong Frog 	
Upgrade of existing forestry road (East Bago Powerline Road) which forms part of	Elliott Way (1)	Snowy Rivers Council	Permanent	Nil	The widening of the existing intersection of existing East Bago Powerline Road (FCNSW) would result in the minor clearing of vegetation associated with PCT 1196: Snow Gum - Mountain Gum shrubby open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act.	



Access Track	Road that Access	Road Manager	Temporary or Permanent	Potential Effects		
Number	Number			Heritage	Ecology	
Access Track 9.					The BDAR states that PCT 1196 can amount to habitat for the following species:	
					Gang-gang Cockatoo	
					Eastern Pygmy-possum	
					 Yellow-bellied Glider population on the Bago Plateau 	
					Masked Owl.	
10	Elliott Way (3)	NPWS	Permanent	Nil	 Minor vegetation clearing associated with the construction of the intersection of AC 10 and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 300: Ribbon Gum - Narrow-leaved (Robertsons) Peppermint montane fern - grass tall open forest. This plant community is not listed as threatened under the BC Act or the EPBC Act. The BDAR states that PCT 300 can amount to habitat for the following species: <i>Caladenia montana</i> (orchid) Gang-gang Cockatoo Eastern Pygmy-possum Yellow-bellied Glider population on the Bago Plateau 	
			Dermonost	NII	Iviasked Owi	
12	Eilioπ vvay (2)	NF VVS	remanent	INII	Construction of the intersection of AC 12 and Elliott Way may result in the clearing of vegetation associated with the plant community PCT 300: Ribbon Gum - Narrow- leaved (Robertsons) Peppermint montane fern - grass tall open forest. This plant	



Access Track Number	Road that Access	Road	Temporary or	Potential Effects	
	Number	Manager	Permanent	Heritage	Ecology
					community is not listed as threatened under the BC Act or the EPBC Act.
					The BDAR states that PCT 300 can amount to habitat for the following species:
					Caladenia montana (orchid)
					Gang-gang Cockatoo
					Eastern Pygmy-possum
					 Yellow-bellied Glider population on the Bago Plateau
					Masked Owl



3.1 Visual Amenity

The location of the access tracks and intersections with existing roads is illustrated in Attachment B.

There will be some visibility of a section of the new access tracks and at locations where the tracks intersect with Elliott Way at five locations and Lobs Hole Ravine Road at two locations. Visual effects associated with these intersections are expected to be minor due to the narrow extent of the tracks and surrounding vegetation. Visually, these new access tracks would appear like the existing unsealed fire tracks and 4WD trails in the area. Gates restricting access to the tracks will be set back from the existing roads and expect to be barely visible to a passing car.

Of note, AC 5 intersection with Lobs Hole Ravine Road and AC 7 intersection with Mine Trail Road were constructed as part of the Snowy 2.0 Hydro Project and therefore fall outside the scope of this Transport Strategy.



4 Mitigation Measures

All works associated with the construction and operation of the access tracks and intersections will be undertaken in accordance with the Conditions of Approval and commitments made by the Project (specifically, revised commitments contained in the EIS Amendment Report (Transgrid, 2022)).

4.1 Ecology

All activities associated with the upgrade and construction of the access roads will take place in accordance with the Conditions of the Approval and relevant commitments made in the Project EIS (Transgrid, 2021) (relevant commitments are listed in Attachment F).

In accordance with Condition of Approval B18 and B19 and the Project Biodiversity Development Assessment Report (BDAR, Jacobs 2022) To ensure the security of the required biodiversity offsets and confirm the performance of the obligations in relation to biodiversity offsets, Snowy Hydro intends to provide and implement a Biodiversity Offset Package document that will:

- Detail the specific biodiversity offset measures to be implemented and delivered in accordance with the EIS;
- Identify the cost for each specific biodiversity offset measures, which would be required to be paid into the Biodiversity Conservation Fund if the relevant measures is not implemented and delivered (as calculated in accordance with Division 6 of the Biodiversity Conservation Act 2016 (NSW)) and the offset payment calculator that was established as of 9 August 2021;
- Describe the timing and responsibilities for the implementation and delivery of measures required in the Package; and
- Confirm that the biodiversity offset measures will have been implemented and delivered by no later than 1 September 2024.

Snowy Hydro shall also lodge a bank guarantee with a total value of \$24,869,236, in accordance with the Deed of Agreement with the Planning Secretary (executed on 1 September 2022). Additionally, Snowy Hydro will pay \$10,586,027 to the NPWS to offset the residual biodiversity impacts to Kosciuszko National Park.

Potential ecological effects associated with the construction and upgrade of access tracks will be mitigated by the following:

- Vegetation clearing will be undertaken in accordance with the BDAR prepared as part of the EIS and the Project Biodiversity Management Plan required by Condition B21. Vegetation clearing will be avoided wherever possible.
- All topsoil removal and excavation works will be undertaken in accordance with the Project Soil and Water Management Plan as required by Condition B8 and B16, respectively.
- Rehabilitation will be undertaken in accordance with the Project Rehabilitation Management Plan (RMP) required by Condition B48.
- In accordance with Condition B31, the bridge crossing at Sheep Station Creek (Access Track 5) will be designed and construction to comply with:
 - Relevant Austroads Standards (such as elevating them above the 1% AEP flood level)
 - Guidelines for Controlled Activities on Waterfront Land (NRAR, 2018)
 - Policy and Guidelines for Fish Habitat Conservation (NSW DPI, 2013) and Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (NSW DPI, 2003).



4.2 Heritage

All construction works will take place in accordance with the unexpected finds procedure detailed in the Heritage Management Plan as required by Condition B24.

iii Beca

5 Document Review, Notification and Reporting Requirements

Document review, notification and reporting will be undertaken in accordance with the Project Environmental Management Strategy (EMS, Ref: 3200-0645-PLN-038-EMS), Construction Environmental Management Plan (CEMP) and Conditions of Approval.

5.1 Document Review

In accordance with the EMS, CEMP and Condition C2, the VIMP will be revised and updated on a two year basis and approved to the satisfaction of the Planning Secretary, and within 3 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.

5.2 Incident and Non-compliance notification

In accordance with the Project EMS, CEMP and Condition C7 of the Infrastructure Approval, the Planning Secretary and NPWS must be notified via the Major Projects website portal immediately after Transgrid becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.

Non-compliances will be reported in accordance with Section 9 of the Project CEMP and Condition C8, C9 and C10

All written requirements of the Planning Secretary or relevant public authority, which may be given at any point in time, to address the cause or impact of an incident must be complied with, within any timeframe specified by the Planning Secretary or relevant public authority.

5.3 Access to Information

In accordance with the EMS and Condition C11, this plan will be made publicly available on the Project (Transgrid) website following Planning Secretary approval.

調 Beca

6 Conclusion

This Transport Strategy has been prepared in compliance with the relevant Conditions of Approval for SSI-9717, being Conditions B27 and B28.

The Planning Secretary has approved this Transport Strategy to be prepared over two stages. This version of the Strategy, which relates to Stage 1, addresses the following activities:

- The upgrade of an existing FCNSW access track off Elliott Way (referred to as Access Track 9).
- The construction of 8.3km of access tracks in Bago State Forest and Kosciuszko National Park which will remain in place during operation of the infrastructure.

As required by Condition B27, this Strategy identifies the location of the access tracks (see maps in Attachment B) and identifies potential biodiversity and cultural heritage effects associated with the road upgrades and the construction of new tracks and identifies relevant Project mitigation measures.

This Transport Strategy has been prepared in consultation with FCNSW, NPWS and Snowy Valleys Council.

7 References

Jacobs, (2022) Snowy 2.0 Transmission Connection Project Biodiversity Development Assessment Report Rev 7 Prepared for Transgrid August 2022

New South Wales Department of Natural Resources Access Regulator (NRAR), (2018). *Guidelines for Controlled Activities on Waterfront Land.*

New South Wales Department of Primary Industries, (2013). *Policy and Guidelines for Fish Habitat Conservation.*

New South Wales Department of Primary Industries, Fisheries, (2003). Why do Fish Need to Cross the Road? Requirements for Waterway Crossings.

Rex J Andrews Engineered Transportation, (2021). Newcastle Port to Margle Route Study.

Transgrid, (2021), Snowy 2.0 Transmission Connection Project Environmental Impact Statement

Transgrid (2022), Snowy 2.0 Transmission Connection Project Amendment Report.

Attachment A – Letter from Planning Secretary

iii Beca



Oliver King Project Director The Trustee for the NSW Electrical Networks Operations 180 Thomas Street Haymarket, NSW, 2000

18/11/2022

Subject: Staging Approval for Snowy 2.0 - Transmission Connection

Dear Mr. King

I refer to the Staging Approval Request Letter submitted in accordance with Schedule 2 Condition C3 of the Infrastructure Approval for the Snowy 2.0 - Transmission Connection (SSI-9717).

I note it is proposed that the delivery of the relevant plans and strategies be delivered in two stages and address the following activities:

- Stage 1 All activities associated with the construction and operation of infrastructure related to the 330 kV grid connection, including:
 - All civil works associated with the new substation in Bago State Forest and the construction/installation of infrastructure associated with the 330 kV component of the substation.
 - Two new 9 km long 330 kV double-circuit overhead transmission lines from the Snowy 2.0 cable yard in Lobs Hole, National Park to a new substation.
 - 330 kV grid connection between the new substation and Transgrid's existing Line 64.
 - \circ Upgrade and widening of an existing access road off Elliott Way to the substation.
 - Ancillary construction activities, including the establishment of tensioning and pulling sites for conductor and earth wire stringing, crane pads, site compounds and equipment laydown areas, water extraction and the transport and haulage of equipment and waste to and from the project area.
- Stage 2 All activities associated with the construction and operation of infrastructure related to the 500 kV component of the substation, including:
 - The delivery of oversize/overmass (OSOM) components, construction/installation of infrastructure associated with the 500 kV component of the new substation in Bago State Forest (i.e. transformers, reactors, switchbays).

• The upgrade of roads and bridges to facilitate the transport of OSOM 500 kV componentry to the substation.

The Department has carefully reviewed the letter and is satisfied that it meets the requirements of the relevant conditions.

Accordingly, as nominee of the Planning Secretary, I approve the staged delivery of management plans.

However, the Department notes that the expectation is that the relevant management plan is updated to include the new stage as they are required rather than provision of separate management plans for each stage.

Please ensure you make this document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (02) 6575 3406.

Yours sincerely

Nicole Brewer Director Energy Assessments As nominee of the Planning Secretary Attachment B – Access Track Mapping

iii Beca



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Attachment C – Written Approval of Access Track Design

iii Beca

NSW National Parks and Wildlife Service

From:	
Sent:	Monday, 24 April 2023 7:53 AM
То:	
Cc:	
Subject:	RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission
•	Connection - Transport Strategy [Official]

Н

Comments noted below and actioned. NPWS comments will now be incorporated in the Transport Strategy and lodged with DPE for approval. Thank you for NPWS feedback and time.

Regards



Data Classification: Official

From:	
Sent: Friday, 21 April 2023 5:13 PM	
То:	
C	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

G'day

NPWS has reviewed and accepts the modified drawings with the following comments:

- 1. In relation to "Track One", I have attached a mark-up from NPWS Team Leader Roads, the state of the set of drainage impacting Elliott Way. Drainage solutions shall be implemented in a timely matter to the satisfaction of NPWS. There should also be a hold point prior to commencement of work as noted on this drawing.
- 2. Please also delete the reference to the satisfaction of Contractor in TL-903121-G.pdf

Regards,



Manager, Southern Ranges Services Southern Ranges Branch NSW National Parks and Wildlife Service

W nationalparks.nsw.gov.au

From:	
Sent: Thursday, 20 April 2023 7:42 AM	
Td	
	-
Cd	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

See attached PDF copies of the modified drawings for access track 1 & 12 as promised reflecting what we discussed on the 14/4/23. Could you please review and confirm it address's your concerns. If there is no further comment on the Transport strategy could you please confirm in writing so I can have the plan updated with NPWS comments and submitted to DPE for approval. Appreciate your assistance.

Regards

Senior Project Manager | Delivery

Transgrid | Sydney West, NSW,

w: www.transgrid.com.au



We acknowledge the Aboriginal and Torres Islander people as the Traditional Custodians of the land which we provide our services. We pay our respects to their Elders, past and present.



Data Classification: Official

From: Sent: Friday, 14 April 2023 4:43 PM	
Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transp Strategy [Official]	ort
We had a meeting between UGL and and the boost of the second seco	_ are are
Regards	

Senior Project Manager | Delivery
Transgrid | Sydney West, NSW,

w: www.transgrid.com.au



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Data Classification: Official

From:	
Sent: Wednesday, 12 April 2023 3:18 PM	
То:	
Cc	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

Our team has reviewed the design and are requesting more information on where surface drainage from the access tracks drains onto Elliott Way.

Regards



Senior Project Officer NPWS Snowy 2.0 Team Southern Ranges Branch NSW National Parks and Wildlife Service 7a Adelong Road, Tumut NSW 2720

W nationalparks.nsw.gov.au

-	
From:	
Sent: Wednesday, 12 April 2023 2:00 PM	
То:	
Cc:	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

Hi

Hope you had a good easter.

Are you able to provide any update on the below? If you require an online meeting happy to organise or for myself to assist in any way please let me know. We would like to submit the Transport Strategy asap with only NPWS comments remaining.

Regards

www.transgrid.com.au



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Data Classification: Official

Sent: Monday, 27 March 2023 12:52 PM To Cc	From:	
Td Cc	Sent: Monday, 27 March 2023 12:52 PM	_
	To	
	Cc	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

I will seek input from our team as to your question and get back to you.

Regards



Senior Project Officer NPWS Snowy 2.0 Team Southern Ranges Branch NSW National Parks and Wildlife Service 7a Adelong Road, Tumut NSW 2720

W nationalparks.nsw.gov.au

From:	
Sent: Monday, 27 March 2023 11:45 AM	
To:	
Cc:	

Subject: RE: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy [Official]

Hi

Thanks for getting back to me.

To your question below " if the intersections will be to the Austroads Guide to Road Design. This will enable NPWS to understand if there is compliance with CoA B27(b)." is that it does not comply with Ausroads Guide to Road Designs.

I have spoken with our contractor and their design manager in regards to this topic and he has stated that AusRoads is a guide. It does not address urban local access roads or <u>low speed/low traffic environment</u>. I have included a snap shot of the "Application of the Guide to Road Design" and the way it is understood is the guide does not cover our situation therefore what would we be designing to. The contractor has also confirmed we are not touching Elliot way itself.

1.3 Application of the Guide to Road Design

The GRD is aimed primarily at practitioners with responsibilities for the design of roads. The guide deals with the geometric elements of the road, together with relevant drainage and roadside considerations. The documentation is presented in the form of a number of parts covering specific aspects of the design process, with each part providing guidelines underpinned by commentaries and resource materials.

It is expected that, for the experienced engineer or practitioner, the guide will provide the necessary key information and provide direction where deviations from the guidelines are required.

The guide addresses design practices across the range of road categories, from major roads to local roads, but does not address urban local access roads or low speed/low traffic environments. It also recognises that the design of roads should be based on the capabilities and behaviour of all road users, including pedestrians and cyclists, and on the performance and characteristics of vehicles. The different traffic mix and volumes, access requirements, functions and abutting developments that are typical of local roads create a different set of challenges that must be addressed in their own right. Additional guidance on the specific requirements of low trafficked roads is available in the American Association of State Highway and Transportation Officials (AASHTO) guidelines (2001) and in Giummarra (2001).

Austroads 2021 | page 1

As indicated in B27 it has to comply with Ausroads guide to Road Design unless the relevant road authority, in this case Parks agrees otherwise. Could you confirm if Parks agree with the design or do Parks want the design to comply with Ausroads guideline if it needs to comply with Ausroads Guide I am unsure how we would achieve this outcome.

Transport Strategy

- B27. Prior to commencing construction in Project Area West, the Proponent must prepare a Transport Str consultation with the relevant roads authority/manager, to the satisfaction of the Planning Secretary,
 - identifies the location and type of any necessary road upgrades (including roads, intersection crossing points, bridges and access points), including consideration of relevant amenity impa
 - (b) ensures that any road upgrades comply with the Austroads Guide to Road Design (as amend TfNSW supplements), unless the relevant road authority agrees otherwise;
 - includes a detailed assessment of potential impacts of any necessary road upgrades (such a and biodiversity impacts), including consideration of appropriate mitigation measures;
 - (d) identifies whether intersections, crossing points and access points would be permanent or ter and
 - includes measures or notifying, seeking feedback from and addressing the concerns of impair residents along the route;

Happy to discuss.

Regards

Senior Project Manager | Delivery

Transgrid | Sydney West, NSW,



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Data Classification: Official

From:		
Sent: Friday, 24 March 2023 2:45 PM	—	
To:		
Cd		
	—	 _

Subject: NPWS comments on intersection with Elliott Way due to Snowy 2.0 Transmission Connection - Transport Strategy

NPWS have reviewed the intersection design for the access tracks coming off the section of Elliott Way managed by NPWS.

Can you please confirm if the intersections will be to the Austroads Guide to Road Design. This will enable NPWS to understand if there is compliance with CoA B27(b).

NPWS note that Transgrid retains responsibility for the entirety of the development for any impacts to the roadway surface, pavement base layers and formation caused by the construction and ongoing existence of the proposed transmission tower access tracks. With this in mind it is essential that the independent dilapidation surveys for Elliott Way as per CoA B29 are carried out and the survey information is provided to NPWS when produced.

NPWS advise that the Elliott Way formation was constructed as a temporary construction access for the Tumut 2 tailrace construction site. It is constructed on a steep hillside on the western side of the Tumut river valley. The roadway descends at an average gradient of over 8% with maximum gradients of 13% occurring at 6 different locations. The formation is a classic side slope cut/fill embankment with the downslope 'fill' side dropping sharply to the natural (1.5 to 1) slope, being 36 degrees on average. The formation is inherently unstable and prone to slips, slumps and collapsed sections.

Any proposed earthworks for the purpose of transmission tower access tracks must not impact or create a circumstance wherein the existing formation is subject to any activity, or arrangement, that may induce instability in the existing embankment or adjacent hillside. Any proposed earthworks plan must be supported by evidence of considered geotechnical impacts to the existing formation and adjacent terrain.

If you have any questions please call.

Regards





Senior Project Officer NPWS Snowy 2.0 Team Southern Ranges Branch NSW National Parks and Wildlife Service 7a Adelong Road, Tumut NSW 2720

W nationalparks.nsw.gov.au





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Snowy Valleys Council



Coordinator Survey & Design



76 Capper Street, Tumut, NSW 2720

Leading, engaging and supporting strong and vibrant communities



Snowy Valleys Council proudly acknowledges the traditional owners and custodians of this land and water and pay respects to their Elders past and present.

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From:

Sent: Friday, 17 March 2023 4:17 PM



Subject: Elliot Way intersection - SVC approval of design

Hi

My name is the show of the project is to connect Snowy 2.0 power station to TG's transmission network by building a new 330 KV substation off Elliot Way – Maragle and two 330 KV double circuit transmission lines.

TG has engaged UGL to design and build the 330KV Substation and Transmission lines. The project allows access to the 330KV substation from Elliott Way through an engineered intersection which UGL is responsible for. TG is under the impression that the Snowy Valley Council (SVC) has approved UGL's design of the proposed Elliot way intersection.

TG needs to show written evidence to relevant stakeholders that SVC was consulted by UGL and approved the design of the Elliot Way intersection. Could you please provide written evidence of the consultation that took place and the approval provided by SVC to UGL?

Thank you in advance for your time and support.

Regards,

Senior Project Engineer | Delivery

Transgrid | 180 Thomas St Sydney, NSW, 2000

w: www.transgrid.com.au



We acknowledge the Aboriginal and Torres Islander people as the Traditional Custodians of the land which we provide our services. We pay our respects to their Elders, past and present.



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From:	
Sent:	Tuesday, 4 April 2023 4:51 PM
То:	
Cc:	
Subject:	RE: Snowy 2.0 Tx Cn project - FCNSW comments sought [Official]
j	

We have confirmed (as far as possible) that the intersection with Elliot Road is a Council Road, so no issues there.

With regard to the balance of the road, our team are comfortable with the information provided, and the only comment is that Transgrid will need to apply for and receive an access permit prior to establishing the road (as this is separate to the installation of transmission lines in the proposed easement area).



From: Sent: Friday, March 10, 2023 1:32 PM
Subject: RE: Snowy 2.0 Tx Cn project - FCNSW comments sought [Official]
Hi Troy,
Any progress on comments from your Ecologist / Civils Team on our Access Track 9 design within your Maragle State Forest?
Kind regards,
Senior Environmental Advisor Delivery

Transgrid | 200 Old Wallgrove Road Sydney West, NSW, 2766

w: www.transgrid.com.au



Data Classification: Official



Our project Conditions of Approval require us to either comply with the Austroads Road Design Guidelines for all our access tracks, or to obtain agreement from the relevant road agency/land manager for what road upgrade is proposed in their area. We've already approach NPWS for the roads/intersections in their area. I think they've referred it to their Roads Section.

So, it may be someone with more a civil background (roads), than ecology; who may be able to say whether it is acceptable or not to FCNSW.

Is that OK?



Subject: Snowy 2.0 Tx Cn project - FCNSW comments sought [Official]

Hi

We'd like to give FCNSW the opportunity to comment on the Access track proposed to be constructed in your area.

Attached please find a copy of detailed drawings of two of our Tracks within the Maragle / Bago State Forest. I believe the intersection of Track 12 is on Elliott Way which is NPWS' domain but correct me if I'm wrong.





This map contains data derived in part or wholly from sources other than Beca, and therefore, no representations or warranties are made by Beca as to the accuracy or completeness of this information. Map intended for distribution as an A4 PDF document, the scal of Customer Service, Jan-Apr 2019. Contains Grown Copyright Data. Crown Copyright Reserved. Basemap source: Esri Community Maps Contributors, Vicmap, Geoscape, Esri, HERE, Garmin, Foursquare, METUNASA, USGS, Vicmap, Esri, HERE, Garmin, Foursquare, METUNASA, USGS, Vicmap, Esri, HERE, Garmin, Fours

Please let us know FCNSW thoughts on the proposed designs as soon as possible.

I'll call you in the next day or so, to see whether you need anything further if I don't hear from you.

Senior Environmental Advisor | Delivery

Transgrid | 200 Old Wallgrove Road Sydney West, NSW, 2766

w: <u>www.transgrid.com.au</u>



Data Classification: Official

From: Sent: Tuesday, 28 February 2023 12:42 PM
Subject: Access Track 12 - Design Drawings [Official]
Please find the attached access track 12 dwgs to be shared with Forestry.
Let me know if you need anything else.
Regards,
Senior Project Engineer Delivery
Transgrid 180 Thomas St Sydney, NSW, 2000
u w : <u>www.transgrid.com.au</u>
Transgrid
Data Classification: Official

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Attachment D – Access Track Engineering Design Drawings

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REFERENCE DRAWINGS

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Attachment E – Plant Community Mapping (Source: Jacobs, 2021)

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Jacobs 2021, TransGrid 2021, DPE 2018, © Department Finance, Services and Innovation 2018

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Project area (1)

- Disturbance area
 - Major road Waterway
 - NPWS estate

Proposed transmission line

Study area

Proposed structure

Ecological Community (Environmental Protection Authority 2016)

Plant community type and vegetation zones PCT 296: Brittle Gum - peppermint open forest:

Good - wetter sheltered slopes

Montane Peatlands and Swamps Threatened PCT 300: Ribbon Gum - Narrow-leaved (Robertsons) Peppermint montane fem grass tall open forest

Good

PCT 302: Riparian Blakely's Red Gum -

Broad-leaved Sally woodland - tea-tree bottlebrush - wattle shrubland wetland:

Moderate

PCT 729: Broad-leaved Peppermint -Candlebark shrubby open forest:

Good - dry open slopes & ridgetops

Good - wetter sheltered slopes

PCT 999: Norton's Box - Broad-leaved Peppermint open forest:

Good - drier Calytrix tetragona

Other:

Water

//////, Cleared

Data sources:

Jacobs 2021, TransGrid 2021, DPE 2018, C Department Finance. Services and Innovation 2018

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Plant community type and vegetation zones PCT 285: Broad-leaved Sally grass - sedge woodland:

Moderate

PCT 296: Brittle Gum - peppermint open forest:

Good - drier E. nortonii dominant slope



Moderate - Blackberry infestation

Native grassland

PCT 300: Ribbon Gum - Narrow-leaved (Robertsons) Peppermint montane fem grass tall open forest:

bottlebrush - wattle shrubland wetland:

Cinnel	



PCT 302: Riparian Blakely's Red Gum -Broad-leaved Sally woodland - tea-tree -

Moderate

- Native grassland
- PCT 729: Broad-leaved Peppermint -Candlebark shrubby open forest:

Good - dry open slopes & ridgetops



Native grassland

Shrubland - regrowth

PCT 999: Norton's Box - Broad-leaved Peppermint open forest:

Good - drier Calytrix tetragona

Shrubland - regrowth

Other:

Water

Data sources:

Cleared Jacobs 2021, TransGrid 2021, DPE 2018, 2010 C Department Finance, Services and Innovation 2018

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Attachment F – Relevant Project Mitigation Measure Commitments (Source: Transgrid, 2022)

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Detailed design of the project will focus on the retention of managed shrub and
Detailed design of the project will focus on the retention of managed shrub and
groundcover vegetation zones, within the Easement Clearing Zone (ECZ), Hand Clearing Zone (HCZ) and Hazard Tree Zone (HTZ) to avoid and minimise the loss of vegetation and habitat and movements of fauna across the landscape and to minimise the impact of predation on displaced fauna.
design option to ensure stream flow is unaffected (e.g., single span to minimise stream disturbance and flow).
Design and micro-siting of access tracks will avoid and minimise impacts to rock outcrops, large boulders, piled rock, and rock features that provide potential sheltering and breeding habitat for fauna including threatened species and avoid mapped habitat trees. Access track corridors will be established with consideration to terrain (e.g., utilisation of the ridgelines to navigate to the higher elevations) to minimise cut/fill and vegetation clearing.
A Biodiversity Management Plan (BMP) will be prepared and approved prior to construction. The BMP will be prepared by a qualified ecologist in consultation with Biodiversity, Conservation and Science within DPE (BCS) and NPWS, and include a plan for implementing, evaluating and reporting on the effectiveness of all mitigation measures outlined in the revised BDAR, but not be limited to these measures. The BMP will be based on SMART principals (Specific, Measurable, Achievable, Realistic, Timebound) and will focus on monitoring the performance of proposed measures and informing an adaptive management approach based on performance triggers for remedial action or additional offsets where further impacts are identified. The BMP will include a program to monitor, evaluate and publicly report on the outcomes of a biodiversity monitoring program (refer Section 11.2 of the revised BDAR). The BMP must stipulate objectives for monitoring, and how baseline data will be captured and represented.
 A Rehabilitation Plan will be prepared and approved prior to construction in consultation with BCS, NPWS and FCNSW. The Rehabilitation Plan will inform the implementation of rehabilitation within the lease/licence area. Such areas will be identified in the final detailed design and will also include areas disturbed during construction that are not required to be maintained or cleared for the operation of the project. The plan will focus on the implementation of soil erosion prevention, reestablishment of local endemic plant species suitable to the vegetation formation and habitat and outline the details of rehabilitation objectives and how their outcomes for success will be measured, locations, target landforms and plant community types Restoration of riparian vegetation (i.e. weed control) will be implemented to protect and improve key habitat areas of the Booroolong Frog The plan will include a program for adaptive monitoring of specific success measures and reporting and include a Trigger Action Response Plan (TARP). The TARP will include notification to NPWS and BCS that remedial actions have been triggered and agreement about the response Revegetation of slopes will be undertaken in accordance with the rehabilitation plan Landscaping of pervious surfaces using native indigenous species only Soil loss will be prevented by immediate stabilisation of exposed surfaces (e.g. use

Identifier	Mitigation Measures
	 Ongoing maintenance of the rehabilitation work will be required, including management of weeds and pathogens
	• Topsoil and subsoil generated during construction will be stockpiled separately on- site to be used for rehabilitation. Stockpiles will be managed according to best management practices (Managing Urban Stormwater: Soils and Construction).
Β4	Pre-clearing Process: the pre-clearing process will include two stages. Stage 1 will include survey and translocation of any fauna from the disturbance area into areas of retained vegetation prior to the development of the project. This may include detailed markup of threatened species locations and their translocation such as Caladenia montana. All work must be carried out by qualified ecologist. The next pre-clearing stage will include final inspections of the disturbance area immediately before the construction activity commences to check and physically mark any important habitat features that need to be considered when identifying exclusion zones and conducting the staged habitat removal process within the total and partial clearing zones. Document, mark and record the location of:
	Large stick nests
	Any rock features
	Habitat/hollow-bearing trees
	Threatened flora
	commencement of vegetation clearing. The report will include any fauna relocated or euthanised, including name of qualified/licensed handler, species, location notes, and release location and method.
B5	The boundary of the clearing limits for each disturbance zone will be clearly marked on site by a surveyor before vegetation clearing commences.
	• Exclusion zones, or 'No-Go' zones, will be clearly marked at the edge of the total clearing zones and ECZ to protect the vegetation to be retained outside the project from inadvertent direct impacts
	 Exclusion zones and the edge of the clearing boundary will be marked with high visibility fencing and signage
	• Booroolong Frog: A 50 metre exclusion zones will be marked and clearly delineated from other survey markers with signage place around the tributaries that flow downhill into the Yarrangobilly Creek, this includes the limits of clearing on the lower end of Sheep Station Creek, Cave Gully, Lick Hole Gully and Wallace Creek that are crossed by the project to protect the downstream habitat of Booroolong Frog
	 Booroolong Frog: The 50 metre exclusion zone adopted for the Main Works project on Yarrangobilly Creek, will be retained for construction of the transmission line
	Hazard trees identified from the LiDAR assessment are to be flagged for removal, and any other adjacent and important habitat trees and features, also identified for retention and to avoid disturbance during the felling activity should also be clearly marked and included in maps within the Construction Environmental Management Plan (CEMP).
B6	A vegetation clearing methodology has been developed (provided as Appendix K of the revised BDAR), the methods described focus on the removal of vegetation in total and partial clearing zones. These methods will be incorporated as a vegetation clearing plan within the BMP designed to document the methods of vegetation and habitat clearing within each zone, including soil protection measures, mechanical and non-mechanical approaches, removal of habitat, protection of retained vegetation, and appropriate storage and re-use of mulch and timber to avoid disturbance of retained vegetation.



Identifier	Mitigation Measures
	Hollows logs and limbs encountered during clearing will be retained for placement within adjacent vegetation or on the maintained easement within shrub retention areas. The plan will include a requirement to prepare a post clearing report that records the final clearing extent using GPS to demonstrate whether clearing is within the approved disturbance area, and if exceeded, recalculate additional offset obligations.
B7	The vegetation clearing procedures will include provisions that any felled timber within Bago State Forest that FCNSW determine can be repurposed will be removed off-site by FCNSW.
B8	 A staged habitat removal process will be required for removal of habitat (hollow-bearing trees, habitat trees, and bushrock) Staged habitat removal minimises direct impacts on fauna by providing them with an opportunity to vacate hollows and relocate naturally. The process includes: If possible, avoid clearing during times when hollow-dependent fauna are breeding • Contact vets and wildlife carers before works commence Ensure that licensed wildlife carers and/or ecologists are on site during habitat removal
	 Adopt two staged removal clearing non-habitat first (e.g. shrubs, regrowth, ground cover and nonhabitat trees). Allow at least 24 hours for fauna to vacate habitat before removing habitat trees
	 Ensure wildlife carers and/or ecologists are present during removal of habitat trees, and that habitat trees are felled carefully, using equipment that allows habitat trees to be lowered to the ground with minimal impact
	 A procedure for the ethical handling of injured or displaced fauna is to be documented in the BMP
	Record the effort and outcomes of the habitat removal process
	Save and reuse cleared material for rehab and habitat
	 Preparation of an 'Unexpected threatened species finds procedure' to be implemented during construction and operation. Applies to all activities that have potential to impact upon threatened flora and fauna species which have not already been assessed and approved. Any threatened entities found in a location previously unknown during construction or operation must be immediately notified to NPWS Preparation of a Fauna bandling and rescue procedure to be implemented during
	construction and operation
B9	Clearance of construction areas prior to commencement of daily construction to ensure there is no wildlife present. This will involve drive through sweep of areas planned for construction, by the contractors environmental representatives. If an animal is located within the construction area during works, the Delivery Manager and Project Management Site Representative are to be notified immediately. All work must immediately cease within the immediate area of the find and a local wildlife rescue or an ecologist will be required for assistance where necessary.
B10	An operational Vegetation Management Plan (VMP) will be prepared by an experienced ecologist prior to commencement of project operation. The plan will focus on vegetation management within the ECZ and HTZ with the aim of maintaining long-term Vegetation Integrity targets. The VMP will interpret the vegetation integrity scores into feasible actions to maintain vegetation condition, and outline project specific ongoing vegetation clearing requirements and methodology. The VMP will include a strategy for maintaining the expected vegetation outcomes for all partial impact zones assessed in the revised BDAR. The strategy will:

Identifier	Mitigation Measures
	Translate the vegetation integrity (VI) scores into management actions to be applied during construction and operation of the project
	Include triggers for corrective actions
	 Include details for review and reporting by a qualified ecologist in consultation with NPWS and BCS
	• The VMP will be guided by Transgrid's vegetation risk model and operational vegetation clearance requirements, in addition to the principles for Integrated Vegetation Management (IVM) which will aim to preserve future Vegetation Integrity scores within the ECZ Long-term monitoring will be conducted to measure the effectiveness of the VMP. The methods and timing of the monitoring will be documented in the VMP and will include a responsibility to report the results to BCS and NPWS
	• The VMP will detail methods for vegetation maintenance in the ECZ with a focus on retaining plant species diversity and cover of low understorey and groundcover plants <200mm, while tree and shrub regrowth will be suppressed for long-term easement management
	• The VMP will detail methods of maintenance in the HTZ with a focus on retaining all non-hazard trees, as well as shrubs, grasses, and forbs. Ongoing inspection (using Lidar, and follow-up on foot or drone) of hazard trees will occur and document the method of removal for each tree to ensure that non-hazard trees are not impacted during tree felling. Where threatened orchids are mapped (<i>Caladenia montana</i>), hazard trees will be sensitively removed to avoid impacting on the ground layer. This will include removing trees from the top down and cutting into small sections, transferring into the ECZ and mulching
	• The VMP will address measures required to minimise fire risk during operation of the project.
B11	A Soil and Water Management Plan (SWMP) will be prepared and implemented as part of the CEMP. The plan will include stringent controls to mitigate impacts of runoff and sediment transfer from the project area during construction and operation. Control measures will remain in situ until site stabilisation completion criteria are met. The plan will ensure protection of aquatic habitat in the tributaries crossed by the project, and particularly aimed at protecting the habitat for the Booroolong Frog associated with Yarrangobilly Creek.
	An assessment of the current sediment basin design for the Main Works project will occur, to determine if the design specifications are suitable for the additional sediment load expected during construction of the easement. Where modification or augmentation is required, sediment basins will be increased in size to cope with any additional expected sediment load.
	Sedimentation will be managed through implementation of effective sediment control management plans will be implemented to ensure that sediment does not enter the waterways and result in changes to the habitat structure of riparian areas or areas downstream of the project area. Effective control measures will include:
	Erosion and sediment control plans for all stages of construction
	• The implementation of sediment control measures across the project area - sediment control ponds and sediment basins, coir logs and sediment fencing to control sediment run-off, catch drains and perimeter bunds and diversion drains
	A schedule will be included for cleaning sediment basins with intervals to be informed from the outcomes of monitoring basins from Snowy 2 Main Works



Identifier	Mitigation Measures
	construction and catchment modelling. The schedule will include additional checks after rainfall events of >50 mm in 24 hours
	• Additional or supplementary control measures (i.e. sediment fencing, diversions, and detention ponds) will be implemented at high risk areas such as the bridge crossings at Sheep Station Creek, Cave Gully and Wallaces Creek and at structures sites and access roads on the slopes around Yarrangobilly Creek and associated tributaries
	 Additional water quality monitoring points will be installed and monitored in locations to be agreed with NPWS and BCS, which are downhill of the construction footprint and upstream of Booroolong Frog habitat. An adaptive monitoring plan will be developed to trigger a rapid response if sediment loads detrimental to Booroolong frog are detected
	• Runoff from spoil piles will be managed through the above listed control measures to ensure that there is no contamination or sediment entering waterways or adjacent areas
	• Accidental spills will be reported to the contractor's environmental representative as soon as the incident is observed so that the site can be remediated rapidly
	 Implementation of tannin leachate management controls may be required as determined by the monitoring program
	• Sediment traps or filters (targeting removal of coarse sediment) will be maintained at all discharge locations and will be monitored and maintained as per the scheduled requirements
	• Other source controls, such as mulching, matting and sediment fences may be used in consultation with BCS and NPWS and need to be approved in the CEMP and any deviation from measures by DPE will need to be sought. Similarly, natural erosion controls incorporating organic materials, micro water capture and contour shaping will need to be approved in the CEMP where appropriate
	 Disturbed areas will be stabilised and rehabilitated to reduce erosion potential (i.e. exposure period of bare earth). This will be particularly important for revegetation of slopes as soon as possible, in accordance with the rehabilitation plan. Landscaping of pervious surfaces using native indigenous species only. Soil loss will be prevented by immediate stabilisation of exposed surfaces (e.g. use of Jute mesh and/or soil binder)
	 Any imported fill will be certified at source locations to ensure it is pathogen and weed free Excavated Natural Material or Virgin Excavated Natural Material)
	An induction protocol will be mandatory for all personnel involved in construction and operation works
	There needs to be acknowledgement of imported material e.g. road base being washed off tracks etc in the surrounding environment and how that will be dealt with.
B12	To prevent an increase in weeds and disease pathogens in adjacent vegetation the flowing will be carried out:
	 A Weed control and monitoring programs will be developed and documented in the BMP in consultation with BCS and NPWS and any deviation from measures approved by DPE are to be raised and approved. The program will include adaptive management strategies for priority weed species during construction, and early operational phase. The details of the monitoring program will be determined during the preparation of the BMP and follow the principles outlined in Section 11.2 of the revised BDAR

Identifier	Mitigation Measures
	 Identify all weed species in Kosciusko National Park in consultation with NPWS. Priority weeds species in Bago State Forest are consistent with high threat weeds
	 Identify, map, and remove all weeds before clearing for construction, and record location of weed and sprayed area for use in ongoing weed monitoring and management programs.
	• Prepare a vehicle and machinery hygiene strategy and implement during construction and operation. The strategy will include specific locations, timing and methods for removing soil and plant matter from vehicles and machinery. Ensure vehicle and machinery hygiene measures in the strategy are applied during construction and operation
	 During the clearing works, weeds will be disposed and managed appropriately to stop the spread of weed species
	• Wash down stations will be constructed at suitable locations to wash down vehicles and employee shoes to stop the spread of weeds, pathogens (including amphibian chytrid fungus, <i>Phytophthora cinnamomi</i> and exotic rust fungi) and the introduction of new species
	 During construction, any biosecurity issues identified are to be reported to FCNSW and NPWS immediately.
B13	To prevent an increase in predatory and pest species the flowing will be carried out:
	 Personal waste / refuse generated during construction will be stored appropriately in inaccessible bins and disposed at appropriate waste disposal facilities off-site. Any personal waste generated during operation will be removed from the site (including substation) and disposed in an appropriate waste facility.
	• A feral animal monitoring program will be developed and implemented as described in Section 11.2 of the revised BDAR.
	 Based on performance triggers for adaptive management. It will be important to share data with NPWs and State Forests. Increased predator activity will trigger the need for predator control based on performance measures to be outlined in the BMP. Control will be done in consultation with NPWS and DPE - State Forests.
B14	The extensive survey data for this project, and the Main Works EIS will be utilised to identify specific bird and bat populations that are at risk of collision and electrocution. E.g. For higher risk species deploy species specific bird divertors, with day/night reflectors within approved buffer distance, along key sections of transmission line. This will be appropriate for diurnal and nocturnal birds The BMP to include adaptive management for high risk bird and bat species as outlined below with intervals and strategies to be determined in consultation with NPWS:
	 Regular monitoring within the transmission line easements for evidence of bird / bat collision with transmission lines (intervals to be determined in consultation with NPWS)
	 Monitoring of taller structures for evidence of raptor nest building
	Develop target trigger for number of high risk species incidents
	 Deploy species specific bird / bat divertors / reflectors in areas where a defined number of incidents have occurred.
B15	To reduce light impacts the following will be implemented:
	 Directional lighting will be used for any permanent lighting required (i.e. substation) to minimise light spill



Identifier	Mitigation Measures
	• Artificial lighting required during construction in the early morning and late afternoon in winter will be limited to within approved construction hours.
B16	The barbed wire/razor wire fencing installed around the substation switchyard will have improved visibility measures installed, such as adding visible objects to the fence, for example tape, plastic flags, and metal tags.
B17	The ECZ will be maintained as per the VMP, with the preservation of low ground cover vegetation to provide cover for small ground-dwelling fauna and birds to cross the easement
B18	Vehicle movements on newly formed access tracks will be limited to 20km/h speed limit implemented to reduce the risk of vehicle strike to fauna.
B19	All tree pruning operations will be carried out in accordance with the Australian Standard AS4373-2007 Pruning of Amenity Trees.
Aboriginal Herita	age
AH1	Where possible, impacts to identified Aboriginal sites will be avoided.
AH2	A Cultural Heritage Management Plan (CHMP) and accompanying unexpected finds procedure will be prepared, to guard against inadvertent impacts to Aboriginal objects during construction. The CHMP will specify that project works will be restricted to the disturbance area. It will include provisions to ensure workers are made aware of cultural heritage places and their value, for example through project inductions. The CHMP will include provisions to guard against indirect impact to AHIMS# 56-6-0477 and provide a method to manage potential heritage constraints and unexpected finds during construction. The long-term storage of any recovered Aboriginal objects will be developed during the completion of the CHMP, in consultation with the RAPs, but is likely to include (in preferential order):
	Re-burial on site, in an appropriate location in the vicinity of the project
	 Lodged with a RAP under a Care and Control Agreement
	Deposition with the Australian Museum.
AH3	NA
AH4	In the event that a site or artefact (as defined by the NPW Act or Heritage Act) is identified during construction works, works will cease at the location and no further harm to the object will occur. The find will be immediately reported to Transgrid, and the regulator in accordance with legislation. No work will commence in the vicinity of the find until any required approvals have been given by the regulator. In the event that skeletal remains are encountered during the activity, works must stop immediately, the area secured to prevent unauthorised access and Transgrid, NSW Police and HNSW contacted
AH5	If changes are made to the project to include impacts outside the disturbance area, further archaeological investigation will must be conducted.
Non-Aboriginal I	Heritage
NH1	During detailed design, if the disturbance area changes but is still within the project area, a consistency assessment will be prepared to confirm if impacts are consistent with the EIS.
NH2	A historic and natural heritage management plan will be prepared for the project, which clearly outlines the extent of impact to each recorded historic heritage item within the disturbance area and potential impacts to those sites located within the broader project area. The plan should clearly outline measures for their protection (where applicable)

Identifier	Mitigation Measures
	and details of further investigation and archaeological archival recording where appropriate.
NH3	If archaeological excavations are required:
	• Transgrid will nominate a suitably qualified and experienced historical archaeologist to manage the historical archaeological program. This person must fulfil the Heritage Council's Excavation Director Criteria 2019 for the excavation of locally significant archaeological sites
	• Archaeological Research Design and Excavation Methodology will be prepared to guide the archaeological program. It will be prepared according to Heritage Council of NSW guidelines. The methodology will be submitted for comments to the Heritage Council of NSW (or its delegate) and approval by DPE prior to the commencement of archaeological excavation
	• A final archaeological excavation report will be prepared within 12 months of the completion of archaeological excavation. It will include details of any significant artefacts recovered, where they are located and details of their ongoing conservation and protection in perpetuity by the land owner. Copies of the final excavation report will be provided to DPE, the Heritage Council of NSW and to the local Council's local studies unit.
NH4	All heritage items within the disturbance area that are to be impacted by the project will be subject to archival recording and archaeological excavations prior to the commencement of works.
	If these sites have been entirely destroyed by the Snowy 2.0, then the mitigation measures relating to archival recording and archaeological excavations will not apply.
NH5	If the construction of the project will destroy or directly impact the R45 (Lobs Hole Copper Mine Water Race), archival recording and archaeological excavation must occur prior to the commencement of construction.
NH6	In the event that a site or artefact (as defined by the NPW Act or Heritage Act) is identified during construction works, works will cease at the location and no further harm to the object will occur. The find will be immediately reported to Transgrid, and the regulator in accordance with legislation. No work will commence in the vicinity of the find until any required approvals have been given by the regulator. In the event that skeletal remains are encountered during the activity, works must stop immediately, the area secured to prevent unauthorised access and Transgrid, NSW Police and DPE contacted.