

Hannah Crouch

From: [REDACTED]
Sent: Tuesday, 15 October 2024 10:43 PM
To: Maitland City Council
Subject: (241) Lots,559 Anambah Rd GOSFORTH

General Manager,

Please find my letter citing my concerns for the following development.

We have been permanent residents at [REDACTED] During our time here we have been isolated due to floodwaters across Anambah Rd 11 times, with each flood event being approximately 2 - 3 days in duration.

When my children were little, they had sever asthma and I was constantly concerned about the possibility of needing urgent medical help while being cut off by flood waters.

How will the people in the proposed development feel when they find out they will also be stranded?

Have we learnt nothing from the experience of "Gilligan's Island" in 2015?

1

How can Maitland Council continue to make the same mistakes with the same short sighted approach ??

Where are the Council regulations when we need them?

Secondly, there is no public transport to Gosforth, no infrastructure, the road (there is only one rd in and out) is constantly being repaired and is littered with pot holes.

There have been fatalities and I think this will certainly increase exponentially.

Thirdly, with the proposed increase of population, how much more can the current local resource structure take?

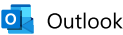
Community resources such as schools (our local schools are at capacity), medical facilities (The New Maitland hospital has a huge catchment already and appalling reviews and extremely low customer satisfaction ratings already) and the list goes on and on.

I am not opposed to population grow, rather I am concerned that this development has been put together in an ad hoc manner purely for financial gain and without proper consideration of the future needs of the existing community and the incoming community.

The notification for this proposal was sent to two landowners opposite the proposed developement. I am appalled by the lack of transparency this action alone reeks of.

Best Regards,

2



Objection re DA/2024/763 - 559 Anambah Road, Gosforth.

From [REDACTED]
Date Tue 10/15/2024 7:50 PM
To Maitland City Council <info@maitland.nsw.gov.au>
Cc Mayor Philip Penfold <philipp@maitland.nsw.gov.au>; Cr Ken Jordan <Ken.Jordan@maitland.nsw.gov.au>; Cr Amelia Atkinson <Amelia.Atkinson@maitland.nsw.gov.au>; Cr Sally Halliday <Sally.Halliday@maitland.nsw.gov.au>

1 attachments (389 KB)
DISCLOSURE STATEMENT OF POLITICAL.pdf;

Dear Sir

We are writing to object to the subdivision at 559 Anambah Road, Gosforth.

DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Tittle Subdivision of Two Hundred and Forty One (241) Lots, 559 Anambah Road GOSFORTH

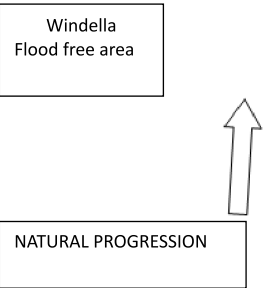
Status: OPEN

Exhibition Dates: Start: 4 Oct 2024 End: 31 Oct 2024	Application Number: DA/2024/763
Lot and DP: Lot 177 DP874171 and Lot 55 DP874170	Location: 559 Anambah Road GOSFORTH NSW 2320
Exhibition Type: Integrated Development	

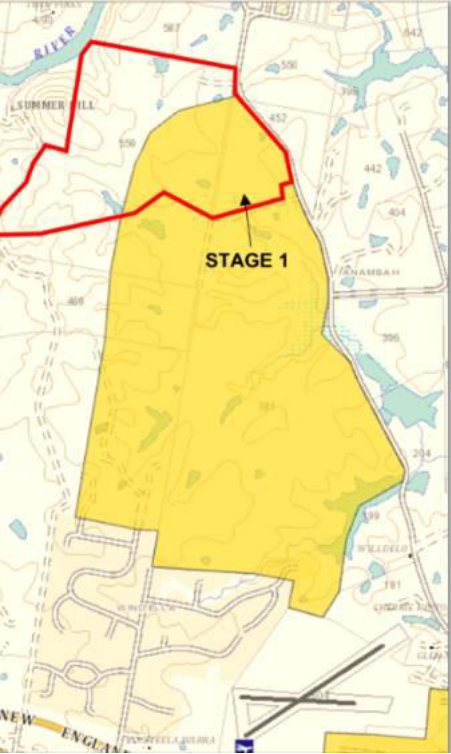
Live Chat

It should be quite obvious from the number of objections to this subdivision application that very few people in the area knew of the extent and details of the 2020 rezoning of land in the area. Most people up until now have been unaware that Gosforth was even included in the rezoning, let alone the ridiculously small land sizes compared to existing lot sizes in the area. Most people thought the rezoning covered the area called the Land Bank, further south in Anambah. The process of informing the community of changes in government control over land nearby existing land owners is flawed.

Our main objection is based on the need for a sensible progression of population expansion from the centre of the city outwards, and from pre-existing habitation zones on the fringes. Why would consent be considered for creating an isolated densely populated area out at Gosforth, when a continuation of existing housing and services at Windella would be a much more sensible, natural progression? A staged progression from Windella as an alternative would provide flood free access, reduce the strain on emergency services (Police, Ambulance, Fire and Rescue, RFS, SES), minimise the load on essential services, (road maintenance, electricity, water and sewer, garbage collection), and finally to delay adverse environmental impacts on the Gosforth and Anambah areas.



Flood affected area



What road sections would need to be upgraded along Anambah Road to cater for the increase in traffic volume?? Has anyone measured by way of an audit the existing road widths and other standards to confirm all is good for another 2000 or more vehicles? I couldn't see anything in the Transport Impact Statement.

Mention has been made of a low to medium density subdivision!!! Not compared to existing lot sizes at GOSFORTH. The minimum existing lot size at Gosforth is 8000m2, quite dissimilar to the proposed minimum of 200m2!!

The Electrical Supply Investigation states that the area is nearing its limits for uninterrupted supply. It states 10 years would be needed to bring the system up to required strength to cater for a subdivision of this size.

If this subdivision is approved, it is extremely alarming to consider that the developers may have Stage 1 built and sold, with newcomers not knowing Anambah Road floods in four places, and the emergency access may be incomplete!

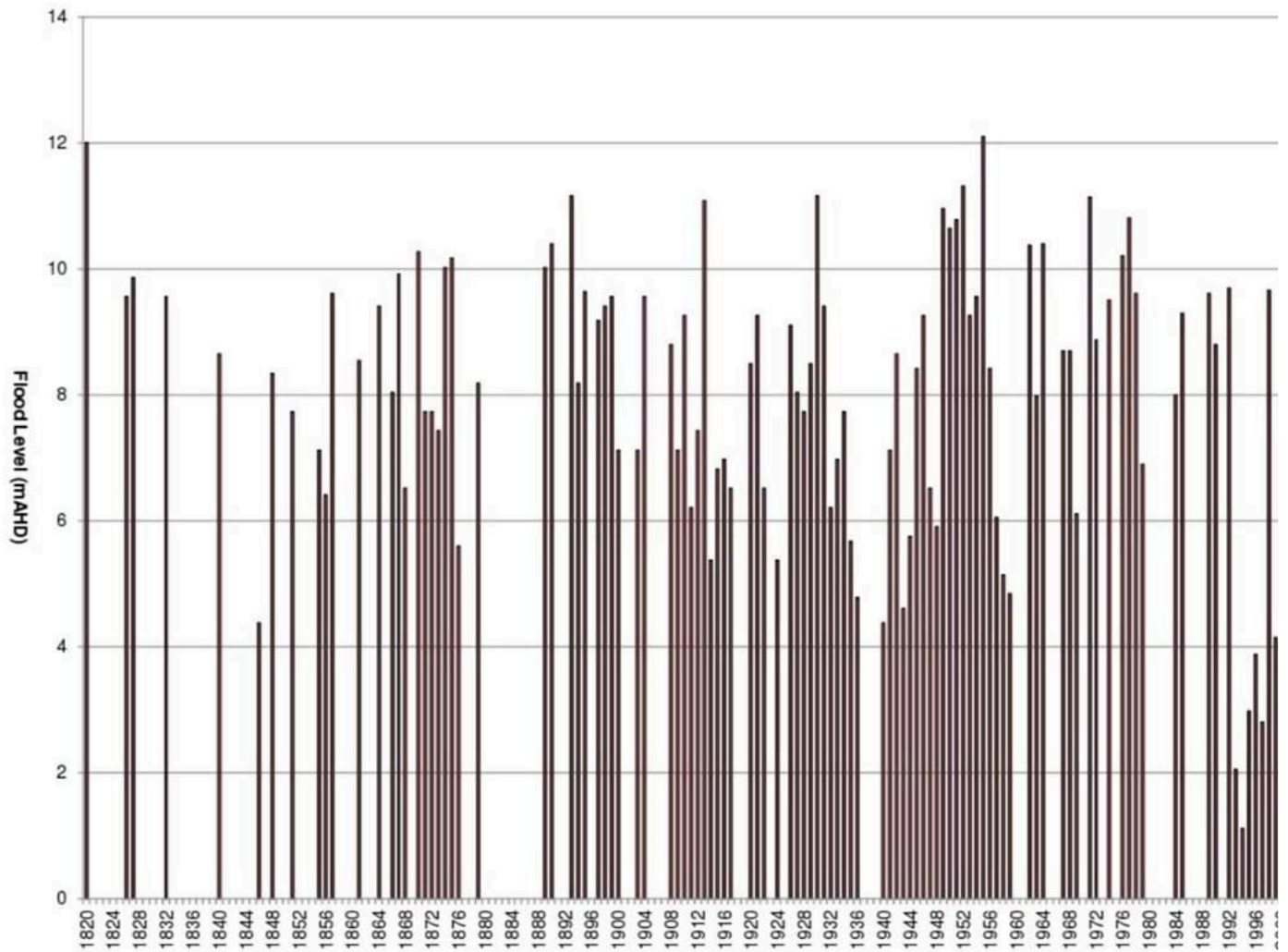
Here is a graph of flooding frequency for Maitland over the years. Be aware it doesn't show multiple flooding within a year, we have had occurrences of being stranded just weeks apart.

7 metres at the Belmore bridge is the level we are concerned with, at which our road becomes flooded. The attachments to the DA failed to show this. In the 30 years we have been here we have been isolated for up to 5 days and 7 days without power. If the emergency road is not built in time or to a high standard, there may be many people found without adequate provisions.

My grandfather was Mayor in 1952. It appears to be the highest level below 1955. Thankfully the levee banks have provided reprieve for most of Maitland, but nothing has changed at Gosforth.

ANAMBAH ROAD FLOOD LEVEL

Figure 2: Belmore Bridge Flood Record – Annual Peaks



The map below shows the 4 roadway flood zones along Anambah Road, starting at just over 7m at the Belmore Bridge. It is quite apparent there will be chaos for the new inhabitants when the first flood hits, with huge repercussions for emergency services personnel.



In summary, our bottom line request is to extend River Road as a first stage subdivision with ongoing progress at the developers expense. If this developer does not own that land, time to commence negotiations!!
Progress is inevitable, let's do it the right way.



DA/2024/763 - Anambah Rd, Gosforth Development

From [REDACTED]
Date Thu 10/31/2024 10:10 AM
To Maitland City Council <info@maitland.nsw.gov.au>

 2 attachments (390 KB)

DA_2024_763 Anambah Rd Development.pdf; disclosure_statement_of_political_donations_an_gifts_AD.pdf;

To whom it may concern,

Please find attached my opposition to development DA/2024/763 and my Disclosure Statement of Political Donations and Gifts.

Yours,

[REDACTED]

To whom it may concern,

I am writing to formally oppose the Development Application DA/2024/753. After reviewing the development proposal, I have found several areas of inadequacy. Please consider the following:

Flood Risk

- Anambah road is frequently subject to flash flooding and extreme water damage.
 - In recent years, the road has been flooded three times in one year and on several other occasions. With only one inadequate emergency access road (River Rd, which is currently only accessible by four wheel drive and is often gated to the public) the development would put over 1000 households at risk of isolation and thus unable to access life saving services such as ambulances, fire services or SES volunteers. This would create further unnecessary strain on these emergency service systems, thus causing a greater cost and endangering lives of new Anambah residents.
 - Further, the proposed emergency access by the development would not support the thousands of vehicles during extreme weather, and has no current commitment to be finished before building commences.

Fire Risk

- With only one access road, the development would be at a high risk of fire danger.
 - Should the fire risk cut off the solitary access route, over 1000 dwellings would be unable to evacuate, and therefore escape. By allowing this development to go forward you would be endangering the lives of every single resident in the area.
 - Currently, our community is small enough to evacuate quickly, and most residents are experienced and equipped to deal with rural emergencies, with many having fire safety plans. However, hundreds of new families would be unprepared for this fire risk, with small holdings unequipped with fire safety tools and restricted access for the fire service to serve this oversized development.
 - Presently, at least one street of the development due to commence in stage 1 does not comply with bushfire safety guidelines, requiring further destruction of native flora before building could begin. This clearing would endanger local wildlife and natural habitat. (Please refer to Environment Risk below.)

Environmental Risk

- Our community is a host to many native Australian flora and fauna, all of which would be negatively impacted, if not destroyed, by the development.
 - Our community contains threatened ecological communities, such as the Hunter Lowland Redgum Forest and Central Hunter Valley Eucalypt Forest plant (as identified in the Biodiversity Conservation Act 2016 and Environment Protection and Biodiversity Conservation Act 1999) as well as an abundance of native Australian wildlife, such as Echidnas, Wallabies, Kangaroos and snakes. This vibrant biodiversity would be devastated by the proposed

development. Increased road traffic, foot traffic and unmanaged rapid influx of people would bring with it light, sound and waste pollution; pollution which would push native species out of rural environments and into regional developments, where they would become roadkill.

- Further, the inundation of vehicles would see a concentrated spike of carbon monoxide emissions in this environment, contributing to smog and air pollution, ruining the quality of life for our smaller community and further killing threatened ecological and biological communities within and surrounding the proposed development.
- The development requires the removal of all trees in the designated area before construction can begin, with the arborist's report recommending every hollow to be individually assessed for native wildlife before destruction. This system is not sustainable for the scale of the development, and there are concerns for the reliability of the developers to accurately assess each tree before destruction. Can we trust a developer whose interest is in making a profit from this build?

Amenities

- Our community is currently unequipped with the facilities and amenities required to host a larger population and much of the construction required will only damage the land further.
 - Presently, the power grid which our small community relies on is already inefficient and requires frequent servicing, resulting in frequent power outages which impact our daily lives and, in some cases, our access to water. Ausgrid has already identified that in the past 6 - 12 months the Rutherford Zone Substation is nearing capacity. For a new development such as the one proposed, Ausgrid has already advised the developers that two additional supplies in the area are required to sustain power in this development. This unnecessary strain on our local resources will put the development at great risk of power outages in addition to our community.
 - Anambah Rd is not of a standard to sustain the new development; the vast majority of the road has no shoulder and there are several crests which increase chances of collisions with local wildlife and residents. This risk is manageable within our small community, however with the increased volume of traffic, this becomes extremely hazardous to the proposed new residents.
 - The proposed development would bring over 1000 new residences to Anambah Rd, and with this would come walkers, joggers, children, dog-walkers, bikes and an influx of pedestrians. With no shoulder, no footpaths and high-speed zones, Anambah Rd would be highly unsafe for the intrusion of people the development would bring.
 - The proposed development only incorporates one park for the whole area, with no mention of pedestrian access, bike paths or public facilities which would encourage community building and enhance security. Thus, there would be no opportunity for a sense of community to develop on this site.
 - Anambah Rd struggles to support the traffic flow of our small community, therefore would be completely unable to support the traffic of an additional thousand dwellings. The expected increase of traffic will lead to extreme

congestion, which could lead to further accidents on the road, particularly in consideration of the roundabout at the end of Anambah Rd, which has already seen two serious accidents in the past couple of years.

Given the above concerns, I would urge council to carefully consider the numerous issues associated with this proposal. As per your five guiding principles adopted in 2018/19 as a part of your 'Customer Driven Transformation Program' I implore you to treat our community as people and place, not our land as a commodity.

Kind regards,



[REDACTED]

31 October 2024

The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

Dear General Manager

DA/2024/763, Concept Development Application 559 Anambah Road Gosforth

I live in my own house next to my daughter and her family at [REDACTED]
I would like to submit my objection to this development at 559 Anambah Road Gosforth.
Looking at the plans it appears that my house is one of the closest residents to this new
proposed development therefore the greatest impacted.

My concerns are

- Such a large community being isolated by Bushfire and Flood access
- Development needs a setback zone to make it blend with our current landuses
- Needs visual and noise screening positioned for the eyesore of concrete and steel
- No Wi-Fi, water, sewer or electricity in this area for residential area in this locality
- 1 road in via Anambah Road – safety risk
- Surrounding bushland is flush with wildlife that will be impacted
- What noise screens are being installed to protect my lifestyle
- RU2 Agricultural Land is precious and should be protected
- Small 200-300m2 block are totally unsuitable in this area and so isolated from the shops

Please protect our community and make sure that this proposal does not go ahead in its
current state

Regards

[REDACTED]

[REDACTED]

Catherine Francis



31 October 2024

General Manager

Maitland City Council

PO Box 220

Maitland NSW 2320

Dear General Manager

RE: DA/2024/763

I am writing to express my opposition to the proposed development project Proposed Subdivision 559 Anambah Road Gosforth NSW that is being planned for our rural community. After careful consideration, I believe this project poses significant risks and challenges to our environmental, social, and infrastructural integrity.

Firstly, the planned high-density development raises serious concerns about the adequacy of our existing infrastructure. Our local roadways are already strained, and the influx of new residents will exacerbate traffic congestion and increase the potential for dangerous road conditions. Without proper transportation planning, the influx of vehicles will overwhelm our roads, creating significant safety hazards for all residents.

Furthermore, many areas in our community are prone to localized flooding. The proposed development does not adequately address stormwater management or the ecological impacts of increased impervious surfaces, which would likely worsen flooding conditions not only for the new development but for existing surrounding properties as well. Our community deserves a plan that prioritizes sustainability and addresses these critical environmental concerns.

Additionally, I would like to point out that the proposed project is not in line with the existing RU2 zoning regulations. The original intent of this zoning was to preserve rural character and agricultural land use, which the proposed high-density development contradicts. This development would not only disrupt the zoning integrity but also set a concerning precedent for future land use decisions.

It is also crucial to highlight that the land has historically been zoned with agricultural intent, aimed at promoting sustainable practices that benefit our local economy and food supply. Turning this land into a high-density housing project undermines these values and threatens to erode a significant part of our rural heritage.

Moreover, the abundant wildlife in our area would undoubtedly be impacted by the proposed development. Destruction of habitats for countless species could lead to detrimental effects on local biodiversity. An assessment considering the ecological implications of such development seems to have been overlooked, raising questions about the long-term health and sustainability of our natural environment.

I would also like to express my concerns regarding the impact of the proposed large land development project on Aboriginal heritage, specifically in relation to the recent survey conducted within the Project Area. The identification of three artefact sites along the creek terrace of a first-order drainage line is a significant finding that warrants serious consideration.

The artefact sites that have been discovered reflect the historical and cultural practices of the Aboriginal community in this region. These sites not only represent our shared heritage but also hold deep cultural significance. The entire creek terrace has been identified as a sensitive landform, which highlights the importance of this area as a potential archaeological deposit. The existence of these artefacts underscores the need for conscientious planning and respect for Aboriginal heritage.

Given the sensitivity of the land in question, I would like to emphasize the following concerns:

1. Cultural Heritage Protection: It is crucial that the Aboriginal heritage of the area is preserved and respected. The removal or disturbance of artefact sites can lead to irreversible damage to the connection between the Aboriginal community and their land. Cultural heritage impacts are not just physical; they also affect the community's identity and sense of belonging.

2. Legal and Ethical Obligations: There are legal frameworks and ethical responsibilities in place protecting Aboriginal heritage sites. It is essential that any development plan complies with these regulations, including obtaining necessary permits and conducting thorough assessments to gauge the potential impacts on identified heritage sites.

3. Community Consultations: It is vital to involve Aboriginal communities in meaningful consultations throughout the development process. Their input should not only be solicited but taken seriously, ensuring that their voices are heard in discussions about land use, conservation, and development.

4. Impact Mitigation Strategies: If development is to proceed, comprehensive strategies must be implemented to mitigate impacts on the artefact sites. This might include relocating development plans, conducting archaeological digs prior to construction, and employing monitoring during development to protect these sensitive areas.

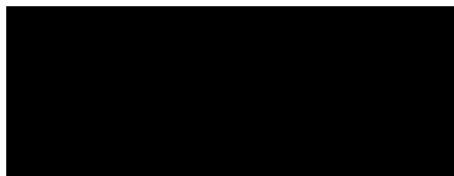
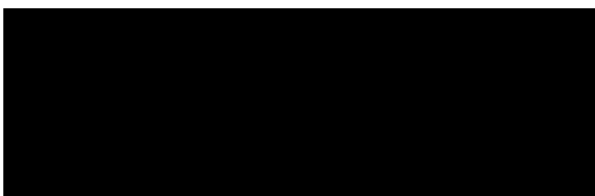
5. Long-term Stewardship: Developing a framework for the ongoing stewardship of identified heritage sites should be considered. This can include partnerships with local Aboriginal groups to maintain and protect these sites for future generations.

In conclusion, the potential impacts of large land development on Aboriginal heritage and the Wonnarua people must not be understated. As we move forward, I urge all stakeholders to prioritize the protection of these significant cultural resources and to actively engage with Aboriginal communities to find a balanced approach to development that honors and preserves our shared history.

In light of the above concerns, I strongly urge you to reconsider this proposed development. The future of our community should prioritize responsible growth that honors our rural heritage, protects our environment, and ensures the well-being of current residents.

Thank you for considering my concerns. I hope to see thoughtful deliberation on this matter and encourage a more sustainable approach to any future development.

Sincerely

A black rectangular box redacting the signature of the sender.A black rectangular box redacting the contact information of the sender.

[REDACTED]

28th October 2024

The General Manager
Maitland City Council
By Email

Dear Sir,

**SUBMISSION AGAINST THE CONCEPT DEVELOPMENT APPLICATION AT 559
ANAMBAH ROAD GOSFORTH NSW 2320 - DA 2024/763**

We are residents of Windella and make a submission against the application.

We have read the various documents submitted by the Applicant and on display. I raise concerns and my objection to the application being given consent.

We would like Council to consider the following points we have identified from the development application:

Traffic Impact Assessment - Bushfire and flooding access to River Road

The proposed development is for 900 lots in two stages. The development application lists an access track to River Road as a flood egress and a secondary bushfire access for the development. We have concerns about this proposal as Anambah Road floods frequently, cutting the current residents (Rural Properties) off from access to the New England Highway. This would place additional strain on River Road, which is also prone to flooding at times.

The addition of the residents from 900 households and their vehicles trying to vacate the area along River Road during a bushfire (should Anambah Road be cut off) would be unacceptable. It would cause a danger to both Windella residents, the existing residents of Anambah Road and the residents of the proposed development.

Effect on the condition of Anambah Road

We frequently use Anambah Road to visit [REDACTED] a property near the end of Anambah Road. They are frequently doing roadworks along the road to repair damage and upgrade the road surface to cope with existing traffic. We have noted that the traffic is predominately light at most times of the day, but has large trucks driving on it at times to travel to the quarry at the end of Anambah Road. This proposed development and the addition of a significant number of more vehicles on the road (given its a rural area) would place additional stress on the road.

We would appreciate our points being considered during the meeting where the application is considered.

Kind regards,
[REDACTED]

26/10/2024

To The General Manager,

Opposition to DA/2024/763

We wish to voice our concerns regarding: Proposed housing at 559 Anambah Road, Gosforth NSW 2320.

We are currently midway of constructing our forever home, for our end of 2024 Retirement. Our plan, 2 years ago, was to reside in a quieter rural lifestyle for our final years.

The anxious concerns we now have are listed below.

1. The land we will be residing on [REDACTED] consisting of 900 houses crammed on extremely small plots in the range of 200m2 blocks and the potential to house up to 2,000 people or more. "Condensed housing" to the extreme and an oddity to see in such a rural setting.
2. The only road in and out of Anambah would not currently withstand this amount of traffic. This road also has a history of being flood prone and resulting on numerous occasions to be closed by Council. Therefore will trap all 2,000 or more future and current residents in such a small area.


If such a proposal is accepted by Council the road would require Councils responsibility and willingness to bare the extremely costly exercise to upgrade and address these historical issues currently known by Council and current residents.
3. These purpose built homes will be to facilitate affordable housing, therefore the residents will be of a lower socio-demographic nature and as any residential area endures at times will require the help from Policing for crime and other emergency services for ill or injured people. We have real concerns around the safety of ourselves an all other residents.
4. The proposed site of this type of housing is not usually placed at the end of a Valley and would also make more sense to be closer to town amenities for elderly or people who may not have access to private vehicles etc.
5. Other areas in NSW have been known to filter this type of housing throughout their towns and cities for better integration of all demographics and not concentrate them in one area let alone a complete road of extremely small blocks.
There seems to be absolutely no consideration to the rural setting that they are in or too the aesthetics' of this proposed development, things that we are aware that Maitland Council manage very well.
6. This seems to be contradictive to Council concerns addressing the lessening of rural land in the Maitland area.

As soon to be Retirees we now reluctantly proceeding with our build with apprehension as our concerns are very stressful.

Thank you for taking into consideration our concerns.

Kind Regards

[REDACTED]



The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Jeff

SUBMISSION WITH CONCERNS FOR DA 2024/763

I am a resident of Windella and forward this submission detailing concerns I have with the Development Application (DA) 2024/763. I don't have any objections with the development of the property however there are a few concerns with some proposals that will or may affect Windella, as noted below.

1. Use of River Road, Windella as flood egress and secondary bushfire access

I wish for Maitland City Council to consider the effects on existing residents within Windella, if River Road is to be used for a flood and bushfire egress.

Within the Engineering Report under the section Traffic Impact Assessment Flooding, the following is stated,

'Sect 1.3 Proposed Development - The proposed concept masterplan consists of up to 900 low and medium density residential lots, and a local park located centrally within the site. A large lot is proposed in the north-eastern section of the site, which is to be developed as a Build To Rent development. Stage 1 of the development includes areas in the south-eastern and central sections of the site. An access track is proposed as part of Stage 1 of the development along the River Road reserve to provide both a flood egress and a secondary bushfire access for the development.'

In addition, within the Flood Impact and Risk Assessment, the following statement under the Flood Level Effects section, raises concerns (underlined words by me),

'As the PMF design storm event has an extremely rare chance of occurring, it is not typically used to guide development and generally, the greatest concern during an event of this nature is whether a change in the risk to life occurs as a result of the development.'

Above this statement on page 21 (Figure 6), there are the 1% AEP critical duration maps for both existing and developed cases, which clearly shows an increase in water levels along Anambah Road due to the proposed development, which would render Anambah Road impassable. With this being only Stage 1, I would like Council to consider the effects of this and future developments within Anambah, on the use of Anambah Road for flood egress. This then would increase the use of the proposed River Road track, which would not be appropriate for flood egress as it also floods at the River Road / New England Highway entrance and can be blocked for several hours.

2. Waste Water Management

Within the Waste Water Management document there is a proposal to install a temporary rising main along the River Road extension.

I would like the Applicant to define what is meant by 'temporary'.

Is it temporary for months or years or ???, and what effects would this have on existing waste water management systems within Windella?

3. Potable Water Supply – tapping into Windella Mains Water

I ask Council to consider the effects on existing services within Windella, as the applicant proposes to tap into the Windella Mains Water (375mm), which at times is already providing a low pressure service.

Hunter Water do note in meeting minutes that there is a proposed water booster to replace the existing Windella 1 WPS, so water pressure concerns may be a moot point, however I would like Council to consider the effects if the booster is not installed.

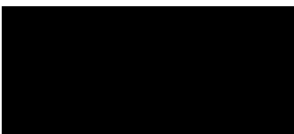
4. Additional Impact

I also note that DA (2023/1133) within Windella, is with the Land and Environment Court proceedings. Which, if approved, will have a cumulative effect on Windella, especially with the increased traffic on River Road.

I ask MCC to conduct a cumulative impact assessment in accordance with Section 125(a) of the *State Environment Planning Policy (Housing) 2021*.

I look forward to speaking to the Council, either on site, or at a meeting where the application is considered.

I have never made any Political donations or gifts and attached the Disclosure Statement of Political Donations and Gifts to declare this.



[REDACTED]

The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
20 October 2024

Reference: Proposal high density housing development at Anambah
DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah. Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.

Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.

Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.


Please consider our concerns for this beautiful part of Maitland.

Yours faithfully,
[REDACTED]

[REDACTED]

DA/2024/763 Objection

From [REDACTED]
Date Thu 10/31/2024 4:09 PM
To Maitland City Council <info@maitland.nsw.gov.au>

 1 attachments (231 KB)
disclosure_statement_of_political_donations_an_gifts_DeanPinter.pdf;

Letter of Objection

The Hon. Jenny Aitchison MP
Ms Meryl Swanson MP
West Ward/ Ward 4 Local Councillors
Cr Mike Yarrington - 0491 103 419
Cr Donald Ferris - 0419 267 278
Cr Warrick Penfold – MCC

To whom it may concern,

I wish to submit my formal objection to “DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots, 559 Anambah Road GOSFORTH | Maitland City Council (nsw.gov.au)” situated on prime agricultural land at Anambah/Gosforth and zoned RU2 Rural Landscape.

My family owns [REDACTED] and I am appalled that anyone would entertain such blatant commercial exploitation of land for profit, in complete opposition to the RU2 Rural Landscape of the neighboring area.

The proposal is located at 559 Anambah Road, Gosforth on an area of approximately 125 hectares and zoned R1 General Residential and RU2 Rural Landscape pursuant to the Maitland Local Environmental Plan (MLEP 2011). The R1 General Residential part is approximately 66 hectares, and the remaining 59 hectares is zoned RU2 Rural Landscape.

We are certainly not against general development of the area and recognise that this has been designated as Anambah Urban Release Area — total area of approximately 490 hectares within the western corridor of Maitland.

As a small, tight-knit community on Anambah Road, we are dedicated to preserving our area’s character. We anticipated that if any development was to come along our road it would resemble Louth Park or Windella, consisting of smaller acreage blocks that would maintain the integrity of the land.

Extremely small lot sizes / fostering low socioeconomic living

The proposed small lot housing development of 200m2 and 300m2 blocks is utterly appalling with the current infrastructure, let alone the targeted demographic that this type of housing would attract—similar to McKeachie’s run and its multiple documented issues.

The Statement of Environmental Effects (SEE) outlines that “the site formed the subject of a planning proposal which resulted in the rezoning of RU2 Rural Landscape zoned land to predominantly R1 General Residential in December 2020 under Maitland Local Environmental Plan 2011 (Amendment No. 26). The LEP amendment included site specific minimum lot sizes for the Anambah URA and prescribed the requirement for the future provision of suitable and safe road access to the New England Highway via Windella Road after 1,200 lots are delivered within the Anambah URA. The intention of the Maitland Local Environmental Plan is that Anambah Road is the primary point of access for the Urban Release Area prior to the connection to Windella Road being constructed after the delivery of 1,200 lots. The Anambah URA seeks to deliver a total of 3,000 residential allotments, and will include a small neighbourhood centre, public recreation and environmental conservation areas.”

The Anambah Urban Release Area (URA) is for 3000 lots across 490 hectares yet this one development is cramming in 1141 lots across 126 hectares, in addition to the greenfield compulsory zones. And, this proposed development extends significantly outside of the Anambah URA.

I cannot fathom the proposed lot sizes of 200m² and even the 400m²? Are these small sizes even within Maitland Council Policy? These sizes seem ludicrous.

Flooding, Road and Access issues will be exacerbated

Anambah/Gosforth is fully isolated and accessible only via Anambah Road, which frequently floods at three separate crossings. The road is already fragile, plagued by potholes due to our current low rural residential density, and adding 1,141 residences would exacerbate this issue. We have experienced six periods of complete isolation due to the road being completely underwater, with some instances lasting up to seven days.

The road's frequent flooding has left us isolated on five occasions in recent times, and it is constantly under repair. Additionally, the wildlife that crosses the road—including kangaroos, echidnas, various lizards, and birds of prey—faces significant disruption, not to mention the cattle that often end up on the roadside. How can such a massive development be considered without input from local residents who understand these challenges?

Single-entry road access and community safety

You cannot ride nor walk safely on the entire stretch of road that is Anambah Road, this is a 100km per hour country road that has no street lights as well as being poorly marked.

How is it legally possible to have a proposal of so many residences relying on access via the one road?

What happens in the event of another emergency flood or road blockage? How do that many residents get out to safety?

The SEE nominates that secondary access to New England Highway via Windella Road will be developed once the Anambah URA delivers its first 1,200 resident lots and flood free egress is nominated via River Road. The SEE states that this road will not be operational outside of flood events, but how is this legally possible and who operates the opening and closing of these roads?

What, if any, consultation has occurred with the Windella residents regarding River Road access, where during flood times (sometimes 3 times per year) they will have an additional 1141 residents utilising River Road? We ask this especially when they were specifically told no future developments would be accessing and utilising that paper-road?

How will this area be serviced/resources

What additional resources are being added to service this development in regard to police, schooling & emergency services?

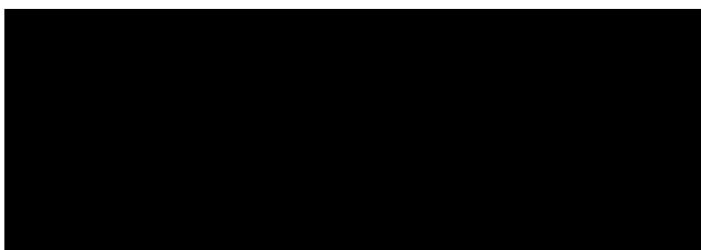
In conclusion

People do not want to live in these tiny, poorly designed portable homes, and it has been proven time and time again how they are eventually leased to a lower socioeconomic or government groups turning a prosperous rural community into a degraded neighbourhood.

Finally, I find it hard to believe that our local council is considering this type of development, especially after being denied permission to build a family home on our 7-acre parcel due to the “need” to maintain the area's rural character. Yet, just 50 meters from our entry gate, we are now informed that you are considering a 900+ lot development, which we believe could become a potential slum due to the small lot sizes proposed.

Please come out and see where they are proposing to locate this small lot housing and on RU2 Rural Land.

This is Maitland/Gosforth, please don't allow them to turn this into an inner city jungle.



The General Manager
Maitland City Council
P.O. Box 220
MAITLAND NSW 2320

Development Proposal Ref: DA/2024/763 – 559 Anambah Road, Gosforth

Stage 1

Proposed Subdivision of Lot 55 DP874170 & Lot 177 DP874171

OBJECTION

I have been a homeowner resident for 44 years and landowner for 46 years, I agree it is a beautiful place to live, very quiet and peaceful.

Most Gosforth residents and I are aghast to believe the communities piece of paradise will be compromised in many ways especially the minimalistic landscape proposed and condensed housing plan, there seems to be no transparency.

The village of Gosforth has an over 150 years planned township with half acre lots. I strongly believe this proposed development lots should be a **minimum of 450msq** in keeping with our area.

The development proposal seems so congested with 200msq lots for example, the lot sizes proposed are not in line with Maitland's compatibility and environmental beautification and native wildlife impacts. I do believe 450msq lots would avail itself in creating more liveable spaces, future residents deserve space also our amazing wildlife and native trees.

At Gosforth we have an array of wildlife, for example there are:

Wedge-tailed eagles	Satin Bowerbird
King parrots	Hawks
Blue-faced honeyeaters	Galahs
White-winged chough	Finches
Rosellas	Pelicans
Lorikeets	Swans
Magpies	Ducks
Pee Wees	Turtles
Black crows	Blue tongue lizards
Australian native pigeons	Green frogs
Ibis's	Wallabies
White and black Cockatoos	kangaroos
Owls	foxes
Wombats	Red belly black snakes
Echidnas	Brown snakes
Willie wagtails	Rabbits
Wrens blue tail	

To name a few, it is a unique area.

ROADS

The roads proposed need to be much wider especially for foot and road traffic.

It has flooded many times over the past 44 years in my experience, Gosforth residents and I have been cut off by flood waters normally for over a week.

Would be a major advantage to the proposed development if the developers could be persuaded to take note and make the necessary amendment to widen the residential roads. Safety must come first especially for the residents at the proposed development.

Previous years we have relied on the essential services for example SES, Ambulance, Police, when cut off by flood waters, the proposed road from Gosforth to the back of Windella would help to fix access.

I feel for the proposed residents at 559 Anambah Road, Gosforth supposedly all amenities and major infrastructure should be more transparent and comprehensive to permanent residents of Gosforth more notification, more consideration.

We already have trucks on the main Anambah Road, my mind does not think this road could handle so much increased traffic. The safety of resident would be front of mind, a guaranteed components like a permanent major road from the beginning of Gosforth to the back of Windella Estate.

Personally, being a long-term resident of Gosforth, I have always wanted a main bitumen road to create a way out when flooding comes, it's not if but when, in flood, as you know Anambah Road is a no through road, nowhere else to go.

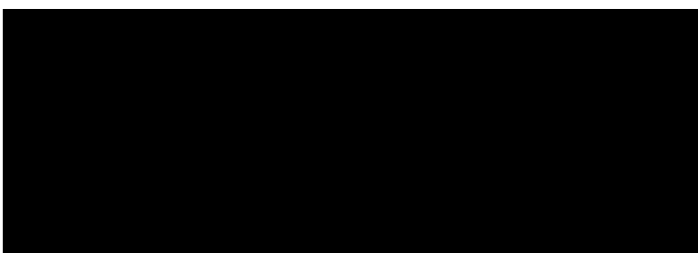
Bush fires are a real threat also we are expected to have very High Fire Danger this coming Summer, a way out is paramount for future planning I believe.

We need a firm binding commitment from the Developer and Maitland City Council that a permanent bitumen road be constructed from Anambah Road, Gosforth through to River Road, Windella, it must take priority.

In conclusion, I have only mentioned a few major concerns, density block sizes, viability for heavy traffic along Anambah Road sharing with Quarry Trucks, flooding and the essential need for a dedicated bitumen road from Gosforth to Windella and the preservation of the amazing wildlife at Gosforth and keeping the green zone a priority, more trees, parks and reserves.

I have lived in Maitland all my life and I love our Town. I hope consideration will be made when assessing our Gosforth communities' objections and mine.

I believe you can't stop progress, but it can be changed to meet a more workable solution, it is necessary, the proposed development at Gosforth be seriously amended to meet all parties environmental long-term design and objectives.





31st October 2024

To whom it may concern,

As a Maitland resident, I am writing to express my strong objection to the proposed development on Anambah Rd, Gosforth (DA/2024/763 – Anambah Rd Gosforth).

There are several grounds for the objection:

- i) Inappropriate location
This parcel of land associated with the DA falls outside the current published urban release area.
- ii) Unsuitable Access
Access to the proposed development is via Anambah Road: a rural road that, with current environmental and traffic conditions, requires frequent repair. It has no shoulder, foot or cycle path and has crests and turns that would become a safety hazard to both humans and wildlife with the increased vehicle and foot and cycle traffic brought by over 1000 new households. In the past few years, the road has been the scene of fatalities and countless roadkill events.

The road terminates in a roundabout at the intersection with the New England Highway – a roundabout which is already unfit for purpose on weekday afternoons as traffic moves back from mines further up the valley. Further development in this area will only exacerbate traffic issues.

Anambah Road is frequently cut by floodwater in several places. The proposed emergency access road (River Road) is an unsealed road with access issues and is not fit for the traffic associated with a large settlement needing to access their homes.

A single road access settlement with an unreliable emergency access road (that leads in from a similar direction to the main access road)

becomes a huge risk in fire season. If the roads become cut by a fire approaching from the highway side of the development, large numbers of people would be stranded, and any attempt by them to use the emergency access road would hinder emergency workers.

iii) Overload to Power Network

The report into electric supply submitted as part of the DA clearly states that existing high voltage infrastructure is not sufficient to support the additional demand created by this development. Power supply to the hamlet of Gosforth is notoriously unreliable and the small population is frequently subjected to outages, both scheduled and unscheduled, jeopardising our off-grid pump-powered water supplies and endangering the lives of those reliant on electrical equipment to manage health issues. A new development would further strain the system and amplify the issues in a much larger population.

iv) Visual Impact

I challenge the visual impact assessment which rates the proposed development as 'low to medium.' A green field development with over 1000 proposed dwellings on the sides of a large hill cannot possibly avoid creating high visual impact on the surrounding area.

v) Public Amenity

There is insufficient public amenity within the proposed development, with no public transport or cycle access. Thus, the proposed development will require residents to commute along Anambah Rd to access all services in private vehicles, compounding the safety concerns detailed above and increasing the size of the carbon footprint of this development. As such it is not a viable proposal for a future-focused community.

vi) Environmental Impact

As local wildlife has been forced out of development sites in Windella and Anambah, Gosforth residents have seen an increase in wildlife in their area. Another development will remove invaluable habitat and increase kill risk on the already dangerous Anambah Road. Moreover, kangaroo activity at night will also endanger the lives of road users.

The locality of the DA borders threatened ecological communities, such as the Hunter Lowland Redgum Forest and Central Hunter Valley Eucalypt

Forest (as described in the Biodiversity Conservation Act 2016 and Environment Protection and Biodiversity Conservation Act 1999). Human impact on the landscape would threaten the health of the forest, as more wildlife is pushed into competing for space and people invade a hitherto quiet space.

To comply with bushfire mitigation guidelines, the Bushfire Assessment Report notes further clearing of land will be necessary to enable all proposed dwellings to be built. Moreover, all clearing must be preceded by tree-by-tree inspection for wildlife habitat such as hollows, such that habitat and wildlife can be preserved. Such a practise relies on the parties whose vested interest is to clear and sell the land, thereby creating a conflict of interest.

Maitland City Council has the opportunity to make responsible decisions for sustainable development that will serve residents well into the era of climate change. The DA before council does not reflect such values. Further, the development has serious power, access and amenity issues that render the proposed settlement a liability to emergency services, the existing community and any future residents.

I urge council to reject the application and ask that they encourage well-planned, sustainable, future-focussed development.

Yours Sincerely,

A solid black rectangular box used to redact the signature of the sender.

30th October 2024

Att: General Manager

I am writing regarding the Development Application **DA/2024/763** proposed for Gosforth.

Residents of Gosforth have long been aware that residential development would eventually crept towards our agricultural community. We thought, in keeping with the environment that any development would take into consideration the location and surrounds in which it was proposed to be built. There would no be push back from our community if this development was in keeping with the area. You will understand our shock and concern that this development is anything but considerate to its surrounds. It is a prime example of developer greed, cramming as many blocks into the space as possible, making them as small as possible and providing little to no green space for residents.

This development is ill considered across many, may fronts.

Flooding in this area is frequent. Residents here are prepared for flooding events that have at times cut them off for five days. There is one road in and no commitment in the application that the emergency road through Windella will be made serviceable before development begins. Putting the safety and lives of people who are not equipped is negligence.

Gosforth does not have any access to services. You require a car to live here. We are not close to any public transport, there is no safe way to walk or ride a bike along Anambah Road. This development is posed as affordable housing yet it will require a car to live here even though the block and street sizes make no accommodation for how many cars the development will bring. There is one road in, with no shoulder, that has already had fatalities and now it is proposed to significantly increase traffic on it as that is the only way people will be able to get anywhere.

The site of the development is also a nature corridor. I am already saving animals from the road weekly. Echidna's, lizards, turtles, kangaroo's and birds are abundant and being pushed into a smaller and smaller area as it is. We have many at risk animals and birds in this area.

The density of the development is a major concern for existing residents here. There has already been series of break-in's to properties along Anambah Road. I have had dirtbikers break into my property and tear up my paddocks, scaring horses etc. just this past year. Creating a dense population on our doorstep is an invitation for this type of crime to increase.

In short, this development application has made no attempt to adhere to the Maitland Development plan or keep to like for like in it's surrounds. If larger, lifestyle blocks with simple aesthetic rural building guidelines had been proposed, there would be no objection from this community. It is a missed opportunity to turn an agricultural area into a densely populated suburb of tiny homes with no access to services. I hope Maitland council will do it's due diligence and reject this application as it stands.

Sincerely,

[Redacted Signature]

[REDACTED]

The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
20 October 2024

DOC No.	
REC'D	23 OCT 2024
FILE No.	
REFER	

Reference: Proposal high density housing development at Anambah
DA/2024/763

We would like to register our objection to the proposed high density housing development at Anambah.

This area is rural and anything more than lifestyle acreages will have severe environmental issues such as pollution and congestion and the decline of agricultural productivity.

Around the Maitland region there are increasingly less pockets of wildlife habitats. We are all concerned about the impacts on our native wildlife and this area encircled by the Hunter River provides a haven for all our kangaroos, wallabies, echidnas and bird life. We enjoy the flocks of galahs, black cockatoos, parrots, pelicans, black swans, kookaburras and many more species that call this area home. High density urban development is not the solution to this pristine part of Maitland.

Any sort of development must be in keeping with the surrounding land. Part of this proposal infringes on the RU2 zoning and will have devastating effects on the local agricultural land use and the decreased wildlife habitats and ecosystems that have been a major asset to the area.

Anambah Road is the only access in and out of the community. The road barely caters for local residents and is continually being repaired due to the heavy traffic caused by gravel trucks daily (at least 20 per day other days there can be double that). With two Quarry pits on the road and a recycling vegetation depot nearby to the development.

No consideration or planning has been shown for the amount of traffic coming along this road as a traffic hazard, safety issues and danger to wildlife and people. There is too much at stake to over-develop this rural holding with a high- density low socio-economic housing style development.

It would be less of an impact to build acreage-style properties that would create a buffer zone between rural zones and bushland.

Please consider our concerns for this beautiful part of Maitland.

Yours faithfully,

[REDACTED]



The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
20 October 2024

Reference: Proposal high density housing development at Anambah
DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah. Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.

Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.

Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.

Please consider our concerns for this beautiful part of Maitland.

Yours faithfully,



From: [REDACTED]
Sent: Friday, 1 November 2024 11:20 AM
To: Maitland City Council; maitland@parliament.nsw.gov.au
Subject: RE - DA/2024/763 OBJECTION TO PROPOSED MAJOR DEVELOPMENT SITUATED AT 559 ANAMBAH ROAD
Attachments: Political DForm.jpg

Subject: RE - DA/2024/763 OBJECTION TO PROPOSED MAJOR DEVELOPMENT SITUATED AT 559 ANAMBAH ROAD

My name is [REDACTED]
My family and I reside at [REDACTED]
I have been resident of Gosforth for around [REDACTED] years.

I object to the proposed DA/2024/763 in its current form, my concerns and questions below :

1. Access is only by Anambah Road
2. Have emergency escape issues been addressed due to regular flooding and bushfire risk ?
3. With a potential population increase in this area of 2500 to 3500 or more using this single access road. How would this road handle the increased traffic volume ?
4. Due to the high-density development - pollution is also of concern (during and after the development) namely from chemicals, fuels and oils and domestic animal faeces waste affecting local water courses which in turn affect neighbouring rural properties that rely on a clean water source to fill their dams for stock and for irrigation purposes
5. The proposed 'Emergency' access to the development via River Road is open when, controlled by whom, maintained by whom, properties affected ? Who is responsible ?
6. This road should be developed and constructed as a permanent access BEFORE any development takes place, if indeed any development goes ahead
7. Traffic impacts to the junction of Anambah Road and the New England Highway with pressure steadily increasing from the industrial area nearby and adjoining Rutherford/Anambah suburbs that access Anambah Road
8. Impact to the local environment. Wildlife is abundant in this area, namely kangaroos, echidnas, Bandicoot, lizards, snakes, turtles, frill necked lizards, bearded dragon lizards, Black Swan habitat in nearby waterways and abundant birdlife including Black Cockatoo's and Wedge tailed Eagles that frequent the area. Most are protected species. What actions are being taken to address the loss of habitat for these species ?
9. The development is not conducive to the local rural environment

A mix of block sizes ranging from the legal minimum of 450m² and upwards with larger lots of 2-5 hectares would be more conducive with the rural aesthetic considerations in this area.

Regards,

[REDACTED]



Email : 

The Manager

Maitland City Council

PO Box 220

Maitland NSW 2320

20th October 2024

Reference : Proposed high density housing development Anambah DA/2024/763

We would like to register our opposition to the proposed high density housing development at Anambah.

The harsh reality of the impact created by this congested ghetto style urban development goes beyond the overall visual appearance of the region.

Land degradation will have devastating effects on the biological ecosystem of this whole and surrounding region. By ripping out the natural topography of this land, flattening it for 1000 plus small to tiny housing plots, concreting and asphaltting large areas into hard surfaces is disastrous. Changes in the natural flow of water over the surrounding paddocks and into the Hunter River cannot be avoided.

Another concern would be Anambah Road, It's a single access road, poorly built and sealed with busy truck movements entering and exiting two of the three quarries daily and even busier when the third quarry operates at times. When the road floods, your supposed flood only access road through Windella, is it going to handle all this extra traffic or will it be another Gillieston Heights, thing is Anambah Road floods many more times than the roads around Gillieston Heights. How is council going to address the road issues with such a large volume of traffic on the road.

Congested living in a rural setting is a recipe for disaster. Does the council have an answer for the already poorly supported infrastructure in a burgeoning city. Add to this problem another few thousand proposed people living at least 10km from food and general supplies on a poorly maintained flood prone road, what a headache.

The proposed cramming of this number of small, low value dwellings in this area, goes beyond the acceptable parameters for sustainable development. It will have a long-lasting impact on already stretched infrastructure, schools, hospital, medical services, ambulance, police and retail services.

We must be protective of over-development and only consider what is appropriate for the surrounding grazing farmland. Less is more when it comes to keeping this area environmentally secure for our future generations.

Please re-consider this "City Style" intensive housing development and apply the RU2 zoning to your decisions and keep Anambah agricultural farmland a jewel in the Western Ward.

This concrete jungle is suited to cities with major transport hubs, not quiet rural areas km's from the nearest town.

Protection is our most effective form of preservation.

While the dollar may seem luring at the present for so much development, it does come at a cost down the line. Many and varied socio-economic problems are thus created which Maitland Council have to address.

We don't want to see Anambah taken over by overzealous developers who "dig up and then disappear".

Thank you for considering our concerns.

Yours Faithfully

[Redacted signature]

[Redacted address block]

22 October 2024



The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

Re: Objection to DA/2024/763 - Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots, 559 Anambah Road, Gosforth

I am writing to express my strong objection to the proposed development application DA/2024/763 for the subdivision of 559 Anambah Road, Gosforth. My objections are based on several significant concerns, which I outline in detail below, including numerous inconsistencies and breaches against the principles and foundations within the Maitland Local Environmental Plan 2011 (Maitland LEP) and the Maitland Development Control Plan 2011 (Maitland DCP).

1. Environmental Impact

The proposed development poses a severe threat to the local environment, contravening several key objectives of the Maitland LEP:

- **Habitat Destruction:** The clearing of land for 900 lots will destroy habitats for numerous species of flora and fauna, violating the LEP's aim to protect and maintain the extent, condition, connectivity, and resilience of natural ecosystems, native vegetation, wetlands, and landscapes (LEP 1.2(b)).
- **Increased Pollution:** Construction activities and the subsequent increase in population will likely result in higher levels of air, water, and soil pollution, conflicting with the LEP's goal to facilitate ecologically sustainable development (LEP 1.2(a)).
- **Water Management Issues:** The development could disrupt natural water flow and drainage patterns, potentially leading to increased flooding and erosion, which is contrary to the LEP's objective to ensure land uses are organized to minimize risks from hazards including flooding (LEP 1.2(i)).

2. Infrastructure Strain

The existing infrastructure in Gosforth is not equipped to handle the demands of such a large-scale development, breaching several provisions of the Maitland DCP:

- **Roads and Traffic:** The local road network is already under strain, and the addition of potentially thousands of new vehicles will exacerbate traffic congestion, leading to longer commute times and higher accident rates. This is inconsistent with the DCP's guidelines for traffic management and road safety (DCP Part C: Vehicular Access and Parking).
- **Public Services:** Essential services such as water supply, sewage systems, and waste management are likely to be overwhelmed by the increased demand, violating the DCP's provisions for infrastructure capacity and service delivery (DCP Part B: Environmental Guidelines).
- **Emergency Services:** The capacity of local emergency services, including fire, police, and medical services, may be insufficient to adequately serve the expanded population, potentially compromising public safety, which is against the DCP's aim to ensure adequate emergency service provision (DCP Part C: Residential Design).

3. Traffic Congestion

The proposed development will significantly increase traffic in the area, breaching the principles of both the LEP and DCP:

- **Increased Vehicle Numbers:** With 900 new lots, the number of vehicles on local roads will rise dramatically, leading to severe congestion, particularly during peak hours. This contravenes the LEP's objective to concentrate intensive urban land uses in locations most accessible to transport (LEP 1.2(h)).
- **Road Safety:** The increased traffic volume will heighten the risk of accidents, posing a danger to both new and existing residents, which is inconsistent with the DCP's guidelines for road safety and traffic management (DCP Part C: Vehicular Access and Parking).
- **Air Quality:** Higher traffic levels will contribute to air pollution, negatively impacting the health and well-being of the community, conflicting with the LEP's aim to create liveable communities that are well connected, accessible, and sustainable (LEP 1.2(e)).

4. Community Character

The scale of the proposed development is incompatible with the existing character of Gosforth, breaching several key objectives of the LEP:

- **Rural to Urban Transition:** The development will transform a rural area into a densely populated urban environment, altering the community's character and potentially diminishing the quality of life for current residents. This is contrary to the LEP's aim to protect areas of high scenic rural quality (LEP 1.2(d)(i)).
- **Aesthetic Impact:** The construction of 900 new homes will significantly change the visual landscape, potentially reducing the area's aesthetic appeal and affecting property values, which is inconsistent with the LEP's objective to protect and enhance the natural resources of Maitland (LEP 1.2(d)).

- **Social Cohesion:** The rapid influx of new residents could disrupt the social fabric of the community, which is against the LEP's aim to create liveable communities (LEP 1.2(e)).

5. Lack of Consultation

There appears to have been insufficient consultation with the local community regarding this development, breaching the principles of both the LEP and DCP:

- **Community Involvement:** It is crucial that residents have a say in projects that will significantly impact their lives and surroundings. Adequate consultation ensures that the concerns and suggestions of the community are considered in the planning process, which is a fundamental principle of the DCP (DCP Part A: Community Participation).
- **Transparency:** The decision-making process should be transparent, with clear communication from the Council about the potential impacts and benefits of the development. This is essential to uphold the LEP's objective to encourage orderly, feasible, and equitable development (LEP 1.2(j)).

6. Access and Safety Concerns

Anambah Road, the only access route to the proposed development site, is frequently cut off during localized flooding. This presents significant safety and accessibility issues:

- **Access During Emergencies:** The isolation of the area during floods could prevent emergency services from reaching residents in a timely manner, posing serious risks to health and safety.
- **Evacuation Challenges:** In the event of an emergency requiring evacuation, the lack of alternative access routes could lead to dangerous delays and complications.
- **Daily Inconvenience:** Regular disruptions to access due to flooding will inconvenience residents, affecting their ability to commute, access essential services, and maintain a normal daily routine.

Conclusion

In light of these concerns and the numerous inconsistencies and breaches against the principles and foundations within the Maitland LEP and DCP, I urge the Council to reconsider this development application. I recommend exploring alternative solutions that would be more sustainable and in harmony with the existing community. Additionally, I request that a comprehensive environmental impact assessment be conducted and that further community consultations be held to ensure that the voices of local residents are heard and respected.

Thank you for considering my objections. I look forward to your response.

Kind regards

[Redacted Signature]

Submission in opposition to DA/2024/763

From [REDACTED]
Date Thu 10/31/2024 1:33 AM
To Maitland City Council <info@maitland.nsw.gov.au>
Cc [REDACTED]

Via email: info@maitland.nsw.gov.au

The General Manager

Maitland City Council

PO Box 220

Maitland NSW 2320

Dear Maitland City Council team,

I am a resident of Gosforth. I write to oppose Development Application DA/2024/763, "Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Tittle Subdivision of Two Hundred and Forty One (241) Lots, [559 Anambah Road GOSFORTH](#)". I attach a completed disclosure statement as required by submission requirements.

I am opposed to the establishment of a significant development in this area as it will seriously change the rural nature of the community in the Anambah / Gosforth area. The nature of the development is unsuitable to the rural surrounds.

In particular I am strongly opposed to the very high density of the development. The lots in the concept plan vary from small to extremely small. The Preliminary Site Investigation refers to the purpose of the PSI in relation to a proposed low density residential development. I don't understand the technical definition of a low density residential development, but the density of the proposed plan is so extreme, certainly by general suburban norms, that it is hard to conceive a development which is more contrary to the general tone of the surrounding rural environment, other than medium-rise development. It is clearly inconsistent with the density of other suburban development in the southern part of the study area addressed in the development plans and reports.

The EMM Landscape and Visual Impact Assessment Sn 3.1.1 states *"The proposed subdivision is situated within large-scale rural lots. The surrounding residential lots have historically been used for rural residential living and open lifestyles. However, the proposed lots align with the character of the Site's current zoning and with existing surrounding housing developments beyond the immediate locality."* This statement is not supported by observation of the existing surrounding housing developments. The small lot size proposed by DA/2024/763 results in an average density obviously higher than the density of existing surrounding housing developments. In fact, the majority of other local residential developments (Lochinvar, Windella) exhibit much greater lot sizes and lower density than a typical suburban norm in the area. On the other hand DA/2024/763 is proposing a density significantly higher than a typical suburban norm in the area,

and lot sizes well below the minimum lot sizes of 450 sqm specified under the MLEP2011. I therefore dispute the findings of the EMM Landscape and Visual Impact Assessment that the proposal is consistent with other local residential developments. No justification is offered in any of the development plans and reports indicating why it is appropriate to plan to such a high density, which is seriously inconsistent with other development in the local area, and use lot sizes below the standard minimum lot size of MLEP2011.

The MDCP2011 requires that developments be designed to provide the maximum opportunity for tree planting, and appropriate vegetation be used to provide shade to the northerly and westerly elevations of buildings in summer, while allowing penetration of sunlight in winter. The extremely small size of some proposed lots is inconsistent with the requirements for maximum opportunities for tree planting and the use of trees to afford dwellings summer shade and winter sun. The MDCP also addresses dwelling and visual privacy. The lot sizes proposed in some areas of the development indicates that dwelling and visual privacy will be difficult to achieve.

Anambah Rd is currently zoned with a speed limit of 100 km/h. This speed limit is already excessive for the narrow, uncurbed, rolling, winding nature of the road, which is often well-populated with kangaroos in mornings and evenings. Given the radical increase in traffic that can be expected on Anambah Rd in order to service the development, this will result in a significantly higher rate of accidents and animal strikes. I recommend that council consider re-zoning Anambah Rd to 80 km/h speed zone in order to control the increased traffic risks that will come with much higher traffic volume on a challenging road.

I reiterate that I am opposed to this development because it is significantly out of context to the immediate surrounding area. There is range of land options available in the area for residential development. It is not clear why we have to cram the development into such an extreme density, surrounded by cattle grazing land. The development plans and reports do not address key issues arising from the development, including the inconsistency of the development density with the rural context and other residential developments in the area, inconsistency of the development with aspects of the MLEP and MDCP, the impact of traffic density on road safety. It would be appropriate for the council to act in its regulatory role and regulate the density of the development, such that the density is at least consistent with suburban norms exhibited in other developments in the local area.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

DA/2024/763
559 Anambah Road Gosforth 2320

Dear Sir

On behalf of my husband and myself we wish to make a formal objection to the proposed development located at 559 Anambah Road Gosforth 2320.

We, and most other residents in the Anambah Road, Gosforth area moved here because of the rural ambiance of the area and the lack of high density development and are shocked at the size and the number of dwellings proposed within the meagre land size. The recent rezoning that has been allowed has led to greedy developers trying to get maximum profit as displayed in the plans with the ridiculous scale of the allotments portrayed in Stage 1.

Even though the government keeps stressing for the need of hundreds if not more houses to accommodate the coming influx of people this sentiment should not allow for areas of rural landscapes to be turned into concrete pads where in the future no one will want to live! .

The development schedule will impose significant hardship to existing residents in terms of traffic conditions, noise, pollution and general inconvenience both during its progress and even more so when complete. As our address is [REDACTED] we will be very close neighbours to the chaos that will inevitably happen if the existing unsustainable proposal is approved. A more sympathetic development could and should be aimed for considering the small acreage. It seems sensible if Council could develop some realistic guidelines for developers to focus on infrastructure, the surrounding areas, and the existing ambiance.

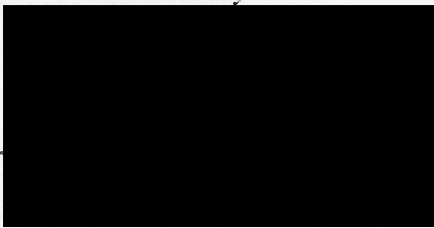
With the scale and density of this development there must be a considerable impact on local amenities and services. What has happened to Maitland Council's Green policy – only allowing a rural 100 acres land size with no leeway for subdivision? As well as having designated areas to be left as Sclerophyll forests!

There is no public transport or street lighting to the highway and when our road floods which is not uncommon- there is proposed only a gravel road outlet to Windella! Showing very little consideration to the incoming residents or the existing families in Gosforth.

There are also common sense issues of highway safety, increased local traffic generation, schooling, childcare, medical, ambulance, police, retail and commercial services to be considered.

We are pleading with Council not to pass this existing proposal – if we are to have houses on the acres surely we deserve a better plan for homes on reasonable size blocks which could be liveable into the future.

Yours faithfully



From: M Brown [REDACTED]
Sent: Monday, 28 October 2024 8:43 PM
To: Maitland City Council
Subject: Objection to proposed development DA/2024/763 – 559 Anambah Road

The General Manager
Maitland City Council
PO BOX 220
Maitland NSW 2320

RE Objection to proposed development DA/2024/763 – 559 Anambah Road

To whom it may concern,

I am writing as a concerned resident regarding the proposed DA 2024/763 – 559 Anambah Road, Gosforth.

As a concerned family and residents of Maitland we object to this development.

Our objections relate to the development of residential housing estate outside the Maitland Urban footprint in prime agricultural land.

We are concerned that the proposed development does not take into consideration the following;

1. Community and Ecological sustainability

- Loss of prime agricultural land in proximity to metropolitan areas.
 - Agricultural land adjacent to our urban communities will become increasingly critical as our communities seek to drive sustainability in our food and fibre supply chains.
- Inadequate local community infrastructure within the development resulting in the community having to commute daily to work and essential services in Maitland
- Inadequate road infrastructure to support the community
 - Road infrastructure from Maitland to Gosforth is a rural road and does not lend itself to high volumes of traffic
 - The road frequently floods cutting access for the residents to the essential services based in Maitland for days at a time
 - The frequency of flooding is expected to increase with climate change
 - There is no existing or proposed sustainable public transport or infrastructure such as rail, bus, cycleways or foot paths to connect this population to Maitland services and community infrastructure
- There appears to be no consideration of climate change or sustainability impacts associated with having a decentralised population commuting daily to work and or essential services.
- There appears to be no consideration of potential odour impacts on the community associated with the adjacent Riverbend Composting facility. The Riverbend compost facility will only have assessed the odour impacts on the adjacent rural community. It will not have taken into consideration a residential housing estate within proximity of the facility.

We understand that this is the opportunity for the community to express their concern or support for the development. Given the above as residents of the Maitland community we feel that this development is not consistent with the practice of ecological sustainable development nor the Councils commitment to sustainability as a consequence we object to the development.

[REDACTED]

The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
20 October 2024

DOC No.	
RECD	23 OCT 2024
FILE No.	
REFER	

Reference: Proposal high density housing development at Anambah
DA/2024/763

We would like to register our objection to the proposed high density housing development at Anambah.

This area is rural and anything more than lifestyle acreages will have severe environmental issues such as pollution and congestion and the decline of agricultural productivity.

Around the Maitland region there are increasingly less pockets of wildlife habitats. We are all concerned about the impacts on our native wildlife and this area encircled by the Hunter River provides a haven for all our kangaroos, wallabies, echidnas and bird life. We enjoy the flocks of galahs, black cockatoos, parrots, pelicans, black swans, kookaburras and many more species that call this area home. High density urban development is not the solution to this pristine part of Maitland.

Any sort of development must be in keeping with the surrounding land. Part of this proposal infringes on the RU2 zoning and will have devastating effects on the local agricultural land use and the decreased wildlife habitats and ecosystems that have been a major asset to the area.

Anambah Road is the only access in and out of the community. The road barely caters for local residents and is continually being repaired due to the heavy traffic caused by gravel trucks daily (at least 20 per day other days there can be double that). With two Quarry pits on the road and a recycling vegetation depot nearby to the development.

No consideration or planning has been shown for the amount of traffic coming along this road as a traffic hazard, safety issues and danger to wildlife and people. There is too much at stake to over-develop this rural holding with a high- density low socio-economic housing style development.

It would be less of an impact to build acreage-style properties that would create a buffer zone between rural zones and bushland.

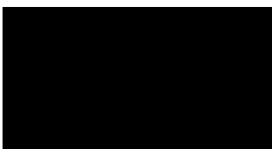
Please consider our concerns for this beautiful part of Maitland.

Yours faithfully,

[REDACTED]
[REDACTED]

Hannah Crouch

From: [REDACTED]
Sent: Sunday, 13 October 2024 10:21 AM
To: Maitland City Council
Subject: Objection to Gosforth development
Attachments: Council letter.docx



To the desk of:
The Hon. Jenny Aitchison MP
Ms Meryl Swanson MP
Maitland City Council
Mayor Philip Penfold

I am writing to express my deep concern regarding the proposed large-scale housing development planned near Gosforth. As a resident who has cherished the natural beauty and tranquillity of this rural area, I am

1

alarmed at the prospect of this development and the impact it will have on our community and environment.

While I understand the need for housing, I believe this particular proposal is excessive and motivated more by profit than by thoughtful urban planning. The size and density of the development are inconsistent with the surrounding areas of Windella Downs and Gosforth, which consists of larger blocks and open space that residents value highly. By allowing such a massive subdivision, we risk losing the unique rural character and lifestyle that drew many of us here in the first place.

In addition to concerns about preserving the local character, research suggests that densely packed, economically homogenous housing developments are often associated with higher crime rates. Studies by the Australian Institute of Criminology and the Australian Bureau of Statistics have shown that areas with high-density housing and socio-economic disadvantage are more likely to experience increased levels of crime, including theft, burglary, and violent incidents such examples are already occurring along Anambah Road with the subdivision at the beginning of the road. Introducing such a development could potentially bring social challenges that our community is not equipped to handle.

Furthermore, the development could place undue pressure on local infrastructure, including roads, schools, and health services, which may struggle to cope with a sudden influx of new residents. We are not against development per se; in fact, the nearby suburb Windella Downs, with its larger blocks, has demonstrated that sustainable growth can be achieved without sacrificing the character of the area. It is possible to accommodate new residents while maintaining a balance that serves the long-term interests of our community.

2

I urge you to reconsider or amend the current proposal to reflect a more balanced approach that prioritizes the needs of existing residents and respects the rural environment. By opting for a development that aligns with the established character of the area, we can protect our community from potential crime increases and avoid placing excessive strain on local infrastructure.


Thank you for considering my concerns. I hope you will stand with local residents in preserving the unique qualities of our community.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

M Clark Objection to DA/2024/763

From [REDACTED]
Date Thu 10/31/2024 4:25 PM
To Maitland City Council <info@maitland.nsw.gov.au>
Cc [REDACTED]

 1 attachments (537 KB)
Council.pdf;

To Whom It May Concern

Re: Objection to DA/2024/763 - Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots, 559 Anambah Road, Gosforth.

I am writing to express my strong objection to the proposed development application DA/2024/763 for the 559 Anambah Road, Gosforth subdivision. My objections are based on several significant concerns, which I outline in detail below. These include numerous inconsistencies and breaches against the principles and foundations within the Maitland Local Environmental Plan 2011 (Maitland LEP) and the Maitland Development Control Plan 2011 (Maitland DCP).

We urge the council to reconsider this development application due to its lack of detail and concrete solutions to the environmental, infrastructural, and social impacts listed above.

Dear Maitland City Council,

We are writing to formally object to development application DA/2024/763 for the subdivision of 559 Anambah Road, Gosforth. My objections are based on significant concerns regarding the lack of detail and inconsistencies between the Maitland Local Environmental Plan 2011 (Maitland LEP) and the Maitland Development Control Plan 2011 (Maitland DCP).

1. Environmental Impact

The development poses severe threats to the local environment, including:

Habitat Destruction: Clearing land for 900 lots will destroy local flora and fauna habitats, violating LEP 1.2(b).

Increased Pollution: Construction and population growth will likely increase air, water, and soil pollution, conflicting with LEP 1.2(a).

Water Management Issues: Disruption of natural water flow could lead to flooding, erosion, and contamination of stock water. The runoff of this site will enter our land and potentially contaminate it and our livestock, how are we being protected against these events? LEP 1.2(i).

2. Infrastructure Strain

The existing infrastructure cannot accommodate the proposed development:

Roads and Traffic: Increased vehicles will worsen congestion and accident rates. In no way can Anambah Rd carry such an increase in traffic and it would be totally unsafe for cars, bikes and pedestrians to share the road in its current configuration breaching DCP guidelines (DCP Part C).

Public Services: Essential services are unable to service the area currently, so they will become further overwhelmed, There is currently no public transport or services to the area, violating DCP provisions (DCP Part B).

Emergency Services: Local emergency services are unable to access the area during a flood. There must be a flood-free entry and exit before this development is considered

The applicant has provided no evidence supply capacity, capability or timeline as to when the subdivision can access drinking and garden water, a reliable power supply or sewerage services. The applicant is treating the residents and council as "fools" by applying for a rezoning with such and incomplete application

3. Community Character

The scale and nature of the development is incompatible with Gosforth's character:

Rural to Urban Transition: This transformation undermines the scenic rural quality, how can this even be considered a transition with a change of this magnitude from 400,00Sqm to 200Sqm a 2000% reduction in size This is contrary to the LEP's aim to protect areas of high scenic rural quality (LEP 1.2(d)(i)).

Aesthetic Impact: The visual landscape will change significantly, affecting property values (LEP 1.2(d)).

Social Cohesion: The influx of new residents, many of whom will be isolated by having limited access to transport and who, by the nature of the lot sizes, could be expected to need a disproportional amount of access to community service facilities, shops, healthcare and schooling, this influx will totally disrupt the self-sufficient nature and the current community fabric, opposing LEP 1.2(e).

In conclusion, we urge the council to reconsider this development application due to its lack of detail and concrete solutions to the environmental, infrastructural, and social impacts listed above.

Thank you for your attention to this important matter.

Sincerely,

[Redacted Signature]

Objection to DA 2024/763

From [REDACTED]
Date Thu 10/31/2024 1:53 PM
To Maitland City Council <info@maitland.nsw.gov.au>

To the General Manager ,
Maitland City Council

Dear Sir ,

I wish to object to the proposed development of **Lot 177 DP874171 and Lot 55 DP874170**
559 Anambah Road , DA/2024/763

My objection is based on the following :

Zoning : The proposed development of subdivision ultimately into 900 lots is highly unsuited to the area which is characterised by rural residential much of which are properties over 30Ha . The area is particularly incompatible with the proposal for - in the first stage alone - approximately half the blocks to be of only 200sqm less than minimum recommended lot size , which is more akin to medium density and mobile home park accommodation.

Access : The area under consideration is proposed to be accessed by Anambah Road which is narrow and not suitable for the intensity of use by many hundreds or thousands of additional vehicle movements . Every house would have multiple vehicles of necessity as there is no public transport in this area . Anambah Road is also highly subject to flooding to a depth of several metres. It is regularly inaccessible during heavy or prolonged rain periods . The subject site has a high degree of overland flow which if replaced by the hard impervious surfaces of urban development, especially with the high intensity of housing proposed , the infiltration to groundwater would be minimal. Runoff would be greatly exacerbated during prolonged rainfall periods leading to a higher volume -with associated waste and debris- traversing neighbouring properties , eroding gullies , entering dams and eventually the Hunter River upstream of Maitland .

For reference the housing development at the end of Anambah Road already demonstrates a lack of open space and a narrowness of roads that are consistently constricted with lines of cars hindering access for vehicles including those for waste disposal .

Wet weather access

The proposed access to River Road as a wet weather alternative is limited by the landform and the soil. Unless it is a fully formed road the increased usage will simply degrade it to a muddy mess within days making it impassable in an emergency, especially by non 4WD vehicles.

Environmental:

Currently the area is home to many native species , these will all be displaced by the proposed development.

Will there be conservation corridors planted along the Stage 1 boundaries ? The creek corridor is minimal in extent and the only open space included in Stage 1 is a 0.5ha park.

Will there be a buffer zone of vegetation along Anambah Road to screen the development and prevent egress from the estate other than on the designated roadway?

Will there be cat containment restrictions to protect native wildlife in the surrounding forested regions and neighbouring properties?

Amenity : The amount of open space planned is minimal and doesn't accord with recommendations to promote tree retention and increase canopy cover to minimise the heat island effect in built environments as well as recommendations that tree cover be increased to promote social, psychological and physical well being.

Facilities : There are no facilities within 8km.

There is no public transport , public swimming pools, sport centres , sporting fields , stores , water supply or sewage system.

No additional schools have been built in Rutherford since the 1990s . Are any planned to accommodate the anticipated increase of many hundreds of children in the development?

Our nearest hospital is now 40 minutes away and there is still no polyclinic or urgent care facility within 40 minutes.

This development if permitted would eventually create an island of habitation of 900 households entirely dependent on private transport along a route prone to flooding.

The area is of significant agricultural value and has much greater worth than is being proposed in this development. The area has long and productive agricultural history and should be more appropriately considered and prioritised as a green buffer for the expanding city of Maitland which is fast losing its rural base and the ability for residents to seek larger home sites , hobby farms, productive farms as well as green spaces for well being. Rather than alienating so much land it would be better designed as larger lot rural sites of 2 Ha and above with significant areas of open space and better consideration of the ephemeral water courses , surrounding forests , wildlife and residential requirements than is being proposed.

Yours sincerely

A solid black rectangular box used to redact a signature.



The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
20 October 2024

Reference: Proposal high density housing development at Anambah
DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah. Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.

Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.


Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.

Please consider our concerns for this beautiful part of Maitland.

Yours faithfully,





30th October 2024

General Manager
Maitland City Council
P.O. Box 220
Maitland NSW 2320

Dear Maitland City Council,

Subject: Opposition to Development Application DA/2024/763

Dear General Manager,

I am writing to formally express my strong opposition to Development Application DA/2024/763, which proposes a staged Torrens title subdivision of 900 lots at 559 Anambah Rd, Gosforth. While the need for housing is acknowledged, the Exhibition reports raise significant concerns regarding the project's feasibility and impact on our community.

1. Electrical Infrastructure

The Electric Supply Investigation indicates that the existing high voltage infrastructure may not be sufficient to support the additional demand created by this development. This raises significant concerns about the reliability of power supply for both current and future residents. In particular, the investigation conducted by Power Solutions indicates that the existing high voltage (HV) network, particularly the Rutherford Zone Substation, is nearing full capacity. The current feeders servicing the area have limited spare capacity, and substantial upgrades will likely be necessary to accommodate the proposed development. To provide adequate electrical supply for the new development, options such as upgrading existing feeders or installing new infrastructure will require extensive time and investment. Indeed, additional capacity will be required, extending the process by up to 12 years with an associated cost of \$25M, further complicating the development timeline and burdening local infrastructure.

2. Environmental and Community Impact

Flood Risk and Hydrological Concerns: The hydrological and hydraulic modelling presented in the engineering report acknowledges the existing and potential flood behavior using RAFTS and TUFLOW models. There is still significant concern regarding the accuracy and reliability of these models to mitigate flooding, particularly in a 1% AEP event. Given the data is based on 2019 figures, the modelling does not adequately take into account the effects of climate change and the fact that 1% AEP events are increasingly prevalent and exceeded in the local area. Any miscalculations could have severe consequences for downstream properties and infrastructure.

Water Quality and Environmental Impact: Although preliminary water quality modelling suggests that the implementation of end-of-line water quality treatment devices will meet MCC's reduction targets, the exclusion of rainwater tanks in the assessment raises concerns about the overall effectiveness of water quality treatments. The cumulative impact on local watercourses and the broader ecosystem warrants further investigation and stricter controls.

Access and Emergency Response: The development includes an access track along River Road reserve for flood egress and secondary bushfire access. However, the effectiveness of this access, particularly with the proposed creek crossings and culverts, needs to be rigorously tested and validated to ensure it does not fail during critical events. Furthermore, any development should not hinder emergency response times or capabilities for the existing community.

3. Traffic and Safety Risks

The anticipated influx of residents will exacerbate traffic congestion in an area that is already facing challenges. The existing road infrastructure may not adequately accommodate the increased vehicle volume, posing safety risks for both drivers and pedestrians.

Inadequate Traffic Infrastructure: The Transport Impact Assessment indicates that the proposed development will lead to a substantial increase in traffic volume, creating severe congestion on already strained roads. The expected influx of residents—potentially adding over 1,000 lots—will exacerbate existing traffic conditions, particularly during peak hours. This is a significant concern for local safety and accessibility, as many roads in the area currently struggle to handle the existing load.

Safety Risks for Residents: The increase in vehicular traffic poses direct safety risks, particularly for vulnerable road users, including pedestrians and cyclists. The report highlights that current intersections and road layouts may not accommodate the projected traffic increases, raising concerns about accidents and pedestrian safety. Inadequate pedestrian infrastructure could lead to more dangerous conditions, especially for children and families in the community.

Long-Term Planning Challenges: The anticipated traffic impacts require a comprehensive approach to road upgrades and maintenance, which have not been adequately addressed in the development plans. The lack of immediate solutions for mitigating traffic congestion raises questions about the project's long-term viability and alignment with the community's development goals.

Cumulative Impact of Developments: The Transport Impact Assessment also notes that the cumulative effect of multiple developments in the area, including this one, could significantly worsen traffic conditions. It is essential for the council to consider the collective impact of all proposed developments rather than evaluating them in isolation. Approving this subdivision could set a precedent for future developments that further strain our infrastructure.

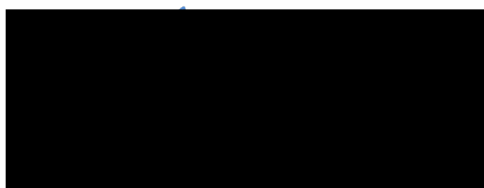
4. Lack of Community Engagement

It is vital that residents have a voice in developments that significantly alter our community. Many have not been adequately consulted regarding this substantial project, raising concerns about transparency and community involvement in the decision-making process.

In conclusion, I urge the Maitland City Council to carefully reconsider the approval of Development Application DA/2024/763. The potential strain on our electrical infrastructure, coupled with environmental, traffic, and community concerns, necessitates a thorough reassessment of the project's implications.

Thank you for your attention to this matter. I look forward to your response.

Sincerely,

A large black rectangular box redacting the signature of the sender.

Kellie Westwood

From: [REDACTED]
Sent: Tuesday, 29 October 2024 6:12 AM
To: Maitland City Council
Subject: FW: DA/2024/763 - Anambah Rd Gosforth proposed development
Attachments: BRW0C96E65250B4_005853.pdf

Corrected letter expressing objection.

[REDACTED]
Sent: Monday, 28 October 2024 8:38 PM
To: info@maitland.nsw.gov.au
Subject: DA/2024/763 - Anambah Rd Gosforth proposed development

Good afternoon

I write to express my objection to the above development. Please find attached the disclosure document in relation to political donations (none). I am a Maitland resident and former resident of 685 Anambah Rd, Gosforth.

My objections are:

1. Anambah Rd is not of a standard to support the large number of cars which would travel the road should the development proceed.
 - It is regularly flooded. This means not only that the road into town is regularly cut and residents stranded, but also that the road is often damaged by flood waters. The increased traffic flow and the water damage will in combination make the road dangerous.
 - The vast majority of Anambah Rd has no shoulder and there are a number of crests. The increased volume of traffic will mean that this becomes a hazard.
2. Anambah Rd is unsafe for pedestrian traffic. The proposed development would bring with it walkers, joggers, dog walkers and children on bikes along Anambah Rd. Given the lack of shoulders and number of crests on the road, a vehicle/pedestrian accident is inevitable.
3. The area is home to a wealth of native wildlife. Increased traffic will inevitably mean that more wildlife are killed and maimed by vehicle strikes. This also adds to the safety issues with the road highlighted above.

Kind Regards

[REDACTED]

[REDACTED]

Fw: RE - DA/2024/763 OBJECTION TO PROPOSED MAJOR DEVELOPMENT SITUATED AT 559 ANAMBAH ROAD

From [REDACTED]

Date Thu 10/31/2024 12:21 PM

To Maitland City Council <info@maitland.nsw.gov.au>; maitland@parliament.nsw.gov.au
<maitland@parliament.nsw.gov.au>

Subject: RE - DA/2024/763 OBJECTION TO PROPOSED MAJOR DEVELOPMENT SITUATED AT 559 ANAMBAH ROAD

My name is [REDACTED]
My family and I reside at [REDACTED]
My Parents and I have been residents of Gosforth for around [REDACTED] years.

I object to the proposed DA/2024/763 with a potential of 1000+ lots situated in the middle of prime agricultural/rural land with block sizes ranging from approx. 200-600 m2.

I object to the concept proposal in its current form, my concerns and questions below :

- Access by Anambah Rd. With a potential population increase in this area of 2500 to 3500 or more using this single access road ! How would this road handle the increased traffic volume ?
- Anambah Rd is highly flood prone - emergency escape issues
- Bushfire risk and emergency escape issues
- Due to the high-density development - pollution is also of concern (during and after the development) namely from chemicals, fuels and oils and domestic animal faeces waste affecting local water courses which in turn affect neighbouring rural properties that rely on a clean water source to fill their dams for stock and for irrigation purposes
- Will pollutant monitoring take place during and after construction ?
- The proposed 'Emergency' access to the development via Windella is open when, controlled by whom, maintained by whom, properties affected ? Who is responsible ? This road should be developed and constructed as a permanent access before any development takes place, if indeed any development goes ahead
- Traffic impacts to the junction of Anambah Road and the New England Highway with pressure steadily increasing from the industrial area nearby and adjoining Rutherford/Anambah suburbs that access Anambah Road
- Impact to the local environment. Wildlife is abundant in this area, namely kangaroos, echidnas, Bandicoot, lizards, snakes, turtles, frill necked lizards, bearded dragon lizards, Black Swan habitat in nearby waterways and abundant birdlife including Black Cockatoo's and Wedge tailed Eagles that frequent the area. Most are protected species. We have noticed the increase of activity and population of these species over the last 15 years in particular....obviously under pressure from increasing developments nearby from Aberglaslyn Road and from developments at Windella. What actions are being taken to address the loss of habitat for these species ?

- The development is not conducive to the local rural environment, basically a concrete jungle smack bang in the middle of a mix of precious rural and natural environment
These are just some of the concerns that come to mind.

Note that this DA is not an expansion of an existing residential area, but basically in the middle of 'nowhere'.

Please note I am not anti-development, but this proposal is way 'over the top' considering the high density of properties and the lot sizes.

Block sizes ranging from the legal minimum of 450m², broken up with larger lots of 2-5 hectares would be more conducive with the rural aesthetic considerations in this area.

Could you please advise by return email that all concerns from myself and others will be considered.

Regards,





30th October 2024

The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Jeff

**SUBMISSION AGAINST THE CONCEPT DEVELOPMENT APPLICATION AT 559
ANAMBAH ROAD GOSFORTH NSW 2320 - DA 2024/763**

I am a resident of Windella and make a submission [against/questioning] the application.

I have read the various documents submitted by the Applicant and on display. I raise concerns and my objection to the application being given consent.

I would like Council to consider the following points I have identified from the Development Application:

Project Overview

The project seeks concept approval for the staged development of a master plan at 559 Anambah Road, Gosforth, covering approximately 125 hectares. The site is zoned R1 General Residential (approximately 66 hectares) and RU2 Rural Landscape (approximately 59 hectares) under the Maitland Local Environmental Plan 2011 (MLEP 2011).

Key Concerns

1. Inconsistencies with Local Environmental Plans

- The proposal presents numerous inconsistencies and breaches concerning the principles and foundations outlined in the Maitland LEP and the Maitland Development Control Plan (2011).
- Specific inconsistencies include:
 - **Access Issues:** The sole access point via Anambah Road raises significant concerns due to its location in a flood-prone area. This poses high risks for emergency evacuation and general accessibility.
 - **Lot Sizes:** The proposed small lot housing does not align with the majority of principles set forth in the Maitland LEP and Maitland Urban Strategy, indicating a fundamental mismatch with planning intentions.

2. Potential Impact on Housing Market

- The oversupply of small lot and manufactured home estates could depress demand, undermining the intended market dynamics and economic strategy of Maitland.

- This proliferation is inconsistent with the Maitland City Council's vision to establish the region as a quality entry point for both the Hunter Valley and Newcastle.

3. Recommendation for Comprehensive Assessment

- Given the outlined high-risk issues and breaches of local planning principles, it is recommended that a full assessment be conducted for all stages of development in a single Development Application (DA), rather than allowing piecemeal approvals.

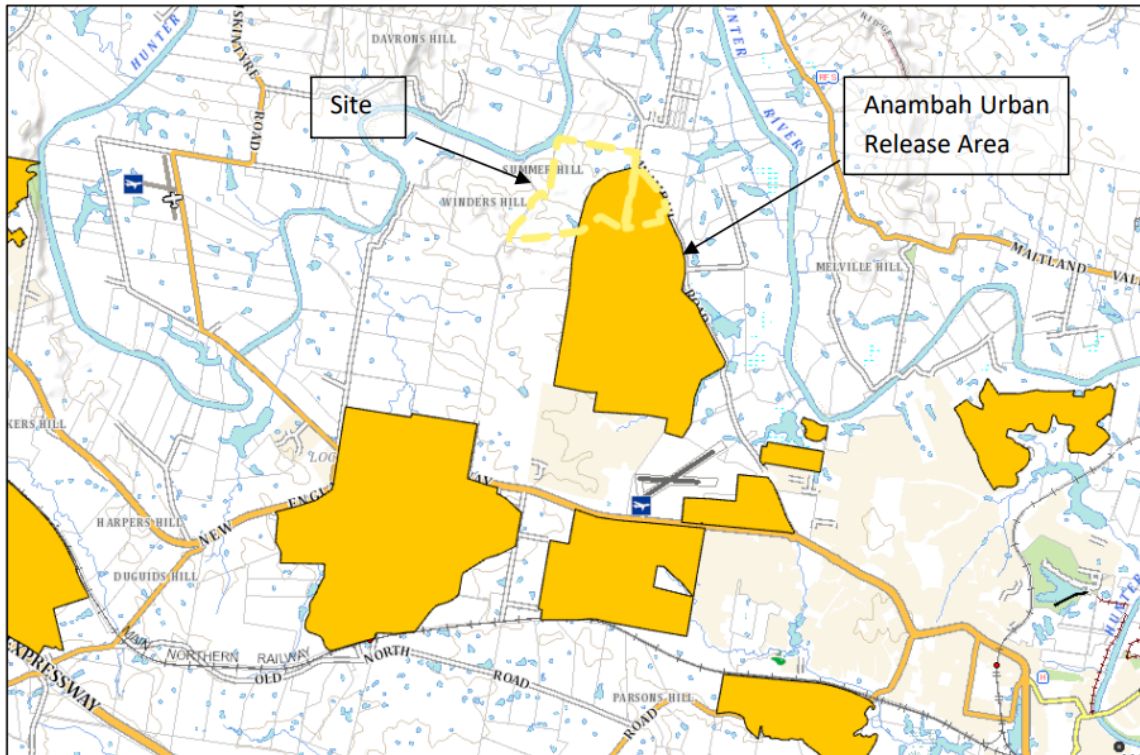


Figure 1 Urban Release Area Map. Site outlined in yellow. Source: NSW ePlanning Spatial Viewer

We are not against development and recognise that this area has always been designated as Anambah Urban Release Area a total area of approximately 490 hectares within the western corridor of Maitland.

At one point we expected development to occur and have similar characteristics as Louth Park / Windella however the proposed **small lot housing** development of **200m²** and **300m² blocks** is appalling with the current infrastructure let alone the targeted demographic that this concrete structure would attract.

The Proposal Statement of Environmental Effects (SEE) outlines that “the site formed the subject of a planning proposal which resulted in the rezoning of RU2 Rural Landscape zoned land to predominantly R1 General Residential in December 2020 under Maitland Local Environmental Plan 2011 (Amendment No. 26). The LEP amendment included site specific minimum lot sizes for the Anambah URA and prescribed the requirement for the future provision of suitable and safe road access to the New England Highway via Wyndella Road after 1,200 lots are delivered within the Anambah URA. The intention of the Maitland Local Environmental Plan is that Anambah Road is the primary point of access for the Urban Release Area prior to the connection to Wyndella Road being constructed after the delivery of 1,200 lots. The Anambah URA seeks to deliver a total of 3,000 residential allotments, and will include a small neighbourhood centre, public recreation and environmental conservation areas.”

It was my understanding that the Anambah URA allowed for the staged development of 1200 lots prior to the permanent commissioning of Wyndella Road as the staged event was to occur

on the southern portion of the Anambah URA which has nil – 1 flood crossing. However, this Proposal is fully isolated and 3-4km to the north of the nearest suburb with 3 flood crossings and no public transport or community connectivity.

The Anambah Urban Release Area (URA) is for 3000 lots across 490 hectares compared to the Proposal cramming 1142 lots across 126 hectares considering the greenfield compulsory zones.

LOT SIZE

One of the primary objections to the Proposal is the small lot housing of 200ms – 400m lot sizes. The [Maitland Local Environmental Plan 2011](#) (Maitland LEP) confirms that minimum lot size for the RU1 land is 450m² and the RU2 Land is 70,000 m² as outlined in Department of Planning and Environment (DPE) plans [5050_COM_LSZ_001_040_20200910.pdf \(eplanningdlprod.blob.core.windows.net\)](#)

As a community I object to this breach of allotment size and require the Proposal to comply with the basic requirements of the Maitland LEP as a minimum.

Consideration should be given to surrounding aesthetics of the unique rural setting that abuts an Endangered Ecological Community (EEC) and the Hunter River and a high-density development is inappropriate at this location.

The Proposal SEE outlines *“proposed development will accommodate a variety of housing types including small lot development pursuant to MLEP 2011 provisions for minimum lot sizes below 450m² within the urban release area. Additionally, the proposed concept development application seeks approval for future build-to-rent development in the northeast of the site which will support varied tenure arrangements within the residential estate.”*

The Proposal location is not the appropriate location for a build-to-rent residential estate given the lack of access to public transport, amenities and shops

If the Maitland LEP does allow for some small allotments, consideration should be given to spread these small lots over the entire Anambah URA, not just crammed in the northern section 3-4 km away from connectivity to existing public transport and existing community.

The new approach of **Manufactured Home Estate** is not appropriate for developments that are isolated by one road or isolated by community. Even though the Proposal is for Stage 1 and does not propose construction of any new dwellings, the development is attempting to fall within the “Maitland Local Housing Strategy 2041” by providing *“future housing in the right locations”* and *“The proposed development will accommodate a variety of housing types including small lot development pursuant to MLEP 2011 provisions for minimum lot sizes below 450m² within the urban release area. Additionally, the proposed concept development application seeks approval for future build-to-rent development in the northeast of the site which will support varied tenure arrangements within the residential estate.”*

There are currently 5 other **Manufactured Home Estate** proposals being considered by Maitland Council

- DA/2024/116, 34 Wyndella Road LOCHINVAR, Demolition, Manufactured Home Estate with 209 Dwelling Sites, Communal Facilities, Associated Works and Staging (7 Stages)
- DA/2023/1133, 282 Lot Manufactured Home Estate, Clubhouse, Swimming Pool & Associated Earthworks, 10 River Road WINDELLA & 16 Denton Close WINDELLA
- DA/2024/823, 206 Lot Manufactured Home Estate, Community Facilities, Display Suite and Demolition, 1064 New England Highway LOCHINVAR

- DA/2024/515, Demolition of existing dwellings and structures, One Hundred and One (101) Site Manufactured Home Estate and Community Facility Building with Indoor Pool, 27 Metford Road TENAMBIT, 29 Metford Road TENAMBIT & 30 Metford Road TENAMBIT
- DA/2023/842, Manufactured Home Estate and Multi-Dwelling Housing Comprising 254 Moveable Dwelling, Club House and Amenities, 283 Wollombi Road FARLEY & 303 Wollombi Road FARLEY

The over supply of these manufactured residence will drive demand down and surely is inconsistent and in breach of Maitland City Council's strategy and vision for being the quality City and entry point of the Hunter Valley and Newcastle.

ACCESS

As you know Anambah / Gosforth is fully isolated and only accessible via Anambah Road which is regularly isolated during flood times at 3 separate flood crossings. Anambah Road itself is already fragile and frequent potholes with our current low rural residential let alone an additional 1141 residences.

On average Anambah and Gosforth are isolated by localised flooding 1-3 times per year up to a 5-day period. In the time that I have been a Gosforth resident we have never received assistance or help from SES or any other rescue squad in Maitland given the current expectation and strain of Lambs Valley and Gillieston Heights. Gillieston Heights at least has its own shopping centre, yet none are planned for this Proposal.

The Proposal SEE nominates that secondary access to New England Highway via Wyndella Road will be developed once the Anambah URA delivers its first 1,200 resident lots and flood free egress is nominated via River Road for Stage 1. The SEE states that this road will not be operational outside of flood events.

How is River Road going to be regulated and maintained? Development Consent conditions must ensure River Road is constructed and operation prior to the release of any residential blocks and designed to an engineering standard to withstand flash flooding from runoff from Winders Hill, as well as any backup flood inundation from Hunter River.

River Road must be suitably engineered for 2-wheel access for residential vehicles, bicycles and motorbikes as well as emergency services and service providers

There are a minimum of 3 water crossings that will require specific engineering to manage the high-density traffic as well as the congestion of traffic within Windella and at the Windella / New England junction.

The modelling prediction within Transport Impact Assessment (30 August 2024) are inconsistent with

The Transport Impact Assessment states "modelling confirms that the existing infrastructure (i.e. the existing roundabout) will accommodate the traffic growth because of both the Stage 1 development (240 lots) and the full development (900 lots) scenarios without any background traffic growth applied. No infrastructure upgrade is required."

Page 18 of the Transport Impact Assessment dismisses the requirement for walking and cycling access to the nearest community, shops, medical facilities and public transport given the long travel distance. The assessment also expects that public transport would be limited due to the scale of the development.

I object to the formation of that assessment and observation and believe that in compliance with Maitland LEP and strategies that it is crucial to connect new communities with existing communities given modern day working from home arrangements and targeted small housing allotments.

Any new proposal should comply with design considerations of traffic and connectivity and have linkage to existing community and public transport. In alignment with the above, the Proposal must have adequate pathways (walk and cycle) installed between the residential development and nearest development of Rutherford to allow quality of lifestyle.

I object to the TIA statement that “the TIA has identified that there is no traffic safety concerns with development and the surrounding road network can comfortably accommodate the traffic generated by Stage 1 of the development with background growth accounted for in the 2028 and 2038 models.” Gosforth is a 1 road entry community and if Anambah Road is restricted due to an emergency or flooding then this is a significant safety risk and issue to life, human and livestock.

COMMUNITY CONSULTATION

What consultation has occurred with the Windella residents that during flood times (sometimes 3 times per year) they will have an additional 1250 residents utilising River Road especially when they were specifically told no future developments would be accessing and utilising that paper-road?

SERVICES AND EMERGENCY SERVICES

What additional resources are being added to resource this development regarding police, schooling & emergency services. The additional social economic issues of rent to buy mobile home issues will add additional burden to currently limited resources for police and emergency.

Page 30 of the SEE dismisses

LANDUSE CONFLICTS

The **NSW Planning, Industry & Environment Planning and Assessment DRAFT LEP Maitland Local Environmental Plan 2011 (Amendment No. 26) Finalisation Report (IRF20/5241)** identified the management of potential land use conflict and noise, Odor & dust pollution and in response to concerns by the relevant public authority about the proximity to two quarries, Council extended the E4 Environmental Living zone with a minimum lot size of 5,000m² along the eastern boundary to reduce the number of allotments and potential land use conflicts.

WATER RUNOFF

Will the creek that meanders through the Endangered Ecological Community (EEC) continue to run during rainfall events?

What consideration has been given to the increased pollution of runoff water from the additional disturbance and pollution from the domestic cats and dogs brought into this residential development??

Who will pay for damages to the natural drainage line and water storages if the runoff coefficient is miscalculated?

BIODIVERSITY

The Proposal is located in a unique parcel of Hunter Valley and abuts a Endangered Ecological Community (EEC) adjacent to the site that contains a Lower Hunter Spotted Gum Ironbark community and associated fauna.

Lower North Foothills Ironbark-Bos-Gum Grassy Forest

Biodiversity Development Assessment Report (BDRA) for the Proposal nominates that the area has 2 Plant Community Types

- Lower North Foothills IronbarkBox-Gum Grassy Forest (PCT ID 3446)
- Hunter Coast Foothills Spotted Gum-Ironbark Grassy Forest (PCT ID 3433)

And the EEC and PCT form the habitat for:

- Callocephalon fimbriatum (Gang-gang Cockatoo)
- Myotis macropus (Southern Myotis)
- Ninox connivens (Barking Owl)
- Petaurus norfolcensis (Squirrel Glider)
- Phascogale tapoatafa (Brush-tailed Phascogale)

The Proposal itself will impact and destroy 3.71 ha of native vegetation comprising the listed PCTs and forming habitat for the listed Threatened Species. The Proposal nominates implementing offsets, but **consideration should be given to retain the remaining slice of native vegetation** that simply cannot be replicated by commercial offsets nor replace natural habitat.

The Biodiversity Development Assessment Report was only limited to a subject area of 76ha whereas the full 126ha should have been covered. The field surveys were conducted during December, January and April which is inconsistent with breeding seasons.

The Report notes that “A large proportion of the assessment area outside the subject land is private land and not accessible for survey.” This area is the location and habitat of the Endangered Ecological Community (EEC) and fauna above and would be greatly impacted by the medium to high density housing estate and the influx of domestic animals pose a further threat to already endangered / threatened species.

The noise pollution will drive the fauna from the Lower Hunter Spotted Gum Ironbark community let alone the dangers of domestic cat and dog attacks.

There is a connectivity from the EEC to the northeast of the Proposal to the vegetation to the

The **NSW Planning, Industry & Environment Planning and Assessment DRAFT Maitland Local Environmental Plan 2011 (Amendment No. 26) Finalisation Report (IRF20/5241)** outlined that the Office of Environment and Heritage (OEH) objected to the original planning proposal due to inconsistencies and inadequate information. Post exhibition changes by the Office of Environment and Heritage “raised concerns the Lower Hunter Spotted Gum Ironbark Forest endangered ecological community was inadequately protected by the proposed minimum lot size of 10ha. In response, Council increased the minimum lot size over this area to 100ha to avoid fragmentation and minimise disturbance. This management approach is supported by the relevant public authority”.

To **preserve the Endangered Ecological Community** and reduce impact to the habitat of the fauna living in this area, **a buffer zone** should be placed along the boundary of Anambah Road and **additional advice** be sought from **Department of Climate Change, Energy, the Environment and Water - Biodiversity, Conservation and Science Group** as well as **Office of Environment and Heritage (OEH)** to implement a sustainable development.

3.2.5 Areas of outstanding biodiversity value There are no Areas of Outstanding Biodiversity Values within the 1,500 m buffer or in the general locality of the study area

MAITLAND LEP

The [Maitland Local Environmental Plan 2011 - NSW Legislation](#), aims to make local environmental planning provisions for land in Maitland in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act. In review of the plan, I turned my mind to what the aims of the Maitland LEP are versus the objectives of the Proposal and provided consideration below:

Aim of Maitland LEP	Does the Proposal match the Aim
(a) to facilitate ecologically sustainable development of land and natural assets,	The Proposal is not an ecologically sustainable development give the small lots of 200-400m ² will have limited green space (i.e. minimal lawn or garden) and not promote ethical ecological sustainable dwellings. The small lots will attract cheap mobile manufactured structures possibly even built off-site in another Council area which takes employment and money out of our local council
(b) to protect and maintain the extent, condition, connectivity and resilience of natural ecosystems, native vegetation, wetlands and landscapes, including those aspects of the environment that are matters of national environmental significance within Maitland in the long term,	The Proposal has included the minimal requirement for greenspace due to water way restrictions but will impact the neighbouring Endangered Ecological Community (EEC) and associated wildlife and RU2 agricultural landscape
(d) to protect, enhance or conserve the natural resources of Maitland including the following— (i) areas of high scenic rural quality, (ii) productive agricultural land, (iii) habitat for listed threatened species and endangered ecological communities, (iv) minerals of regional significance,	The Proposal will impact the productive agricultural landscape by rezoning unnecessary RU2 Rural Landscape. The Anambah URA is a significant allocation for future development and the rezoning of the 59 hectares of RU2 Rural Landscape should be over-ruled
(e) to create liveable communities which are well connected, accessible and sustainable,	This Proposal is not a liveable community that is well connected, accessible or sustainable. It is isolated & a long distance from any given neighbourhood or public transport or facilities
(h) to concentrate intensive urban land uses and trip-generating activities in locations most accessible to transport and centres, strengthening activity centre and precinct hierarchies and employment opportunities,	This Proposal is not located in a area that is accessible to transport and or any form of community centre.

(i) to ensure that land uses are organised to minimise risks from hazards including flooding, bushfire, subsidence, acid sulphate soils and climate change,	This Proposal is at very high risk to flooding and higher risk due to 1 access only
(j) to encourage orderly, feasible and equitable development whilst safeguarding the community's interests, environmentally sensitive areas and residential amenity.	<p>This Proposal is not safeguarding the communities' interests or protecting the local Endangered Ecological Community (EEC) and supporting wildlife.</p> <p>Consideration should be given to modify the application to encourage a rural lifestyle approach like Windella / Louth Park</p>

Zone RU2 Rural Landscape

1 Objectives of zone

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To maintain the rural landscape character of the land.
- To provide for a range of compatible land uses, including extensive agriculture.
- To provide for a range of non-agricultural uses where infrastructure is adequate to support the uses and conflict between different land uses is minimised.

[Maitland Local Environmental Plan 2011 | Planning Portal - Department of Planning and Environment \(nsw.gov.au\)](#)

[5050_COM_LSZ_001_040_20200910.pdf \(eplanningdlprod.blob.core.windows.net\)](#) confirm that minimum lot size for the RU1 land is 450m² and the RU2 Land is 70,000 m²

The NSW Planning, Industry & Environment **Planning and Assessment Plan Finalisation Report (IRF20/5241)** raised the issue of potential impact the planning proposal will have on the rural character and amenity of the area, particularly in relation to Windella Estate. The response was that "The proposed R5 Large Lot Residential zone minimum lot size was increased from 2,500m² to 3,000m². This will provide a greater transition between the existing large lots of Windella Estate and the proposed Anambah urban release area."

The same consideration must be given to the existing residence of Gosforth and Anambah and the merits of this Proposal be considered and modified.

Another concern was traffic management in relation to access points in the event of an emergency and the suitability of the proposed emergency access road. The response was that "the planning proposal includes a requirement to provide flood free access before the release of more than 1,200 allotments via a proposed Western Link Road that will link the site with the New England Highway at Wyndella Road intersection. Prior to this, emergency access will be provided via River Road, which runs through Windella Estate."

MAITLAND DEVELOPMENT CONTROL PLAN (DCP)

The Maitland Development Control Plan (DCP) works with the LEP and provides detailed planning and design guidance for what you can do on your land. The following DCP (last updated May 2023) were reviewed in consideration of my response

[Development Control Plan Part A - Administration](#)

[Development Control Plan Part C - Design Guidelines](#)

[Development Control Plan Part F - Urban Release Areas](#)

The Maitland Development Control Plan (2011) Part F – Urban Release Areas outlines that “The Maitland Urban Settlement Strategy (MUSS) provides the broad direction for future growth in the Maitland LGA. The MUSS identifies several investigation areas for residential expansion, as well as low density residential areas in more constrained localities and areas to support employment growth.....The objectives and desired future outcomes for the development of Urban Release Areas are for Council and the community to have clear direction and clarity as to the expected character and future neighbourhood amenity of these areas”

Section F.2.1 outlines the desired future outcomes that that all development should demonstrate consistency and consideration of the following principals for Residential Urban Release Areas. I believe that the Proposal significantly breaches these principles for the following reason.

Principals	Compliance with Maitland Urban Settlement Strategy
1. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.	The Proposal does not comply with this principal as Anambah Road has no formal walkway or cycleway and is too dangerous to walk/cycle given the narrow road, poor visuals due to crests & high truck usage and 100km/hr zone
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods.	The Proposal does not comply with this principal as the development will be isolated from the Maitland community and neighbouring Rutherford community approximately 3-4km away
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.	The Proposal does not comply with this principal as there is only the one road into the development and no interconnecting walking or cycling pathways to Rutherford /Aberglaslyn.
4. To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.	The Proposal does not comply with this principal as the significant number of small lots (200-300m2) will require residence to park their vehicles (2+ if families reside in these dwellings) which will cause internal congestion of the inner roads and prevent free access for emergency services and service providers (waste and recycle etc)
5. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.	The Proposal does not comply with this principal as there is no public transport system in this area or on Anambah Road. There is no direct or safe access except the one road access and with an additional 900+ residence the safety would also be questionable on the roads

6. To facilitate appropriate mixed-use development which is compatible with residential amenity, capable of adapting over time as the community changes, and which reflects community standards of health, safety and amenity.	The Proposal does not comply with this principal as it is limited to residential lots only and fully isolated from surrounding Maitland neighbourhood
7. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.	The Proposal does not comply with this principal as it is limited to small lots (generally 200-400m2), with a handful of lots 800m2+. In modern society, this is limited and aimed at Social Housing and does not cater for diverse housing needs nor does it allow for progression of shops and facilities
8. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.	<p>The Proposal does not comply with this principal as there is an Endangered Ecological Community (EEC) adjacent to the site that contains a Lower Hunter Spotted Gum Ironbark community and associated fauna.</p> <p>The noise pollution will drive the fauna from the Lower Hunter Spotted Gum Ironbark community let alone the dangers of domestic cats and dog attacks.</p> <p>The Proposal will have additional impacts of polluted waters due to the high density that has water reporting to Hunter River.</p> <p>The Proposal certainly does not comply with the scenic value principal as the cramming of so many small lots (1142 lots across 126 hectares) will be an eyesore with minimal landscaping and grass on 200-400m2 lots let alone the scarring within such a scenic agricultural setting of serenity and peace.</p>

I invite all Maitland Councillors to come out and see where they are proposing to locate this small lot housing and on RU2 Rural Land. This is Maitland / Gosforth, please don't allow them to turn this into an inner-city concrete slab. I would look forward to speaking to the Council, either on site, or at a meeting where the application is considered.

Yours sincerely

[Redacted Signature]

From: [REDACTED]
Sent: Sunday, 20 October 2024 1:01 PM
To: Maitland City Council
Subject: Objection to DA/2024/763 isolated residential subdivision Anambah Road Gosforth

Dear General Manager,

I wish to object to the proposed development on the following grounds:-

1. Anambah Road can be covered with impassable flood water for days, sometimes many times in a year, meters deep, and much of it can be washed away requiring significant repair after a flood . Please see photo of Anambah Road post flood below. This development proposes to upgrade River Road as a flood access . The upgrade of River Road to a standard suitable for a 2WD ambulance in wet conditions needs to be conditioned on the development to be undertaken PRIOR to Council final consent to the release of stage one subdivision lots for sale so the lives of hundreds are not left potentially at risk.

2. The development (future stage) proposes small lots with internal access that back onto Anambah Road . Please see attached photo.

A strip of green space should be dedicated to Council between the lots and their full length with Anambah Road .

This is not just for visual screening but to legally and physically preclude direct main road access.

If lot owners construct rear access points onto Anambah Road they will be doing right turns into town across an 80km road in front of trucks over a crest and bend .This will create an dangerous traffic situation.

3. This development does not comply with numerous objectives of the LEP.

4. This proposal does not comply with the intentions of an RU2 Zoning.

5. The proposed lot sizes of little over 200sqm is suitable for inner city (or near rail stations) terrace houses where people can walk to work or use public transport . That is unlikely to be an option in a rural location and with often two to three cars per household they will end up parked in the narrow streets making garbage collection etc problematic.

6. This land has a substantial catchment and the existing volume and velocity of run off through the twin 900mm pipes under Anambah Road can be considerable after extreme rain events occasionally overtopping the road, scouring it and the property opposite .

A detailed and specific engineering assessment needs to be undertaken as to the adequacy of the twin pipes to cope with increased run off and velocity so the road doesn't get washed away after a major storm leaving Gosforth residents without access and Council (rate payers) with the repair bill.

With regards

[REDACTED]

[REDACTED]

The General Manager
Maitland City Council
PO Box 220 Maitland 2320
21 October 2024

DOC No.	
FILED	28 OCT 2024
FILE No.	
REFER	

Ref. Proposed high density housing development at Anambah. DA/2024/763

Dear Sir or Madam,

I wish to register my objection to this development as I believe that there is a massive downside to it, that has been completely overlooked.

It is yet another example of the 'big end of town' - for its own financial gain, mindlessly creating a monster that will reshape and degrade the lives of existing Maitland ratepayers and visitors, as well as the demographics of the region.

At my age (93), I may not see it take place but one of my concerns is for the wide variety of wildlife that exists in this corridor and the destruction of their natural habitat. This wildlife exists amicably alongside beef-cattle grazing activity which is of important economic benefit to the region, and which will also be disrupted.

There is a colony of eastern grey Kangaroos that visibly inhabit the whole western side of Anambah Road. I have seen them down as far as Mustang Drive.

Other observed fauna - echidna, tortoises, goannas, snakes, water dragons, swamp hens, native ducks, rare black swans, egrets, ibis, pelicans, cockatoos and many other unidentified bird species can be seen any day between my address and the New England Highway.

They all rely on the waterways, ponds and natural grazing and shelter that will now be consumed or contaminated. There is already a sad level of roadkill of animals on Anambah Road and the introduction of 2000+ additional vehicles will add to the carnage.

The cramming of this number of small, low-value dwellings in this area, goes beyond the acceptable parameters for sustainable development and out of keeping with the locality. It will have an impact on already stretched infrastructure, viz. schools, hospital, medical services, ambulance, police and retail services.

There is a perpetual waitlist to join a GP practise or medical centre in the Maitland area, as a registered patient!

The retail centres at Rutherford that will service this development, already have crowded parking facilities and the number of extra vehicles that the development will generate, entering and leaving the New England highway, is a safety and traffic concern. These same vehicles will first have to enter Anambah Road - a single lane roadway with many blind bends and crests.

Heavily laden trucks from two quarries and a vegetation recycling depot in Anambah Road, use this road many times daily, usually travelling more than the allowable speed limit of 100 km/hr. Potentially lethal encounters with the extra residential vehicles entering this road will increase.

On a broader note, there appears to have been no thought given to how the development will impact and degrade the surrounding Hunter Valley environs, which have always enjoyed the status of being a 'Jewel in the Crown' of regional New South Wales.

Like the wine producing centres of Europe and California, the Hunter Valley vineyards have always been a drawcard for overseas and domestic visitors - much of the attraction being restful, co-lateral, rural accommodation and the pleasant drive through a countryside devoid of excessive urban development - yet still handy to two major cities.

The Council would do well to directly contact those in the wine growing industry, to inform itself how the spin-off from this development could affect vineyard production. The massive movement of earth and related civil engineering activity plus the subsequent increase in human habitation will create air-borne pollution that will have an impact on ripening grape crops and the wine quality that follows.

This concentrated hub of human habitation - well within the Hunter River catchment area, will also produce a cocktail of garden fertiliser and chemicals, pet-droppings and engine oil - all ending up in the Hunter River, which encircles the development, only kilometres away.

The fact must also be faced that this concentrated habitation will possess its share of undesirable elements, causing confrontations with other residents, and placing more demands on the police who already must address a major unlawful activity in the area. Viz. Because of its comparative isolation, Anambah Road has long been a nocturnal racetrack and a stunt driving arena for the hoons of Maitland, as evidenced by tyre tracks and burnt tyre rubber that mark the road surface every few days. The development will add its own recruits, attracted to this activity!

In conclusion, this development has all the ingredients for a 'ghetto' to evolve - something I am sure Maitland Council should not want to have under its jurisdiction.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

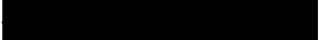


31 October 2024

The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Jeff

**SUBMISSION QUESTIONING AND PARTIAL OBJECTION TO THE CONCEPT
DEVELOPMENT APPLICATION AT 559 ANAMBAH ROAD GOSFORTH NSW 2320 - DA
2024/763**

As a resident of , I make a submission questioning the application, and specifically opposed there being any flood and bushfire access onto River Road.

I have read the various documents submitted by the Applicant and on display. I raise concerns to the application being given consent.

I would like Council to consider the following points I have identified from the Development Application:

Sect 1.3 Proposed Development - An access track is proposed as part of Stage 1 of the development along the River Road reserve to provide both a flood egress and a secondary bushfire access for the development.

- I strongly oppose any access being provided to the proposed Estate through River Road. River Road current ends at a cul-de-sac with only 5 houses forward facing onto this road and regularly using it. If access was to be granted this will significantly increase the traffic volume at that end of the road.
- My children regularly ride around the cul-de-sac on their bikes and buggies. Any change to the road will impact the safety of my children particularly as there are no formed pathways as any alternative.
- I remain concerned that even if access is only 'unlocked' when a natural disaster requires it, there is a risk that residents of Anambah will ignore this direction and use River Road as a shortcut to the New England Highway.
- Already there is a safety risk to River Road as the school bus stop is at the corner of River and Lera Road. If this Road becomes a throughfare for more cars and houses, you do not have the infrastructure in place to ensure the safety of the children waiting at the bus stop and those who then walk down River Road and onto Sandstone Drive.
- If River Road is accessible in the event of a flood or bushfire event, this means an additional 900 houses wanting to use the one road in and out of Windella onto the New England Highway and navigating merging out onto a 80km road becoming an increased risk to life to more people.

- Additionally, River Road/ New England Highway intersection also floods and the entrance can become blocked so this is not an appropriate flood egress as you cannot exit Windella any other way.
- Instead of developing access to River Road, Council should instead require the developer to update Anambah Road and the development can only continue following the upgrade to Anambah Road.

Waste Water Management – I am concerned about the possible temporary rising main along the River Road extension. What does this mean, and what are the impacts safety wise, access and visually to River Road residents.

Mains water access – I am concerned about the proposal to tap into the existing Windella water mains. With water pressure already a concern for Windella this is not an appropriate and liveable impact.

I would look forward to speaking to the Council, either on site, or at a meeting where the application is considered.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

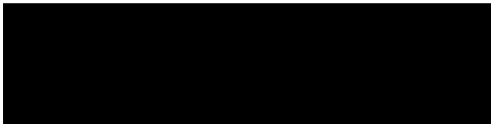



General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320


**RE: OBJECTION TO DEVELOPMENT APPLICATION (DA/2024/763)
RELATING TO 900 LOT SUBDIVISION (CONCEPT) AND 240 LOT
RESIDENTIAL SUBDIVISION (STAGE ONE) AND ASSOCIATED WORKS,
559 ANAMBAH ROAD, GOSFORTH**


Reference is made to DA 2024/763 which seeks concept approval (up to 900 lots) and a Stage 1 residential subdivision approval (240 lots) with access via Anambah Road and its intersection with the New England Highway.

SUMMARY

- The need to facilitate housing supply in AURA (and across the Lower Hunter, NSW, and Australia) is evident, but in providing land for housing in a new release area, it should be supported by adequate and suitable infrastructure to serve the community it will create. That is fundamental to achieving the visions and objectives of regional and local planning strategies.
 - The Proposal represents potentially 20-30% of the development yield anticipated by AURA and is the first DA for residential subdivision in AURA. Yet it proposes no permanent upgrade works to critical lead in roads (other than an intersection from the proposed subdivision to Anambah Road) and no solutions to Anambah Road or other permanent external road connections. It unfairly transfers the burden to others in AURA who have not pressed to seek development outcomes prematurely on lands that have always been identified to be developed earlier than the subject site.
 - It seeks to benefit from its zoning and secure early development whilst bearing no burden of investigating and resolving permanent solutions for key enabling infrastructure for the new release area. It raises several fundamental questions and challenges for the Consent Authority and Council.
 - In electing to proceed in that manner (out of sequence and in advance of development control plans, contributions plans, and permanent infrastructure solutions being resolved/funded) it is contrary to an 'infrastructure-first' approach now espoused by the Hunter Regional Plan 2041. In its proposed form, it is premature.
 - It focuses investment on what will ultimately be redundant infrastructure components (to respond to the clear sequencing challenges that inevitably arise to development of the remotest part of AURA first).
- 

- 
- It appears to have consciously sought to avoid the need for landowners' consent and agreements with adjoining landowners, without demonstrating that the Proposal can actively stand alone without any reliance on adjoining lands.

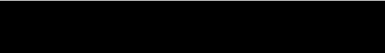
 regret being put in a position of needing to dedicate time and resources to make a submission to an AURA Proposal because it has been advanced prematurely and without adequate and reasonable resolution of fundamental matters.

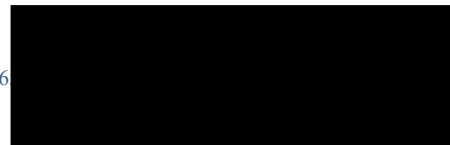
For reasons expressed in the submission,  strongly objects to this Proposal as it largely adopts a 'do nothing' approach on key external infrastructure that a proposal of this scale, whether concept or otherwise, requires.

The Proposal as exhibited should not be approved.

The table overpage expands on our Objection to the Proposal.



OBJECTION	FURTHER PARTICULARS
The Proposal is Out of Sequence Development and Contrary to the Orderly and Economic Use and Development of Land	<p> supports appropriately sequenced development within Anambah Urban Release Area (AURA) for the orderly and economic use and development of land, which serves the future community that will call AURA home. For AURA, authorities have identified the orderly development of land as logically progressing from the south and to the north.</p> <p>The Proposal relates to the northern most extent of AURA and the remotest from current infrastructure. It is out of sequence and does not in its current form represent orderly and economic use and development of land within the urban release area. The infrastructure it is proposing to provide will not only become redundant, but it ultimately constrains the orderly and economic development of the land that has always been identified to be developed first.</p>
The Proposal seeks to take the Benefit of Development without being accountable to the Burden – it expands the circumstances in which controlled access is relied upon for flood planning and excludes upgrades along Anambah Road.	<p>Primary considerations for AURA, no matter what development sequence land, relate to:</p> <ul style="list-style-type: none">• the provision of access and the suitability (and upgrades) of the external road network• intersections with the regional road network,• the orderly extension of services and utilities and• a robust internal movement network. <p>Any proposal should be held accountable to consider and where relevant solve the related burdens. The Proposal has limited consideration of these. We consider, as a minimum, the Proposal needs to assess what requirements need to be met to rely on access to and from Anambah Road beyond just the developments intersection with it.</p> <p>The LEP process determined AURA could be developed up to 1200 lots off Anambah Road subject to Anambah Road being upgraded for local flooding and emergency flood free access for regional flooding only temporarily via River Road.</p> <p>The Proposal relies on Anambah Road but proposes no works along it. Furthermore, it relies on a 2.48km long Flood Egress Road (gated at the southern extent only) along the unformed River</p>



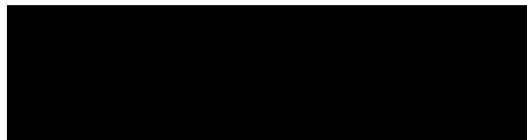


OBJECTION	FURTHER PARTICULARS
	<p>Road for all flood events. This is contrary to fundamental considerations and parameters accepted and understood when AURA was rezoned.</p>
Limit of Works and Constructability within unformed River Road Reserve	<p>It is unclear from documentation provided that the proposed Flood Egress Road and land required to construct it can be fully contained within the unformed River Road road reserve, particularly at creek crossings.</p> <p>In this regard we note the following:</p> <ul style="list-style-type: none">a. The culvert between chainages 1200 and 1220 does not align and follow the angle of the current watercourse and appears to rely on steeper localised batters on the downstream side, without consideration then given to any required construction works zone.b. The culvert at approx. chainage 1700 does not align and follow the angle of the current watercourse and whilst not raised to the same extent as the culvert referred to above, it also appears to rely on steeper localised batters on the downstream side, without consideration then given to any required construction works zone.c. It is unclear if the proposed works across the broader watercourse between chainages 2220-2360 can be constructed without consideration, then given to any required construction works zone. <p>Given that the Proposal is advanced based on all works being contained within the unformed road reserve, the applicant should be required to demonstrate this given the significant reliance the Proposal has on this. This should include plans and relevant cross sections detailing compliant batters, the correct alignment of cross drainage and siting of culvert walls, appropriate provision of erosion and sediment control and the required area and design for scour protection. It should also identify what construction works zone are required to construct the works and demonstrate that is also fully contained within the road reserve only. In the circumstances of the Proposal, it is not appropriate or certain enough to defer these matters to detailed design as suggested in notes on the concept engineering plans.</p>



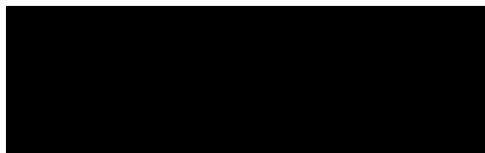


OBJECTION	FURTHER PARTICULARS
Primary Road Network	<p>When asked, [REDACTED] supported re-siting AURAs northern connection to Anambah Road on the basis that it continued to provide a similar function and road network as intended and would support reasonable connection and access to it for the balance of AURA and [REDACTED] lands. This is not clearly shown.</p> <p>The Proposal by its limitations fails to analyse and consider how the primary road network and traffic distributions of AURA may function to the south. In all structure plans for AURA:</p> <ul style="list-style-type: none">• there has never been a road shown to extend across the watercourse that sits just to the south of the Proposal; and• there has always been an eastern and western loop road network, which joins to the road that connects to Anambah Road. <p>Notwithstanding that, the Proposal pre-determines a central sub-arterial road location and proposes to construct it in Stage 1. At a minimum, the Proposal (Concept and Stage 1) should be limited to the north side of the proposed entry road only (and exclude the landscape setback and strip applied along the southern side of it) so as to not dictate any road connections and intersection locations and types to the south prematurely.</p> <p>This would also then remove the need to consider temporary turning facilities at the end of MC02 (not currently provided) and allow a clear demarcation and control of the Flood Egress Road for its purpose to not be operational outside of flood events (not currently provided at its northern end).</p>
Approval and Creation of Lots when required Asset Protection Zones are not demonstrated.	<p>The Proposal seeks development consent to create residential lots along its southern boundary and relies on (at time of Subdivision Certificate) either:</p> <p>(a) development on lands outside the Proposal having occurred for residential purposes or (b) establishment of a 50m wide temporary APZ covenant for bushfire management applying to DB20 lands outside the Proposal, or</p>





OBJECTION	FURTHER PARTICULARS
	<p>(c) in the absence of either (a) or (b), a restriction over impacted lots to specify they cannot be sold until adequate bush fire hazard is removed.</p> <p>The Proposal does not quantify the number of impacted lots. This appears to relate to at least 32 lots (or 13% of Stage 1), if not a greater number based on the extent of temporary APZ shown around other edges of Stage 1.</p> <p>If land is not suitable and capable to be sold, it should not be suitable and capable to be approved or created as a separate residential title. In the absence of being able to demonstrate with certainty the availability of required bushfire management, the Stage 1 Proposal should be amended to exclude these lots.</p> <p>If the Proposal is limited to the north side of the proposed entry road only (refer above), that would satisfy this matter.</p>
Water and Sewer Servicing	<p>The proposal relies on proposed addendums to approved water and sewer servicing strategies. [REDACTED] have not reviewed the implications of any addendum to the delivery (and design) of other parts of AURA, which will be a matter for Hunter Water Corporation. The Consent Authority should be satisfied that any addendums relied upon are formally approved to demonstrate adequate arrangements have been made prior to any granting of development consent.</p>





CONCLUSION

are a major landowner within AURA and have been actively investing time and finances across the last two (2) years to resolve and propose infrastructure and development in a sequence that can support subdivision and housing within AURA in a logical and orderly manner with limited redundant works.

strongly objects to this Proposal as it largely adopts a 'do nothing' approach on key external infrastructure that a proposal of this scale, whether concept or otherwise, requires. The Proposal seeks to avoid responsibilities purposely and actively and does not fully address the nature of Anambah Road and the type of works that would be considered an essential part of any proposal accessing it.

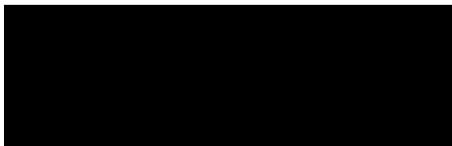
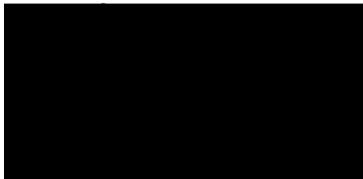
The Proposal does not assess or advance Anambah Road being a safe and suitable road connection for its future community and is contrary to fundamental considerations and parameters accepted and understood when AURA was rezoned. It invests in redundant controlled access and utilities and shifts, without any shared burden, resolution, and funding of permanent solutions to remaining landowners within AURA.

The current Proposal fails to identify and include works along the length of Anambah Road for which it connects to as an essential component of the Proposal, along with resolution of any land ownership and environmental assessments of those.

In the absence of that, the Proposal is premature and more reasonably sits in a 6-10 year pipeline as identified in the sequencing of development shown at rezoning stage. By that time, appropriately sequenced development will have progressed, and further certainty provided for enabling infrastructure that can be relied upon to support the growth of AURA.

welcome an opportunity to discuss this submission and the Proposal with Council. Please do not hesitate to contact the undersigned as applicable.

Yours faithfully,



31 October 2024

The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

Via Email: info@maitland.nsw.gov.au

Attention: Emilia Marshall

**RE: DA/2024/763 – Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots
559 Anambah Road GOSFORTH (Lot 177 DP 874171 and Lot 55 DP 874170)**

Dear Ms Marshall,

Please find attached a submission from [REDACTED] in relation to Development Application, DA/2024/763 (Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots 559 Anambah Road, Gosforth (Lot 177 DP 874171 and Lot 55 DP 874170)) (the Development Application).

[REDACTED] own and operate the Gosforth Rhyolite Quarry (GRQ) (the Quarry) located at 75 Valley Street, Gosforth (Lot 3 DP 883399), which is located approximately 590 m north of the proposed residential subdivision. The Quarry site has been in operation since the early 1960's and operates in accordance with Development Consent, DA/95/127 (as modified) which was originally granted by Maitland City Council on 13 March 2001.

The site forms part of an integrated group of quarries operated by HQPL within the Hunter Region, which include the Karuah East Quarry (MP09_0175), the Karuah Hard Rock Quarry (DA 265-10-2004) and the Tea Gardens Quarry (DA 2384). The Quarry produces high-quality rhyolite that has high polished aggregate friction value (PAFV) test results allowing the material to be used for specialty road sealing and asphalt uses, particularly around intersections, deceleration lanes and other applications requiring a high degree vehicle braking, cornering or manoeuvring.

HQPL seek assurance that the ongoing operation of the quarry site will not be compromised by the residential subdivision proposed under the Development Application.

We have reviewed the documentation exhibited for the Development Application and understand that the proposal will ultimately result in approximately 340 residential allotments (approximately 27 within Stage 1) within 1 km from Quarry site. Notwithstanding this, it appears as though quarry operations have not been considered by the proposed residential subdivision in the context of the potential for land use conflicts that will be generated. Of particular concern, we note that the application has not considered potential impacts associated with blasting & vibration, noise, air quality and traffic and road access.

We request that Council seeks additional information in relation to these matters so that a robust assessment can be undertaken, in accordance with Clause 2.19 of *State Environmental Planning Policy (Resources and Energy) 2021*.

We would appreciate the opportunity to review and comment (if necessary) any revised documentation supplied as part of the assessment process.

Should you have any questions regarding this submission, please contact the undersigned on [REDACTED]

Kind Regards,

[REDACTED]

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1.0 Gosforth Rhyolite Quarry

1.1 Background and Introduction

operates the Gosforth Rhyolite Quarry (GRQ) (the Quarry) located at 75 Valley Street, Gosforth (Lot 3 DP 883399), approximately 12 km north-west of the Maitland town centre.

The Quarry has been in operation since the early 1960's and currently operates in accordance with Development Consent DA/95/127 (as modified), which was originally granted on 13 March 2001 by Maitland City Council for the 'Expansion of Gosforth Quarry'. The Development Consent has been subject to one (1) modification, which was granted approval on 14 May 2002.

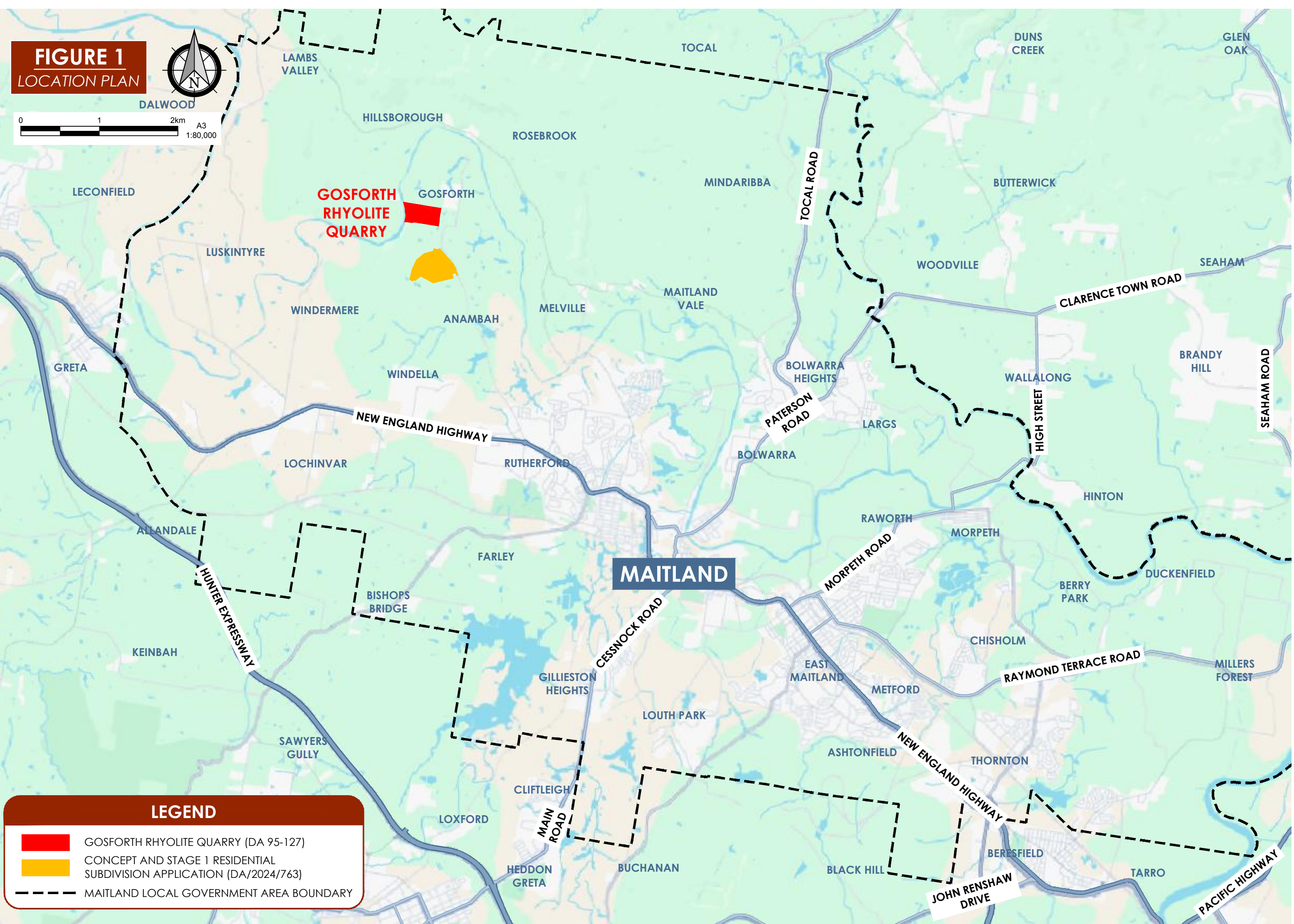
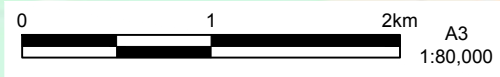
A Locality Plan is provided in **Figure 1** below.

The Development Consent permits the following activities at the Quarry:

- The extraction of a total of 770,000 tonnes of rhyolite material from the site over four (4) stages. Operation of the Quarry is permitted under the Development Consent until the total resource has been extracted.
- Extraction operations including drilling, blasting, crushing, screening and stockpiling material using mobile equipment.
- Maximum annual throughput of 30,000 tonnes per annum to be undertaken during two (2) campaigns annually as follows:
 - Extraction operations to occur during two (2) periods of up to seven (7) working days; and
 - The removal of crushed rock to occur during two (2) periods of up to fourteen (14) working days (the first seven being inclusive of extraction operations).
- Operating hours associated with each campaign are limited to 7.00am to 4.00pm Monday to Friday (excluding public holidays).
- Material to be hauled from the site via an internal access road to Valley Street and then to Anambah Road to reach the New England Highway and the state road network. Daily truck movements are limited to a maximum of 14 per hour (laden and/or unladen). Maximum daily truck movements are 126 in total (laden and/or unladen).

The Quarry produces high-quality rhyolite that has high polished aggregate friction value (PAFV) test results allowing the material to be used for specialty road sealing and asphalt uses, particularly around intersections, deceleration lanes and other applications requiring a high degree vehicle braking, cornering or manoeuvring.

FIGURE 1
LOCATION PLAN



LEGEND

- GOSFORTH RHYOLITE QUARRY (DA 95-127)
- CONCEPT AND STAGE 1 RESIDENTIAL SUBDIVISION APPLICATION (DA/2024/763)
- MAITLAND LOCAL GOVERNMENT AREA BOUNDARY

1.2 Strategic Importance

The Quarry forms part of an integrated group of quarries operated by HQPL within the Hunter region, which also include the Karuah East Quarry (MP 09_0175), the Karuah Hard Rock Quarry (DA 265-10-2004) and the Tea Gardens Quarry (DA 2384).

Material extracted from HQPL quarries contributes towards satisfying market demand associated with various State Significant Infrastructure (SSI) projects in the Greater Newcastle, Hunter Valley and Mid-North Coast regions. Current projects include the Pacific Highway widening at Hexham Straight, the M1 Pacific Motorway extension to Raymond Terrace (SSI-7319) and the Newcastle Inner-City Bypass (SSI-6888). These projects are essential to delivering improved connectivity of the Maitland LGA with the Newcastle and Lake Macquarie urban area.

HQPL has a large customer base that includes Transport for NSW, a number of local Councils, the Port of Newcastle, Ausgrid, Newcastle Airport as well as the general construction, development and infrastructure industries within Greater Newcastle, Hunter Valley and the Mid-North Coast Regions. The long-term operation of the Quarry will continue to provide an ongoing contribution to public benefits through the provision of ongoing local employment opportunities and the continued supply of quality materials to support infrastructure projects, land development and the broader construction industry.

As such, it is essential that the ongoing operation of Quarry is not compromised by development of residential communities within the Anambah Urban Release Area and the subsequent proposed residential subdivision proposed by Concept Development Application, DA/2024/763, which includes approximately 340 Lots within close proximity (within 1km) of the Quarry site.

Any development that will adversely impact the ongoing operation of the Gosforth Rhyolite Quarry (DA/95/127) is ultimately contrary to the public interest.

1.3 Zoning and Permissibility

The Quarry site is zoned RU1 Primary Production under the provisions of the Maitland Local Environmental Plan 2011 (LEP). Development for the purpose of extractive industries is permissible with consent within the RU1 zone.

The land subject to the proposed residential subdivision (DA/2024/763) forms part of the Anambah Urban Release Area and is zoned R1 General Residential.

A zoning plan of the site and surrounds is provided in **Figure 2** below.

Anambah Urban Release Area

The Anambah Urban Release Area was rezoned in 2020 under Planning Proposal, PP-2021-932. HQPL have reviewed the publicly available documentation relating to the Planning Proposal and it appears as though the operations of the Quarry was not considered as part of the rezoning process of the Anambah Urban Release Area. Had this occurred, many of the items raised in this submission may have been already addressed.

Accordingly, it is of high importance that the Quarry is considered in the assessment of the Development Application as well as any other future Development Applications for residential uses in the URA which have potential to generate land use conflict with the Quarry site and its operations.

FIGURE 2
ZONING PLAN



LEGEND

GOSFORTH RHYOLITE QUARRY (DA 95-127)

CONCEPT RESIDENTIAL SUBDIVISION APPLICATION (DA/2024/763)

STAGE 1 RESIDENTIAL SUBDIVISION APPLICATION (DA/2024/763)

EXISTING CADASTRAL BOUNDARY

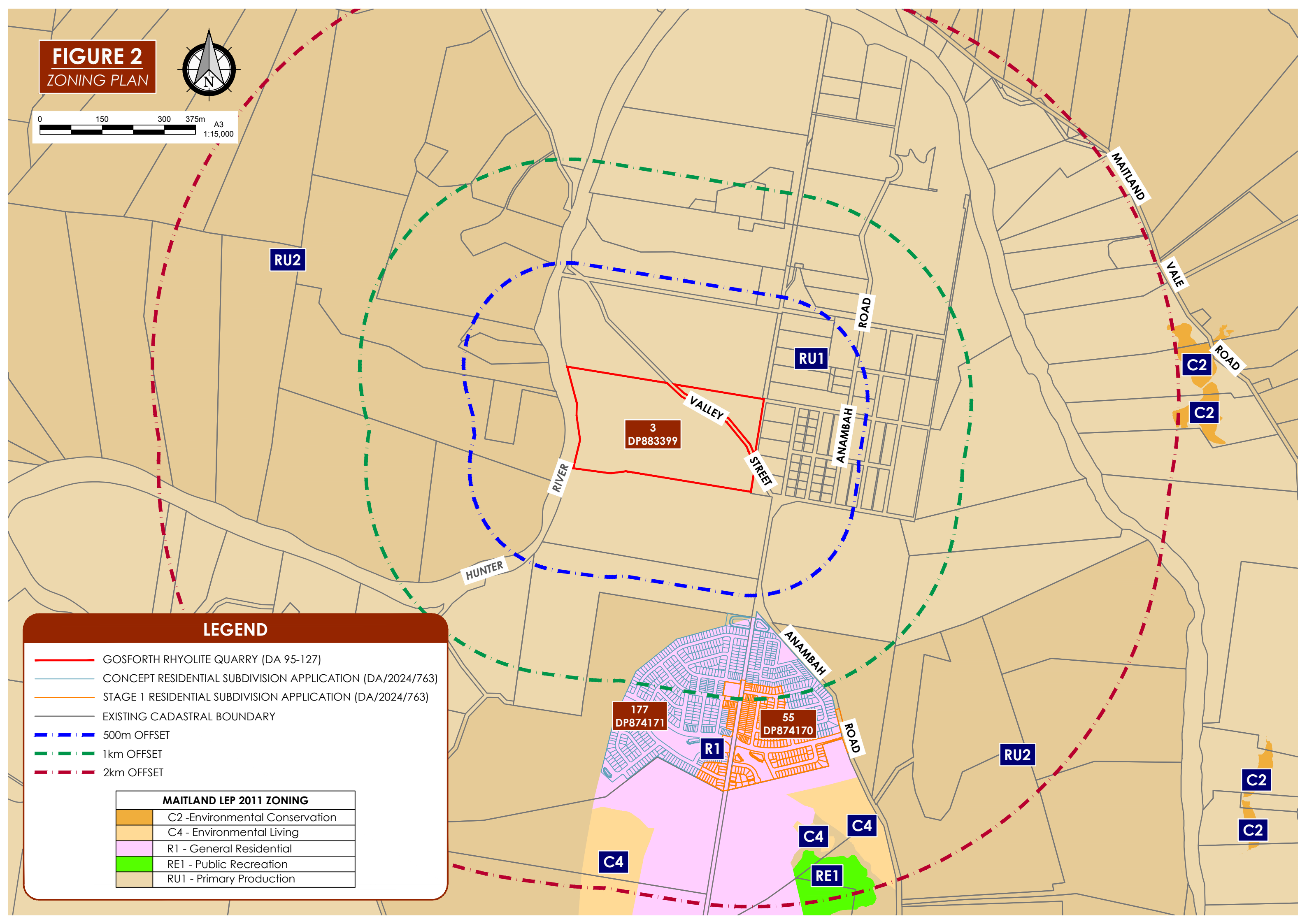
500m OFFSET

1km OFFSET

2km OFFSET

MAITLAND LEP 2011 ZONING

	C2 -Environmental Conservation
	C4 - Environmental Living
	R1 - General Residential
	RE1 - Public Recreation
	RU1 - Primary Production



2.0 Proposed Residential Subdivision (DA/2024/763)

HQPL have reviewed the documentation submitted as part of the Development Application, DA/2024/763.

It is understood that the proposal seeks approval for the following at 559 Anambah Road, Gosforth (Lot 177 DP 874171 and Lot 55 DP 874170).

- Concept Plan Approval for a two (2) into 900 Lot staged Torrens Title residential subdivision including establishment of open space, roads, pedestrian networks, utilities and services, intersection upgrades and drainage infrastructure.
- Stage 1 Torrens Title residential subdivision to establish 241 residential lots and associated works including road access via Anambah Road and River Road, vegetation removal, landscaping, drainage, utilities and services.

The land subject to the Development Application is located approximately 595 m south of the Quarry site with approximately 340 Lots within a 1 km radius of the Quarry site (approximately 27 of these Lots are within Stage 1).

Figure 3 below shows the location of the proposed subdivision within the context of the village of Gosforth and the Quarry site.

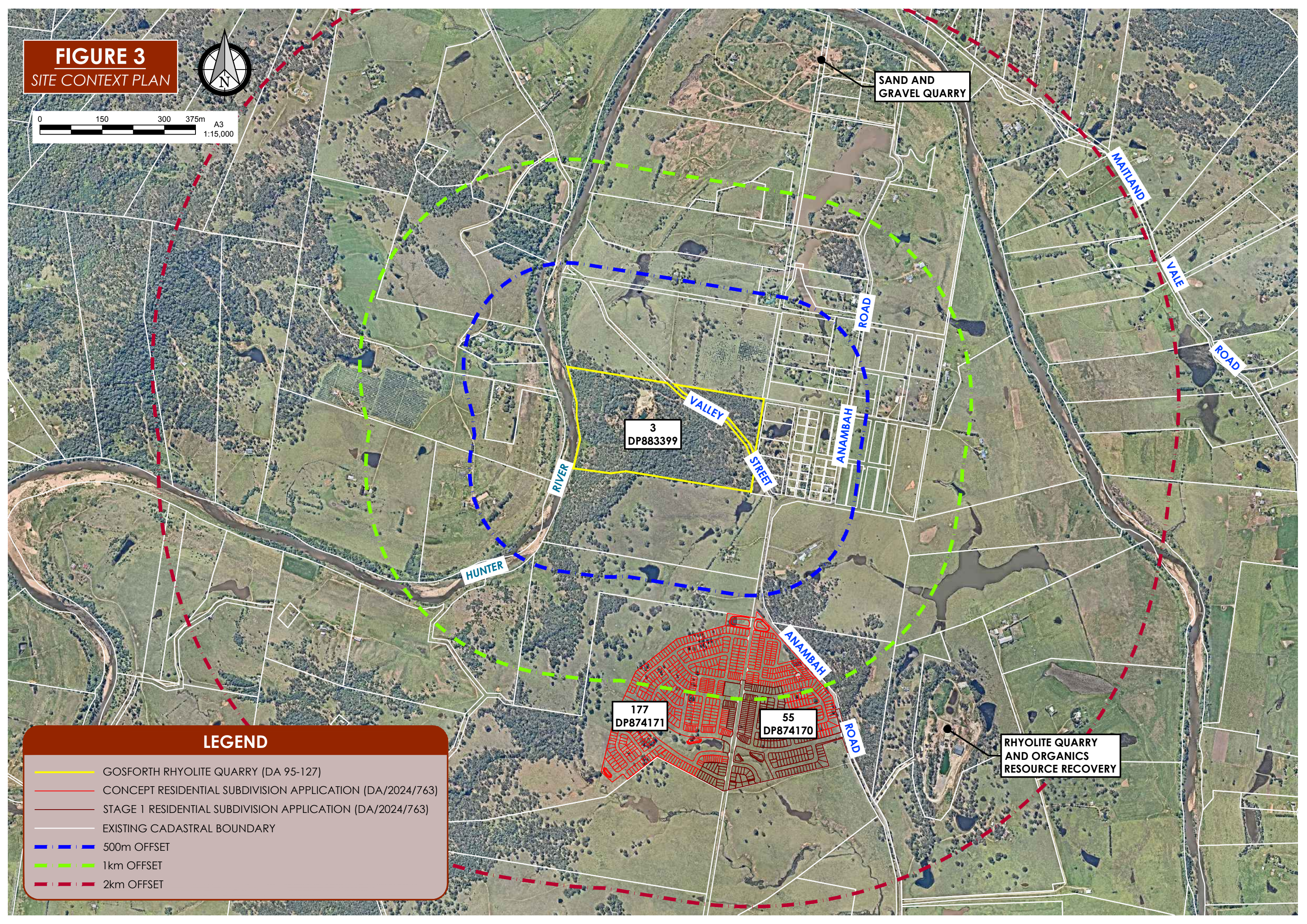
FIGURE 3
SITE CONTEXT PLAN



0 150 300 375m A3
1:15,000

LEGEND

- GOSFORTH RHYOLITE QUARRY (DA 95-127)
- CONCEPT RESIDENTIAL SUBDIVISION APPLICATION (DA/2024/763)
- STAGE 1 RESIDENTIAL SUBDIVISION APPLICATION (DA/2024/763)
- EXISTING CADASTRAL BOUNDARY
- 500m OFFSET
- 1km OFFSET
- 2km OFFSET



3.0 Matters for Consideration

HQPL supports the provision of appropriately located residential development within an Urban Release Area, however, we raise significant concern that the Development Application has not taken into consideration the ongoing operation of the Quarry site and it will result in approximately 340 new residential allotments within 1 km of an active quarry operation (approximately 27 of these Lots are proposed as part of Stage 1).

Quarry operations by their nature, generate noise, dust, ground vibration and air blast overpressure during blast events, and heavy vehicle movements. Whilst the site is managed within strict compliance with the conditions imposed by Maitland City Council's Development Consent (DA/95/127), amenity issues are ultimately created for nearby residents which become sensitive receivers.

As such, significant concern is raised regarding the close proximity of the proposed residential subdivision and the potential for land use conflict to be generated which will likely have significant adverse impacts on the ongoing operation of the Quarry as well as potentially impact on the amenity of future residents within parts of the proposed residential subdivision.

3.1 Application of SEPP Resources & Energy (2021)

HQPL raise the provisions of Clause 2.19 of SEPP Resources and Energy (2021), which is reproduced below:

2.19 Compatibility of proposed development with mining, petroleum production or extractive industry

(1) This section applies to an application for consent for development on land that is, immediately before the application is determined—

(a) in the vicinity of an existing mine, petroleum production facility or extractive industry, or

.....

(2) Before determining an application to which this section applies, the consent authority must—

(a) consider—

- (i) the existing uses and approved uses of land in the vicinity of the development, and*
- (ii) whether or not the development is likely to have a significant impact on current or future extraction or recovery of minerals, petroleum or extractive materials (including by limiting access to, or impeding assessment of, those resources), and*
- (iii) any ways in which the development may be incompatible with any of those existing or approved uses or that current or future extraction or recovery, and*

(b) evaluate and compare the respective public benefits of the development and the uses, extraction and recovery referred to in paragraph (a)(i) and (ii), and

(c) evaluate any measures proposed by the applicant to avoid or minimise any incompatibility, as referred to in paragraph (a)(iii).

Clause 2.19 provides a requirement for MCC and the Hunter and Central Coast Regional Planning Panel (RPP) to give consideration to the compatibility of the proposed subdivision with the established and ongoing extractive activities associated with the quarry site and its operation, evaluate public benefits, as well consider any mitigation measures to manage any incompatibility identified.

From our review of the Statement of Environmental Effects and associated supporting documentation submitted with the Development Application, we note that no consideration appears to have been given to the provisions of Clause 2.19 of SEPP Resources and Energy (2021).

The Development Application documentation does not provide:

- any assessment of potential impacts of the proposed residential subdivision on the ongoing operation of the Quarry;
- any consideration of potential for land use conflict;
- any evaluation of the respective public benefits in the context of the ongoing operation of the site; and/or
- any measures to be incorporated into the proposed residential subdivision to avoid, minimise, mitigate or manage any potential land use conflicts.

Approximately 340 residential lots of the proposed Concept Subdivision (including the northern portion of proposed Stage 1) are within 1 km from the Quarry site.

As such, HQPL have identified the following matters that require further consideration during assessment of the Development Application, as outlined below.

Blasting & Vibration Impact Assessment:

- In HQPL's experience, residents within these close distances will experience and feel the resulting ground vibration and output air blast overpressure during blast events.
- Accordingly, it is considered essential that a Blasting Impact Assessment be undertaken as part of the Development Application process to determine:
 - Whether it is appropriate to establish residential allotments (and future dwellings) within close proximity of the Quarry site;
 - Whether any buffer zones are necessary;
 - Whether any proposed allotments require any mitigation measures to be adopted; and
 - Whether any future dwellings on certain proposed lots require mitigation measures to prevent any damages associated with the induced blasting ground vibration and air blast overpressure (i.e. construction standards).
- ***Until a Blasting Impact Assessment is completed that addresses the above, it is our position that no new residential allotments should be approved within 1 km from the site.***

Noise Impact Assessment:

- In HQPL's experience, residents within these close distances, are highly likely to be experience increased noise from quarry operations above the pre-existing noise levels.
- Accordingly, it is considered essential that a revised Noise Impact Assessment be undertaken as part of the Development Application process to determine:
 - Whether it is appropriate to establish residential allotments (and future dwellings) within close proximity of the Quarry site;

- Whether any proposed allotments / future residences require any noise mitigation measures to be adopted, such as acoustic fencing, increased noise insulation, glazed windows, doors and opening, alternative ventilation systems and/or other noise sensitive dwelling construction measures;
- Whether noise impacts generated by heavy vehicles associated with quarry operations using Anambah Road necessitates the need for any residential lots / future dwellings to incorporate any noise mitigation controls (as outlined above); and
- Consideration of cumulative impacts from other quarries, resource recovery facilities and other industry within the Gosforth peninsula.

The revised NIA should give consideration to:

- NSW Environment Protection Authority (EPA) 2017, *Noise Policy for Industry* (NPfI); and
 - NSW Department of Environment, Climate Change and Water (DECCW) 2011, *Road Noise Policy* (RNP).
- ***Until a revised Noise Impact Assessment is completed that addresses the above, it is our position that the proposed residential subdivision cannot be supported.***

Air Quality Impact Assessment:

- In HQPL's experience, residents within these close distances, may experience increased dust levels from quarry operations above the pre-existing levels.
- Accordingly, it is considered essential that an Air Quality Impact Assessment be undertaken as part of the Development Application process to determine:
 - Whether it is appropriate to establish residential allotments (and future dwellings) within close proximity of the Quarry site;
 - Whether any proposed allotments / future residences require any air quality mitigation measures to be adopted such as alternative ventilation systems;
 - Whether any air quality impacts generated by heavy vehicles associated with quarry operations using Anambah Road necessitates the need for any residential lots / future dwellings to incorporate any air quality management controls (as outlined above); and
 - Consideration of the cumulative impacts from other quarries, resource recovery facilities and other industry within the Gosforth peninsula.
- ***Until an Air Quality Impact Assessment is completed that addresses the above, it is our position that the proposed residential subdivision cannot be supported.***

Transport and Access:

- During the Quarry's operational campaigns, up to 126 heavy vehicle movements per day (total laden and/or unladen) (and up to 14 per hour) use Anambah Road to access the New England Highway and the state road network at Rutherford.
- The access intersection for the proposed subdivision is proposed from Anambah Road which is local rural road with a speed limit of 100 km/h with one travel lane available in each direction with no shoulder, kerb or gutter system, or separated cycle or pedestrian facilities.
- The Transport Impact Assessment that accompanies the DA should be updated to consider the operations of the Quarry, in particular:
 - Will there be any safety issues generated for people entering / exiting the proposed residential subdivision and operators of heavy vehicles using Anambah Road;
 - Is intersection design appropriate noting that heavy vehicles from the Quarry will pass through when using Anambah Road;
 - Will the intersection be constructed to a suitable pavement standard that will allow heavy vehicle to pass through without any load restrictions; and
 - Are any adjustments to the speed limit required to ensure vehicle safety;
 - Consideration of pedestrian and cyclist safety; and
 - Consideration of the cumulative impacts from other quarries, resource recovery facilities and other industry within the Gosforth peninsula.
- ***Until a revised Transport Impact Assessment is completed that addresses the above, it is our position that the proposed residential subdivision cannot be supported.***

Following completion of robust investigations of each of the above considerations in the context of the proposed subdivision being located within close proximity of the operational Quarry site, Council and the RPP will be in a position to make an informed assessment of the Development Application in accordance with Clause 2.19 of SEPP Resources and Energy (2021).

Notwithstanding the application this clause, it is considered appropriate in any case that Development Application (DA/2024/763) and Council's (and the RPP) assessment considers the impact of the proposed development on the established Gosforth Rhyolite Quarry as well as any impact of the existing quarry operation on the residential subdivision.

4.0 Submission Summary

█ appreciates the opportunity to review and provide comment on the proposed residential subdivision outlined by Development Application, DA/2024/763, at 559 Anambah Road, Gosforth (Lot 177 DP 874171 and Lot 55 DP 874170).

The proposal will result in the establishment of approximately 340 new residential allotments (approximately 27 in proposed Stage 1) between 590 m and 1 km from the Quarry site which represents a significant increase in the number of sensitive receivers that will be subject to potential amenity impacts from the Quarry's operation.

It is essential that the Development Application comprehensively considers any potential for land use conflict and that Council's assessment and any resulting Conditions of Approval ensures that the proposed residential lots to be delivered are afforded suitable amenity in the long-term.

HQPL's principal concern is the potential impact of the proposed residential subdivision on the ongoing operation of the well-established Gosforth Rhyolite Quarry, which is an important element of the HQPL quarry business, and the potential impact of the Quarry on end users within the proposed residential subdivision.

Clause 2.19 of *State Environmental Planning Policy (Resources and Energy) 2021* requires the Consent Authority to consider any impacts (and potential incompatibilities) of new development on existing extractive industries and evaluate respective public benefits and any measures proposed to avoid, minimise, mitigate and/or manage the opportunity for land use conflict. The documentation supplied within the Development Application does not address this Clause and as a result Council and the RPP cannot undertake an appropriately informed assessment of these matters.

Until such time that sufficient information has been produced by the Applicant to address the matters raised in this submission █ objects to the proposed development. HQPL also requests that once additional information is supplied, that we be afforded the opportunity to review and provide feedback (as necessary).



31 October 2024

Mr Jeff Smith
General Manager
Maitland City Council
263 High Street
MAITLAND NSW 2320

email: info@maitland.nsw.gov.au

Dear Mr Smith,

**Submission questioning DA/2024/763
Concept Development Application at 559 Anambah Road, Gosforth NSW 2320**

I am writing to express my concerns regarding the proposed use of River Road as an emergency access route for the development. While I understand the need for effective emergency planning, I have serious concerns regarding the management and implications of this proposal.

Firstly, the lack of detailed management plans raises significant issues. Without clear guidelines on how River Road will be utilised in emergencies, there is a risk that it may be misused as a shortcut, leading to increased traffic congestion and potential safety hazards.

Moreover, the potential for increased traffic could disrupt the tranquility and safety of our community, creating an environment that is counterproductive to the intended emergency access. I urge Council to reconsider this aspect of the development and to provide a comprehensive management plan that clearly outlines how River Road will be maintained as a true emergency access route.

Thank you for considering my concerns. I look forward to your response.

Yours sincerely,

A black rectangular redaction box covering the signature area.



Dear Sir

We are writing to object to the proposed subdivision at 559 Anambah Road, Gosforth.

DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Twenty (220) Lots, 559 Anambah Road GOSFORTH

Status:Open

Exhibition Dates:Start: 9 Jun 2025 | End: 23 Jun 2025

Lot and DP:Lot 177 DP874171 and Lot 55 DP874170

Exhibition Type:Integrated Development

Application Number:DA/2024/763

Location:559 Anambah Road GOSFORTH NSW 2320

After reviewing the re-notification reports/attachments of DA/2024/763 it becomes apparent that we have to continue to repeat the same objections to this proposal as they have not been addressed.

We do not object to progress but it needs to be a natural progression from existing residential areas which have existing infrastructure, services and utilities. Our main objection is based on the need for a sensible progression of population expansion from the centre of the city outwards, and from pre-existing habitation zones on the fringes.

Why would consent be considered for creating an isolated densely populated area out at Gosforth, when a continuation of existing housing and services at Windella would be a much more sensible, natural progression?

A staged progression from Windella as an alternative would provide flood free access, reduce the strain on emergency services (Police, Ambulance, Fire and Rescue, RFS, SES), minimise the load on essential services, (road maintenance, electricity, water and sewer, garbage collection), and finally to delay adverse environmental impacts on the Gosforth and Anambah areas.

Mention has been made of a low to medium density subdivision!!! Not compared to existing lot sizes at GOSFORTH. The minimum existing lot size at Gosforth is 8000m², quite dissimilar to the proposed minimum of 297sq.m.

The Electrical Supply Investigation states that the area is nearing its limits for uninterrupted supply. It states 10 years would be needed to bring the system up to required strength to cater for a subdivision of this size.

If this subdivision is approved, it is extremely alarming to consider that the developers may have Stage 1 built and sold, with newcomers not knowing Anambah Road floods in four places, and the emergency access may be incomplete. In the 30 years we have been here we have been isolated for up to 5 days and 7 days without power. If the emergency road is not built in time or to a high standard, there may be many people found without adequate provisions.

We continue to

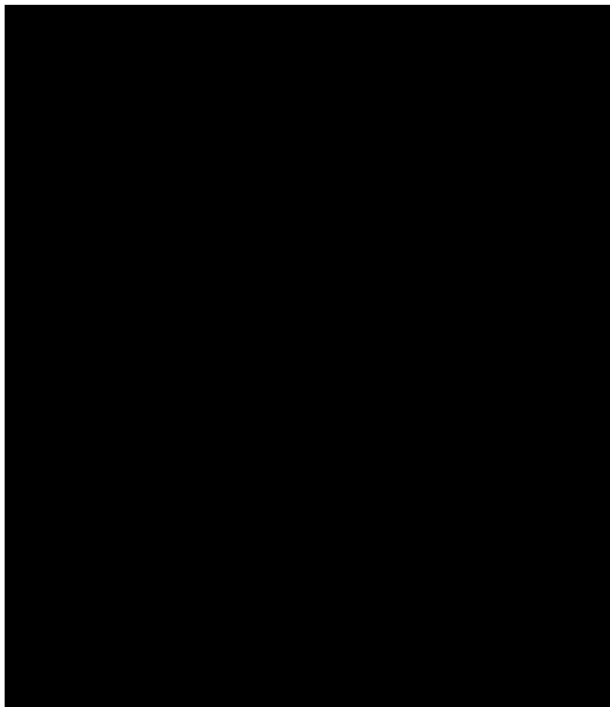
strongly object to:

1. The proposed subdivision is out of character with the rural settings
2. Anambah Road cannot support the possibility of thousands of more residents with respect to safety. There is a prominence of kangaroos crossing the road daily. There is no public transport available. Many trucks use the road and is not suitable for cyclists or foot traffic forcing residents to need a car to access services

3. The lot sizes are too small compared to closer subdivisions at Windella. The scale and density of what has been proposed is ludicrous
4. Flooding continues to happen annually and an alternate access road out of Gosforth/Anambah would not support the increased amount of residents needing access out and back during heavy rain events. Who would monitor it use?
5. Bushfire risk would increase with a greater population
6. The ecological impacts will be significant but the developers are only interested in making money
7. Take a drive out along Anambah Road and you look forward to the lush rural landscape and distant hills then suddenly you see a subdivision potentially over a thousand small lots in the middle of a paddock! Common sense surely must prevail
8. The proposed subdivision is isolated from all services. A natural progression from existing residential areas at Rutherford out along Anambah Road makes more sense where services can gradually be provided and improved over time

In summary, our bottom line request is to extend River Road as a first stage subdivision with ongoing progress at the developers expense. If this developer does not own that land, time to commence negotiations. Progress is inevitable, let's do it the right way.

Yours sincerely,





26 February 2024

The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Maitland Council,

Submission of objection against **DA/2024/763 Concept Dev app for two (2) into nine hundred (900) Lot staged Torrens Title subdivision and stage one Torrens Title Subdivision of two hundred and twenty (220) lots, 559 Anambah Rd, Gosforth NSW.**

I write to you regarding my objection to the above-mentioned development.

My main objection to DA/2024/763, is yet again, River Road, Windella is being considered as an emergency access for a proposed development.

Windella only has one road in and out of the whole suburb which is River Rd. Having another whole suburb with over 1000 LOTS would not be safe should residents of this DA need to evacuate, and as a result, Windella residents may need to evacuate also. This will cause traffic chaos for all, Windella up-need to be evacuated or not. This causes traffic concern within the Suburb. We have School bus pick-up and drop-off points on River Road. Emergency traffic from the development would not be safe or practical for ALL residents concerned.

Why can't Anambah Rd be upgraded so River Rd doesn't have to be used for Gosforth residents?

Would this development be considered unsafe if it does not have an emergency access Road?

The impact on traffic in general that will bleed into Rutherford/Maitland is also concerning as the peak hour traffic in Maitland is already bad enough, this will affect traffic in non-peak periods on the NE Hwy which already takes a beating.

There is no public transport to even connect with the Gosforth area. The closest district for shopping will be Rutherford/Maitland. Both of which already cannot cope with just the parking for customers, let alone space for commercial shops to keep up with the supply and demand of an increase in population.


Maitland Hospital will have to cope with yet another estates population, which overcrowds emergency areas in the hospital, causing longer waiting times etc., etc.

I am a resident of Windella and built here for a quiet, beautiful country life. 3 DA's have been lodged in the last two years that would impact Windella greatly in a negative way, we have tirelessly fought these submissions and are exhausted by the greed of these developers, now this DA!

Thank you for your time and consideration on this submission.

Yours in exhaustion





The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
22 June 2025

Reference: Concept Development Application for 2 into 900 lot staged Torrens Title
Subdivision & stage 1 Torrens Title Subdivision of 220 Lots. DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah.
Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.

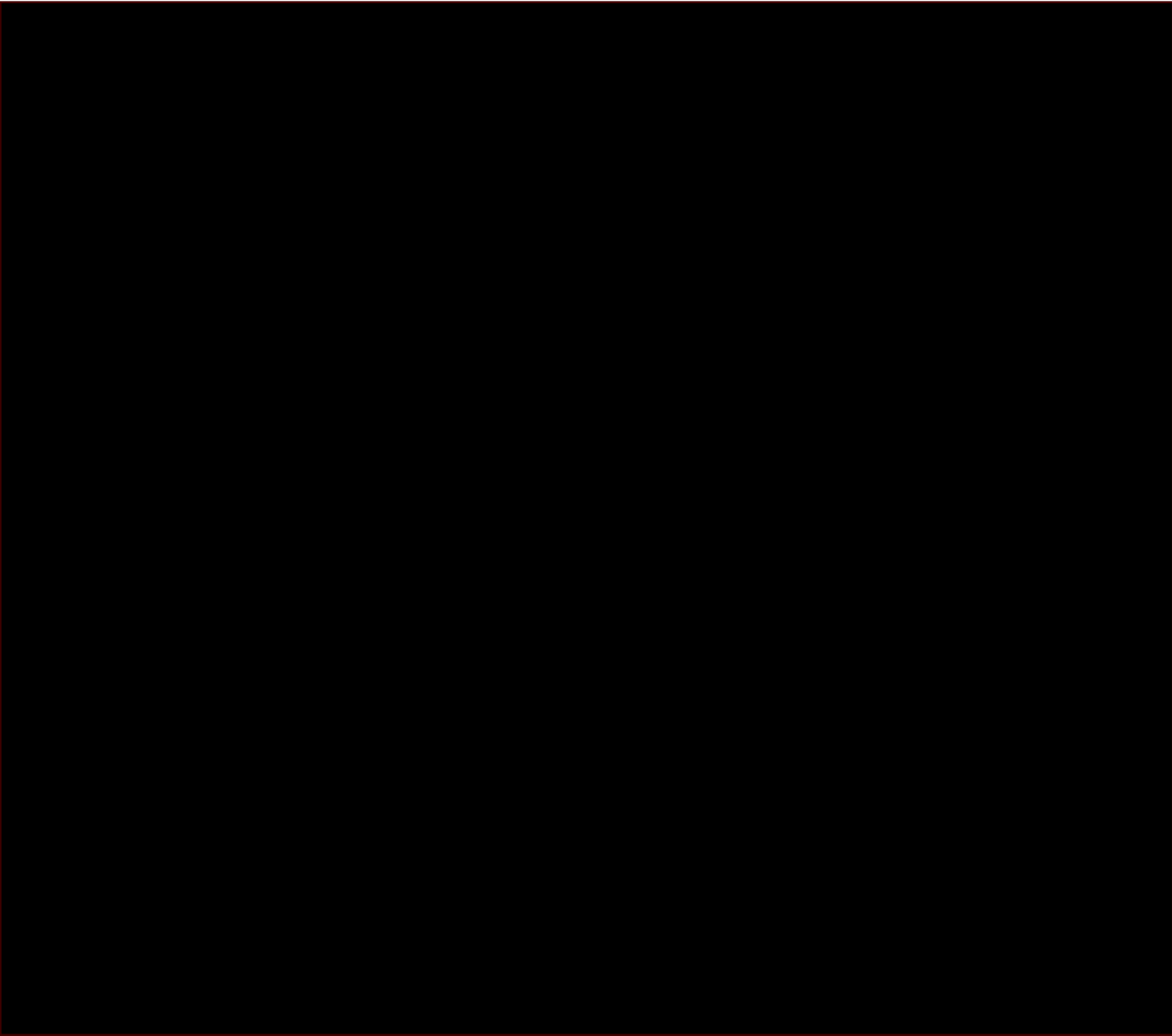
Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.

Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.

Please consider our concerns for this beautiful part of Maitland.





Letter of Objection

The Hon. Jenny Aitchison MP

Member for Maitland
Minister for Roads and Regional Transport
2/12 Elgin Street
Maitland NSW 2320

Ms Meryl Swanson MP

Federal Member for Paterson
Parliament House
Canberra ACT 2600

Councillors, West Ward (Ward 4)

Maitland City Council

Cr Mike Yarrington - 0491 103 419

To whom it may concern,

We wish to submit my formal objection to “DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Twenty (220) Lots, 559 Anambah Road GOSFORTH | Maitland City Council (nsw.gov.au)” situated on prime agricultural land at Anambah/Gosforth and zoned RU2 Rural Landscape.

Our family owns [REDACTED] and we are appalled that such a large-scale, high-density residential development could be considered in an area fundamentally unfit for it—both environmentally and logistically.

A development that contradicts the zoning and the landscape

While we acknowledge that this region is part of the Anambah Urban Release Area (URA), what’s proposed here goes well beyond reasonable or considered development. The site spans approximately 125 hectares, of which 59 hectares remain zoned RU2 Rural Landscape—land that is meant to be protected for its environmental, agricultural and scenic value.

We are not anti-development. But we are strongly opposed to development that completely disregards the character, needs, and limitations of its surroundings. We had anticipated that any future growth along Anambah Road would be similar to Louth Park or Windella—larger lots with semi-rural amenity, preserving the area’s existing rhythm and land use.

Isolation from Essential Services

This is not an area equipped to absorb high-density living. Anambah Road and the surrounding Gosforth area are isolated. There is no public transport. There are no nearby hospitals, schools, shops or police stations. The closest services are many kilometres away, and access to them is already difficult without the burden of thousands more residents. Who will service this development? Where is the planning for public transport, schooling, healthcare, or policing? No amount of road upgrades can substitute for the absence of critical infrastructure. It is irresponsible and arguably negligent to approve a development of this scale in a location so fundamentally underserved.

Small lot sizes / fostering low socioeconomic living

The proposed small lot housing development is utterly appalling with the current infrastructure, let alone the targeted demographic that this type of housing would attract—similar to McKeachie’s run and its multiple documented issues.

Flooding, Road and Access issues will be exacerbated

Anambah/Gosforth is fully isolated and accessible only via Anambah Road, which frequently floods at three separate crossings. The road is already fragile, plagued by potholes due to our current low rural residential density, and adding 1,000+ residences would exacerbate this issue. We have experienced six periods of complete isolation due to the road being completely underwater, with some instances lasting up to seven days.

The road’s frequent flooding has left us isolated on five occasions in recent times, and it is constantly under repair. Additionally, the wildlife that crosses the road—including kangaroos, echidnas, various lizards, and birds of prey—faces significant disruption, not to mention the cattle that often end up on the roadside. How can such a massive development be considered without input from local residents who understand these challenges?

Single-entry road access and community safety

You cannot ride nor walk safely on the entire stretch of road that is Anambah Road, this is a 100km per hour country road that has no street lights as well as being poorly marked.

How is it legally possible to have a proposal of so many residences relying on access via the one road?

What happens in the event of another emergency flood or road blockage? How do that many residents get out to safety?

The SEE nominates that secondary access to New England Highway via Windella Road will be developed once the Anambah URA delivers its first 1,200 resident lots and flood free egress is nominated via River Road. The SEE states that this road will not be operational outside of flood events, but how is this legally possible and who operates the opening and closing of these roads?

What, if any, consultation has occurred with the Windella residents regarding River Road access, where during flood times (sometimes 3 times per year) they will have an additional 1141 residents utilising River Road? We ask this especially when they were specifically told no future developments would be accessing and utilising that paper-road?

Environmental Incompatibility

This land is not suited to high-density housing. The soil, the biodiversity, the wildlife corridors—all of it is tied to the land's rural landscape zoning. The development would fragment habitats and displace native wildlife including kangaroos, echidnas, lizards, and birds of prey—not to mention the livestock currently agisting in the area. The visual impact would also be jarring; it is completely at odds with the open, rural character of the surrounding environment.

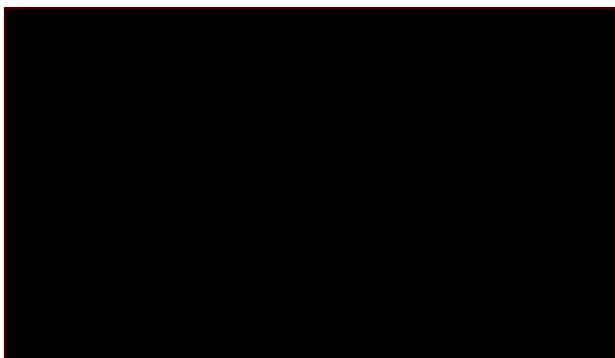
In conclusion

This is not the right place for this type of development. It is isolated, flood-prone, disconnected from services, and in direct conflict with both the environment and the expectations of the community. We urge Council, State, and Federal representatives to consider not just the paperwork—but the place, and the people who live here.

We find it hard to believe that our local council is considering this type of development, when we were previously denied the right to build a family home on our 7-acre parcel because of the 'need' to preserve rural character. Yet, just 50 metres from our front gate, a proposal for a high-density, urban-style development is being entertained?

Please visit the site. See for yourself what this development would displace.

This is Gosforth, not inner-city Newcastle. Let's plan for growth, yes—but let's do it with integrity, foresight, and genuine community consultation.





22nd June 2025

To whom it may concern,

As a Maitland resident, I am writing to express my strong objection to the proposed development on Anambah Rd, Gosforth (DA/2024/763 – Anambah Rd Gosforth).

There are several grounds for the objection:

i) Inappropriate location

This parcel of land associated with the DA falls outside the current published urban release area. Further, it is isolated from similar developments along the New England highway corridor in the Maitland area, breaking the cohesiveness of the overall environmental plan.

ii) Unsuitable Access

Access to the proposed development is via Anambah Road: a rural road that, with current environmental and traffic conditions, requires frequent repair. It has no shoulder, foot or cycle path and has crests and turns that would become a safety hazard to both humans and wildlife with the increased vehicle and foot and cycle traffic brought by approximately 1000 new households. In the past few years, the road has been the scene of countless roadkill events and serious traffic accidents resulting in fatalities, the most recent of which occurred on Saturday, 21st June 2025.

The road terminates in a roundabout at the intersection with the New England Highway – a roundabout which is already unfit for purpose on weekday afternoons as traffic moves back from mines further up the valley. Further development in this area will only exacerbate traffic issues.

Anambah Road is frequently cut by floodwater in several places, most recently in May 2025. The proposed emergency access road (River Road) is an unsealed road with access issues and is not fit for the traffic associated with a large settlement needing to access their homes.

A single road access settlement with an unreliable emergency access road (that leads in from a similar direction to the main access road) becomes a huge risk in fire season. If the roads become cut by a fire approaching from the highway side of the development, large numbers of people would be stranded, and any attempt by them to use the emergency access road would hinder emergency workers.

iii) Overload to Power Network

The report into electric supply submitted as part of the DA clearly states that existing high voltage infrastructure is not sufficient to support the additional demand created by this development. Power supply to the hamlet of Gosforth is notoriously unreliable and the small population is frequently subjected to outages, both scheduled and unscheduled, jeopardising our off-grid pump-powered water supplies and endangering the lives of those reliant on electrical equipment to manage health issues. A new development would further strain the system and amplify the issues in a much larger population.

iv) Visual Impact

I challenge the visual impact assessment which rates the proposed development as 'low to medium.' A green field development with approximately 1000 proposed dwellings on the sides of a large hill cannot possibly avoid creating high visual impact on the surrounding area.

v) Public Amenity

There is insufficient public amenity within the proposed development, with no public transport or cycle access. Thus, the proposed development will require residents to commute along Anambah Rd to access all services in private vehicles, compounding the safety concerns detailed above and increasing the size of the carbon footprint of this development. As such it is not a viable proposal for a future-focused community.

vi) Environmental Impact

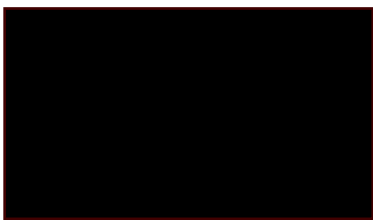
As local wildlife has been forced out of development sites in Windella and Anambah, Gosforth residents have seen an increase in wildlife in their area. Another development will remove invaluable habitat and increase kill risk on the already dangerous Anambah Road. Moreover, kangaroo activity at night will also endanger the lives of road users.

The locality of the DA borders threaten ecological communities, such as the Hunter Lowland Redgum Forest and Central Hunter Valley Eucalypt Forest (as described in the Biodiversity Conservation Act 2016 and Environment Protection and Biodiversity Conservation Act 1999). Human impact on the landscape would threaten the health of the forest, as more wildlife is pushed into competing for space and people invade a hitherto quiet space.

To comply with bushfire mitigation guidelines, the Bushfire Assessment Report notes further clearing of land will be necessary to enable all proposed dwellings to be built. Moreover, all clearing must be preceded by tree-by-tree inspection for wildlife habitat such as hollows, such that habitat and wildlife can be preserved. Such a practise relies on the parties whose vested interest is to clear and sell the land, thereby creating a conflict of interest.

Maitland City Council has the opportunity to make responsible decisions for sustainable development that will serve residents well into the era of climate change. The DA before council does not reflect such values. Further, the development has serious power, access and amenity issues that render the proposed settlement a liability to emergency services, the existing community and any future residents.

I urge council to reject the application and ask that they encourage well-planned, sustainable, future-focussed development.





22nd June 2025

Att: General Manager

I am writing regarding the Development Application **DA/2024/763** proposed for Gosforth.

Residents of Gosforth have long been aware that residential development would eventually crept towards our agricultural community. We thought, in keeping with the environment that any development would take into consideration the location and surrounds in which it was proposed to be built. There would not be push back from our community if this development was in keeping with the area. You will understand our shock and concern that this development is anything but considerate to its surrounds. It is a prime example of developer greed, cramming as many blocks into the space as possible, making them as small as possible and providing little to no green space for residents.

This development is ill considered across many, many fronts.


Flooding in this area is frequent. Residents here are prepared for flooding events that have at times cut them off for five days. There is one road in and no commitment in the application that the emergency road through Windella will be made serviceable before development begins. Putting the safety and lives of people who are not equipped is negligence.

Gosforth does not have any access to services. You require a car to live here. We are not close to any public transport, there is no safe way to walk or ride a bike along Anambah Road. This development is posed as affordable housing yet it will require a car to live here even though the block and street sizes make no accommodation for how many cars the development will bring. There is one road in, with no shoulder, that has already had fatalities and now it is proposed to significantly increase traffic on it as that is the only way people will be able to get anywhere.

The site of the development is also a nature corridor. I am already saving animals from the road weekly. Echidna's, lizards, turtles, kangaroo's and birds are abundant and being pushed into a smaller and smaller area as it is. We have many at risk animals and birds in this area.

The density of the development is a major concern for existing residents here. There has already been a series of break-in's to properties along Anambah Road. The local quarry was plagued all summer with people breaking in, destroying property and there was an incident of assault. Rubbish dumping and fires are a constant issues, that residents consistently report. I have had dirtbikers break into my property and tear up my paddocks, scaring horses etc. just this past year. Creating a dense population on our doorstep is an invitation for this type of crime to increase.

In short, this development application has made no attempt to adhere to the Maitland Development plan or keep to like for like in it's surrounds. If larger, lifestyle blocks with simple aesthetic rural building guidelines had been proposed, there would be no objection from this community. It is a missed opportunity to turn an agricultural area into a densely populated suburb of tiny homes with no access to services. I hope Maitland council will do it's due diligence and reject this application as it stands.





The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
22 June 2025

Reference: Concept Development Application for 2 into 900 lot staged Torrens Title
Subdivision & stage 1 Torrens Title Subdivision of 220 Lots. DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah.
Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.


Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.

Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.

Please consider our concerns for this beautiful part of Maitland.






The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

Via email: ask@maitland.nsw.gov.au

Dear Maitland City Council team,

I am a resident of  I write to oppose Development Application DA/2024/763, "Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots, 559 Anambah Road GOSFORTH". I attach a completed disclosure statement as required by submission requirements. I am opposed to the establishment of a significant development in this area as it will seriously change the rural nature of the community in the Anambah / Gosforth area. The nature of the development is unsuitable to the rural surrounds.

In particular I am strongly opposed to the high density of the development. The lots in the concept plan are very small. The Preliminary Site Investigation refers to the purpose of the PSI in relation to a proposed low density residential development. I don't understand the technical definition of a low density residential development, but the density of the proposed plan is so extreme, certainly by general suburban norms, that it is hard to conceive a development which is more contrary to the general tone of the surrounding rural environment, other than medium-rise development. It is clearly inconsistent with the density of other suburban development in the southern part of the study area addressed in the development plans and reports.

The EMM Landscape and Visual Impact Assessment Sn 3.1.1 states "The proposed subdivision is situated within large-scale rural lots. The surrounding residential lots have historically been used for rural residential living and open lifestyles. However, the proposed lots align with the character of the Site's current zoning and with existing surrounding housing developments beyond the immediate locality." This statement is not supported by observation of the existing surrounding housing developments. The small lot size proposed by DA/2024/763 results in an average density which is obviously higher than the density of existing surrounding housing developments. In fact, the majority of other local residential developments (Lochinvar, Windella) exhibit greater lot sizes and lower density than a typical suburban norms in the area. On the other hand DA/2024/763 is proposing a density significantly higher than a typical suburban norm in the area, and many lot sizes below the minimum lot sizes of 450 sqm specified under the MLEP2011.

I therefore dispute the findings of the EMM Landscape and Visual Impact Assessment that the proposal is consistent with other local residential developments. No justification is offered in any of the development plans and reports indicating why it is appropriate to plan to such a high density,

which is inconsistent with other development in the local area, and use lot sizes below the standard minimum lot size of MLEP2011.

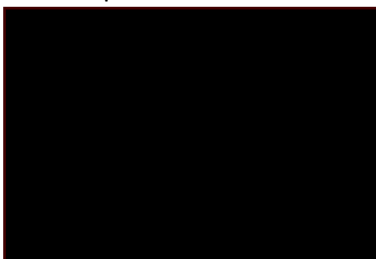
The MDCP2011 requires that developments be designed to provide the maximum opportunity for tree planting, and appropriate vegetation be used to provide shade to the northerly and westerly elevations of buildings in summer, while allowing penetration of sunlight in winter. The small size of some proposed lots is inconsistent with the requirements for maximum opportunities for tree planting and the use of trees to afford dwellings summer shade and winter sun. The MDCP also addresses dwelling and visual privacy. The lot sizes proposed in some areas of the development indicates that dwelling and visual privacy will be difficult to achieve.


Anambah Rd is currently zoned with a speed limit of 100 km/h. This speed limit is already excessive for the narrow, uncurbed, rolling, winding nature of the road, which is often well-populated with kangaroos in mornings and evenings. This week (21 June 2025) another serious road accident occurred on Anambah Rd, requiring helicopter medivac, another evidence of the dangerous speed zoning of this road. Given the major increase in traffic that can be expected on Anambah Rd in order to service the development, this will result in a significantly higher rate of accidents and animal strikes. I recommend that council consider re-zoning Anambah Rd to an 80 km/h speed zone in order to control the increased traffic risks that will come with much higher traffic volume on a challenging road.

I am not opposed to sensible, progressive development in the area. I am opposed to this development because it is seriously out of context to the immediate surrounding area. There is range of land options available in the area for residential development. It is not clear why we have to cram the development into such a high density, surrounded by cattle grazing land. The development plans and reports do not address key issues arising from the development, including the inconsistency of the development density with the rural context and other residential developments in the area, inconsistency of the development with aspects of the MLEP and MDCP, the impact of traffic density on road safety.

In summary, this constitutes a clear failure of the developer to plan with regard to the locality and in accordance with applicable planning guidelines. There would not be serious community pushback if the development plan was reasonably progressive, broadly consistent with the rural nature of the area, and if Anambah Rd was generally safe and suitable to support the significant additional road traffic that would be created. Instead, we find that the entire Anambah and Gosforth community is opposed to the development as it is currently planned because of these failures.

Accordingly, Maitland council should act in its regulatory role and regulate the density of the development, such that the density is at least consistent with suburban norms exhibited in other developments in the local area, or deny the planning application.




The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320


DA/2024/763
559 Anambah Road Gosforth 2320

Dear Sir

On behalf of my husband and myself we wish to make a formal objection to the proposed development located at 559 Anambah Road Gosforth 2320.

We, and most other residents in the Anambah Road, Gosforth area moved here because of the rural ambiance of the area and the lack of high density development and are shocked at the size and the number of dwellings proposed within the meagre land size. The recent rezoning that has been allowed has led to greedy developers trying to get maximum profit as displayed in the plans with the ridiculous scale of the allotments portrayed in Stage 1.

Even though the government keeps stressing for the need of hundreds if not more houses to accommodate the coming influx of people this sentiment should not allow for areas of rural landscapes to be turned into concrete pads where in the future no one will want to live! .

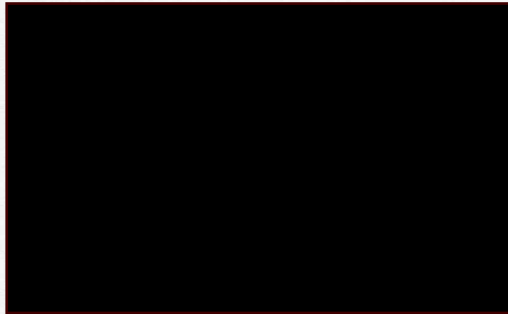
The development schedule will impose significant hardship to existing residents in terms of traffic conditions, noise, pollution and general inconvenience both during its progress and even more so when complete. As our address is  we will be very close neighbours to the chaos that will inevitably happen if the existing unsustainable proposal is approved. A more sympathetic development could and should be aimed for considering the small acreage. It seems sensible if Council could develop some realistic guidelines for developers to focus on infrastructure, the surrounding areas, and the existing ambiance.

With the scale and density of this development there must be a considerable impact on local amenities and services. What has happened to Maitland Council's Green policy – only allowing a rural 100 acres land size with no leeway for subdivision? As well as having designated areas to be left as Sclerophyll forests!

There is no public transport or street lighting to the highway and when our road floods which is not uncommon- there is proposed only a gravel road outlet to Windella! Showing very little consideration to the incoming residents or the existing families in Gosforth.

There are also common sense issues of highway safety, increased local traffic generation, schooling, childcare, medical, ambulance, police, retail and commercial services to be considered.

We are pleading with Council not to pass this existing proposal – if we are to have houses on the acres surely we deserve a better plan for homes on reasonable size blocks which could be liveable into the future.





Hello,

I would like to express my concerns regarding the following DA

DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Twenty (220) Lots, 559 Anambah Road GOSFORTH

My concern is in regards to the Re-notification 2025 - Traffic Impact Assessment - DA/2024/763

In the submission it states River road would be used as emergency access and no right turn would be permitted onto the New England highway.

As a resident of Windella, I do not see why we have our access to the highway affected and introduce excess traffic through our suburb.
It should be up to the developer to construct adequate roads for emergency access and not burden surrounding communities.



16th June 2025

[REDACTED]

To Support officer, planning environment & lifestyle Maitland City Council.

Ref DA/2024/763

Dear Sir/Madam,

With regards to the above development application, we are in support of the proposal. Our land [REDACTED] Presently we access our land along a dirt road namely River Road.

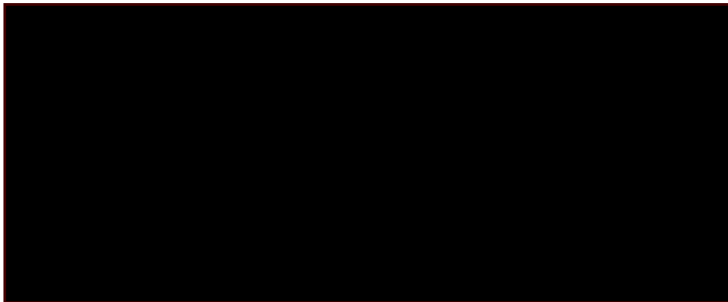
This road is in disrepair and needs a lot of maintenance. Even with a 4 wheel drive vehicle, it is difficult to get to our property.

When Anambah Road gets flooded there is no way of accessing our property.

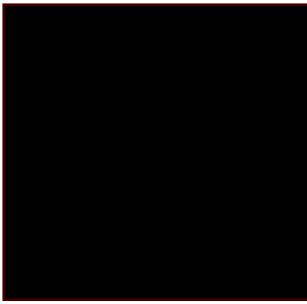
The people who will be living in the above proposed subdivision and people in Gosforth will be isolated when Anambah Road is flooded.

It is our humble suggestion that the approval of this DA should include the construction of River Road as well. We understand that the supply of water to the new subdivision will be along River Road.

Major developers like Third.i and Roche Group should build an alternate road via River Road in case of flooding of Anambah Road.



DOC No.	_____
REC'D	28 JUN 2025
FILE No.	_____
REFER	_____



To Whom It May Concern,

Re: Objection to Proposed Housing Development near Gosforth, DA/2024/763

I am writing to lodge my continued objection to the proposed housing development near Gosforth, despite the recent revision that has removed the "rent-to-buy" element. While this amendment is a small step in the right direction, the overall scale, density, and impact of the proposal remain inappropriate for the area.

Our rural community is valued for its peaceful lifestyle, natural environment, and larger blocks that allow for space, privacy, and ecological balance. Developments such as Windella Downs demonstrate that growth can occur in a way that respects the local landscape and existing community values. A development with similar block sizes and layout would be far more appropriate and better integrated with the surrounding area.

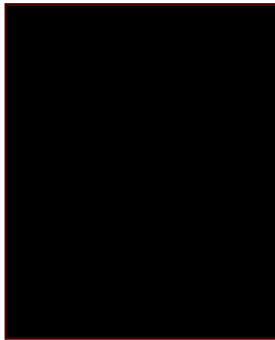
One of our primary concerns is the likely impact on the local wildlife, which includes a variety of native species such as kangaroos (several types), echidnas, goannas, snakes, and numerous bird species—including the tawny frogmouth owl. These animals are a treasured part of our environment and are already under pressure from encroaching development. The proposed subdivision threatens their habitat and could result in irreversible damage to local biodiversity.

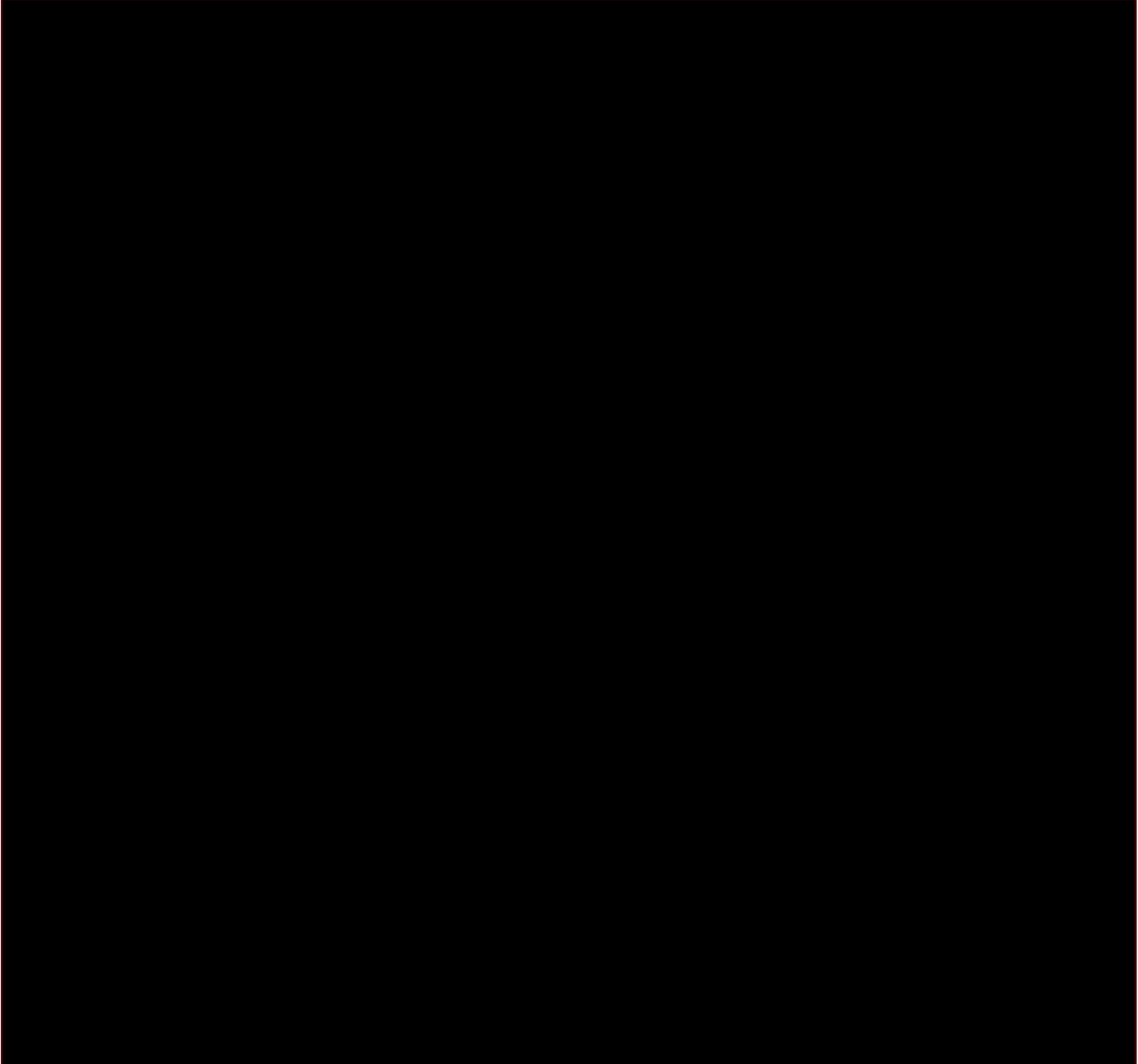
We also remain deeply concerned about the potential for increased crime that is commonly associated with high-density housing developments. Research by the Australian Institute of Criminology and the Australian Bureau of Statistics shows that such developments, particularly when they are economically homogeneous or lack proper infrastructure, tend to correlate with higher rates of property crime, vandalism, and anti-social behaviour. Our small community is not equipped to absorb these risks without consequences for safety and well-being.

Finally, this proposal continues to raise fears among residents about the future of our homes, lifestyle, and property values. The character of our area is defined by its open spaces, native bushland, and strong sense of community—elements that are all at risk with such an intensive housing scheme.

I urge council to take these concerns seriously and to demand a more appropriate and sustainable plan that respects the existing fabric of our community. Development can and should be done with care, in a way that enhances—not erodes—the area we call home.

Thank you for your attention to this matter.





Re: Objection to DA/2024/763 - Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One (241) Lots, [559 Anambah Road, Gosforth](#).

I am writing to express my strong objection to the proposed development application DA/2024/763 for the [559 Anambah Road, Gosforth](#) subdivision. My objections are based on several significant concerns, which I outline in detail below. These include numerous inconsistencies and breaches against the principles and foundations within the Maitland Local Environmental Plan 2011 (Maitland LEP) and the Maitland Development Control Plan 2011 (Maitland DCP).

We urge the council to reconsider this development application due to its lack of detail and concrete solutions to the environmental, infrastructural, and social impacts listed.

Dear Maitland City Council,

We are writing to formally object to the development application DA/2024/763 for the subdivision of [559 Anambah Road, Gosforth](#). My objections are based on significant concerns regarding the lack of detail and inconsistencies between the Maitland Local Environmental Plan 2011 (Maitland LEP) and the Maitland Development Control Plan 2011 (Maitland DCP).

1. Environmental Impact

The development poses severe threats to the local environment, including:

- **Habitat Destruction:** Clearing land for 900 lots will destroy local flora and fauna habitats, violating LEP 1.2(b).
- **Increased Pollution:** Construction and population growth will likely increase air, water, and soil pollution, conflicting with LEP 1.2(a).
- **Water Management Issues:** Disruption of natural water flow could lead to flooding, erosion, and contamination of stock water. The runoff of this site will enter our land and potentially contaminate it and our livestock. How are we being protected against these events? LEP 1.2(i).

2. Infrastructure Strain

The existing infrastructure cannot accommodate the proposed development:

- **Roads and Traffic:** Increased vehicles will worsen congestion and accident rates (We had one this weekend). In no way can Anambah Rd carry such an increase in traffic, and it would be totally unsafe for cars, bikes and pedestrians to share the road in its current configuration, breaching DCP guidelines (DCP Part C).
- The applicant does not have a flood-free access and assumes they can have access through future developments of another entity, which has no timeline for development and is not owned or controlled by them. This should be rejected/delayed until flood-free access via River Road is in place and operational.
- Anambah Road will need to be widened, with the estimated traffic levels increasing to 1650 vehicular movements per hour. There are numerous livestock producers who use semi-trailers to move stock, and it is impossible to enter or exit properties without crossing over both sides of Anambah Rd. Anambah Rd is not a residential road, it is an industrial road. There are numerous gravel and rubbish trucks using the road every hour of every day.
- **Public Services:** Essential services are unable to service the area currently, so they will become further overwhelmed. There is currently no public transport or services to the area, violating DCP provisions (DCP Part B).
- **Emergency Services:** Local emergency services are unable to access the area during a flood. There must be a flood-free entry and exit before this development is considered
- The applicant has provided no evidence of supply capacity, capability or timeline as to when the subdivision can access drinking and garden water, a reliable power supply or sewerage services. The applicant is treating the residents and council as "fools" by applying for a rezoning with such an incomplete application

3. Community Character

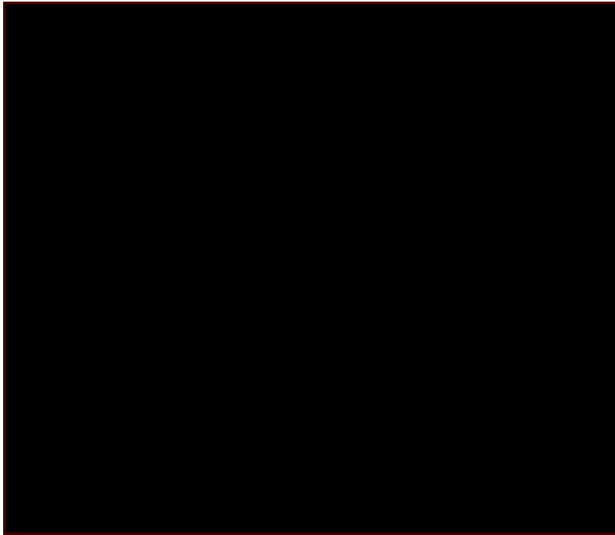
The scale and nature of the development is incompatible with Gosforth's character:


- **Rural to Urban Transition:** This transformation undermines the scenic rural quality, how can this even be considered a transition with a change of this magnitude from 400,00Sqm to 300Sqm a 2000% reduction in places This is contrary to the LEP's aim to protect areas of high scenic rural quality (LEP 1.2(d)(i)).
- **Aesthetic Impact:** The visual landscape will change significantly, affecting property values (LEP 1.2(d)).
- **Social Cohesion:** The influx of new residents, many of whom will be isolated by having limited access to transport and who, by the nature of the lot sizes, could be expected to need a disproportional amount of

access to community service facilities, shops, healthcare and schooling, this influx will totally disrupt the self-sufficient nature and the current community fabric, opposing LEP 1.2(e).

In conclusion, we urge the council to reconsider this development application due to its lack of detail and concrete solutions to the road access, environmental, infrastructural, and social impacts listed above.

Thank you for your attention to this important matter.





23 June 2025

The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320

Dear General Manager

DA/2024/763, Concept Development Application 559 Anambah Road Gosforth

On 31 October 2024 I wrote to Council to submit my formal objection to “[DA/2024/763, Concept Development Application for Two \(2\) into Nine Hundred \(900\) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Forty One \(241\) Lots, 559 Anambah Road GOSFORTH | Maitland City Council \(nsw.gov.au\)](#)” (herein known as The Proposal) situated on prime agricultural land at Anambah / Gosforth and zoned RU2 Rural Landscape on Lot 177 DP874171 and Lot 55 DP874170.

This Project was seeking concept approval for the staged development of the concept master plan, and for which detailed proposals for the Site or for separate parts of the site are to be subject of subsequent Development Applications (DAs), apart from stage 1.

My main objections were:

- ❖ **Leapfrog development** and that has **no progressive linkage** to urban facilities or services
- ❖ Gosforth community and the Proposal is isolated with **one access road** and increased risk during emergency evacuation due to significant flood zone (traverse over 4 flood crossings) and bushfire risk Category 1 zone. 2 ways of permanent access must be provided as a minimum to consider this Proposal
- ❖ **Incompatible** with surrounding landuse and limited to nil visual / green spaces to soften the harsh high density residential development
- ❖ Numerous **inconsistencies and breaches against principals and foundations** within Maitland Local Environmental Plan 2011 (Maitland LEP) as well as Maitland Development Control Plan (2011).
- ❖ **No connectivity to community**, infrastructure, services or **public transport**.
- ❖ Impact to **unique biodiversity area** that has 4 **Endangered Ecological Communities** (EEC), 9 Threatened Ecological Communities and 44 listed Threatened Species
- ❖ **Impact to surrounding waterways** and the Hunter River due to high density, small lot development. Proposal reports contain biased findings due to limited field surveys outside of known breeding / flowering seasons.
- ❖ **Extinguishing RU2 agricultural land** that has no justification or sense given the size of the existing Maitland URA except for the financial gain of the Developer and Landowner
- ❖ No current infrastructure (power, water, sewer) to service Proposal
- ❖ Proposal surrounded by 3 sides of **High risk Category 1 Bush fire prone land**

Since that lodgement, Maitland City Council and Hunter & Central Coast Regional Planning Panel have reviewed the application and submissions and objections from Gosforth, Anambah and Windella Communities and the Developer has had the opportunity to redesign the Development as per Re-notification [DA/2024/763, Concept Development Application for Two \(2\) into Nine Hundred \(900\) Lot](#)

It is pleasing to see that the Developer in the Resubmission has removed the concept of **'Rent to buy'** and **200m2 blocks** however still has not adequately addressed or justified the **most glaring issues** of **no infrastructure, out of sequence / leapfrog** development, isolation / **single access** issues and **no connectivity** to nearest **neighbourhood, shops or facilities**

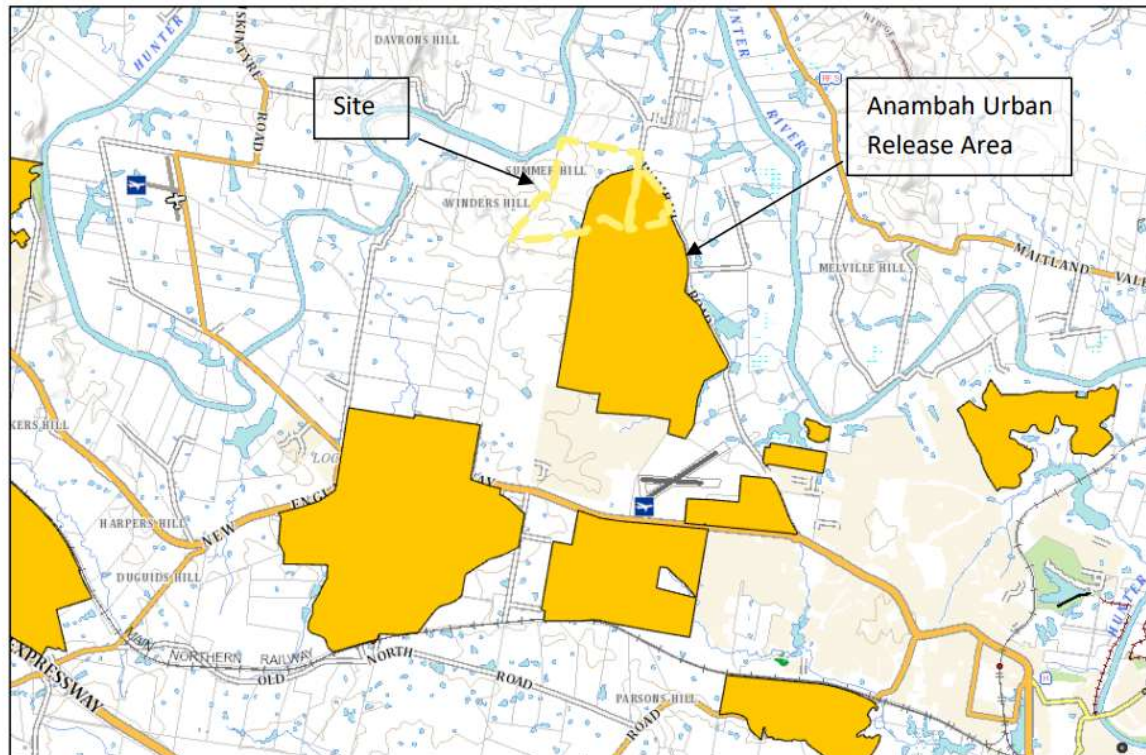


Figure 1 Urban Release Area Map. Site outlined in yellow. Source: NSW ePlanning Spatial Viewer

The Re-Submission has given applicant additional time to fine tune and provide further studies and information and statistics however their statistics are simply figures that do not represent the actual living Gosforth Community.

1. Statistics of Gosforth only flooding 1 in every 2.4 years are incorrect as real-time life experience show that Gosforth is currently flooding 1-3 times per year at the 4 flood crossings and not only are we being isolated but due to infrastructure, we are losing power for a considerable amount of time.
2. Blatant disregard to surrounding landuse noting not having a working relationship or connectivity with Roche development an Riverbend Organics and future odour constraints that may impact residents if appropriate exclusion zones are not implemented.
3. How could the Social Impact Assessment be completed without seeking feedback from the Gosforth Community ourselves who are the most impacted?
4. The resubmission proposal that connectivity is being achieved by cycling and walking around the new development does not constitute linkage with neighbourhood
5. Expectation of the THIRD GROUP (Developer) that Maitland City Council and Maitland people should finance their development through the VPA due to their poor planning and lack of appropriate sequencing of Anambah URA infrastructure alone shows that this project is unviable and needs to be rejected.

The resubmission statement of *"There is no other data to indicate that River Road would need to be used more frequently for emergency events other than flooding. Council has specifically raised the concern of*

bushfire risk, however, Anambah Road generally runs through cleared grazing land and would not be expected to be subject to a high or prolonged bushfire risk. As such, Anambah Road is not expected to be cut off as a result of bushfire events for an extended period of time.” is written by an engineer with no consideration or understanding to how quickly bushfires can move over grassland and with only 1 access road what happens in the event of 1000 people evacuating and in the chaos there is a road accident that blocks Anambah Road?

Let me rephrase exactly what Roche Group stated

- **Premature and Out-of-Sequence:** The proposal was considered premature and inconsistent with the orderly development of the precinct, as it proceeded ahead of a DCP, Contributions Plan, and without enabling infrastructure.
- **Lack of Regional Infrastructure Contributions:** Roche objected to the absence of permanent upgrades to Anambah Road and other external infrastructure, arguing the burden would fall to other landowners.
- **Reliance on Temporary Access and Adjacent Land:** Concerns were raised about the feasibility of using River Road for emergency access and the proposal's earlier reliance on Asset Protection Zones (APZs) on Roche-owned land.
- **Inflexible Road Layout and Connectivity:** The proposed internal road network was seen to pre-empt future alignments and lacked consideration of the broader precinct, potentially constraining development in the southern URA.
- **Redundant or Isolated Infrastructure Investment:** Roche argued that infrastructure proposed by the proponent may become redundant or require reconfiguration, with limited assessment of implications for precinct-wide servicing.

This resubmission has failed to address how the design has incorporated transitional planning of significant rural agricultural and biodiversity areas into residential land. There is no greenspace stepping the urban area off Anambah Road or visual barrier blending the harshness and noise of this urban area to existing land users. Consideration should be given to surrounding aesthetics of the unique rural setting that abuts an Endangered Ecological Communities (EEC) and the Hunter River and a high density, small lot development is not consistent with the rural charm of Gosforth.

The **Maitland Local Environmental Plan 2011 (Amendment No. 26) Finalisation Report (IRF20/5241)** raised the issue of potential impact the planning proposal will have on the rural character and amenity of the area, particularly in relation to Windella Estate. The response was that “The proposed R5 Large Lot Residential zone minimum lot size was increased from 2,500m² to 3,000m². This will provide a greater transition between the existing large lots of Windella Estate and the proposed Anambah urban release area.”

Is the same consideration being given to Gosforth / Anambah communities??

There is also a safety concern as there residential blocks immediately back up to Anambah Road and there is a high chance of private urban residents building illegal entries at the back of their residence to Anambah Road.

This Proposal is still high density and disproportionate (1142 lots across 126 hectares) to the design of Anambah Urban Release Area (URA) (3000 lots across 490 hectares).

The continue approach of Staged Development Consent should be rejected and the Developer submit a full plan so we know the full design and impact of this development.

1 MAITLAND LEP

The [Maitland Local Environmental Plan 2011](#), (Maitland LEP) aims to make local environmental planning provisions for land in Maitland in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act. In reviewing the plan + resubmission, I believe that there are still major breaches and risks if this Proposal is granted as outlined:

Aim of Maitland LEP	Does the Proposal match the Aim
(a) to facilitate ecologically sustainable development of land and natural assets,	The Proposal is not an ecologically sustainable development and does not promote ethical ecological sustainable dwellings.
(b) to protect and maintain the extent, condition, connectivity and resilience of natural ecosystems, native vegetation, wetlands and landscapes, including those aspects of the environment that are matters of national environmental significance within Maitland in the long term,	The Proposal is located in a pristine rural agricultural landscape surrounded by an Endangered Ecological Community (EEC) and associated wildlife. There is no gradual linkage of the existing landuse into this urban development nor aesthetic buffers
(d) to protect, enhance or conserve the natural resources of Maitland including the following— (i) areas of high scenic rural quality , (ii) productive agricultural land , (iii) habitat for listed threatened species and endangered ecological communities , (iv) minerals of regional significance,	The Proposal is located with an area of high scenic rural quality and is fully isolated from any urban feature or services . The area is brimming with wildlife and any urban development will degrade, impact and destroy this high quality rural agricultural area. The Anambah URA already has 490ha allocated for residential redevelopment. There is no purpose or need to rezone the RU2 land except the own commercial greed of the Developers. The Anambah URA is a significant allocation for future development and show be ratio appropriately not stocked with small blocks in full isolation of existing neighbourhoods.
(e) to create liveable communities which are well connected, accessible and sustainable ,	This Proposal is definitely not a liveable community that is well connected, accessible or sustainable. It is isolated & significant distance from any given neighbourhood or public transport or facilities and can only be accessed via motor vehicle given the unsuitability of Anambah Road

(h) to concentrate intensive urban land uses and trip-generating activities in locations most accessible to transport and centres, strengthening activity centre and precinct hierarchies and employment opportunities,	This Proposal is isolated in a rural setting and 4km from the nearest urban centre and has no connectivity to transport and or any form of community centre.
(i) to ensure that land uses are organised to minimise risks from hazards including flooding, bushfire, subsidence, acid sulfate soils and climate change,	This Proposal is at very high risk to flooding and higher risk due to 1 access road and 4 flood crossings. Bushfire is a very high risk as the Proposal is surrounding by thousands of acres of rural agricultural land and surrounding Endangered Ecological Community (EEC) and native vegetation woodland community encompassing Winders Hill and associated ranges.
(j) to encourage orderly, feasible and equitable development whilst safeguarding the community's interests, environmentally sensitive areas and residential amenity.	<p>This Proposal is not safeguarding the communities' interests or protecting the local Endangered Ecological Community (EEC) and supporting wildlife.</p> <p>The Proposal has not considered the suitability of this location with the surrounding landuses, infrastructure or services and should consider modifying the application to encourage a rural lifestyle approach similar to Windella / Louth Park or to have a staged urban approach by releasing the southern portion of the Anambah URA first.</p>

2 MAITLAND DEVELOPMENT CONTROL PLAN (DCP)

The Maitland Development Control Plan (DCP) works with the LEP and provides detailed planning and design guidance for what you can do on your land. The following DCP (last updated May 2023) were reviewed in consideration of my response

[Development Control Plan Part A - Administration](#)

[Development Control Plan Part C - Design Guidelines](#)

[Development Control Plan Part F - Urban Release Areas](#)

The Maitland Development Control Plan (2011) Part F – Urban Release Areas outlines that “The Maitland Urban Settlement Strategy (MUSS) provides the broad direction for future growth in the Maitland LGA. The MUSS identifies a number of investigation areas for residential expansion, as well as low density residential areas in more constrained localities and areas to support employment growth.....The objectives and desired future outcomes for the development of Urban Release Areas are for Council and the community to have clear direction and clarity as to the expected character and future neighbourhood amenity of these areas”

Section F.2.1 outlines the desired future outcomes that that all development should demonstrate consistency and consideration of the following principals for Residential Urban Release Areas. I believe that the Proposal significantly breaches these principles for the following reason.

Principals	Compliance with Maitland Urban Settlement Strategy
1. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.	The Proposal does not comply with this principal as Anambah Road has no formal walkway or cycleway and is too dangerous to walk/cycle given the narrow road, poor visuals due to crests & high truck usage and 100km/hr zone
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods.	The Proposal does not comply with this principal as the development will be isolated from the Maitland community and neighbouring Rutherford community approximately 3-4km away
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.	The Proposal does not comply with this principal as there is only the one road into the development and no interconnecting walking or cycling pathways to Rutherford /Aberglaslyn.
4. To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.	The Proposal does not comply with this principal as development is designed in isolation to surrounding landuses and future development of Anambah URA by Roach.
5. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.	The Proposal does not comply with this principal as there is no public transport system in this area or on Anambah Road. There is no direct or safe access except the one road access and with an additional 900+ residence the safety would also be questionable on the roads
6. To facilitate appropriate mixed use development which is compatible with residential amenity, capable of adapting over time as the community changes, and which reflects community standards of health, safety and amenity.	The Proposal does not comply with this principal as it is limited to residential lots only and fully isolated from surrounding Maitland neighbourhood
7. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.	The Proposal does not comply with this principal as it is limited to small lots (generally 400-500m ²). In modern society, this is limited and aimed at lower economic and does not cater for diverse housing needs nor does it allow for progression of services, shops, community centres and facilities
8. To ensure key environmental areas such as waterways, vegetation, land	The Proposal does not comply with this principal as there is an Endangered Ecological Community (EEC) adjacent to the site that

resources, and areas of cultural significance and scenic value are protected.	contains a Lower Hunter Spotted Gum Ironbark community and associated fauna. The noise pollution will drive the fauna from the Lower Hunter Spotted Gum Ironbark community let alone the dangers of domestic cats and dogs attacks. The Proposal certainly does not comply with the scenic value principal as the cramming of so many small lots (1142 lots across 126 hectares) will be an eyesore with minimal landscaping and negligible grass on 450m2 lots let alone the impact within such a scenic agricultural setting of serenity and peace.
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3 SUMMARY

This resubmission has not addressed our concerns and all of our arguments and objections from the first submission still stand.

Proposal is situated in one of the last remaining jewels of the Hunter Valley agricultural zones. It is an **area of high scenic rural quality** and is **fully isolated** from any **urban feature or services**. The area is surrounded by thousands of acres of rural agriculture and is 3-4km from the nearest urban development and has no connectivity to public transport, facilities, services or walkway / cycle ways.


The site is fully isolated and has one access road with 4 flood crossings that regularly flood and isolate the local Gosforth residences. Anambah Road itself is prone to potholing and a typical country road that would require a significant upgrade to manage traffic footprint of this size. There is no tangible or quantifiable reason why an additional 59 hectares of RU2 Rural Landscape should be rezoned when there is already 490 hectares available within the Anambah URA. The Anambah URA is a significant allocation for future urban development and the rezoning of the 59 hectares of **RU2 Rural Landscape should be over-ruled as a priority**.

A permanent second access must be constructed and available prior to opening up this area for residential development not only from a flood / bush fire risk aspect but also quality of life and traffic congestion with the current local rural traffic and quarry trucks.

The Proposal and Masterplan design is based on financial gain of squeezing in as many concrete blocks as possible with no linkage to the surrounding environment or communities. There is no blending of nature reserves, green space or invitation to want to live in this concrete blob with linkage to surrounding communities and bushland.

I implore Hunter and Central Coast Regional Planning Panel and Maitland City Council to consider rejection to enable a progressive development from the edges of urban development in the first instance. The significant risk of limited access, evaluation risks (flood and bushfire) and substantial connectivity issues (transport / facilities) must be resolved prior to any residential development at this location.





The General Manager
Maitland City Council
PO BOX 220 Maitland NSW 2320
22 June 2025

Reference: Concept Development Application for 2 into 900 lot staged Torrens Title
Subdivision & stage 1 Torrens Title Subdivision of 220 Lots. DA/2024/763

We would like to officially offer our opposition to the development zoning in Anambah.
Firstly, the region is zoned RU2 and this development proposal is far from what would be acceptable in a predominately agricultural area.

The impact of this type of insensitive type of housing will create enormous ecological issues to the wildlife and surrounding grazing properties.

A huge influx of people, housing, cars in such a small area cannot help but create many social problems. Small narrow streets, lack of off road parking, no planned green spaces, parks or nature walks are planned as a buffer and requirement for those who will reside there.

Every community creates its own needs and these cannot be addressed in such an over developed small land sized housing estate.

Where do these people find schools, medical centres and access to all amenities that are at present over crowded due to the massive housing estates in Lochinvar, Gillieston Heights Farley and Thornton.

Our depleted and under staffed Police in Maitland cannot be expected to deal with such an increase in population in this overcrowded development, considering the rise in crime and domestic violence coming out of low socio-economic areas where people all reside on top of each other.

Do we want to create trailer-park trash as found in the USA and bring those problems to Maitland, let alone a small rural community on the fringes of our beautiful Hunter Valley. We need to reassess the development and at least consider the style of lifestyle estates of Windella, Louth Park, Wallalong and Morpeth.

Come on Maitland council, do the right thing and keep parts of our region historically and environmentally preserved.

Please consider our concerns for this beautiful part of Maitland.





General Manager

Maitland City Council

P.O. Box 220

Maitland NSW 2320

Subject: Rebuttal to RFI Response – Objection to DA/2024/763, 559 Anambah Road, Gosforth

Dear General Manager,

I write to reaffirm and expand upon my objection to Development Application DA/2024/763, considering the applicant's recent RFI response. While the proponent has attempted to address Council's concerns, the response fails to resolve critical issues and, in several instances, introduces new inconsistencies and risks that further undermine the proposal's viability.

1. Electricity Supply and Network Capacity

The applicant's reliance on a single spare 11kV circuit breaker at Rutherford Zone Substation is deeply concerning. Ausgrid's preliminary advice does not constitute a commitment to service 900 lots, nor does it address the long-term resilience of the network. The response omits any detailed load modelling or contingency planning for peak demand, outages, or future electrification trends (e.g., EV uptake, all-electric homes). The assertion that "essential infrastructure is available" is premature and misleading.

2. Flood Risk and Emergency Access

The applicant's justification for using River Road as emergency access is flawed. The modelling admits Anambah Road is inundated on average every 2.4 years for up to 44 hours—yet proposes no permanent, flood-free access. The claim that River Road is "public" and therefore suitable ignores Council's stated position that its use inhibits orderly development of the southern URA. The proposed gating arrangement is speculative and lacks legal certainty. Furthermore, the SIDRA modelling for emergency scenarios fails to account for compound events or evacuation dynamics under duress.

3. Bushfire Compliance and Road Design

The applicant's claim that 8.0m-wide internal roads comply with PBP 2019 is based on a narrow interpretation of "acceptable solutions" and ignores the RFS's original concerns. The performance-based justification relies on assumptions about parking behaviour and evacuation timing that are not supported by empirical data. The substitution of fire trails with perimeter roads is welcome, but the internal network remains inadequate for safe evacuation and emergency vehicle access under concurrent hazard conditions.

4. Water and Sewer Servicing

Hunter Water's correspondence is cited as evidence of "adequate arrangements," yet the required addenda to the servicing strategies remain under review. Council has explicitly stated it is not satisfied that infrastructure can be delivered when required. The applicant's response glosses over this by conflating preliminary advice with formal approval. This is not a minor technicality—it goes to the heart of Clause 6.2 of the MLEP 2011.

5. Traffic and Transport

The RFI response acknowledges that the New England Highway/River Road intersection fails under 2028 background growth alone. The suggestion that banning right turns during emergencies could allow 560 lots to proceed without upgrades is speculative and operationally untested. The absence of committed funding for signalisation of the Anambah Road intersection further undermines the viability of future stages. Active transport and public transport provisions remain aspirational, with no enforceable delivery mechanism.

6. Environmental and Biodiversity Impacts

The applicant's revised BDAR and VMP still fail to adequately address Council's concerns regarding vegetation loss, habitat connectivity, and fish habitat. The proposed offsetting strategy is vague, and the reliance on post-clearing rehabilitation does not meet the "avoid and minimise" hierarchy. The claim that freshwater wetlands are appropriate for detention basins contradicts Council's DCP and ecological best practice.

7. Social Infrastructure and Community Impacts

The Social Impact Assessment acknowledges the absence of commercial services and proposes "potential" future neighbourhood shops. This is speculative and does not address the immediate needs of 900 households. The removal of build-to-rent housing and substitution with 5% affordable housing is a positive step, but the lack of enforceable delivery mechanisms renders it uncertain. The SIA fails to quantify the cumulative impact on schools, health services, and community facilities in Rutherford and Lochinvar.


Conclusion

The applicant's response still does not resolve the fundamental issues raised by Council and the community. It relies heavily on assumptions, incomplete data, and speculative future infrastructure. The scale and complexity of the proposed development demand a far more rigorous, transparent, and integrated planning approach.

I respectfully urge Council to reject DA/2024/763 in its current form and require a proper comprehensive, climate-resilient, and infrastructure-aligned proposal that genuinely reflects the principles of orderly development and community wellbeing.

Thank you for your attention to this matter. I look forward to your response.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

Technical Annex: Rebuttal of Infrastructure Claims – DA/2024/763

1. Electrical Infrastructure

Claim: Ausgrid's preliminary enquiry confirms sufficient capacity via a spare 11kV circuit breaker at Rutherford Zone Substation.

Rebuttal:

- The existence of a single spare circuit breaker does not equate to long-term capacity for 900 dwellings. Ausgrid's response is non-binding and lacks a load flow analysis or contingency planning.
- The proponent fails to address the cumulative impact of electrification trends (e.g. EV charging, all-electric homes) on peak demand.
- No commitment exists for the timing, funding, or delivery of required kiosk substations, and no evidence is provided that these substations can be integrated without significant network augmentation.

Conclusion: The proposal does not meet Clause 6.2 of the MLEP 2011, which requires that essential infrastructure be available or adequately arranged when required.

2. Flood Access and Road Infrastructure

Claim: River Road provides a flood-resilient emergency access route, with Anambah Road only inundated once every 2.4 years.

Rebuttal:

- The modelling cited is based on Hunter River flooding only and excludes local catchment events, which are known to affect Anambah Road more frequently.
- The proposed use of River Road as emergency access is incompatible with Council's stated position and risks precluding future development to the south.
- The gating proposal lacks legal certainty and operational clarity, particularly regarding emergency services access and maintenance responsibilities.
- The SIDRA modelling does not simulate compound flood-bushfire scenarios or evacuation under duress, which are critical under Planning for Bushfire Protection (PBP) 2019.

Conclusion: The access strategy is reactive, fragmented, and fails to meet contemporary flood risk management and evacuation planning standards.

3. Water and Sewer Servicing

Claim: Hunter Water has confirmed that water and sewer services can be made available when required.

Rebuttal:

- Council has explicitly stated that it is not satisfied with the current servicing strategy, and Hunter Water’s review of the addenda is still pending.
- The proposal is reliant on infrastructure not yet committed or funded, and the use of River Road for trunk services is contested by Council due to future development constraints.
- No hydraulic modelling or staging plan is provided to demonstrate how services will be delivered in a timely and cost-effective manner.

Conclusion: The application does not demonstrate compliance with Clause 6.2 of the MLEP 2011 and lacks a credible servicing strategy.

4. Traffic and Transport

Claim: The development will not trigger upgrades to the New England Highway/Anambah Road intersection in Stage 1.

Rebuttal:

- The TIA acknowledges that the River Road/NEH intersection fails under 2028 background growth alone, before any Anambah traffic is added.
- The proposed mitigation—banning right turns during emergencies—is operationally untested and lacks endorsement from Transport for NSW.
- Active transport and public transport provisions are aspirational, with no enforceable delivery mechanism or funding commitment.

Conclusion: The traffic strategy is incomplete, underestimates cumulative impacts, and fails to meet the requirements of the Maitland DCP and TfNSW guidelines.

5. Stormwater and Water Quality

Claim: The stormwater strategy meets Council’s pollutant reduction targets via end-of-line treatment.

Rebuttal:

- The modelling omits rainwater tanks and fails to incorporate distributed WSUD measures, contrary to Council’s DCP and best practice.
- The reliance on two offline basins for 900 lots is insufficient to manage cumulative pollutant loads and peak flow attenuation.

- No evidence is provided that the proposed bioretention systems can be maintained effectively over time.

Conclusion: The stormwater strategy is overly centralised, lacks redundancy, and does not reflect integrated water management principles.

6. Emergency Services and Bushfire Access

Claim: Internal roads comply with PBP 2019 and provide safe evacuation and firefighting access.

Rebuttal:

- The 8.0m-wide internal roads are justified using performance-based arguments that rely on assumptions about parking behaviour and evacuation timing.
- The RFS's original concerns about non-compliance remain valid, particularly regarding access widths, turning radii, and interface treatments.
- The proposal does not include a comprehensive Emergency Management Plan or demonstrate compliance with Clause 5.3b of PBP 2019 under worst-case scenarios.

Conclusion: The internal road network is inadequate for concurrent flood and fire evacuation and does not meet the intent of PBP 2019.

7. Staging and Infrastructure Sequencing

Claim: The Concept DA satisfies the requirements of a Development Control Plan under Clause 6.3 of the MLEP 2011.

Rebuttal:

- The staging plan lacks enforceable triggers for infrastructure delivery and does not align with the sequencing of the broader Anambah URA.
- The Voluntary Planning Agreement (VPA) remains unresolved, and no contributions plan is in place to fund critical infrastructure.
- The proposal risks piecemeal development without the necessary supporting infrastructure, contrary to the objectives of orderly and economic land use.

Conclusion: The application is premature and fails to demonstrate a coordinated, infrastructure-aligned development pathway.

Appendix A: Cross-Reference of Infrastructure Standards and Rebuttal Points

Re: Objection to Development Application DA/2024/763

Standard / Guideline	Relevant Clause / Principle	Rebuttal Point(s)	Explanation
MLEP 2011 – Clause 6.2	Requires essential public infrastructure to be available or adequately arranged	1, 3	Preliminary utility advice (from Ausgrid and Hunter Water) is insufficient to meet statutory requirements. No binding guarantees exist for timely delivery of electricity, water, and sewer infrastructure.
MLEP 2011 – Clause 6.3	Concept DA must substitute for a DCP and address comprehensive urban planning matters	7	The proposed Concept DA lacks enforceable staging triggers or integrated delivery of infrastructure and services, failing the intended function of a DCP under this clause.
Planning for Bushfire Protection (PBP) 2019	Table 5.3b – Access widths, perimeter roads, emergency egress	6	8.0m internal roads are performance-justified but still conflict with the minimum standards outlined in PBP 2019. Access and evacuation during concurrent hazard events (fire + flood) remain unresolved.
Maitland DCP 2025 (Draft)	WSUD, stormwater hierarchy, CPTED, active transport, SIA requirements	2, 4, 5, 6	End-of-line treatment strategies and vague active transport commitments do not satisfy integrated planning principles. The lack of enforceable affordable housing or commercial services weakens social impact mitigation.
MoES – Maitland Manual of Engineering Standards	Road geometry, verge widths, stormwater, utility placement	2, 3, 4	Proposed 8.0m-wide local streets, ad hoc verge reductions, and reliance on River Road for trunk utility services do not align with best-practice asset planning and long-term maintainability.
TfNSW Guidelines	Intersection performance, bus stop proximity, shared paths, Healthy Streets	4	The New England Hwy intersections fail under background growth. Active and public transport infrastructure lacks timing certainty, dedicated funding, or implementation triggers.
Maitland DCP 2025 – Appendix E: Flooding Guidelines	Flood mitigation, evacuation frequency, access reliability	2	The absence of a flood-free permanent access, underuse of cumulative impact modelling, and reliance on speculative River Road solutions breach core requirements in Appendix E of the DCP.

Dear General Manager,

I wish to lodge my objection to the subject development on the following public safety grounds:-

1. A large development such as this should not occur unless either River Road is constructed so as to be suitable for a 2WD ambulance prior to the subdivision occurring or Anambah Road reconstructed to be clear of the 1/100 flood level.

Anambah road has been covered by flood water up to 4 times in some years (often accompanied by power outages) and left very damaged after the water subsides .It would be unconscionable to knowingly leave large numbers of people stranded without access to medicine and emergency services for extended periods .

2. There is a bend on Anambah road north of the lagoon with the fence through it that has poor visibility and a cutting with steep sides leaving drivers with little room for evasive action .

Traffic volumes should not be increased without improving safety on this bend .

There was a head on collision near here last week!.

3. This development proposes to demolish multiple existing agricultural stock dams that also act as storm water detention basins .It proposes only limited small replacement dams while greatly increasing runoff volume and velocity.

The existing culvert under Anambah Road that will take the water from the northern part of this development is failing under current runoff volumes . The structure is misaligned to the down stream

creek which is being eroded by jetting, the flow is undermining the head wall and road embankment and there is no scour protection in place to slow and spread the outflow.

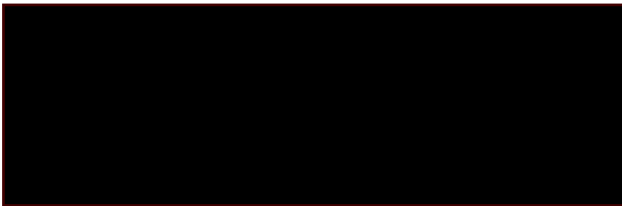
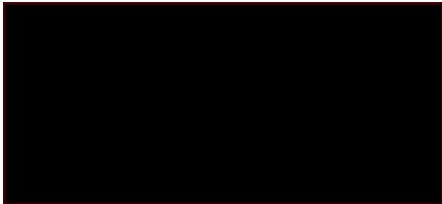
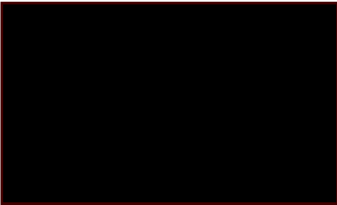
If this subdivision was to proceed without an upgrading of this culvert a torrential rain event could see a failure of this existing structure (and thus the road above) and the community to its north isolated .

4. This proposal still shows multiple small residential lots backing onto Anambah Road many near a crest and bend .

Unless a green screening belt is dedicated to Council to isolate the lots from the road, future users of these small lots , whether legally or not, are likely to install back gates to undertake right hand vehicle turns in front of through traffic creating an extremely dangerous situation for all .

This potential threat to life and safety should be averted at this planning stage, please.

Kind regards



[REDACTED]

General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

**RE: OBJECTION TO DEVELOPMENT APPLICATION (DA/2024/763)
RELATING TO 900 LOT SUBDIVISION (CONCEPT) AND 220 LOT
RESIDENTIAL SUBDIVISION (STAGE ONE) AND ASSOCIATED WORKS,
559 ANAMBAH ROAD, GOSFORTH**

Reference is made to DA 2024/763 which seeks concept approval (up to 900 lots) and a Stage 1 residential subdivision approval (amended to 220 lots) with access via Anambah Road and its intersection with the New England Highway.

[REDACTED] provided an objection to the first public exhibition process. The applicant has subsequently provided a response to assessment issues with amended plans, which has been exhibited.

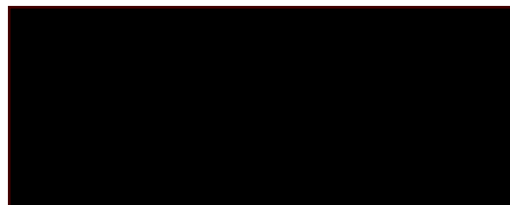
The amended proposal and response do not address any of the [REDACTED] objections, other than one, and we strongly maintain and rely upon the same grounds of Objection. The amended proposal is not supported by adequate and suitable permanent infrastructure (or meaningful contributions towards it) to serve the community it will create. It unfairly transfers the burden to remaining landowners in AURA and does not demonstrate that it can standalone without any reliance on adjoining lands.

Table 1 reviews the amended proposal against the original objection. **Table 2** provides additional objections.



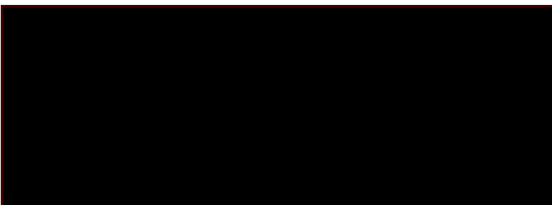
TABLE 1 Review of Amended Proposal against Original Objection

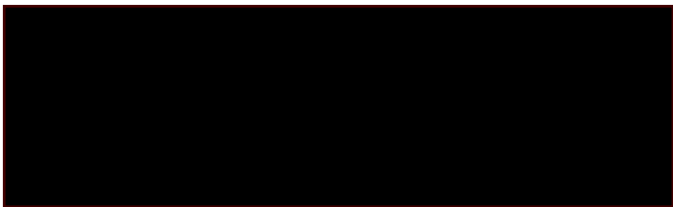
ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
1. The Proposal is Out of Sequence Development and Contrary to the Orderly and Economic Use and Development of Land	<p>[REDACTED] supports appropriately sequenced development within Anambah Urban Release Area (AURA) for the orderly and economic use and development of land, which serves the future community that will call AURA home. For AURA, authorities have identified the orderly development of land as logically progressing from the south and to the north.</p> <p>The Proposal relates to the northern most extent of AURA and the remotest from current infrastructure. It is out of sequence and does not in its current form represent orderly and economic use and development of land within the urban release area. The infrastructure it is proposing to provide will not only become redundant, but it ultimately constrains the orderly and economic development of the land that has always been identified to be developed first.</p>	<p>The amended proposal and RFI response make limited change of any substance.</p> <p>Objection stands. Refer further expanded particulars provided in Table 2.</p>
2. The Proposal seeks to take the Benefit of Development without being accountable to the Burden – it expands the circumstances in which controlled access is relied upon for flood planning and excludes upgrades along Anambah Road.	<p>Primary considerations for AURA, no matter what development sequence land, relate to:</p> <ul style="list-style-type: none">• the provision of access and the suitability (and upgrades) of the external road network• intersections with the regional road network,• the orderly extension of services and utilities and• a robust internal movement network.	<p>The amended proposal and RFI response make limited change of any substance.</p> <p>Objection stands.</p>



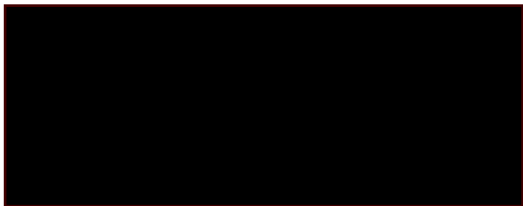


ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
	<p>Any proposal should be held accountable to consider and where relevant solve the related burdens. The Proposal has limited consideration of these. We consider, as a minimum, the Proposal needs to assess what requirements need to be met to rely on access to and from Anambah Road beyond just the developments intersection with it.</p> <p>The LEP process determined AURA could be developed up to 1200 lots off Anambah Road subject to Anambah Road being upgraded for local flooding and emergency flood free access for regional flooding only temporarily via River Road.</p> <p>The Proposal relies on Anambah Road but proposes no works along it. Furthermore, it relies on a 2.48km long Flood Egress Road (gated at the southern extent only) along the unformed River Road for all flood events. This is contrary to fundamental considerations and parameters accepted and understood when AURA was rezoned.</p>	
3. Limit of Works and Constructability within unformed River Road Reserve	<p>It is unclear from documentation provided that the proposed Flood Egress Road and land required to construct it can be fully contained within the unformed River Road road reserve, particularly at creek crossings.</p> <p>In this regard we note the following:</p> <ul style="list-style-type: none">a. The culvert between chainages 1200 and 1220 does not align and follow the angle of the current watercourse and appears to rely on steeper localised batters on the downstream side,	<p>The amended proposal and RFI response make no change of any substance and provides no further details that demonstrate the works can be fully contained within the road reserve.</p> <p>Objection stands. Refer further expanded particulars provided in Table 2.</p>





ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
	<p>without consideration then given to any required construction works zone.</p> <p>b. The culvert at approx. chainage 1700 does not align and follow the angle of the current watercourse and whilst not raised to the same extent as the culvert referred to above, it also appears to rely on steeper localised batters on the downstream side, without consideration then given to any required construction works zone.</p> <p>c. It is unclear if the proposed works across the broader watercourse between chainages 2220-2360 can be constructed without consideration, then given to any required construction works zone.</p> <p>Given that the Proposal is advanced based on all works being contained within the unformed road reserve, the applicant should be required to demonstrate this given it the significant reliance the Proposal has on this. This should include plans and relevant cross sections detailing compliant batters, the correct alignment of cross drainage and siting of culvert walls, appropriate provision of erosion and sediment control and the required area and design for scour protection. It should also identify what construction works zone are required to construct the works and demonstrate that is also fully contained within the road reserve only. In the circumstances of the Proposal, it is not appropriate or certain enough to defer these matters to detailed design as suggested in notes on the concept engineering plans.</p>	





ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
4. Primary Road Network	<p>When asked, [REDACTED] supported re-siting AURAs northern connection to Anambah Road on the basis that it continued to provide a similar function and road network as intended and would support reasonable connection and access to it for the balance of AURA and [REDACTED]. This is not clearly shown.</p> <p>The Proposal by its limitations fails to analyse and consider how the primary road network and traffic distributions of AURA may function to the south. In all structure plans for AURA:</p> <ul style="list-style-type: none">• there has never been a road shown to extend across the watercourse that sits just to the south of the Proposal; and• there has always been an eastern and western loop road network, which joins to the road that connects to Anambah Road. <p>Notwithstanding that, the Proposal pre-determines a central sub-arterial road location and proposes to construct it in Stage 1. At a minimum, the Proposal (Concept and Stage 1) should be limited to the north side of the proposed entry road only (and exclude the landscape setback and strip applied along the southern side of it) so as to not dictate any road connections and intersection locations and types to the south prematurely.</p> <p>This would also then remove the need to consider temporary turning facilities at the end of MC02 (not currently provided) and allow a clear demarcation and control of the Flood Egress Road for its purpose to not be operational outside of flood events (not currently provided at its northern end).</p>	<p>The amended proposal and RFI response make limited change of any substance.</p> <p>Objection stands.</p>





ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
5. Approval and Creation of Lots when required Asset Protection Zones are not demonstrated.	<p>The Proposal seeks development consent to create residential lots along its southern boundary and relies on (at time of Subdivision Certificate) either:</p> <p>(a) development on lands outside the Proposal having occurred for residential purposes or</p> <p>(b) establishment of a 50m wide temporary APZ covenant for bushfire management applying to [REDACTED] lands outside the Proposal, or</p> <p>(c) in the absence of either (a) or (b), a restriction over impacted lots to specify they cannot be sold until adequate bush fire hazard is removed.</p> <p>The Proposal does not quantify the number of impacted lots. This appears to relate to at least 32 lots (or 13% of Stage 1), if not a greater number based on the extent of temporary APZ shown around other edges of Stage 1.</p> <p>If land is not suitable and capable to be sold, it should not be suitable and capable to be approved or created as a separate residential title. In the absence of being able to demonstrate with certainty the availability of required bushfire management, the Stage 1 Proposal should be amended to exclude these lots.</p> <p>If the Proposal is limited to the north side of the proposed entry road only (refer above), that would satisfy this matter.</p>	<p>We acknowledge that, in line with one of our objections, the amended proposal has removed Stage 1 lots from the immediate southern boundary that lacked any temporary or permanent APZ provisions and should not have been proposed. We request Council and the RFS review and confirm that proposed Lots 125-147 are adequately protected and do not rely on bushfire protection measures extending into [REDACTED]. It is our view that Recommendation 3 in the amended Bushfire Assessment remains inappropriate and unnecessary.</p>
6. Water and Sewer Servicing	<p>The proposal relies on proposed addendums to approved water and sewer servicing strategies. [REDACTED] have not reviewed the implications of any addendum to the delivery (and design) of other parts of AURA,</p>	<p>The amended proposal and RFI response make limited change of any substance. There is no approved addendum water and sewer strategy.</p>





ORIGINAL OBJECTION	ORIGINAL FURTHER PARTICULARS	AMENDED PROPOSAL
	which will be a matter for Hunter Water Corporation. The Consent Authority should be satisfied that any addendums relied upon are formally approved to demonstrate adequate arrangements have been made prior to any granting of development consent.	Objection stands. Refer further expanded particulars provided in Table 2.

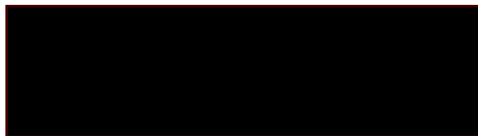
TABLE 2 Further Objection

OBJECTION	FURTHER PARTICULARS
7. River Road Works and Utilities	<p>We share Council's concerns regarding the proposed works within River Road and their implications.</p> <ul style="list-style-type: none">As previously noted, (Item 3), the application fails to demonstrate that the works can be delivered entirely within the existing road reserve without encroaching into [REDACTED] for which no landowner consent has been obtained. This is a threshold issue that must be resolved prior to any consent.Whilst we agree that River Road is a public road (unconstructed), we reject the application's claim that all sections must be incorporated into the southern development layout. As detailed (Item 4), parts of River Road are not intended to be constructed to public road standard by [REDACTED], nor does the application propose to do so.The application claims to be unaware of the future road network to the south. However, their own masterplan includes previous AURA networks showing parts of River Road excluded. Approved servicing strategies reinforce this, and [REDACTED] has clearly communicated this prior to lodgement.The proposal imposes a burden on adjoining landowners to contend with their emergency access needs over time.Critically, the application fails to define the ultimate road profile for River Road. As a result, proposed utility infrastructure will unlikely suit future horizontal or vertical geometry and alignments and will require removal or relocation – creating another cost and disruption burden on adjoining landowners. The application deflects responsibility, citing lack of submissions and collaboration.





OBJECTION	FURTHER PARTICULARS
	<p>While HWC has indicated water and wastewater will be supplied, [REDACTED] holds concerns about this without full review and approval of addendum servicing strategies. As raised in our original objection (Item 1), the proposed River Road works including utilities, constrain and burden others and risk compromising the orderly and efficient development of AURA.</p>
8. Collaboration	<p>The application references offers to collaborate with [REDACTED] over a long period of time that have not been accepted. This is misleading.</p> <p>[REDACTED] has consistently advised that we were open to genuine, written proposals that clearly set out:</p> <ul style="list-style-type: none">(a) what the application seeks to deliver for the benefit of AURA, and(b) what is required from [REDACTED] in return. <p>We made clear our likely support if the application took the lead on advancing plans for Anambah Road and its intersection with the New England Highway. Instead, the application avoids this critical infrastructure issue – deferring and transferring responsibility whilst proposing development that imposes new burdens on others within AURA. It has failed to identify and request landowners consent and proposes substandard solutions to circumvent that requirement.</p> <p>The applicant chose to proceed based on its own consultation and information. It is now up to Council, utility providers and the consent authority to determine if the proposal is acceptable. Based on the information exhibited, [REDACTED] cannot support the application nor be satisfied.</p>





CONCLUSION

██████████ are a major landowner within AURA and have been actively investing time and finances across the last three (3) years to resolve and propose infrastructure and development in a sequence that can support subdivision and housing within AURA in a logical and orderly manner with limited redundant works.

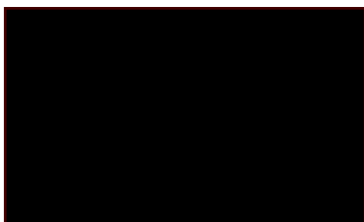
██████████ strongly objects to this Proposal (as amended) as it largely adopts a 'do nothing' approach on key external infrastructure that a proposal of this scale, whether concept or otherwise, requires. The Proposal seeks to defer and avoid responsibilities purposely and actively and does not fully address the nature of Anambah Road and the type of works that would be considered an essential part of any proposal accessing it.

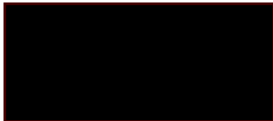
The Proposal does not assess or advance Anambah Road being a safe and suitable road connection for its future community and is contrary to fundamental considerations and parameters accepted and understood when AURA was rezoned. It invests in redundant controlled access and utilities and shifts (without any shared burden, resolution, and funding) permanent solutions to remaining landowners within AURA.

The current Proposal fails to identify and include works along the length of Anambah Road for which it connects to as an essential component of the Proposal, along with resolution of any land ownership and environmental assessments of those.

In the absence of that, the Proposal is premature and more reasonably sits in a 6–10-year pipeline as identified in the sequencing of development shown at rezoning stage. By that time, appropriately sequenced development will have progressed, and further certainty provided for enabling infrastructure that can be relied upon to support the growth of AURA.

██████████ welcome an opportunity to discuss this submission and the Proposal with Council. Please do not hesitate to contact the undersigned as applicable.





22nd 2025

The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Jeff,

SUBMISSION AGAINST DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Twenty (220) Lots, 559 Anambah Road GOSFORTH

I am a resident in Windella and have concerns about the traffic and use of River Road and then onto New England Highway (NEH) intersection in the event of an emergency (bushfire or flooding).

Windella is a suburb with only 1 road in and out.

I reside on Pennparc Drive which joins River Road by way of a T Intersection with River Rd having right of way.

During an emergency, myself and my family and the many other residents living on the [REDACTED] would be blocked by traffic on River Road. Causing further issues than just the New England Highway intersection.

This is a safety issue for those of us residing on the [REDACTED] and surrounds. As proposed, us residents in [REDACTED] and other roads would be locked in with no emergency exit ourselves.

Our ingress and egress from [REDACTED] would be blocked therefore not providing a free access to our own properties with no other alternative for entry and exit.

I would suggest that a full policy and procedure is required to discuss how the traffic will be managed at the [REDACTED] intersection during an emergency which will need to include a full management plan and 24-hour intersection control for this intersection during any emergency requirement in perpetuity.

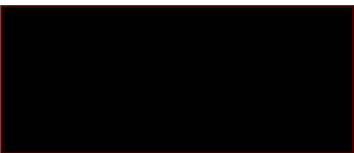
The New England Highway and River Road intersection restriction is unclear if the proposal is to close the right turn lane during emergencies only or once the DA reaches 249 lots.

Either way, this is unacceptable to Windella Residents as life for us and me personally does not revolve around Rutherford.

[Redacted]

Yours sincerely

[Redacted]



23/6/2025



The General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Dear Jeff,

SUBMISSION AGAINST DA/2024/763, Concept Development Application for Two (2) into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred and Twenty (220) Lots, 559 Anambah Road GOSFORTH

Accept this as my objection to the proposed development outlined in the above Development Application.

My objections pertain to the following:

- The use of River Road in the event of emergency / flooding, and the impact this is anticipated for the  and River Road intersection and the flow on impacts to the River Road and New England Highway intersection. The  intersection is currently only suitable for the small amount of traffic coming from River Road towards New England Highway. The New England Highway intersection is also only able to handle the current levels of traffic. I foresee more car accidents at both these intersections out of frustration. In the event traffic at the New England Highway is forced to only turn left, this only adds to the frustration. A simple remedy to this would be to place traffic lights at both intersections.
- Half of the proposed new estate appears to be zoned to the Lochinvar Public School. Please consider the impact of worried parents having to drive to their local public school, being unable to directly turn right onto the New England Highway in the event of a fire or flood. Given the most recent flood event saw the Lochinvar Public School closed due to their own flooding, and saw the Western side of the River Road / New England Highway intersection covered in water, this intersection requires attention in its current state, let alone in the proposed DA. A simple remedy to this would be to place traffic lights at both intersections.
- Impact of traffic amendments within Windella for local bus services – many residents use these services, especially for school aged children. An emergency scenario within this DA should not have any flow on effect for another suburb. A simple remedy to this would be to place traffic lights at both intersections.

Thank you for your time.



✉ **Email Subject Line:**

Submission – DA/2024/763 – Objection to River Road Emergency Access & Infrastructure Placement

✉ **Email Body:**

To: General Manager
Maitland City Council
Email: info@maitland.nsw.gov.au

Date: 23rd June 2025

From: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

DA Reference: DA/2024/763 – 559 Anambah Road, Gosforth NSW
Submission Type: Formal Objection

✉ **Submission: Inappropriateness of River Road for Emergency Access & Infrastructure Corridor**

Please find below a map showing the relationship between **Anambah Road, River Road, Windella**, and the proposed subdivision boundary:

See above map illustrating the corridor alignment and context between Anambah Road and River Road.

1. River Road Is Unsuitable for Emergency and Daily Use

- River Road is a **narrow residential street**, not an engineered arterial.
 - The intersection with the New England Highway lacks signals and **prohibits right-hand turns**, posing delays and risks during evacuations or peak traffic.
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2. Flood Immunity Claims Are Misleading

- While engineering documents claim five new culverts will provide 1% AEP flood immunity along River Road, standard culvert resilience isn't sufficient to guarantee real-world reliability during emergencies [maitland.nsw.gov.au](http://maitland.nsw.gov.au/maitland.nsw.gov.au).
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3. Non-Compliance with Key Standards

- River Road fails to meet:
 - **AS 2890** (parking/access design)
 - **Planning for Bushfire Protection 2023**
 - The requirement for **dual, flood-free emergency access**

No upgrades supporting these standard requirements are detailed in the DA.

4. Detrimental Impact on Windella Residents

- Usage of River Road for emergency or infrastructure purposes will:
 - **Increase traffic and noise** in a peaceful residential area
 - **Raise crash risks** at the highway intersection
 - **Reduce amenity** and quality of life for current residents
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5. Safer Alternative: Upgrade Anambah Road

- **Anambah Road** is the logical access route:
 - Already an arterial connector,
 - Capable of being widened and raised to ensure flood-free access,
 - Less disruptive to existing neighbourhoods,
 - More aligned with long-term strategic plans (e.g., need for Wyndella Road after 1,200 lots) [maitland.nsw.gov.au](http://maitland.nsw.gov.au/maitland.nsw.gov.au).
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6. Inappropriate Utility Infrastructure Alignment

- The DA proposes locating bulk **watermains (DN375)** and **sewer rising mains** along River Road — a local residential corridor maitland.nsw.gov.au.
- This is:
 - **Poor planning**, given limited space and residential fit,
 - **Costly and disruptive to relocate** in the future,
 - **Inconsistent with the Hunter Water Strategy**, which prescribes trunk infrastructure follow regional connectors, not small local roads.

Requested Council Actions

1. Reject use of River Road for emergency or flood access.
2. Reject use of River Road for trunk utility corridors (water/sewer).
3. Condition approval on developer-funded upgrades to Anambah Road as flood-free dual-lane.
4. Ensure compliance with Hunter Water Strategy and relevant development standards.
5. Undertake further consultation with Windella residents regarding local impacts.

Conclusion

The DA's current infrastructure planning:

- Improperly uses River Road for both emergencies and major utilities,
- Compromises public safety, amenity, and future growth,
- Better served by upgrading Anambah Road per strategic planning and community wellbeing.

Thank you for considering this submission. Please confirm receipt and advise on the next steps.

Yours sincerely,

