



Snowy 2.0 Long-Term Roads Strategy – Stage 1



Revision: A

Date: 25 October 2024

Approval

Title: Snowy 2.0 Long-Term Roads Strategy (Stage 1)

Revision: A

Date of issue: 25 October 2024

Approval Record

	Name	Title
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Reviewed By:	Emily Martin	Senior Environment Advisor Snowy Hydro Ltd

Document Revision Table

Rev.	Date	Description of modifications
		N/A

Document revision table for drafts for information- to be deleted when final rev A is approved by DPHI:

Rev.	Date	Description of modifications
A.1	1 September 2023	Initial version provided to NPWS
A.2	11 October 2024	Updated based on NPWS comments, ready for submission to DPHI
A.3	25 October 2024	Updated based on NPWS comments, for submission to DPHI

Ms Nicola Fraser
Post Approvals
Snowy Hydro Limited
By email
4 March 2025

Subject: Snowy 2.0 Main Works Long Term Road Strategy

Dear Ms Fraser

I refer to the Long-Term Road Strategy, revision A.5, dated 12 February 2025 submitted in accordance with condition 50, Schedule 3 of the approval for the Snowy 2.0 Main Works (SSI-9687). I also acknowledge your response to the Department's review comments and request for additional information.

I note the Long-Term Road Strategy:

- has been prepared in consultation with the required parties;
- has been reviewed by the proponent, and no issues have been raised with the Department; and
- contains the information needed for the conditions of approval.

The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions in approval SSI-9687.

You are reminded that if there are any inconsistencies between the Long-Term Road Strategy and the conditions of approval, the conditions prevail.

Please make the document publicly available on the project website at your earliest convenience.

If you wish to discuss the matter further, please contact David Way at David.Way@planning.nsw.gov.au.

Yours sincerely



Nicole Brewer
Director
Energy Assessments
As nominee of the Planning Secretary

Acronyms and Definitions

Term	Definition
AFL	Agreement for Lease
AHD	Australian Height Datum
Approval	Infrastructure Approval for Snowy 2.0 Main Works issued under Section 5.19 of the Environmental Planning and Assessment Act 1979 (Dated: 20th May 2020) (SSI 9687)
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
ECVT	Emergency egress, cable and ventilation tunnel
EIS	Snowy Hydro Limited's Environmental Impact Statement for Snowy 2.0 Main Works
EMS	Environmental Management Strategy
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBA Act	<i>Environment and Biodiversity Conservation Act 1999</i>
EPL	Environmental Protection Licence
FSL	Full Supply Level
KNP	Kosciusko National Park
LTRS	Long-Term Road Strategy
MAT	Main access tunnel
MOL	Minimum Operating Level
MW	Megawatt
MWh	Megawatt hour
NEM	National Energy Market
NPWS	National Parks and Wildlife Service
NSW	New South Wales
PHES	Pumped hydro-electric power station
RMA	Road Maintenance Agreement
Snowy Hydro	Snowy Hydro Limited
TfNSW	Transport for New South Wales
UAV	Unmanned Aerial Vehicles

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1. Introduction

This Long-Term Road Strategy (LTRS) (Stage 1) has been prepared to meet the requirements of Schedule 3 Condition 50 of the Critical State Significant Infrastructure Approval for the Snowy 2.0 Main Works (CSSI 9687). The conditions of approval (CoA) relevant to the LTRS are located in Table 1.1.

Table 1.1 Conditions of approval relevant to the LTRS

Condition	Requirement	Where addressed
Condition 50	Within 2 years of the commencement of construction, unless the Planning Secretary agrees otherwise, the Proponent must prepare a Long-Term Road Strategy for the development to the satisfaction of the Planning Secretary. This strategy must be:	This document
Condition 50 (a)	be prepared in consultation with the National Parks and Wildlife Service (NPWS) and Transport of New South Wales (TfNSW);	Section 4
Condition 50 (b)	identify the road network within the Kosciuszko National Park required for the development during operations, including the detailed specifications for this road network;	Section 3.3 2.2
Condition 50 (c)	identify which roads within the Kosciuszko National Park can be narrowed or closed following construction and then rehabilitated;	Section 3.4.1
Condition 50 (d)	include a detailed program for the rehabilitation of these roads, which can be incorporated into the Rehabilitation Management Plan for the development; and	Section 3.4.2
Condition 50 (e)	identify future road maintenance and funding responsibilities for the long-term road network following construction.	Section 3.5

1.1. Scope

The LTRS has been prepared to identify the road network within the Kosciuszko National Park (KNP) required for the development during operations. This includes the detailed specifications for this road network and identification of future road funding and maintenance responsibilities following construction.

This LTRS addresses the relevant Conditions of Approval (CoA) associated with the road network for the Snowy 2.0 Main Works Project, which are detailed in Table 1.1. The structure of the LTRS reflects the CoA requirements.

1.2. Project Overview

1.2.1. Project background

Snowy Hydro Limited (Snowy Hydro) owns, manages, and maintains the Snowy Mountains Hydroelectric Scheme (the Scheme). The Scheme currently includes 16 major dams, nine power stations, one pumped power station, 145km of interconnected tunnels and pipelines, and 80km of aqueducts. The Scheme, principally located within the KNP, is one of the largest and most complex hydro-electric schemes in the world.

The Snowy Scheme comprises two major developments: the northern Snowy-Tumut Development and the southern Snowy-Murray Development. Tantangara and Talbingo reservoirs are water storages within the northern Snowy-Tumut Development of the Snowy Scheme. Snowy Hydro controls the water levels within these reservoirs. The maximum and minimum water levels for reservoirs within the Snowy Scheme are stated in the Snowy Water Licence and referred to as Full Supply Level (FSL) and Minimum Operating Level (MOL), respectively.

1.2.2. Snowy 2.0

The pumped hydro-electric expansion of the Scheme (Snowy 2.0) will link the existing Tantangara and Talbingo reservoirs via a new underground tunnel and a pumped hydro-electric power station (PHES) (Figure 1-1). Snowy 2.0 will provide an additional 2,000 MW of dispatchable generating capacity, along with approximately 350,000 MWh of large-scale energy storage that will be available on demand as quick-start electricity generation at critical times of peak demand. This is the largest committed renewable energy project in Australia and will underpin the nation's secure and stable transition to a low carbon emissions future at the lowest cost for consumers. This will ensure the stability and reliability of the NEM, even during prolonged periods of adverse weather conditions.

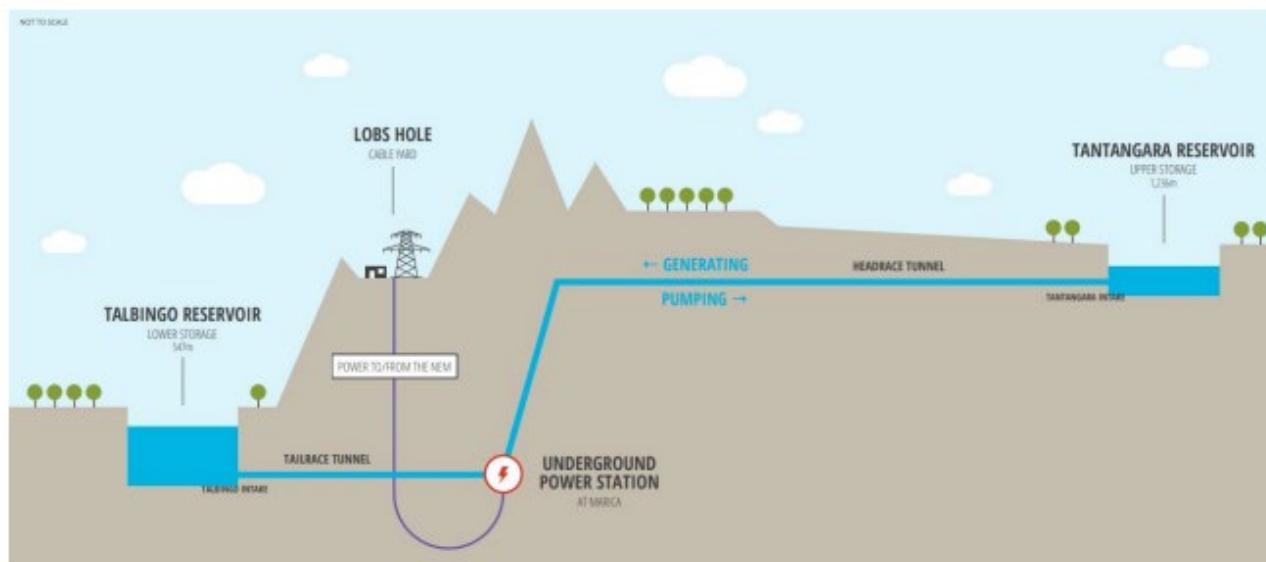


Figure 1.1 Schematic of Main Works

Most of the project's facilities will be built underground, with approximately 27 kilometres of concrete-lined tunnels constructed to link the two reservoirs and a further 20 kilometres of tunnels required to support the facility. Intake and outlet structures will be built at both Tantangara and Talbingo Reservoirs.

For almost 70 years Snowy Hydro has responsibly operated the Snowy Scheme within KNP. Snowy Hydro is committed to avoiding and minimising potential impacts from Snowy 2.0, as it does for the existing business.

1.3. Project Approval

Snowy 2.0 was designated Critical State significant infrastructure (CSSI 9687) and assessed under Part 5 sections 5.23 and 5.24 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The project was approved by the NSW Minister for Planning and Public Spaces under Section 5.19 of the EP&A Act on 20 May 2020.

A referral was also prepared and lodged with the commonwealth minister for the Environment (DAWE) under the *Environment and Biodiversity Conservation Act 1999* (EPBC Act) and the project was subsequently determined to be a controlled action under that Act. The project was approved by DAWE under sections 130(1) and 133(1) of the EPBC Act on 29 June 2020.

Conditions that relate to long-term roads were included within the Main Works Infrastructure Approval in Schedule 3 condition 50 and 51 (CSSI 9687). Full details of the CoA and supporting information can be found at: <https://www.planningportal.nsw.gov.au/major-projects/project/12891>.

1.4. Staging

Snowy Hydro has sought approval from Department of Planning and Environment (DPE) to stage the LTRS, through a combined staging strategy with the rehabilitation and recreation management plans. This plan is Stage 1. The need to stage the plans arises from their complexity and interactions with other Snowy 2.0 management plans and the

development stage of the project. The staged nature of the project means that detailed information may not be immediately available to include in a specific plan. Furthermore, to ensure that the works within the KNP are consistent with the requirements of NPWS, there needs to be ongoing and extensive consultation with NPWS.

The key constraint that does not allow for the plan to be developed as a whole, and therefore the requirement to stage the plan relates to condition 50(e) - the future road maintenance and funding responsibilities:

- e) *identify future road maintenance and funding responsibilities for the long-term road network following construction*

Negotiation on road maintenance and funding responsibilities is an ongoing process and will be linked to the existing Snowy Hydro (business as usual) Roads Maintenance Agreement (RMA).

1.5. Co-ordination With Roads Maintenance Agreement

An existing Roads Maintenance Agreement (RMA) between Snowy Hydro and NPWS outlines the maintenance requirements, responsible organisation and financial contribution to maintain Snowy Hydro Exclusive Roads, shared Park Management Roads and Public Roads. The RMA is for roads that are part of the existing (ie not Snowy 2.0) Snowy Hydro Scheme Road network and has been in place since 2002. The RMA forms the basis of the staging strategy for the LTRS:

- Stage 1: Roads that can utilise protocols and cost sharing arrangements in the RMA between Snowy Hydro and NPWS:
 - o Park Management Roads (closed to the public, used by Snowy Hydro, NPWS and potentially other third parties) – maintained by NPWS and jointly by, NPWS, SHL and other third parties on the cost share arrangements in the RMA.
 - o Snowy Hydro exclusive roads (required for Snowy Hydro operations)- maintained and paid for by Snowy Hydro.
- Stage 2: Roads that will require further and ongoing consultation with NPWS to determine long term maintenance responsibility and cost sharing protocols.

It is proposed to amend or vary the RMA (in accordance with clause 32 of the RMA) prior to Snowy 2.0 being granted the operational lease. The amendment or variation will incorporate:

- Stage 1 roads into the agreement on the basis of the existing maintenance and cost share protocols
- Stage 2 roads into the agreement with additional clauses outlining the agreed maintenance and cost share protocols.

Table 1.1 – Relevant staging of each road

Stage	Road
Stage 1	Upper Talbingo Intake Access
	Middle Talbingo Intake Access
	Lower Talbingo Intake Access
	Marica Trail
	Marica Trail West
	Ravine Bay Road
Stage 2	Nungar Creek Trail (South)
	Nungar Creek Trail (North)
	Alpine Creek Trail
	Lobs Hole Ravine Road
	Lobs Hole North
	Mine Trail Road*
	Tantangara Road
	Quarry Trail*
	Old Quarry Trail*
	Tantangara Peninsula Road*
	Tantangara Hill Trail* - as per Plateau site specific Rehabilitation Plan.
	Tantangara Dam Fire Trail
	Wares Yard Trail
	Wares Yard Trail Extension*
	Gooandra Trail
	Bullocks Hill Trail

*Road subject to renaming in Stage 2 of the LTRS

1.6. Co-ordination with Rehabilitation Management Plan

Condition 50(d) requires a detailed program for the rehabilitation of roads to be closed or narrowed to be incorporated into the rehabilitation management plan. The rehabilitation management plan and LTRS have been staged to align and ensure road rehabilitation measures within the rehabilitation management plan are relevant to the scope of the LTRS.

1.7. Preparation and consultation

The LTRS has been developed in consultation with relevant stakeholders including TfNSW and NPWS.

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

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

2. Strategy Overview

2.1. Environmental requirements

2.1.1. Legislation

Legislation relevant to LTRS includes:

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

Relevant provisions of the above legislation are explained in the register of legal and other requirements included in Appendix A1 of the Snowy 2.0 Environmental Management Strategy (EMS).

2.1.2. Licences and permits

Environment Protection Licence (EPL) 21266 has been issued for the Project for the scheduled activity of extractive activities. The EPL details conditions which must be complied with when undertaking the project works.

Snowy Hydro entered into an Agreement for Lease (AFL) with the NSW Minister for the Environment on 18 December 2018 for Snowy 2.0. Subject to the terms of the AFL, SHL has been granted rights to access the areas required for construction under Works Access Licences and Construction Leases.

A Construction Lease and Works Access Licence is in place with NPWS to carry out the construction works in accordance with Main Works, Exploratory Works and the approved management plans.

Furthermore, the AFL provides scope for an operational lease to be granted in consultation with NPWS upon the Practical Completion of the Main works. This lease will run in parallel to the LTRS.

2.1.3. Guidelines

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

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

Other reference documents:

- *Snowy 2.0 Main Works Environmental Impact Statement (2019)*
- *Snowy 2.0 Main Works Traffic and Transport Assessment (SCT, 2019)*
- *Environmental Management System*

3. Long Term Road Network

3.1. Road categorization

Categorization of roads in the LTRS is in accordance with the RMA, being Exclusive, Park Management or Public. A definition for each road type is provided in Table 3.1.

Table 3.1 Road Categorization

Type of road	Rights of use and access by motor vehicle
Exclusive Roads	The Company [Snowy Hydro Limited] (including the Employees of the Company and the Company's Invitees)
	The Director-General [Now DCCEEW Secretary] (including the Employees of the Director-General): (1) in the case of an emergency; (2) to determine whether the Company is complying with its obligations under the Snowy Park Lease, the Snowy Management Plan and this Agreement; or (3) for the purpose of accessing Former Scheme Sites only to assess potential remediation works
	The Director-General (including the Employees of the Director-General and the Director-General's Invitees)
Park Management Roads	The Company (including the Employees of the Company and the Company's Invitees)
	A limited number of third parties

Type of road	Rights of use and access by motor vehicle
Park Public Roads	The general public (including the Company and the Director- General)

3.2. Road classifications

Table 3.2 details the road classifications utilized within the LTRS, which is in accordance with the RMA.

Table 3.2 Road Classification

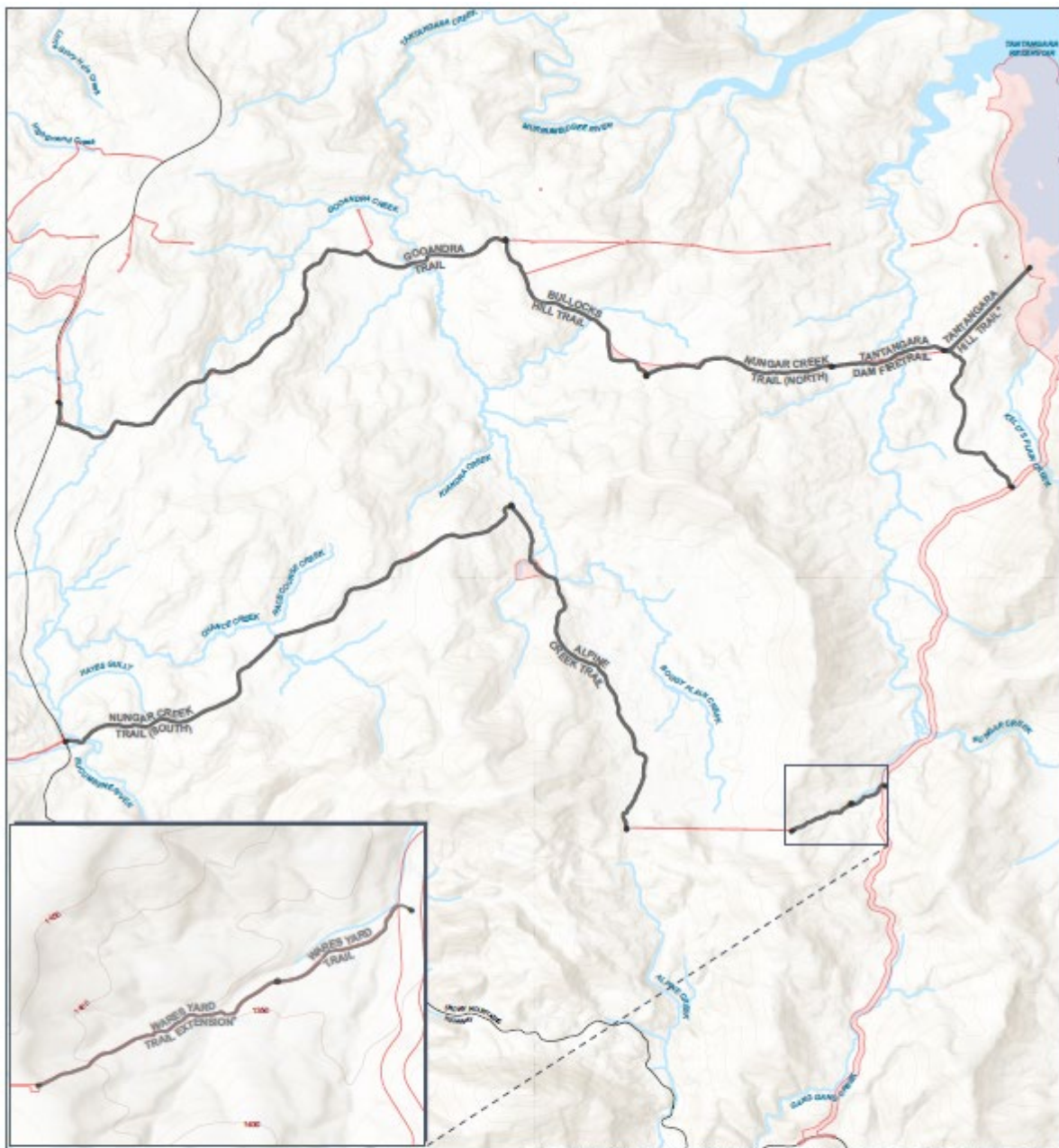
ICA	Type	Description	System
RT1	Indicated route	A mapped route not present on ground.	Emergency only
TR1	Dormant track	Dormant, can be reactivated, some essential reinforced areas, over snow access.	Maintenance checks every 2 years
TR2	Basic track	General access track, single lane, vegetated surface, 4WD only, not necessarily all weather, some reinforced areas, reinforced wheel tracks, emergency heavy access desirable, essential culverts, rollovers and table drains.	Desirable 2 vehicles per week or less
TR3	High level track	High standard track, single lane, 4WD only, all weather, reinforced areas are the norm, reinforced wheel tracks, pull over areas, some heavy vehicle usage, some culverts and table drains where required.	Maximum 8 vehicles per day
RD1	Minor unsealed road	Low grade road, 2 lane, all weather 2WD access, 5m formation, crowned and prepared running surface, culverts, drains, essential safety road furniture, nominal speed 45 km/h.	Maximum 20 vehicles per day
RD2	Major unsealed road	High grade road, 2 lane, 9m formation, all weather 2WD, all road features except seal, nominal speed 60 km/h.	As required, maximum 60 vehicles per day
SR1	Minor sealed road	2 lane road, 7m seal, modest running surface, nominal speed 80 km/h, safety items.	As required
SR2	Major sealed road	2 lane road, high grade seal, 11 metre seal, nominal speed 100 km/h, safety items.	As required

3.3. Permanent road network

Figures below indicate the permanent road network during the Snowy 2.0 operational phase (both Stage 1 and Stage 2 roads) for the following locations:

- Lobs Hole (Figure 3.1)
- Plateau (Figure 3.2)
- Marica (Figure 3.3)
- Lobs Hole Ravine Road (Stage 2) (Figure 3.4)
- Tantangara Road (Stage 2) (Figure 3.5)

This network may be amended by NPWS or SHL with agreement at any time prior to adoption of the Stage 1 and Stage 2 roads into the RMA via amendment or variation. If there are any substantial changes to the LTRS, this plan will be resubmitted to DPHI. Any minor amendments such as change of road classification or inclusion of a new road will be agreed with NPWS and not resubmitted to DPHI.



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Long Term Road Strategy Plateau

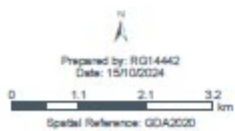
Road Stage and Type

- Stage 2
- * Road subject to renaming in Stage 2 of the LTRS

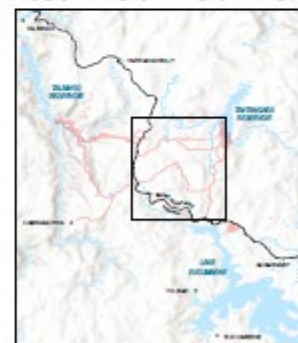
Note: Between the Marica Trail and Gooandra Trail, there will be no track long term. This will be rehabilitated.

Other

- Construction Envelope
- Primary Road
- Major Contour (50m)
- Minor Contour (10m)
- Drainage

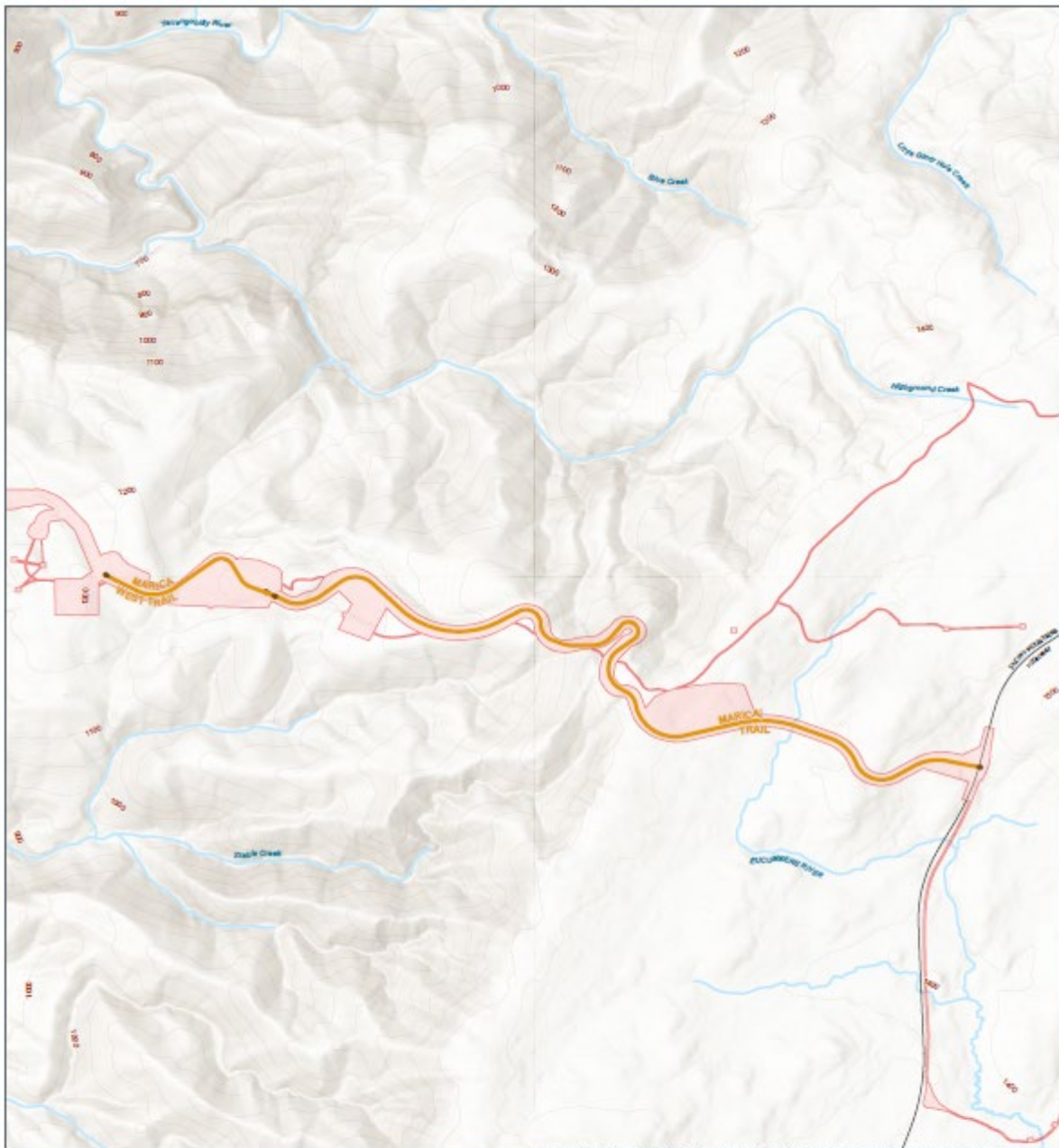


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Figure 3.2 Plateau road network



Long Term Road Strategy Marica

Road Stage and Type
— Stage 1 Exclusive

Other
 Construction Envelope
 Primary Road
 Major Contour (50m)
 Minor Contour (10m)
— Drainage

Note: Between the Marica Trail and Goandra Trail, there will be no track long term. This will be rehabilitated.



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Figure 3.3 Marica road network



Figure 3.4 Lobs Hole Ravine Road



Figure 3.5 Tantangara Road

3.3.1. Stage 1 Roads

Table 3.3 outlines the permanent road network for Stage 1 roads, including categorizations and classifications as per the RMA.

Table 3.3 Stage 1 road categorization and classifications

Road	Purpose	Extent	GPS Coordinates - Start	GPS Coordinates - End	Categorization	Required Snowy Hydro Classification
Upper Talbingo Intake Access	Access to upper section of the Talbingo intake	Intersection with Lobs Hole Road North to top of intake	N 6 040 651, E 624 460	N 6 040 821, E 624 930	Exclusive	TR3
Middle Talbingo Intake Access	Access to middle section of the Talbingo intake	Intersection of Lower Intake Access Road to middle of intake structure	N 6 040 649, E 624 413	N 6 040 509, E 624 457	Exclusive	TR3
Lower Talbingo Intake Access	Access to lower section of the Talbingo intake	Limited to the intersection with Lobs Hole Ravine Road North to bottom of intake	N 6 040 646, E 624 377	N 6 040 023, E 625 183	Exclusive	TR3
Marica Trail	Access to surge shaft infrastructure	Snowy Mountains Highway to Upstream Surge Shaft	N 6 038 841, E 632 221	E 6 037 586, E 635 503	Exclusive	SR1
Marica Trail West	Access to the trunk services line between Upstream Surge Shaft and HDD pad	Upstream Surge Shaft to HDD pad	N 6 038 816, E 630 514	N 6 038 841, E 632 221	Exclusive	TR3
Ravine Bay Road	Access to Ravine Bay Spoil Emplacement Area	Intersection with the Lobs Hole Ravine Road North to Ravine Bay Spoil Emplacement Area	N 6 043 057, E 622 931	N 6 042 724, E 625 295	Exclusive	TR2

3.3.2. Stage 2 Roads

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

- Gooandra Trail
- Bullocks Hill trail
- Nungar Creek trail (North)
- Nungar Creek Trail (South)
- Alpine Creek Trail
- Lobs Hole Ravine Road
- Lobs Hole North
- Mine Trail Road
- Tantangara Road
- Quarry Trail
- Old Quarry Trail
- Tantangara Peninsula Road
- Tantangara Hill Trail
- Tantangara Dam Fire Trail
- Wares Yard Trail
- Wares Yard Trail Extension

3.4. Rehabilitation of Roads

3.4.1. Roads to be narrowed or closed

This section provides a list of which roads within KNP that can be narrowed or closed following construction and then rehabilitated. The rehabilitation management plan, which has been staged in accordance with the LTRS, requires agreement to be sought with NPWS regarding the narrowing of certain roads and potential rehabilitation of roads that may be closed after construction.

Narrowing roads requires the reduction of road surface width with potential reshaping of road shoulder batters and drainage. No Stage 1 roads are proposed to be narrowed.

Within the identified Stage 1 roads, only Ravine Bay Spoil Emplacement Access Road has been identified for closure and rehabilitation.

A defect list is being jointly developed for each road that is to be handed back to NPWS, by NPWS and SHL. The list will include all road maintenance outcomes that must be undertaken by SHL.

3.4.2. Proposed rehabilitation program

This section provides a detailed program for the rehabilitation of the Stage 1 roads.

The currently scheduled progressive rehabilitation is presented in Table 3.4. The rehabilitation schedule will be regularly reviewed during the project with additional areas added as they become available for rehabilitation. Updates to the rehabilitation schedule will be included in future revisions of the LTRS and the rehabilitation management plan.

Table 3.4 Rehabilitation Program (as of April 2023)

Road	LTRS Staging	Planned Rehabilitation	Start	Finish
Upper Talbingo Intake Access	Stage 1	No rehabilitation planned	N/A	N/A
Middle Talbingo Intake Access	Stage 1	No rehabilitation planned	N/A	N/A

Road	LTRS Staging	Planned Rehabilitation	Start	Finish
Lower Talbingo Intake Access	Stage 1	No rehabilitation planned	N/A	N/A
Marica Trail	Stage 1	No rehabilitation planned	N/A	N/A
Marica Trail West	Stage 1	No rehabilitation planned	N/A	N/A
Ravine Bay Road	Stage 1	Entire road will be rehabilitated. Rehabilitation works on Ravine Bay Road will commence following completion of rehabilitation (ie meeting of completion criteria) of the Ravine Bay Permanent Spoil Emplacement Area	Within 6 months of completion of rehabilitation of the Ravine Bay Spoil Emplacement Area	When completion criteria is met.

3.5. Future funding and maintenance

As described in Section 2.1.5, the RMA lays out the financial contributions for the costs incurred in maintaining current operational Snowy Hydro Scheme Park Management Roads.

Future road maintenance and funding responsibilities for Stage 1 have been arranged between Snowy Hydro and NPWS and are in accordance with the RMA annual works program. A funding arrangement matrix within the RMA determines the contribution requirements based on the classification requirements of the road. The SHL classification requirements of each Stage 1 road is in Table 3.3.

3.6. Monitoring and reporting

A monitoring program for rehabilitation is specified in the Rehabilitation Management Plan, which includes traditional monitoring methods and Unmanned Aerial Vehicles (UAV) monitoring. Inspections will be conducted at least quarterly to identify if maintenance of active rehabilitation is required.

Snowy Hydro and NPWS will continue to meet through the existing RMA process to identify defects and plan regular and ad hoc maintenance programs. NPWS inspects roads regularly and if required joint inspections and meetings will occur.

4. Consultation

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

Table 4.1 Record of consultation

Date	Attendees	Description of Consultation	Outcome
Ongoing	NPWS Snowy Hydro	A Roads Working Group was established to address ongoing design, construction and maintenance challenges during project construction and the long-term road management	Continued collaboration and consultation on road works with NPWS
30 November 2022	NPWS Snowy Hydro	Initial roads figures provided to NPWS	Comments returned from NPWS on 12 January 2023
17 July 2023	NPWS, Snowy Hydro	Snowy Hydro provided a presentation on the proposed staging plan for the management plans ahead of a staging letter submission to DPE	Staging letter developed and submitted to DPE
17 August 2023	NPWS Snowy Hydro	Snowy Hydro provided a brief on proposed stage 1 roads. Numerous plateau roads were shifted to stage 2, as they required additional discussions prior to addition to the RMA. Middle intake road was shifted from stage 2 to stage 1. The remaining stage 1 roads categorization and classifications have been discussed with NPWS.	LTRS updated with proposed staging detail
1 September 2023	TfNSW, Snowy Hydro	Draft LTRS provided to TfNSW for review	Comments returned from TfNSW 8 September 2023 requesting clarification on table 2.1 (construction measures) and the permanency of the Rock Forest intersection, following review of the strategy
1 September 2023	NPWS, Snowy Hydro	Draft LTRS provided to NPWS for review	Comments returned from NPWS 11 September 2024.
22 September 2023	TfNSW, Snowy Hydro	Response to TfNSW comments	Confirmation that TfNSW had no further comments on the plan
13 September 2024	NPWS, Snowy Hydro	Snowy Hydro and NPWS discussed the LTRS, in particular how the LTRS and the RMA connect.	LTRS updated in accordance with comments
23 September 2024	NPWS, Snowy Hydro	Snowy Hydro and NPWS met to discuss and review NPWS comments.	LTRS updated in accordance with comments from NPWS.
11 October 2024	NPWS, Snowy Hydro	Draft LTRS provided to NPWS for final review prior to submission to DPHI	LTRS updated in accordance with comments from NPWS.

5. Plan Review

As required by Condition 3 of Schedule 4, within 3 months of the following, unless the Planning Secretary agrees otherwise, the Proponent must review and (if necessary) update the approved strategies, plans and programs for the development to the satisfaction of the Planning Secretary:

- a. the submission of an incident report under condition 6 below;
- b. the submission of an independent environmental audit report under condition 10 below; and
- c. any modification to the conditions of this approval; or
- d. a direction of the Planning Secretary under condition 4 of schedule 2.

This plan will also be updated following maintenance and finding agreement with NPWS on the roads included in Stage 2. The LTRS will be updated for Stage 2 within 2 years of adoption of Stage 1.

The road network may be amended by NPWS or SHL with agreement at any time prior to adoption of the Stage 1 and Stage 2 roads into the RMA via amendment or variation. If there are any substantial changes to the LTRS, this plan will be resubmitted to DPHI. Any minor amendments such as change of road classification or inclusion of a new road will be agreed with NPWS and not resubmitted to DPHI.

6. References

DPIE (2006) Plan of Management Kosciuszko National Park

EMM (2019) Snowy 2.0 Main Works Environmental Impact Statement (EIS), prepared for Snowy Hydro Limited, EMM Consulting Pty Limited, September 2019

DGI Projects (2002) Roads Maintenance Agreement - Director-General, National Parks and Wildlife and Snowy Hydro Limited CAN 090 574 431, 31 May 2002

SCT Consulting (2019). Snowy 2.0 Main Works Traffic and Transport Assessment, prepared by SCT Consulting on behalf of Snowy Hydro Limited, 13 September 2019

Future Generation Join Venture (FGJV) (2020). Environmental Management Strategy, Prepared by FGJV on behalf of Snowy Hydro Limited, 31 May 2020