

Site Access Track

Current Conditions, Proposed Improvements

Guthries Lift Replacement DA

Photos and information of the current condition of the access tracks

The current condition of the track has been assessed as adequate for access via Over-Terrain-Vehicles (OTV), which are currently utilised by staff for access to the Poma Surface lift during non-winter months.



Photo 1 - View of Kosciuszko Road and the Guthries Access Track



Department of Planning
Housing and Infrastructure

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No DA 22/12013

Granted on the 29 February 2024

Signed D James

Sheet No 9 of 60



Photo 2: Access to Tower 2 and Tower 3 will require 1-2 excavator movements from Kosciuszko Road down the existing lift alignment.



Photo 3 – Photo Example of the current condition of the Access Track



Photo 4 - Aerial View of the Access Track



Photo 5 – Tower 4 will be accessed directly from Kosciuszko Road

Proposed Track Upgrades (where and if required)

Please see attached Project Drawing #2020-15-C-013, which outlines the proposed access to all sections of the new Double Chairlift.

Movements utilising the excavator to all locations will be limited to those strictly necessary. As further outlined below, movements to Towers 2, 3 & 4 will be limited to 'One In and One Out'. The excavator will be driven to the required location and then left in-situ until the required work is completed.

Access by contractor staff will be via a tracked OTV vehicles. The use of tracks will limit the impact on any vegetation on the access track. Vehicular access is required to transport tools to the required locations. OTV vehicle movements will be limited to 1-2 per day and are only anticipated to be required for approximately 30-50% of the total construction period.

While CPSR are of the view that any improvement works should be minimised to maintain the environmental values of the area, in the event that minor sections of improvement are required CPSR has developed a scope of works to upgrade the track.

Please see Project Drawing #2020-15-C-024, which outlines:

- Aerial Outline of existing formed path
- Access Track Long Section
- Typical Cross Section
- Construction Details

Consideration of improvements to the Access Track have already been undertaken in the Biodiversity Assessment Report, which has considered the full use of the existing track for the length of the project.

Post Construction, due to the nature of the new lift (being an aerial chairlift) the ability to utilise a carrier to access the top station and various towers will significantly reduce any ongoing usage of the access track.

Engineering Design Details for Vehicle Crossings from Kosciuszko Road to access track

CPSR, in conjunction with *Doppelmayr Australia* has reviewed the connections between Kosciuszko Road and the Guthries Access Track.

With regards to the access tracks proposed to be utilised to access Towers 2, 4 & 6, no engineering work is proposed to be undertaken. There are several reasons for this:

- New connections could create confusion to the public with regards to parking and access along Kosciuszko Road during the summer months
- In line with the SEE, BDAR and recommendations from NPWS, vehicle will be limited to two passes with the excavator (once in and once out), with the contractor proposing to access towers 2 and 4 by foot only. Vehicles would be parked at the edge of Kosciuszko Road, with contractors carrying equipment in and out when and if required.

With regards to the connection details of the permanent access track current in-situ for Guthries, please see attached Project Drawing #2020-15-C-023. This drawing provides the requested engineering design and detail for the vehicle crossing.

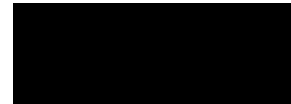
Extent of fill top station
see drawing 2020-15-M-021

Minor access traverse
1-2 excavator movements only

Access track for ATV
See Drawing
2020-15-C-023
2020-15-C-024



Excavation/Laydown area



Existing Guthries ski lift tower to be
removed by helicopter and anchor bolts
cut off at concrete level



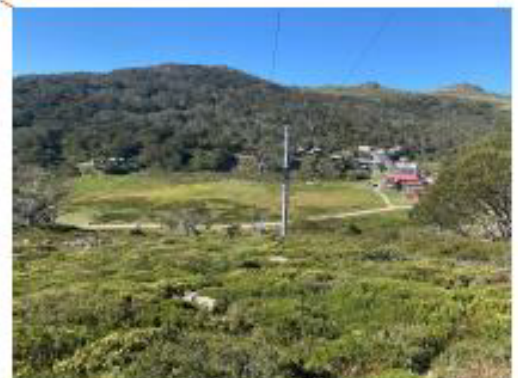
Existing operator room to be removed

Note on road crossing:
Tower 4 is located 37m uphill of Kosciuszko road centerline
Tower 3 is located 52m below the Kosciuszko road centerline

Minor access traverse
1-2 excavator movements only



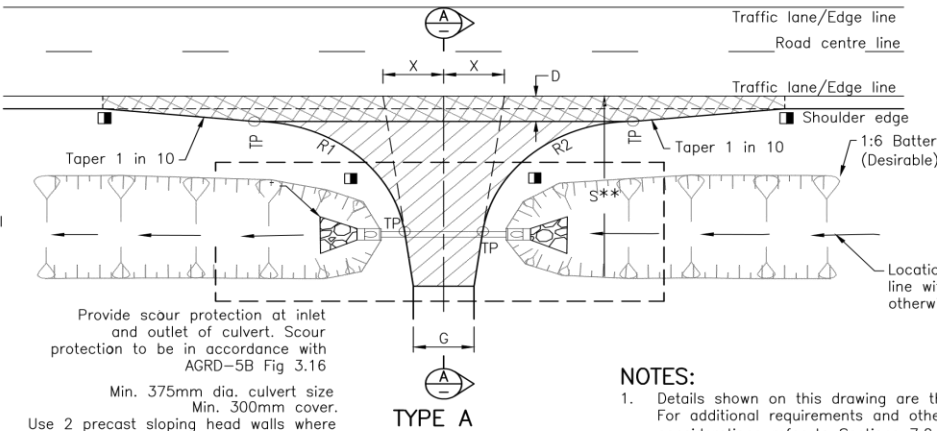
VIEW OF MINIMAL IMPACT TO VEGETATION
FROM SINGLE EXCAVATOR PASS AT
MERRITTS GONDOLA



VIEW OF ACCESS TO TOWER 2, TOWER 3

Drawing Title GUTHRIES_LAYOUT		Drawn DAMIAN	Date 26.08.2022	Scale 1:2000	
		Checked SHAUN	Date 26.08.2022	Revised	
		Approved	Date	Notes	
Project GUTHRIES	Sub Project LAYOUT_ACCESS	Project No/Drawing No 2020-15-C-013			Sheet D
File: FILENAME		All dimensions in millimetres. DO NOT SCALE. If in doubt ask.			
		Doppelmayr Australia Pty Ltd 50 Lee Avenue, Lonsdale, South Australia 5045 ABN: 13 605 054 132			Customer CHARLOTTE_PASS
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Note: Traffic lane and shoulder widths will vary



SETOUT DIMENSIONS

	TYPE A Residential (Car/Service Vehicle)
R1	10m
R2	10m
D	2m
X	3m
S	12m
G	4 m

NOTES:

- Details shown on this drawing are the minimum layout requirements. For additional requirements and other design considerations refer to Sections 7.2.1 and 7.2.3 of the AGRD-4 (2009).
- For sight distance requirements refer to Section 3.4 of the RPDM (2nd Edition Volume 3 Supplement to AGRD-4A, and Section 3 of the AGRD-4A (2010).
- Vertical clearance checks to be carried out for proposed vehicle in accordance with AS 2890.2
- Pavement type to match existing or minimums specified in Table 2 of this drawing.
- All dimensions in metres and are minimum unless specified.

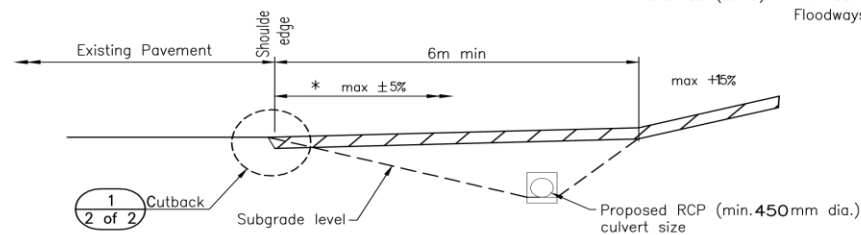
REFERENCED DOCUMENTS:

Austrroads Guide to Road Design:

- | | |
|----------------|--|
| AGRD-4 (2009) | Part 4: Intersections and Crossings – General (2009) |
| AGRD-4A (2010) | Part 4A: Unsignalised and Signalised Intersections (2010) |
| AGRD-5B (2013) | Part 5B: Drainage – Open Channels, Culverts and Floodways (2013) |

LEGEND

- Pavement Type 1 – Bitumen surfacing, 2 coat bitumen seal. Pavement depth and type to match existing
- Pavement Type 2 – Gravel, unbound pavement. Refer to Table 2 for depths.
- * Maintain existing shoulder crossfall and superelevation.
- Denotes Road Edge Guide Post
The Filled in portion denotes a red reflector and the open portion a white reflector.



DRAIN CROSS SECTION

	TYPE A
Sealed Pavement Base Course	150mm(Min.) or match existing
Unsealed Pavement Base Course	150mm(Min.) or match existing

TABLE 2 – MINIMUM PAVEMENT DETAILS AND DEPTH



IMAGE OF ACCESS ON KOSCIUSZKO RD

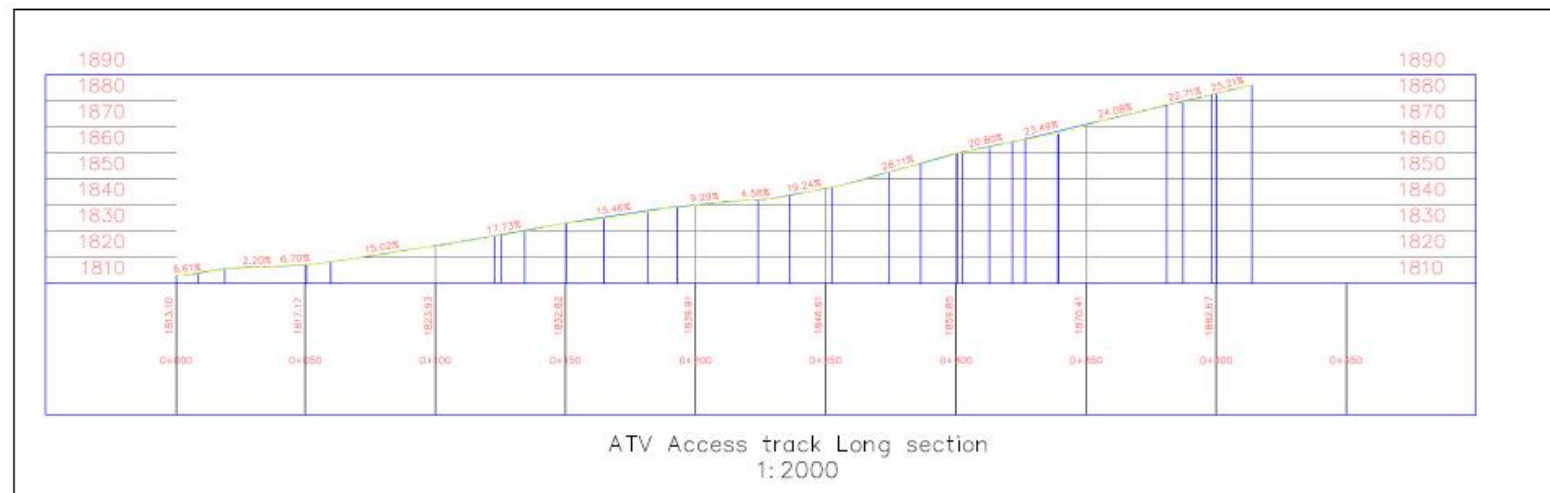


LOCATION OF ACCESS ON KOSCIUSZKO RD

Drawing Title: ACCESS_TRACK_ENTRY_DESIGN		Drawn: A.WILSON	Date: 29.10.2023	Scale: N
Checked: S.TURNER		Date: 29.10.2023	Material:	
Approved:		Date:	Finish:	
Project: GUTHRIES	Sub Project: LAYOUT_ACCESS	Project No-Drawing No: 2020-15-C-		
File: FILENAME		All dimensions in millimeters.		
		Doppelmayr Australia Pty Ltd. 57 Lee Avenue, Leesville Estate Jindabyne NSW 2627 Australia ABN: 12 005 054 133		Phone: +61 2 6456 2385 Fax: +61 2 6456 2736 Web: www.doppelmayr.com Email: info@doppelmayr.com.au
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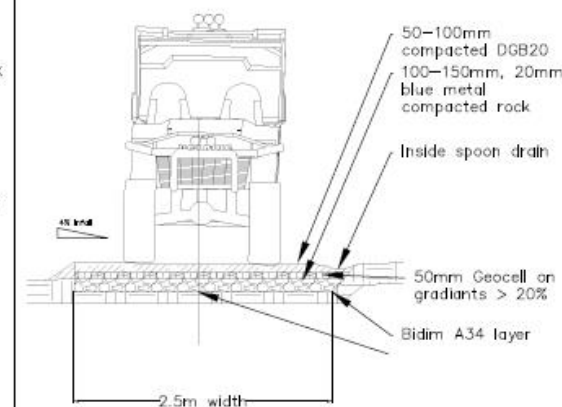
Proposed ATV Track



Access Track To Follow Existing Formed Path
1:2000

ATV TRACK DETAILS

- T1. ATV track to follow existing defined path
- T2. Track construction
 - Place A34 bidim on excavated base
 - Install 100-150mm of 20mm crushed rock
 - Install 50-100mm of compacted DGB20
- T3. Ensure infall crossfall of around 4%
- T4. Construct whoa-boys or cross drains at maximum 50m intervals or where ground seepage or natural drains exists
- T5. Place scour rock at outlet of surface cross drains
- T6. Use cellar confinement systems gradients steeper than 25%
- T8. Use guidance notes from Catchments and Creeks Publication - Construction access roads.



Access Track Typical Cross Section

Drawing Title: ATV_ACCESS_TRACK		Drawn: S.TURNER	Date: 06.09.2023	Scale: 1:250	Third Angle Projection
		Checked: S.TURNER	Date: 06.09.2023	Material:	
		Approved:	Date:	Finish:	
Project: GUTHRIES	Sub Project: LAYOUT_ACCESS	Project No-Drawing No: 2020-15-C-024			Sheet: of A
File: FILENAME		All dimensions in millimeters. DO NOT SCALE. If in doubt ask.			Revision:
		Doppelmayr Australia Pty Ltd. 37 Lee Avenue, Lonsdale Centre Lindridge NSW 2627 Australia ABN: 12 005 054 133		Phone: 401 2 8456 2366 Fax: 401 2 8456 2736 Web: www.doppelmayr.com.au Email: info@doppelmayr.com.au	Customer: CHARLOTTE_PASS
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ATV Access Track from Kosciuszko Road

Guthries Chair Top Station

Construction Methodology and Use

Charlotte Pass are intending to install a double chair to replace the existing Guthries Poma. The current Guthries lift has a lightly formed access track that is used only by ATV's for access to the top station of Guthries from Kosciuszko Road. As part of the development of Guthries an upgraded access track is to be installed in the same location.

The intent of the upgraded access track is to provide all weather summer access to top station of Guthries for staff using ATV's to perform maintenance activities. The track will also be used for construction equipment and ATV access during construction of Guthries Chair.

The following construction sequence is envisaged for the road crossing and access track.

- Traffic Management Plan TMP developed
- Rubber tracked excavator and Positrack delivered to site
- Topsoil removed by tipper to construction storage area near the Chalet
- Subgrade and culvert material delivered to site
- Entry point constructed in accordance with drawing 2020-15-C-023
- The remaining track will be constructed by delivery of crushed rock and road base to the entry point, all movements past the entry point are to be completed with a Positrack.

General Notes

- All earthmoving and truck movements to be completed in accordance with developed TMP and traffic control measures
- Total number of excavator movements = 2
- Total truck deliveries of crushed rock or road base = 40

Post construction of the track and during construction of the Guthries Double Chair

- All concrete and construction materials will be delivered by helicopter to site, no truck movements on the access track will be necessary
- The access track will be used by conditionally registered ATVs to enable personnel access to top station
- An excavator will use the access track on two occasions, delivery and unloading of the excavator will be under traffic control
- Total number of ATV access movements = 180 over a four-month period

Post construction of the Guthrie's chair

- The access track will be used approximately 20 times per year over summer months for personnel access to top station.

TABLE 1 – DEMOLITION AND REMOVAL DETAILS

	Action: For each of the items below, CPSR to provide comments in relation to the following: 1. How and from where will the location be accessed? 2. What vehicles/machinery will access the location and approximately how many times? 3. Will a helicopter be used at the location and if so, approximately how many trips? 4. Are any oversnow works required? 5. Will any existing components remain in situ e.g. concrete footing etc
	Demolition analysis at each location
Bottom station	1. Access from the adjacent Charlotte Way concrete road 2. 1x13T excavator, 3x Truck movements and 10x light vehicle movements will be used 3. No helicopter 4. No over-snow works 5. Concrete footing will remain in situ unless they interfere with new footings
Bottom operator hut	1. Access from the adjacent Charlotte Way concrete road 2. 1x13T excavator, 2x Truck movements and 5x light vehicle movements will be used 3. No helicopter 4. No over-snow works 5. Concrete footing will remain in situ unless they interfere with new footings
Tower 1	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 2	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 3	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 4	1. Access from Kosciuszko Road by foot

	2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 5	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works. 5. Concrete footing will remain anchor bolts to be cut off
Tower 6	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 7	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip
	4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 8	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Tower 9	1. Access from Kosciuszko Road by foot 2. No machinery 3. Tower to be removed by helicopter in one trip 4. No over-snow works 5. Concrete footing will remain anchor bolts to be cut off
Top station	1. Access via the proposed ATV track from Kosciuszko Road 2. The excavator will be taken to the top station and only removed once all the works are complete. The proposed ATV track will have approximately 2 movements for the Top operator hut 3. Helicopter will be used to remove the equipment, with 2 trips required 4. No over-snow works 5. The foundation will be left in situ unless it interferes with the new station

Top operator hut	1. Access via the proposed ATV track from Kosciuszko Road 2. The excavator will be taken to the top station and only removed once all the works are complete. The proposed ATV track will have approximately 6 ATV movements for the Top operator hut 3. Helicopter will be used to remove the equipment, with 2 trips required 4. No over-snow works 5. The foundation will be broken up by the excavator to manageable sizes and used in the unload ramp construction.
Bull wheel and counterweight	1. Access via the proposed ATV track from Kosciuszko Road 2. The excavator will be taken to the top station and only removed once all the works are complete. The proposed ATV track will have approximately 6 ATV movements for bullwheel demolition. 3. Helicopter will be used to remove the equipment, with 3 trips required 4. No over-snow works 5. Counterweight will be used as backfill in the construction of the unloading ramp
Haul rope	1. The haul rope will be accessed from Kosciuszko Road. 2. Truck and winch equipment will work from the road 3. No helicopter required 4. Damaged rope was removed while there was snow on the ground 5. No haul rope components will be left onsite

TABLE 2 – LIFT INSTALLATION

	Action: For each of the items below, CPSR to provide comments in relation to the following: 1. How and from where will the location be accessed? 2. What vehicles/machinery will access the location and approximately how many times? 3. Will a helicopter be used at the location and if so, approximately how many trips? 4. Are any over snow works required? 5. Estimate of how many days the excavation will remain open? Particularly given concrete curing time. 6. How will formwork/steel be delivered? 7. How will concrete be delivered? 8. How will excess spoil be removed?
	New lift installation analysis at each location
Bottom station	1. Access from the adjacent Charlotte Way concrete road 2. 1x13T excavator will access the site for demolition and construction, 10x Truck movements and 40x light vehicle movements will be used 1x 30T crane will be used to install the station mechanical equipment 3. No helicopter 4. No over-snow works 5. The excavation will remain open for approximately 3 weeks while concrete is installed 6. Formwork/steel will be delivered by truck and placed by excavator 7. Concrete will be delivered by truck and placed by excavator 8. Spoil will be used for backfill and grading of the loading ramp; excess soil will be taken to the construction laydown area, lot 116 DP1242013 approx 20m³
Bottom operator hut	1. Access from the adjacent Charlotte Way concrete road 2. 1x13T excavator will access the site for demolition and construction, 4x Truck movements and 15x light vehicle movements will be used. 1x30T crane will be used to install the operator room 3. No helicopter 4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by truck and placed by excavator 7. Concrete will be delivered by truck and placed by excavator 8. Spoil will be used for backfill and grading of the loading ramp, excess soil will be taken to the construction laydown area, lot 116 DP1242013
Tower 1	1. Access from the adjacent Charlotte Way concrete road 2. 1x13T excavator will access the site for demolition and construction, 4x Truck movements and 15x light vehicle movements will be used. 1x30T crane will install the Tower and sheaves at the same time the bottom station and the operator room are installed. 3. No helicopter 4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by truck and placed by excavator 7. Concrete will be delivered by truck and placed by excavator 8. Spoil will be used for backfill and grading of the loading ramp, excess soil will be taken to the construction laydown area, lot 116 DP1242013

Tower 2	1. Access will be from Kosciuszko Road. Personnel access will be by foot 2. 1x excavator movement in and out will be performed. The will excavator will move to Tower 2 after completing work at Tower 3. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 20 loads will be brought to site 4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by helicopter 8. Spoil will be used for backfill and grading to prevent water pooling next to the concrete. Excess soil will be flown to the top station for use in the unloading ramp approx. 2m³
Tower 3	1. Access will be from Kosciuszko Road. Personnel access will be by foot. 2. 1x excavator movement in and out will be performed. The will excavator will move to Tower 2 after completing work at Tower 3. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 20 loads will be brought to site with the helicopter 4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by helicopter 8. Spoil will be used for backfill and grading to prevent water pooling next to the concrete, excess soil will be flown to the top station for use in the unloading ramp approx. 2m³
Tower 4	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track and park at the point closest to the tower. Access to the tower location will be by foot. 2. 1x excavator movement in and out will be performed. The excavator will use the ATV access track up to Tower 7 and then complete Tower 6, Tower 5 and then move to tower 4 down the lift line. Movement from one tower to the next will only occur once a tower foundation is complete. Concrete for tower 4 will be delivered by boom pump from Kosciuszko Road. 3. A helicopter will be used to fly, reinforcing, formwork and steel. Approximately 10 loads will be brought to site with a helicopter 4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by boom pump 8. Spoil will be used for backfill and grading of to prevent water pooling next to the concrete, excess soil will be flown to the top station for use in the unloading ramp approx. 2m³
Tower 5	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track and park at the point closest to the tower. Access to the tower location will be by foot. 2. 1x excavator movement in and out will be performed. The excavator will use the ATV access track up to tower 7 and then complete Tower 6, Tower 5 and then move to Tower 4 down the lift line. Movement from one tower to the next will only occur once a tower foundation is complete. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 20 loads will be brought to the site with a helicopter

	4. No over-snow works 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by helicopter 8. Spoil will be used for backfill and grading to prevent water pooling next to the concrete, excess soil will be flown to the top station for use in the unloading ramp approx. 2m³
Tower 6	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track and park at the point closest to the tower. Access to the tower will be directly from the ATV access track which is adjacent to the tower location 2. 1x excavator movement in and out will be performed. The excavator will use the ATV access track up to Tower 7 and then complete Tower 6, Tower 5 and then move to Tower 4 down the lift line. Movement from one tower to the next will only occur once a tower foundation is complete. 1. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 20 loads will be brought to the site with a helicopter 2. No over-snow works 3. The excavation will remain open for approximately 1 week while concrete is installed 4. Formwork/steel will be delivered by helicopter 5. Concrete will be delivered by helicopter 6. Spoil will be used for backfill and grading of to prevent water pooling next to the concrete , excess soil will be taken by the excavator to the top station for use in the unload ramp approx. 2m³
Tower 7	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track and park in the top station construction work area. Access to the tower location is by ATV, which is adjacent to the ATV access track. 2. 1x excavator movement in and out will be performed. The excavator will use the ATV access track up to Tower 7 and then complete Tower 6, Tower 5 and then move to Tower 4 down the lift line. Movement from one tower to the next will only occur once a tower foundation is complete. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 20 loads will be brought to site with a helicopter. 4. No over-snow works. 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by helicopter 8. Spoil will be used for backfill and grading to prevent water pooling next to the concrete, excess soil will be taken to the top station via excavator for use in the unload ramp approx. 2m³
Top station	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track to top station. 2. 1x excavator movement in and out will be performed. The excavator once complete with the tower foundations will use the ATV track to access top station. The excavator will stay at top station until the works are complete. Excess fill from Tower 6 and 7 will be brought to top station with the excavator. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 40 loads will be brought to site with a helicopter. 4. No over-snow works. 5. The excavation will remain open for approximately 3 weeks while concrete is installed 6. Formwork/steel will be delivered by helicopter 7. Concrete will be delivered by helicopter

	8. Spoil will be used for construction of the unloading ramp.
Top operator hut	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track to top station. 2. 1x excavator movement in and out will be performed. The excavator, once complete with the tower foundations, will use the ATV track to access the top station, where it will also complete the operator hut. The excavator will stay at top station until the works are complete. 3. A helicopter will be used to fly, reinforcing, formwork, concrete and steel. Approximately 10 loads will be brought to site with a helicopter. 4. No over-snow works. 5. The excavation will remain open for approximately 1 week while concrete is installed 6. Formwork/steel, and operator hut will be delivered by helicopter 7. Concrete will be delivered by helicopter 8. Spoil will be used for the construction of the unload ramp. Additional matters at this location: • Will the hut be manufactured offsite or on site? ◦ The hut has been manufactured off-site • If offsite, how will the hut be delivered to the site and lifted into place? What vehicles/machinery would be involved? ◦ The hut will be delivered to the construction laydown area, lot 116 DP1242013 ◦ A helicopter will fly the operator hut to top station
Unload area – filling and retaining	1. Access will be from Kosciuszko Road. Personnel will use an ATV on the ATV access track to the top station. 2. 1x excavator movement in and out will be performed. The excavator once complete with the tower foundations will use the ATV track to access top station. The excavator will stay at top station until the works are complete 3. A helicopter will be used to fly, excess spoil from the tower foundations to top station. 4. No over snow works. 5. The ramp will take approximately 2 weeks to complete 6. No formwork or steel is required for the unloading ramp 7. No wet concrete will be required for the unloading ramp. Concrete that has been excavated at top station will be used as fill to bulk out the unloading ramp Additional matters at this location: • Where will the retaining wall boulders be sourced from? ◦ It is expected that the top station operator room and foundation will need rock excavation. In addition, it is likely that rocks will be encountered at Tower 6 and Tower 7. The rocks from the excavation will be used to form the unloading ramp. ◦ An assessment of the available fill will be completed on-site. The goal is to have an unload ramp as detailed on the construction drawings, if adequate fill is not available, the ramp will be reduced to only cater for the uphill unload. Downhill loading ramps can be managed in winter with snowpack. • How will the retaining wall boulders be delivered to site and lifted into place? What vehicles/machinery would be involved? ◦ The majority of boulders will be sourced from the excavation at top station, operator room, Tower 6 and Tower 7 ◦ There may be several boulders that come from the ATV access track construction. These will be brought to top station via posit rack along

	the ATV track during construction. Expect 10 movements from the upper portion of track to top station.
Access track construction	The access track will be constructed from Kosciuszko Road upwards. An excavator will walk through and excavate the path with material being removed with a positrack back to Kosciuszko Road. As the positrack exits it will take topsoil which will then be transported to the construction laydown area via tipper. When the positrack comes back in it will bring with it materials for the temporary road including bidim, geocell, crushed rock and DGB20. The excavator will make one pass on the way up the track and return on completion. The positrac will make approximately 400 movements up and back along the path delivering materials.

TABLE 3 – ACCESS CLARIFICATION

	<u>Action:</u> For each of the photos below, CPSR to provide comments in relation to the Departments questions.
 The top photograph shows a paved road curving through a grassy area with several trees. A red circle highlights a specific tree branch near the road. The bottom photograph is a close-up of a cluster of trees with snow on the ground, showing the canopy and limbs.	- Can the Dopplemayr design on Plan 2020-15-C-023 be implemented without the need to remove or trim any of the trees close to the road? Upon careful examination of Plan 2020-15-C-023 and the Doppelmayr design, we have determined that the implementation of the Doppelmayr design can proceed without the necessity of removing or trimming any of the trees situated near the road, except for one specific branch that has been identified in the picture. This particular branch will need to be removed to ensure the safe execution of the project - Is there adequate width between the trees and their canopy to all vehicles/machinery to pass by them without any damage? Yes, there is enough width between the trees and their canopy to allow all vehicles and machinery, including a machine approximately 2.5 meters wide, to pass by them without any damage. - If any tree trimming or removal is proposed, please provide details. We have identified potential limbs that may require trimming. These details, including the specific trees and limbs, will be provided to NPWS which we will submit for review and approval as part of the project implementation. - Access culvert is to be upgraded from the road as shown on drawing 2020-15-C-023.





- Is there adequate width between the trees and their canopy to all vehicles/machinery to pass by them without any damage?

Yes, these branches will need to be trimmed. Approval will be sought from NPWS to ensure there is adequate width between the trees and their canopy for all vehicles and machinery to pass by them without any damage.

- How tall is the largest vehicle/machine that needs to pass by this site?

Tallest vehicle is a 13T excavator, 3.4m height

ATV width of 1.6m and 2m tall will be suitable after limbs are trimmed

- If any tree trimming or removal is proposed, please provide details.

We are proposing tree trimming as part of our project. Approval will be sought from NPWS as standard operational requirements before any tree trimming is carried out

Note: The Department assumes that an excavator will need to pass this location.



- Has your environmental consultant reviewed the Dopplemayr design on Plan 2020-15-C-024?

Yes, and has confirmed this does not impact the report.

- Is this design appropriate for areas that are very wet and/or areas that may comprise endangered ecological communities?

The access track is to be constructed on 150mm of free-draining crushed rock placed on bidim to enable existing drainage to be maintained.

- How will surface drainage continue to be managed at this site?

Whoa boys cross drains to be constructed at a maximum 50 m or where existing drainage paths exist.

- How wide is the largest vehicle/machine that needs to pass by this site?

Largest vehicle is a 13T excavator, regular passing by 1.6m ATV and positrack

Note: The Department assumes that an excavator will need to pass this location.



- Has your environmental consultant reviewed the Dopplemayr design on Plan 2020-15-C-024?

Yes – this doesn't not change the report already received.

- Is this design appropriate for areas that are very wet and/or areas that may comprise endangered ecological communities?

The access track is to be constructed on 150mm of free draining crushed rock placed on bidim to enable existing drainage to be maintained

- How will surface drainage continue to be managed at this site?

Whoa boys cross drains to be constructed at a maximum 50 m or where existing drainage paths exist.

- How wide is the largest vehicle/machine that needs to pass by this site?

Largest vehicle is a 13T excavator, regular passing by 1.6m ATV and positrack.

Note: The Department assumes that an excavator will need to pass this location.



- How will surface drainage continue to be managed at this site particularly give the steep slope?
- The access track is to be constructed on 150mm of free draining crushed rock to enable existing drainage to be maintained.
- Whoa boys, cross drains to be constructed at max 50 m or existing paths
- Steep slope crushed rock to be retained with geocell



- How will boulders be managed at this site particularly give the steep slope?
- Where will the boulders be transported and in what vehicle?

Note: The Department assumes that the boulders will need to be excavated/removed to allow vehicle access.

Boulders will be removed during access track construction and tracked to top station via positrack or excavator for use in the unloading ramp



- How will boulders be managed at this site particularly give the steep slope?
- Where will the boulders be transported and in what vehicle?

Note: The Department assumes that the boulders will need to be excavated/removed to allow vehicle access.

Boulders will be removed during access track construction and tracked to top station via positrack or excavator for use in the unloading ramp



- Can the counterweight and other lift components at this location be demolished without the need to remove or trim any of the trees?

Yes, the counterweight and other lift components at this location can be demolished without the need to remove or trim any of the trees

- Is there adequate width between the trees and their canopy to all vehicles/machinery to access this site without any damage?

Yes, there is adequate width between the trees and their canopy for all vehicles and machinery to access this site without any damage

- If any tree trimming or removal is proposed, please provide details.

No, no tree trimming or removal is proposed at this time



- This culvert appears to have failed and is showing significant deterioration.
- What vehicles/machinery need to pass over this culvert to access this part of the site during demolition and new lift installation.
 - From a structural perspective, could the existing culvert withstand the weight of an excavator?
 - Is a new culvert or upgraded culvert required?

This is not a designated culvert. This is on the existing lift track. This will not be required or used to track equipment or excavators



Second photo of same culvert above

