

#InnovativeBrilliance

Third.i  
COMMUNITIES

# ANAMBAH URBAN DESIGN REPORT



## **ACKNOWLEDGEMENT TO COUNTRY**

*We acknowledge the Wonnarua People as the Traditional Owners and Custodians of the land within the Maitland Local Government Area and pay respect to all Aboriginal Elders, past, present and future with a spiritual connection to these lands.*

# ISSUE AUTHORISATION

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Flood Impact Assessment	Northrop
Stormwater Management Report	Northrop
Aboriginal Cultural Heritage Assessment	Heritage Now
Bushfire Assessment	Bushfire Planning Australia
Biodiversity Development Assessment	MJD Environmental
Traffic Impact Assessment Report	SCT Consulting
Geotechnical Report	EP Risk
Preliminary Site Investigation	EP Risk
Visual Impact Assessment/Arborist	EMM Consulting
Development management	Vara Consulting



# DOCUMENT/STATUS REGISTER

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# 1.0



FIGURE 1 - SITE EXTENT

## 1.1 Project Site

The site is located on the traditional lands of the people of the Wonnarua Country and is located within the boundary of the Mindaribba Local Aboriginal Land Council.

The site is located at Lot 177 in Deposited Plan 874171 ('Lot 177') and Lot 55 in Deposited Plan 874170 ('Lot 55'), which is commonly referred to as 559 Anambah Road, Gosforth. Lot 177 and Lot 55 have a combined area of approximately 125 hectares and the site is irregular in shape. The eastern site boundary has frontage to Anambah Road to the east and the remainder of the Anambah Urban Release Area (predominantly R1-zoned land) to the south. The eastern boundary has a frontage to Anambah Road. Lot 177 and Lot 55 are bisected by River Road, which is an unformed public road in Council ownership.

The site is located within the Anambah Urban Release Area and identified in the Hunter Regional Plan 2041 as part of the Branxton to Anambah regionally significant growth area. The site is zoned R1 General Residential and RU2 Rural Landscape pursuant to the Maitland Local Environmental Plan (MLEP 2011). The R1 General Residential part is approximately 64.81 hectares, and the remaining area is zoned RU2 Rural Landscape. The site comprises of largely cleared, pastured and agricultural land which is bisected by a single watercourse.

## 1.2 Purpose

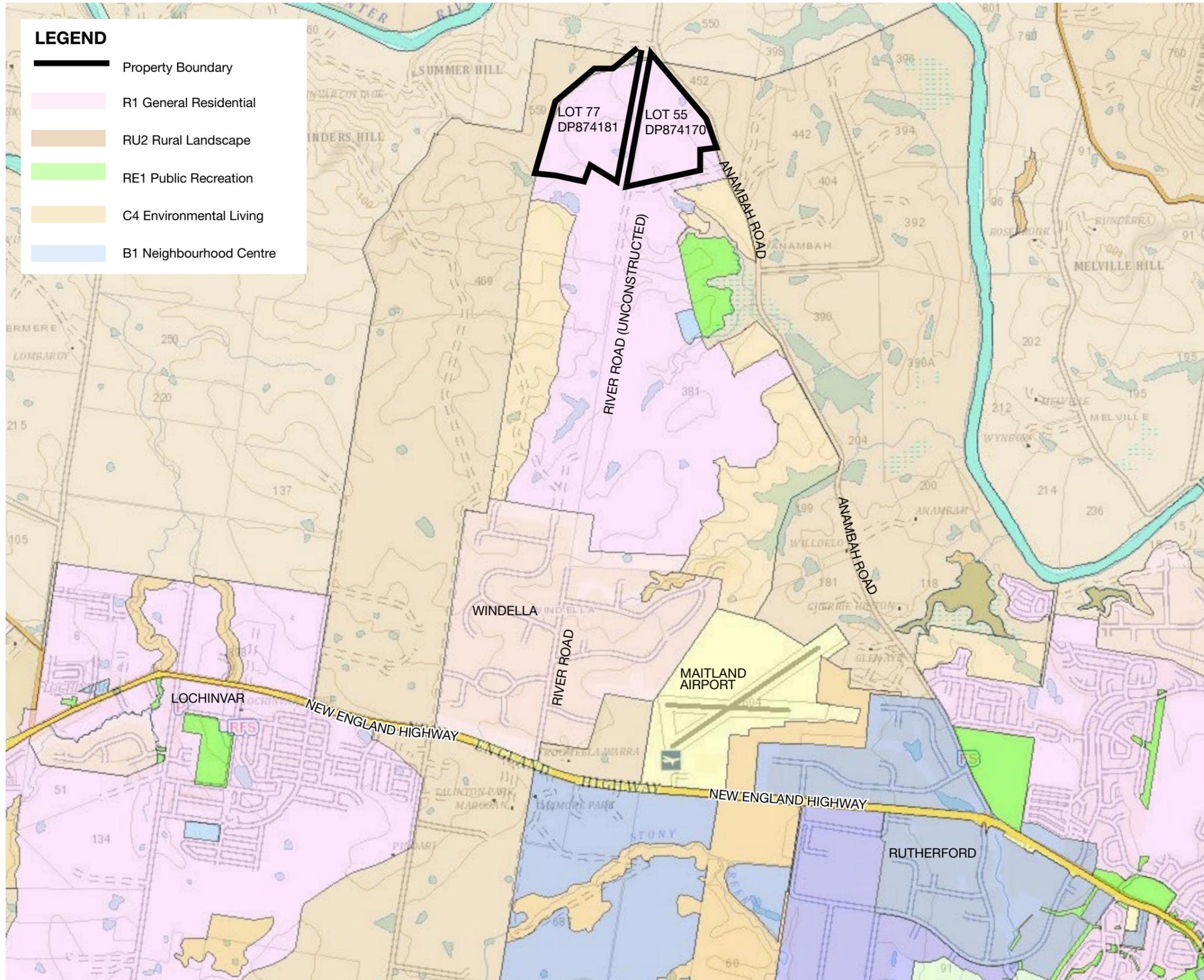


FIGURE 2 - LOCALITY MAP (NTS)  
BASE IMAGE: WWW.PLANNINGPORTAL.NSW.GOV.AU 2024

Third.i Communities is delivering a vibrant new residential neighbourhood within the Anambah Urban Release Area. This Concept Development Application seeks approval for a thoughtfully masterplanned community of approximately 900 residential lots, featuring a diverse mix of housing, green open spaces, pedestrian and cycle links, and integrated infrastructure.

The proposal includes approval for Stage 1, comprising 220 residential lots and associated works including roads, landscaping, drainage, utilities, and vegetation management.

Located at 559 Anambah Road, Gosforth (Lot 177 DP 874171 and Lot 55 DP 874170), the development is designed to seamlessly connect with surrounding communities and contribute to the broader vision for the Anambah release area.

This Urban Design Report supports the application by demonstrating how the masterplan has been informed by a robust urban design approach, including:

- The strategic context and site analysis
- Integration with surrounding neighbourhoods and infrastructure
- A clear staging plan for delivery and infrastructure sequencing
- A well-connected transport network for vehicles, pedestrians, cyclists, and public transport
- Landscaping strategies to protect key natural features and enhance amenity
- Provision of active and passive recreation areas
- Comprehensive stormwater and bushfire management
- Design controls for quality built form and higher-density living near key nodes
- Appropriate provision for neighbourhood retail and community services
- The development sets a benchmark for sustainable and connected living in the region.

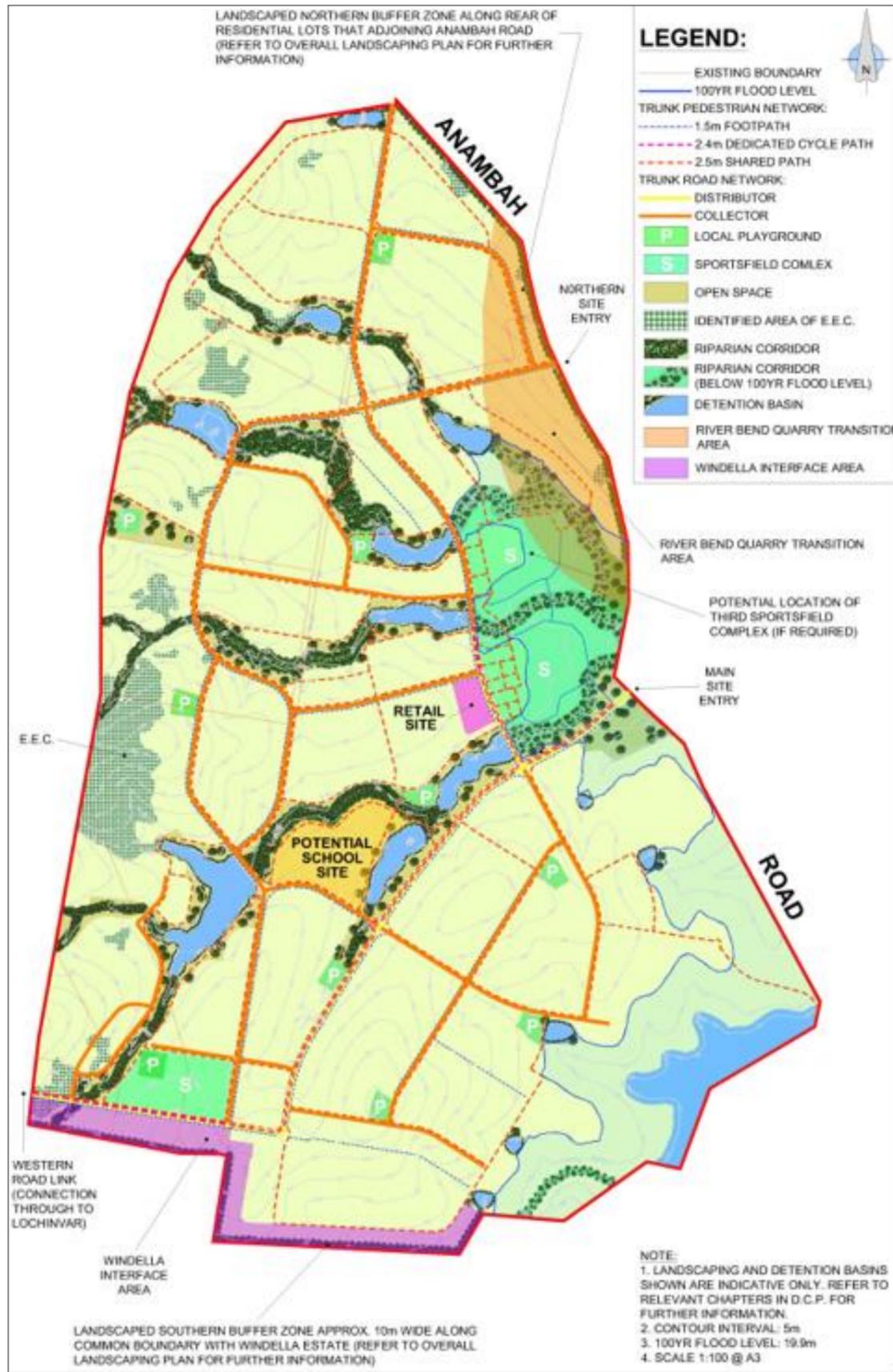


FIGURE 3-DRAFT ANAMBAH AREA PLAN (OVERALL)

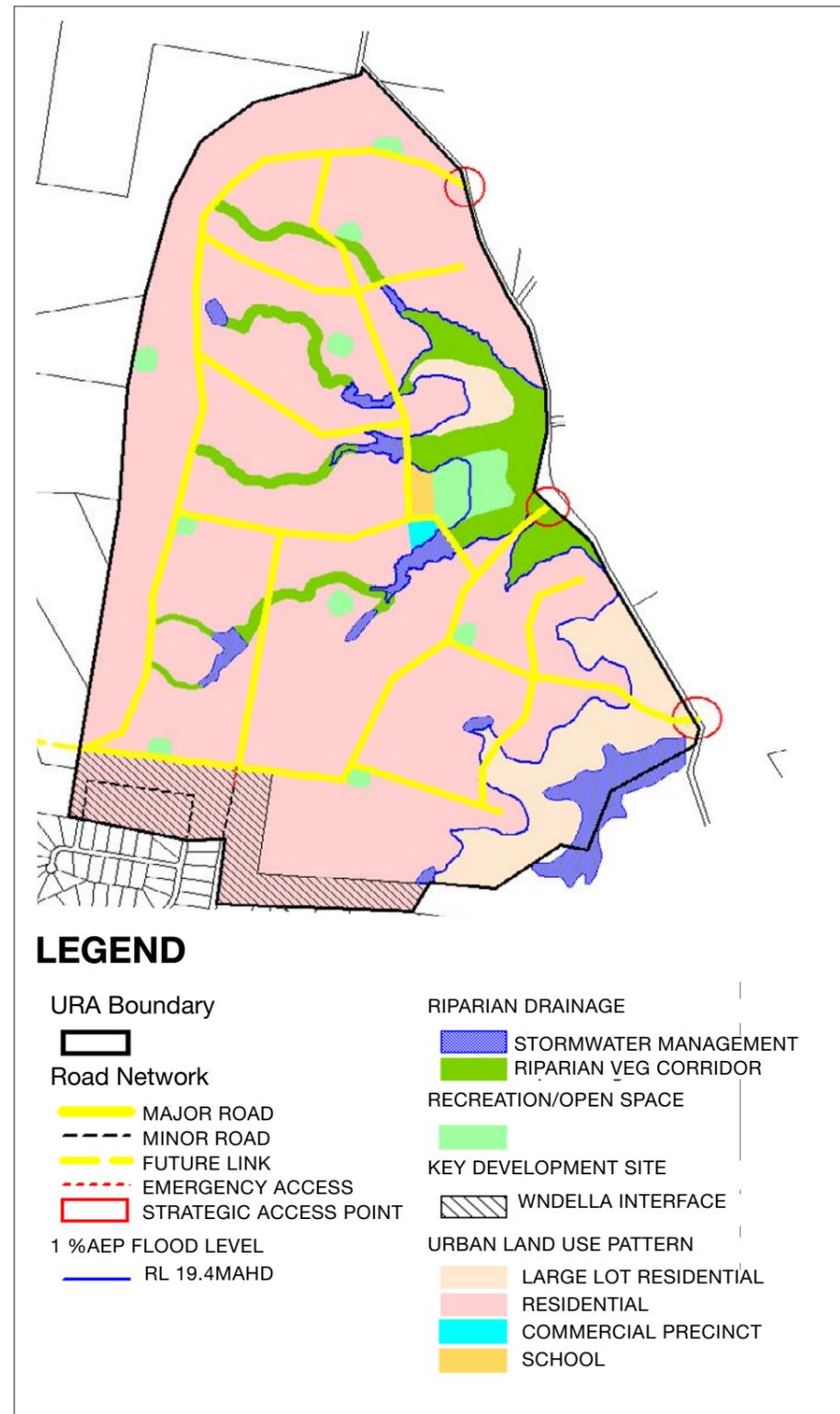


FIGURE 4- PLANNING PROPOSAL – ANAMBAH INVESTIGATION AREA ANAMBAH DRAFT STRUCTURE PLAN

### 1.3 Background

The site is within the Anambah Urban Release Area as shown on the Draft Anambah Area Plan (Overall Plan) (Figure 3). Whilst this plan is not a statutory plan, it does indicate the intended future strategy for development of the Anambah Urban Release Area including community infrastructure such as schools, open space and neighbourhood centre. This forms part of the Branxton to Anambah Regionally Significant Growth Area identified in the Hunter Regional Plan 2041. It is strategically located in proximity to other areas earmarked for urban release including the Lochinvar URA, Anambah Road URA, Anambah Employment Area, Anambah Urban Extension Site (Windella) and Anambah Road Urban Extension Site.

The Anambah investigation Area was first identified in the 2006 Maitland Urban Settlement Strategy (MUSS) as a “Preliminary investigation Area”. The 2008 MUSS review elevated the Anambah site to a Category 2- Investigation Area, with the 2010 MUSS review identifying the site as a Category 1 - Residential Investigation Area.

The landholdings formed the subject of a rezoning 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 (at 1,200 lots) to provide suitable and safe road access to the New England Highway via Wyndella Road to accommodate the URA's future developed state. According to the Planning Proposal the Anambah Urban Release Area seeks to deliver a total of 3,000 residential allotments, and will include a neighbourhood centre, public recreation facilities including local parks, sportsfields and open space and environmental conservation areas

## 1.4 Strategic Framework

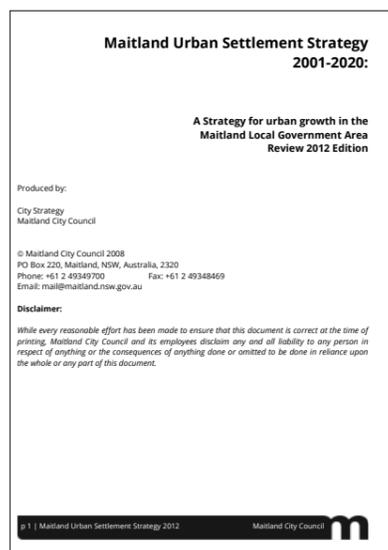
Although no site-specific Development Control Plan has been prepared for the AURA, development is guided by Maitland City Council's suite of planning documents, including such as the Maitland Urban Settlement Strategy 2010, the Maitland Development Control Plan (MDCP) 2011, the Maitland Local Housing Strategy 2041 and the Maitland +10 Plan.

The Project is supported by this Urban Design Report (UDR) that explains the methodology behind the design of the Site within the concept masterplan. The UDR demonstrates how the Concept Development Application satisfies the requirements of the DCP for this application.

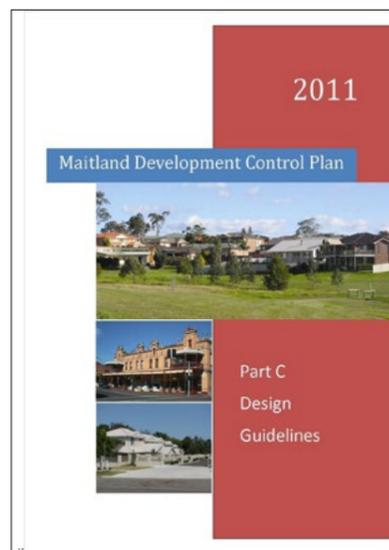
The overarching considerations identified in the UDR and used for the creation of the Concept Master Plan are:

- Integration with existing development;
- Limiting visual impact of development;
- Consideration of impacts on road infrastructure;
- Ensuring bushfire, flooding and other environmental constraints are appropriately managed;
- Ensuring capacity existing for the augmentation of infrastructure in the locality;

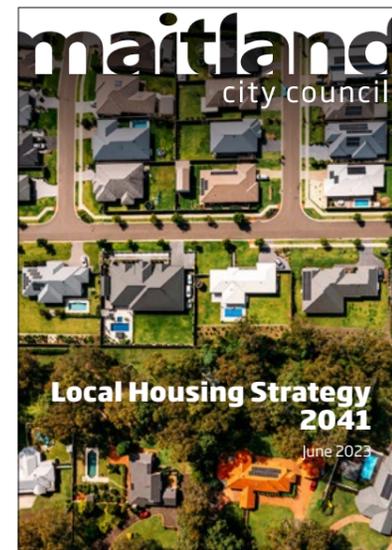
The proposed development design controls align with Part C.8 Residential Design of the Maitland Development Control Plan 2011.



MAITLAND URBAN SETTLEMENT STRATEGY 2010



THE MAITLAND DEVELOPMENT CONTROL PLAN (MDCP) 2011



THE MAITLAND LOCAL HOUSING STRATEGY 2041



THE MAITLAND +10 PLAN.



2.0

## 2.1 Regional Context

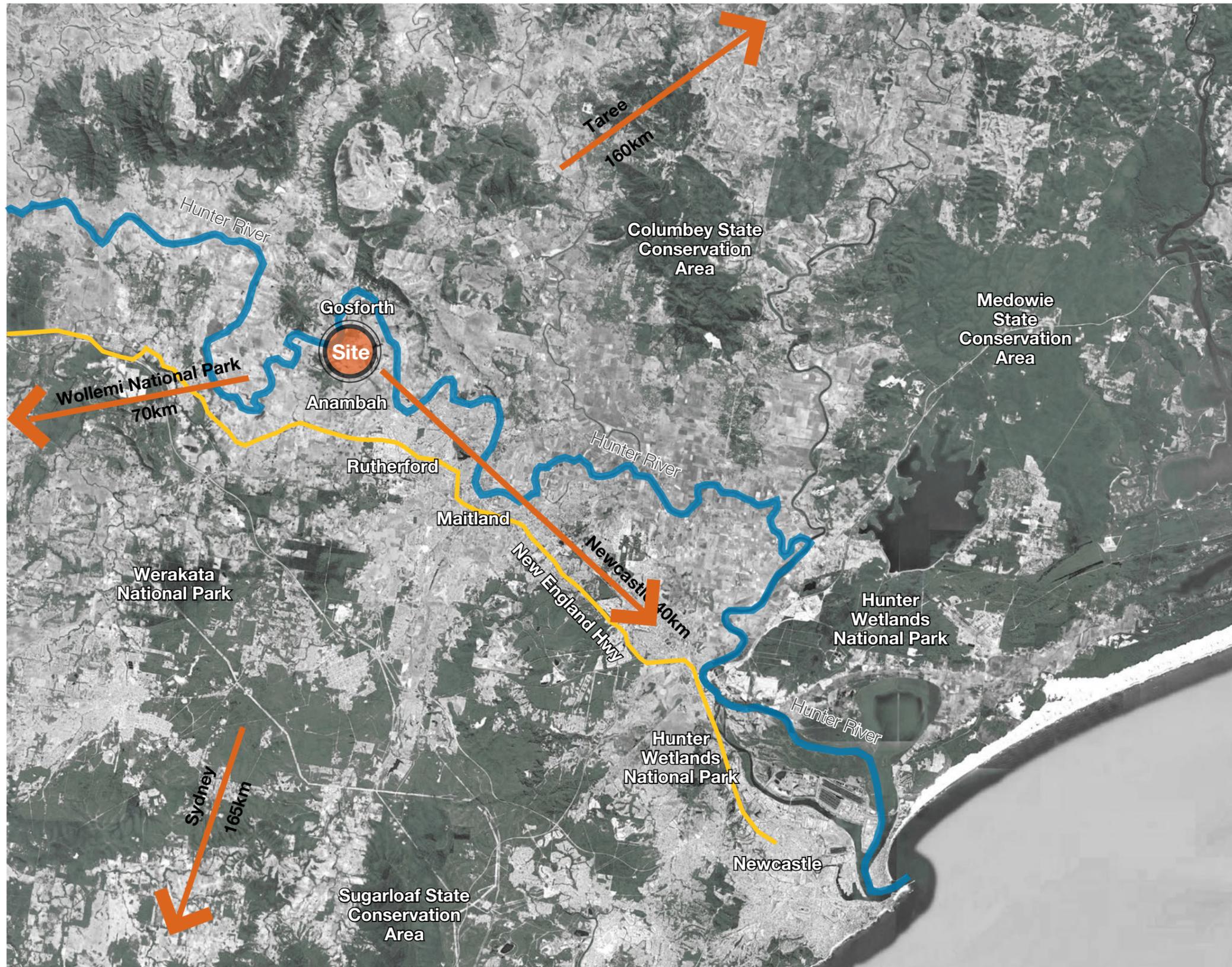


FIGURE 5 - CONTEXT AERIAL IMAGE; SOURCE GOOGLE EARTH REGIONAL EXTENT

### LEGEND

-  Site Location
-  Major or significant roads
-  Connections

The Anambah Residential Community at 559 Anambah Road, is located in the Lower Hunter Valley region. Less than 10 km from Maitland's town center, the area offers a mix of open farmland and growing urban developments. It is well-connected via the New England Highway and close to significant business and employment clusters at Rutherford and Anambah. The land holds cultural significance for the Wonnarua people and is part of a broader shift toward urban expansion in the region.

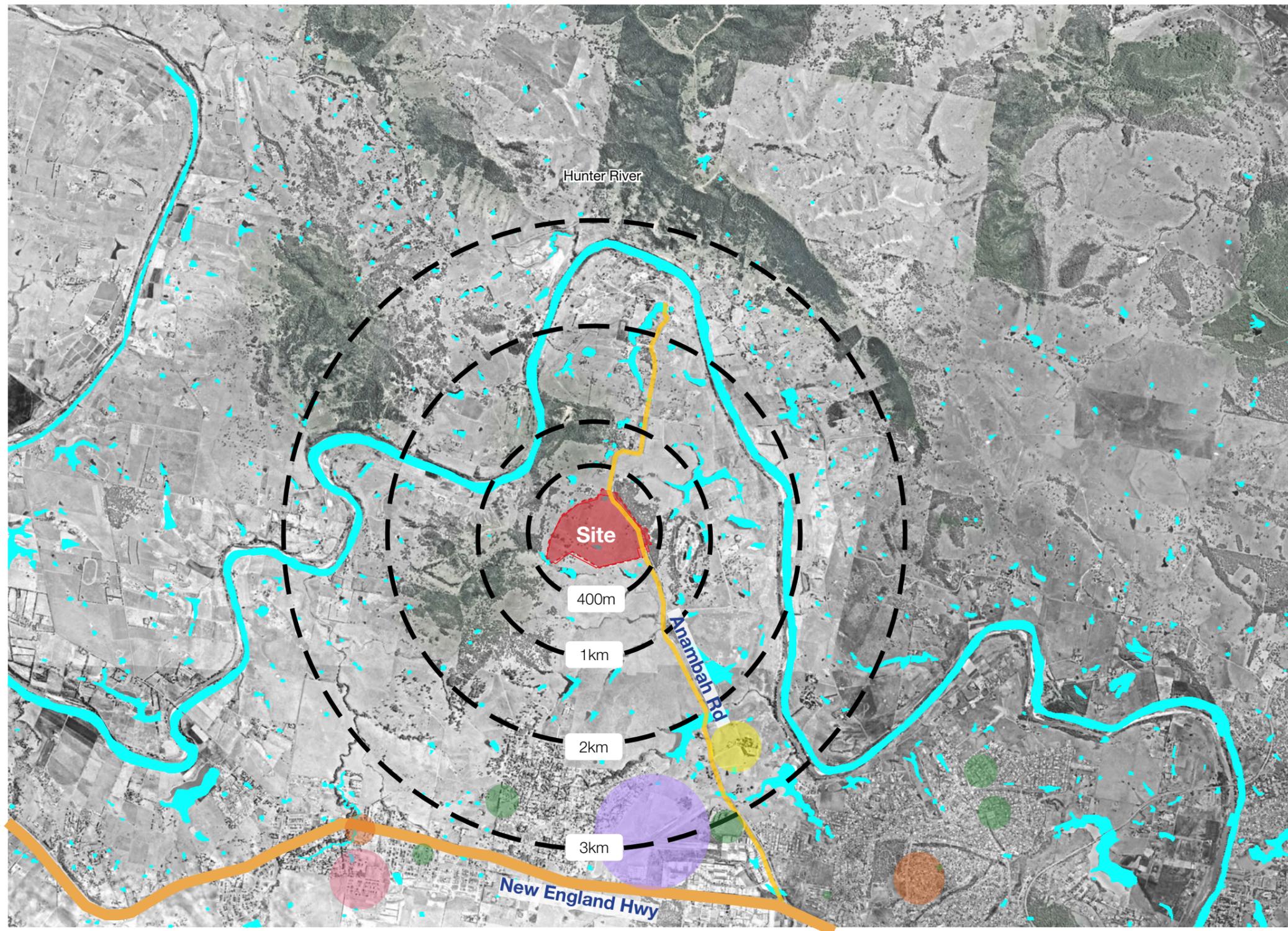
### First Nations

Traditional Custodians of the Gosforth region of the Hunter Valley are the Wonnarua people of the broader Aboriginal nations of New South Wales.

### Local Government

Maitland City Council

## 2.2 Local Context



### LEGEND

- Site Boundary
- Major or significant roads
- Creeks
- Public parks
- Heritage Building
- School
- Airport
- Lochinvar Urban Release Area

The site is currently undeveloped and is characterised as predominantly open grassland with sparse trees throughout the site. The site is bounded by extensive native vegetation to the North East and North West of the site. Distant views are available from within the landholding to the surrounding rural landscape. There are a few farm dams evident within the site.

Access is currently from Anambah Road to the east. Rural and residential lands adjoin the north, south and west. A public road reserve known as River Road runs between the boundaries of both Lots 55 and 177, bisecting the site.

FIGURE 6 - CONTEXT AERIAL IMAGE; SOURCE GOOGLE EARTH LOCAL EXTENT



## 2.3 Urban Built Form

Anambah Urban Release Area is within close proximity of a range of facilities and services as shown on Figure 7. This includes a range of public open space, schools, and retail, commercial and community land uses.

The Site is located approximately 8km from Rutherford Town Centre.

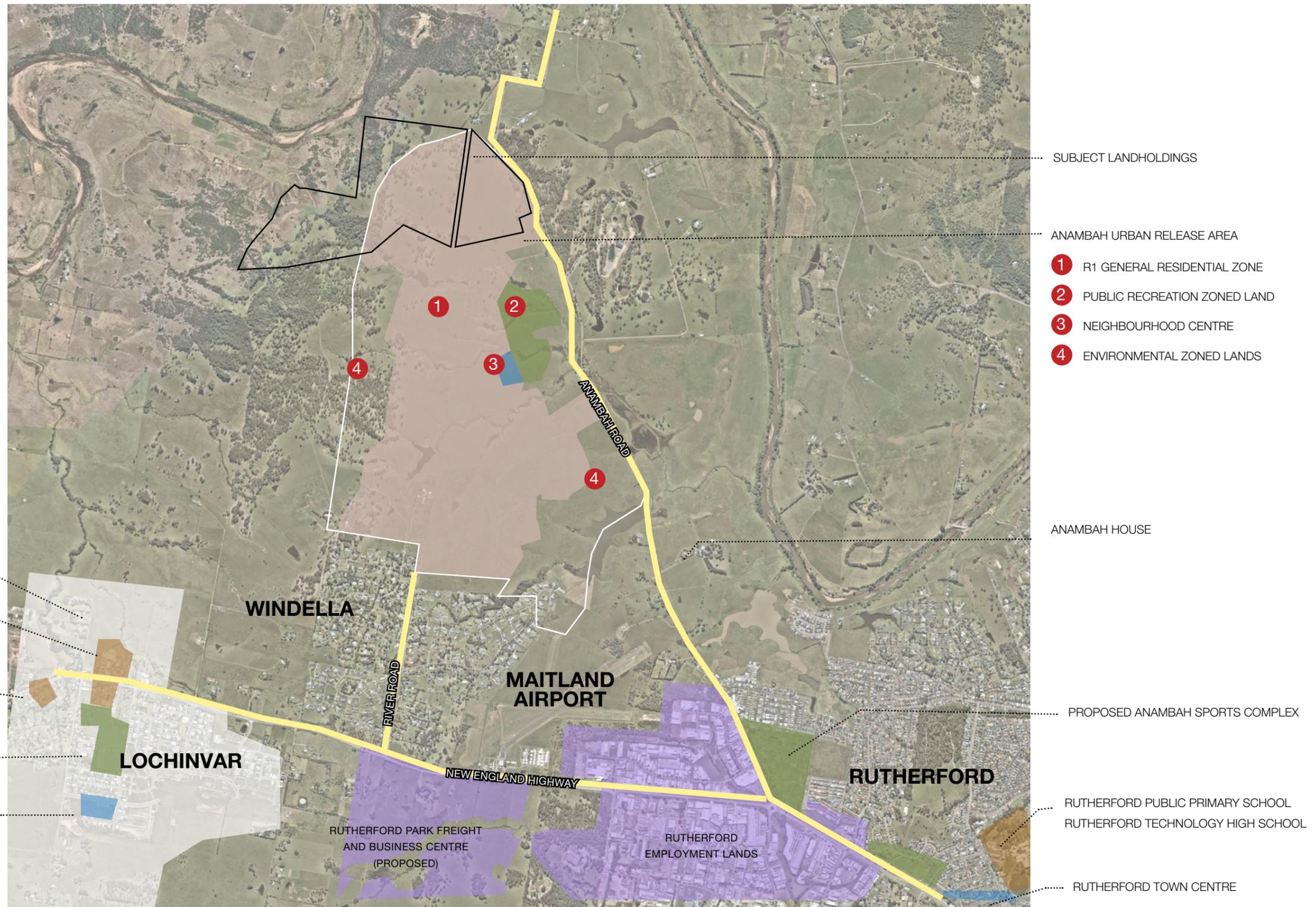


FIGURE 7 - SURROUNDING CONTEXT PLAN



3.0

### 3.1 Characteristics of the Landholdings

The landholding is currently undeveloped and predominantly clear of vegetation. Distant views are available from within the landholding to the surrounding rural landscape. Access is currently from Anambah Road to the east. Rural and residential lands adjoin the north, south and west. A public road reserve known as River Road runs along the boundary of both Lots 55 and 177. Refer Figure 8 for current features of the landholding.

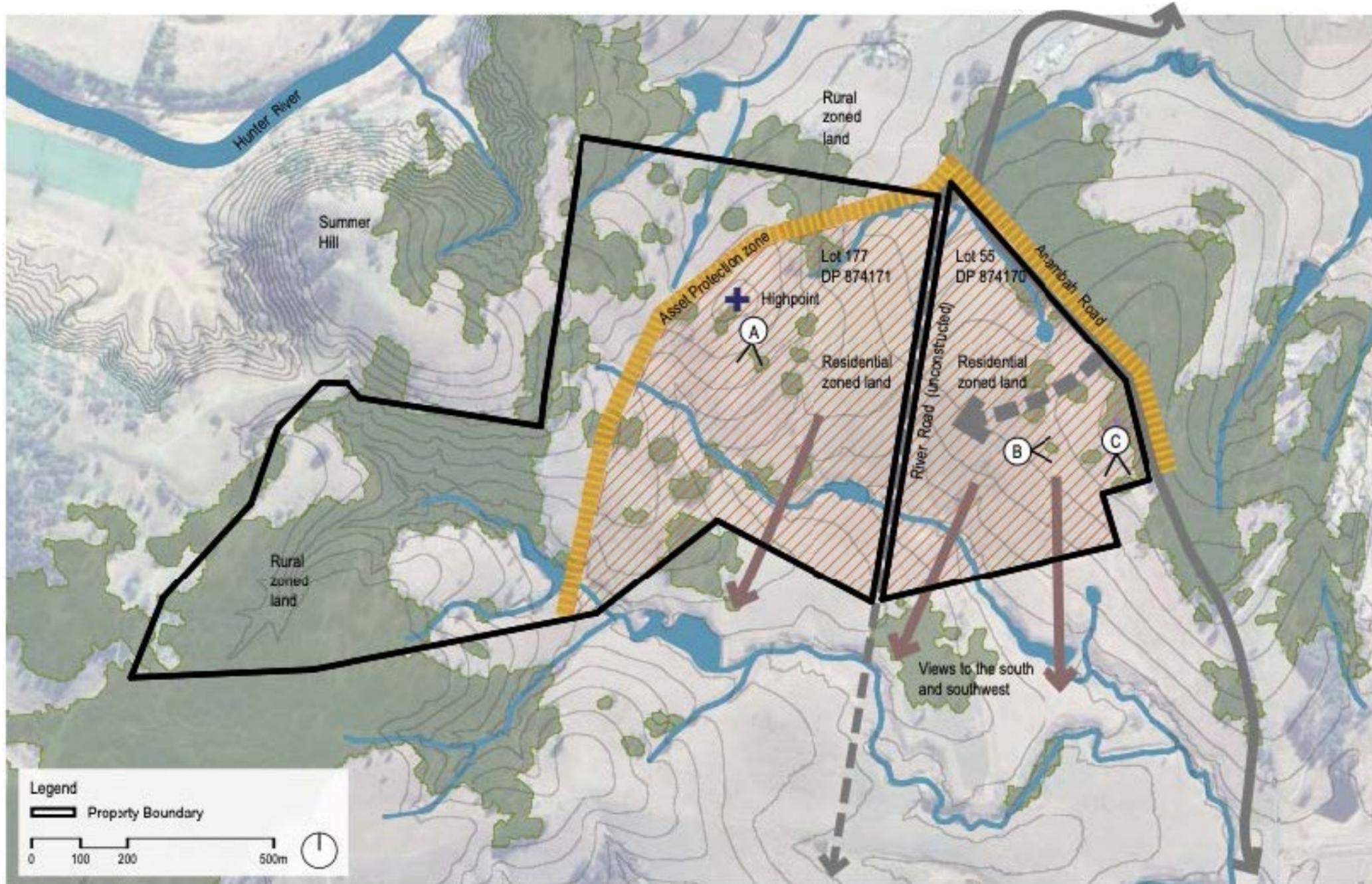


FIGURE 8 - SITE FEATURES



VIEW LOOKING SOUTH



VIEW LOOKING EAST



VIEW LOOKING SOUTH

### 3.1 Characteristics of the Landholdings

The landholdings feature a ridgeline running east-west that drains to the north and south, refer Figure 9. The main drainage line is a First order stream flowing to the southeast as shown on Figure 10. The landholdings are largely cleared with the majority of vegetation located towards the west as shown on Figure 11. Bush fire prone land is shown on the Figure 12.

The site is currently exposed to a medium bushfire hazard located approximately 140 metres to the east, across Anambah Road. The primary hazard is forest vegetation (Hunter Macleay Dry Sclerophyll Forest).

The site itself has been highly modified for farming and grazing purposes and is dominated by a mixture of exotic and native grasslands with scattered trees. Limited mature vegetation is present. There are a few vegetations identified as low bushfire risk along the creek line

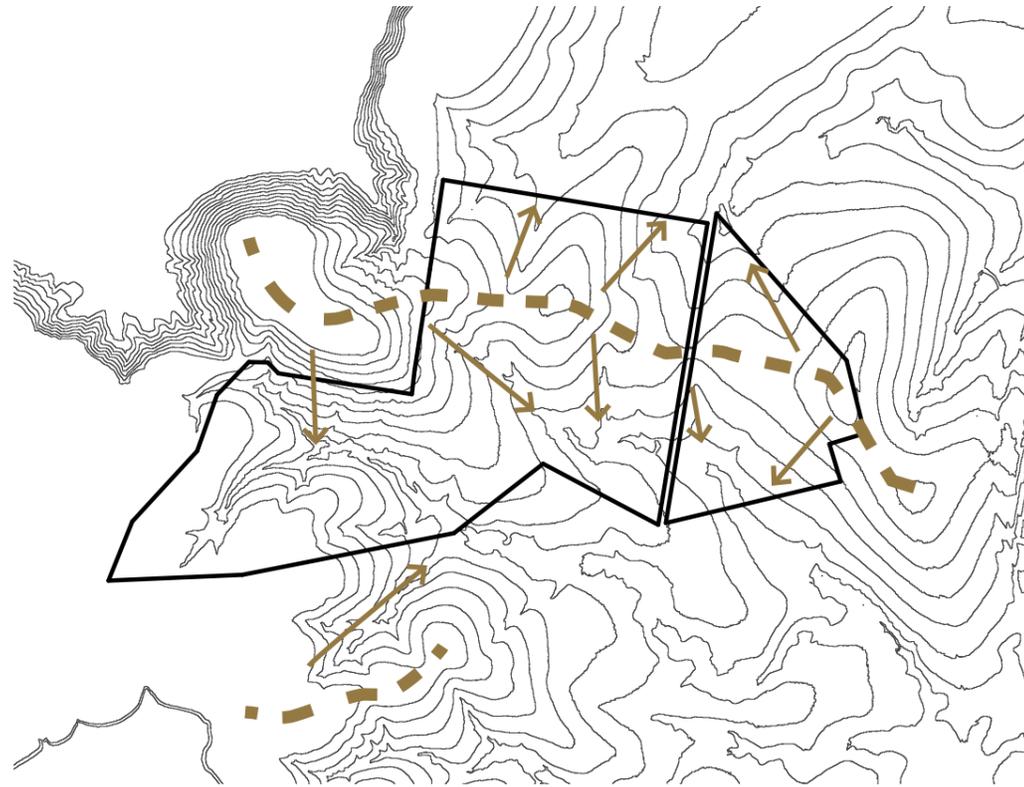


FIGURE 9 - SLOPE (NTS)

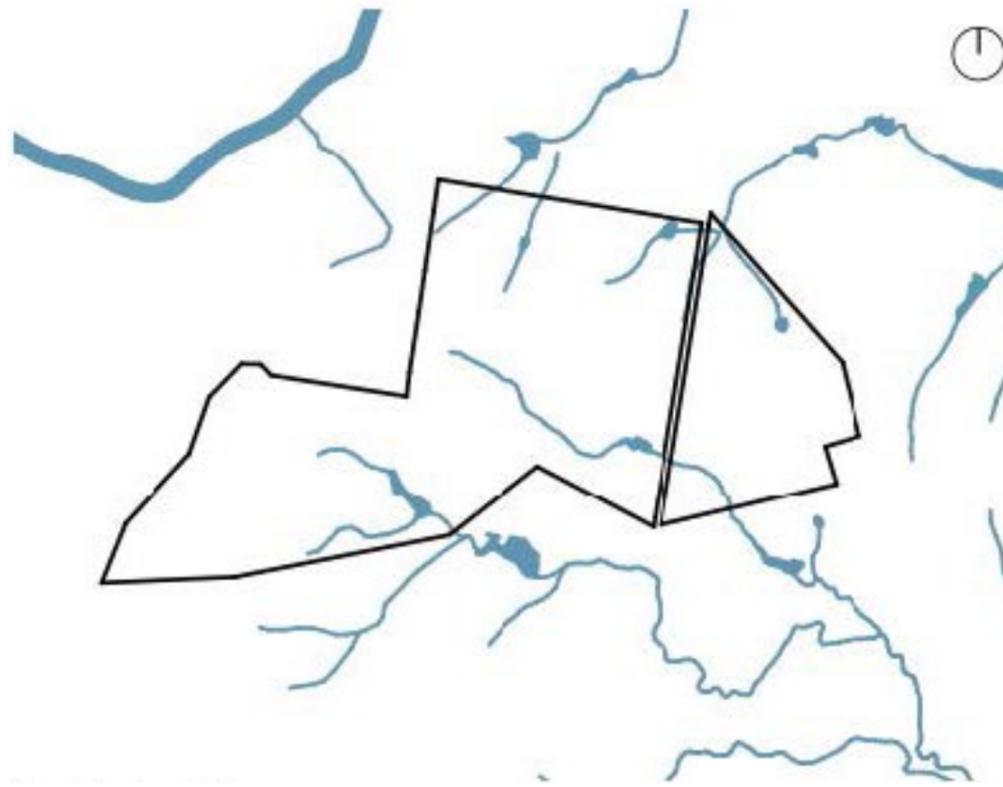


FIGURE 10 - DRAINAGE (NTS)

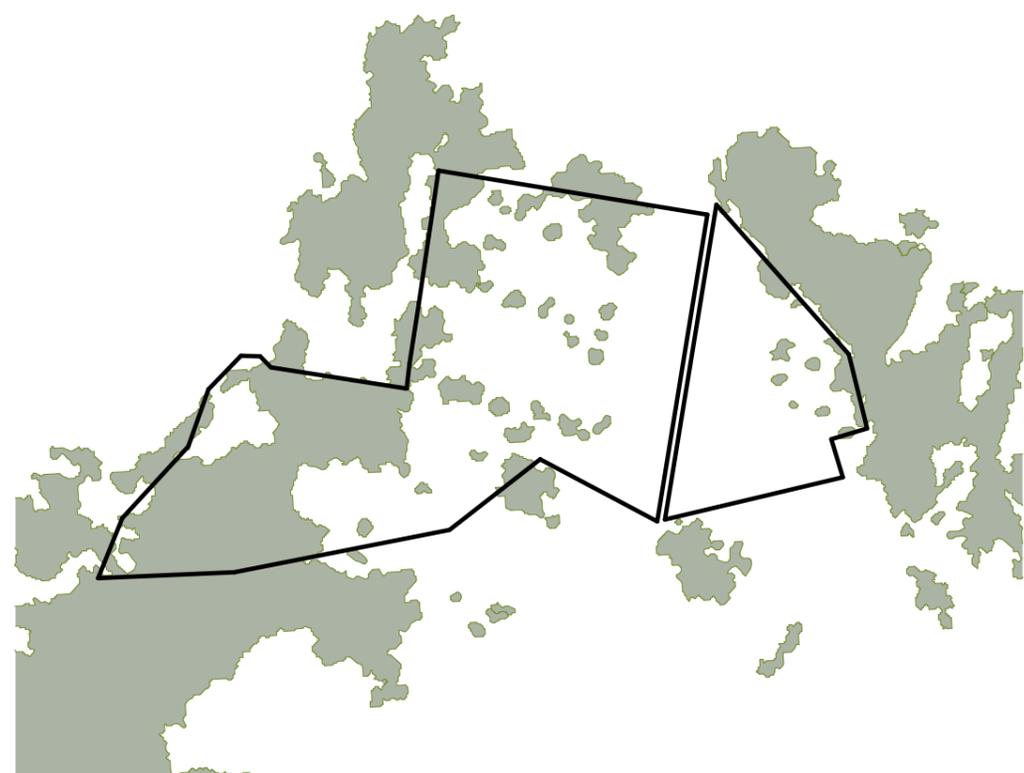


FIGURE 11 - VEGETATION (NTS)

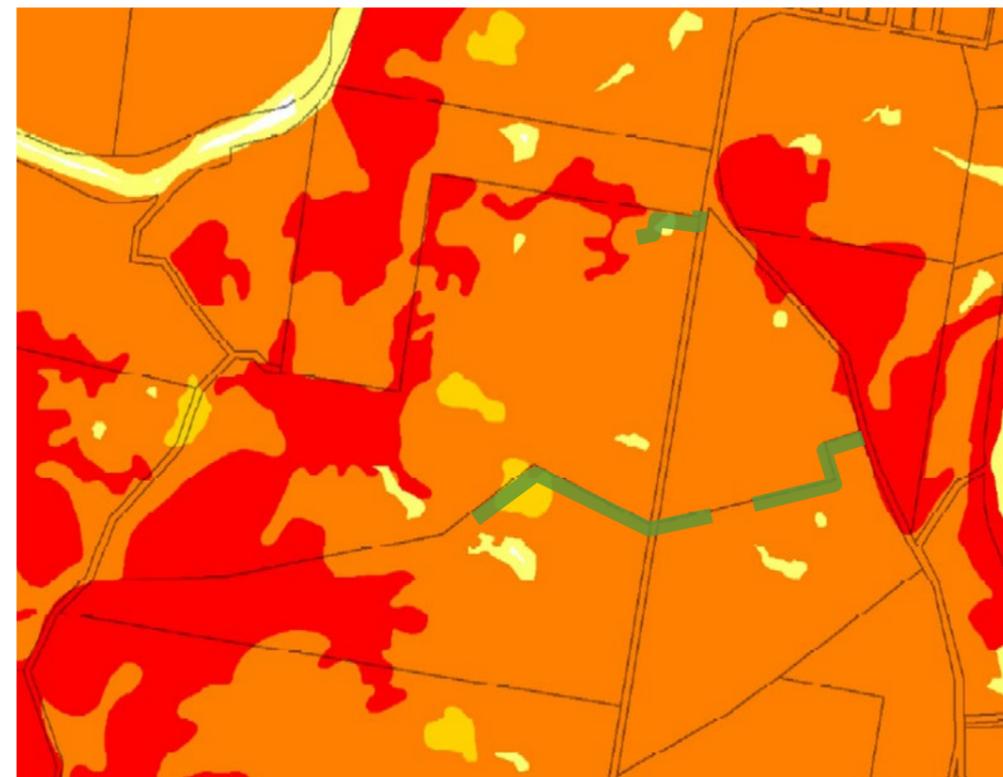


FIGURE 12 - BUSHFIRE PRONE LAND MAP

NSW RURAL FIRE SERVICES 2021 (NTS)

#### LEGEND

-  PROPERTY BOUNDARY
-  VEGETATION CATEGORY 1
-  VEGETATION CATEGORY 2
-  VEGETATION CATEGORY 3
-  BUFFER
-  ASSET PROTECTION ZONE (APZ)

### 3.2 Visual Impact Analysis

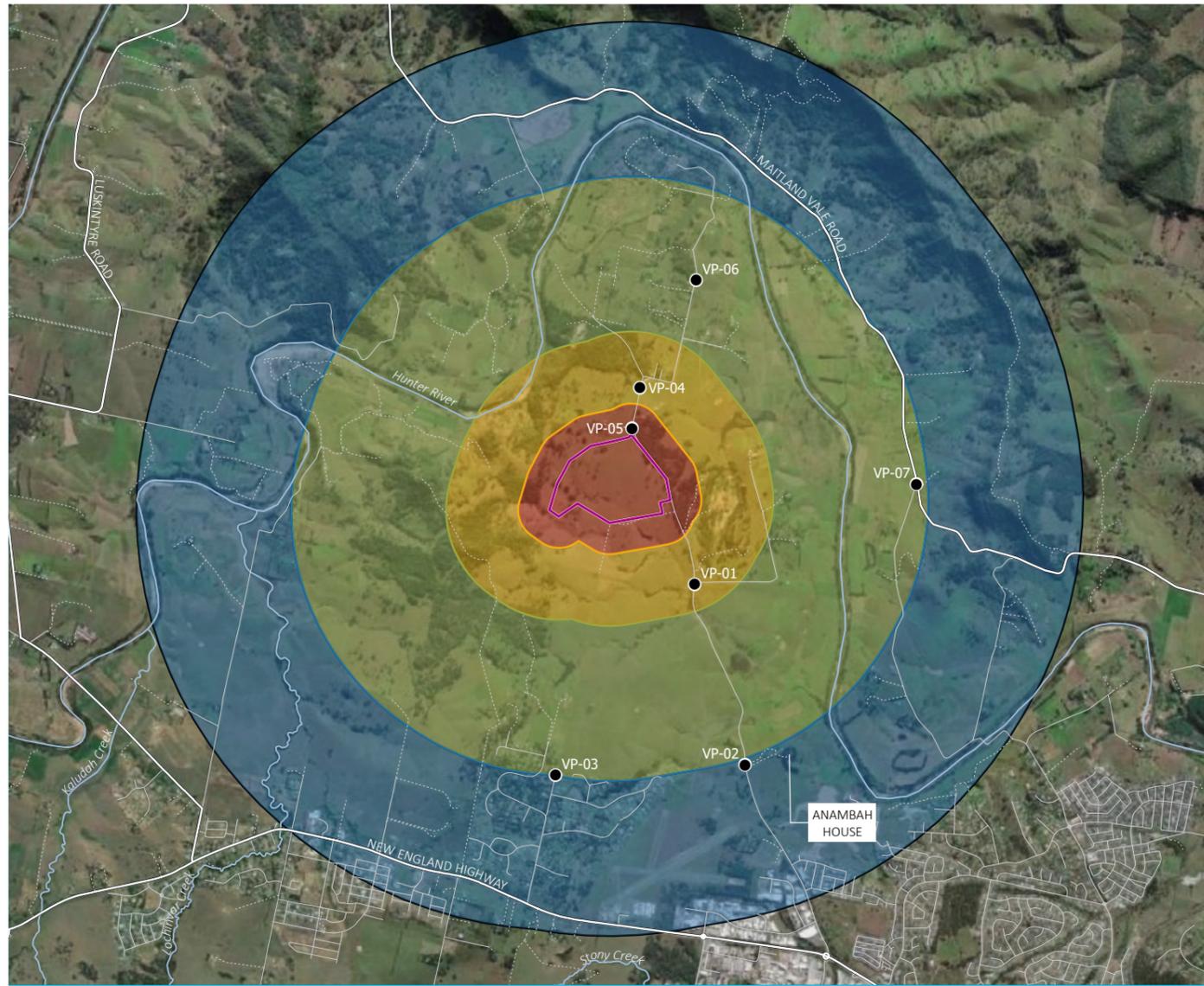


FIGURE 13 -VIEWING ZONE AND KEY VIEWPOINTS  
SOURCE: EMM CONSULTING VISUAL IMPACT ASSESSMENT

#### LEGEND

- |                           |                       |
|---------------------------|-----------------------|
| Project boundary          | District area (4 km)  |
| Viewpoint location        | Regional area (>4 km) |
| Viewing zone              |                       |
| Site context (300 m)      | Major road            |
| Immediate vicinity (1 km) | Minor road            |
| Local area (2.5 km)       | Vehicular track       |
|                           | Named watercourse     |

The Anambah investigation Area was first identified in the 2006 Maitland Urban Settlement Strategy. Various consultation has been undertaken since this time in regard to the Anambah Urban Release Area, which identified this land as future residential land. Anambah Urban Release Area was rezoned for residential purposes in 2020.

The Maitland Urban Settlement Strategy 2010 identified specific considerations to be addressed as part of any future planning for the Anambah investigation Area. These included integration with existing development, limiting visual impact, considering impacts on road infrastructure, ensuring bushfire, flooding and other environmental constraints are appropriately managed, and ensuring capacity exists for the proper augmentation of infrastructure in the locality.

- Visual impacts were mitigated as part of the overall Planning Proposal for Anambah including:
- The proposed zoning, land use and large residential lots adjoining Anambah House were supported as it will minimise the visual impact of the proposed urban development on Anambah House and its rural setting.
- The proposed R5 Large Lot Residential zone minimum lot size was increased from 2,500m<sup>2</sup> to 3,000m<sup>2</sup>. This will provide a greater transition between the existing large lots of Windella Estate and the proposed Anambah urban release area.
- The draft Anambah Area Plan identifies a 10m landscape buffer along the common boundary with Windella Estate, which will be managed through covenant applying to the land.
- Council amended the proposed zoning from R1 General Residential to E4 Environmental Living along part of the eastern boundary. This has increased the minimum lot size over this area to 100ha to avoid fragmentation and minimise disturbance.

A Visual Impact Assessment (VIA) was undertaken by EMM (August 2024). It notes potential visibility of the site as shown on Figure 13:

- Potential visibility of the project to the west is limited to approximately 0.5–1.0 km, except for small patches of high ground beyond the Hunter River.
- To the north, east and south widespread area of high ground may have views of the project.
- Views from residential and industrial areas in the south of the study area are possible but likely to be limited to partial views of the Site.
- The heritage listed Anambah House may have possible low-level views of the project.
- There will be no views of the project from the New England Highway.
- England Highway.

The visual impacts identified in the VIA are low to moderate. No high visual impacts were determined. Further, it is important to note that the VIA assesses landscape and visual impact based on the visual characteristics of the site and study area in its present form at the time of the assessment. Substantial change in visual character will occur in the future due to the rezoned land for residential, open space and the neighbourhood centre. All viewpoints would have received a low visual impact rating if the visual impact was assessed based on the anticipated future character of the site.

Whilst the VIA acknowledges the potential for visual impacts on receptors situated near the Site, the delivery of the Concept Master Plan with the associated landscape master plan, provides an opportunity to improve the existing site amenity. As there is a scarcity of native vegetation on site, the establishment of additional landscape will enhance the visual appearance of the area from surrounding urban and rural vantage points.

Whilst the transition of the Site from a rural/natural environment to a residential community will be noticeable, the change may not necessarily be a negative landscape and visual impact due to the existing condition of the Site and the protection and enhancement of surrounding bushland and the implementation of the landscape strategy.

### 3.3 Planing Regime

The landholdings are subject to the Maitland Local Environmental Plan 2011. Part of the landholdings is identified as being within the Anambah Urban Release Area as shown on Figure 14. Maitland Local Environmental Plan 2011 prescribes the following controls for the landholding (refer Figures 14 to 17):

- Zoned R1 General Residential and RU2 Rural Landscape.
- The LEP does not prescribe a height of building for the Site.
- Minimum lot sizes of 450m<sup>2</sup> and 40ha. The Maitland LEP2011 permits lots less than 450m<sup>2</sup> where it can meet the requirements of Clause 7.8 of the LEP.
- Council's watercourse map identifies a very small part of the landholdings as a minor area of flood liable land in the southeast. This is located within the riparian corridor.

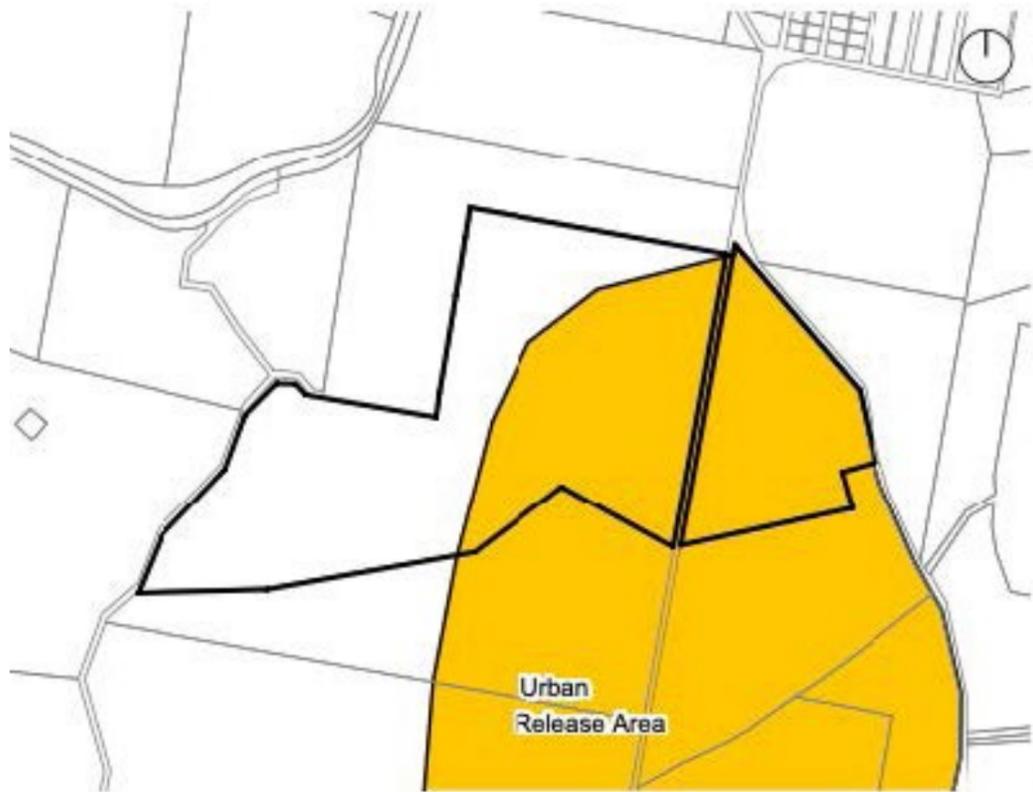


FIGURE 14 -URBAN RELEASE AREA MAP (NTS)  
MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

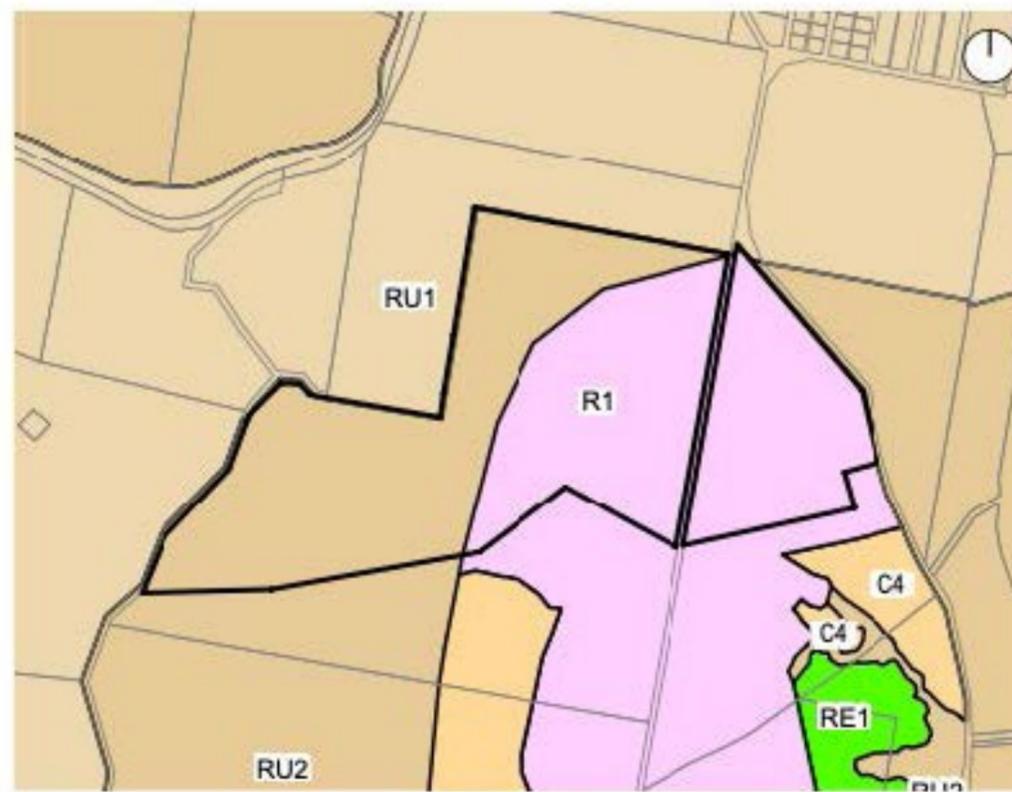


FIGURE 15 - LAND ZONING MAP (NTS)  
MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

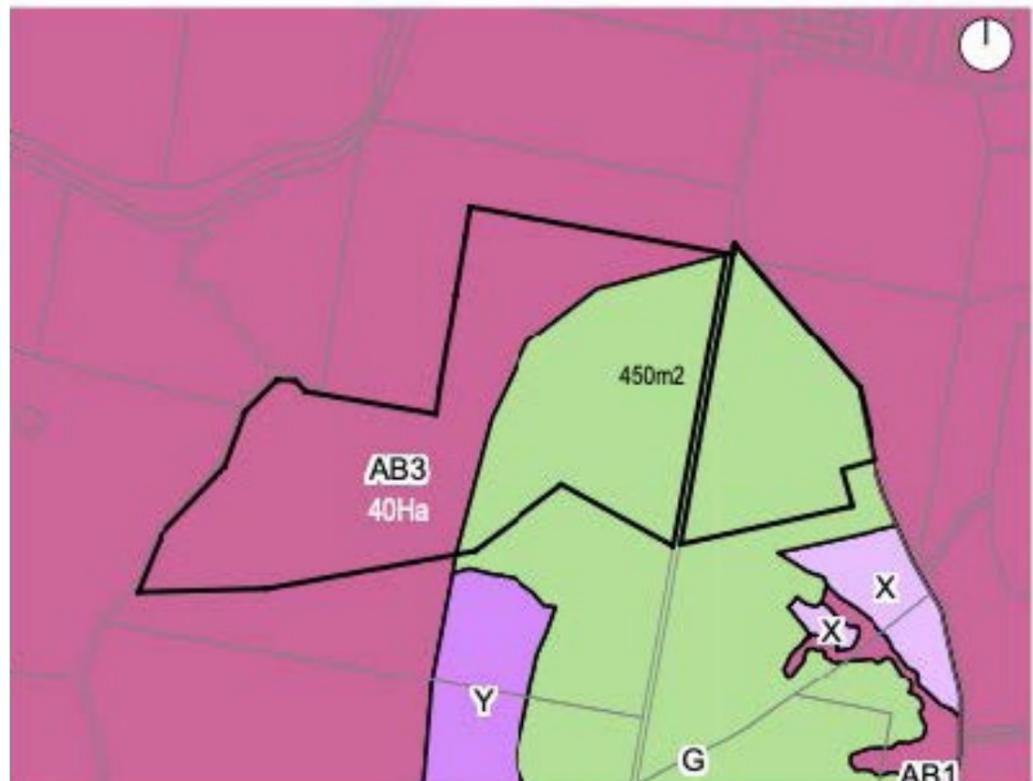


FIGURE 16 -LOT SIZE MAP (NTS)  
MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

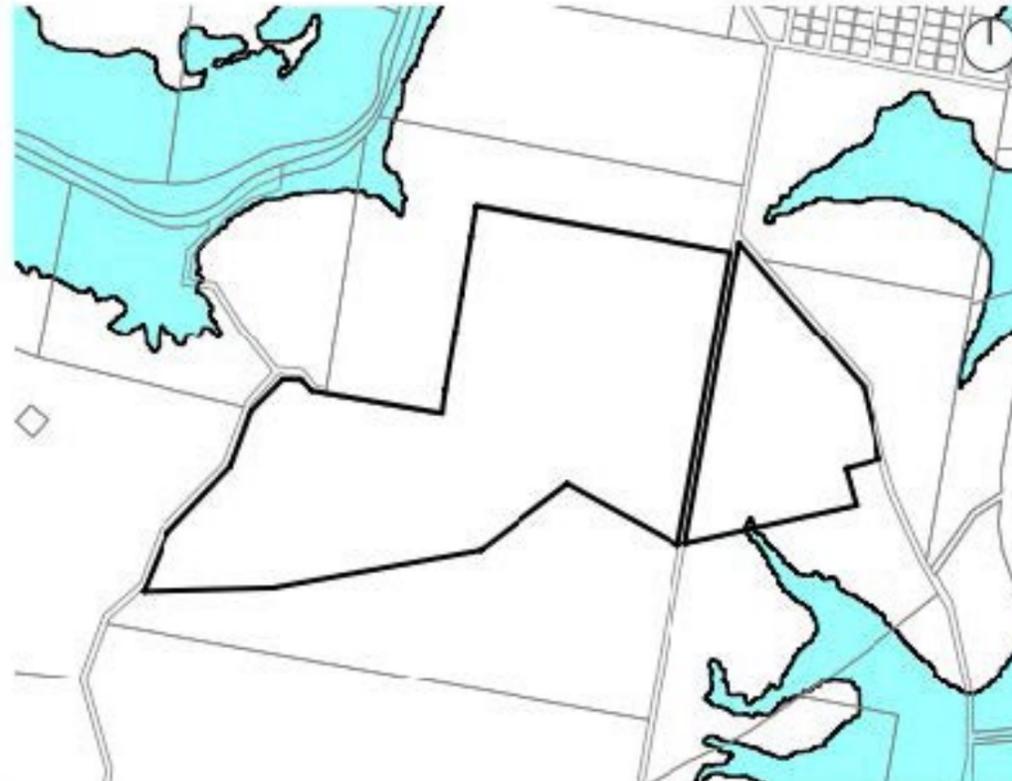


FIGURE 17 -WATERCOURSE MAP (NTS)  
MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

### 3.4 Topography

**LEGEND**

- - - Site boundary
- - - Stage 1 boundary
- - - High point
- - - Low point
- Views

Topographically, the site features gently to moderately sloping rolling hills, ranging from 2–5 degrees in the east and up to 7–8 degrees in the west. This natural rolling hills setting provide opportunities to reinforce some key viewlines from the development to the surrounding landscape. These key viewlines can be celebrated via selection of planting species.

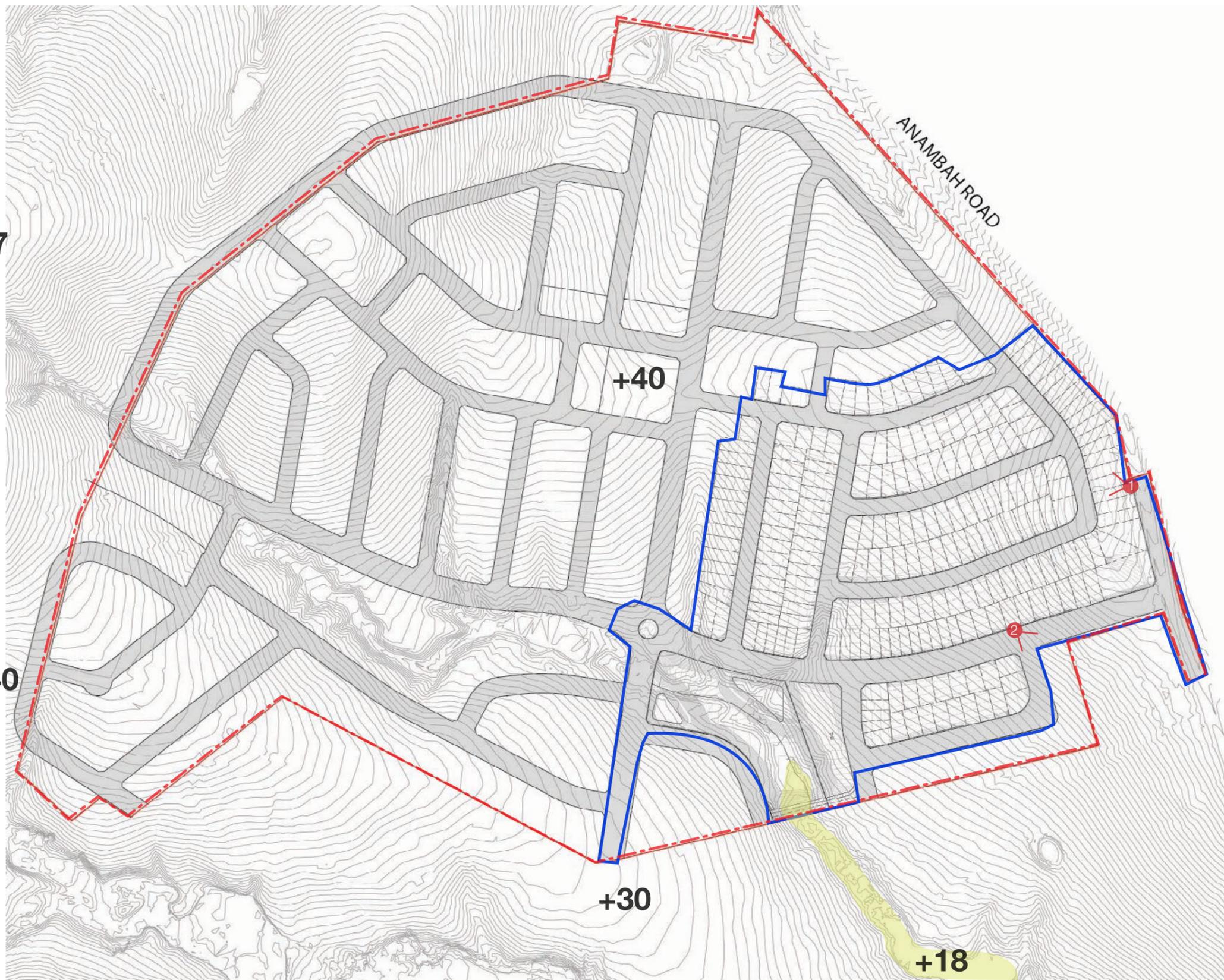


FIGURE 18 - TAYLOR BRAMMER LANDSCAPE ARCHITECTS TOPOGRAPHY PLAN

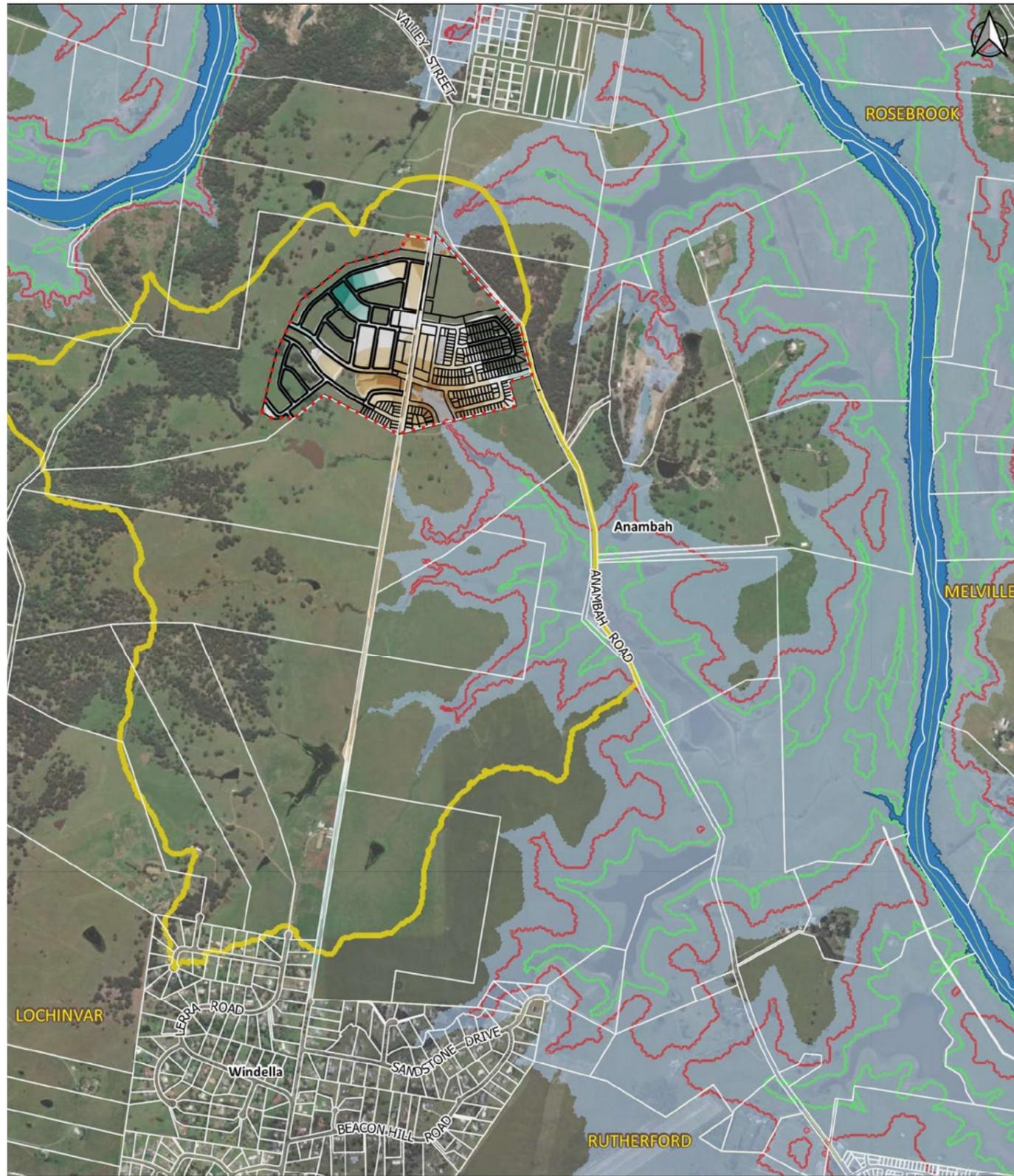


Project site looking West



Project site looking South East on Anambah road

### 3.5 Hydrology



**LEGEND**

- ⋯ Subject Site
- Cadastre
- Study Catchment
- 0.5EY Hunter Rv Flood Extent
- 20% AEP Hunter Rv Flood Extent
- 1% AEP Hunter Rv Flood Extent
- PMF Hunter Rv Flood Extent

**Design Surface(mAHD)**

- <= 25.6
- 25.6 - 31.0
- 31.0 - 36.4
- 36.4 - 41.8
- 41.8 - 47.2
- 47.2 - 52.6
- > 52.6

The subject site occupies a favourable position within the URA, with no material flood impacts affecting the developable land. This provides a strong foundation for future development from both a risk and investment perspective.

While the site itself is not subject to internal inundation, broader floodplain dynamics across the Hunter River corridor influence access to the area during major flood events. In particular, Anambah Road—which serves as the primary access route—experiences periodic inundation during significant Hunter River flood events, such as the 1% AEP flood. These occurrences are infrequent but can temporarily disrupt connectivity to the site and wider URA.

Importantly, these access constraints are not unique to the subject site but reflect a broader regional infrastructure consideration that applies to the AURA as a whole.

A Flood Impact and Risk Assessment has been prepared by Northrop, which considers the development’s impact and delivery of alternate flood access routes.

FIGURE 19 - NORTHROP HUNTER RIVER FLOOD EXTENTS



CONCEPT  
DEVELOPMENT

4.0



FIGURE 20 - TAYLOR BRAMMER LANDSCAPE ARCHITECT CONCEPT MASTERPLAN

## 4.1 Concept Masterplan

The Concept Development Application Masterplan has been developed to integrate up to 900 residential lots, including 90 small lots in accordance with Clause 7.8 of Maitlands LEP 2011. The design integrates riparian corridors, opens space and both active and vehicular transport routes. The masterplan integrates essential service, stormwater basins. It also has bus routes. It also includes and intersection with Anambah Road which is the main entry to the site. It also includes a vegetated landscape buffer to Anambah Road. It also includes 3 x parks (2 active and 1 passive) which integrate with the development surroundings and provide amenity especially to the higher density areas

The Concept Masterplan outlines a vibrant and connected residential community of up to 900 lots, including 90 small lots delivered in line with Clause 7.8 of the Maitland LEP 2011. The design balances residential living with open space, movement networks, and environmental integration.

Key features of the masterplan include:

- A mix of lot sizes to support housing diversity and affordability
- Integration of riparian corridors and green buffers to enhance environmental outcomes
- Three strategically located parks—two active and one passive—providing high-quality recreational spaces, particularly supporting higher-density areas
- A well-connected road and pedestrian/cycle network designed for safety and accessibility
- Provision for public transport, including bus routes and a primary intersection with Anambah Road for efficient site access
- Essential infrastructure including stormwater management basins and utility services
- A landscaped buffer along Anambah Road to soften the urban interface and enhance visual amenity
- The masterplan delivers a cohesive and liveable neighbourhood that responds to its natural setting, supports community wellbeing, and connects seamlessly with its wider urban context.

## 4.2 Concept Master Plan Staging

It is intended that subsequent development of the Concept DA beyond Stage 1 will be staged to ensure orderly development. These stages will be subject to separate Development Approvals. Indicative staging of the overall Master Plan Concept is shown in Figure 21.

The staging has been prepared in consideration on the delivery of essential infrastructure, which is described in more detail in section 5.

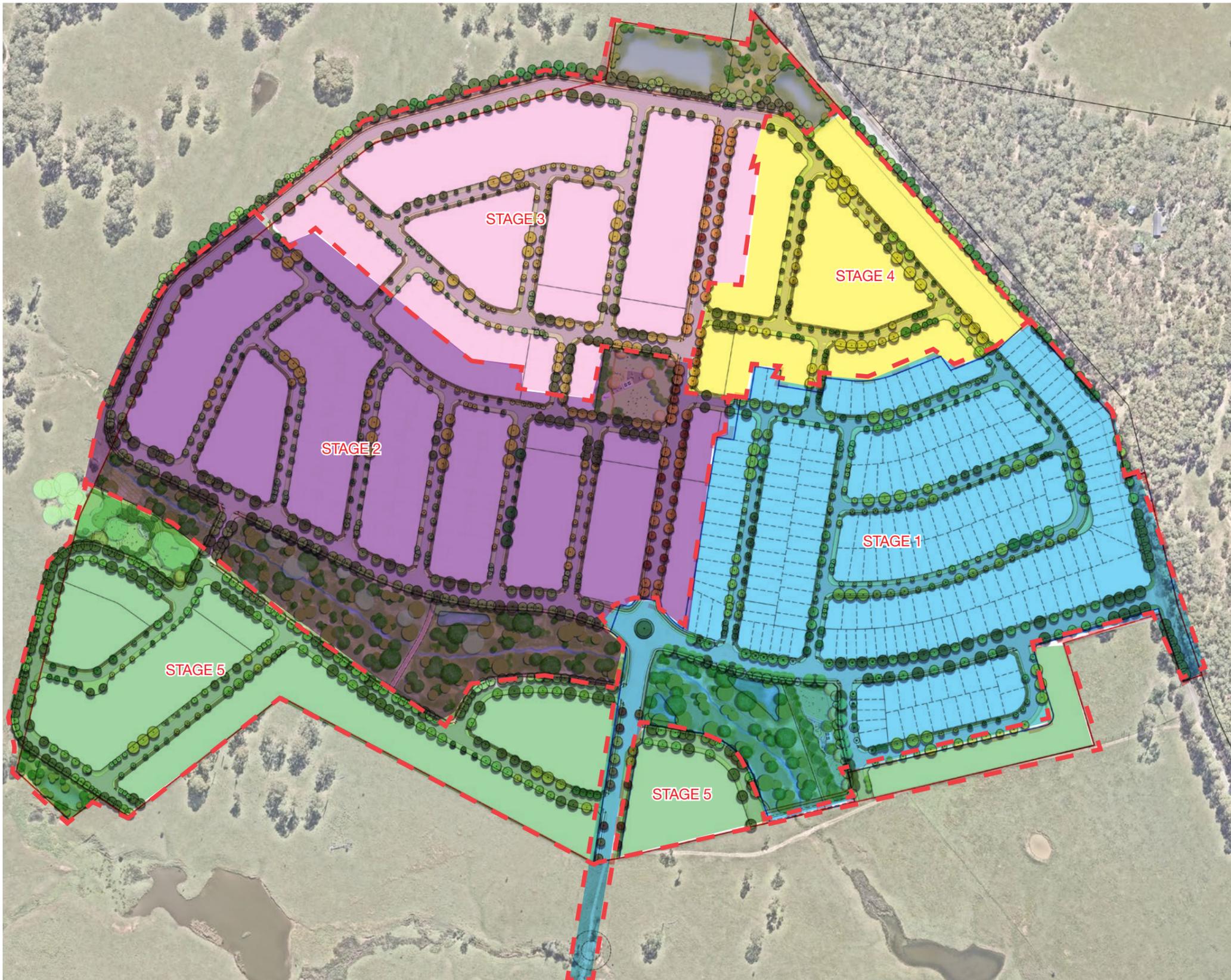


FIGURE 21- OVERALL MASTER PLAN CONCEPT

## 4.3 Stage 1 Proposal

### LEGEND

Property Boundary

Stage 1 Boundary

The Stage 1 proposal for the Development Application. Stage 1 incorporates the following:

- Development of 220 lots, comprising a mix of standard residential lots and small housing lots.
- A local park, generally in accordance with the Draft Anambah Area Plan.
- Pedestrian pathways and cycleways.
- Construction of a portion of River Road through Stage 1.
- Alternative access along River Road, to be used in the event of flood or bushfire.
- Development of part of the riparian open space corridor, including: Stormwater detention and water quality basins
- Landscape works
- Provision of water, sewer, and electrical infrastructure to and within the site.
- Construction of a new intersection at the entry to the site on Anambah Road.

The following Ancillary works included in Stage 1:

1. Entry statement and landscape works, located on 1 private lot.
2. Temporary Asset Protection Zones (APZs) for Stage 1 – refer to the Bushfire Assessment Report.



FIGURE 22 - TAYLOR BRAMMER LANDSCAPE ARCHITECT CONCEPT MASTERPLAN - STAGE 1 PROPOSAL

5.0

## 5.0 Concept DA Development Control Plan Requirements

**Table 1 - Requirements for Concept Development Application**

Maitland LEP Part 6 Clause 6.3 (3) Requirements	Reference Sections
a. A staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing.	Sections 3.0 Master Plan Concept and Section 4.2 Staging Plan
b. An overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.	Section 4.3 Transport Movement Hierarchy
c. An overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain.	Section 4.4 Landscape Strategy
d. A network of passive and active recreational areas.	Section 4.5 Recreation Network
e. Stormwater and water quality management controls.	Section 4.6 Stormwater and Water Quality
f. Amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected.	Section 4.7 Natural & Environmental Hazards
g. Detailed urban design controls for significant development sites.	Section 4.8 Detailed Urban Design
h. Measures to encourage higher density living around transport, open space and service nodes.	Section 4.9 Higher Density Living
i. Measures to accommodate and control appropriate neighbourhood commercial and retail uses.	No land zoned for neighbourhood commercial/retail within these landholdings. Access provided by Anambah Road and future River Road. Nearby centres include Lochinvar and Rutherford (Figure 7 - Surrounding Context Plan).
j. Suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.	Section 4.10 Public Facilities and Services

Clause 6.3 of the MLEP 2011 requires the preparation of a development control plan before any development is carried out on any land within the AURA. To date, a Development Control Plan (DCP) has not been prepared for the AURA.

Pursuant to Section 4.23 of the EP&A Act 1979, the above obligation for the preparation of a DCP may be satisfied by the making and approval of a concept development application in respect of that land. A Concept Development Application has therefore been prepared to satisfy the DCP obligation.

Section 4.23 of the EP&A Act 1979 specifies that the Concept Development Application is to contain the information required to be included in the Development Control Plan by Clause 6.3 of the MLEP 2011. This information has been addressed and included in this Concept Development Application Urban Design Report as identified in Table 1.

### Development Control Plan

1. The objective of this clause is to ensure that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.
2. Development consent must not be granted for development on land in an urban release area unless a development control plan that provides for the matters specified in subclause has been prepared for the land.
3. The development control plan must provide for all of the following—
  - a. A staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,
  - b. An overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,
  - c. An overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,
  - d. A network of passive and active recreational areas,
  - e. Stormwater and water quality management controls,
  - f. Amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,
  - g. Detailed urban design controls for significant development sites,
  - h. Measures to encourage higher density living around transport, open space and service nodes,
  - i. Measures to accommodate and control appropriate neighbourhood commercial and retail uses,
  - j. Suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.

## 5.1 Staging Plan (Infrastructure)

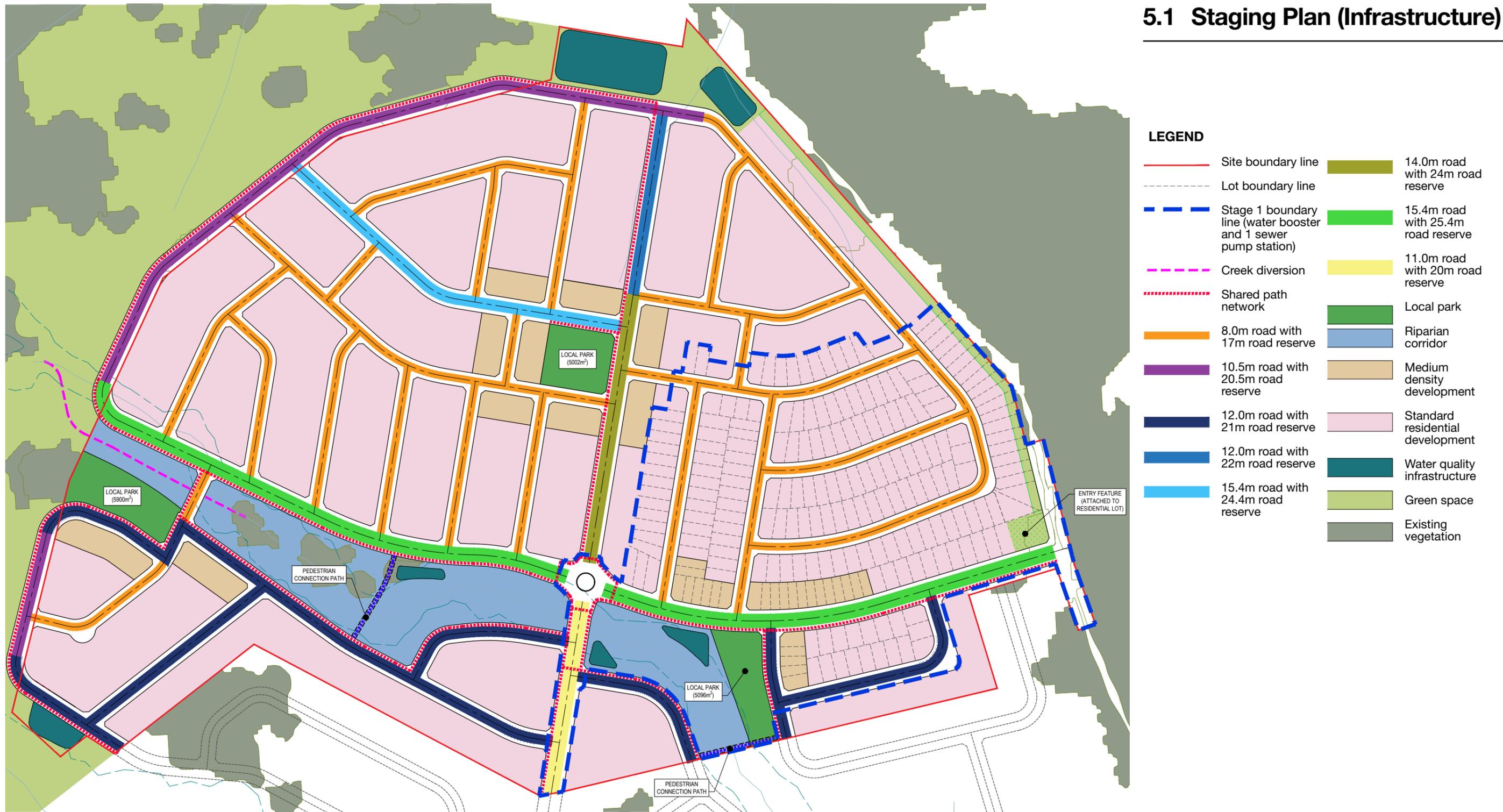
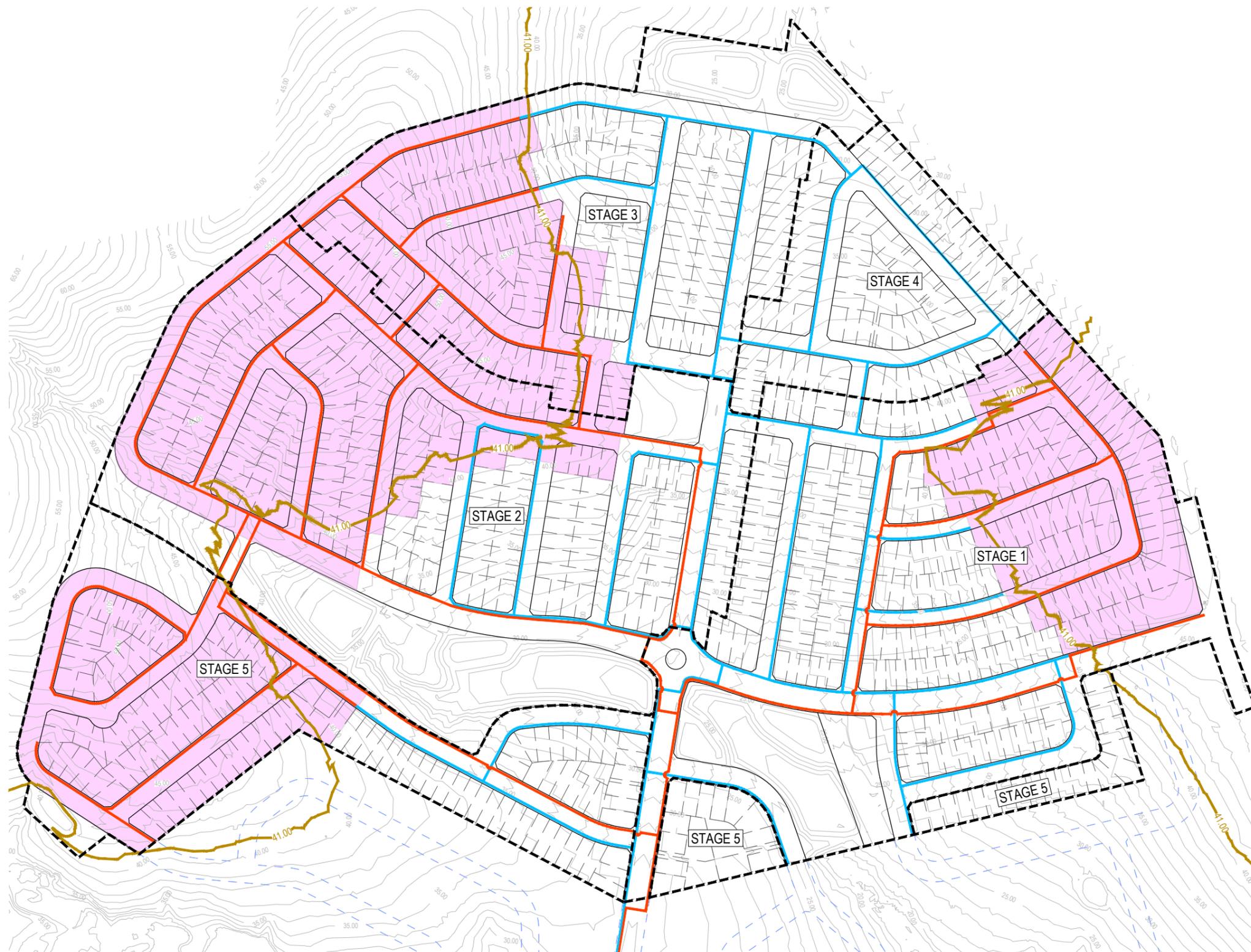


FIGURE 23 - GROUNDWELL ENGINEERING CONCEPT MASTER PLAN - ROAD LAYOUT

## 5.1 Staging Plan (Infrastructure)



### LEGEND

- Stage boundary line
- Road reserve boundary line
- Lot boundary line
- Indicative future road alignment
- Low level water main
- High level water main
- High level supply zone

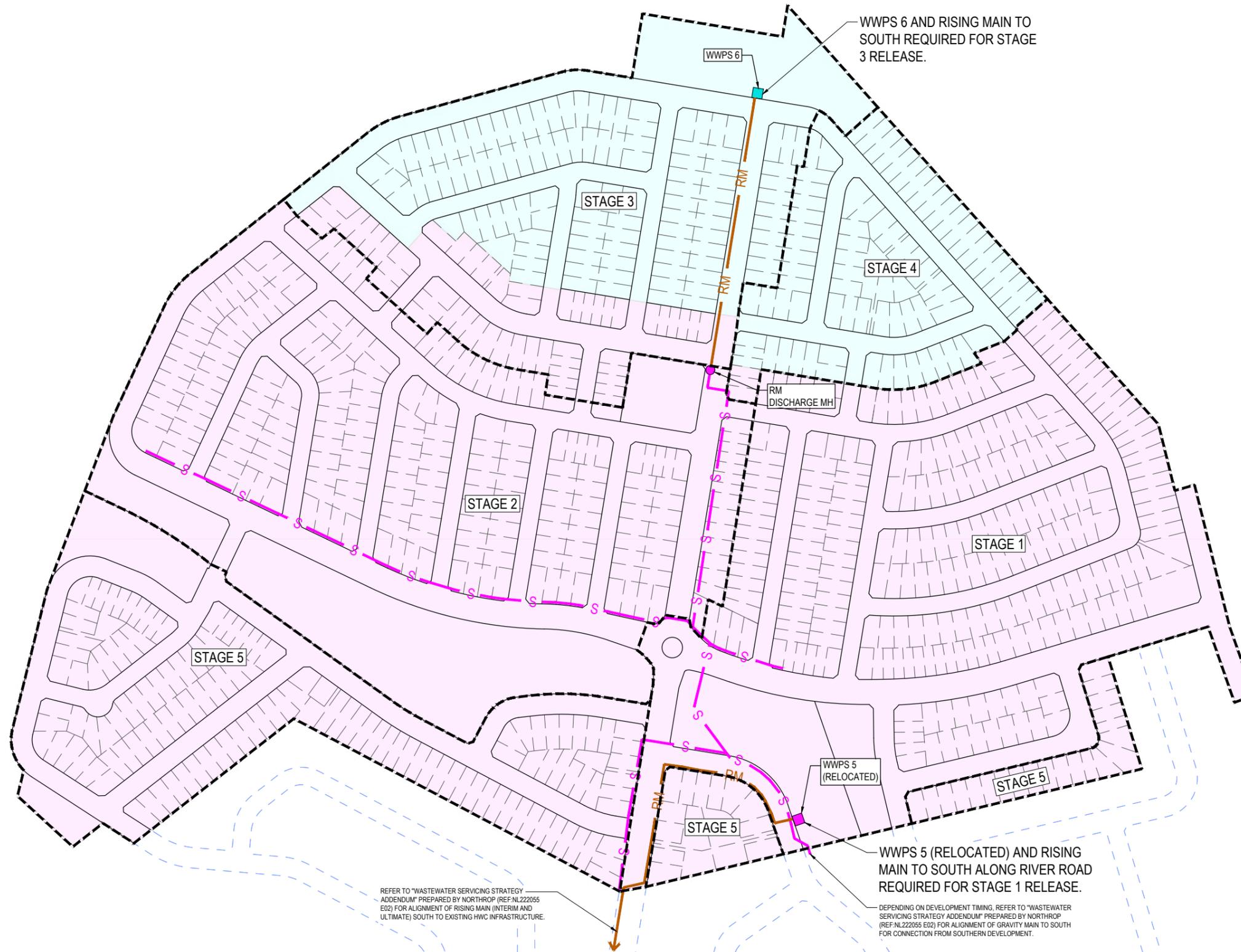
### Water

The development site is included in the Anambah Urban Release Water Servicing Strategy prepared by ADW Johnson (Final dated 04/10/2023) for Roche Group to the south of the site. The strategy proposes the area be serviced through dual DN375 water mains extending along River Road from the New England Highway and an new WPS replacing the existing Windella 1 WPS to provide a high level water supply.

As per the approved Anambah Urban Release Water Servicing Strategy, it is proposed Stage 1 of the development be serviced through dual DN375 water mains extending along River Road from New England Highway for approximately 1.5km. Beyond this point, dual DN200 and DN250 water mains extend along the River Road reserve are proposed to provide a point of connection for the site. A looped low level reticulation network is proposed within the development to provide a connection point for each lot. As per the approved Anambah Urban Release Water Servicing Strategy, security of supply is to be achieved via a cross connection with a normally closed valve. Construction of a new WPS will be completed concurrent with Stage 1 to ensure compliant water pressure.

FIGURE 24 - GROUNDWELL ENGINEERING MAJOR INFRASTRUCTURE STAGING, WATER SERVICING (250055-SK-005-02)

## 5.1 Staging Plan (Infrastructure)



### LEGEND

- Stage boundary line
- Road reserve boundary line
- Lot boundary line
- Indicative future road alignment
- S Proposed sewer gravity main
- RM Proposed sewer rising main
- Extent of development draining to WWPS 5 (relocated)
- Extent of development draining to WWPS 6

### Sewer

The development site is included in the Anambah Urban Release Wastewater Servicing Strategy prepared by ADW Johnson (Final dated 10/01/2024) for Roche Group to the south of the site. The strategy proposes the area be serviced through a series of five Wastewater Pump Stations (WWPS). A rising main along Anambah Road is proposed to convey all sewer flow within the urban release area and discharge into the existing DN1000 trunk sewer main to the south of the New England Highway. A WWPS is proposed for the northern catchment of the development site, which then gravitates to another WWPS within the Roche development. According to the Urban Release Wastewater Servicing Strategy, this WWPS is not expected to be constructed until 2041. Following discussions with Hunter Water Corporation, Northrop has developed a strategy for providing the required water and sewer infrastructure from the south along River Road. It is proposed the Stage 1 of the development be serviced by an internal sewer gravity network gravitating to a WWPS in the south eastern corner of the site. Flows will then be pumped via a rising main along the River Road reserve to a proposed gravity main at the highpoint adjacent the future River Road extension. Details are provided in the Northrop Engineering Report August 2024.

FIGURE 25 - GROUNDWELL ENGINEERING MAJOR INFRASTRUCTURE STAGING WASTE WATER SERVICING (250055-SK-005-01)

## 5.1 Staging Plan (Infrastructure)

### Electrical Infrastructure

A preliminary assessment of electrical infrastructure has been completed by Power Solutions, a local ASP3 design consultancy with over 30 years of experience. Their review of Ausgrid's response to the Preliminary Enquiry confirms that the existing network has the capacity to support the proposed development.

Key findings include:

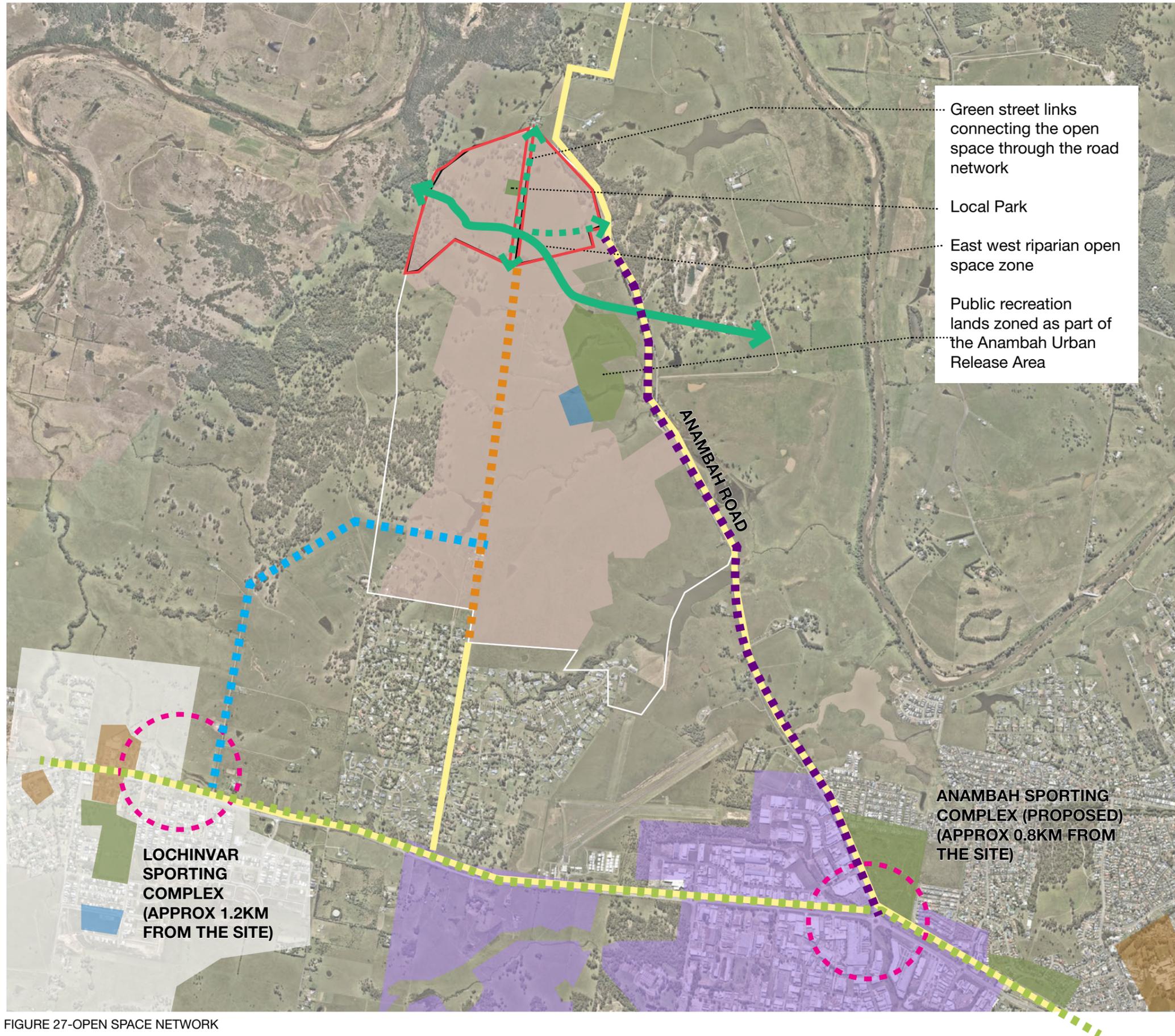
- The Rutherford Zone Substation has one available 11kV circuit breaker, enabling a direct 11kV connection to the site.
- Based on Ausgrid Network Standard NS112, a standard 11kV feeder (6MVA capacity) can supply approximately 1,700 residential lots—more than sufficient for the proposed 900-lot development.
- Multiple kiosk substations will be required due to the scale of the project. While preliminary locations have been considered, final positions will be confirmed during detailed design and will comply with Ausgrid's network and environmental standards.

In line with Clause 7.2 of the Maitland LEP, the response from Ausgrid confirms that essential public utility infrastructure is available to service the development, satisfying Council's requirements for staged delivery.



FIGURE 26 - GROUNDWELL ENGINEERING MAJOR INFRASTRUCTURE STAGING ELECTRICAL SERVICING

## 5.2 Transport Movement Hierarchy



### LEGEND

- Site boundary
- - - Primary Access
- - - New England Highway
- - - Wyndella Road (Indicative)  
Future western link road via Wyndella road  
(Not subject to this application)
- - - River Road  
(Alternative access for flood/bushfire emergency)
- ⊙ Major intersection

Green street links connecting the open space through the road network

Local Park

East west riparian open space zone

Public recreation lands zoned as part of the Anambah Urban Release Area

### Context

The development's primary access will be via a new intersection connecting the site to Anambah Road. To ensure resilience during flood or bushfire events—when Anambah Road can become inundated—a secondary emergency access is provided via River Road. This alternate route also improves connectivity for existing Gosforth residents who currently face isolation during such events.

In accordance with Clause 7.8 of the Maitland LEP, a future western link road via Wyndella Road is planned, to be delivered prior to the 1,200th lot being developed across the Anambah Urban Release Area.

Connectivity is initially enhanced through linking the Anambah release area to the New England Highway via the intersection of Anambah Road / New England Highway. Ultimately the URA will be connected via a secondary intersection at Wyndella Road / New England Highway

This transport hierarchy supports safe, reliable, and efficient movement for residents, emergency services, and broader regional traffic.

FIGURE 27-OPEN SPACE NETWORK

## 5.2 Transport Movement Hierarchy

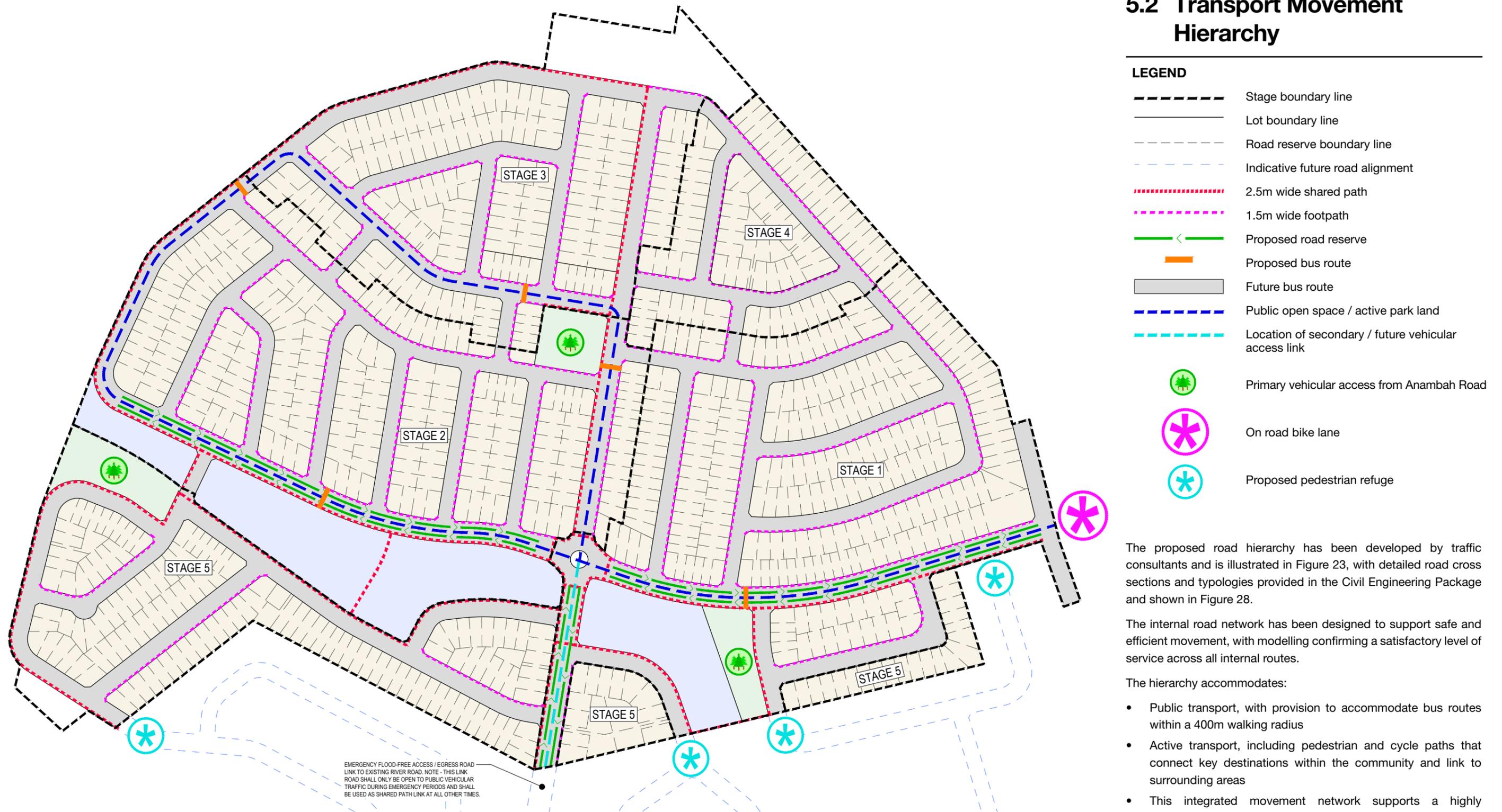


FIGURE 28 - GROUNDSWELL ENGINEERING CONCEPT MASTER PLAN - ROAD LAYOUT

The proposed road hierarchy has been developed by traffic consultants and is illustrated in Figure 23, with detailed road cross sections and typologies provided in the Civil Engineering Package and shown in Figure 28.

The internal road network has been designed to support safe and efficient movement, with modelling confirming a satisfactory level of service across all internal routes.

The hierarchy accommodates:

- Public transport, with provision to accommodate bus routes within a 400m walking radius
- Active transport, including pedestrian and cycle paths that connect key destinations within the community and link to surrounding areas
- This integrated movement network supports a highly connected, accessible, and resilient urban environment.

## 5.3 Overall Landscape Strategy

### Streetscape Strategy

#### LEGEND

-  Landmark Trees
-  Entry
-  Riparian Edge
-  Central Spine
-  Streetscape East West
-  Streetscape North South

The site currently is characterised as predominantly open grass land with sparse trees through out the site. The site is bounded by extensive native vegetation to the North East and North West of the site.

There are currently a few water ponds evident through out the site.



Subject site looking to South West of the site



Subject site looking to Anambah Road

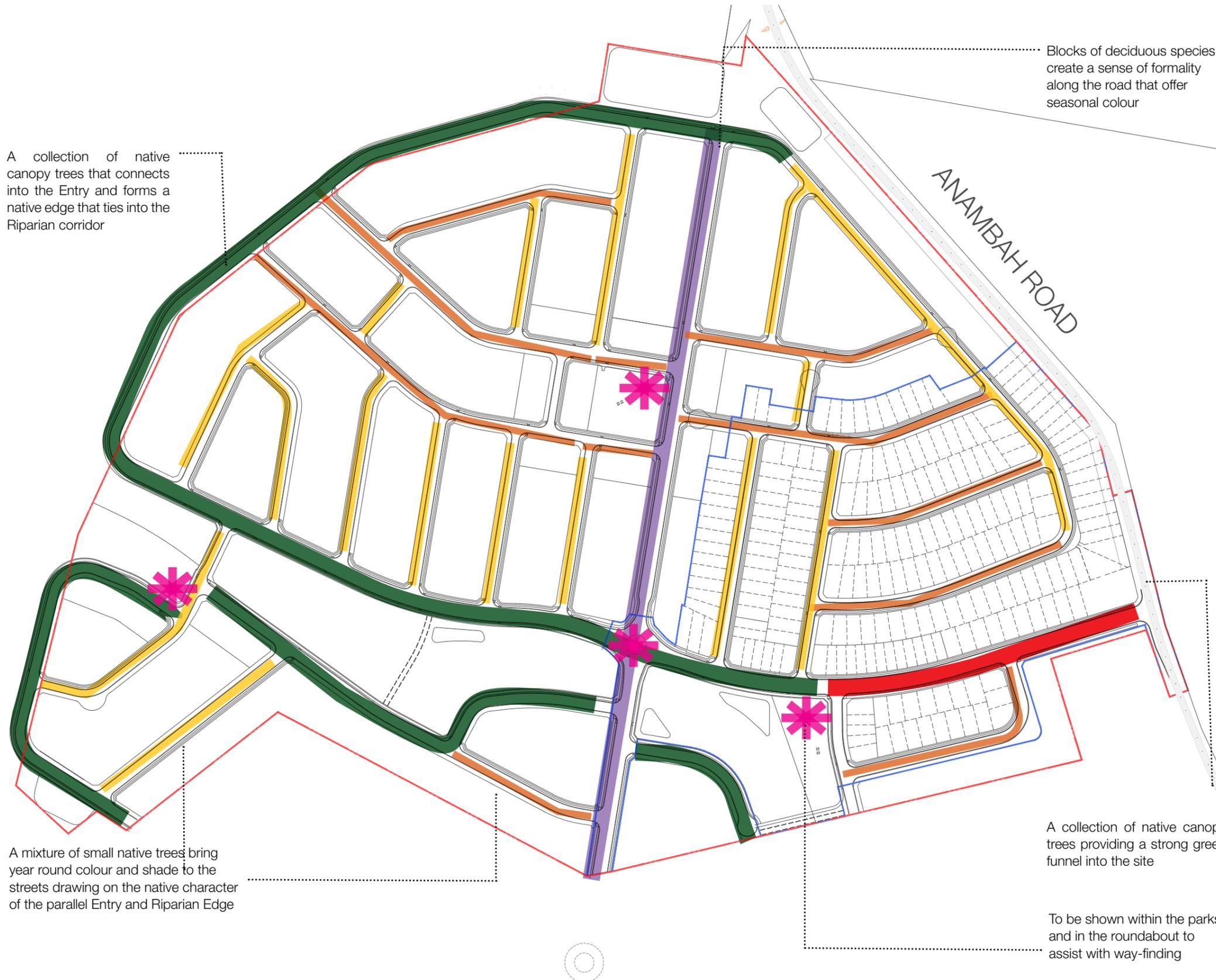


FIGURE 29 - TAYLOR BRAMMER LANDSCAPE ARCHITECT STREETScape STRATEGY

### 5.3 Overall Landscape Strategy

#### Tree Retention

#### LEGEND

--- Site boundary

● Existing trees retained

○ Existing trees removed



FIGURE 30 - TAYLOR BRAMMER LANDSCAPE ARCHITECT TREE RETENTION PLAN

## 5.3 Overall Landscape Strategy

### Active Open Space - Central Park

#### DESIGN NOTES

- 1** Open turf/ kickabout area to provide passive surveillance from surrounding residential lots
- 2** Landmark trees to key junctions of park
- 3** Playground that caters for different age groups and abilities
- 4** Central pavilion with BBQ facility, rubbish bin enclosures, and seating
- 5** Outdoor exercise area
- 6** Screening planting to soften the park interface from the adjacent residential lots



FIGURE 31 - TAYLOR BRAMMER LANDSCAPE ARCHITECT CENTRAL PARK CONCEPT PLAN

## 5.3 Overall Landscape Strategy

### Active Open Space - Riparian Park

#### DESIGN NOTES

- 1** Open turf/ kickabout area to provide passive surveillance from surrounding residential lots
- 2** Landmark trees to key junctions of park
- 3** Playground that caters for different age groups
- 4** Central pavilion with BBQ facility and seating
- 5** Native planting that builds on the riparian character to provide a natural edge to the park



FIGURE 32 - TAYLOR BRAMMER LANDSCAPE ARCHITECT RIPARIAN PARK CONCEPT PLAN

# 5.3 Overall Landscape Strategy

## Streetscape Section Elevations



FIGURE 33 - TAYLOR BRAMMER LANDSCAPE ARCHITECT SECTION AA



FIGURE 34 - TAYLOR BRAMMER LANDSCAPE ARCHITECT SECTION BB



KEY PLAN

## 5.4 Recreation Network

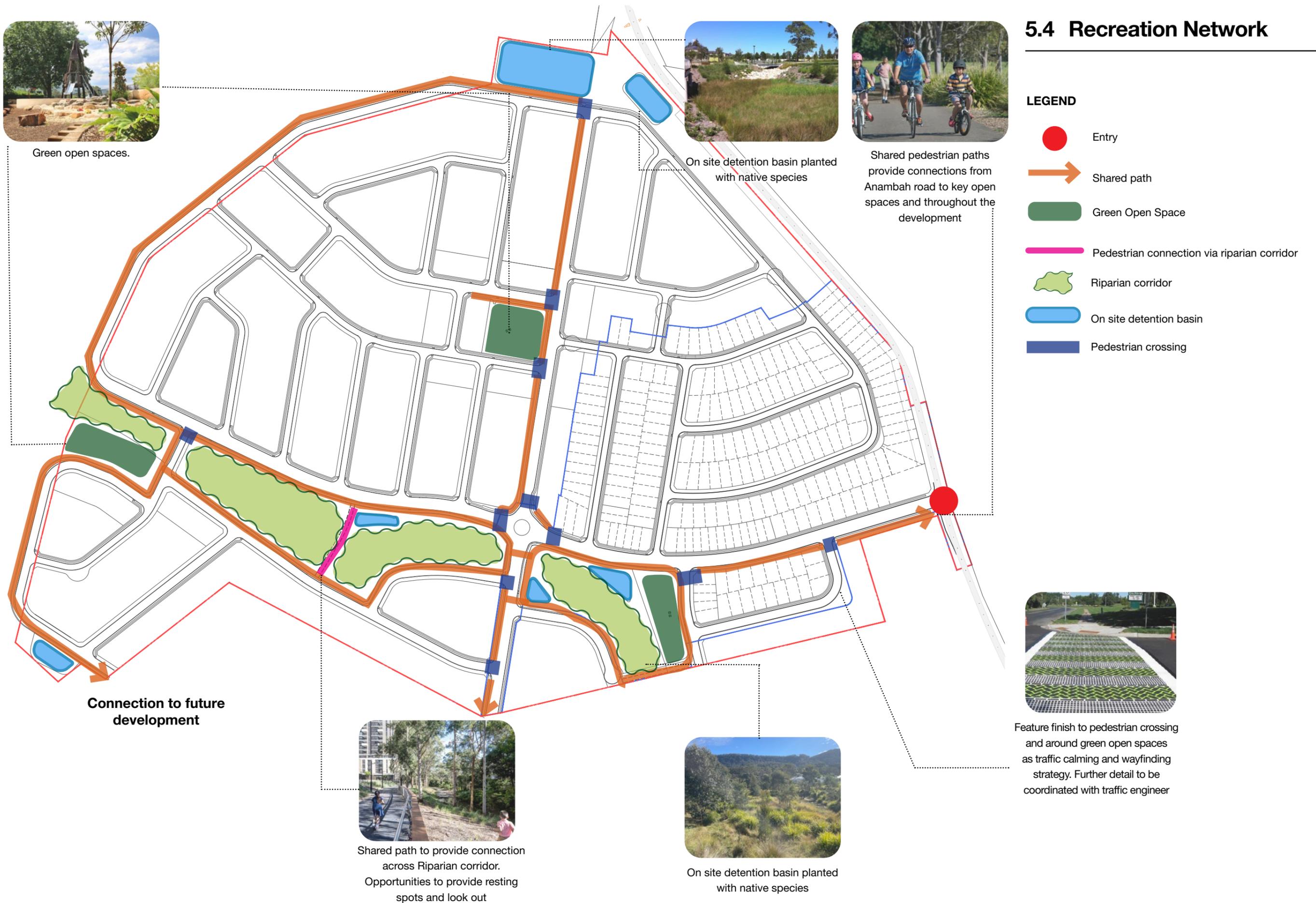


FIGURE 35 - TAYLOR BRAMMER LANDSCAPE ARCHITECT OPEN SPACE STRATEGY



## 5.4 Recreation Network

### Context

The proposed development offers strong recreational amenity, with a well-connected network of passive and active open spaces integrated throughout the site and excellent access to existing open space infrastructure within the surrounding area.

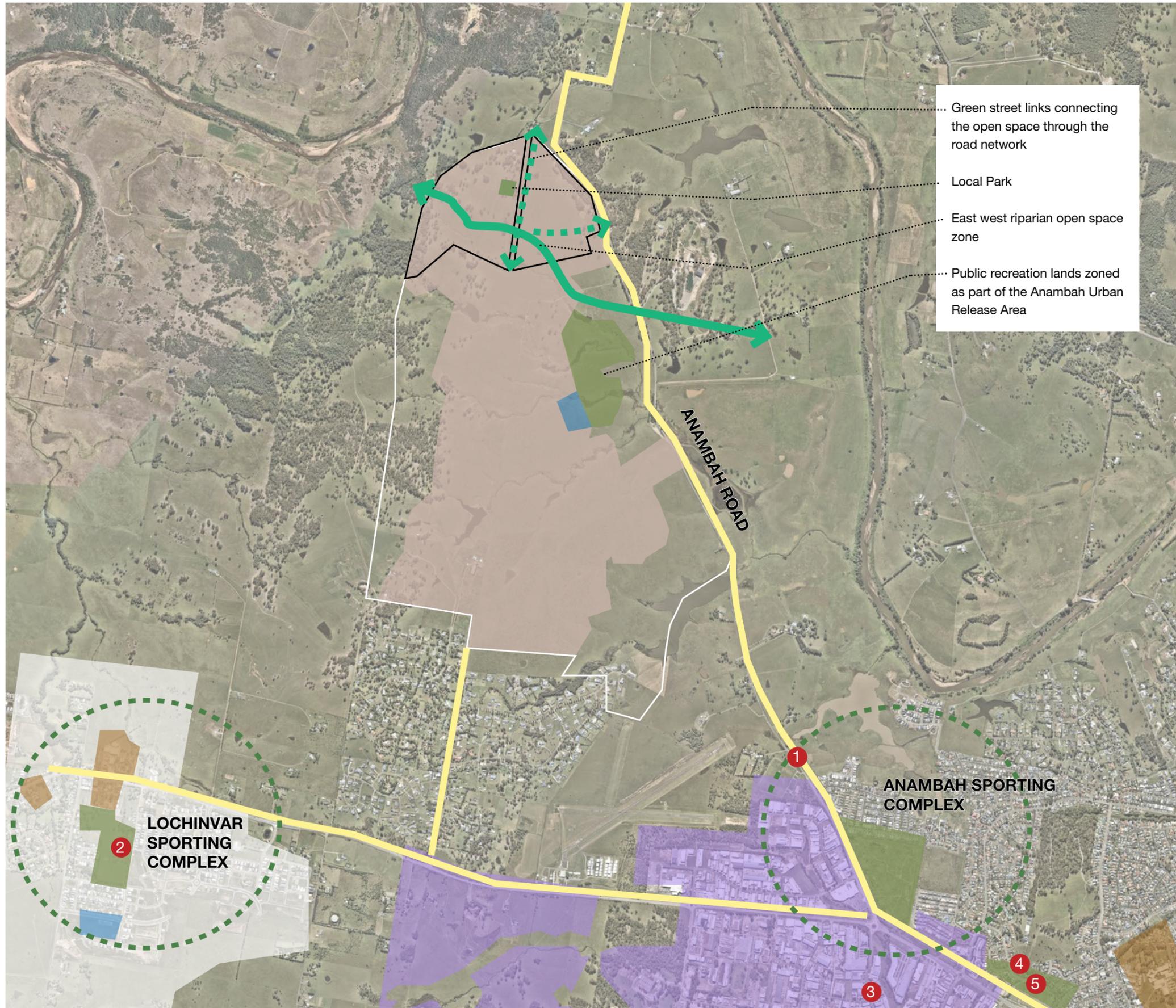
On-site, the recreation network includes:

- A central east-west riparian corridor providing green open space, pedestrian links, and environmental features. Rehabilitation of the riparian zone with stormwater basins, erosion controls, and native landscaping, will enhance both ecological and recreational value
- Local active and passive parks distributed throughout the community, including two active parks and one passive park supporting higher-density areas
- Network of active transport infrastructure

In addition to on-site provision, the development benefits from proximity to significant off-site recreational assets, including:

- The proposed Anambah Sporting Complex to the south
- Planned recreational open space and neighbourhood centre within future stages of the Anambah Urban Release Area
- Established and planned parks and sporting facilities in nearby communities (e.g. Lochinvar and Windella), offering a broad range of outdoor and community-based activities

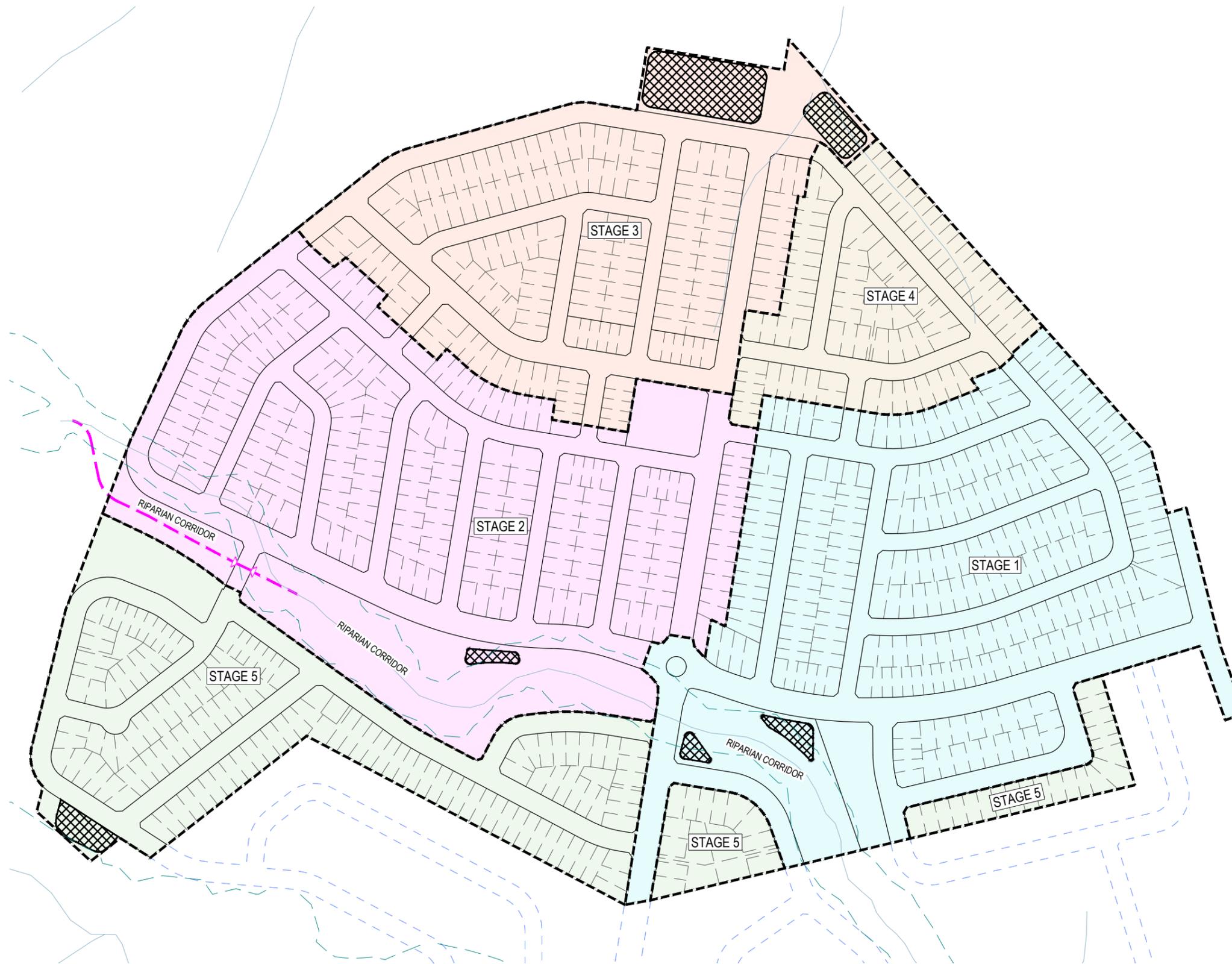
Together, this integrated network ensures that residents have access to a variety of recreational opportunities—supporting healthy, active lifestyles and strong community connections.



Facility Name	Address
1. Maitland Polocrosse Grounds	111 Anambah Road
2. Lochinvar Sporting Complex	230 Robert Road
3. Maitland Indoor Sports Centre	37 Hinkler Avenue
4. Norm Chapman Oval	Fairfax Street
5. Rutherford Tennis Complex	Fairfax Street

FIGURE 36-OPEN SPACE NETWORK

## 5.5 Stormwater & Water Quality Management Controls



### LEGEND

- Stage boundary line
- Lot boundary line
- Road reserve boundary line
- Indicative future road alignment
- Creek diversion
- Water quality basin

Stormwater and water quality assessment has been undertaken by Northrop. The intent of the proposed stormwater management strategy is to ensure the post developed stormwater runoff discharged from site does not exceed the pre-developed flows, while also ensuring post developed stormwater flows meet Maitland Council's water quality objectives. To facilitate this, it is proposed both onsite detention (OSD) and water quality infrastructure be provided as end of line treatment. Figure 37 show the location of the detention and water quality infrastructure. This infrastructure has been incorporated into the Concept Master Plan.

A flood impact assessment was also undertaken for the development by Northrop Consulting Engineers.

Preliminary hydrological modelling assessed catchment runoff in both the pre- and post-developed scenarios. The model was also used to size onsite detention measures to limit post-development flows to less than or equal to pre-development flows for a range of storm durations for the 1EY, 10% AEP and 1% AEP storm events. This range of storm frequencies is in accordance with Maitland Council's MOES for stormwater drainage.

The flood modelling confirms that the proposed design provides flood immunity to the development site and the proposed River Road access in the 1% AEP.

FIGURE 37 - GROUNDWELL ENGINEERING MAJOR INFRASTRUCTURE STAGING WASTE WATER SERVICING (250055-SK-005-01)

## 5.6 Amelioration of Natural and Environmental Hazards

### Riparian & Hydrology

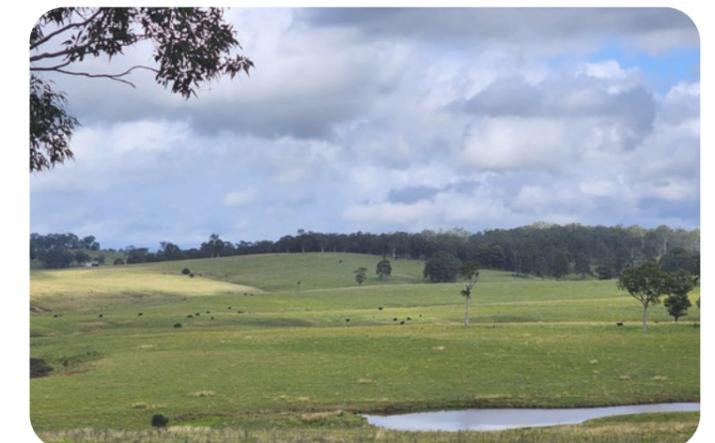
#### LEGEND

 Subject Land	 VMA 1 - Basin
 Study Area	 VMA 2 - Channel
 Cadastral Boundary	 VMA 3 - Stream Banks

The site is located on gently sloping terrain, with an average gradient of approximately six percent, draining west to east toward the Hunter River floodplain. The hydrology of the subject land is characterised by four 1st order ephemeral streams that meander for approximately a kilometre before reaching the Hunter River to the north. Three of the 1st order streams run toward the northeast. A fourth 1st order stream runs east to west through the south of the site, passing through one of the dams. A 3rd order stream intersects the extreme south-west corner of the subject land, flowing east into adjoining land, however the development footprint does not encroach into this stream. Three dams within the subject land provide for grazing cattle.



FIGURE 38 - RIPARIAN VEGETATION MANAGEMENT PLAN (MAY 2025) MJD ENVIRONMENTAL



Water ponds evident through out the site



Water ponds evident through out the site

## 5.6 Amelioration of Natural and Environmental Hazards

### Bushfire and APZ

The site is currently exposed to a medium bushfire hazard located approximately 140 metres to the east, across Anambah Road. The primary hazard is forest vegetation (Hunter Macleay Dry Sclerophyll Forest).

A Bushfire Risk Assessment was undertaken for the development by Bushfire Planning Australia (Bushfire Assessment Report Residential Subdivision 559 Anambah Road, Gosforth dated August 2024). The report addresses the impacts and mitigation measures for bushfire risk in relation to the overall concept Master Plan and Stage 1.

The report provides mapping, recommendations and controls with regard to:

- Inner Protection Areas for zoned R1 Residential land.
- Asset Protection Zones.
- Specifications and standards for perimeter roads and non-perimeter roads and temporary turning heads
- Requirements for emergency evacuation (temporary access to River Road pending future development).
- Vegetation in road reserves, riparian corridor detention basins and water quality basins.
- Dwelling construction in relation to the National Construction Code.
- Fire hydrants and water supply network in for each dwelling relation to bushfire protection.
- Landscape and fuel loads on site to decrease potential fire hazards on site.

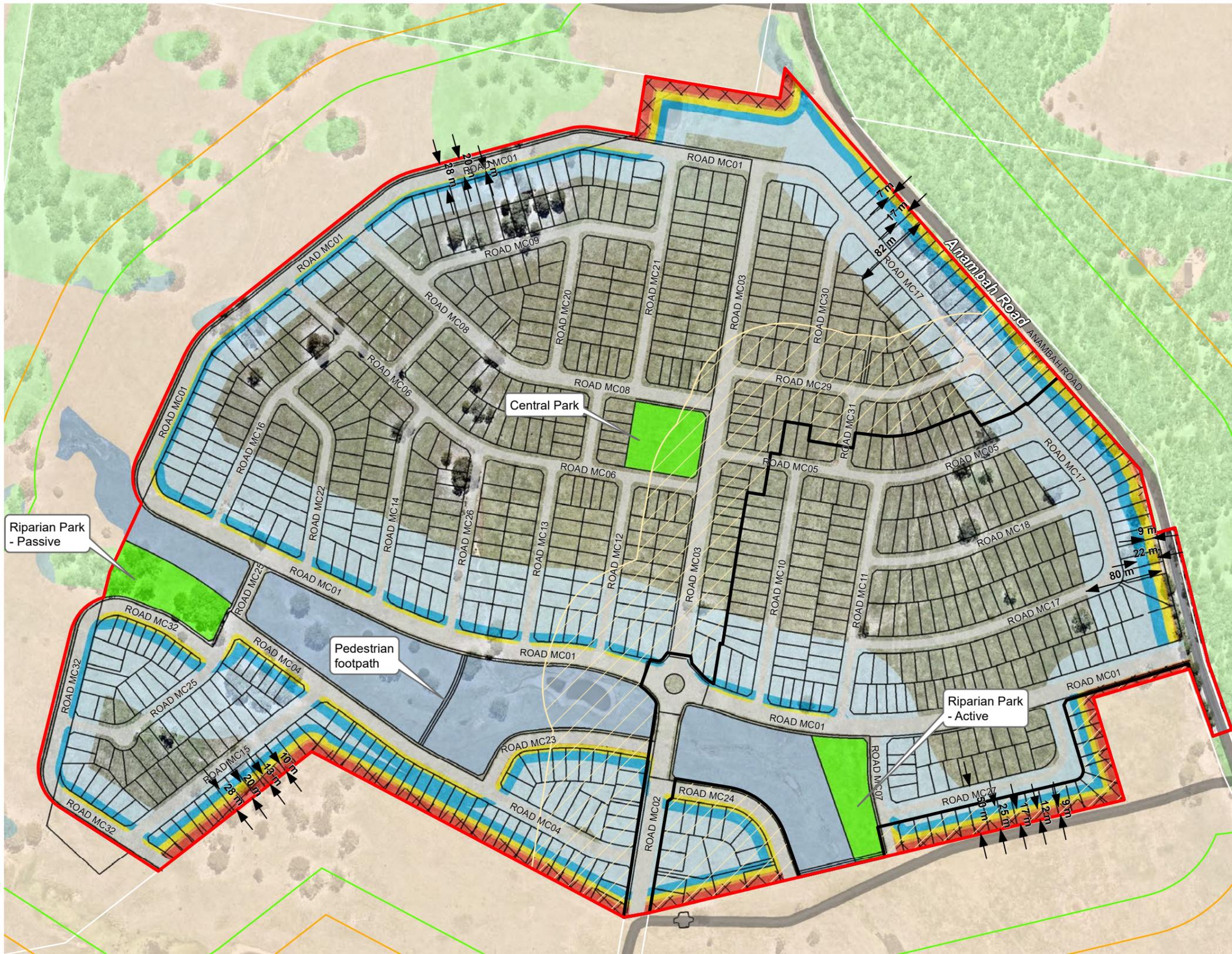


FIGURE 39- BPA SUBDIVISION BAL PLAN (27/05/2025)



Existing trees across from Anambah Road



Existing trees to North East boundary

## 5.7 Urban Design Controls

Small lots are proposed to be controlled by Building Envelope Plans. The Building Envelope Plans establish a clear framework for future built form, ensuring consistency with the Maitland Development Control Plan (DCP) and promoting high-quality residential outcomes across the site.

These plans identify:

- Setbacks for front, side, and rear boundaries, including distinctions between ground and first floor levels
- Articulation zones to support varied and visually engaging streetscapes
- Private open space areas to ensure adequate outdoor living amenity for each dwelling

It is important to note that the building envelopes define the maximum extent to which a building may encroach within a lot, particularly in relation to setbacks. They do not represent maximum site coverage, which remains subject to the controls outlined in the DCP and relevant planning instruments.

To ensure enforceability, these building envelopes can be implemented through a Section 88B Instrument, registered on the title of each lot.

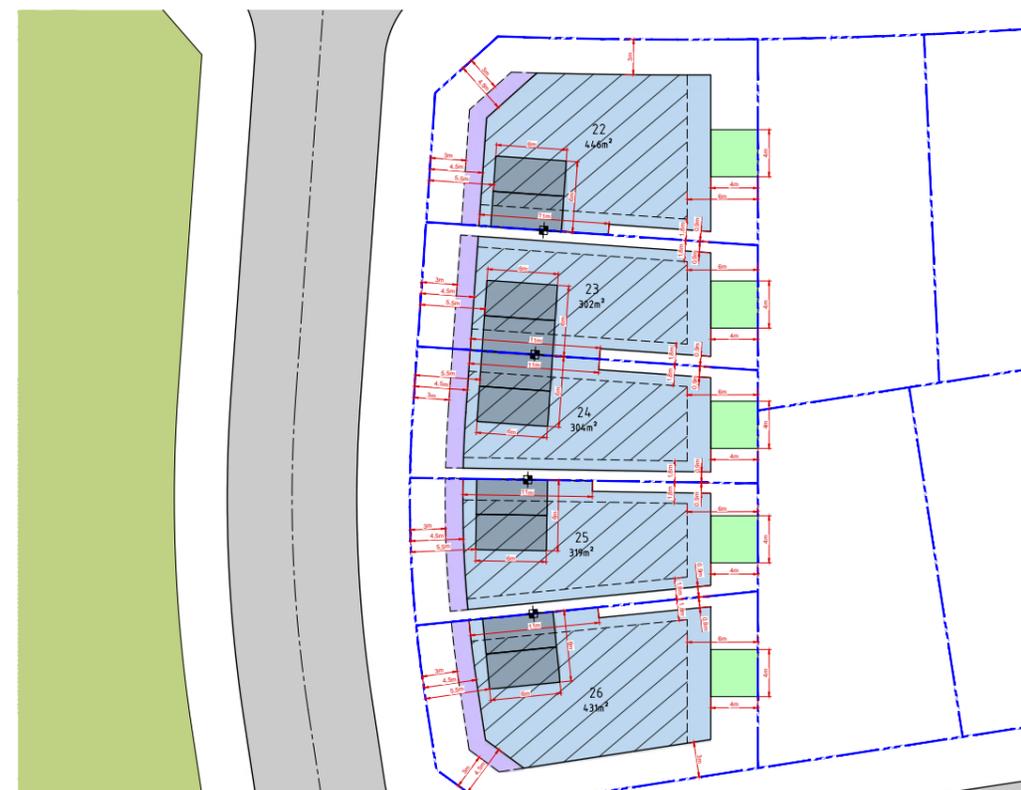
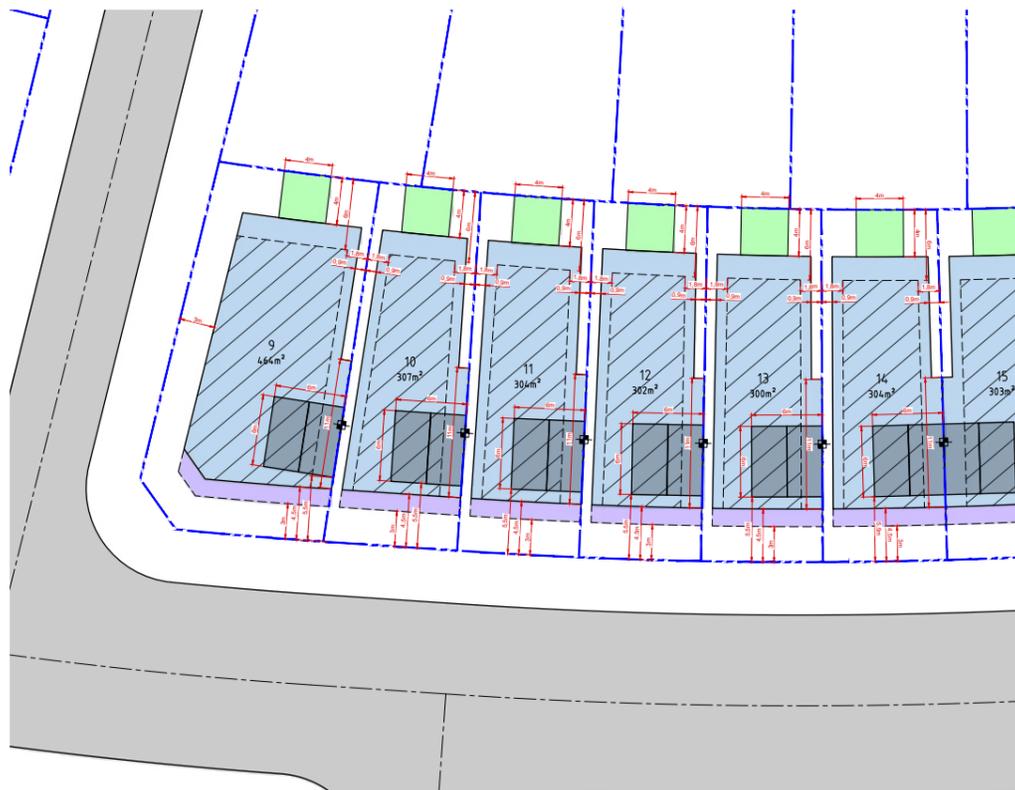
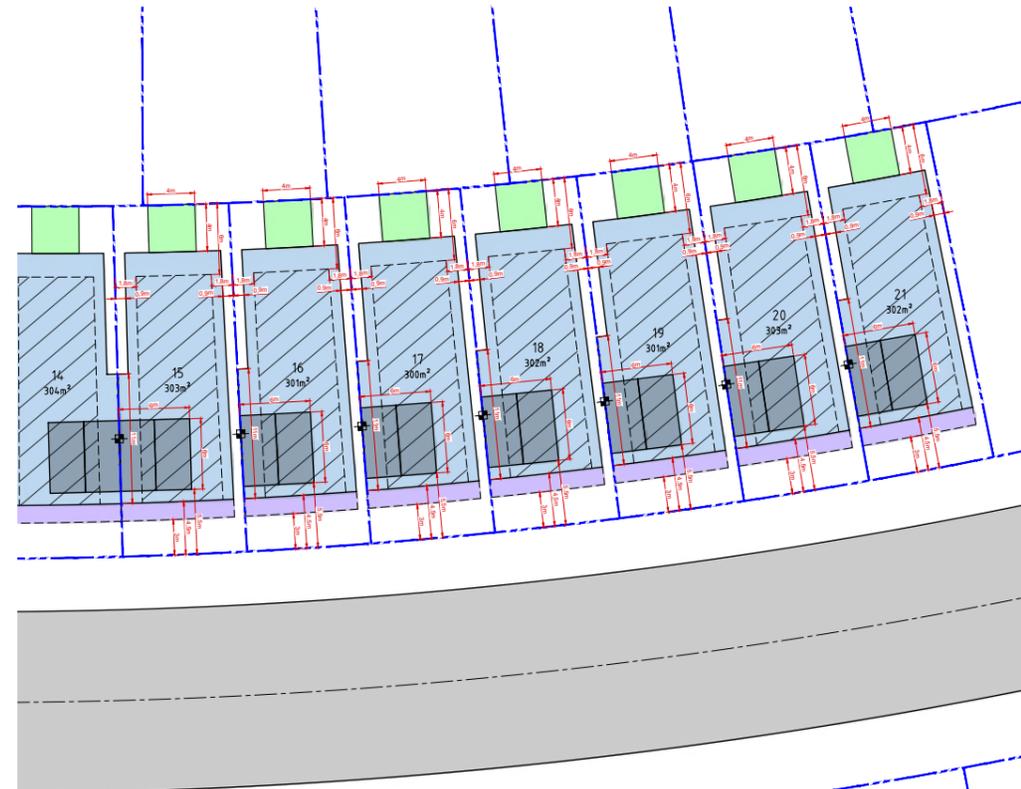
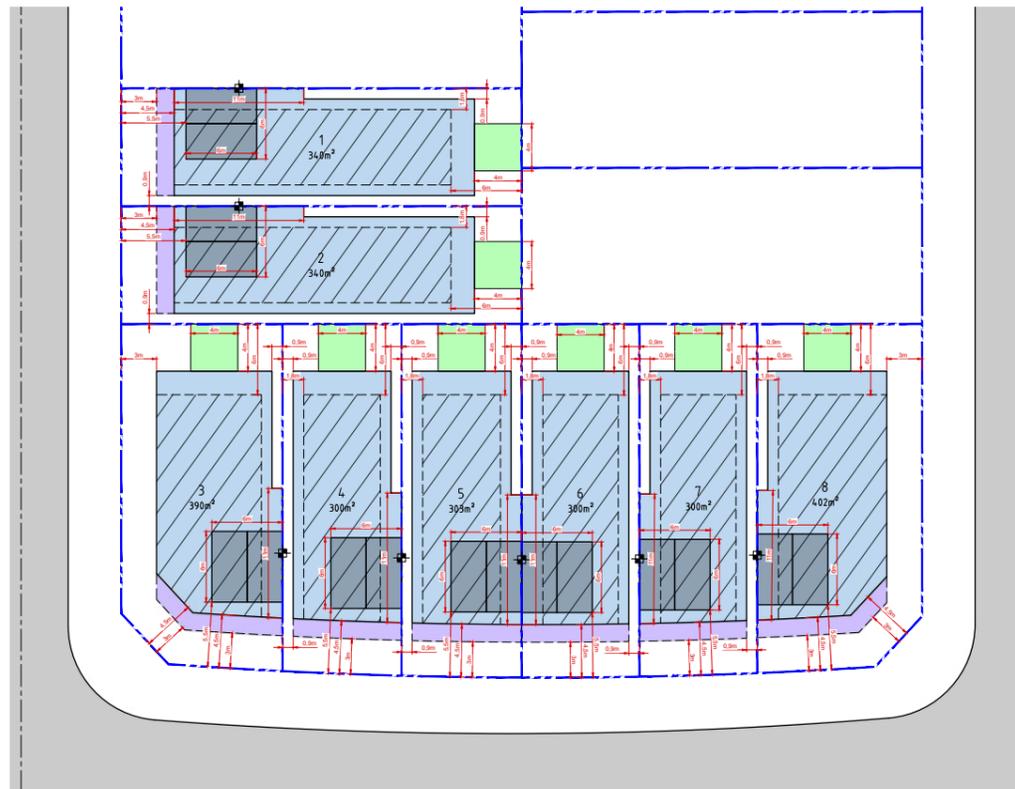


FIGURE 40 - BUILDING ENVELOPE PLAN

KEY PLAN

## 5.8 Lot Density

### LEGEND

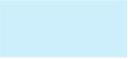
-  SMALL LOTS
-  STANDARD RESIDENTIAL LOTS- 194 LOTS
-  PARKLAND
-  200M RADIUS TO PARK



FIGURE 41 - LOT DENSITY PLAN

## 5.9 Neighbourhood Commercial and Retail

### LEGEND



Potential locations for Neighbourhood Shops/Supermarket

Both “neighbourhood shops” and “neighbourhood supermarkets” are permitted uses within the R1 General Residential zone under the Maitland Local Environmental Plan 2011 (MLEP 2011). The Concept Development Masterplan provides flexibility to accommodate small-scale commercial facilities, such as local shops or convenience services, that support the daily needs of residents and contribute to a walkable, liveable community.

Appropriate locations for any future neighbourhood commercial uses include key intersections, public transport routes, and areas with higher residential density or proximity to open space. Nominal locations are shown on Figure 42 as potential sites for retail or commercial to ensure convenient access, visibility, and integration with the broader urban structure.

However, it should be noted that the Social Impact Assessment identifies that there are sufficient existing and proposed commercial and retail facilities within a reasonable distance of the site to service early-stage residents. As such, the demand for additional neighbourhood commercial uses within the development will be driven by market need over time and may not be required in the early stages of the project. The masterplan allows for this flexibility, ensuring that commercial uses can be delivered if and when appropriate to meet the evolving needs of the future community.



FIGURE 42 - POTENTIAL LOCATIONS FOR NEIGHBOURHOOD SHOPS/SUPERMARKET

## 5.10 Social Infrastructure

The proposed development is well-supported by an established network of existing social infrastructure within close proximity, including schools, early education centres, health services, sporting facilities, and retail centres located in Rutherford, Aberglasslyn, and Lochinvar. These facilities are within a 5–10 km radius of the site and provide adequate capacity to service the needs of early-stage residents.

In addition, the Anambah Urban Release Area (URA) includes planned infrastructure such as a future retail centre, sportsground, and potential primary school site, all located within the broader precinct. These future amenities will further enhance the accessibility and convenience of social infrastructure for incoming residents as the area grows.

The Social Impact Assessment confirms that the proposed development can be adequately accommodated by the existing and committed infrastructure in the locality. As such, the delivery of new social infrastructure on-site is not required at this stage and would only be considered if future demand warrants it..

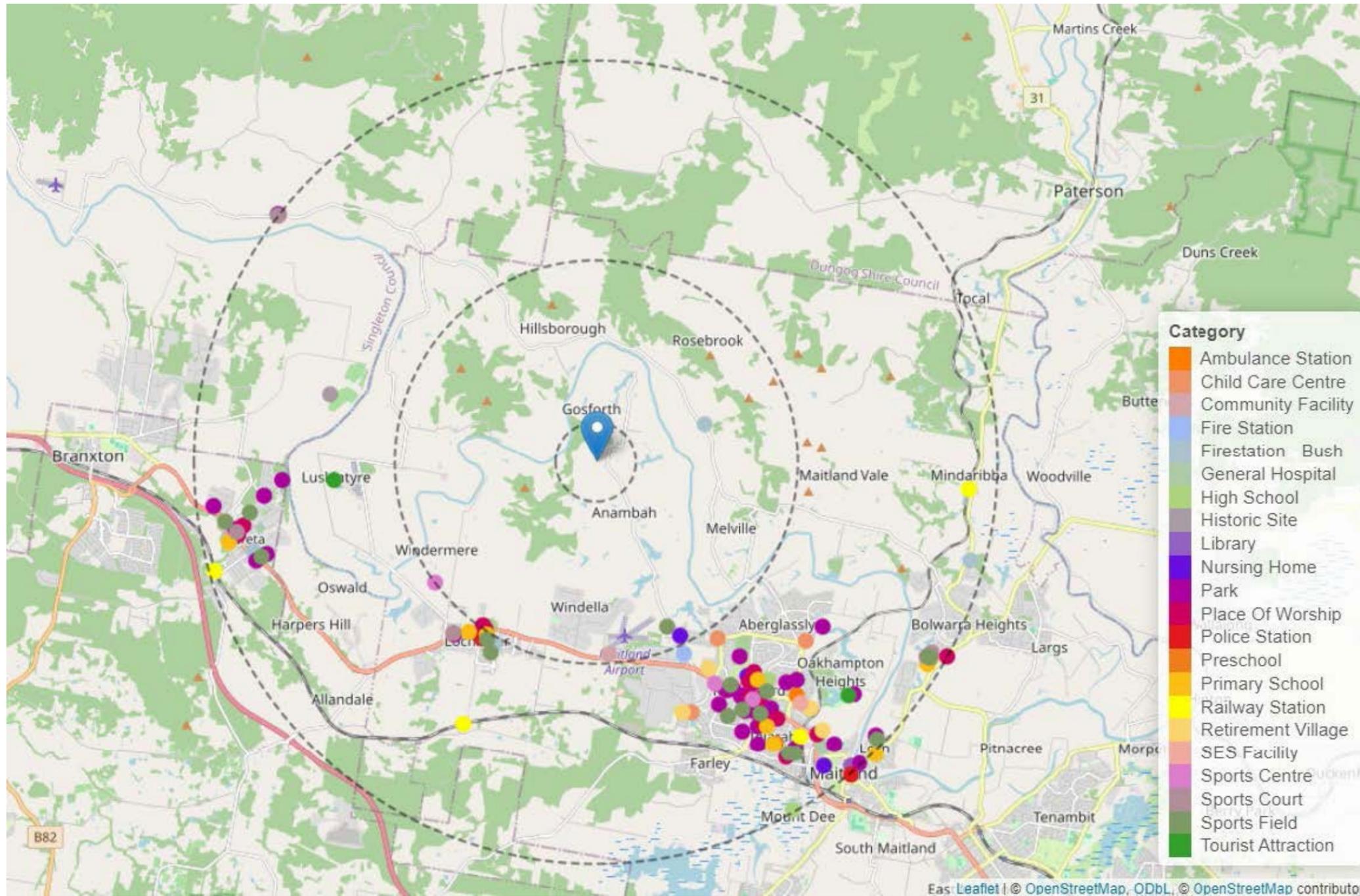


FIGURE 43 - HADRON GROUP, GOOGLE MAPS, NSW POINTS OF INTEREST (POI), SPATIAL SERVICES, DEPARTMENT OF CUSTOMER SERVICE (EXTRACTED 21 MAY 2025)