

Snowy 2.0 Transmission Connection Project

Roads and Traffic Fact Sheet



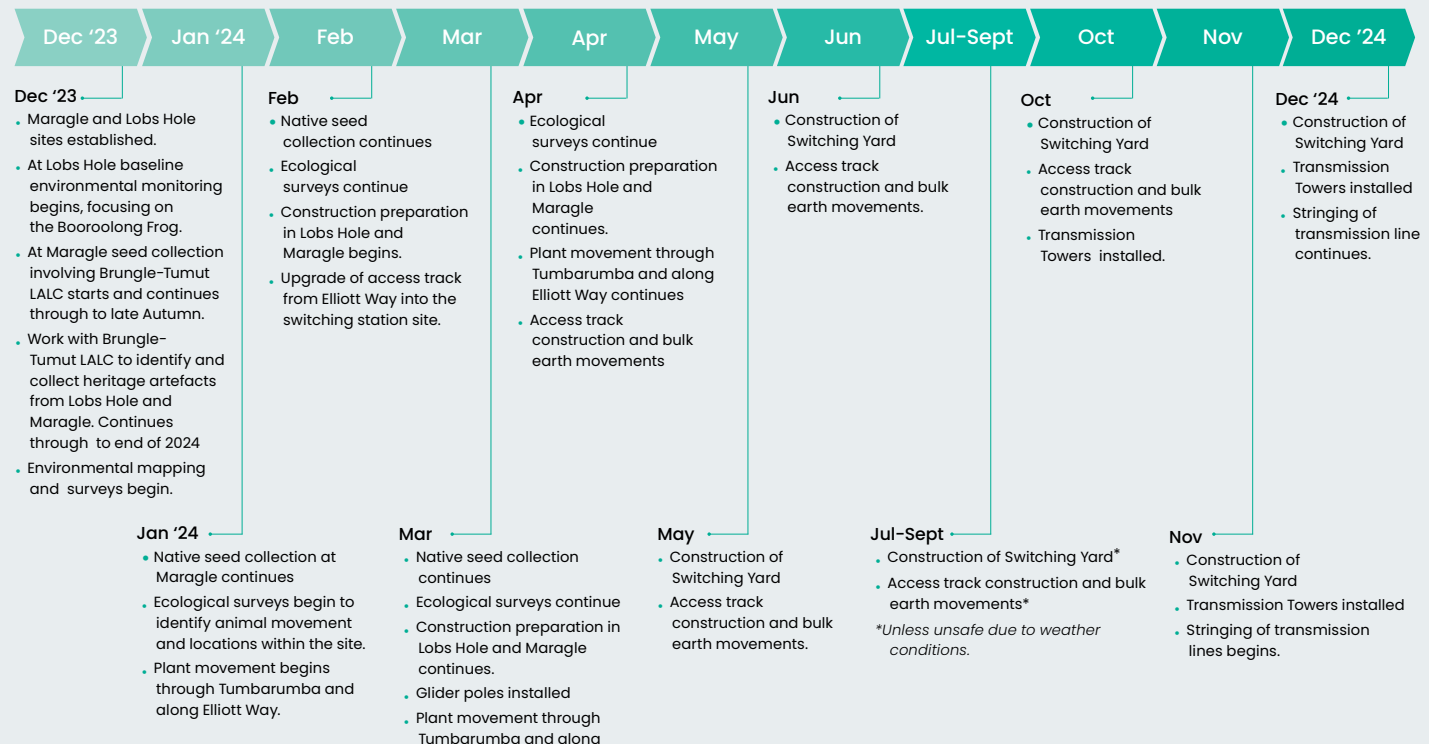
January 2024

The Snowy 2.0 Transmission Connection project (STCP) will connect Snowy Hydro 2.0 into the National Electricity Market. By connecting Snowy 2.0 to the grid, the renewable energy (up to 2,000 megawatts) that has been generated and stored can be distributed when it is most needed.

To do this we will construct:

- 9km of new high voltage transmission lines from Lobs Hole in Kosciuszko National Park to a new switching station at Maragle, adjacent to Transgrid’s existing Line 64 in Bago State Forest.
- A switching station located in the Bago State Forest.
- And upgrade access tracks to the new switching station and transmission line structures

Snowy 2.0 Transmission Connection Project Timeline



LUMEA™ is Australia’s leading infrastructure and energy services provider focused on servicing the renewable energy industry. Sitting as part of the Transgrid group, Lumea focuses on developing competitive commercial solutions and applying new technologies for customers across the eastern states of Australia.

How will traffic be managed during construction?

Our focus during construction is to have as little impact on traffic volume as possible. To do this we will ensure:

- Deliveries and major traffic movements along Elliott Way are arranged to **avoid school bus times** of 7:30–8:30am and 3:30–4:30pm school.
- **Workers will be bused to and from work sites** at the beginning and end of their day to reduce private vehicle travel to site. Project vehicles will be used to carpool where possible.
- **Shut down during the Winter months** (June, July, August) if weather causes safety concerns.
- When changes to traffic conditions are required, **traffic management will be put in place**. This will include a combination of warning signs on the approach to site, heavy vehicles turning, stop slow Traffic Controllers, temporary traffic controls, detours and signage.
- Project construction schedules will ensure any changes to traffic conditions will be kept to the absolute minimum.
- **Attend the Snowy Valleys Local Emergency Management Committee** to share project impacts for communication to the Public.
- The **speed limit** on the access track from Elliott Way to the Maragle switching station site will be 40km/h. The speed limit on other access tracks will be 30km/h.
- Local police, ambulance, firefighting, and emergency services will be notified in the rare case that a delivery brought onto site poses a risk to the operation of emergency services, local traffic movement, or the local community i.e., temporary road closure.

Large vehicle movements

- Forestry Corporation NSW, National Parks and Wildlife Service, Transport for NSW, Snowy Valleys Council, Snowy Monaro Regional Council and NSW Police will be notified of any oversize traffic movement in and out of the construction site.
- The only planned oversize/over mass load during the project will be the Auxiliary

Switchroom Building, to be delivered to the Switchyard site via Elliott Way.

- Heavy vehicles will travel to the site via Little Billabong Road, Tooma Road and Elliott Way when travelling from the Hume Hwy to the Maragle Project Area.
- Elliott Way inside Kosciuszko National Park will be restricted to no more than 8 heavy vehicles per day for water cartage purposes, when needed.

How will roads be managed during construction?

Our focus during construction is to have as little impact on roads as possible. To do this we have ensured:

- A maintenance agreement has been entered into with Snowy Valleys Council to pay for the maintenance of the sections of Tooma Rd and Elliott Way used by project heavy vehicles.
- Any impacts identified as caused by the project that could endanger road safety will be fixed as soon as possible, but within seven days at the latest, including emergency repairs.
- Dilapidation surveys of all local roads on the transport route have been carried out by an independent survey company in November. These surveys are repeated annually, and monthly during construction.
- Any impacts caused by the project identified during dilapidation surveys will be repaired as agreed with the relevant road authority/manager (either SVC or NPWS).
- A final dilapidation survey will be carried out within one month of the completion of construction, or within a timeframe agreed to by the relevant road's authority. Any identified impacts from construction will be rectified within 2 months of the completion of the survey.
- Routine maintenance of the access roads and tracks will be managed by the project.
- There is no need for road and bridge upgrades to support the construction of the Snowy 2.0 Transmission Connection as it is not anticipated oversize and/or overmass (OS/OM) vehicles will be used.

Road Upgrades and new access tracks

The construction and upgrade of access tracks will involve:

- An upgrade to the intersection of East Bago Powerline Road and Elliott Way for the safe entry of OS/OM vehicles.
- Building twelve access tracks of approximately 8.3km, including nine intersections with existing roads. These will allow transportation of plant, machinery, and equipment during construction, and once finished will be used for monitoring and maintenance of the transmission towers, and emergency access.
- The access tracks will have a width of approximately 5m and a speed limit of 30km/hour. Visually, these new access tracks would appear the same as existing unsealed fire tracks and 4WD trails in the area.
- The construction of the access tracks will impact flora and fauna and heritage sites in the area. To ensure the security of the required biodiversity offsets, Snowy Hydro intends to provide and implement a Biodiversity Offset Package. You can read more [here](#).



What to expect during construction

Timing:
2023–2026



Workforce:
Depending on project activities, up to 50 people staying and working in Tumbarumba.



Vehicle movements:

- Road works along Elliott Way to upgrade the access roads into the switching station site.
- Additional traffic movement along Elliott Way (except for during school bus travel times).
- Some heavy vehicle movements along Elliott Way, these will be signposted.



Activities:
Activities will include environmental surveys, bulk excavation, civil construction works, electrical equipment deliveries, vegetation clearing, access track works, tower construction and stringing of new lines.