

# Review of Environmental Factors

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## Jindabyne Education Campus – Barry Way Roadworks (REF 1) – REF Addendum

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## Acknowledgement of Country

The NSW Department of Education acknowledges the Ngarigo people as the traditional custodians of the land on which the Jindabyne Education Campus and associated roadworks is proposed.

We pay our respect to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of Australia.

The NSW Department of Education is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

The NSW Department of Education recognises that by acknowledging our past, we are laying the groundwork for a future that embraces all Australians; a future based on mutual respect and shared responsibility.


## Declaration

This Review of Environmental Factors (REF) addendum has been prepared on behalf of the NSW Department of Education (DoE) and assesses the potential environmental impacts which could arise from modifications to an approved activity for development of public road infrastructure within Barry Way Road Reserve, Barry Way (Lot 14 in DP 1035279) and 163 Barry Way Road (Lot 1 in DP 1294413), Jindabyne.

This REF addendum has been prepared in accordance with the *Guidelines for Division 5.1 Assessments* (the Guidelines), the *Guidelines for Division 5.1 assessments—Consideration of Environmental Factors for Health Services Facilities and Schools Addendum* (DPHI), October 2024, and the relevant provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) and *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP).

This REF addendum provides a true and fair review of the activity in relation to its likely impact on the environment and the information it contains is neither false nor misleading. It addresses to the fullest extent possible all the factors listed in Section 3 of the Guidelines, the EP&A Regulation and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

In preparing the REF addendum, I have declared any possible conflict of interests (real, potential or perceived) and I do not consider I have any personal interests that would affect my professional judgement.

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## Abbreviations

Abbreviation	Description
<b>BC Act 2016</b>	<i>Biodiversity Conservation Act 2016</i>
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>CEMP</b>	Construction Environment Management Plan
<b>DoE</b>	Department of Education
<b>DPE</b>	former Department of Planning and Environment
<b>DPHI</b>	Department of Planning, Housing and Infrastructure
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2021</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>EPI</b>	Environmental Planning Instrument
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>MNES</b>	Matters of National Environmental Significance
<b>NCC</b>	National Construction Code
<b>Planning Systems SEPP</b>	<i>State Environmental Planning Policy (Planning Systems) 2021</i>

<b>POEO Act</b>	<i>Protection of the Environment Operations Act 1997</i>
<b>Proponent</b>	Department of Education
<b>REF</b>	Review of Environmental Factors
<b>RFS</b>	Rural Fire Service
<b>Roads Act</b>	<i>Roads Act 1993</i>
<b>SEPP</b>	State Environmental Planning Policy
<b>SIS</b>	Species Impact Statement
<b>TI SEPP</b>	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>

# 1. Introduction

This Review of Environmental Factors (**REF**) addendum has been prepared on behalf of the NSW Department of Education (**DoE**) to assess the potential environmental impacts that could arise from amendments to the approved Barry Way Roadworks project located within Barry Way Road Reserve, Barry Way (Lot 14 in DP 1035279) and 163 Barry Way Road (Lot 1 in DP 1294413), Jindabyne (the **site**).

This REF Addendum addresses proposed amendments to the activity determined in the first stage (REF 1) of improvements to existing road infrastructure along Barry Way to support access to Jindabyne Education Campus (JEC).

The purpose of this REF addendum is to describe the proposed amended activity, examine and take into account all matters affecting or likely to affect the environment by the proposed amendments and to detail protective measures to be implemented to mitigate impacts.

The description of the proposed amendments to the activity and associated environmental impacts have been undertaken in the accordance with the *Guidelines for Division 5.1 Assessments* (DPE, June 2022), the *Guidelines for Division 5.1 assessments - consideration of environmental factors for hospital and school activities Addendum* (DPHI, October 2024), EP&A Act, the *Environmental Planning and Assessment Regulation 2021*, and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The assessment contained within this REF addendum has been prepared having regard to:

- Whether the modified activity is likely to have a significant impact on the environment and therefore the necessity for an EIS to be prepared and approval to be sought from the Minister for Planning and Public Spaces under Part 5 of the EP&A Act; and
- The potential for the modified activity to significantly impact *Matters of National Environmental Significance* (MNES) or Commonwealth land and the need to make a referral to the Australian Government Department of Environment and Energy for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

This REF addendum addresses the requirements of Section 5.5 of the EP&A Act, which requires that the department examine, and take into account to the fullest extent possible, all matters affecting, or likely to affect, the environment by reason of the proposed activity.

## 1.1 Relevant Background

On 10 August 2022, the then NSW Department of Planning and Environment (**DPE**) approved SSD-15788005 for the JEC including:

- construction of a new primary and high school to replace the existing Jindabyne Central School located in Jindabyne town centre
- associated facilities and services.

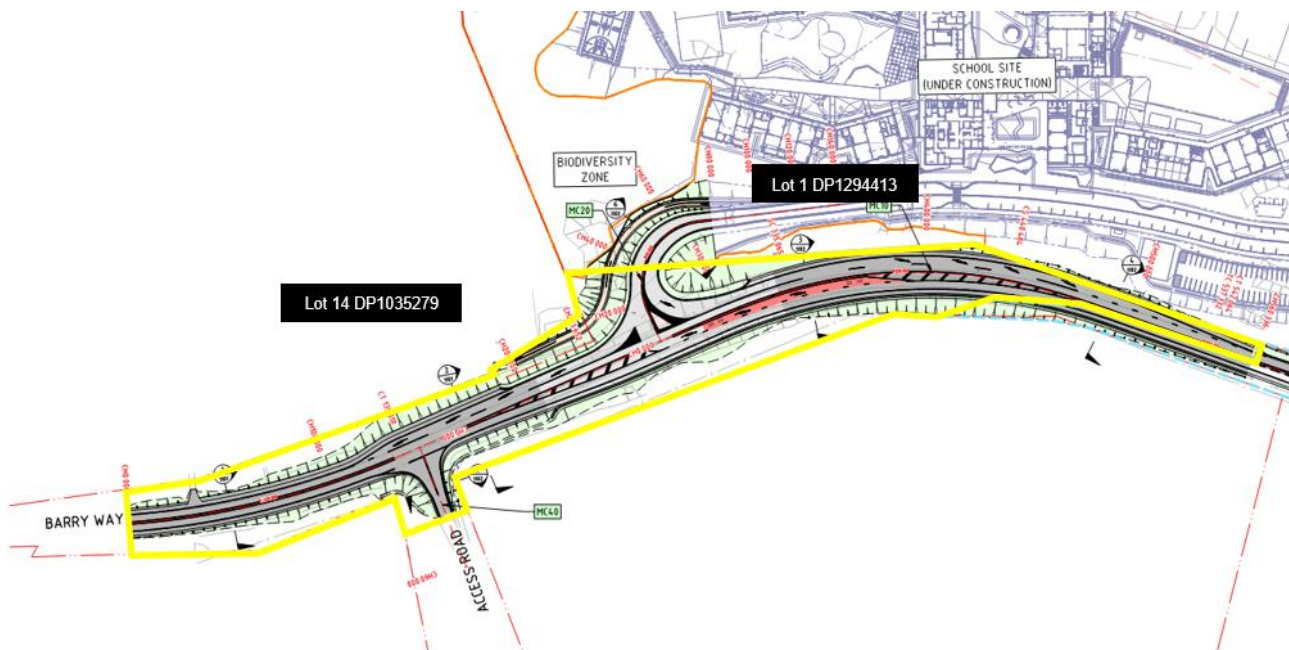
The application did not include scope and approval for surrounding road infrastructure to support the JEC. At the time, it was advised external road works (the northern and southern roundabouts on Barry Way) would be delivered separately to SSD-15788005 and that this infrastructure would



be required prior to the school's operation. This was reflected in a condition of consent requiring road infrastructure to be operational prior to the operation of the school.

In June 2024, the Acting Deputy Secretary, School Infrastructure, approved REF 1 (**the subject of this REF addendum**), which represented the first stage of general road improvements to Barry Way to support the JEC's operation (located within the yellow area of Figure 1 below). The REF was prepared in response to SSD-15788005 and includes:

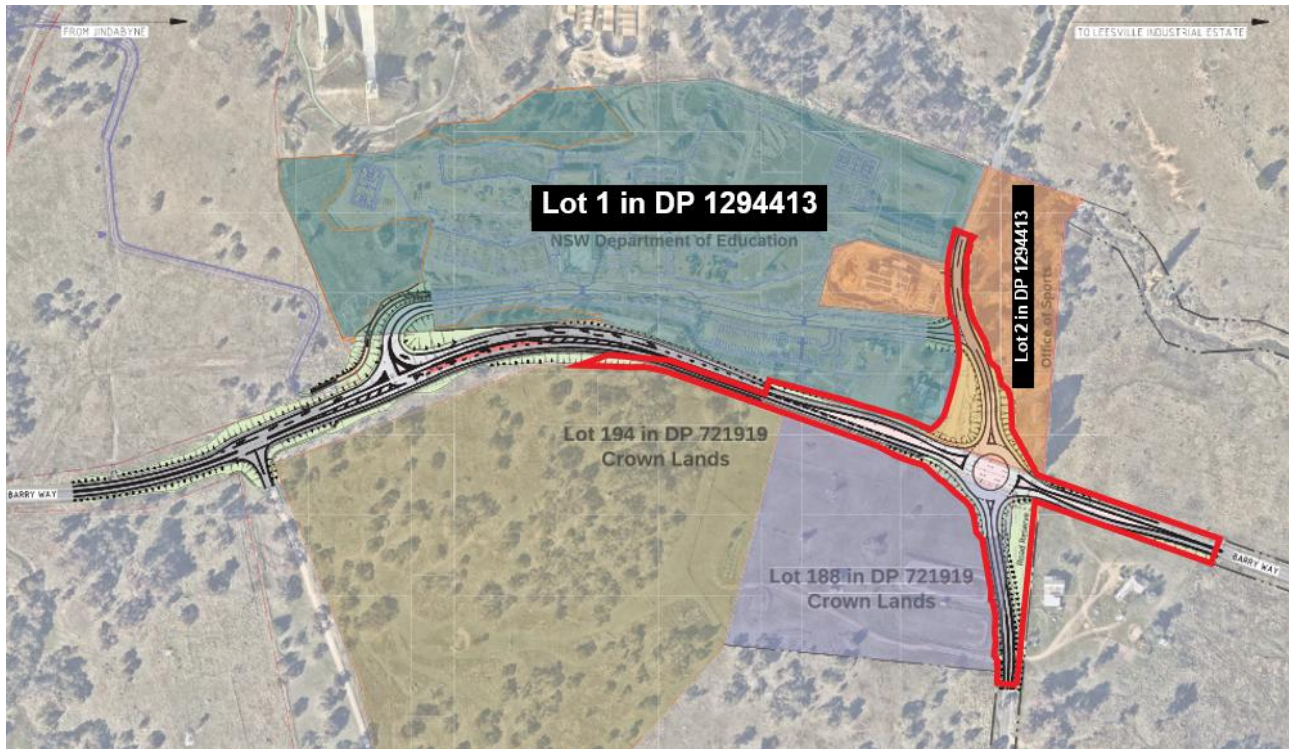
- Road widening of Barry Way,
- Construction of a new T-intersection,
- Construction of a partial pedestrian path and cycleway to enable future connection,
- Earthworks,
- Removal of 69 trees,
- Stormwater pipes and discharge points,
- Erosion and sediment control, and
- Signage and line marking.



**Figure 1: Site Boundary REF 1 (site area of approved REF outlined in yellow)**

Source: DoE REF, June 2024

In September 2024, the Acting Deputy Secretary, School Infrastructure, approved REF 2, which represented the second stage of general road improvements to Barry Way (located within the red area of Figure 2 below). The REF was also prepared in response to SSD-15788005 and includes road widening of Barry Way, a new roundabout, earthworks, tree removal and supporting infrastructure. A REF addendum to REF 2 is also being progressed concurrently under a separate report.



**Figure 2: Site Boundary REF 2 (site area of approved REF outlined in red)**

Source: DoE REF 2, September 2024

Construction of the school is now complete. The road infrastructure upgrades approved under REF 1 and REF 2 are currently under construction, and interim site access arrangements are currently relied on while the Barry Way roadworks are finalised.

## 1.2 Proposed Modifications and Rationale

The proposed modifications to the activity approved under REF 1 are described as follows:

- Amendments to the approved road design, including replacement of a proposed retaining wall with a batter slope within Lot 1 DP 1294413 (163 Barry Way Road).
- Amendments to the approved stormwater design to improve pipe protection and maintenance arrangements.
- Water main and telecommunications infrastructure relocation works. The works will involve a combined services trench which is being relocated from the east to the west side of Barry Way.
- Removal of three additional trees.
- Expansion of the project area into Lot 1 DP 1294413, as necessitated by the proposed changes.
- Minor amendment to approved construction hours.
- Minor amendments to mitigation measures (refer Section 6.18).

The proposed amendments are necessary to ensure safe, efficient, and maintainable delivery of the approved road and service infrastructure associated with the JEC. The replacement of the previously approved retaining wall with a batter slope responds to Council's preference to avoid

long-term maintenance liabilities. Revisions to the stormwater design have been made to improve pipe protection and maintenance access based on construction-level design refinements.

Relocating the water main and telecommunications infrastructure to a co-located services trench on the western side of Barry Way will allow for more efficient maintenance and avoid the need to disturb the completed road pavement in the future.

Minor amendments to construction hours will allow for 30 minutes of low-impact preparatory activities before 7:00am, including site access, equipment placement and pre-start briefings, prior to commencing construction.

The removal of three additional trees and minor extension of works into Lot 1 DP 1294413 are necessary to accommodate these design changes. These modifications are generally low impact and consistent with the intent of the original REF 1 approval.

## 2. The Proposed Amended Activity

**Table 1** provides details of the proposed amended REF 1 activity, including details of the site and its surrounding environment. **Figure 3** and **Figure 4** detail the approved and modified activity boundary.

**Table 1: Description of the proposed amended activity**

Project Element	Description
<b>Proponent</b>	Department of Education (DoE).
<b>Proposal</b>	Modification of previously approved Barry Way Road works associated with the JEC approved under REF 1.
<b>Description</b>	<p>The proposed amendments to the approved road design and associated works under REF 1 are as follows:</p> <ul style="list-style-type: none"> <li>• Amendments to the approved road design, including replacement of a proposed retaining wall with a batter slope within Lot 1 DP 1294413.</li> <li>• Amendments to the approved stormwater design to improve pipe protection and maintenance arrangements.</li> <li>• Water main and telecommunications infrastructure relocation works. The works will involve a combined services trench which is being relocated from the east to the west side of Barry Way.</li> <li>• Removal of three additional trees to accommodate the new batter slope.</li> <li>• Expansion of the project area into Lot 1 DP 1294413, accommodating the full batter slope and necessary supports.</li> <li>• Amendment to the approved construction hours to enable non-invasive works commencing from 6:30am Monday to Friday.</li> <li>• Minor amendments to mitigation measures, including: <ul style="list-style-type: none"> <li>• MM 2, to update references to approved plans, accommodating the physical design changes</li> <li>• MM 34, to amend the construction hours, facilitating work to begin at 6:30am on weekdays, comprising:</li> </ul> </li> </ul>

Project Element	Description
	<ul style="list-style-type: none"> <li>• prestart activities,</li> <li>• servicing equipment and machines,</li> <li>• moving machines and equipment into designated work zone, and</li> <li>• review and re-instatement of traffic control devices.</li> <li>• MM 47, to be deleted, as Council have confirmed water and sewer connections are not required.</li> </ul> <p>Refer to proposed boundaries and the general arrangement plan in Figure 3 and Figure 4.</p>
<b>Location</b>	<p>Barry Way Road Reserve Barry Way, Jindabyne (Lot 14 in DP 1035279) 163 Barry Way Road, Jindabyne (Lot 1 in DP 1294413)</p>
<b>Local Government Area</b>	Snowy Monaro Regional Council
<b>Site Description</b>	<p>The site includes land within Barry Way Road Reserve, Barry Way (Lot 14 in DP 1035279) and 163 Barry Way Road. In this REF Addendum the site area extends further east into Lot 1 DP 1294413 than approved under REF 1 (Refer to proposed boundaries and area shaded green in the general arrangement plan in Figure 3 and Figure 4 below). There are no additional impacts to any Crown Land.</p> <p>The site generally slopes down to the east with vegetation predominantly of pastoral farming character, and periodic trees framing the sides of Barry Way, and the JEC located to the east on Lot 1 DP 1294413.</p>
<b>Environment of the Activity</b>	<p>The site is primarily disturbed land including, and adjacent to, existing road infrastructure. It includes roadside vegetation (particularly on the western side of the road) and modified pastoral landscape.</p> <p>The entire site lies within the “Investigation Area” of the Snowy Mountains Special Activation Precinct (SAP) Master Plan and partially within the Sports and Education sub-precinct. This sub-precinct, covering approximately 96 hectares, accommodates high-performance and community sport facilities, athlete and student accommodation, and supporting infrastructure. Although there are no specific controls applying to the Barry Way road reserve under the SAP Master Plan, the broader context reflects the area's strategic importance as a future education and recreation hub.</p> <p>The surrounding environment includes the Jindabyne Sport and Recreation Centre (JSRC) to the east, the Jindabyne Airstrip, equestrian school, and agricultural land to the west of Barry Way, and the Leesville industrial area further to the southwest. Land to the south is primarily used for grazing. The site is situated approximately 1.5 kilometres from the Jindabyne town centre.</p>
<b>Need for the proposed amendments</b>	<p>The proposed amendments are needed to improve constructability of the roadworks, increase efficiency and limit the duration of construction impacts on the community, and reduce long-term utility maintenance risks. Replacing the retaining wall with a batter slope addresses Council's maintenance concern. Stormwater and utility design changes improve protection and servicing, with a co-located trench relocated to the west side of Barry Way to avoid future disturbance of the road in the event of maintenance. A minor extension of the project boundary into Lot 1 DP 1294413 and removal of three additional trees are required to accommodate these changes.</p> <p>Construction hours are amended to allow low-impact setup, non-invasive works and make-good to occur outside of standard</p>



Project Element	Description
	construction hours. This will assist in reducing the overall construction program, improving efficiency, reducing costs and reducing the duration of impacts from the construction on the local community.
<b>Alternatives</b>	The alternative or “do nothing” is to retain the existing approved designs and utility alignments. This option was not selected due to constructability and maintenance constraints, which would result in a less efficient and higher-risk infrastructure outcome.
<b>Justification</b>	The proposed amendments support delivery of essential infrastructure with improved long-term outcomes. Relocating utilities and replacing the retaining wall with a batter slope reduces ongoing maintenance costs and simplifies construction. Minor tree removal and site expansion are necessary to accommodate these changes. Impacts are limited and manageable under the revised mitigation measures.
<b>Construction Activities</b>	The construction activities and equipment for the proposed modifications are expected to be consistent with the general works addressed under the original REF. Site preparation will include vegetation clearing and excavation. Works include road grading, batter construction, utility trenching and stormwater works. Minor revisions to construction hours are proposed to better accommodate operations and include construction set-up times from 6:30am - 7:00am on Monday to Friday. Impacts on utilities include temporary disconnection or diversion of water and telecommunications services.
<b>Operation Activities</b>	No material change to operational outcomes is proposed. The modified activity remains for road infrastructure.
<b>Other relevant projects, programs and plans</b>	<p>Separately, a REF has been approved for high-voltage transmission and substation works along Barry Way, led by another public authority. Any overlap in construction activities can be appropriately managed through implementation of the existing Construction Vehicle and Pedestrian Management Plan (<b>CVPMP</b>) and Traffic Management Plan (<b>TMP</b>), included in the original REF appendices.</p> <p>A separate REF (REF 2) and associated REF Addendum (REF 2 Addendum) is being progressed concurrently for amendments to related road designs, accommodating a revised southern approach to the related roundabout, as well as stormwater amendments. Refer to <b>Figure 3</b> below for details on concurrent REF.</p> <p>Given the minor nature of the proposed design changes, and with existing controls in place, no additional cumulative environmental impacts are expected during construction. Over the long term, the proposed amended activity supports the operational needs of the JEC by improving utility servicing and providing necessary vehicular access to the school.</p>

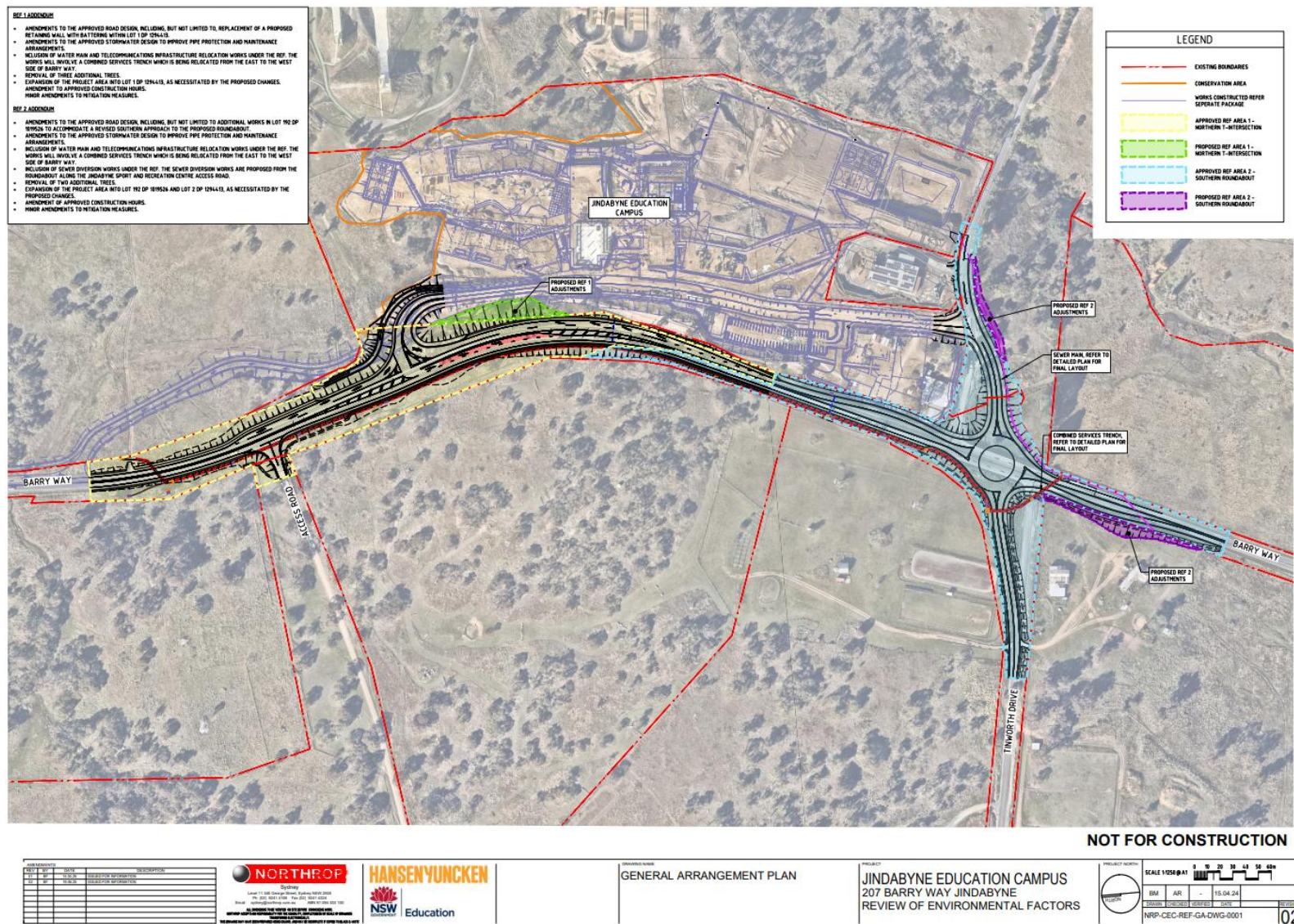
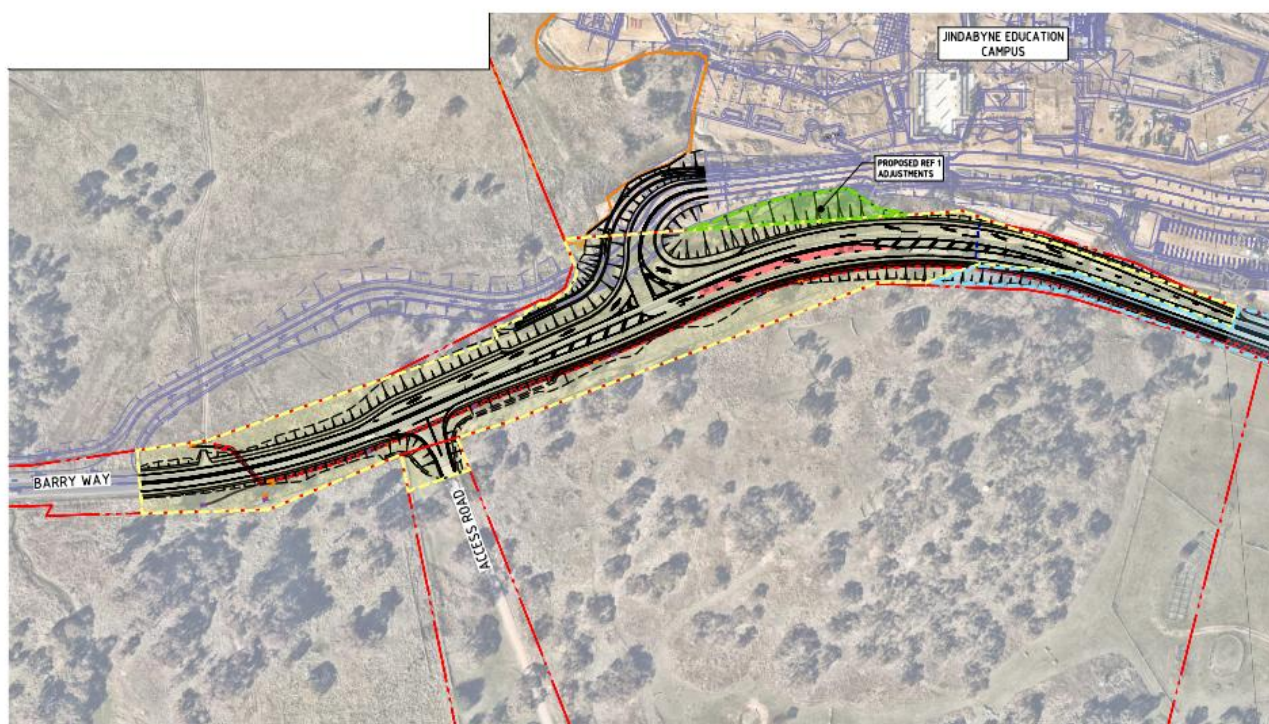


Figure 3: General Arrangement Plan REF 1 & REF 2 – The REF 1 Boundary (existing area shown in yellow & additional area shown in green)

Source Hansen Yuncken





**Figure 4: Enlarged view of Proposed Amended REF 1 Boundary (existing area shown in yellow & additional area included in this REF Addendum shown in green)**

Source: Hansen Yuncken

### 3. Permissibility as a Division 5.1 Activity

Table 2 sets out which provisions of the TI SEPP apply to the proposed amended activity that enable it to be carried out as development permitted without consent (DPWC).

**Table 2: Description of proposed amended activities under the TI SEPP**

Division and Section within TI SEPP	Description of Works
<b>Division 17 Roads and traffic, Section 2.109</b>	Development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land.
<b>Division 20 Stormwater management systems, Section 2.137</b>	Development for the purposes of stormwater management systems may be carried out by or on behalf of a public authority without development consent.

Table 3 details how the proposed amendments to the activity comply with the relevant provisions in order to qualify as DPWC.



**Table 3: Permissibility of amended proposal to be assessed as Division 5.1 Activity**

Reference	Assessment	Comment	
For works under Chapter 2 of TI SEPP			
Roads Act 1993	Is the development defined as - <i>for the purposes of road</i> .	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The Roads Act defines a road as includes —</p> <ul style="list-style-type: none"><li>(a) the airspace above the surface of the road, and</li><li>(b) the soil beneath the surface of the road, and</li><li>(c) any bridge, tunnel, causeway, road-ferry, ford or other work or structure forming part of the road.</li></ul> <p>The works as amended include works for the purposes of a road.</p>
TI SEPP Section 2.108	Is the development defined as - <i>for the purposes of road infrastructure facilities</i> .	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Section 2.108 defines road infrastructure facilities as including:</p> <ul style="list-style-type: none"><li>(a) construction works, whether or not in a heritage conservation area, including—<ul style="list-style-type: none"><li>(i) temporary buildings or facilities for the management of construction, if they are in or adjacent to a road corridor, and</li><li>(ii) creation of embankments, and</li><li>(iii) extraction and stockpiling of extractive materials if—<ul style="list-style-type: none"><li>(A) the extraction and stockpiling are ancillary to road construction, or</li><li>(B) the materials are used solely for road construction and the extraction and stockpiling take place in or adjacent to a road corridor, and</li></ul></li><li>(iv) temporary crushing or concrete batching plants, if they are used solely for road construction and are on or adjacent to a road corridor, and</li><li>(v) temporary roads that are used solely during road construction,</li></ul></li><li>(b) emergency works or routine maintenance works,</li><li>(c) alterations or additions to an existing road, such as widening, narrowing, duplication or reconstruction of lanes and changing the alignment or strengthening of the road,</li><li>(d) environmental management works, if the works are in or adjacent to a road corridor.</li></ul> <p>The works as amended include works for the purposes of road infrastructure facilities.</p>
EP&A Act Section 1.4	Is the NSW Department of Education a public authority	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Section 1.4 of the EP&amp;A Act defines a <i>public authority</i> as:</p> <ul style="list-style-type: none"><li>(a) a public or local authority constituted by or under an Act, or</li><li>(b) a Public Service agency, or</li></ul>

Reference	Assessment	Comment
		<p>(c) a statutory body representing the Crown, or</p> <p>...</p> <p>The NSW Department of Education was established under the <i>Education Act 1990</i> (NSW), meets all three of the above criteria and is defined as a public authority.</p>

## 4. Statutory Planning Legislation and Strategic Plans

**Table 4** provides an assessment of the proposed amended activity against relevant legislative requirements and strategic policy provisions.

**Table 4: Consideration of planning legislation and strategic plans**

Instrument and Reference	Applies	Response
<b>Environmental Planning and Assessment Act 1979</b>		
5.5 Duty to consider environmental impact – (1)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	This REF addendum examines and takes into account to the fullest extent possible all matters affecting or likely to affect the environment by the amended activity. The REF addendum concludes the environmental impacts of the proposed amended activity are not likely to be significant and therefore it is not necessary for an EIS to be prepared.
5.5 Duty to consider environmental impact – (3) Wilderness Areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Not applicable. The site is not a wilderness area for the purposes of the <i>Wilderness Act 1987</i> .
<b>Environmental Planning and Assessment Regulation 2021</b>		
171 Review of environmental factors – (1) – (3) and EP&A Act s5.10(a)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	This section is addressed in detail at Section 6 of this REF addendum.
171 Review of environmental factors – (4) – (6)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	This is a matter for the public authority to determine.
171A Activities in catchments – the Act, s5.10(a)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Refer to Section 6.17 of this REF addendum below. Not applicable as the site is not located in a regulated catchment.
<b>Biodiversity Conservation Act 2016</b>		
Is a Species Impact Statement or Biodiversity Development Assessment Report required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	A Flora and Fauna Assessment Addendum prepared by WSP ( <b>Appendix 4</b> ) confirms that the proposed modifications to the approved REF proposal are unlikely to significantly impact threatened species and as such, a Biodiversity Development Assessment Report (BDAR) or Species Impact Statement (SIS) is not required. Applying the test under Section 7.3 of the BC Act, the modified activity is unlikely to significantly impact on threatened species, ecological communities or habitat, provided that the recommendations of the Flora and Fauna Assessment are implemented, noting there is no change from the previously approved recommendations.
<b>Rural Fires Act 1997</b>		
Is a bush fire safety authority required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Refer Section 6.11 of this REF addendum. The subject site is situated in bushfire prone land, however, the development is not for a special fire protection purpose, being for the purpose of a road and associated road infrastructure. Therefore, a bush fire

Instrument and Reference	Applies	Response
		safety authority is not required.
<b>Water Management Act 2000</b>		
Is a controlled activity approval required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The proposed amendments are not located on 'waterfront land' and there are no changes under the modifications that would constitute a Controlled Activity ( <b>CAA</b> ).
<b>Contaminated Land Management Act 1997</b>		
Part 3, Division 2, Section 11	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Refer Section 6.5 of this REF addendum. The site has been subject to specialist investigations and review of the modifications and is not regulated land nor registered as a contaminate site.
<b>Heritage Act 1977</b>		
Section 60	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Refer Section 6.8 of this REF addendum. The proposed amendments do not give rise to any additional heritage considerations or application requirements.
<b>Roads Act 1993</b>		
Section 138	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Section 138 applications will be required to be submitted to the Roads Authority (SMRC) to authorise works within the Barry Way Road Reserve.
<b>Local Government Act 1993</b>		
Section 68	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Approvals from SMRC will be required to carry out water supply work to, sewerage work, and stormwater drainage work for connections to Council services.
<b>National Parks and Wildlife Act 1974</b>		
Section 86	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Refer Section 6.8 of this REF addendum. The proposed amendments are accompanied by an Aboriginal Heritage Assessment Addendum ( <b>Appendix 6</b> ) confirming the same mitigations as the original REF.
<b>Protection of the Environment Operations Act 1997</b>		
EPLs under sections 47, 48, 49, or 122	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	An environmental protection licence under sections 47, 48, 49 or 122 of the Act is not required as previously approved.
<b>Crown Land Management Act 2016</b>		
Part 2, Division 2.4	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Crown land is located on the western side of Barry Way (Lot 194 DP 721919). The proposed amended works in REF 1 do not involve work within, or any impacts to Crown Land.

<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>		
<b>Chapter 2 Infrastructure</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Development for the purposes of roads or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land under Section 2.109 of the TISEPP. Furthermore, development for the purposes of stormwater management systems may be carried out by or on behalf of a public authority under Section 2.137 of the TISEPP.
<b>State Environmental Planning Policy (Planning Systems) 2021</b>		
Section 2.6	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The amended proposal does not meet any of the thresholds for State Significant Development as specified under Section 2.6 of the SEPP.
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>		
Part 3.2, Section 3.7	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As per the original REF, the proposed modification area is within the Central and Southern Tablelands koala management area. However, the conclusion in the Addendum letter from WSP ( <b>Appendix 4</b> ) confirms that the site, as amended, does not comprise core koala habitat and no further action is required.
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>		
Chapter 3, Chapter 4	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The proposed modifications do not introduce any additional hazardous and offensive development, or remediation requirements.
<b>State Environmental Planning Policy (Precincts—Regional) 2021, Schedule 1D</b>		
<b>1 Declaration of Snowy Mountains Activation Precinct</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A minor portion of the proposal protrudes into Lot 1 DP1294413 and Lot 14 DP1035279 which are situated within the Snowy Mountains Activation Precinct.
<b>5 Zoning of land within Snowy Mountains Activation Precinct</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The proposed amendment incorporates land zoned SP1 Special Activities – Sports and Education Centre, in which development for the purposes of a road is permissible with consent. However, permissibility is provided under the TISEPP that enables the proposed amended works to proceed as development permitted without consent.
<b>11 Preservation of trees and vegetation</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The amended REF 1 boundaries do not extend into land identified as an “environmentally sensitive area”.
<b>12 Heritage conservation</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The accompanying NGH addendum confirms that amended development will not unreasonably impact built heritage with regard to the Jindabyne Winter Sports Academy (I146), which is recognised under this instrument. No further mitigation measures are required.
<b>Snowy River Local Environmental Plan 2013</b>		
<b>2.1 Land use zone</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The proposed amendment incorporates land zoned RU1 Primary Production, in which development for the purposes of a road is permissible with consent. However, permissibility is provided under the TISEPP that enables the proposed amended works to proceed as development permitted without consent.
<b>4.3 Height of Buildings</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A – No buildings are proposed

<b>4.4 Floor Space Ratio</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A – No floor space ratio applies to the site
<b>5.10 Heritage</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The accompanying NGH addendum confirms that the amended development will not unreasonably impact built heritage with regard to the Jindabyne Winter Sports Academy (I146) nor the Leesville Hotel (I147) as mapped under the Snowy River LEP.
<b>5.21 Flood Planning</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The amended REF boundary does not include land located in the flood planning area.
<b>7.2 Terrestrial Biodiversity</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The amended REF boundary does intrude into land mapped as terrestrial biodiversity on Lot 1 DP1294413. Nonetheless, the Addendum letter from WSP ( <b>Appendix 4</b> ) considers impact to flora and fauna, native habitat, fragmentation, and connectivity, and concludes that no significant impact is expected and no additional mitigation measures are required. Refer to Section 6.10 of this REF addendum.

## 4.1 Strategic Plans

The following Table 5 provides an assessment against strategic plans that are applicable to the proposed amended activity.

**Table 5: Consideration of applicable Strategic Plans**

Strategic Plan	Assessment	Relevant? Yes/No
<i>South East and Tablelands Regional Plan</i>	The proposed amendments are aligned with Direction 21: <i>Increase access to health and education services</i> by facilitating transport infrastructure to support the safe operation of the JEC.	Yes
<i>Snowy Monaro Local Strategic Planning Statement</i>	<p>The proposed amendments aligns with the Snowy Monaro Local Strategic Planning Statement as follows:</p> <ul style="list-style-type: none"> <li>Planning Priority 10 – <i>Identify and integrate transport corridors and connections with the right types and levels of development</i></li> </ul> <p>The amended activity facilitates an upgrade to a regional road, supporting Jindabyne's growth and providing appropriate transport infrastructure upgrades.</p>	Yes
<i>Draft South East and Tablelands Regional Transport Plan</i>	The proposed amendments align with the draft plan by supporting Objective 1 <i>Connectivity is improved across the South East and Tablelands</i> and Objective 4 <i>Our transport networks are safe</i> . The amended activity facilitates the required road upgrades to support the JEC, facilitating improved and safe access.	Yes

## 5. Consultation Requirements

Consultation has been undertaken with the following stakeholders in accordance with statutory requirements under the TISEPP:

- **Snowy Monaro Regional Council (SMRC):** Pursuant to Section 2.10 of the TISEPP, DoE notified SMRC of the proposed REF addendum, allowing for 21 calendar days to receive comments.

At the time of writing this REF addendum, no further comments were received from SMRC. Consultation with SMRC will continue throughout the implementation and development of the Barry Way works to ensure a positive outcome for all stakeholders. It is noted that the proposed removal of MM 47 *Utilities and Services* is a result from ongoing project discussions with SMRC.



## 6. Environmental Impact Assessment

The following section provides an outline of the potential impacts of the proposed amended activity on the environment, and how these impacts will be managed. A summary of the mitigation measures implemented to manage impacts are provided in **Table 7** below.

### 6.1 Traffic Management

The proposed amendments to REF 1 have been determined to not result in any actual or potential adverse impacts to the immediate and wider traffic network. An updated Traffic Management Plan (**TMP**) has been prepared by Hansen Yuncken (**Appendix 9**) to maintain continuous single-lane traffic flow for the duration of construction for public access. A Traffic Addendum prepared by Navianto Group (**Appendix 7**) concludes that the extended work hours are not expected to affect the road network operations and school operations.

As established in the original REF 1, Stage 1 and Stage 2 are relevant for this REF addendum stage of works, with Stages 3 and 4 having been prepared in anticipated for a second stage of works (**REF 2**). A summary of the traffic management measures for Stages 1 and 2 are outlined below.

The relevant area will have staggered signage on the lead up to either side of the roadworks identifying oncoming roadworks and a reduction in speed before commencing with temporary traffic measures under contraflow. Signage will also be on Tinworth Drive to identify oncoming roadworks. The Driveway leading to Touchdown Cottages and Alpine Helicopters on the west of the road will also be required to be under temporary traffic conditions.

Site access will be indicated through traffic cones delineating work area to the Active Lane. The work area and the Active Lane will be delineated by 1.5m offset for vehicle and worker safety, and Active Lanes will be minimum 3m carriageway width at all times during construction.

Stage 2 of the TMP will encompass the road upgrade and sundry works inclusive of stormwater and the upgrade of the driveway entry into Touchdown Cottages and Alpine Helicopters. Staggered signage will be implemented on the lead up to either side of the roadworks identifying oncoming roadworks, and vehicles will be coordinated via a temporary roundabout on the southern side of the work zone. The Driveway leading to Touchdown Cottages and Alpine Helicopters on the west of the road will be required under temporary traffic conditions as vehicles exit the driveway, driving to the roundabout in town and turning around to travel southbound.

Site access will be via heading northbound towards Jindabyne town centre and driving into the work area through the traffic cones which delineated the work area to the Active Lane.

To ensure appropriate management of traffic, a Daily Traffic Management Report (**DTMR**) is to be prepared and supplied to the Site Manager. On-site parking for construction workers will be provided within the Office of Sport precinct as nominated in the TMP, and within the already approved work zone, to avoid on-street parking impacts on Barry Way.

It is considered that with the implementation of the controls detailed in the TMP the proposed modifications in the construction of the roadworks, utilities and stormwater drainage will not result

in an unreasonable impact to road users and surrounding land uses. No additional mitigation measures are required.

## 6.2 Noise and Vibration

A Construction Noise and Vibration Impact Statement (**CNVIS**) has been prepared for the proposed modifications to works and the proposed extended working hours (**Appendix 8**). It is noted that no rock breaking or designated invasive construction activities are to be completed outside the regular approved REF working hours.

The proposed minor extended working hours comprise the following:

- Works commencing from 6:30am Monday to Friday, including:
  - Prestart activities
  - Servicing equipment and machines
  - Moving machines and equipment into designated work zones
  - Review and re-instatement of traffic control devices

The surrounding sensitive receivers are consistent with the original REF and are illustrated in **Figure 5** below.



**Figure 5: Surrounding Sensitive Receivers**

Source Hansen Yuncken

The analysis in the CNVIS concluded that the proposed amended activities to be undertaken, including those within the minor extended working hours, do not include high-noise and vibration generating activities and so compliance with the relevant construction vibration requirements will be achieved without any additional mitigation measures.

The assessment modelled predicted noise levels, based on the typical noisiest equipment to be moved or serviced between 6:30am and 7:00am, at the surrounding sensitive receivers. Based on the location of the works to be undertaken during the proposed extended working hours included within the REF Addendum, the CNVIS concludes that compliance with the recommended extended working hours criteria of background noise levels + 5 dB(A) at all surrounding residential receivers will be achieved.

**Table 7** in Section 6.18 present the proposed amendment to the mitigation measure number 34. addressing Work Hours.

## 6.3 Air Quality

The originally approved Construction Environmental Management Plan prepared by Hansen Yuncken provides management measures to reduce the generation of dust and to maintain air quality. Mitigation measures previously approved remain relevant and appropriate for the amended proposal. No additional mitigation measures are required.

## 6.4 Soils & Geology

The originally approved REF included standard erosion and sediment control measures. The Civil Engineering Design Statement (**Appendix 10**) confirms that these measures remain relevant and appropriate for the amended proposal. No additional mitigation measures are required.

## 6.5 Contamination and Hazardous Materials

The proposed amendment is accompanied by a review of the preliminary site investigation prepared by JBS&G confirming the suitability of the proposed amendments from a contamination perspective, refer to **Appendix 5** for more details. The amended proposal is located within the site area previously assessed under the PSI. Based on the findings of previous investigations, which provide sufficient information to demonstrate the suitability of the amendment, the proposed changes are suitable. No additional mitigation measures are required.

## 6.6 Hydrology, Flooding and Water Quality

As identified in the approved REF 1, the site is not situated in a flood prone area and the works are not located within 40m of the mapped watercourse. The amended stormwater management system prioritises the collection and control of runoff from the new road and upstream catchments, and includes new stormwater pipes traversing Barry Way to new energy dissipaters located within the swales.

The proposed amendments to the stormwater system are a result of detailed design development following the approval of the original REF. Details of the proposed stormwater management system are provided in the drawing package in **Appendix 2**. The Civil Engineering Design Statement (**Appendix 10**) confirms that no additional mitigation measures are required.

## 6.7 Visual Amenity

The proposed amendments, specifically the removal of the retaining wall and introduction of battering will result in a positive visual impact on the wider activity. Whilst the topography of Barry Way is changing with regard to its relationship with JEC, the introduction of battering results in an increased natural slope towards Barry Way. No additional mitigation measures are required.

## 6.8 Aboriginal & Non-Aboriginal Heritage

An addendum to the Aboriginal and Historic Heritage Assessments has been provided by NGH Pty Ltd (NGH) (**Appendix 6**). The addendum provides a brief amendment style assessment for the amended proposal, covering both the Aboriginal and Historic Heritage Assessments, and were undertaken by a qualified archaeologist from NGH. It is determined that the amendment would be unlikely to cause significant impact on the environment subject to the implementation of specified recommendations as previously approved. No additional mitigation measures are required.

The previous recommendations are to be continued and comprise:

- All works must be constrained to the areas assessed.
- If any items suspected of being Aboriginal objects are identified during development works, all work must cease in the immediate vicinity and the area must be cordoned off to ensure no further impacts occur until a qualified archaeologist is able to inspect the object and determine if it is an Aboriginal object (in line with the definition provided under the *National Parks and Wildlife Act 1974*) or not. It is an offence under the *National Parks and Wildlife Act 1974* to disturb, damage or destroy an Aboriginal object without a valid approval to do so.
- In the event any unexpected historic heritage finds are identified, works must cease temporarily, and the 'Unexpected Finds Procedure' for the project must be adhered to.

## 6.9 Tree Removal

An Arboriculture Impact Assessment Addendum Letter has been prepared by Eco Logical and provided in **Appendix 3**. The addendum considers any additional tree impacts from the amended proposal, including a review of the detailed design changes. It notes that the amended scheme results in the removal of three additional low retention value trees as shown in **Figure 6**.

The addendum notes that the mitigation measures already approved under REF 1 are appropriate to mitigate impacts for trees to be retained and determines from an arboricultural perspective, the proposed amendments result in low impacts to three trees. No additional mitigation measures are required.





**Figure 6: Additional Trees to be removed (shown in red)**

Source: Hansen Yuncken

## 6.10 Ecology

An addendum to the Flora and Fauna Assessment (FFA) has been prepared by WSP and provided in **Appendix 4**. The addendum details that the amended proposal will result in impacts to an additional 0.07 hectares of miscellaneous ecosystem vegetation. The potential impact to Monaro Grassy Woodland threatened ecological community (TEC) remains the same as originally assessed in REF 1. That is, none of the impacted vegetation as a result of this REF addendum is a native vegetation community consistent with a TEC.

From a whole-of-project perspective, the addendum design (which considers both the previously approved vegetation removal and the proposed additional removal) will result in the clearance of 1.18 ha of exotic grassland with scattered trees. This includes the removal of three additional Monterey Cypress trees (451, 452, and 453), which are exotic species and provide only marginal habitat for native fauna. These trees are unlikely to support breeding or significant foraging activity for threatened species, although they may be used occasionally for roosting. Given the degraded condition of the vegetation and the limited habitat value, the revised design is not expected to result in a significant impact on threatened species under the BC Act or EPBC Act. No additional mitigation measures are required.

## 6.11 Bushfire

The site is located within bushfire-prone land. However the intended works are not for a special fire protection purpose, does not require referral to the NSW RFS and is not subject to Section 2.16 of the TISEPP. It is noted that the upgrade to Barry Way will facilitate safer access for locals in the area, demonstrating consistency with *Planning for Bush Fire Protection 2019*. Consequently, the amended proposal is suitable from a bushfire perspective. No additional mitigation measures are required.

## 6.12 Waste Generation

The approved Waste Management Plan (**WMP**) prepared by Hansen Yuncken for the original REF, remains relevant to the modifications, maintaining a priority on the reuse and/or recycling of materials. A Civil Design Statement prepared by Northrop for this REF Addendum summaries the bulk earthworks volumes. The proposed amendments will result in a net additional 566m<sup>3</sup> of fill required on site. Despite additional bulk earthwork requirements, the deletion of the retaining wall and replacement with a batter slope will result in a reduction of concrete, steel, and masonry requirements, and wastes associated with these products in the construction of a retaining wall. No additional mitigation measures are required.

## 6.13 Utilities and Services

The previously approved stormwater infrastructure is proposed to be amended under this REF addendum following detailed design development and remains designed in accordance with the requirements of SMRC and Austroads guidelines to provide minor flow paths which minimise nuisance flooding and safe conveyance of major runoff.

The project does not involve any water or sewer connections. Council has confirmed that a Section 307 Compliance Certificate under the *Water Management Act 2000* is not required for these works. Therefore, mitigation measure 47 as detailed below is no longer applicable and is proposed to be removed.

### *47. Utilities and Services*

*Prior to issue of a Crown Completion Certificate, a Compliance Certificate under Section 307 of the Water Management Act 2000 must be obtained.*

The proposed amendments are not anticipated to disrupt existing NBN, telecommunications or water services located within the road reserve. Subsequently, the proposed amendment will have no detrimental effect on the surrounding land uses and services. The Civil Engineering Design Statement (**Appendix 10**) confirms that no additional mitigation measures are required.

## 6.14 Social Impact

The proposed amended activity is not anticipated to result in increased disruption to the locality compared to the original proposal. The overall project will result in short-term disruption as a consequence of construction noise, vibration, and traffic management measures. However, these impacts are temporary and are not likely to significantly impact the local community, given that

traffic flow will be maintained, and construction noise and vibration will be maintained appropriately. No additional mitigation measures are required.

## 6.15 Cumulative Impact

The proposed amended activity is not anticipated to have a significant impact as outlined in this REF addendum. Construction is already occurring in the project area, with approved mitigation measures outlined in the TMP and CVNMP from the implementation of the project under the original REF. The proposed amendments follow the detailed design development, facilitating a better design outcome for the Barry Way road upgrades.

## 6.16 Section 171 of the EP&A Regulation Assessment

Section 171(1) of the EP&A Regulation notes that when considering the likely impact of an activity on the environment, the determining authority must take into account the environmental factors specified in the guidelines that apply to the activity.

The assessment provided above in Section 6.1 to Section 6.15 provides a detailed consideration of the factors that must be taken into account for an assessment under Part 5 of the EP&A Act. **Table 6** provides an overall assessment of the proposed amendments to the approved activity against the environmental factors listed in Section 171 of the EP&A Regulation.

**Table 6: Summary of environmental factors reviewed in relation to the amended activity**

Environmental Factor	Response/Assessment	Mitigation Measure Reference
(a) Any environmental impact on a community?	The proposed amendments are almost entirely contained in the Barry Way Road reserve and the likely impacts relate primarily to construction noise, vibration, traffic disruption and the increased removal of trees. These impacts are to be appropriately mitigated through the mitigation measures outlined in the relevant appendices / the previously approved mitigation measures.	Refer to MM 18, 19, 20, 21, and 23 in Appendix 1.
(b) Any transformation of a locality?	The proposed amendments contribute to the wider transformation of the locality as envisaged by the Snowy Mountains Special Activation Precinct by refining the appropriate road infrastructure.	N/A
(c) Any environmental impact on the ecosystems of the locality?	The proposed amendments will result in the removal of 3 additional trees. However, the trees were identified as 'low' retention value. Mitigation measures were established in the original REF.	Refer to MM 27, 28, 42 in Appendix 1
(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	The proposed amendments will result in a minor increased reduction of the environmental quality of the land as a result of increased tree clearing, however, the works accord with the intended use of the land and support the JEC.	Refer to MM 27, 28, 31, and 42 in Appendix 1
(e) Any effect on locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for	An addendum to the original Aboriginal and Historic Heritage Assessments provided for the REF has been provided ( <b>Appendix 6</b> ). It notes that the proposed amendments will not adversely impact the historical significance of the land. The recommendations of the addendum are adopted, noting that there is no difference between the original	Refer to MM 40 and 41 in Appendix 1

Environmental Factor	Response/Assessment	Mitigation Measure Reference
present or future generations?	determination, refer to Section 6.8 above.	
(f) Any impact on the habitat of protected animals, within the meaning of the <i>Biodiversity Conservation Act 2016</i> ?	The proposed amendments will not result in a significant impact to threatened species, and previously established mitigation measures as a part of the original REF will reduce environmental impact.	Refer to MM 42 in Appendix 1
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?	The proposed amendments are not likely to endanger any species of flora and fauna.	Refer to MM 27, 28 and 42 in Appendix 1
(h) Any long-term effects on the environment?	The proposed amendments are not expected to have any significant long-term impacts on the environment as the removal of the three additional trees do not affect the breeding requirements of any relevant threatened species.	Refer to MM 21, 25, 26, 34, and 40 in Appendix 1
(i) Any degradation of the quality of the environment?	The proposed amendments will result in minor degradation of the quality of the environment, with minor environmental impact. However, the proposed amendments will not contribute to significant degradation of the quality of the environment during construction or operation.	Refer to MM 27, 28 and 42 in Appendix 1
(j) Any risk to the safety of the environment?	The proposed amendments are not expected to result in a risk of safety to the environment, beyond the original REF.	Refer to MM 23 in Appendix 1
(k) Any reduction in the range of beneficial uses of the environment?	The proposed amendments will not result in a reduction in the range of beneficial uses of the environment beyond the original REF.	Refer to MM 21, 25, 26, 34, 40 in Appendix 1
(l) Any pollution of the environment?	The proposed amendments will not result in an increase in pollution of the environment beyond the REF.	Refer to MM 21, 24 in Appendix 1
(m) Any environmental problems associated with the disposal of waste?	There are no anticipated environmental issues associated with the disposal of waste; waste will be managed in accordance with the original WMP.	Refer to MM 21, 23 in Appendix 1
(n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	No resources, natural or otherwise, are likely to become in short supply as a result of the amended proposal.	N/A
(o) Any cumulative environmental effects with other existing or likely future activities?	The proposed amendments to the original REF are not anticipated to have a significant cumulative impact as construction will already be occurring in the project area.	N/A
(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	The proposed amendments are not situated near a coast, consequently, there will be no impact on coastal processes and coastal hazards.	N/A
(q) Applicable local strategic planning statement, regional strategic plan or district strategic plan made under	Refer to Section 4.1 of this report which demonstrates consistency with the relevant strategic plans.	N/A



Environmental Factor	Response/Assessment	Mitigation Measure Reference
Division 3.1 of the Act?		
(r) Any other relevant environmental factors?	Other environmental factors considered include the suitability of the site with regard to contamination, hydrology, visual, amenity, bushfire, impact on services, and social impact as discussed above.	Refer to Section 6 of this report and MM 40 of Appendix 1

## 6.17 Section 171A of the EP&A Regulation Assessment

Section 171A of the EP&A Regulation prescribes additional considerations for activities proposed within regulated catchments. The amended proposal is not located within a regulated catchment as defined in the Biodiversity and Conservation SEPP and as such, this section does not apply.

## 6.18 Modifications to Mitigation Measures

The following modifications to the mitigation measures of approved REF 1 are presented in **Table 7** to address the proposed amendments to the activity and the environmental impacts assessed in this REF addendum.

**Table 7: Mitigation measures**

Mitigation Measure			
<b>2. Development in Accordance with Plans and Documentation</b>			
The activity must be carried out in accordance with the REF dated 24 June 2024, <b>and the REF Addendum dated 11 August 2025</b> , prepared by Mecone Group Pty Ltd, <b>generally</b> in accordance with the approved plans, and generally in accordance with the supporting documentation, except where a condition/mitigation measure expressly requires otherwise:			
Table 1: Approved Plans and Supporting Documentation			
<b>Approved Plans</b>			
<i>Note: The approved plans relate only to the project boundaries as described in the REF Report.</i>			
<b>Civil Plans prepared by Northrop</b>			
<u>Plan No.</u>	<u>Plan Rev.</u>	<u>Plan Name</u>	<u>Plan Date</u>
<b><u>NRP-CEC-REF-GA-DWG-0001</u></b>	<b><u>02</u></b>	<b><u>GENERAL ARRANGEMENT PLAN</u></b>	<b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0001	02 <b><u>04</u></b>	COVERSHEET, DRAWING SCHEDULE AND LOCALITY PLAN	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0201	03 <b><u>05b</u></b>	GENERAL ARRANGEMENT PLAN	14 April 2024 <b><u>19 June 2025</u></b>

NRP-CEC-REF-RBT-DWG-0301	03 <b><u>06b</u></b>	SHEET LAYOUT	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0315	03 <b><u>06</u></b>	DEMOLITION & TREE REMOVAL PLAN	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0401	03 <b><u>05</u></b>	SEDIMENT AND EROSION CONTROL PLAN - SHEET 1	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0402	03 <b><u>04</u></b>	SEDIMENT AND EROSION CONTROL PLAN - SHEET 2	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0403	02 <b><u>04</u></b>	SEDIMENT AND EROSION CONTROL PLAN - SHEET 3	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0404	03 <b><u>05</u></b>	SEDIMENT AND EROSION CONTROL PLAN - SHEET 4	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-REF-RBT-DWG-0415	03	SEDIMENT AND EROSION CONTROL DETAILS	14 April 2024 <b><u>19 June 2025</u></b>
NRP-CEC-CC-RBT-DWG-0501	03 <b><u>07</u></b>	BULK EARTHWORKS PLAN - SHEET 01	14 April 2024 <b><u>1 July 2025</u></b>
NRP-CEC-CC-RBT-DWG-0502	03 <b><u>07</u></b>	BULK EARTHWORKS PLAN - SHEET 02	14 April 2024 <b><u>1 July 2024</u></b>
NRP-CEC-REF-RBT-DWG-1101	02	TYPICAL ROAD CROSS SECTIONS - SHEET 01	14 April 2024
NRP-CEC-REF-RBT-DWG-1102	02 <b><u>04</u></b>	TYPICAL ROAD CROSS SECTIONS - SHEET 02	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-REF-RBT-DWG-1103	02 <b><u>04</u></b>	TYPICAL ROAD CROSS SECTIONS - SHEET 03	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-REF-RBT-DWG-1104	02 <b><u>03</u></b>	TYPICAL ROAD CROSS SECTIONS - SHEET 04	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1111	03 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 1	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1112	03 <b><u>06</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 2	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1113	03 <b><u>06</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 3	14 April 2024 <b><u>19 June 2024</u></b>

NRP-CEC-CC-RBT-DWG-1114	03 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 4	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1115	03 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 5	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1116	02 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 6	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1117	02 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 7	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1118	02 <b><u>04</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 8	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1119	03 <b><u>06</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 9	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1120	03 <b><u>06</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 10	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-1121	03 <b><u>05</u></b>	SITEWORKS AND STORMWATER MANAGEMENT PLAN - SHEET 11	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-2101	03	LONGITUDINAL SECTION - SHEET 1	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-2102	03	LONGITUDINAL SECTION - SHEET 2	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-2103	02	LONGITUDINAL SECTION - SHEET 3	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-2104	03 <b><u>04</u></b>	LONGITUDINAL SECTION - SHEET 4	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-9101	03 <b><u>06</u></b>	SERVICES PLAN - SHEET 1	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-9102	02 <b><u>05</u></b>	SERVICES PLAN - SHEET 2	14 April 2024 <b><u>19 June 2024</u></b>
NRP-CEC-CC-RBT-DWG-9103	03	SERVICES PLAN - SHEET 3	14 April 2024

	<b>04</b>		<b>19 June 2024</b>
<b>Supporting Documents</b>			
<i>Construction Noise and Vibration Management Plan prepared by Aitken Civil Engineering Pty Ltd (undated), <b>and Addendum prepared by PWNA dated 10 June 2025</b></i>			
<i>Sediment Control Management Plan prepared by Aitken Civil Engineering dated 8 May 2024</i>			
<i>Traffic Management Plan prepared by Hansen Yuncken dated 24 May 2024 <b>August 2025</b></i>			
<i>Waste Management Plan prepared by Hansen Yuncken dated 24 May 2024</i>			
<i>Aboriginal Heritage Due Diligence Assessment prepared by NGH Pty Ltd dated 30 May 2024, <b>and Addendum dated 17 July 2025</b></i>			
<i>Arboricultural Impact Assessment prepared by Eco Logical Ltd dated 17 May 2024, <b>and Addendum dated 1 July 2025</b></i>			
<i>Flora and Fauna Assessment Report prepared by WSP dated 30 May 2024, <b>and Addendum dated 14 May 2025</b></i>			
<i>Preliminary Site Investigation prepared by JBS&amp;G dated 6 June 2024, <b>and Addendum dated 14 May 2025</b></i>			
<i>Statement of Heritage Impact prepared by NGH dated 30 May 2024, <b>and Addendum dated 17 July 2025</b></i>			

In the event of any inconsistency between the approved plans and a condition/mitigation measure, the condition/ mitigation measure prevails. In the event of any inconsistency between the supporting documents and the approved plans, the approved plans prevail.

### 34. Work Hours

The undertaking of any construction work, including the entry and exiting of construction and delivery vehicles at the site, is restricted to the following standard work hours:

- Monday to Friday inclusive: Between 7.00am to 6.00pm;
- Saturday: Between 8.00am to 1.00pm; and
- Sunday and Public Holidays: No work permitted.

Provided noise levels do not exceed the existing background noise level plus 5dB, works may also be undertaken during the following additional work hours:

- Mondays to Friday inclusive: Between **6:30am and 7:00am and between** 6:00pm to 7:00pm; and
- Saturday: Between 1:00pm to 4:00pm.

Construction work may be undertaken outside of the standard and additional work hours outlined above, but only if notification has been given to the occupiers of any land within a minimum of 80 metres of the site boundaries before undertaking the work or as soon as is practical afterwards, and only if it is strictly required:

- By the police or a public authority for the delivery of vehicles, plant or materials; or
- In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
- Where the works are completely inaudible at the nearest sensitive receiver.

### 47. Utilities and Services

~~Prior to issue of a Crown Completion Certificate, a Compliance Certificate under Section 307 of the Water Management Act 2000 must be obtained.~~

Note for **Table 7**: New mitigation measures resulting from the proposed change are shown in **bold underlined**, and mitigation measures amended from those in the determined REF, are shown with a strikethrough.

## 7. Justification and Conclusion

The proposed amendments to REF 1 for the road works at Barry Way is subject to assessment under Part 5 of the EP&A Act. The REF addendum has examined and taken into account to the fullest extent possible all matters affecting, or likely to affect, the environment by reason of the proposed amended activity.

As discussed in detail in this report, the amended proposal will not result in any significant or long-term impact. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

As outlined in this REF addendum, the proposed activity is justified as to “do nothing” would not enable necessary road upgrades to support the JEC. The positive impacts from a social perspective will outweigh any short-term environmental impacts of minor increases in localised noise, vibration and traffic impacts.

The amended activity is not likely to significantly affect threatened species, populations, ecological communities or their habitats, and therefore it is not necessary for a Species Impact Statement and/or a BDAR to be prepared to support the REF addendum.

The environmental impacts of the amended proposal are not likely to be significant. Therefore, it is not necessary for an environmental impact statement to be prepared and approval to be sought for the proposed amended activity from the Minister for Planning and Public Spaces under Part 5 of the EP&A Act.

On this basis, it is recommended that the department determine the proposed amended activity (REF 1 addendum) in accordance with Part 5 of the EP&A Act, subject to the adoption and implementation of mitigation measures identified within this report.