

09 February 2026

File No: NTH24/00406/009
Your Ref: DA/2024/763:1

General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Attention: Scott Fatches

DA/2024/763:1, Additional Information - 900 Lot Subdivision & Stage 1 Construction (220 Lots), 559 Anambah Road Gosforth

Thank you for referring the abovementioned Section 8.2A Review to Transport for NSW (TfNSW) on 26 November 2025 for advice in accordance with Section 2.122 of State Environmental Planning Policy (Transport and Infrastructure) 2021. TfNSW understand that this matter is due to be considered by the Regional Planning Panel on 18 February 2026.

New England Highway (HW09) is a classified (State) road and Anambah Road and River Road are local roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW refers to our previous correspondence dated 24 December 2025 and the subsequent meeting between the Applicant, Maitland City Council and TfNSW on 4 February 2026 identifying outstanding items of concern for TfNSW.

TfNSW notes that the draft Development Control Plan (DCP) for the Anambah Urban Release Area (URA) was publicly exhibited from 21 November until 19 December 2025. This development falls within the URA. It is acknowledged that planning matters, including the relevance of the draft DCP in relation to this application, are matters for the planning consent authority's consideration.

As requested at the meeting TfNSW provides this letter to further clarify TfNSW position with regard to the current application:

1. Sensitivity Analysis undertaken by the Applicant shows that the New England Highway/Anambah Road intersection reaches capacity in 2034, being 5-6 years from the projected Stage 1 open year of 2028. This demonstrates an impact on the State Road network within the 10-year planning horizon.

TfNSW has no current funding for an upgrade to traffic signals at the Anambah Road / New England Highway intersection.

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As discussed TfNSW recommends that the Applicant provides evidence that identifies infrastructure options to mitigate impact of Stage 1 (220 lots), potentially working towards the ultimate solution for the concept proposal.

TfNSW is willing to review these options and work with the Applicant to identify a preferred option to enable a strategic design to be prepared to support the application.

For any works proposed on the classified State Road, the consent authority should ensure that appropriate road infrastructure can be provided within the land available before the development is approved and that TfNSW is able to provide in-principle acceptance of the strategic design.

TfNSW 'Strategic Design for DA's [factsheet](#)' may assist in identifying the level of detail required in strategic design drawings for any proposed road works on a classified road.

2. It is acknowledged that River Road is a local road under the care and control of Maitland City Council. The proposed use of River Road, including the standard of road, is a matter for Council. Of interest to TfNSW is the intersection of River Road and New England Highway.

The current proposal from the Applicant is to utilise River Road as a gated, emergency access during flood events, with traffic management proposed at the intersection with New England Highway.

It is understood a Traffic Management Plan has been prepared, including a Traffic Guidance Scheme (TGS) that would trigger the need for a Road Occupancy Licence (ROL) to be obtained from TfNSW.

From the current information submitted it is not clear how long any traffic management may need to be in place for any specific flood events, or how long the Applicant proposes this solution to impact the state highway.

It appears traffic management may be proposed for a significant length of time (until the Western Link Road connecting Anambah URA to Wyndella Road is constructed) and it is noted that all traffic management measures (i.e. ongoing operational expenses) will be at the Applicants cost.

To inform decision making on whether it is reasonable to use traffic management as a solution for emergency access to the state highway, it is recommended that a summary paper be prepared to address the following;

- a. The likely impact on the state highway from typical flood events. This should include a description of the type and number of likely flood events, the impacts on the surrounding road network during these events and how long any traffic management plan may need to be in place at the New England Highway / River Road intersection.
- b. Further advice on the temporary nature of the proposed traffic management solution should also be provided.

The traffic management solution is proposed as temporary, until the western link road within the URA is completed, however the timing for construction of this road is currently unknown. The Applicant has advised that the timing of the link road is by 1200 lots in the URA as per Maitland LEP however it appears the provision is only applicable if/when development in the URA exceeds 1200 lots. TfNSW would rely on Council's advice with regard to certainty of the western link road and reliance on it for this application.

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The use of a traffic management plan on a state highway over extended periods of time, potentially for the life of a development, may be considered unreasonable noting impacts on network efficiency.

TfNSW generally provides ROLs for traffic management plans, with reduced speed limits to operate on state highways, when they are related to construction and maintenance projects, utility repairs, filming activities and special events where the temporary nature the traffic management is known.

Should you require further information please contact Bec Shaw, Development Services Case Officer, on 1300 207 783 or 0499 269 213 or by emailing development.north@transport.nsw.gov.au

Yours faithfully



Holly Taylor
Team Leader Development Services
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

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