

Modification Report

MOD 3 Section 4.55(2) to modify
consent SSD-15788005

163 Barry Way, Jindabyne

PREPARED FOR NSW DEPARTMENT OF EDUCATION




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*This document is for discussion purposes only unless signed and dated by the persons identified.

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Executive summary

This modification report has been prepared on behalf of the NSW Department of Education to support a modification application for changes to the approved primary school and high school at 163 Barry Way, Jindabyne (formerly known as 207 Barry Way) under SSD-15788005. The application is made under section 4.55(2) of the *Environmental Planning and Assessment Act 1979*.

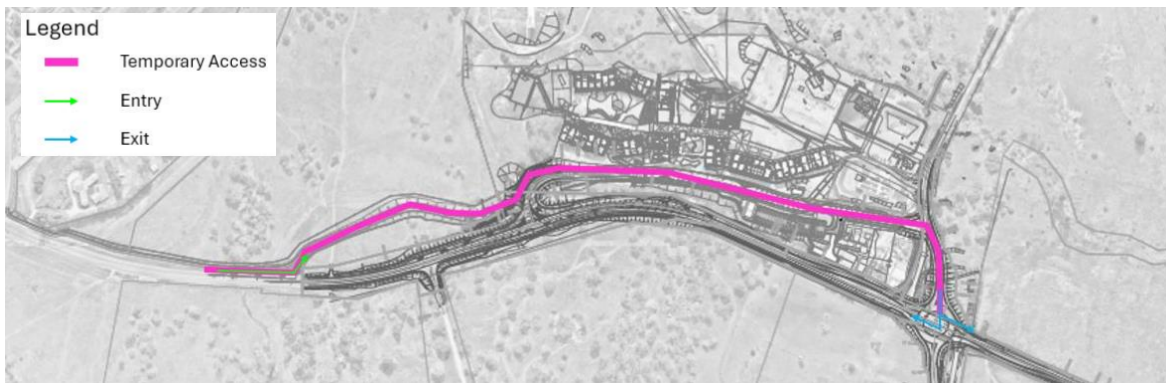
The proposed changes are generally described as follows:

- Decoupling the road works on Barry Road from the commencement of the operation of the Jindabyne Education Campus to allow the school to operate with interim access arrangements.
- Minor adjustment of the school site boundary approved under SSD-15788005 to account for future road reserve boundary adjustments.
- Amendment of the internal road layout involving a reduction of three kiss and ride spaces and addition of two new bus bays.
- Amendment of the internal road and shared path design to accord with the design of the New T-Intersection at Barry Way (**REF 1**).
- Addition of three new digital school noticeboard signs and a precinct sign adjacent to the southern roundabout.
- Updating landscape plans and SSD-15788005 condition of consent C19 to reflect trees approved for removal under separate planning applications.
- Various minor design amendments including the installation of new gates, replacement of bifold doors with roller shutters.
- Amendment of SSD-15788005 condition of consent B39 to facilitate the approval of the proposed precinct sign.
- Amendment of SSD-15788005 condition of consent D16 to facilitate interim site access arrangements as well as concurrent operation of the school during construction of the roadworks.
- Amendment of SSD-15788005 condition of consent D20 to reflect the reduced provision of active transport infrastructure being provided under the Snowy Mountains Special Activation Precinct (**SAP**).
- Amendment of SSD-15788005 condition of consent D34 to reference the updated bushfire report.

Consistent with the approach under the original SSD approval, this modification does not seek approval for any works outside the SSD boundary with the exception of the proposed precinct pylon sign adjacent to the southern roundabout.

Reasons for the Modification

The proposed modification primarily aims to allow the school to operate with interim access arrangements, shown in the image below, during the ongoing Barry Way road upgrades to ensure the school opens on Day 1, Term 1, 2025. It is noted that this modification does not seek approval for the temporary access arrangements, as it will be subject to a separate Part 5 approval, but rather seeks to amend the conditions of consent to facilitate the operation of the school with the temporary arrangements



INDICATIVE INTERIM ACCESS ROAD LAYOUT

Source: Navianta

Other key changes include a minor reduction of the project boundary to facilitate future road reserve dedication, the addition of three internal school signs to be used for school announcements, a precinct sign located in proximity to the southern roundabout, and revised Asset Protection Zones. The modification also includes other minor design adjustments to the school.

Furthermore, due to reduced funding for the SAP, required active transport infrastructure under Condition D20 is now proposed to be removed, and a pedestrian and cyclist pathway from the school to Jillamatong Road is proposed instead. Additional bus services and a redesigned kiss and ride area – reduced from 54 to 51 spaces but adding two bus bays – will facilitate a more efficient drop-off and pick-up arrangement.

Strategic and Statutory Context

The modification remains consistent with the relevant State and local strategic plans and strategies, including the SAP.

The proposed changes are such that the essence of the development is not fundamentally a different development than what was originally approved. This modification report appropriately considers section 4.15(1) and section 4.55(2) of the *Environmental Planning and Assessment Act 1979*.

Engagement

The proposed amendments follow extensive consultation undertaken with various stakeholders and public authorities including the Regional Growth Development Corporation, the Office of Sport, Transport for New South Wales, the Department of Planning, Housing, and Infrastructure, TAFE, and Snowy Monaro Regional Council.

Impacts

Aboriginal Heritage

The original assessment identified a medium risk of impact on Aboriginal heritage, but the proposed modification does not increase this risk. The development remains consistent with previous heritage considerations.

Built Form and Urban Design

The modification does not significantly alter the development's bulk or scale. Minor changes include new signage and the removal of ten trees along Barry Way, with minimal visual impact expected, as the site's function as a school within the SAP anticipates such additions.

Bushfire:

A revised bushfire assessment confirms compliance with *Planning for Bushfire Protection 2019*, with adjustments to Asset Protection Zones to align with building footprints. Recommendations include maintaining Bushfire Attack Level (BAL) 12.5 for buildings, updating the Bushfire Emergency Plan, and ensuring Asset Protection Zones are in place.

Tree Removal

The landscape plans are updated to reflect 11 trees approved for removal for Barry Way roadworks under separate planning applications. This removal, assessed under previous environmental reviews, does not significantly impact threatened species and does not require additional biodiversity offsets.

Stormwater Management

The stormwater management strategy remains unchanged, in alignment with the Civil Report and prior assessments. The design continues to meet standard engineering practices and complies with Condition 26 of the original SSD consent.

Earthworks, Sediment, and Erosion

The erosion and sediment control plan has been updated to reflect completed structures, reducing the need for certain control measures. With these updates, erosion impacts are appropriately managed.

Traffic

A mode share of 70% private vehicles and 30% bus services for students is adopted, reflecting the reduction of active transport infrastructure within the SAP. A pedestrian and cyclist pathway from Jillamatong Street will be provided to ensure safe access. Additional bus services, supported by two new bus bays, will offset the reduction of three kiss and ride spaces, improving student drop-off arrangements without adversely affecting operation. Interim measures require northbound traffic to make a U-turn at the Barry Way / Kosciuszko roundabout before accessing the school, however only 30% of student traffic is affected. Updated SIDRA modelling accounting for the new T-intersection and roundabout configurations shows efficient operation through 2041. The modification demonstrates appropriate and safe management of traffic for both the interim and ultimate intersection configurations.

Concurrent Operation of the School with Barry Way Roadworks

The concurrent operation of the school with the ongoing Barry Way roadworks presents potential impacts related to site access, noise, and vibration. Temporary access is provided through an interim road that provides safe access for buses, private vehicles, and waste vehicles. Noise and vibration impacts are addressed by the Construction Noise and Vibration Management Sub Plan, which includes a recommendation for designated respite periods and reliance on best practices.

Signage & Driver Safety

The proposed digital signage is designed to minimise driver distraction by featuring static content with a minimum 10-second display interval. It will comply with luminance standards outlined in AS4282:2019 and the *Transport Corridor Outdoor Advertising and Signage Guidelines*. The pylon sign is illuminated and will comply with AS4282:2019. Therefore, the proposed signage is expected to have no adverse impact on driver safety.

Other Impacts

The modification does not affect increase the likelihood of heritage impact, does not affect compliance with the Building Code of Australia, nor does it increase noise, vibration, or air quality impacts. No further aviation, flooding, or contamination assessments are required. There is no change in waste management arrangements, and no additional geotechnical impacts are identified. The proposal still maintains the ability to achieve the required 4-star Green Star rating, and there are no unacceptable effects on views, light spillage, overshadowing, or wind conditions.

Temporary Road

While this modification application does not seek approval for the interim access arrangements, consideration of the cumulative impacts that arise is undertaken. The interim temporary road construction will impact approximately 0.92 hectares of native vegetation, including habitats for Silky Swainson Pea and Southern Whiteface, and requires the removal of eleven trees, one of which will be repurposed as woody debris. This does not represent a significant ecological impact and does not

trigger entry into the Biodiversity Offset Scheme. The works are not expected to impact the heritage-listed Jindabyne Winter Sports Academy, as there are no significant landscape or aesthetic features affected. Due to the sloping landscape and prior modifications, there is negligible potential for Aboriginal heritage impacts, with no Aboriginal sites identified in the area. A review of site history and soil investigations indicates a very low risk of contamination, confirming the site's suitability without additional remediation.

Cumulative Impact

Various infrastructure upgrades are underway outside the Jindabyne Education Campus, including high-voltage transmission works and roadwork upgrades along Barry Way. These projects have been coordinated across multiple REFs to ensure cohesive design integration, with measures in place to manage impacts on construction, traffic, and tree removal. An interim temporary road is designed to minimise impact to trees and to manage cumulative traffic impacts resulting from the Barry Way roadworks. With only low-impact tasks remaining for the campus construction, the overall cumulative impact is considered manageable.

Mitigation Measures

The assessment of this modification indicates no need for additional mitigation measures beyond those already established. Interim access arrangement mitigations will be addressed under REF 3, while mitigations for the approved Barry Way roadworks are given effect under REF 1 and REF 2. The current and proposed conditions of consent are sufficient to manage potential impacts associated with the modified development.

Justification of Project

The proposed modification is considered appropriate as it maintains the development's original intent, aligns with the objectives of the *Environmental Planning and Assessment Act*, and ensures the Jindabyne primary and high school are operational on Day 1, Term 1, 2025. The modification is based on thorough site analysis and stakeholder consultation, effectively mitigates potential impacts, and serves the public interest by enhancing the functionality and operation of the approved school.

1 Introduction

This Modification Report has been prepared by Mecone Group Pty Limited on behalf of the NSW Department of Education (**DoE**) (**the applicant**) to support a modification application for changes to the approved primary school and high school at 163 Barry Way, Jindabyne (formerly known as 207 Barry Way) (**SSD-15788005**). The application is made under section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

The proposed changes are generally described as follows:

- Decoupling the road works on Barry Road from the commencement of the operation of the Jindabyne Education Campus to allow the school to operate with interim access arrangements.
- Minor adjustment of the school site boundary approved under SSD-15788005 to account for future road reserve boundary adjustments.
- Amendment of the internal road layout involving a reduction of three kiss and ride spaces and addition of two new bus bays.
- Amendment of the internal road and shared path design to accord with the design of the New T-Intersection at Barry Way (REF 1).
- Addition of three new digital school noticeboard signs and a precinct sign adjacent to the southern roundabout.
- Updating landscape plans and SSD-15788005 condition of consent C19 to reflect trees approved for removal under separate planning applications.
- Various minor design amendments including the installation of new gates, replacement of bifold doors with roller shutters.
- Amendment of SSD-15788005 condition of consent B39 to facilitate the approval of the proposed precinct sign.
- Amendment of SSD-15788005 condition of consent D16 to facilitate interim site access arrangements as well as concurrent operation of the school during construction of the roadworks.
- Amendment of SSD-15788005 condition of consent D20 to reflect the reduced provision of active transport infrastructure being provided under the SAP.
- Amendment of SSD-15788005 condition of consent D34 to reference the updated bushfire report.

Consistent with the approach under the original SSD approval, this modification does not seek approval for any works outside the SSD boundary with the exception of the proposed precinct pylon sign adjacent to the southern roundabout.

This report has been prepared with consideration of the NSW Department of Planning, Housing and Infrastructure (**DPHI**) *State significant development guidelines – preparing a modification report* (November 2021) and includes the following information:

- relevant background and reasons for the changes
- description of the changes
- brief discussion of strategic context
- discussion of statutory context
- assessment of impacts
- identification of any required mitigation measures.

1.1 Approved project

Original approval

On 10 August 2022, the Minister for Planning and Public Spaces granted consent to SSD-15788005 for construction and operation of a new educational establishment consisting of a primary and high school at 163 Barry Way, Jindabyne. The approved works include the construction of school buildings ranging from one to two storeys, general and special support learning area, staff rooms and administration office, hall, library, out of school hours care facility, landscaping works and open space improvements, parking, pick-up and set down zones, bus zones and loading areas, associated works and on-site infrastructure and utilities.

As part of the original approval, certain offsite infrastructure for the SAP was designated to be provided by other parties. This included active transportation infrastructure and intersection treatments on Barry Way. These works were not approved as part of the original consent. Condition D16 requires that the intersection treatments on Barry Way be approved and implemented before the school begins operation under a separate approval. Similarly, Condition D20 mandates that active transport infrastructure must also be approved and in place before the school's operation.

MOD 1

On 3 May 2023, the Planning Secretary, as delegate of the Minister for Planning and Public Spaces, granted consent to MOD 1 under section 4.55(2) of the EP&A Act for architectural and landscape design changes including a new single storey block G3, minor modifications to approved buildings' roof form and floor levels, the development of the agricultural plot including new agricultural based structures and facilities, landscaping, and changes to the approved bus bays, car parking, and drop-off/pick-up arrangements.

The approved site plan under MOD 1 is shown in **Figure 1**.

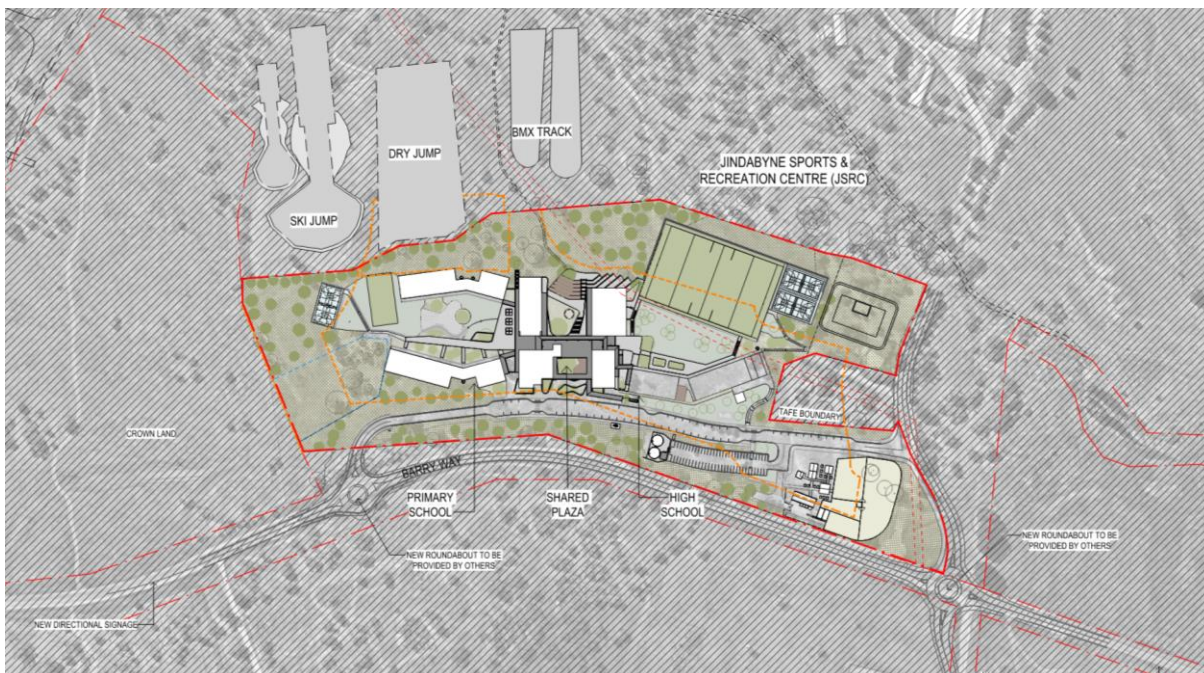


FIGURE 1 – APPROVED SCHOOL SITE PLAN - SSD-15788005

Source: Pedavoli

MOD 2

A request to modify SSD-15788005 under section 4.55(2) of the EP&A Act is under assessment by DPHI for architectural and landscape design changes including provision of vehicular access to the TAFE campus, replacement of boom gates with swing gates, addition of pedestrian pathway connection to Barry Way, and relocation of wayfinding signage and amendments to other design elements.

MOD 2 is being assessed concurrently with proposed MOD 3.

The submitted site plan under MOD 2 is shown in **Figure 2**.

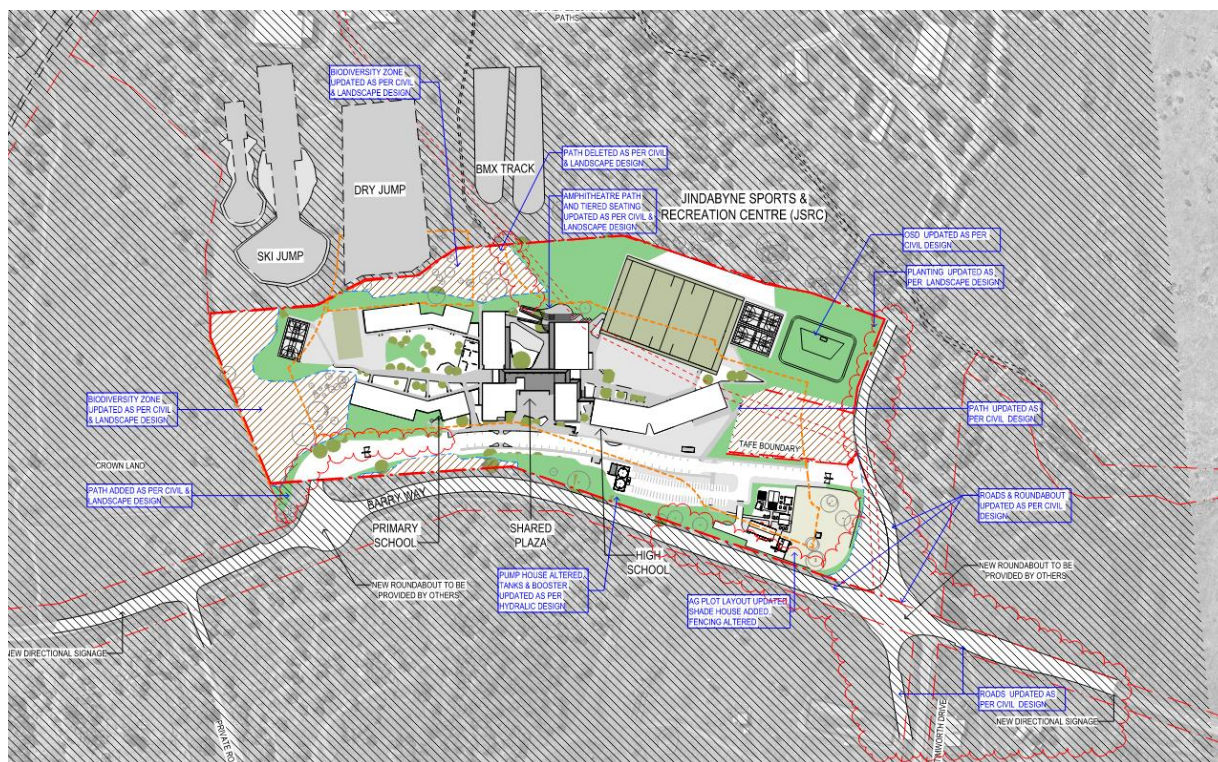


FIGURE 2 – SUBMITTED SCHOOL SITE PLAN - SSD-15788005 MOD 2

Source: Pedavoli

1.2 Reasons for modification

The primary purpose of this modification is to allow the school to operate with interim access arrangements while the permanent road upgrade works occurring on Barry Way are completed. This is to ensure the school is operational on Day 1, Term 1, 2025. Additional changes to the approved development are also proposed and are generally the result of design development, input from key stakeholders and technical disciplines.

Marginal reduction of the SSD project boundary is proposed along Barry Way to account for the future dedication of land to Council to be included in the road reserve.

The provision of three additional internal digital school signs is proposed in order to facilitate effective communication of school announcements and assist in student and staff wayfinding by identifying the primary and high schools. The precinct sign located to the northeast of the southern roundabout provides wayfinding by identifying the various organisations situated within the Jindabyne Education Campus including the primary school, high school, TAFE, Sport and Recreation Centre, and the National Snowsports Training Centre.

Other minor amendments are a result of detailed design and development and include the installation of new gates, replacement of bifold doors with roller shutters to the P5 hall, the canteen and the bistro, amendment of the colour of the Block A fascia, and amendment of the Block G sunshade and downpipe. The minor amendments to the internal access road and pedestrian pathway are also proposed to connect into the design of the Barry Way upgrades.

Condition D20 required the delivery of a pedestrian and cycle bridge over the Southern Connector Road, the shared path from the Sports and Recreation Centre to the school, and a shared path route to the Jindabyne Town Centre. However, this active transport infrastructure was intended to be designed and delivered by other authorities in conjunction with the development of the SAP. Since the original SSD

approval, the Federal Government cancelled funding for the Southern Connector Road, and the SAP funding was reduced from \$396 million to \$200 million. The projects to be funded under the SAP funding were announced in April 2024 and no funding was allocated for the projects required under Condition D20. As such, the active transport infrastructure conditioned is now proposed to be removed and an alternative pathway is now proposed along Barry Way to provide pedestrian and cycle access to Jillamatong Street. This route was chosen in response to feedback from Council.

To mitigate reduced active transport infrastructure, additional bus services are proposed. The updated student drop-off and pick-up (kiss and ride) design reduces the number of kiss and ride spaces from 54 to 51, resulting in a net loss of 3 spaces, but allows for an additional two bus bays. On the whole, the additional bus bays and services are anticipated to offset demand for kiss and ride spaces resulting in improved pick up and drop off arrangements.

Furthermore, the proposed amendments to the approved development require modification. The only available pathway for this is an application made under section 4.55 of the EP&A Act.

1.3 Related development

Intersection upgrades along Barry Way and the pedestrian path to Jillamatong Street did not form part of the development approved under the original SSD. Accordingly, it is noted that various offsite infrastructure approved under other planning applications have been considered in the preparation of this modification application, including:

- **Barry Way Roadworks – Northern T-Intersection, approved under REF 1**
 - In June 2024, a Review of Environmental Factors (REF) was prepared to assess potential impacts that could arise from the proposed roadworks along Barry Way, Jindabyne. The REF 1 roadworks included:
 - road widening of Barry Way
 - construction of a new T-intersection
 - construction of a partial pedestrian path and cycleway to enable future connection
 - earthworks, stormwater pipes and discharge points, erosion and sediment control
 - removal of trees
 - signage and line marking.
 - The proposal represented the first stage (REF 1) in a suite of improvements to existing road infrastructure along Barry Way.
- **Barry Way Roadworks – Southern Roundabout, approved under REF 2**
 - In September 2024, an REF was prepared to assess potential impacts that could arise from the proposed roadworks along Barry Way, Jindabyne. The REF 2 roadworks included:
 - road widening of Barry Way
 - construction of a new roundabout
 - realignment of the Sport & Recreation Centre access road and Tinworth Drive to align with the new roundabout location
 - earthworks, stormwater pipes and discharge points, erosion and sediment control
 - removal of trees
 - signage and line marking.

- The proposal represented the second stage (REF 2) in a suite of improvements to existing road infrastructure along Barry Way.

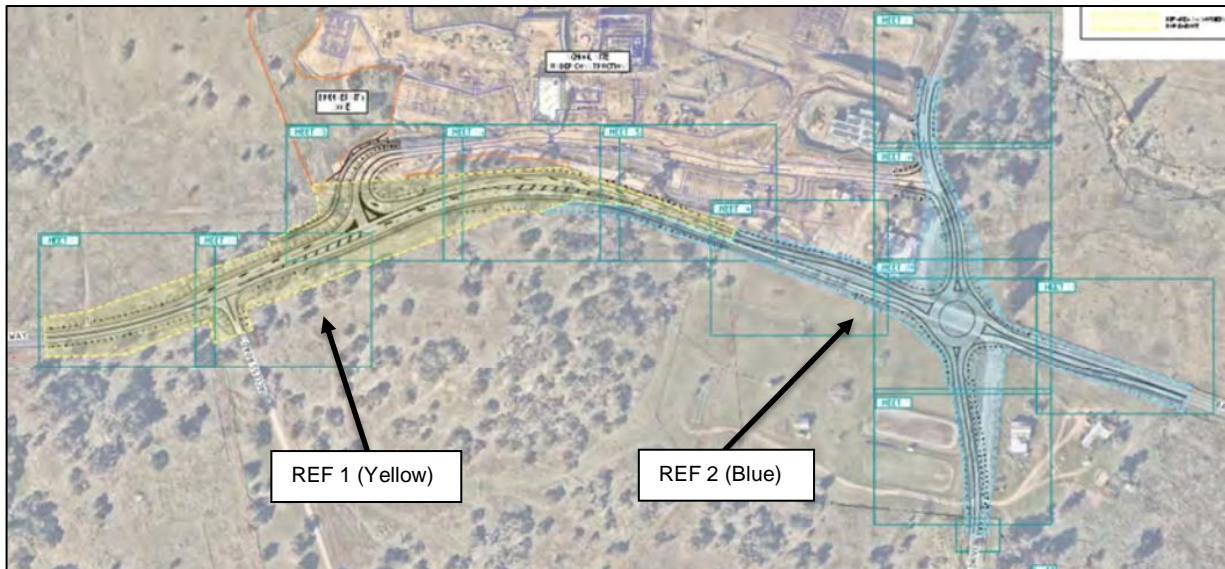


FIGURE 3 – REF 1 & 2 EXTENT

Source: Northrop (Annotated by Mecone)

- **High Voltage Works, approved under an REF by a separate public authority**
 - A separate REF (HV REF) has been prepared on behalf of a separate public authority for high-voltage transmission and substations along Barry Way.
- **Interim Road from Barry Way under REF 3**

In addition to the above, a REF is being prepared for a temporary road which will form part of the interim access arrangements connecting the Jindabyne Education Campus to Barry Way (REF 3).

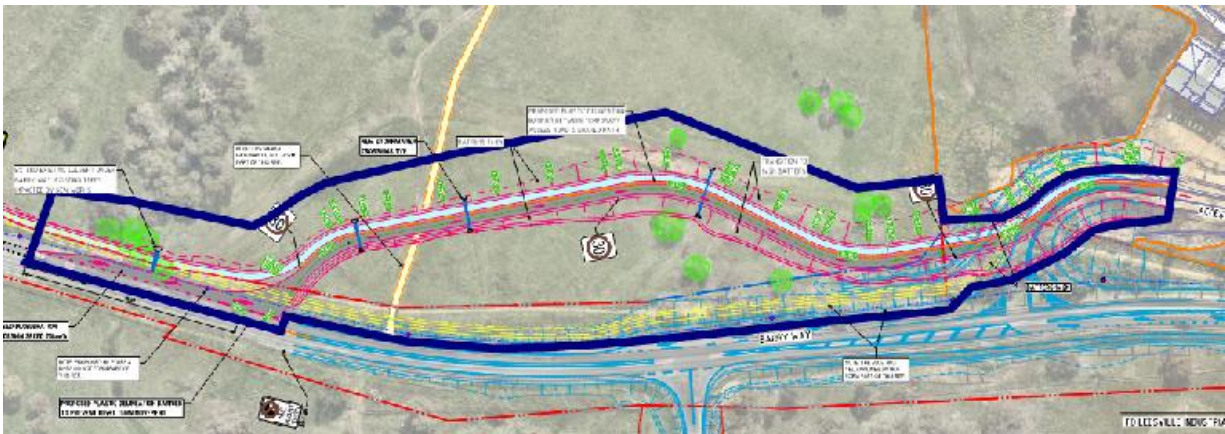


FIGURE 4 – REF 3 EXTENT

Source: Northrop (Annotated by Mecone)

2 Description of modification

The proposed changes are generally described as follows:

- Decoupling the road works on Barry Road from the commencement of the operation of the Jindabyne Education Campus to allow the school to operate with interim access arrangements.
- Minor adjustment of the school site boundary approved under SSD-15788005 to account for future road reserve boundary adjustments.
- Amendment of the internal road layout involving a reduction of three kiss and ride spaces and addition of two new bus bays.
- Amendment of the internal road and shared path design to accord with the design of the New T-Intersection at Barry Way (REF 1).
- Addition of three new digital school noticeboard signs and a precinct sign adjacent to the southern roundabout.
- Updating landscape plans and SSD-15788005 condition of consent C19 to reflect trees approved for removal under separate planning applications.
- Various minor design amendments including the installation of new gates, replacement of bifold doors with roller shutters.
- Amendment of SSD-15788005 condition of consent B39 to facilitate the approval of the proposed precinct sign.
- Amendment of SSD-15788005 condition of consent D16 to facilitate interim site access arrangements as well as concurrent operation of the school during construction of the roadworks.
- Amendment of SSD-15788005 condition of consent D20 to reflect the reduced provision of active transport infrastructure being provided under the SAP.
- Amendment of SSD-15788005 condition of consent D34 to reference the updated bushfire report.

Consistent with the approach under the original SSD approval, this modification does not seek approval for any works outside the SSD boundary with the exception of the proposed precinct pylon sign adjacent to the southern roundabout.

2.1.1 School boundary

Marginal reduction of the school site boundary is required to account for the future road reserve boundary adjustments, primarily by reducing the size of the Ag-plot, as indicated by the green dashed line in **Figure 5**. The school area has been reduced from 9.52 ha to 8.96 ha.

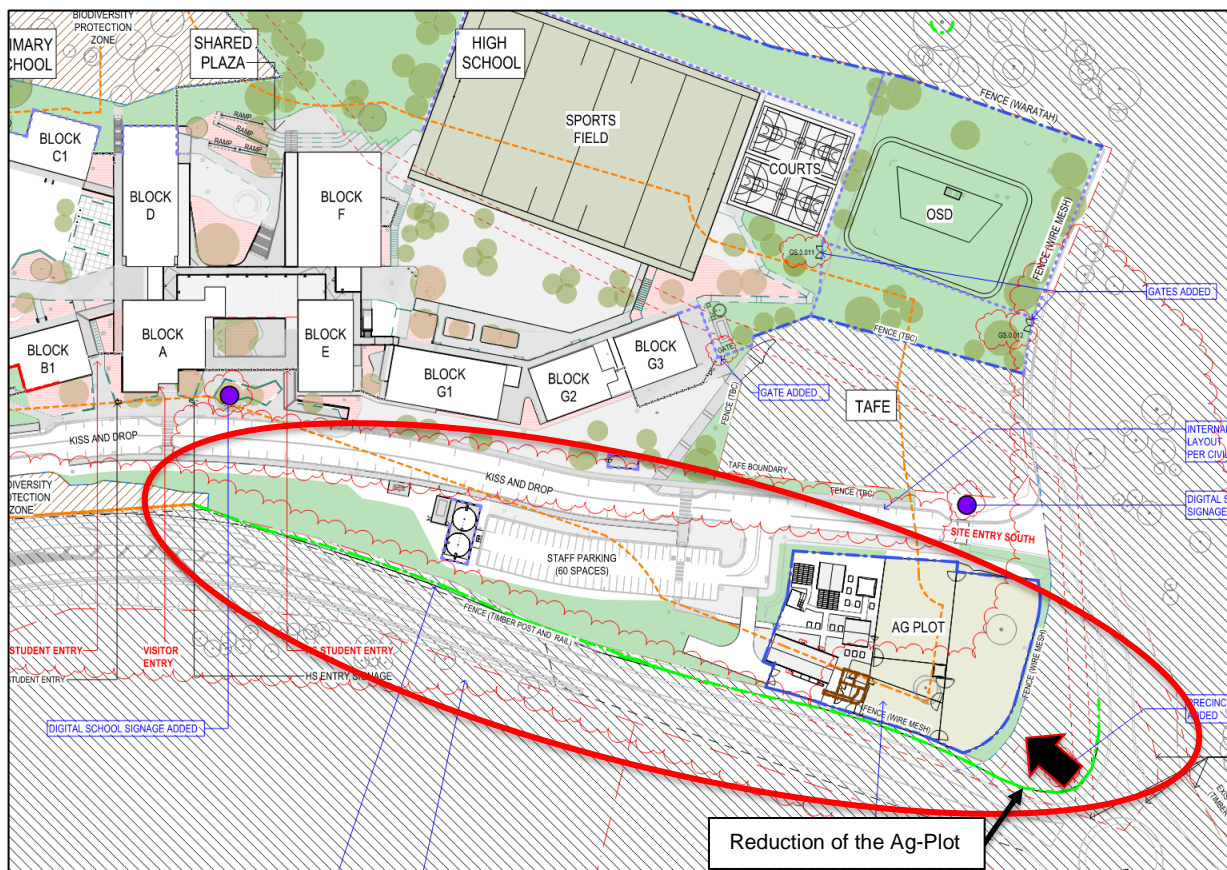


FIGURE 5 – PROPOSED SITE PLAN

Source: Pedavoli

2.1.2 Active transport infrastructure

Condition D20 required that the items described in **Table 1** below must be delivered before the school could operate, summarised as follows:

- a pedestrian and cycle bridge over the Southern Connector Road
- the shared path from the Sports and Recreation Centre to the school, and
- a shared path route to the Jindabyne Town Centre.

This infrastructure was intended to be designed and delivered by other authorities as part of the SAP delivery. Since the original SSD approval, Federal funding for the SAP was reduced from \$396 million to \$200 million. Additionally, the funding for the Southern Connector Road was cancelled entirely. In April 2024, the SAP projects to be funded were announced and did not include the provision of the above-described infrastructure required to be delivered under Condition D20.

TABLE 1: INFRASTRUCTURE TO BE PROVIDED UNDER CONDITION D20

Source: Reproduced from Aurecon Transport Assessment (Reference 511976 Rev 4)

Item	Required Infrastructure	Image
2	<p>Pedestrian and Cycle Bridge</p> <p>A pedestrian and cycle bridge connecting the Town Centre and Highview Estate to the school is required to allow student and school staff access into the school. Adequate lighting and shelter is required along the bridge and leading up to the bridge</p>	
3	<p>Shared Path from Sport and Recreation Centre into the School</p> <p>A 3.0m shared path along the north of the Sport and Recreation Centre, connecting east into the school is required.</p> <p>Approximate length of shared path is 850m.</p> <p>Appropriate lighting and shelter for students and school staff are required</p>	
4	<p>Shared Path Route B1 and C1</p> <p>A 3.0m shared path along Park Road and Gippsland Street is required to allow safe access for students and school staff from the Town Centre to the school. Since Park Road and Gippsland Street are existing residential streets and currently have footpath access, recommendations to monitor the quality of the footpaths and to provide pedestrian crossings along key intersections will improve student and school staff safety.</p> <p>Approximate length of shared path for the total of B1 and C1 is 3.2km.</p> <p>Appropriate lighting and shelter will need to be reviewed and provided, where lacking.</p>	

Accordingly, the infrastructure referred to in condition D20 is proposed to be removed. Following consultation with Council, an alternative pedestrian and cyclist pathway, approximately 550m in length, is proposed along Barry Way to Jillamatong Street to the north.

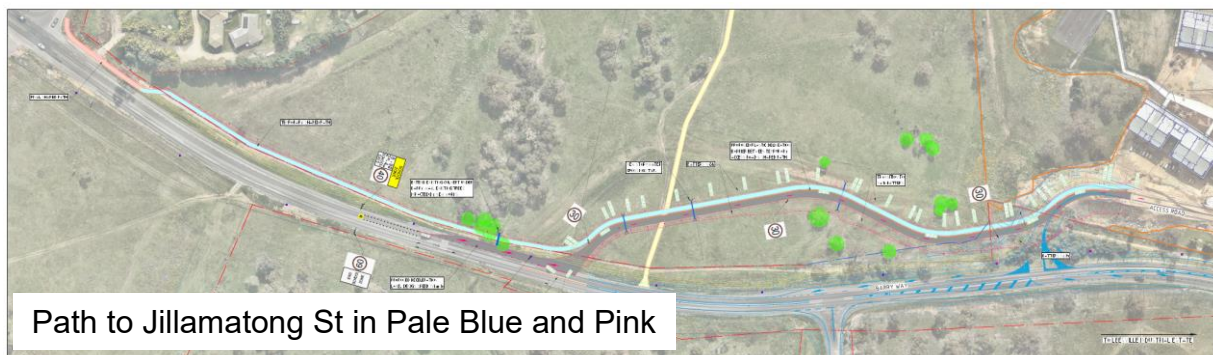


FIGURE 6 – INDICATIVE PROPOSED PEDESTRIAN PATHWAY (LIGHT BLUE)

Source: Mecone

2.1.3 Internal access and parking

As a result of consultation with the bus provider, Cooma Coaches, it was determined that additional bus spaces were required. Furthermore, a minor realignment of the internal school road (known as Education Road) is required to accord with the design of the northern T-intersection on Barry Way as approved under REF 1.

- Reduction of three kiss and ride spaces and addition of two new bus bays in Education Road, and associated minor accessway design, as shown in **Figure 7**. The increase in the number of bus bays from four to six bays was due to the outcome of consultation with local bus operators and TfNSW to support the establishment of 13 school bus routes (an increase from the previous 8 school bus routes).
- Amendment of the internal road and shared path design to accord with the design of the New T-Intersection at Barry Way (**REF 1**) as reflected in **Figure 8**.

It is noted that the original traffic modelling conducted in the Transport Assessment by Aurecon (Reference 511976 Rev 4) assumed a northern roundabout would be provided on Barry Way. Due to detailed design development, the northern roundabout was replaced by the northern T-intersection approved under REF 1. The updated modelling conducted by Navianto (refer to **Appendix 5**) has been prepared given that the assumptions in the original assessment are no longer relevant.

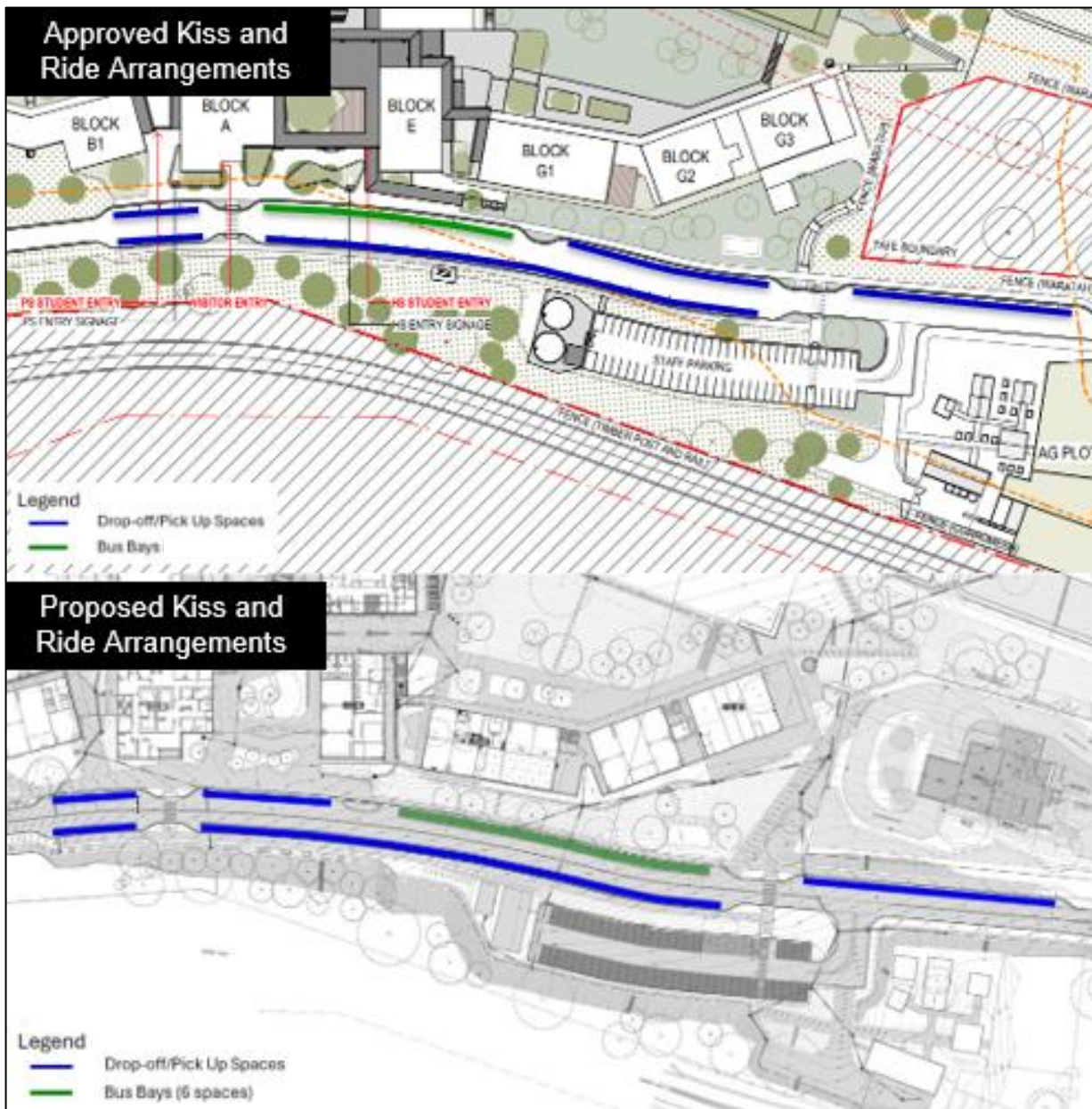


FIGURE 7 – EXISTING AND PROPOSED KISS AND RIDE ARRANGEMENTS
 Source: Pedavoli & Navianto (Annotated by Mecone)

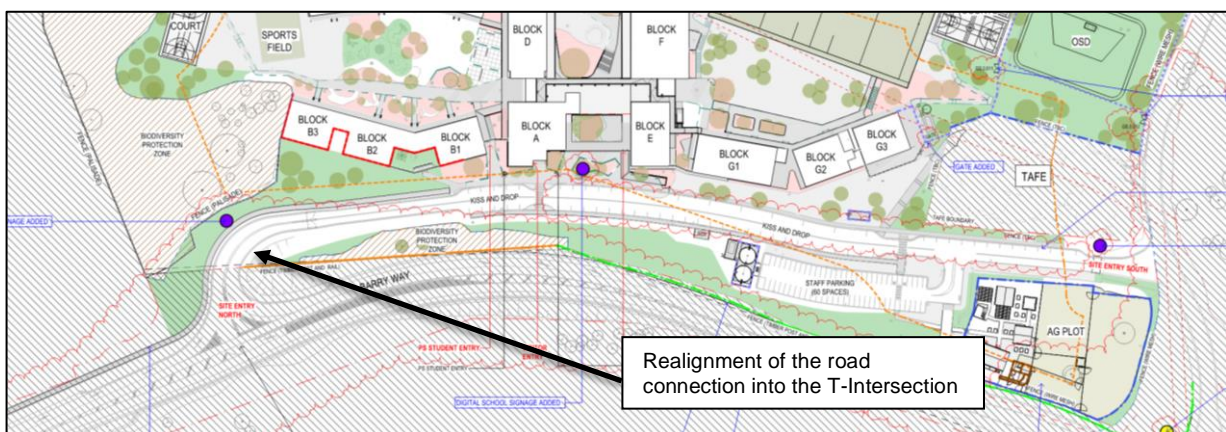


FIGURE 8 – PROPOSED SITE PLAN
 Source: Pedavoli Architects

2.1.4 Signage

The proposed new signage is located as shown on **Figure 9** and is described as follows:

- **Sign 1** – Double sided digital primary school sign at the northern entrance (1764mm x 1040mm). Refer to **Figure 10**.
- **Sign 2** – Double sided digital high school sign at southern entrance (1720mm x 1080mm). Refer to **Figure 10**.
- **Sign 3** – Double sided digital primary and high school V-Shaped sign at main school entrance (1720mm x 1080mm). Refer to **Figure 10**.
- **Pylon Sign** – Static pylon sign identifying the various land uses within the Jindabyne Sport and Education Precinct located outside of the proposed school boundary but is included as part of this modification application (4100mm x 1200mm). The pylon sign is currently situated within Lot 2 DP 1294413. However, due to a planned future road dedication, the pylon sign will eventually be situated within the road reserve. Refer to **Figure 11**.

Signs 1, 2 & 3 will be used to communicate announcements to staff, students, and parents. The content of the sign will not change within 10 seconds and will feature static content to reduce the possibility of driver distraction. The proposed digital LED sign utilises the latest technology, and the luminance levels of the LED signage will meet the specifications in *AS4282:2019 Control of the Obtrusive Effects of Outdoor Lighting* and the *Transport Corridor Outdoor Advertising and Signage Guidelines (Guidelines)*. Despite the signage not being considered 'advertising', it is considered that the recommendations contained are relevant. The illumination specifications recommended in the Guidelines are determined based on the 'Zones', as follows:

- **Zone 1** covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross in Sydney, and Central Business District locations. This would normally be expected to include land zoned B8 Metropolitan Centre and may include land zoned B3 Commercial Core or B4 Mixed Use, but does not exclude other land use zones.
- **Zone 2** covers areas with generally high off-street ambient lighting e.g. some major shopping/ commercial centres with a significant number of off-street illuminated advertising devices and lights. This could be expected to include land zoned B3 Commercial Core or B4 Mixed Use, but does not exclude other land use zones.
- **Zone 3** covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/ commercial centres. This would normally be expected to include land zoned B1 Neighbourhood Centre and B2 Local Centre, but does not exclude other land use zones.
- **Zone 4** covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, or areas that have residential properties nearby. This would normally be expected to include most RU Rural land use zones apart from the RU5 Village zone, but does not exclude other land use zones.

The site is characterised as Zone 4, being in an area with low levels of off-street ambient lighting, and as such the illumination specifications in **Table 2** apply.

TABLE 2: ILLUMINATION SPECIFICATIONS

LIGHTING CONDITIONS	PROPOSED LUMINANCE
Full sun on face of signage	No limit
Daytime luminance	6000 cd/sqm
Morning and evening twilight and inclement weather	500 cd/sqm
Nighttime	200 cd/sqm

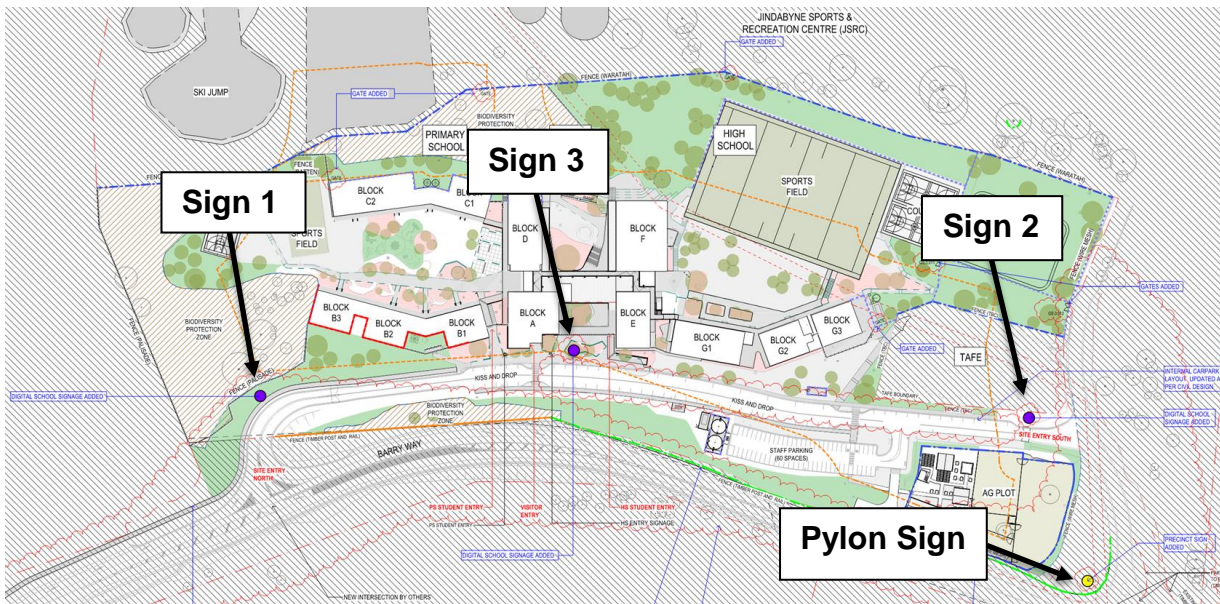


FIGURE 9 – PROPOSED SIGNAGE

Source: Pedavoli Architects (Annotated by Mecone)



FIGURE 10 – PROPOSED SIGNS 1, 2 & 3

Source: School Signs

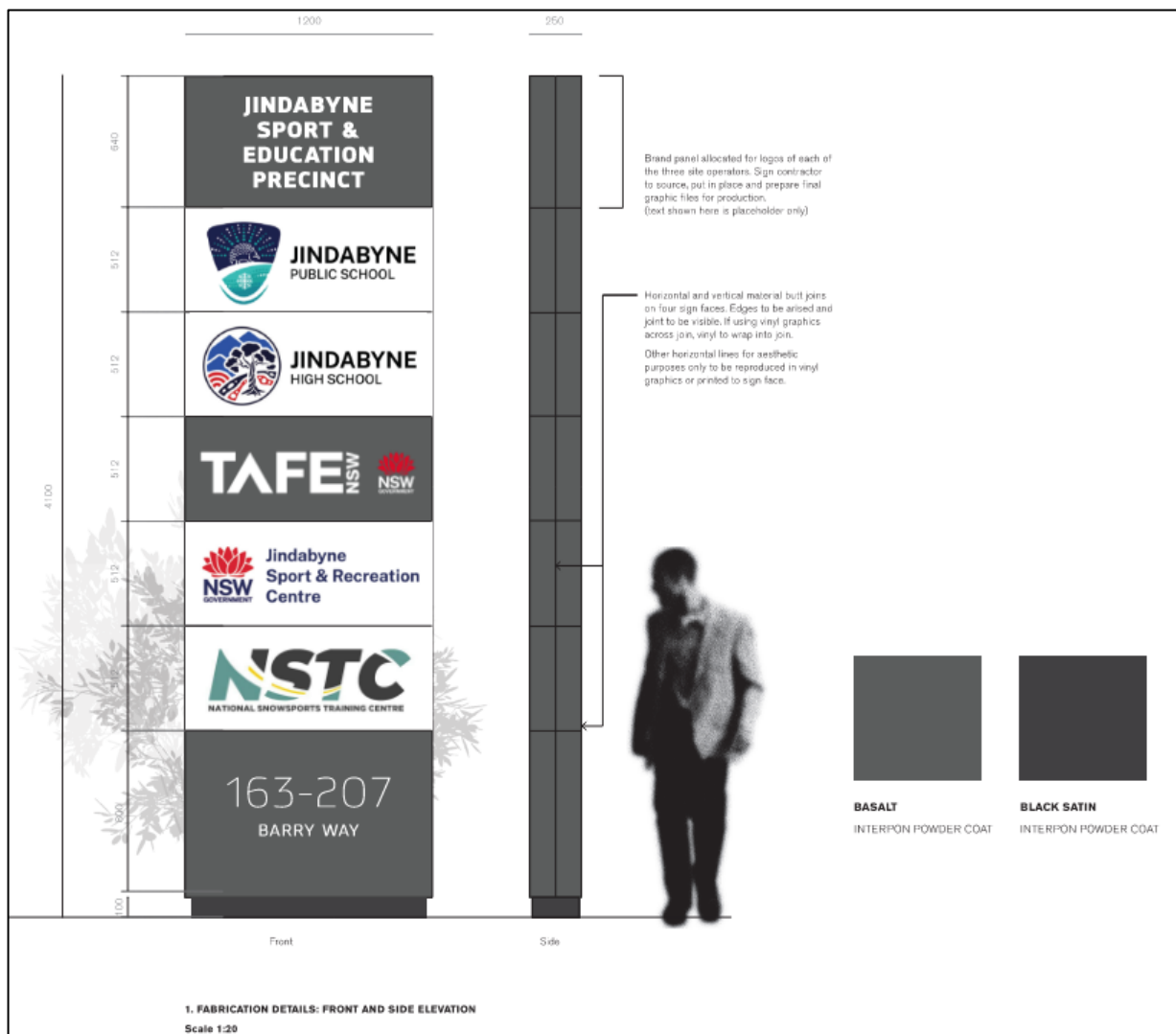


FIGURE 11 – PROPOSED PYLON SIGN

Source: Working Images

2.1.5 Various minor physical amendments

A range of minor internal and external amendments are proposed including:

- three gates were added along the external school boundary fence to the east and south, and one gate was added along the Block C fence
- bifold windows replaced with roller shutter in Block A, Block D, Block G
- the colour of the Block A fascia is to be amended from brown to grey
- the Block G sunshade spacing and roof angle is to be amended, and the downpipe is to be realigned
- minor amendments to the layout of the Ag-Plot.

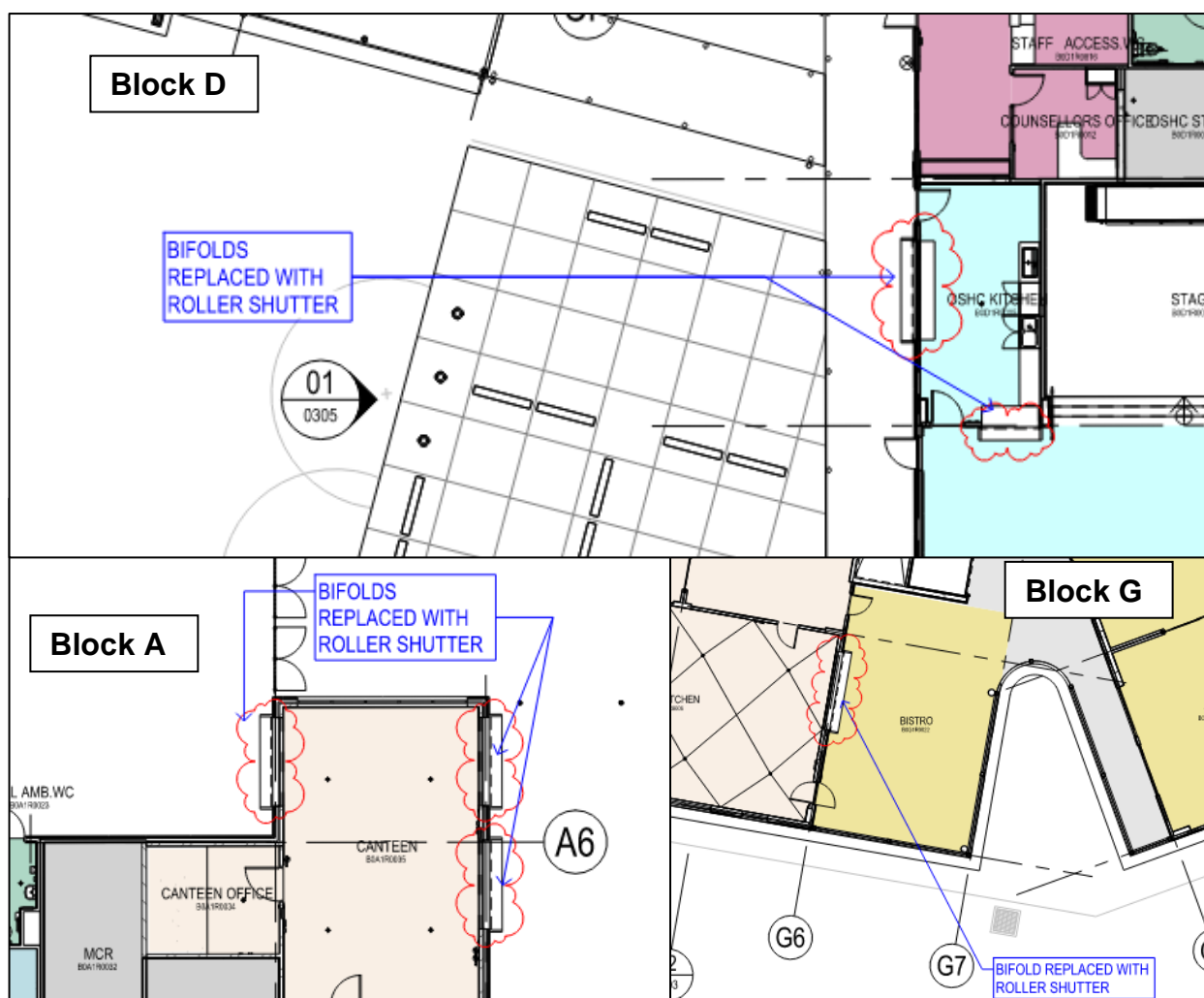


FIGURE 12 – AMENDMENTS TO WINDOWS

Source: Pedavoli (Annotated by Mecone)

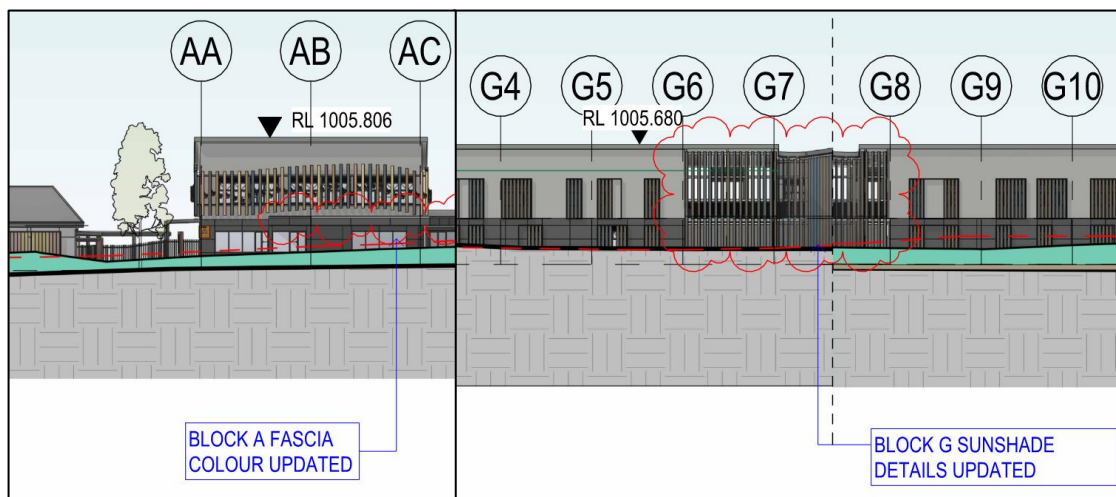


FIGURE 13 – CHANGES TO BLOCK A AND BLOCK G FACADES

Source: Pedavoli



FIGURE 14 – PROPOSED AG-PLOT LAYOUT

Source: Pedavoli

2.1.6 Asset Protection Zones

An updated bushfire report was prepared by BlackAsh Bushfire Consulting in **Appendix 4**. Amended APZs have been provided with regard to surrounding land to the southwest of the site being revised from 'grassland' to 'managed land', as it is actively managed by the Jindabyne Pony Club. Additionally, the APZ is now offset from the 'assets', being the school building footprints rather than the site boundary. The updated APZs are shown in **Figure 15**.

Note, the whole site will still be managed as an 'Inner Protection Area' consistent with Condition A22.

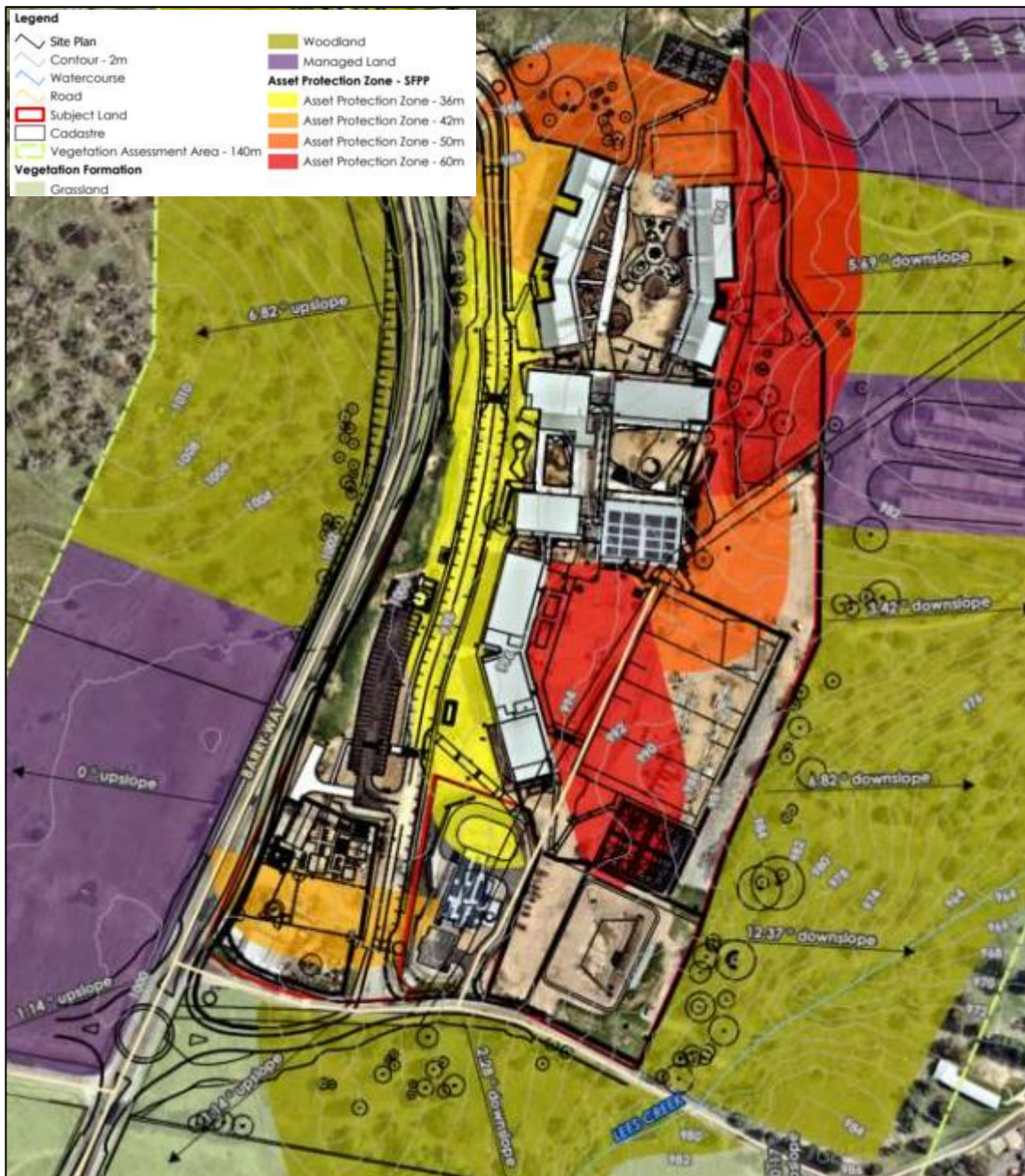


FIGURE 15 – UPDATED ASSET PROTECTION ZONES

Source: BlackAsh

2.1.7 Decoupling roadworks and interim arrangements

According to the conditions of consent, specifically condition D16, the intersection upgrades on Barry Way were to be completed before the school becomes operational. However, this condition will be amended to allow the school to operate using interim access arrangements while the permanent upgrades to Barry Way are completed. Amendments to other various conditions of consent are required, including the conditions D12, D23, D37 and Appendix 1 Advisory Notes – AN12.

No physical works associated with the interim roadworks are proposed under this modification application. Rather, this modification seeks only to facilitate the operation of the school in accordance with interim arrangements under the conditions of consent.

Approval of the temporary road will be provided under a separate planning approval, however, the schematic design in **Figure 16** demonstrates how interim access arrangements will enable the operation of a school prior to the completion of the permanent Barry Way intersections. The temporary road includes the following components:

- left-turn only deceleration lane on Barry Way
- one-way, southbound access road through Lot 14 DP1035279
- temporary connection into Education Road.

Site access is addressed via the interim arrangements described in the TIA (**Appendix 5**) and shown in **Figure 16**. The interim road is necessary to facilitate safe access to the school while construction works are occurring in Barry Way and will provide smoother traffic flow along Barry Way. This arrangement is to be approved under Part 5 of the EP&A Act as 'development without consent' and will maintain traffic flow and enhance safety during the ongoing construction on Barry Way. Details of the access to the school for north and southbound traffic are described below.

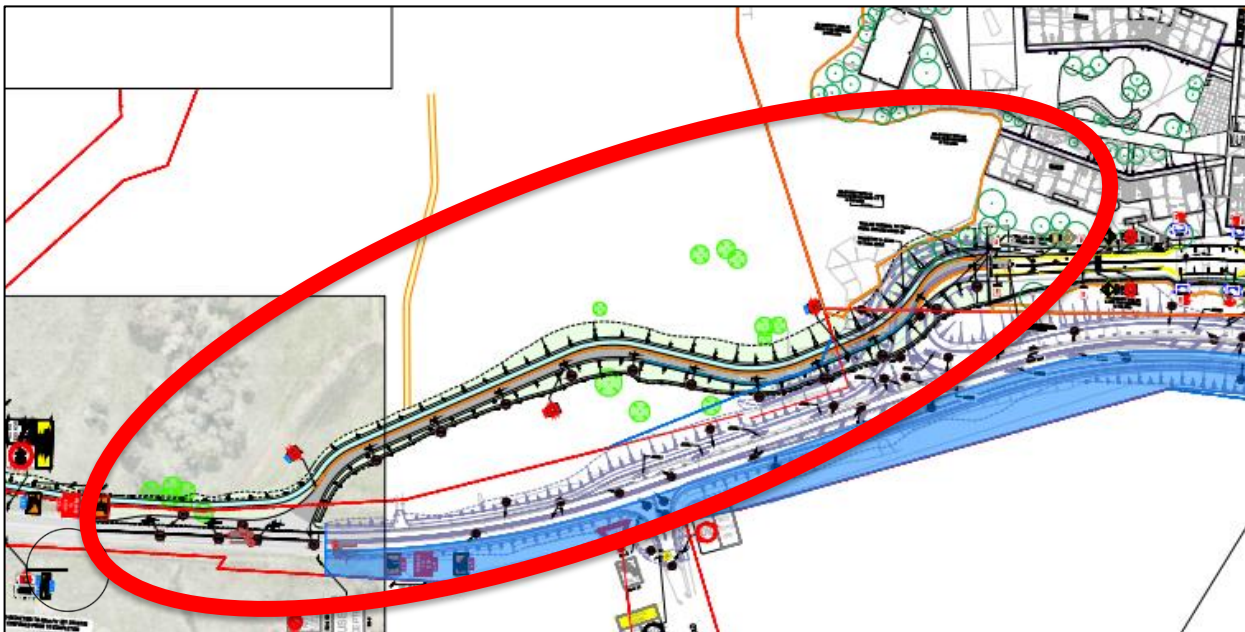


FIGURE 16 – INDICATIVE INTERIM ARRANGEMENTS

Source: Navianto (Annotated by Mecone)

Southbound Traffic Flow

Traffic travelling southbound coming from the Jindabyne Town Centre to the school will access the school via the interim road and exit at the southern roundabout. Traffic management measures required under the relevant approvals under section 138 of the Roads Act 1993 will facilitate the safe and smooth flow of traffic. An indicative direction of travel is shown in **Figure 17**.

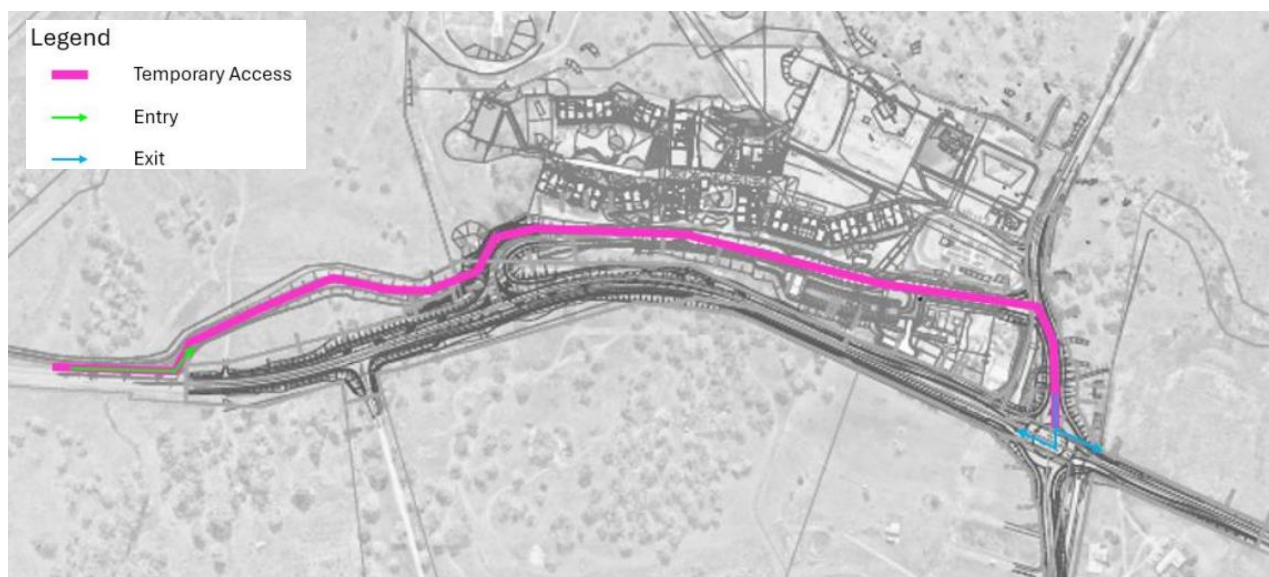


FIGURE 17 – INTERIM ARRANGEMENTS – TRAFFIC FLOW SOUTHBOUND TO SCHOOL

Source: Navianto (Annotated by Mecone)

Northbound Traffic Flow

Traffic travelling northbound to the school will be required to make a U-turn at the Barry Way / Kosciuszko roundabout located at the Jindabyne Town Centre, and then travel southbound to the school, relying on the above-described access arrangements for southbound traffic. It is noted that only 30% of arriving vehicles come from the south of the school, and as such, this arrangement will not affect the majority of student traffic. An indicative path of travel of travel is shown in **Figure 18**.



FIGURE 18 – INTERIM ARRANGEMENTS – TRAFFIC FLOW NORTHBOUND TO SCHOOL

Source: Navianto (Annotated by Mecone)

2.1.8 Interim and Ultimate Access Staging Arrangements

The access arrangements required to facilitate the opening of the school for Day 1, Term 1, 2025 are summarised as follows:

- **Stage 1: Interim access arrangements as shown in Figure 19:** The indicative interim access arrangements for the school whilst construction works occur on Barry Way. This is expected to be relied upon for access to the school for up to 24 months from Day 1, Term 1, 2025.
- **Stage 2: Ultimate access arrangements as shown in Figure 20:** The ultimate access arrangements approved under REF 1 & 2 will facilitate ongoing access to the site once the construction works on Barry Way have been completed. Upon completion of the Barry Way works, the interim road will be removed and the impacted area appropriately remediated.

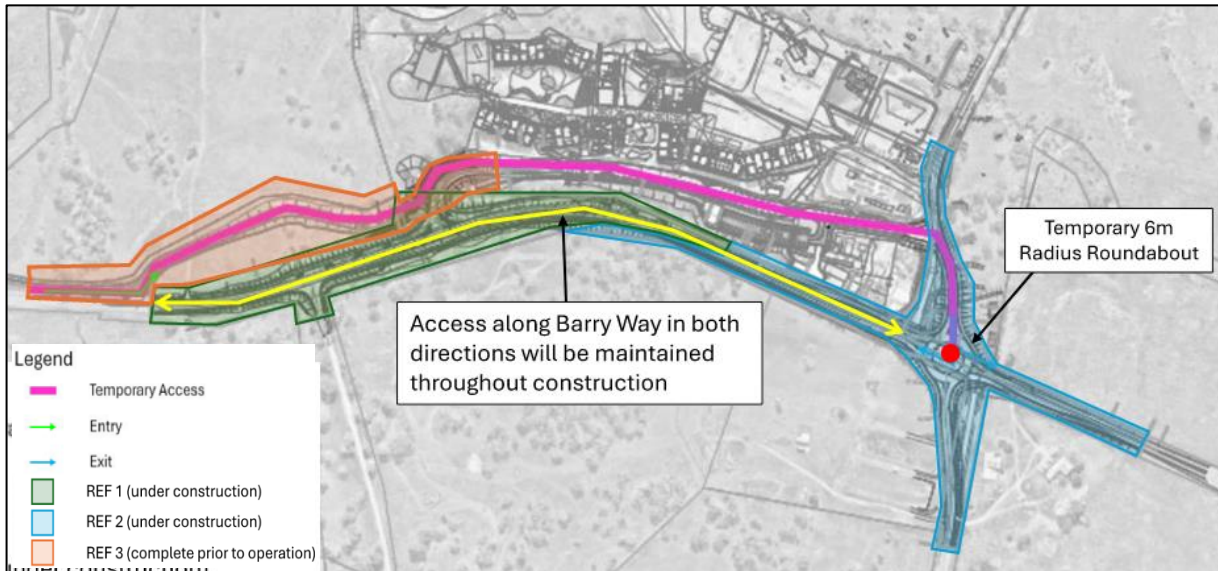


FIGURE 19 – STAGE 1: INTERIM ARRANGEMENTS

Source: Navianto (Annotated by Mecone)



FIGURE 20 – STAGE 2: ULTIMATE ARRANGEMENTS

Source: Navianto (Annotated by Mecone)

2.1.9 Landscaping

This modification seeks to update the approved landscape plans to align with the approved plans for the Barry Way roadworks. The approval for the Barry Way roadworks included the removal of ten trees previously identified for retention under the SSD.

The updated landscape plans are provided at **Appendix 3**, and the additional trees approved for removal under REF 1 and 2 are shown in **Figure 21**.

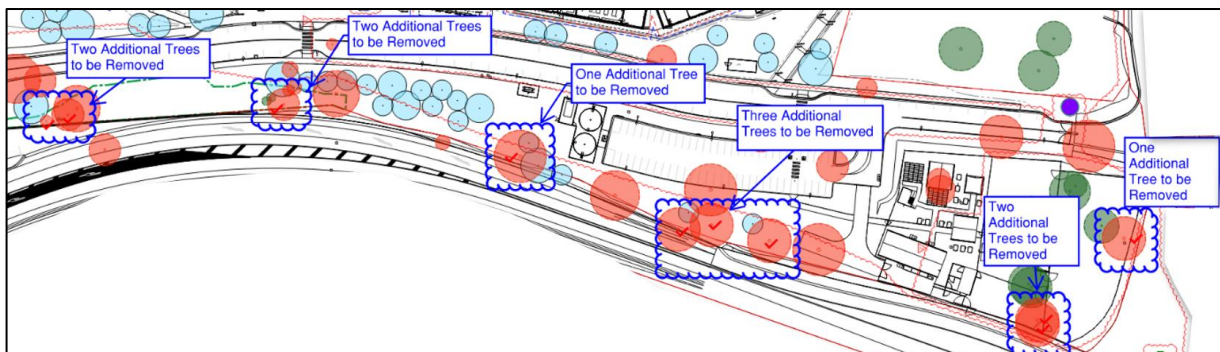


FIGURE 21 – APPROVED TREES TO BE REMOVED

Source: Taylor Brammer (Annotated by Mecone)

2.2 Required changes to conditions

The proposed amendments to SSD-15788005 are identified below. Words proposed to be deleted are shown in ~~strike through~~ text, and words to be inserted are shown in **underlined bold** text:

SCHEDULE 1

Development consent: SSD-15788005 granted by the Minister for Planning on 10 August 2022

For the following: Construction and operation of a new educational facility including:

- construction of school buildings ranging from 1 to 2 storeys, including
 - general and special support learning areas
 - staff rooms and administration office
 - hall
 - library
 - out of school hours care facility
- landscaping works and open space improvements
- parking, pick-up and set-down zones, bus zones and loading areas
- associated works
- and on-site infrastructure and utilities.

Applicant: NSW Department of Education

Consent Authority: Minister for Planning

The Land: 163 Barry Way and 207 Barry Way, Jindabyne
(Lot 1 DP1294413 and Lot 2 DP 1294413)

Modification 1: Amendments include:

- four additional high school General Learning Spaces and a new one-storey building
- external and internal design changes to approved buildings
- new Agricultural Plot structures
- additional stormwater infrastructure
- additional tree retention and landscaping changes
- reconfiguration of car parking spaces and the bus zone
- changes to the internal road and access road connecting to Barry Way.

Modification 2: Amendments include:

- Replacement of boom gates with swing gates for smoother traffic management and to improve the security of the kiss and drop function.
- Provision of vehicular access to the TAFE Campus from the school site to facilitate drop off of materials to wood and metalwork classrooms. This requires inclusion of a small part of 207 Barry Way (TAFE site), within the project area. TAFE NSW has provided consent for contractors to conduct these works on the TAFE NSW Jindabyne Connected Learning Centre.
- Enhancements to the agricultural plot, including a new glasshouse and main shed expansion.

- Relocation of one wayfinding sign to the west of Block A.
 - Redesign of the shared plaza amphitheatre and other open space amendments.
 - Revised landscape design to ensure avoidance of works within nominated “Biodiversity Exclusion Zones” per the Biodiversity Management Plan prepared by WSP dated May 2023.
 - Various minor design amendments including to rainwater tanks, fencing, on-site stormwater detention, solar panels, sheds, ag plot layout, and other minor internal and external amendments.
 - Relocation of the pump house as a result of detailed hydraulic design.
 - The addition of a pedestrian pathway connecting the Jindabyne Education Campus to Barry Way to facilitate active transportation opportunities for students and staff.
 - Amendment of SSD-15788005 condition of consent B20 relating to Aboriginal artefact Jindabyne Campus AFT 2.
 - Removal of SSD-15788005 condition of consent B39 relating to the proposed pylon sign.
- Amendment of SSD-15788005 condition of consent C28 to align with Aboriginal Cultural Heritage consultation requirements recommended by NGH.

Modification 3:

Amendments include:

- **Decoupling the road works on Barry Road from the commencement of the operation of the Jindabyne Education Campus to allow the school to operate with interim access arrangements.**
- **Minor adjustment of the school site boundary approved under SSD-15788005 to account for future road reserve boundary adjustments.**
- **Amendment of the internal road layout involving a reduction of three kiss and ride spaces and addition of two new bus bays.**
- **Amendment of the internal road and shared path design to accord with the design of the New T-Intersection at Barry Way (REF 1).**
- **Addition of three new digital school noticeboard signs and a precinct sign adjacent to the southern roundabout.**
- **Updating landscape plans and SSD-15788005 condition of consent C19 to reflect trees approved for removal under separate planning applications.**
- **Various minor design amendments including the installation of new gates, replacement of bifold doors with roller shutters.**
- **Amendment of SSD-15788005 condition of consent B39 to facilitate the approval of the proposed precinct sign.**
- **Amendment of SSD-15788005 condition of consent D16 to facilitate interim site access arrangements as well as concurrent operation of the school during construction of the roadworks.**
- **Amendment of SSD-15788005 condition of consent D20 to reflect the reduced provision of active transport infrastructure being provided under the SAP.**

- **Amendment of SSD-15788005 condition of consent D34 to reference the updated bushfire report.**

A2. The development may only be carried out:

- in compliance with the conditions of this consent
- in accordance with all written directions of the Planning Secretary
- generally in accordance with the EIS, and Response to Submissions, and Supplementary Response to Submissions, **MOD1, MOD 2, and MOD 3**
- in accordance with the approved plans in the table below:

Architectural Plans prepared by djrd Pedavoli Architects			
Dwg No.	Rev	Name of Plan	Date
SSDA.0003 3332-SSDA-003	F J N P	Proposed Site Context Plan	03.05.21 16.11.22 09.05.24 31.10.24
SSDA.0005 3332-SSDA-005	D H K M	Demolition Plan	03.05.21 16.11.22 09.05.24 31.10.24
SSDA.0101 3332-SSDA-0101	N R X Z	Proposed Site Plan	03.05.21 16.11.22 09.05.24 31.10.24
SSDA.0201 3332-SSDA-0201	L O R T	Lower Ground Floor Plan	03.05.21 14.11.22 09.05.24 31.10.24
SSDA.0202 3332-SSDA-0202	K O T V	Ground Floor Plan	03.05.21 16.11.22 09.05.24 31.10.24
SSDA.0203 3332-SSDA-0203	J M O Q	First Floor Plan	03.05.21 14.11.22 09.05.24 31.10.24
SSDA.0204 3332-SSDA-0204	J M O Q	Roof Plan	03.05.21 14.11.22 09.05.24 31.10.24
3332-SSDA-0205	G F H	Primary School Ground Floor Plan	14.11.22 09.05.24 31.10.24
3332-SSDA-0206	G F H	Primary School First Floor Plan	14.11.22 09.05.24 31.10.24
3332-SSDA-0207	G E G	High School Lower Ground	14.11.22 09.05.24 31.10.24

3332-SSDA-0208	G H J	High School Ground Floor Plan	14.11.22 09.05.24 31.10.24
3332-SSDA-0209	G G I	High School First Floor Plan	14.11.22 09.05.24 31.10.24
3332-SSDA-0210	D H J	Agricultural Plot Plan	16.11.22 09.05.24 31.10.24
SSDA.0301 3332-SSDA-0301	E I K M	Elevations	03.05.21 16.11.22 20.12.23 31.10.24
SSDA.0302 3332-SSDA-0302	F I J L	Sections	03.05.21 14.11.22 27.11.23 31.10.24
SSDA.0303 3332-SSDA-0303	D G I K	Sections	22.06.21 14.11.22 20.12.23 31.10.24
SSDA.0304 3332-SSDA-0304	G J M O	Elevations – Plaza Elevations- Plaza- Sheet 01	12.03.21 14.11.22 20.12.23 31.10.24
SSDA.0305 3332-SSDA-0305	G J L N	Elevations – Plaza-2 Elevations- Plaza- Sheet 02	16.03.21 14.11.22 27.11.23 31.10.24
SSDA.0306 3332-SSDA-0306	G J L N	Elevations – Plaza Internal	16.03.21 14.11.22 27.11.23 31.10.24
SSDA.0307 3332-SSDA-0307	G J L N	Primary School Elevations Elevations- Primary School	12.03.21 14.11.22 27.11.23 31.10.24
SSDA.0308 3332-SSDA-0308	G J M O	High School Elevations Elevations- High School	12.03.21 14.11.22 20.12.23 31.10.24
3332-SSDA-0309	A G E G	Elevations- Agricultural Plot	14.11.22 27.03.24 31.10.24
SSDA.0401 3332-SSDA-0401	D G H J	Façade Detail Section Detail	03.05.21 14.11.22 27.11.23 31.10.24
SSDA.0402 3332-SSDA-0402	D G	Façade Detail Section Detail	03.05.21 14.11.22

	H J		27.11.23 31.10.24
SK0005-01	A	Agricultural Unit – Elevations	22.06.22
J34191 - 01	A	Primary and High School Driveway Signs	8.8.24
J34191 - 02	A	Primary and High School Entry Sign	8.8.24
PEDA22028	A	Signage Suite	15.8.24
Landscape Plans prepared by Site Image Taylor Branner Landscape Architects			
Dwg No.	Rev	Name of Plan	Date
SS20-4530-000 L000 JEC-LA-SSDA-L000	06 E D A	Landscape Cover Sheet	31.05.22 15.11.22 01.05.24 19.09.24
SS20-4530-001 L100 JEC-LA-SSDA-L100	07 E D A	Landscape Plan – Site Landscape Master Plan	31.05.22 15.11.22 01.05.24 19.09.24
SS20-4530-101 L101 JEC-LA-SSDA-L101	06 E C A	Landscape Plan – North Landscape: Finishes Plan	31.05.22 15.11.22 17.04.24 19.09.24
SS20-4530-102 L102 JEC-LA-SSDA-L102	05 E C A	Landscape Plan – Central Landscape: Finishes Plan	16.12.21 15.11.22 17.04.24 19.09.24
SS20-4530-103 L103 JEC-LA-SSDA-L103	05 E C A	Landscape Plan South Landscape: Finishes Plan	16.12.21 15.11.22 17.04.24 19.09.24
SS20-4530-104 L104 JEC-LA-SSDA-L104	05 E C A	Landscape Plan – West Landscape: Finishes Plan	18.12.21 15.11.22 17.04.24 19.09.24
SS20-4530-601 L105 JEC-LA-SSDA-L105	03 E C A	Landscape Sections Landscape: Finishes Plan	11.11.21 15.11.22 17.04.24 19.09.24
SS20-4530-602 L106 JEC-LA-SSDA-L106	03 E C A	Landscape Sections Landscape: Finishes Plan	11.11.21 15.11.22 17.04.24 19.09.24
SS20-4530-603 L107 JEC-LA-SSDA-L107	03 E C A	Landscape Sections Landscape: Finishes Plan	11.11.21 15.11.22 17.04.24 19.09.24
SS20-4530-901 L108 JEC-LA-SSDA-L108	07 E D A	Existing Tree Plan Landscape: Finishes Plan	31.05.22 15.11.22 17.04.24 19.09.24
SS20-4530-902	06	Canopy Cover Plan	31.05.22

L200 JEC-LA-SSDA-L200	E B <u>A</u>	Landscape: Cross-sections	15.11.22 17.04.24 19.09.24
L201 JEC-LA-SSDA-L201	E B <u>A</u>	Landscape: Cross-sections	15.11.22 17.04.24 19.09.24
L202 JEC-LA-SSDA-L202	E B <u>A</u>	Landscape: Cross-sections	15.11.22 17.04.24 19.09.24
L300 JEC-LA-SSDA-L300	E D <u>A</u>	Landscape: Existing Tree Study	15.11.22 17.04.24 19.09.24
L301 JEC-LA-SSDA-L301	E D <u>A</u>	Landscape: Canopy Cover Plan	15.11.22 17.04.24 19.09.24
Civil Plans prepared by Northrop			
Dwg No.	Rev	Name of Plan	Date
NRP-CEC-MOD2-DWG-0001	A	Cover sheet, Drawing Schedule & Locality Plan	15.1.24
NRP-CEC-MOD2-DWG-0111	A	Specification Notes Sheet 01	15.1.24
NRP-CEC-MOD2-DWG-0112	A	Specification Notes Sheet 02	15.1.24
NRP-CEC-MOD2-DWG-0201	A	Concept Sediment & Erosion Control Plan	15.1.24
NRP-CEC-MOD2-DWG-0211	A	Sediment & Erosion Control Details	15.1.24
NRP-CEC-MOD2-DWG-0301	A	Bulk Earthworks Cut & Fill Plan	15.1.24
NRP-CEC-MOD2-DWG-0401	A	Siteworks & Stormwater Management Plan Sheet 01	15.1.24
NRP-CEC-MOD2-DWG-0402	A	Siteworks & Stormwater Management Plan Sheet 02	15.1.24
NRP-CEC-MOD2-DWG-0403	A	Siteworks & Stormwater Management Plan Sheet 03	15.1.24
NRP-CEC-MOD2-DWG-0431	A	Access Road Longitudinal Sections Sheet 01	15.1.24
NRP-CEC-MOD2-DWG-0451	A	Access Road Cross Sections Sheet 01	15.1.24
P-CEC-MOD2-DWG-0452	A	Access Road Cross Sections Sheet 02	15.1.24
P-CEC-MOD2-DWG-0453	A	Access Road Cross Sections Sheet 03	15.1.24
P-CEC-MOD2-DWG-0454	A	Access Road Cross Sections Sheet 04	15.1.24
NRP-CEC-MOD2-DWG-0521	A	Stormwater Longitudinal Sections Sheet 01	15.1.24

NRP-CEC-MOD2-DWG-0522	A	Stormwater Longitudinal Sections- Sheet 02	15.1.24
NRP-CEC-MOD2-DWG-0523	A	Stormwater Longitudinal Sections- Sheet 03	15.1.24
NRP-CEC-MOD2-DWG-0523	A	Stormwater Longitudinal Sections- Sheet 04	15.1.24
NRP-CEC-MOD2-DWG-0591	A	Stormwater Catchment Plan- Sheet 01	15.1.24
NRP-CEC-MOD2-DWG-0991	A	Design Comparison Plan— Sheet 1	15.1.24
NRP-CEC-MOD2-DWG-0992	A	Design Comparison Plan— Sheet 2	15.1.24
NRP-CEC-MOD2-DWG-0993	A	Design Comparison Plan— Sheet 3	15.1.24
<u>NRP-CEC-MOD3-DWG-0001</u>	<u>A</u>	<u>Cover Sheet, Drawing Schedule & Locality Plan</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0111</u>	<u>B</u>	<u>Specification Notes - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0112</u>	<u>B</u>	<u>Specification Notes - Sheet 02</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0201</u>	<u>B</u>	<u>Concept Sediment & Erosion Control Plan</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0211</u>	<u>B</u>	<u>Sediment & Erosion Control Details</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0401</u>	<u>B</u>	<u>Siteworks Plan - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0402</u>	<u>B</u>	<u>Siteworks Plan - Sheet 02</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0403</u>	<u>B</u>	<u>Siteworks Plan - Sheet 03</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0431</u>	<u>B</u>	<u>Access Road Longitudinal Sections - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0451</u>	<u>B</u>	<u>Access Road Cross Sections - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0452</u>	<u>B</u>	<u>Access Road Cross Sections - Sheet 02</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0453</u>	<u>B</u>	<u>Access Road Cross Sections - Sheet 03</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0454</u>	<u>B</u>	<u>Access Road Cross Sections - Sheet 04</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0521</u>	<u>B</u>	<u>Stormwater Longitudinal Sections - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0522</u>	<u>B</u>	<u>Stormwater Longitudinal Sections - Sheet 02</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0523</u>	<u>B</u>	<u>Stormwater Longitudinal Sections - Sheet 03</u>	<u>11.11.24</u>

<u>NRP-CEC-MOD3-DWG-0523</u>	<u>B</u>	<u>Stormwater Longitudinal Sections - Sheet 04</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0591</u>	<u>B</u>	<u>Stormwater Catchment Plan - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0991</u>	<u>B</u>	<u>Design Comparison Plan - Sheet 01</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0992</u>	<u>B</u>	<u>Design Comparison Plan - Sheet 02</u>	<u>11.11.24</u>
<u>NRP-CEC-MOD3-DWG-0993</u>	<u>B</u>	<u>Design Comparison Plan - Sheet 03</u>	<u>11.11.24</u>

B39. Prior to the commencement of construction, the Applicant must consult with Council about the location and approval pathway for the pylon sign within the road reserve. ~~The sign is not approved as part of this development consent.~~

C19. For the duration of the construction works:

- (a) street trees must not be trimmed or removed unless it forms a part of this development consent or prior written approval from Council is obtained or is required in an emergency to avoid the loss of life or damage to property;
- (b) all street trees immediately adjacent to the approved disturbance area, not approved for removal, must be protected at all times during construction in accordance with Council's tree protection requirements. Any street tree, which is damaged or removed during construction due to an emergency, must be replaced, to the satisfaction of Council;
- (c) all trees on the site that are not approved for removal **under this approval or any other approval** must be suitably protected during construction as per the recommendations of the Arboricultural Impact Assessment prepared by Eco Logical Pty Ltd dated 10 December 2021 and updated by Eco Logical Pty Ltd dated 1 March 2023. Note: Where any inconsistency occurs between these reports, the report dated 1 March 2023 will prevail.
- (d) if access to the area within any protective barrier is required during the works, it must be carried out under the supervision of a qualified arborist. Alternative tree protection measures must be installed, as required. The removal of tree protection measures, following completion of the works, must be carried out under the supervision of a qualified arborist and must avoid both direct mechanical injury to the structure of the tree and soil compaction within the canopy or the limit of the former protective fencing, whichever is the greater

D16. ~~Prior to the commencement of operation,~~ The following road upgrade works must be completed to the satisfaction of the relevant roads authority **by 31 December 2026:**

- (a) **Permanent** intersection treatments on Barry Way to the proposed internal access road **as shown in the Permanent Site Access Arrangements Plan submitted with Mod 3 dated 13 November 2024.**

D16A. Prior to the commencement of operation, interim site access arrangements, consistent with the Interim Site Access Arrangements Plan submitted with Mod 3 dated 13 November 2024, must be in place.

D20. Prior to commencement of operation, the pedestrian pathway from the School to the **Jillamatong Street as indicatively shown in the Indicative Pedestrian Pathway Plan submitted with Mod 3 dated 13 November 2024** ~~town centre~~ must be operational to enable pedestrian access to the site. ~~be generally in accordance with the~~

~~following pedestrian paths as outlined in Table 8.1 of the Transport Impact Assessment prepared by Aurecon Australasia Pty Ltd dated 03 December 2021:~~

~~(a) Item 2: Pedestrian and Cycling Bridge~~

~~(b) Item 3: Shared Path from Sports and Recreation Centre into the School~~

~~(c) Item 4: Shared Path Route B1 and C1~~

D34. Prior to the commencement of operation, the Applicant must prepare a Landscape Management Plan to manage the revegetation and landscaping on-site and submit it to the Certifier. The plan must:

- (a) describe the ongoing monitoring and maintenance measures to manage revegetation and landscaping; and
- (b) describe the measures to ensure the site is managed as an Inner Protection Area in accordance with the Bushfire Report in the EIS, prepared by BlackAsh Bushfire Consulting dated 11 January 2021, and updated by BlackAsh Bushfire Consulting dated **15 October 2024** ~~30 October 2022~~. Note: Where any inconsistency occurs between these reports, the report dated **15 October 2024** ~~30 October 2022~~ will prevail; and
- (c) be consistent with the Applicant's Management and Mitigation Measures at Section 9 Table 9-2 in the EIS;
- (d) address the requirements of condition A22
- (e) be consistent with condition B40

3 Strategic context

The modified development would remain consistent with relevant State and local strategic plans and strategies. In particular, the modified development would remain consistent with:

- Transport for NSW's Future Transport Strategy 2056, as it would provide a new educational establishment in an accessible location and provide access to additional new employment opportunities.
- Infrastructure NSW's State Infrastructure Strategy 2018 – 2038 Building the Momentum, as it provides facilities to support the growth in demand for primary student enrolments and a school design to accommodate infrastructure and facilities sharing with communities.
- Council's Local Strategic Planning Statement, through the provision of a new primary and high school that is fit for purpose with modern and accessible facilities.
- NSW South East and Tablelands Regional Plan 2036, as it would provide a new school that is essential for achieving a connected and prosperous economy.
- Snowy Monaro 2040 Community Strategic Plan in that it would promote education and lifelong learning opportunities for the younger population.
- Snowy Mountains Special Activation Precinct Masterplan in that it provides for a school in the location identified within the Sports and Education Sub-Precinct of the Jindabyne Catalyst Precinct.

4 Statutory context

4.1 Scope of modification

This application is being made under section 4.55(2) of the EP&A Act, which enables the consent authority to amend an approved application provided that, inter-alia, the modification results in substantially the same development as that approved.

We consider that the proposed modification would result in substantially the same development because it would not change the development's land use, considerably change the appearance of the school, or alter the essence of the development as a public primary and high school.

A comparative table is provided below outlining the changes of the main aspects of the development against the initial approval, with the changes made under MOD 1 provided for additional context.

TABLE 3: SSD AND MOD COMPARISON

ASPECT	SSD-15788005	MOD 1	MOD 2	MOD 3
Project summary	Construction and operation of the Jindabyne new education campus comprising of single and double storey buildings, and associated work including demolition, tree removal, access and landscaping, car parking and installation of utilities to accommodate up to 925 students and 90 staff	No change	No change	No change
Demolition	Demolition of three existing dwellings, bitumen roads and site fencing.	No change	No change	No change
Built Form	<p>The primary school campus will be single storey and arranged in a U shape surrounding a central play space area. The campus will include 20 classrooms, amenities, special learning spaces a library, and outdoor and hardstand courts.</p> <p>The high school campus will be two storeys and is linear in shape. The campus will include</p>	<p>Primary school: No change</p> <p>High School 4 additional General Learning Spaces</p> <p>Shared Plaza: No change</p>	<p>Primary school: No change</p> <p>High school: No change from Mod 1</p> <p>Shared Plaza: No change</p>	No change from Mod 2

ASPECT	SSD-15788005	MOD 1	MOD 2	MOD 3
	<p>20 classrooms, amenities, special learning spaces, a library, a sports field and hardstand courts.</p> <p>The two campuses will be connected by a 'shared plaza' within the centre of the site. The building will be two storeys and will include communal facilities including administration, hall and gym.</p>			
Site area	9.52 Ha	No change	No change	Reduction from 9.52ha and 8.96ha
Uses	Educational Establishment	No change	No change	No change
Access	Vehicular and pedestrian access point off Barry Way Road along the western boundary including two new roundabouts and a connecting internal road.	Realignment and regrading of the internal school road	The approved boom gates on the north and south entrances are proposed to be replaced with swing gates. An access path is provided from the internal school road to the TAFE Campus.	<p>The north entrance is amended to accord with the updated Barry Way design.</p> <p>The modification allows for interim access arrangements until the permanent roadworks along Barry Way are complete.</p>
Car parking	<p>113 on-site parking spaces consisting of:</p> <ul style="list-style-type: none"> • 50 staff spaces in a carpark • 6 student spaces in a carpark • 57 spaces along the internal road reserve including 53 'kiss and ride' spaces and 4 visitor spaces 4 bus bays 	<p>-1 additional 'kiss and ride' space in the internal school road.</p> <p>-Relocation of 4 visitor spaces from the internal school road to the carpark area.</p>	No change from Mod 1.	<p>-reduction of 3 'kiss and ride' spaces in the internal school road.</p> <p>- addition of 2 bus bays</p>
-Bicycle parking	50 bicycle parking spaces (with capacity for an additional 50 bicycle parking spaces when demand	No change	No change	No change

ASPECT	SSD-15788005	MOD 1	MOD 2	MOD 3
	increases) and end-of-trip facilities.			
Landscaping	Removal of 115 native trees on site and landscaping.	Removal of 105 native trees on site and landscaping refined.	Removal of 105 trees on site and landscaping refined.	No change.
Hours of operation	7:00am to 6:00pm Monday to Friday. The hall, gym and sports fields will also be used outside of standard hours on weekdays until 10pm for special school events such as presentation nights, drama, or music recitals and available for community hire.	No change	No change	No change
Signage	Three individual letter signage depicting the main entries for the primary school, high school, and visitor/administration building.	No change	The wayfinding signage located at the primary school entrance is repositioned.	Three additional digital school signs and one pylon sign.
Jobs	Operational: 90 Construction: 75	No change	No change	No change

The proposed changes are such that the essence of the development is not fundamentally a different development than what was originally approved. Therefore, DPHI can be satisfied that the proposed modification is within the scope of section 4.55(2) of the EP&A Act and does not constitute a substantially different development to that approved under SSD-15788005.

4.2 Consent authority

The Minister for Planning and Public Spaces is the consent authority for the application under section 4.5(a) of the EP&A Act. The Minister may delegate determination in accordance with the Minister's delegation dated 9 March 2022.

4.3 Mandatory matters for consideration

4.3.1 Section 4.55(2)

Section 4.55(2) of the EP&A Act identifies mandatory matters to be assessed in respect of modification applications. **Table 4** considers the proposed modification against the relevant matters.

TABLE 4: SECTION 4.55(2) ASSESSMENT

MATTER	COMMENT
(2) Other modifications A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if— (a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and	The development as modified is substantially the same development as discussed in Section 4.1 of this report.
(b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 4.8) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and	To be carried out by the consent authority.
(c) it has notified the application in accordance with— (i) the regulations, if the regulations so require, or (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and	To be carried out by the consent authority.
(d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.	Any submission made will be considered.
3) In determining an application for modification of a consent under this section, the consent authority must take into consideration such of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application. The consent authority must also take into consideration the reasons given by the	The relevant provisions have been considered. Refer to Section 4.3.2 of this report.

consent authority for the grant of the consent that is sought to be modified.

(4) The modification of a development consent in accordance with this section is taken not to be the granting of development consent under this Part, but a reference in this or any other Act to a development consent includes a reference to a development consent as so modified.

4.3.2 Section 4.15(1)

Section 4.15(1) matters

Section 4.55(3) of the EPA Act requires that the consent authority consider matters relevant to the development referred to in section 4.15(1). The table below addresses these matters.

TABLE 5: SECTION 4.15(1) ASSESSMENT

MATTER	COMMENT
(a) the provisions of— (i) any environmental planning instrument, and	Refer to the statutory compliance table at Appendix 10 of this report for an assessment against key relevant environmental planning instruments. Overall, it has been found that the proposed modification is generally consistent with relevant environmental planning instruments.
(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	Not applicable.
(iii) any development control plan, and	Under clause 2.10 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> , development control plans do not apply to SSD. However, the ‘guiding principles’ of the Jindabyne Development Control Plan (‘DCP’) have been considered, and it has been found that the proposed modification results in no inconsistencies to those principles. It is further noted that the SAPt Master Plan, upon which the DCP aims to implement, has been considered and it is found to be generally consistent with the proposed modification.
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	Not applicable.
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	The application satisfactorily meets the relevant requirements of the <i>Environmental Planning and Assessment Regulation 2021</i> (EP&A Regulation), including the requirements relating to the procedures for and content

of modification applications (Part 5, Division 1 of the EP&A Regulation).

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The likely impacts of the development are considered in Section 6 of this report. Overall, it has been found the modification would result in no adverse impacts.
(c) the suitability of the site for the development,	The proposed modification would not affect site suitability; the site would remain suitable for the school development following modification.
(d) any submissions made in accordance with this Act or the regulations,	Any submission made during notification will be considered.
(e) the public interest.	The proposed modification would not affect DPHI's conclusion, as stated in its assessment report for the approved school, that the development is in the public interest.

Consent authority's reasons

The consent authority must also consider the reasons given by the consent authority for the grant of the consent that is sought to be modified.

The reasons for granting the consent, as stated in the notice of decision dated 10 August 2022, are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including a new educational facility, 75 construction jobs, 90 operational jobs and an investment of \$65,184,561
- the project is permissible with development consent, and is consistent with NSW Government policies including the:
 - NSW State Priorities
 - South East and Tableland Regional Plan 2036
 - Future Transport Strategy 2056
 - Snowy Mountains Special Activation Precinct Masterplan
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The consent authority has imposed conditions requiring the delivery of infrastructure, the implementation of a School Transport Plan and the offsetting of biodiversity impacts
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent
- weighing all relevant considerations, the project is in the public interest.

The development as modified would still provide a range of benefits to the region and State as a whole, be consistent with NSW Government strategies, and result in no unacceptable or unmanageable impacts.

5 Engagement

This modification application has been prepared following extensive consultation with various stakeholders and public authorities. Since February 2024, a recurring monthly meeting, the 'Sport and Education Sub Precinct Coordination Meeting,' has been led by the Regional Growth Development Corporation with representatives from the Office of Sport, Transport for New South Wales, Schools Infrastructure New South Wales, the Department of Planning, Housing, and Infrastructure, TAFE, and Snowy Monaro Regional Council. These meetings have enabled ongoing coordination, review of development progress, and focused discussions regarding the Jindabyne Education Campus, specifically concerning roadworks, signage, and site access. Items included in this modification application have been the subject of discussion and design development since February 2024.

On October 29, 2024, the Department of Education and the Snowy Monaro Regional Council held a targeted meeting to address offsite infrastructure works necessary for the school's opening on Day 1 of Term 1, 2025. Additionally, a meeting with the Department of Planning, Housing, and Infrastructure was held on October 24 to review specific elements of this modification application, including enabling interim access arrangements under Condition D16, the removal of active transport infrastructure requirements under Condition D20, adjustments to kiss and drop facilities, proposed signage, and the pedestrian and cyclist pathway connecting to Jillamatong Street.

6 Assessment of impacts

6.1 Aboriginal heritage

It was found during the assessment of the original application that there is a medium risk of Aboriginal heritage being impacted by the proposed development. The proposed modification does not alter the development in a manner that would increase the likelihood of impacts on Aboriginal heritage.

6.2 Built form and urban design

The proposed modification will not significantly alter the overall bulk or scale of the development. Changes to the built form are relatively minor, focusing primarily on the addition of new signage and the removal of ten trees along Barry Way. The proposed pylon sign, located near the southern roundabout, is small in scale with an area of 4.92 square metres. The three internal digital signs are set back from Barry Way, minimising their impact on Barry Way. Given the site's designation within the SAP as a school, the pylon and digital signage is a reasonable and anticipated addition. Overall, the visual impact is expected to have little, if any, material effect on the built form of the development.

6.3 Bushfire

A letter prepared by Blackash Bushfire Consulting accompanies this modification and confirms that the proposed modification is satisfactory with regard to the relevant requirements of *Planning for Bushfire Protection*. In the revised bushfire assessment, the APZs have been adjusted to align with the building footprints rather than the site boundary, as was originally applied. While the initial approach of offsetting APZs from the site boundaries was acceptable, the updated methodology aligns with standard practice and complies with the Planning for Bushfire Protection 2019 guidelines. This change does not alter the APZ distances; it simply refines the APZ map to reflect each building footprint as the 'asset' requiring protection rather than the site boundary.

The following recommendations are made in the report:

1. *Buildings within the site are built to BAL 12.5 in accordance with the Australian Standard for Construction of Buildings in Bushfire Prone Areas (2018). N.B. Blackash has issued a Bushfire Compliance Certificate dated 04 October 2024, that confirms that the new buildings have been constructed in accordance with AS3959:2018 for BAL 12.5.*
 - a. **Mecone Note:** Recommendation 1 has been completed and complied with.

2. *Prior to the occupation of the new buildings, the school shall update the Bushfire Emergency Management and Evacuation Plan that is locally relevant and tailored with key stakeholders to a range of scenarios.*
 - a. **Mecone Note:** Recommendation 2 is required to be complied with under Condition A23.
3. *APZs are provided in accordance with Figure 5 of this s4.55 Modification Report.*
 - a. **Mecone Note:** Recommendation 3 is enforced under Condition D35 via the updated landscape plan included under Condition A2(d).

The letter concludes that *'The proposed s4.55 modification complies with Planning for Bush Fire Protection 2019 and ought to be supported by the NSW RFS. This report has been completed in accordance with PBP 2019 and demonstrates that the proposed can be supported by the NSW RFS'*. As such, it is considered that the modification application is acceptable in relation to bushfire risk and management.

6.4 Tree removal

The biodiversity offset requirement for the project is established under Condition A41 and the ecosystem and credit requirements were met through payment into the Biodiversity Conservation Fund on 30 September 2022 (BCF437). However, as a result of offsite works, ten trees are required to be removed along the frontage to Barry Way. The removal of these trees has been assessed under REF 1 and REF 2 which found that the removal of these trees will not result in a significant impact on threatened species and does not require entry into the Biodiversity Offset Scheme.

6.5 Stormwater management

No change to the stormwater management strategy is proposed, and as such, the design is consistent with the Civil Report prepared by Northrop Consulting Engineers dated 28 October 2022, and the findings in the Post Development Discharge Plan (NRP-CEC-CC2-DWG-0603)) and Pre-Development Catchment Plan (NRP-CEC-CC2-DWG-0602) prepared by Northrop Consulting Engineers which support SSD-15788005 as modified. The modification also continues to comply with standard engineering practice and Condition 26 of SSD-15788005 relating to the stormwater management system for the school.

6.6 Earthworks, sediment, and erosion

Erosion and sediment control measures change as the project progresses due to evolving site conditions. The erosion and sediment control plan submitted with MOD 2 has been updated in the amended civil plan set to reflect amended necessary works for site areas that now contain completed structures which remove the need for erosion and sediment control measures for these areas. The updated Sediment and Erosion Control Plan and associated details have been provided within the Civil drawings at **Appendix 2**.

An extract of the updated Sediment and Erosion Control Plan is provided below. Subject to implementing the required sediment and erosion control measures during construction, there will be no unacceptable environmental impacts with regard to soil and water management.

ultimate intersection configuration – once Barry Way roadworks are complete – demonstrates that both the northern T-intersection and the southern roundabout are projected to operate efficiently through to the year 2041, accounting for background traffic growth on Barry Way.

As such, it is considered that the traffic considerations associated with this modification are suitably managed and will not result in an unacceptable adverse impact on the locality or operation of the school.

6.8 Concurrent operation of the school with Barry Way roadworks

The concurrent operation of the school whilst the Barry Way roadworks are ongoing results in potential impacts relating to site access as well as noise and vibration impact on the school.

Temporary site access is addressed via the interim arrangements described in the TIA (**Appendix 5**). The interim access road has been designed in accordance with the Austroad Guides to Road Design, and it will accommodate all vehicles required to access the site including buses, private vehicles, and waste vehicles. As such, the provision of the temporary road will result in an acceptable traffic outcome, addressing the impacts associated with the Barry Way roadworks upgrade.

With regard to noise and vibration, the Construction Noise and Vibration Management Sub Plan (CNVMSP) for the Barry Way roadworks is provided in **Appendix 6**. The CNVMSP, and makes a number of to mitigate construction impacts on sensitive receivers, including the Jindabyne Education Campus. Site-specific noise mitigation includes designated respite periods to limit noisy activities during sensitive hours. For example, on weekdays, excessive noise work should be avoided before 8:00am, between 12:00pm and 1:00pm, and after 5:00pm, while on Saturdays, excessive noise work should be restricted to the morning hours only, ending by 12:00pm. These breaks are intended to manage high-noise activities, such as piling and hydraulic hammering, which produce noise levels above 75 dBA.

General mitigation measures recommended include best practices such as:

- maximising the distance between noisy equipment and sensitive areas
- avoiding simultaneous operation of noisy equipment near sensitive areas
- orienting equipment away from noise-sensitive locations
- loading and unloading away from noise-sensitive areas
- use of silencers and mufflers where feasible
- ongoing noise monitoring to capture various noise descriptors and distinguish construction noise from other sources
- proactive communication with non-residential receivers throughout construction, including regular project updates on potential disruptions and posting of project and contact information.

A range of vibration management measures are also recommended, such as:

- placing vibration-generating equipment away from sensitive areas
- scheduling high-vibration activities between 9am-12pm and 2pm-5 pm on weekdays; 9am-12pm on Saturdays
- providing a 30-minute respite period after every two hours of continuous vibration work
- avoiding simultaneous operation of multiple high-vibration machines near sensitive areas
- continuously monitoring vibration levels at the nearest structures
- conducting attended monitoring during excavation and in response to any complaints
- establishing a complaints system
- maximising the distance between noise/vibration sources and sensitive areas

- using broad-band rather than tonal alarms on vehicles
- installing barriers or acoustic enclosures around noisy equipment
- using purpose-built noise shields or enclosures for static equipment where feasible.

Refer to **Appendix 6** for a comprehensive range of mitigation measures. Provided the recommendations are implemented, the CNVMSP concludes the following:

Providing the recommendations in this report are included in the construction of the site, compliance with the relevant EPA's Interim Construction noise Guideline and the projects Consent including the SSD-15799005 will be achieved.

As such, the impacts associated with the Barry Way construction works and its impact on the school are suitably managed and will result in an acceptable outcome from a traffic, noise, and vibration perspective.

6.9 Signage and driver safety

The proposed digital signage is designed to minimise driver distraction by featuring static content with a minimum 10-second display interval. It will comply with luminance standards outlined in AS4282:2019 and the *Transport Corridor Outdoor Advertising and Signage Guidelines*, as summarised in **Table 2**. The pylon sign is not digital and will not be illuminated. Therefore, the proposed signage is expected to have no adverse impact on driver safety.

6.10 Other impacts

Table 6 discusses other impacts. Overall, no notable adverse impacts have been identified.

TABLE 6: ASSESSMENT OF OTHER IMPACTS

MATTER	IMPACT
Non-Aboriginal heritage	It was found during the assessment of the original application that the proposal has been designed to avoid the contributory and surrounding heritage items, and results in a low heritage impact on the significance of the site. The proposed modification would not increase the likelihood of heritage impacts.
BCA and access	The proposed amendment will not impact the ability of the development to comply with the Deemed-to-Satisfy provisions, and Performance Requirements of the National Construction Code Series (Volume 1) Building Code of Australia 2019 Amendment 1.
Noise and vibration	The proposed modification would not increase noise or vibration during construction or operation phases. The findings and recommendations of the comprehensive acoustic assessment carried out as part of the original application remain valid.
Aviation	No further aviation impact assessment is required as no new structures higher than the existing and approved built form are proposed.
Flooding	No flooding impacts are anticipated. The development would continue to be undertaken in accordance with the recommendations in the originally submitted civil engineering report.
Contamination	The proposed modification does not introduce any new uses. Further contamination investigation is not warranted.
Air quality	No additional impacts were identified.
Waste	The quantity and frequency of waste pickup are not changed for operations, and the accompanying letter prepared by Waste Audit & Consultancy Services (Aust) Pty Ltd confirms that an updated construction waste management sub-plan can be

MATTER	IMPACT
	prepared in accordance with Conditions B18 and C31-C35. As such, the modification will not result in any adverse waste impacts.
Geotechnical	No additional impacts or issues were identified.
ESD	The proposed modifications do not impact the ability of the proposal to achieve the minimum 4-star Green Star rating with the Green Building Council of Australia as required under Condition B10 of the consent.
Environmental amenity	No additional impacts or issues were identified. The proposed changes will not materially impact views to or from the site, light spillage, overshadowing, or wind conditions.
Social and economic impacts	The proposed modification results in positive social and economic impacts as the 'decoupling' of the roadworks from the operation of the school ensures that educational infrastructure is accessible and available for students, staff, and teachers. There are no adverse economic impacts identified as a result of the modification.

6.11 Temporary road

While this modification application does not seek approval for the interim access arrangements, consideration of the cumulative impacts that may arise has been undertaken. The temporary road will be situated in the Barry Way road reserve, Lot 14 DP1035279, and will connect into Education Road. While the design is being finalised, the key impacts are well-understood and summarised below.

TABLE 7: SUMMARY OF KEY IMPACTS – REF 3

MATTER	IMPACT
Biodiversity	The temporary road construction will impact local ecology by clearing an estimated 0.92 hectares of native vegetation, including 0.87 hectares of PCT 3297 in DNG condition and 0.04 hectares of PCT 3383 in low condition, which provides potential habitat for Silky Swainson Pea and Southern Whiteface. Additionally, 0.16 hectares of exotic vegetation and up to the previously described 11 trees, including one hollow-bearing tree, will be removed. While tree 483 offers limited nesting potential due to small, low hollows, it will be repurposed as woody debris within the Biodiversity Management Zone at the Jindabyne Education Campus. The remaining trees will be protected via Tree Protection Zones. This does not represent a significant ecological impact and does not trigger entry into the Biodiversity Offset Scheme.
Tree Removal	<p>A total of 11 trees are required to be removed for the temporary road comprising:</p> <ul style="list-style-type: none"> • two trees with a medium retention value • nine trees with a low retention value. <p>It is noted that two of these low-retention trees have already been approved for removal under the HV REF.</p>
Non-Aboriginal Heritage	The temporary access road works adjacent to Barry Way are not anticipated to adversely impact the heritage-listed Jindabyne Winter Sports Academy (local significance), as there are no significant landscape features, viewsheds, or aesthetic elements that the works would affect. The cumulative impact of the proposed works within the project area is considered to be negligible.
Aboriginal Heritage	There is a negligible potential for Aboriginal objects or archaeological deposits due to the sloping landscape and significant prior modifications along the Barry Way road

MATTER	IMPACT
	corridor. No Aboriginal sites have been identified in the project area, and it was concluded that the proposed works are unlikely to impact any Aboriginal objects.
Contamination	A review of the site history indicates that there is a very low potential for contamination. For an abundance of caution, soil investigations were carried out which did not reveal evidence of contamination that would adversely affect the proposed land use. Therefore, the site is deemed suitable for the proposed land use without additional investigation or remediation.

6.12 Cumulative Impacts

There are various infrastructure upgrades occurring outside the school boundaries. The HV REF is being prepared by a separate public authority for high-voltage transmission and substations along Barry Way. This work coincides with REF 1 (Northern T-Intersection) and REF 2 (Southern Roundabout) for the Barry Way roadwork upgrades on behalf of the Department of Education. All three REFs have been coordinated to integrate their designs cohesively, resulting in construction, traffic, and tree removal impacts. However, each project includes mitigation measures to ensure impacts are managed appropriately.

Additionally, REF 3 is being designed with consideration of the above-approved works, and an interim temporary road will be proposed to mitigate the cumulative construction and traffic impact on Barry Way for the Jindabyne Education Campus. The slip road's indicative design is curved specifically to avoid impact to and removal of the greatest number of trees.

Construction of the Jindabyne Education Campus is also ongoing. Most work is complete, with only low-impact tasks, such as external landscaping and defect closeout remaining. As a result, cumulative impacts from concurrent school and road construction are minimal. Thus, the cumulative impact of this modification is considered manageable and does not result in unacceptable impacts.

7 Mitigation measures

The environmental assessment carried out as part of this modification has revealed no need for additional mitigation measures beyond those applied to the original development. Mitigation measures related to the interim access arrangements are to be applied as part of the REF 3 mitigation measures, and the mitigation measures relating to the approved Barry Way roadworks are given effect under REF 1 and REF 2. The existing and proposed conditions of consent are sufficient for satisfactorily mitigating the potential impacts of the development as modified.

8 Justification of project

Overall, we consider the proposed modification to be appropriate on the basis that it:

- would result in substantially the same development as that approved
- is consistent with the objects of the EP&A Act
- provides for the safe and effective operation of the Jindabyne Primary and High schools for Day 1, Term 1, 2025
- is the result of detailed analysis of the site and consultation with the key stakeholders including Snowy Monaro Regional Council
- appropriately mitigate potential impacts
- is in the public interest, being for the purposes of improving the functionality and operations of an approved school.

