

# Report

## Mt Buller & Mt Stirling Road Management Plan Review

### 1. Background

Under the Road Management Act 2004 (VIC) (the Act), Alpine Resorts Victoria (ARV) is the Coordinating and Responsible Road Authority for public municipal roads within the Resorts.

Public municipal roads are defined as roads which are reasonably required for general public use. As the Coordinating and Responsible Road Authority, ARV has a statutory duty to inspect, maintain and repair public municipal roads and related infrastructure. ARV also has responsibilities for inspecting, maintaining and repairing car parks, public pathways and snow clearing.

The purpose of the Road Management Plan (RMP) is to:

- Clarify road, car park, track, trail and pathway management and snow clearing responsibilities.
- Strike a balance between performance standards, available resources and competing priorities that is acceptable to the community.
- Establish a community agreed standard for inspecting, maintaining and repairing public roads, car parks, tracks, trails and pathways.
- Establish a community acceptable service standard for snow clearing operations during the Declared Snow Season.

Under Part 3 of the Act, a road authority that has a RMP must conduct a review of the plan, commencing not more than 4 years after the last review and completion not more than 5 years after the last review. Review of the RMP focuses on changes in use, patronage volume, community expectations regarding service levels, available resources and corporate priorities. Whilst not required by the Act, ARV has undertaken public consultation as part of the review process.

### 2. Review Process

ARV commenced the internal review of the RMP in May 2025. The table below sets out the review process followed by ARV.

Date	Activity	Details	Owner
May 2025	Commence review	Internal review of RMP commences including administrative amendments and review of appropriateness of standards for inspection, maintenance and repair of roads.	HoA&O
June – Sept 2025	Review of snow clearing standards	Internal review conducted of appropriateness of standards for snow clearing of public roads, pathways and carparks	HoA&O

Dec 2025	Preparation of documents for public consultation	Feedback form, current RMP and proposed ARV amendments document produced and uploaded	HoA&O HoVE
Jan 2026	Stakeholder notification	Notice to stakeholders of upcoming consultation period	HoVE
23 Jan 2026	Public consultation commences	Documentation and Feedback Form open for comment	
23 Feb 2026	Public consultation concludes	Period for feedback closes	
Mar 2026	Review feedback	Complete a review and evaluation of feedback from consultation. Consider any amendments required to RMP.	HoA&O GM
Mar-Apr 2026	Revised RMP	Complete revision of the RMP and record any amendment	HoA&O
Apr 2026	Report summarising review	Prepare a written report summarising the findings and conclusions of the review.	HoA&O
28 Apr 2026	Revised RMP presented to executive	Final revised RMP presented to exec meeting for endorsement and acceptance	HoA&O
4 May 2026	Final RMP available	Approved RMP and review report uploaded to ARV website.	HoA&O

### 3. Summary of findings

#### Internal review

The review conducted by ARV generally found that the standards for inspection, maintenance and repair of the roads and the classes of road to which the plan applies are appropriate. Some amendments have been made to the plan following the internal review that are administrative in nature, clarified service level without reducing service or added a new road that ARV became the road authority of since the last plan review. The amendments made are summarised as follows:

- Cover update to reflect ARV branding
- Update of all RMB references to ARV
- Update of other Government agencies referenced to their current names
- Amend Lengths and areas of roads and carparks to reflect correct values (as confirmed in asset management assessments in 2024).
- Add “Tenant” to glossary
- Clarify “full road closures are not permitted” to Section 5.2
- Add MoA for Shared Zone on Mt Buller Rd at Skating Rink to Section 5.4 to reflect current operational requirements through winter.
- Add Intervention Level Defect response timeframes to Section 7 as they are currently referenced but not specified.
- Amended last dot point under snow clearing service standard table to: “Snow clearing operations within the village area may cease between 11am and 3pm if there is considerable pedestrian traffic congestion.” in lieu of “generally cease”
- Update attached forms to reflect new forms in use
- Add Whitehorse Village Rd to Road Register and classify as 5C
- Update snow push out locations marked in appendix 11.3

- Amend wording to “clearing post snowstorm” section of snow clearing service standard table for clarity and to better reflect snow clearing practices as current reference to “snowstorm ends at 10pm” does not allow for the variability in snowstorms.

#### Public consultation

ARV undertook a public consultation process to enable stakeholders to provide feedback and comment on the current RMP. The current version of the RMP along with proposed amendments from ARV’s internal review were available on the resort website. A feedback form link was provided with the documents and other written submissions (via email) were also accepted. The consultation was open for a period of one month. ARV received seven submissions. The main feedback themes and ARV’s response is summarised below:

#### De-icing

ARV acknowledges the concerns raised regarding ice on village roads and the requirement for a standard set out in the RMP. Balancing the appropriate de-icing techniques is a complex decision with multiple factors considered by ARV’s experienced snow clearing staff. The safety of visitors, tenants and staff is of utmost importance to ARV, however conditions can change rapidly. All resort patrons are strongly encouraged to honour the nature of a ski resort and the possibility of ice on roads and pathways and utilise boot chains and wheel chains when appropriate.

As a result of the feedback provided ARV will include the minimum standards to the RMP:

- Amend to the definition of snow clearing (section 8.1) to “ARV is responsible for snow clearing of public roads by removing snow from gutter to gutter and grit, sodium chloride and/or calcium chloride applied from gutter to gutter if a film of ice remains or could form due to the weather forecast, in order to provide the safest possible surface for residents and guests to move around”
- Include a specific de-icing sections with the following:

ARV’s operating procedure for road de-icing includes assessing and applying prevention or traction materials such as grit, sodium chloride (coarse salt) and/or calcium chloride (known as “sauce”) to prevent and remove ice on roads and pathways or improve traction where ice cannot be immediately removed.

The minimum inspection times for ice on roads are as follows:

Outside a snowstorm*	
Time frame	Road
By 7.30am	All roads
Midday	5A & 5B roads
By 5pm	All roads
Following snow clearing	
All roads assessed by snow clearing operator for requirement to apply sodium chloride/calcium chloride or grit on completion of clearing operations based on current conditions	

\* Subject to availability of resources

De-icing materials are applied to roads and pathways as needed after inspection. The balance between different de-icing techniques is a complex decision and undertaken by experienced ARV staff. During assessment of requirement to apply de-icing materials, ARV takes into account the following:

- Public safety
- Weather conditions
- Effectiveness & timeframe for sodium chloride/calcium chloride to melt particular ice condition
- Whether immediate traction (grit) is a safer solution
- Environmental impacts of excessive quantities of de-icing materials

### Snow Clearing

Snow clearing is ARV's top priority during and after a snowstorm. ARV acknowledges the importance of this service to resort stakeholders and aims to meet or exceed the standards set out in the RMP wherever possible. There are times when conditions or other emergency incidents mean snow clearing teams are diverted. ARV follows a hierarchy of control of snow clear, de-ice, or utilise wheel chains/4WD/vehicle clearance. ARV avoids calling "chains on" in the Village unless a last resort, and driving around the village is restricted to arriving and departing accommodation and essential commercial activities, however ARV encourages all drivers to fit wheel chains if they do not feel confident in the conditions.

There are times when ARV's experienced snow clearing staff will cease to clear snow/ice from a road if continuing to clear will result in a "hard pack" condition and create a more dangerous surface. In these instances, grit will be applied to improve traction until conditions allow the remaining layer of ice/hard pack snow to be removed.

Based on the stakeholder feedback provided, ARV will:

- Amend the snow clearing definition (as per note in de-icing section) to "ARV is responsible for snow clearing of public roads by removing snow from gutter to gutter and grit, sodium chloride and/or calcium chloride applied from gutter to gutter if a film of ice remains or could form due to the weather forecast, in order to provide the safest possible surface for residents and guests to move around"
- Add the definition for clearing of paths and stairs "ARV is responsible for snow clearing of public stairs and pathways by removing snow from edge to edge and grit applied if a film of ice remains or could form due to weather forecast".

### Snow push outs

ARV notes the significant number and nature of concerns regarding snow pushouts raised by stakeholders. The main concerns included the amount of snow in a push out, the proximity to buildings and impact on access and egress.

ARV acknowledges the need to continue to constructively and collaboratively work through these concerns. The RMP marks the locations of the push-outs however, it is not the appropriate place to detail the management of push outs.

ARV will produce a separate snow clearing management document that will include snow push outs and will undertake engagement with stakeholders as part of this process.

### Other feedback

ARV notes additional feedback outside of the above themes was also received, that whilst important, does not directly relate to inclusion in the RMP. A summary of actions is listed below:

- Snow harvesting: ARV is committed to working with BSL to maximise snow harvesting. In 2025, Celia's toboggan slope was entirely run on harvested snow (or natural snowfall), eliminating the need for snowmaking in this location. Moguls on Lydias were also built from harvested snow.
- Public messaging on when roads are cleared: ARV will explore options for public messaging
- Mt Buller Rd: The purpose of the RMP is to define levels of service for municipal roads. Mt Buller Rd is managed by the Department of Transport and Planning. ARV continues to advocate for maintenance works on Mt Buller Rd and is a member of the Traffic Liaison Committee with Mansfield Shire and DTP. As a result, the MBMS RMP is not the appropriate place for Mt Buller Road levels of service.
- Snow buildup on hydrants: Hydrants and the requirement to remove snow around them do not form part of the RMP. However, ARV understands the safety risk of impeded access and is committed to documenting a procedure for clearing hydrants as part of a separate snow clearing management document.

## 4. Conclusion

A review of the Mt Buller Mt Stirling Road Management Plan was conducted and considered the standards for inspection, maintenance and repair of the roads and the classes of road to which the plan applies. Public consultation was undertaken as part of the review process.

Amendments made following the review are largely administrative in nature, clarified service level without reducing service or added a new road that ARV became the road authority of since the last plan review. Revision 4.0 has been endorsed by the ARV CEO on 28 April 2026.