

Application Details	
Property Description:	Lot: 4 DP: 1119857, 109-129 Kelso Street SINGLETON 2330
Development Description:	Staged construction and staged occupation, of a new two-storey

Was a site inspection undertaken?	Yes	No
If yes, specify date: 17/11/2023	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impediments/observations: The site was dry.		

Background and Information and Assessment
<p>Brief Description of Site</p> <p>The existing school campus is wholly contained within Lot 4 in Deposited Plan (DP) 1119857 and supports the operation of a centre-based childcare facility. The site is generally rectangular in shape with an irregular eastern boundary that abuts the approximately northwest-to-southeast alignment of the New England Highway. The campus has an overall site area of approximately 5.578 hectares and is relatively flat, with a gentle slope towards the southwest boundary.</p> <p>The primary road access provided from Kelso Street, approximately 115m west of the intersection of the New England Highway and bisects the campus, runs approximately north to south. A secondary informal vehicle access is provided from the southern boundary at Waddells Lane approximately 400 metres from the intersection to the New England Highway and provides access to a parking area adjacent to the western Lot boundary.</p> <p>The built form of the campus is situated in the slightly elevated southwestern portion of the site and in addition to the centre-based childcare centre, comprises buildings for K-12 education including administration, library, staff, general learning areas (GLAs) and outdoor play areas. The middle portion of the site comprises vehicle access and parking with the remaining areas of the site comprising an open grassed area that facilitates overland flow and interallotment drainage.</p> <p>Intermittent tree cover from a mix of planted species is provided along the northern boundary and adjacent to the existing vehicle access and parking area. A dam and associated stormwater culvert are located adjacent to the eastern boundary and are connected to the oppositely located agricultural property.</p> <p>The site is zoned RU1 Primary Production and SP2 Infrastructure under the Singleton Local Environmental Plan 2013 (the SLEP). The proposed development would be undertaken in the portion of the site zoned RU1 and educational establishments are prohibited in RU1 zoned land. However, the proposal is permissible pursuant to Division 4.11 of the Environmental Planning and Assessment Act 1979 as an existing use and Section 3.36(3) of State Environmental Planning Policy (transport and Infrastructure) 2021 as development within the boundaries of an existing school.</p> <p>The proposal comprises the demolition of existing structures, the staged construction of a new classroom building, and the construction of two (2) car parking areas and associated works to deliver a capacity at the school site for 700 students.</p> <p><u>Additional Information Received 30/05/2024</u></p> <p>The applicant submitted the following amendments following the Regional Planning Panel briefing:</p> <p>The proposed amendments comprise:</p> <ul style="list-style-type: none"> The submission of a draft Operational Management Plan which includes the operational details of the existing and proposed uses including: <ul style="list-style-type: none"> General operating periods Operational parameters Parking and access Special events

- Emergency management
- The submission of a Flood Emergency Response Plan (FERP) that has been prepared following a review of BMT's submitted flood study and clarifies:
 - Flood warning procedures
 - Evacuation strategy
 - Implementation of the FERP will reduce flood risk at the school
- The provision of a School Transport Plan and a revised Transport Impact Assessment that:
 - Identifies mode share for students
 - Provides appropriate transport initiatives
 - Confirms the level of Service (LoS) for affected intersections
 - Demonstrates that the school expansion won't impact traffic conditions, prior to the completion of the Singleton Bypass
 - Provides policies and management measures that reduce traffic generation
- The provision of Landscape Plans which:
 - Include additional tree plantings
 - Provide additional landscape embellishments
- Additional and updated Civil Engineering Plans to include existing and proposed RLs for the carpark and adjoining landscape areas
- Updates to the Waste Management Plan which document the waste management arrangements on and off-site and identifies that waste collection is:
 - Serviced on a 'as needs basis by a waste collection provider'
 - Undertaken after 7am and accessed via Waddells Lane
- Updates to the Architectural Plans including:
 - Retention of three (3) additional trees at the site's southern boundary, which were originally proposed for removal
 - Inclusion of landscape embellishments and additional trees to reflect details set out in the landscape plan
 - Inclusion of five (5) additional car park spaces at Stage 1 to accommodate adjusted student numbers
 - Inclusion of 20 x bicycle parking spaces
 - Inclusion of additional landscaping at stage 2
 - Identification of waste collection point.

Road (eg Traffic volume)

Kelso Street at the development site has a sealed pavement approximately 8m wide. Kelso Street would be considered an urban collector street under Council's road hierarchy with a maximum traffic volume of 6000 vehicles per day.

The traffic impact assessment submitted states that the future year base scenario with the completion of the Singleton bypass will improve the traffic conditions of the intersection from LoS F/E to C/B with a noticeable reduction in expected queues and that the introduction of the bypass leads to the acceptable performance of the intersection in the future year without any additional upgrades necessary. The assessment concluded that there are no changes in LoS in both peak periods and only minor increases in delay when development traffic is introduced according to their modelling.

Council's Traffic Engineering Officer completed a Traffic Referral with the following advice:

1. TRAFFIC AND TRANSPORT IMPACT

The intersection of New England Highway and Kelso Street is currently operating over capacity at LOS F. The future year traffic modelling contained within the TIA was undertaken for the year 2036 and assumes the full operation of the Singleton Bypass.

There are no additional measures proposed to improve the operation of the intersection. The Singleton Bypass is not due for completion until 2026, with operation predicted to commence in early 2027.

Without additional measures being implemented to improve the operation of the intersection it is recommended that either the development is rejected, or it is conditioned that the development cannot commence until the Singleton Bypass is operational.

It is recommended that the advice from the Traffic Engineering Officer be considered.

Additional Information Received 30/05/2024

A School Transport Plan (STP) and revised Transport Impact Assessment (TIA) have been prepared by SCT Consulting.

The STP provides policies and procedure for the interim scenario between development consent and the opening of the Singleton Bypass in 2026. The STP confirms that during this period, with the use of staggered bell times and the operation of the school's OOSH, ACC Singleton could accommodate an additional 113 students before any additional car trips would be generated in the surrounding network.

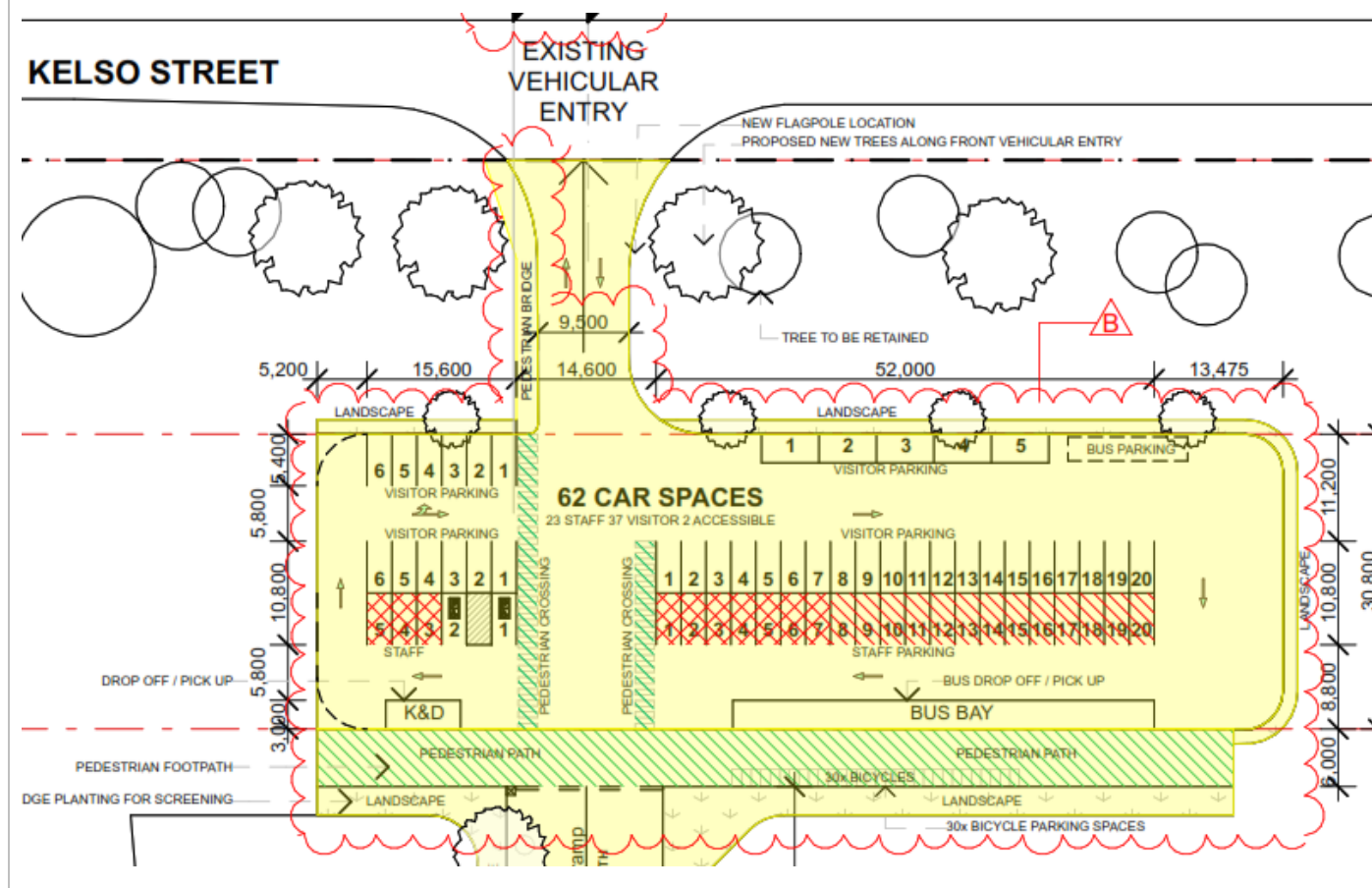
The TIA has been amended in response to the above and recommends that the proposed development include a condition of consent that:

- Require the STP to be implemented as an interim measure to manage traffic impacts, prior to the opening of the Singleton Bypass in 2026.
- Until the Singleton Bypass is opened, limit the school's student population to 491 students.

Access

Access to the site will remain from Kelso Street to the main car park. The secondary access will also remain from Waddells Lane to a separate smaller car park.

The applicant is proposing to upgrade both accesses as part of stage 1 of the works with the Kelso Street access increased to 9.5m in width. The turning swept paths provided show that the access road will be adequate for busses with a wheelbase length of 8.20m.





PAVEMENT PLAN SOUTHERN CARPARK

SCALE 1:200

 DENOTES NEW ASPHALT CARPARK PAVEMENT

NOTE: PAVEMENT DESIGN FOR MRV

NOTE: CONTRACTOR TO PROVIDE TRAFFIC CONTROL TO COUNCIL SATISFACTION

NOTE: CONTRACTOR SHALL LOCATE ALL EXISTING AFFECTED SERVICES & ARRANGE PROTECTION, RELOCATION / ADJUSTMENT WITH RELEVANT AUTHORITY

NOTE: PROVIDE 2% x 1600 LONG UNDER TOP REINFORCEMENT TO ALL RE-ENTRANT CORNERS, TYPICAL

Parking requirements (against DCP)

Childcare Centre:

As per DCP Schedule 1, a Childcare Centre must have 1 parking space per staff member plus 1 parking space per 4 enrolled children. The proposed development includes 55 children and 15 staff members; therefore, the application requires 29 parking spaces for the Childcare Centre.

Land use	Staff & customer parking	Parking for service & delivery vehicles	Bicycle spaces	Notes
Childcare centre	1 per staff member + 1 per 4 enrolled children.	Service and delivery parking requirements determined through merits based assessment.		

Parking facilities are to be designed and constructed in accordance with *AS-NZS 2890.1:2004 – Off-Street Parking Facilities* which states;

- *Short-term city and town centre parking* – User Class 3 – Bays at 90° – Length C3 (5.4m) and Width (2.6m); therefore, the proposed carpark dimensions are to be based on the standard including wheel-stops.
- Disable Car-Parking is to be designed in accordance with the *AS-NZS 2890.6:2009 – Off-Street Parking for People with Disabilities*; therefore, a Shared Area, Disability Symbol and a Bollard are to be illustrated on drawings.

School:

As per DCP Schedule 1, a School must have 0.5 parking space per staff member plus 1 parking space per 10 students. The proposed development includes 700 students and 88 staff members; therefore, the application requires 114 parking spaces for the School.

Land use	Staff & customer parking	Parking for service & delivery vehicles	Bicycle spaces	Notes
School	0.5 per staff member + 1 per 10 students.	2 coach parking spaces accessible by children and queuing area for 6 coaches + 1 delivery truck space.	0.75 per student.	

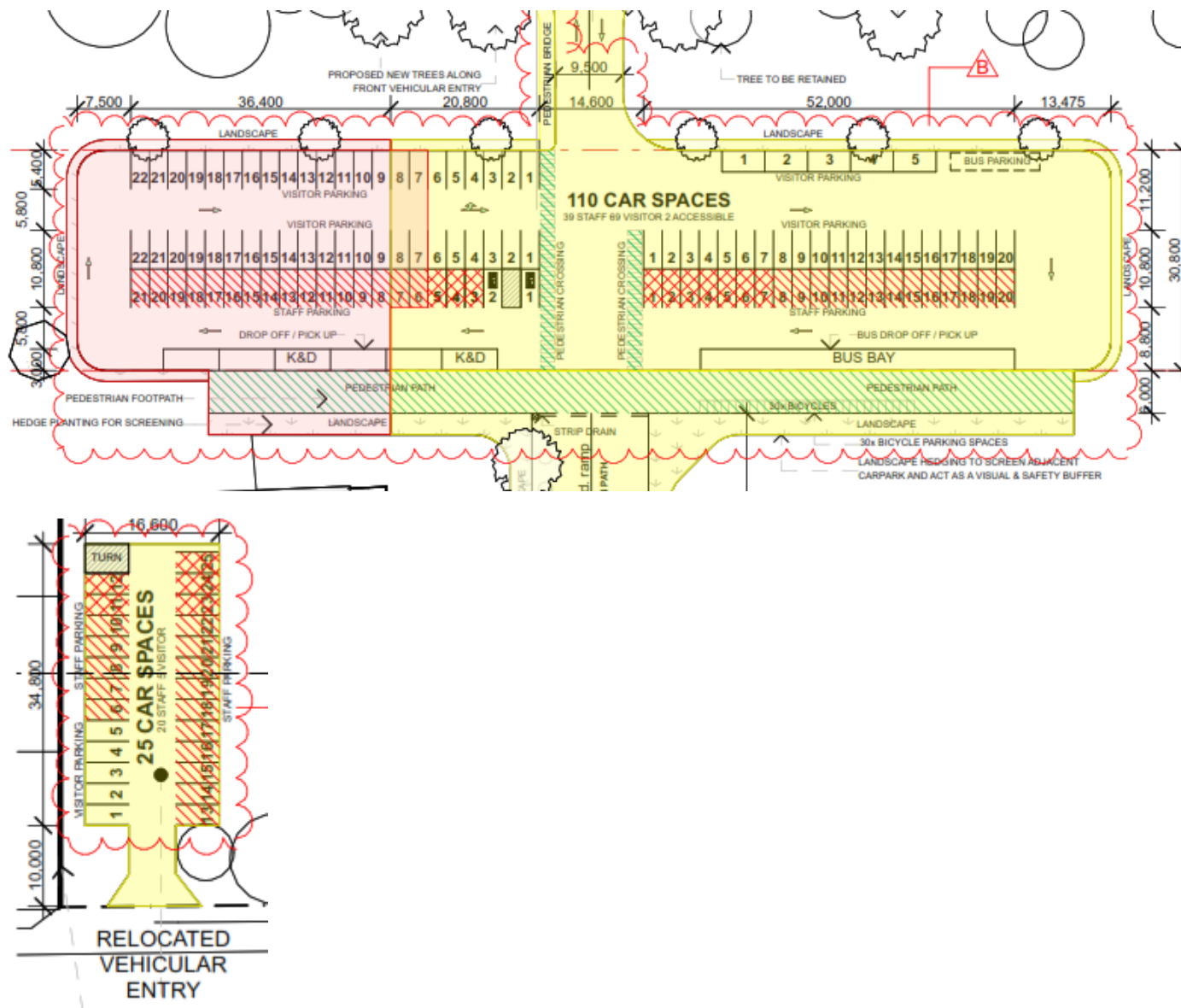
Parking facilities are to be designed and constructed in accordance with *AS-NZS 2890.1:2004 – Off-Street Parking Facilities* which states;

- *Short-term city and town centre parking* – User Class 3 – Bays at 90° – Length C3 (5.4m) and Width (2.6m); therefore, the proposed carpark dimensions are to be based on the standard including wheel-stops.
- Disable Car-Parking is to be designed in accordance with the *AS-NZS 2890.6:2009 – Off-Street Parking for People with Disabilities*; therefore, a Shared Area, Disability Symbol and a Bollard are to be illustrated on drawings.

The submitted plans show a total of 135 car parking spaces, which is a shortfall of 8 spaces based on the requirements of the DCP. However, as the childcare center and the school share the same parking area, and given that drop-off and pick-up times for the two facilities will largely occur at different times, the number of spaces provided is considered satisfactory.

Regarding the bicycle parking provision, 30 spaces are proposed. Given the nature of the school and the fact that many students are located outside of Singleton township, often on rural properties, it is unlikely that a significant number will choose to ride bikes to school. Therefore, the criteria of 0.75 bicycle spaces per student seems excessive

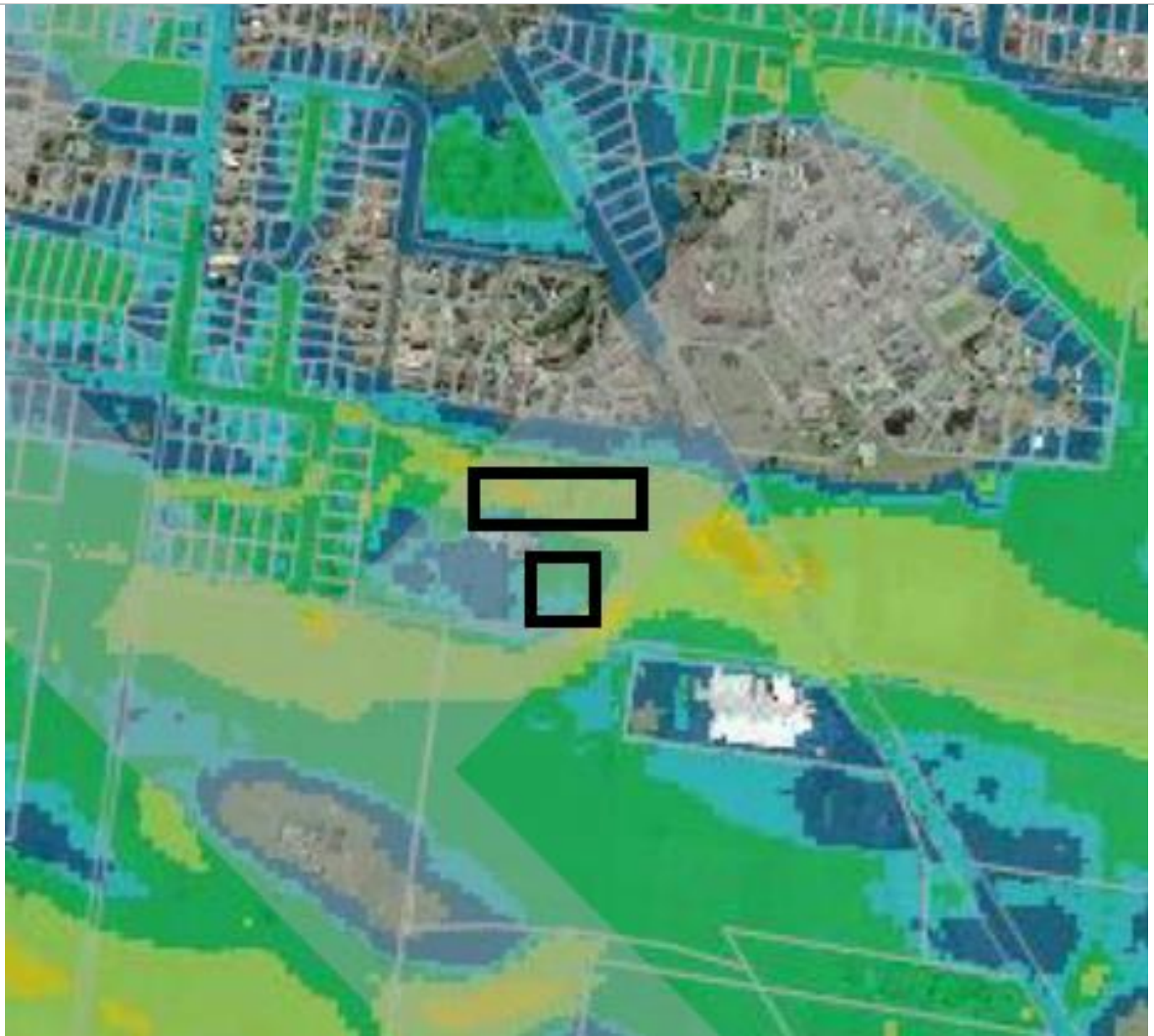
for this particular school. The 30 spaces proposed are adequate, and the number could be easily increased in the future if necessary.



Flooding (eg flood prone, detention)

The site is mapped within the Flood Planning area under the LEP flood planning map however, there is no minimum floor height restriction for this site. The Singleton Flood Risk Management Study and Plan indicate that the proposed parking area and building will be outside the H5 and H6 hazard categories. The parking area will be predominantly within a H4 hazard category whilst the building will be within a H2 hazard category. See below:

Singleton Flood Risk Management Study and Plan – Hazard Categories



The BMT Flood Impact Assessment (FIA) dated 17 October 2023, has also modelled the flood risk to the site. The FIA has identified that, during phases one and two of the car park and new building's construction and in the final stage three development Scenario, suitable flood mitigation measures have been provided. As a result of these measures, the proposed development would not result in adverse flood impacts beyond the boundaries of the Site.

With regards to stages 1 and 2, the FIA identifies that the carpark adjacent to Kelso Street is not susceptible to flooding at the 1% Annual Exceedance Probability (AEP) level but identifies that the southern carpark is subject to inundation at the 1% AEP level. The FIA identifies that the level of inundation would create an H1 hazard classification and would be generally safe for vehicles, people and buildings.

Likewise, the FIA identifies that the under-croft area of the new building would experience an H1 hazard at the 1% AEP level. The report also outlines that the driveway access connecting the carpark and Kelso Street is predicted to have flood immunity during all local flood events modelled.

During the stage 3 development scenario, the FIA identifies that during floods less than the 1% AEP event, flood inundation is primarily attributed to overland flow from the local catchments, with peak flood depth within the site ranging between 0.5m and 0.7m during the 1% AEP event.

During local flooding, the FIA outlines that open spaces would range between a H2 (unsafe for small vehicles) to a H3 (unsafe for vehicles and children) but would increase to H4 (Unsafe for people and vehicles) during mainstream flooding from the Hunter River in a 1% AEP event. The FIA identifies that the under-croft to the new building would experience H3 and H4 classification from mainstream flooding but concludes that with the proposed new building elevated above the 1% AEP event with 500mm freeboard suitable flood mitigation has been provided.

Accordingly, the FIA concludes that the staged development of the site is not predicted to cause adverse flood impacts beyond the boundaries of the school.

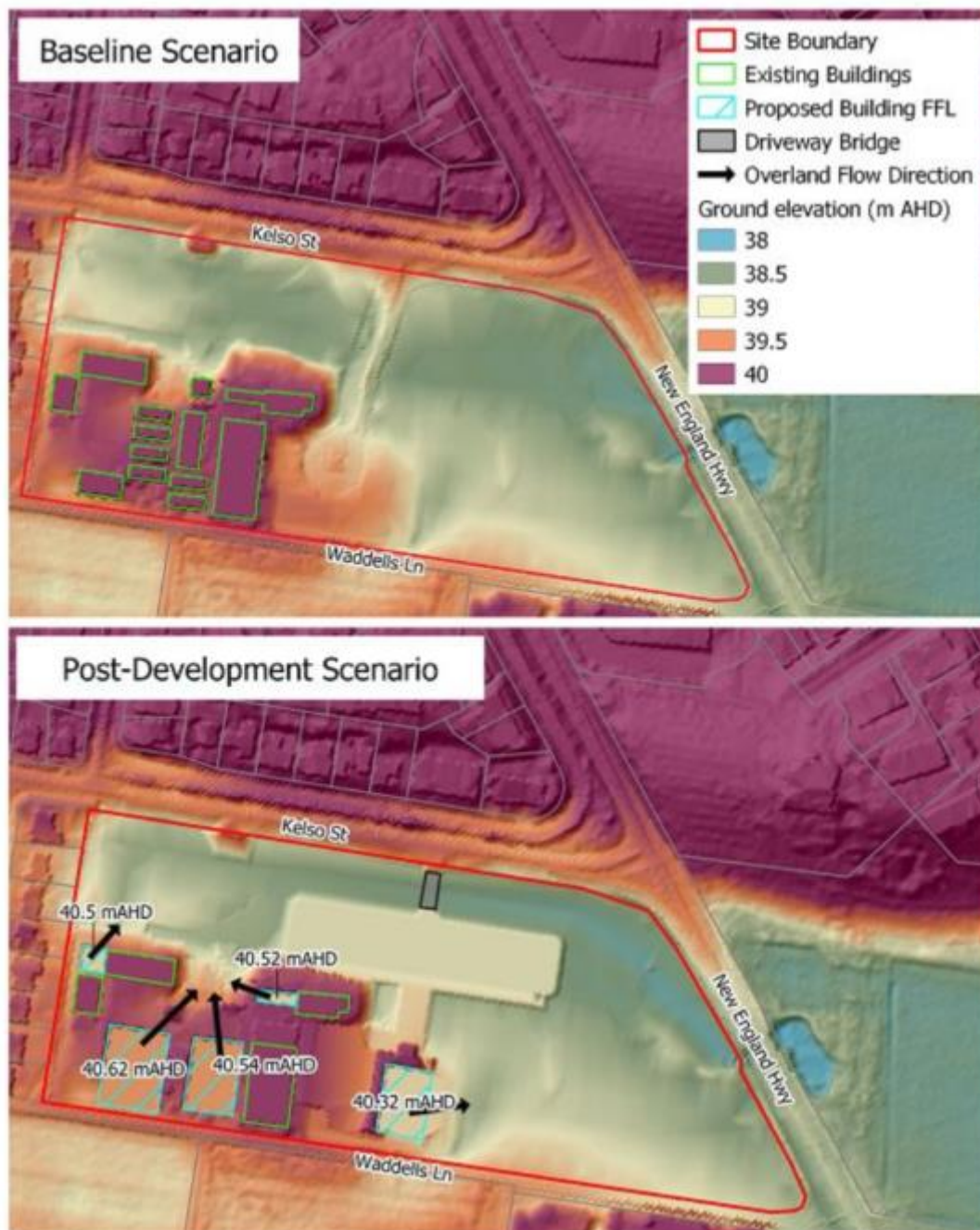
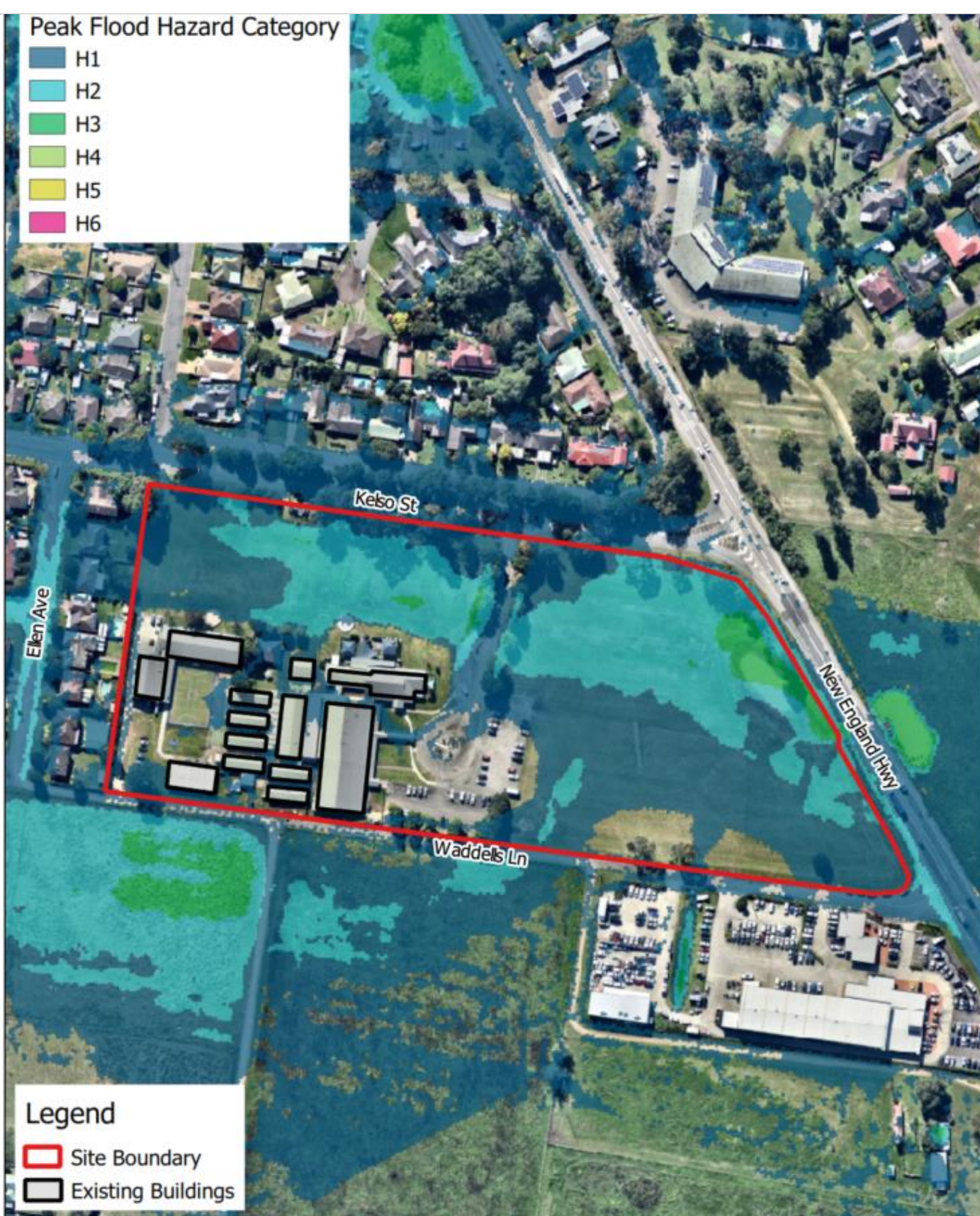


Figure 4.6 Ground and Finished Floor (FFL) levels for the Baseline and Post-Development Scenarios

Local Models:

Peak Flood Hazard Category

- H1
- H2
- H3
- H4
- H5
- H6



Legend

- Site Boundary
- Existing Buildings

Title:

Baseline Scenario (Local Model) - Peak Flood Hazard - 1% AEP event

Figure:

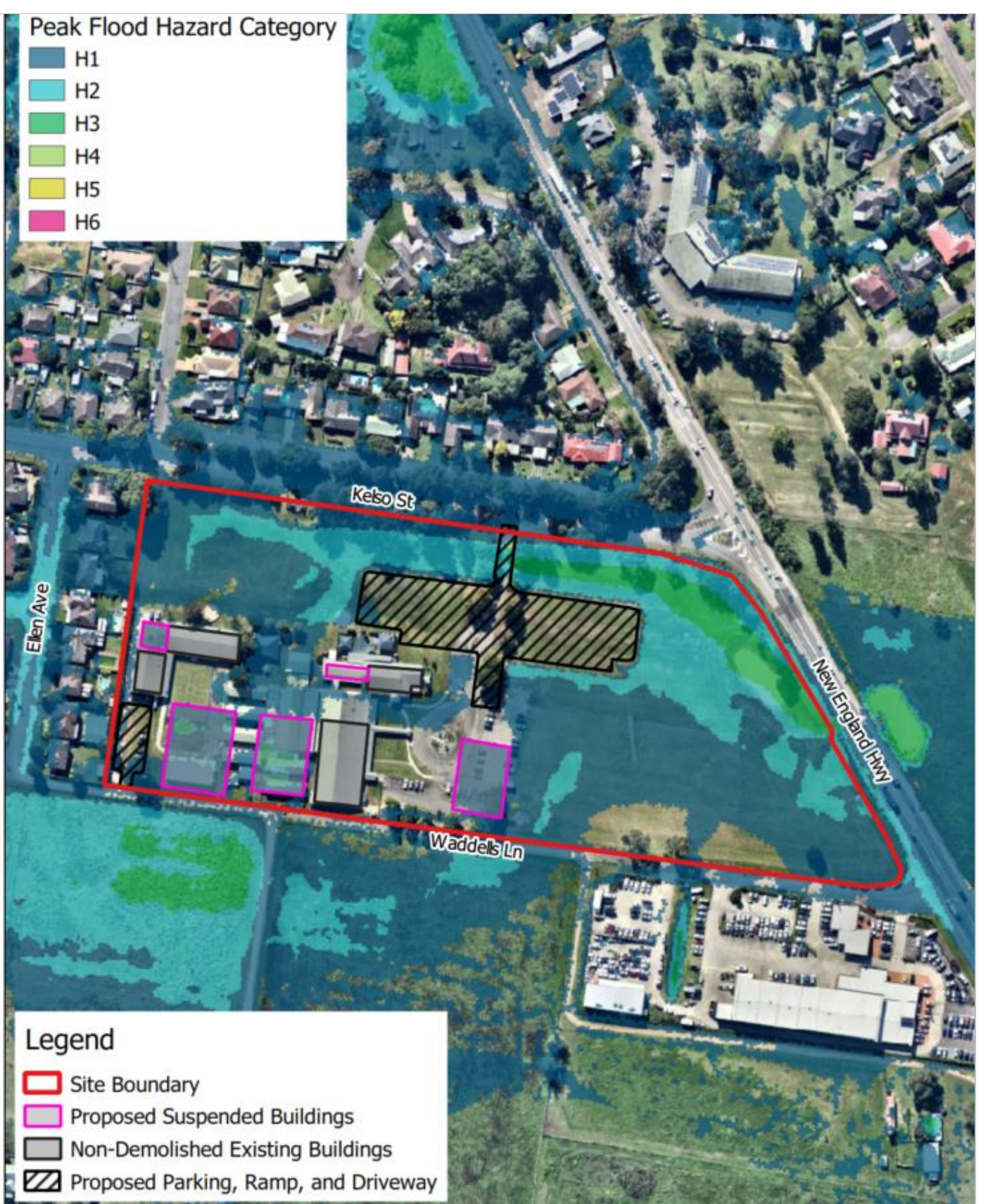
A.12

Rev:

A

Peak Flood Hazard Category

- H1
- H2
- H3
- H4
- H5
- H6



Legend

- Site Boundary
- Proposed Suspended Buildings
- Non-Demolished Existing Buildings
- Proposed Parking, Ramp, and Driveway

Title:

Post-Development Scenario (Local Model) - Peak Flood Hazard - 1% AEP event

Figure:

B.12

Rev:

A

Change in Flood Level Extent

Was Wet Now Dry

Was Dry Now Wet

Peak Flood Level Impacts (m)

≤ -0.2

-0.2 - -0.1

-0.1 - -0.05

-0.05 - -0.02

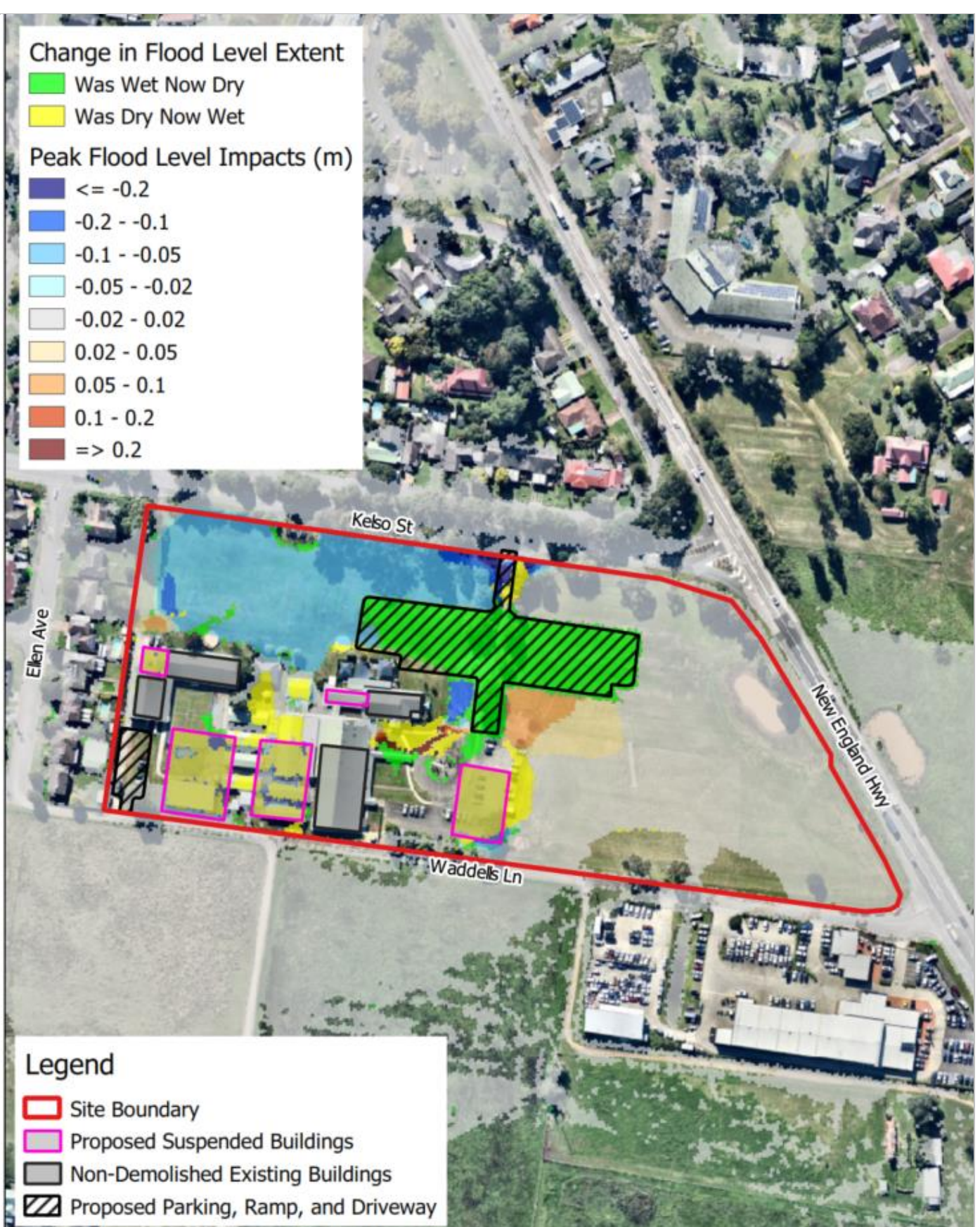
-0.02 - 0.02

0.02 - 0.05

0.05 - 0.1

0.1 - 0.2

≥ 0.2



Legend

Site Boundary

Proposed Suspended Buildings

Non-Demolished Existing Buildings

Proposed Parking, Ramp, and Driveway

Title:

Peak Flood Level Impacts (Local Model) - 1% AEP Event

Figure:

C.7

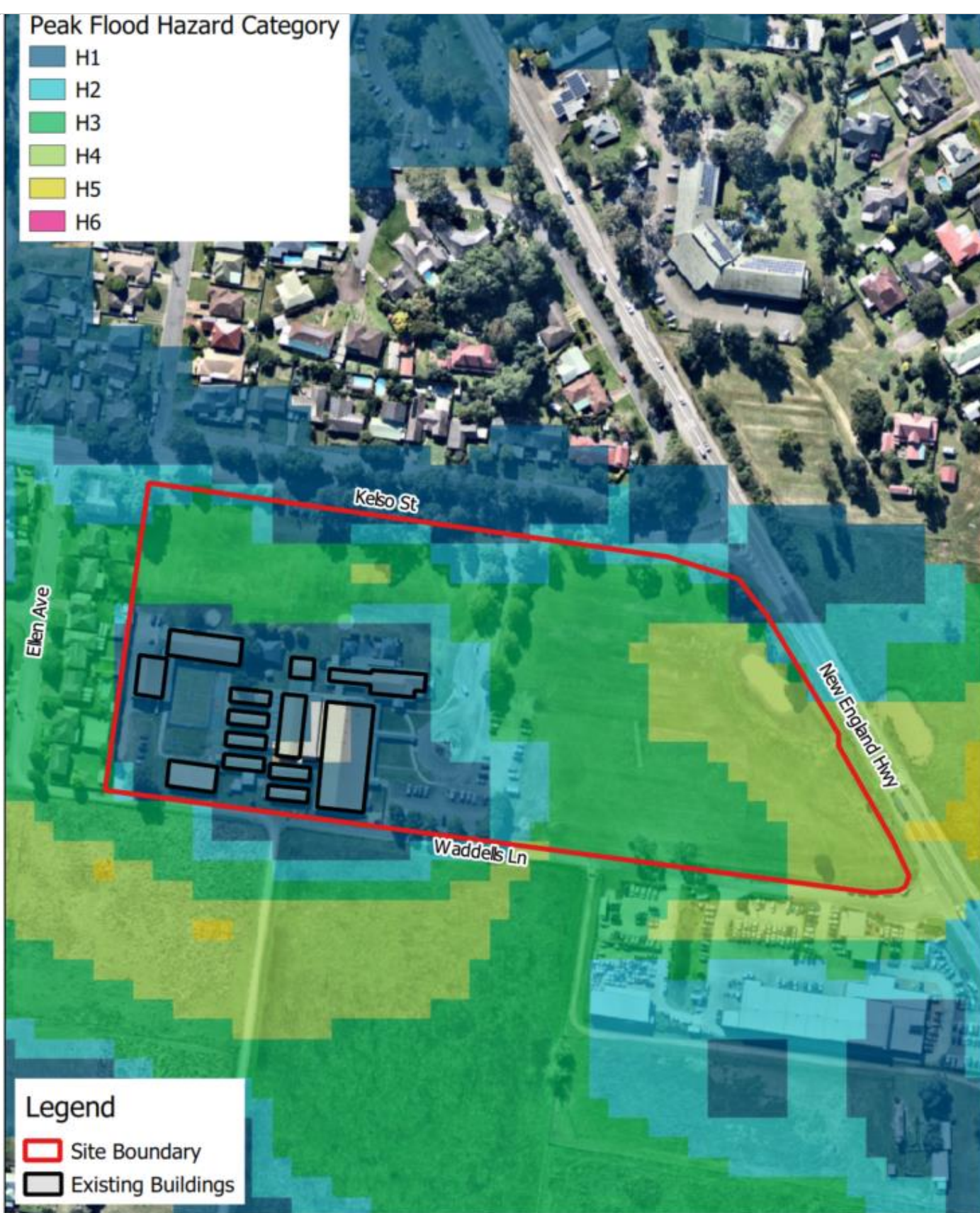
Rev:

A

Mainstream Models:

Peak Flood Hazard Category

- H1
- H2
- H3
- H4
- H5
- H6



Legend

- Site Boundary
- Existing Buildings

Title:

**Baseline Scenario (Mainstream Model) - Peak Flood Hazard
- 1% AEP event**

Figure:

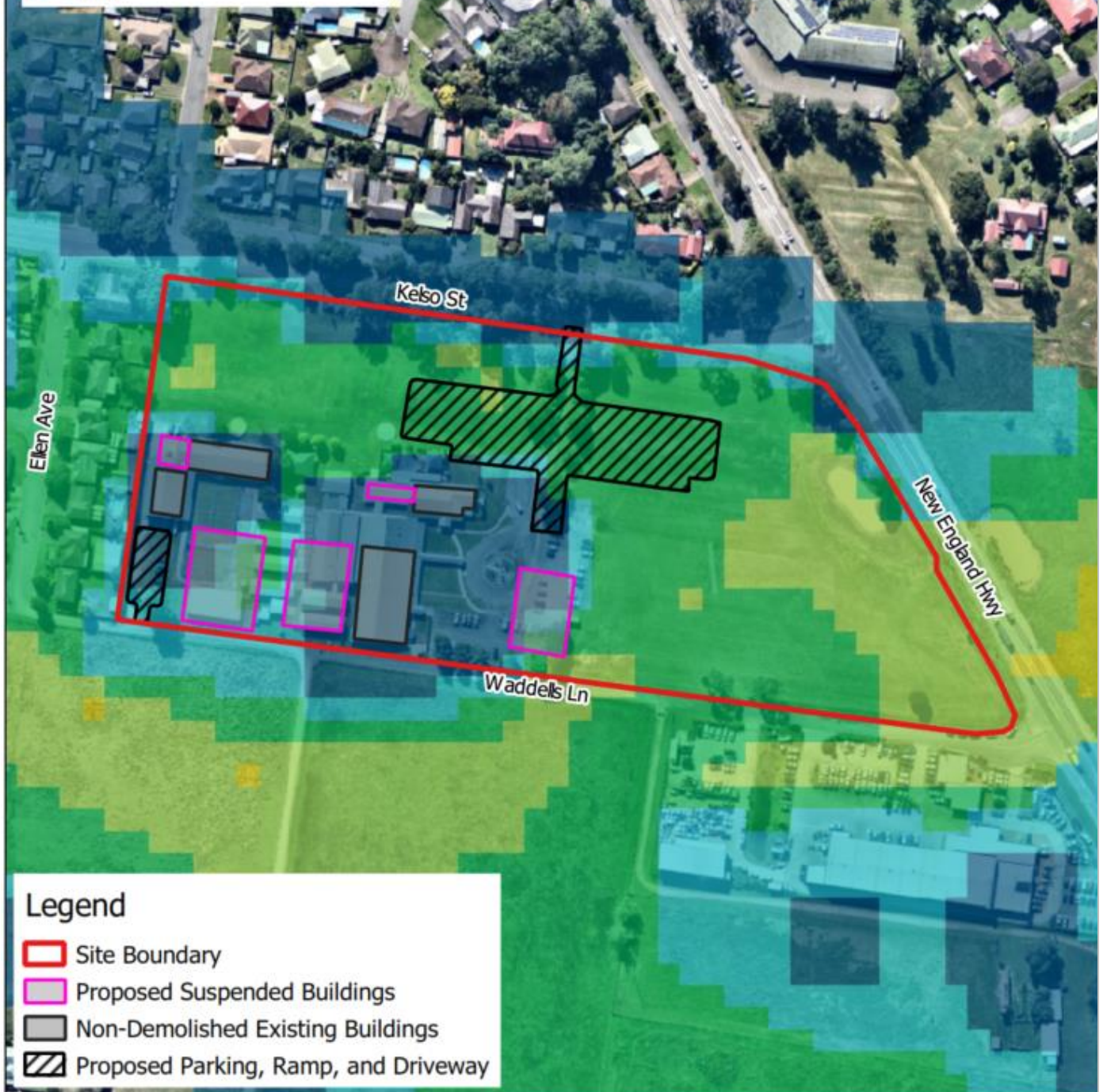
D.6

Rev:

A

Peak Flood Hazard Category

- H1
- H2
- H3
- H4
- H5
- H6



Legend

- Site Boundary
- Proposed Suspended Buildings
- Non-Demolished Existing Buildings
- Proposed Parking, Ramp, and Driveway

Title:

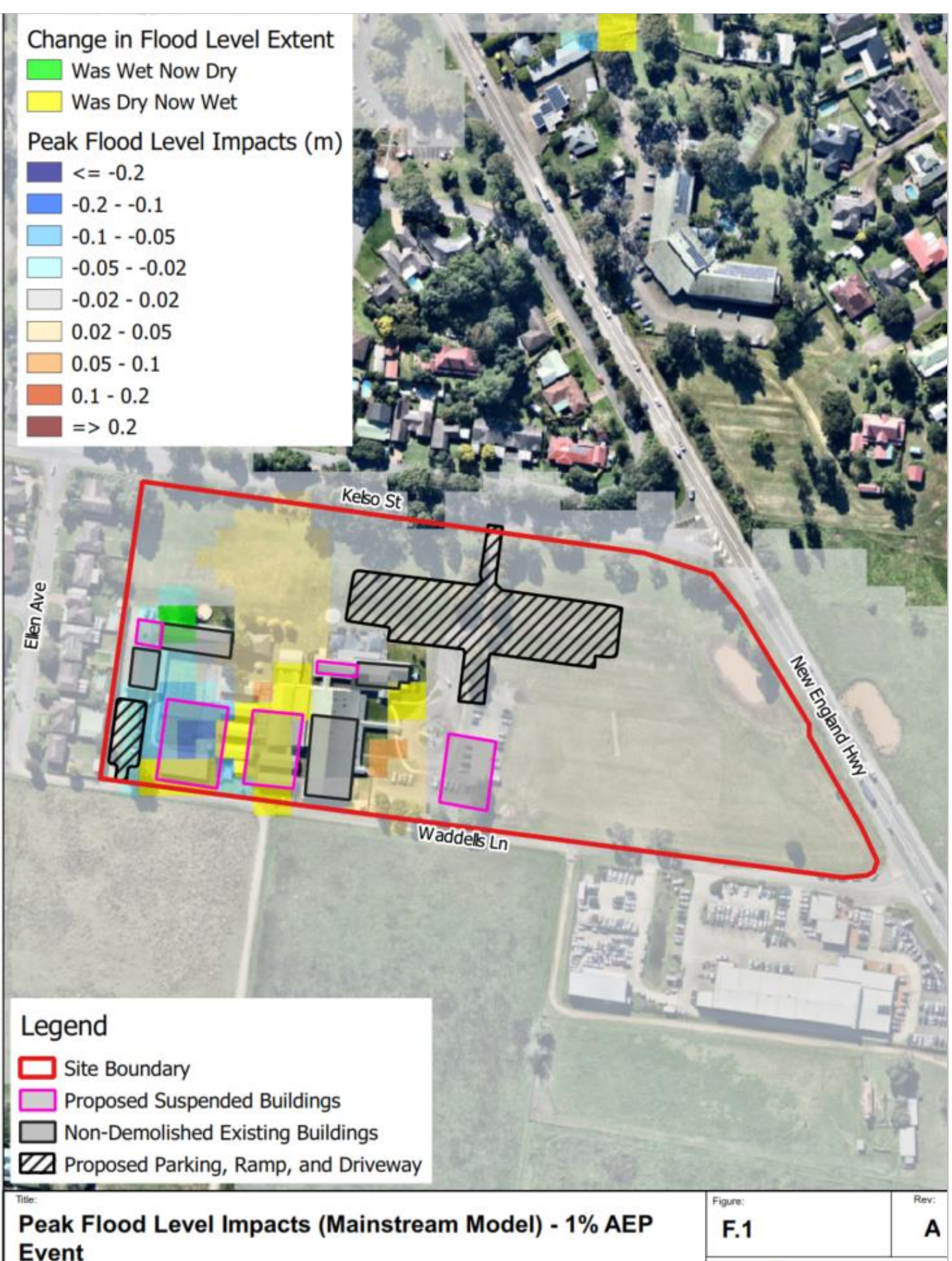
Post-Development Scenario (Mainstream Model) - Peak Flood Hazard - 1% AEP event

Figure:

E.3

Rev:

A



The Flood Impact Assessments provided illustrate that the development will not cause adverse flood impacts beyond the boundaries of the school and conclude that with the proposed new building elevated above the 1% AEP event with a 500mm freeboard, suitable flood mitigation has been provided. This is acceptable.

[Additional Information Received 05/11/2024](#)

A Flood Emergency Response Plan (FERP) has been developed by Martens, incorporating the flood studies prepared by BMT. The FERP outlines flood warning procedures designed to effectively reduce flood risk at the existing campus.

It is recommended that the Martens & Associates Flood Emergency Response Plan (FERP) be implemented to ensure that, in the event of a flood, risks to personal safety and the environment are effectively managed.

Development engineering advice regarding item (viii) of the NSW Planning Panel Deferral:

According to the NSW SES (2018) Singleton Flood Emergency Sub Plan, there is an estimated 10-hour window to evacuate the Singleton township. The SES Plan further notes that it takes an additional 9.75 to 18.5 hours for flood levels to rise from the minor flood level to the point where the Queen Street evacuation route becomes impassable. This provides an overall timeframe of approximately 16 to 24 hours to evacuate the township.

As the available warning time (16-24 hours) exceeds the time required to evacuate (10 hours), there is ample time to fully evacuate the Singleton area prior to the cutoff of the evacuation route.

The proposed development will increase the school population from 378 to 536 (including both staff and students). Assuming a conservative estimate of one additional vehicle per person and a travel rate of 600 vehicles per hour, the time to evacuate the additional school population is estimated at approximately 16 minutes. This would increase the total evacuation time to 10.25 hours. However, this still falls within the available warning time of 16-24 hours, ensuring that there is sufficient time to evacuate the Singleton area before the evacuation route is cut off, even with the additional traffic from the proposed development.

In Stage 3 of the proposal, the total population is expected to rise to 700 students and 88 staff, representing an increase of 410 people. This would increase the total evacuation time to approximately 10.7 hours, still within the available warning time, ensuring that Stage 3 of the development can also be fully evacuated prior to the cutoff of the evacuation route.

Development engineering advice regarding item (ix) of the NSW Planning Panel Deferral:

It appears that the correct FFL levels are now shown in the Flood Emergency Response Plan (FERP).

Development engineering assessment against the provisions of Clause 5.21 of the SLEP:

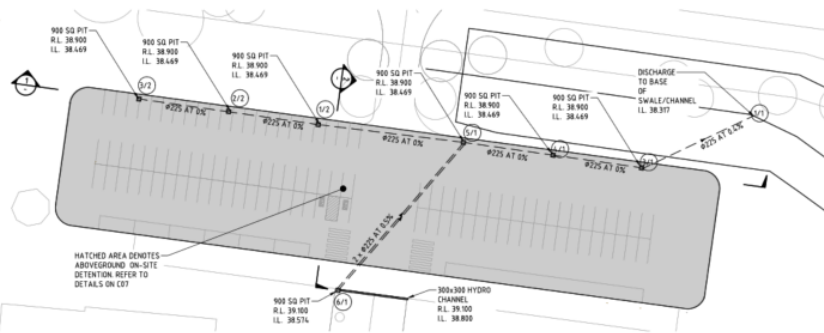
- The Flood Impact Assessment (October 2023) conducted by BMT concludes that the proposed new suspended building will be positioned above the 1% AEP flood extents with a 500 mm freeboard. Offsite afflux is projected to remain under 20 mm during the 1% AEP flood event, which is considered negligible. As such, the development will not increase the risk to people or property, and is compatible with the site's flood function and behavior.
- According to the BMT report, the modelling results show that the proposed development does not materially affect local flood characteristics during the 1% AEP event. Overall, the flooding conditions are expected to remain largely unchanged from existing conditions, and the flood impacts of the development are deemed acceptable.
- The SES Timeline Evacuation Model (TEM) confirms that the proposed evacuation route can accommodate both existing and anticipated local traffic.

Drainage

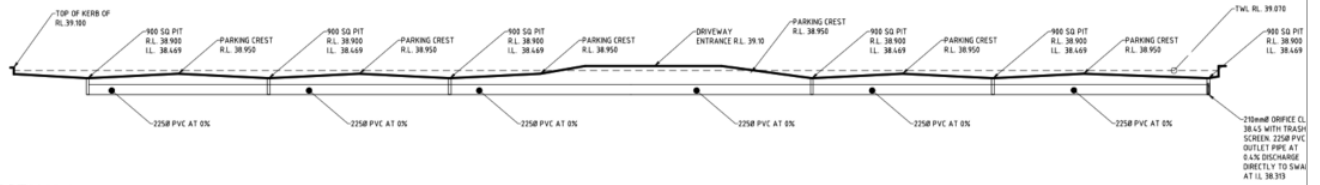
Internal site drainage consisting of a pit and pipe system with associated overflow routes is proposed. The network has been designed to allow for sheet flow up to 18 mm deep to traverse the site and enter the OSD basin.

On-site detention (OSD) system as an above-ground basin in the car park is to be provided to limit the runoff from the site to its pre-developed state.

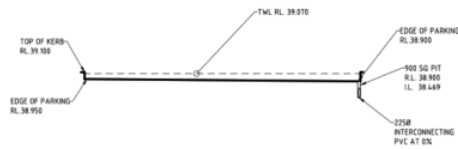
One SPEL Hydro channel and Stormsack inserts are to be provided throughout the network before entering the above-ground OSD basin.



OSD PLAN SCALE 1:500



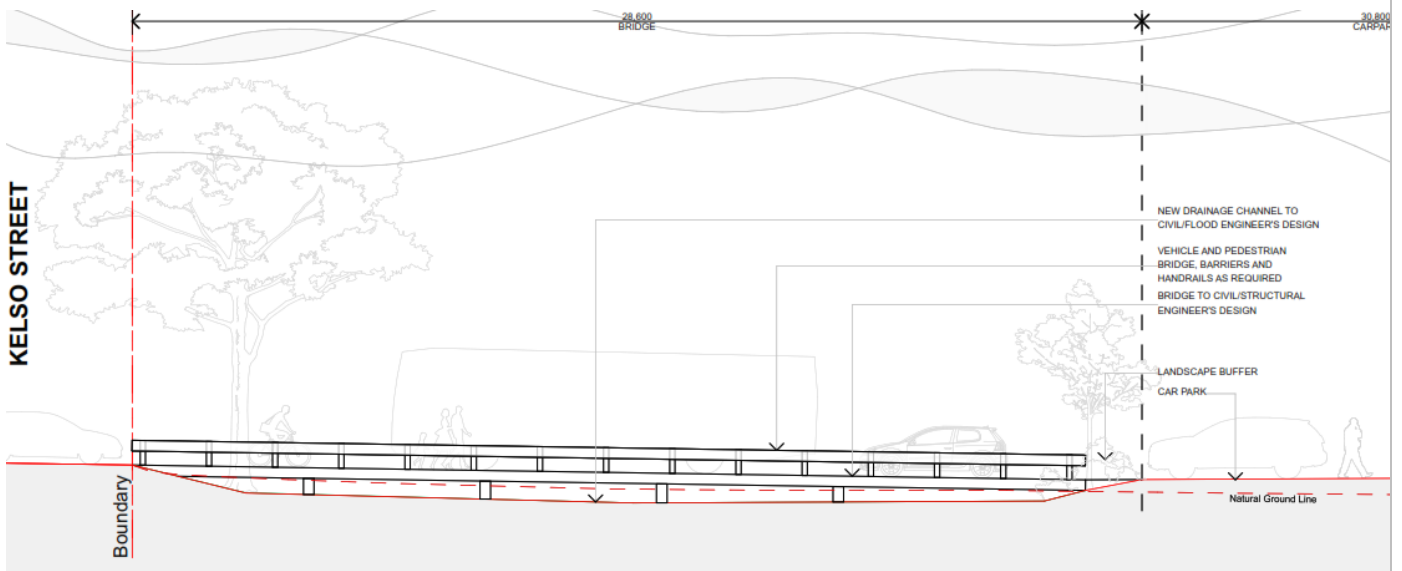
OSD SECTION 1 HORIZONTAL SCALE 1:250 VERTICAL SCALE 1:20



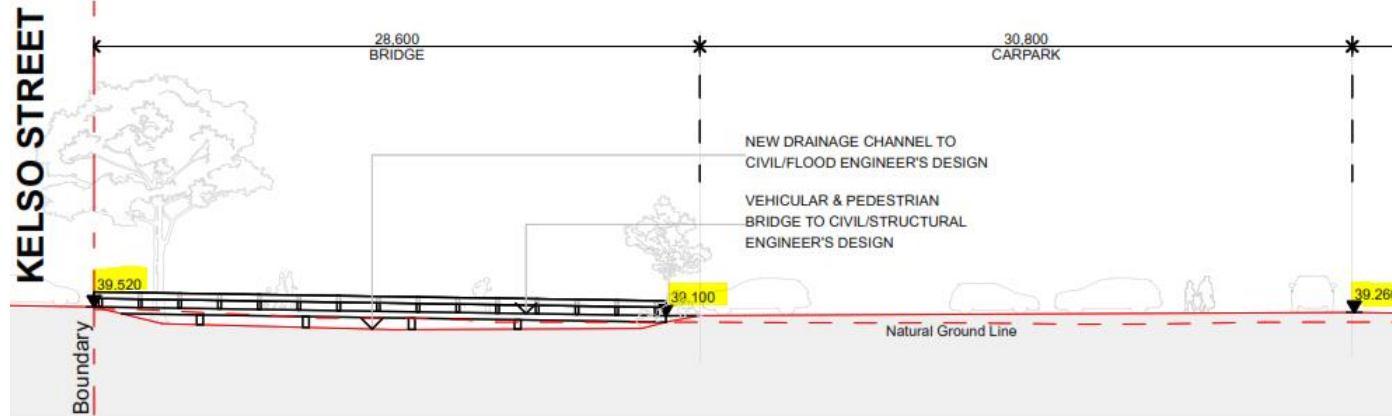
OSD SECTION 2 HORIZONTAL SCALE 1:250 VERTICAL SCALE 1:20

Additional Information Received 05/11/2024

Provisions have been made to manage the anticipated stormwater flow from west to east across the site. This includes the construction of a "bridge" between the northern boundary and the proposed car park, allowing stormwater to flow beneath the access road, in alignment with the existing overland stormwater flow path.



Section C (Bridge)



Section D (Site)

Conclusion

Development Application 8.2023.502.1 is supported subject to the following conditions being imposed on this application.

Recommendation

Please tick the relevant box below and provide any additions comments

- ☒ a) Application supported subject to conditions
- ☐ b) Application not supported for the reason/s
- ☐ c) Application deferred not for the following reason/s

Comments:

- The applicant is required to implement a School Transport Plan as an interim measure to manage traffic impacts prior to the opening of the Singleton Bypass in 2026.
- Until the Singleton Bypass is operational, the school's student population should be limited to 491 students.
- It is recommended that the Martens & Associates Flood Emergency Response Plan (FERP) be in place to ensure that, in the event of a flood at the site, risks to personal safety and the environment are appropriately managed.
- The applicant should be made aware that the site has historically experienced significant flooding due to its low-lying nature. Situated below the level of the surrounding roads, stormwater from these roads has consistently flowed onto the property. It is important to note that this will continue unless improvements are made to manage stormwater flows, as the proposed works do not include measures to reduce runoff from surrounding roads.
- The applicant should also be informed that, according to the BMT Flood Impact Assessment (FIA), certain areas of the site, particularly the classroom areas, will be adversely affected by flooding due to the proposed alterations. The "Change in Flood Level Extent" models indicate that areas which were previously dry will now be subject to flooding, as shown in both the local and mainstream models. Additionally, the southern carpark is susceptible to flooding at the 1% Annual Exceedance Probability (AEP) level.

CONDITIONS (Can be found at CM9 reference 23/64506)

	Condition No	Titled
General Conditions		
<input checked="" type="checkbox"/>	A14	Section 138 Approval
Before Issue of Construction Certificate		
<input checked="" type="checkbox"/>	B12	Sediment and Erosion Control Plan
<input type="checkbox"/>	B13	Civil Engineering Plans
<input checked="" type="checkbox"/>	B14	Flood Risk Management Plan
<input type="checkbox"/>	B15	Footings and Excavation near Council Property

<input type="checkbox"/>	B16	Dilapidation Report – Council Property
<input type="checkbox"/>	B17	Stormwater System Operation and Maintenance Procedure Plan
<input type="checkbox"/>	B18	Road Naming Application
<input type="checkbox"/>	B19	Property Access Road – Bush Fire
<input type="checkbox"/>	B20	Geotechnical Assessment
<input checked="" type="checkbox"/>	B21	Earthworks – Construction Drawings
<input type="checkbox"/>	B22	Retaining Structures
<input type="checkbox"/>	B24	Flood Study
<input type="checkbox"/>	B25	Drainage Design
<input type="checkbox"/>	B26	Drainage Easement
<input type="checkbox"/>	B27	Road Construction
<input type="checkbox"/>	B28	Dilapidation Report
<input checked="" type="checkbox"/>	B29	Parking and Vehicle Movements
<input type="checkbox"/>	B30	Construction and Maintenance Security Bond
<input type="checkbox"/>	B31	Engineering Plan Checking and Construction Supervision Fees
<input type="checkbox"/>	B32	Flooding – Fencing
<input type="checkbox"/>	B33	Geotechnical Certification
<input type="checkbox"/>	B34	Geotechnical report required – Slope Stability
<input type="checkbox"/>	B35	Geotechnical report compliance
<input type="checkbox"/>	B36	Geotechnical Report required - building works
<input type="checkbox"/>	B37	Geotechnical Report required - Building Works on Filled Land
<input type="checkbox"/>	B38	Geotechnical Report required - Soil Classification
<input type="checkbox"/>	B39	Structural Adequacy of Existing Structure
<input type="checkbox"/>	B40	Plans of retaining walls and drainage
<input type="checkbox"/>	B41	Retaining Wall
<input type="checkbox"/>	B42	Retaining Walls
Before Building Work Commences		
<input checked="" type="checkbox"/>	C5	Sediment and Erosion Control
<input type="checkbox"/>	C6	Dam Compliance
<input type="checkbox"/>	C7	Excavation Protection of Adjoining Property
<input type="checkbox"/>	C9	Traffic Management Plan
During Building Work		
<input type="checkbox"/>	D7	Traffic Management Plan Implementation
<input checked="" type="checkbox"/>	D8	Placement of Fill
<input type="checkbox"/>	D9	Completion of Flood Mound
<input type="checkbox"/>	D10	Disposal of Stormwater
<input type="checkbox"/>	D11	Location of Stockpiles
<input type="checkbox"/>	D12	Truck wash down
<input type="checkbox"/>	D13	Unobstructed Footpath Access
<input type="checkbox"/>	D14	Excavation and Retaining
<input type="checkbox"/>	D15	External Materials Reflection
<input checked="" type="checkbox"/>	D16	Earthworks
<input type="checkbox"/>	D17	Excavation and Backfilling - Notice to Owners of Adjoining Land
<input type="checkbox"/>	D18	Inspections by Practising Structural Engineer
<input checked="" type="checkbox"/>	D19	Finished Floor Level - Flooding
Before Issue of Occupation Certificate		
<input type="checkbox"/>	E8	Protection and Certification of Electrical Services
<input checked="" type="checkbox"/>	E9	Flood Risk Management Plan
<input type="checkbox"/>	E10	Geotechnical Compliance Certificate
<input checked="" type="checkbox"/>	E11	Evacuation Management Plan

<input type="checkbox"/>	E12	Stormwater Management – Residential, Rural Residential and Village Areas under 2 Hectares with a Potable Water Supply	
<input type="checkbox"/>	E13	Driveway Access – Urban Residential	
<input checked="" type="checkbox"/>	E14	Driveway Access – Industrial/Commercial	
<input type="checkbox"/>	E15	Driveway Access – Rural Areas	
<input checked="" type="checkbox"/>	E16	Stormwater Disposal	
<input type="checkbox"/>	E17	Completion of Retaining Walls/Battered Banks	
<input type="checkbox"/>	E18	Prior to the issue of an Occupation Certificate	
<input type="checkbox"/>	E19	Prior to the issue of the First Occupation Certificate	
<input type="checkbox"/>	E20	Geotechnical report compliance (slope stability)	
<input type="checkbox"/>	E21	Stormwater Management	
<input type="checkbox"/>	E22	Rural Addressing	
Before Issue of Subdivision Certificate			
<input type="checkbox"/>	F1	Value of Works	
<input type="checkbox"/>	F2	Soil Classification	
<input type="checkbox"/>	F3	Services	
<input type="checkbox"/>	F4	Works as Executed Plans and Report	
<input type="checkbox"/>	F5	Section 88B Instrument	
Before Issue of Subdivision Works Certificate			
<input type="checkbox"/>	G1	Topsoil and Stockpile Material	
Occupation and Ongoing Use			
<input type="checkbox"/>	H14	Driveways to be Maintained	
Add any new conditions here			
	New condition No	Titled	Content
<input checked="" type="checkbox"/>		School Transport Plan to be Implemented	<ul style="list-style-type: none"> Require the implementation of the School Transport Plan as an interim measure to manage traffic impacts, until the opening of the Singleton Bypass in 2026. Limit the school's student population to 491 students until the Singleton Bypass is operational.
<input checked="" type="checkbox"/>		Flooding – Flood Emergency Response Plan	The Martens & Associates Flood Emergency Response Plan (REF: P2410167JC01V01), dated October 2024, is to be implemented to ensure that, in the event of a flood at the site, risks to personal safety and the environment are appropriately managed.

Assessing Referral Officer	
Assessing Officer	Date
Heinrich Gerber	5/11/2024