




10 December 2025

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

Dear General Manager

**DA/2024/763:1, Section 8.2 Review - Concept Development Application 559 Anambah Road Gosforth**



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.

The Section 8.2 does have additional information however has not successfully addressed my concerns previously raised being:

- No connectivity to town and isolating for residential community ie public transport, bike and footpaths
- 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 + isolation risk in event of flooding, bushfire, road accident
- 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 250m2 block are totally unsuitable in this area and so isolated from the shops

Maitland Council should uphold the original decision and reject this proposal and await normal progress with the implementation of roads and services. Plenty of time then for the developers to make money

Regards





9th December 2025

The General Manager  
Maitland City Council  
By Email

Dear Sir,

**SUBMISSION AGAINST THE SECTION 8.2 REVIEW - CONCEPT DEVELOPMENT  
APPLICATION AT 559 ANAMBAH ROAD GOSFORTH NSW 2320 - DA/2024/763:1**

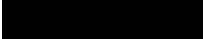
We are residents of Windella and make a submission against the application and subsequent review under section 8.2.

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

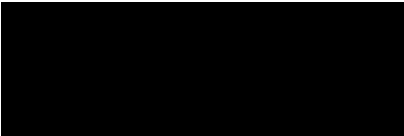
**Access to River Road for the new development**

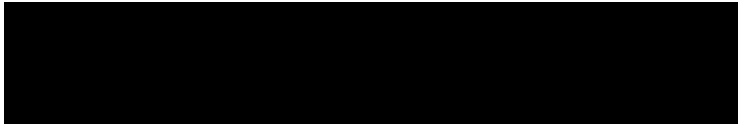
River Road is not suitable for access to the new development for the purposes of fire, flood or any other access. It would add significant traffic to River Road. We object to the developers seeking to upgrade River Road for the purposes of any access. The developer should be upgrading Anambah Road and Wyndella Road for the purposes of these access, which are far more suitable.

The developer seeking to use River Road to install sewer and water lines would be disruptive and create unnecessary interruption to the residents of Windella.

Ausgrid has indicated there is insufficient electricity supply to service the new estate without further upgrades.  property on Anambah Road has been the subject of frequent power disruptions with the limited dwellings already on it, adding further homes would only increase this disruption. Any development should wait until the upgrades are completed by Ausgrid to adequately service the proposed development.

Once again, you have our appreciation for taking into account our points when the application is being reviewed.





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

## **RESUBMISSION WITH CONCERNS FOR DA 2024/763**

I am a resident of Windella and forward this resubmission detailing concerns I have with the Development Application (DA) 2024/763.

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

I resubmit my objection to the proposed use of River Road as a flood egress and secondary bushfire access.

If approved River Road would need to be significantly upgraded to serve as egress for the proposed development.

The intersection at River and Lerra Roads would need significant works to ensure it is safe for the additional traffic during this time. It is currently an accident waiting to happen with vehicles cutting the corner due to the very strange design.

I request Council review the Australian Design Rules (ADRs), in considering the proposed excess traffic on the intersections of River Road with Denton Close and Beacon Hill Road. Both these intersections are difficult to use in either direction (turning into or from) due to them being on top of relatively steep hills thus making it difficult to see on coming traffic. The increase in proposed traffic will only increase the risk of a significant accident / event.

In addition, I ask Council to take into consideration there are no designated bus stops along River Road. Currently School Busses stop in several places that best suit the needs of the parents and students. An increase in traffic will require specific Bus Stops to be designed to negate the risk of a child being hit by a vehicle.

If Council approve the use of River Road, I call for Council, the residents and the Developer to undertake a Risk Assessment to identify these risks and implement effective controls to reduce the risk to as low as possible.

My proposal is for Council to insist the Developer upgrade Anambah Road (flood proof) and consider construction of a link road to Wyndella Road, making use of the new developments being approved in that area. This should be placed within the Anambah Development Control Plan.



9<sup>th</sup> December 2025





10 December 2025

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

Dear Jeff

**SUBMISSION AGAINST CONCEPT DEVELOPMENT APPLICATION FOR TWO INTO 900 LOT STGED  
TORRENS TITLE SUBDIVISION 559 ANAMBAH ROAD GOSFORTH - DA/2024/763:1**



 I strongly oppose key elements of this application, particularly the request for the development to join River Road.

**1. Safety concerns - cul-de-sac and children**

River Road ends in a cul-de-sac that is used daily by children living in the six houses located at that end of the Road. It is a safe area where they walk home from school, ride their bikes, scooters, buggies and roller skates with minimal traffic exposure. The only vehicles that currently use this section of River Road are those belonging to existing residents. Introducing through-traffic from a major new housing estate would fundamentally change the safety of this cul-de-sac and put children at risk.

**2. River Road is the only entry and exit to Windella**

River Road is the sole access point in and out of Windella for existing residents. Vehicles must merge onto the New England Highway - an 80km/h thoroughfare - with no traffic lights controlling highway movement or safety. Exiting Windella requires drivers to give way

to traffic travelling in both directions, creating significant delays and dangerous conditions that already exist today.

The intersection is already strained and often difficult to navigate, particularly when turning right from River Road or when multiple vehicles are entering Windella. There are currently no State Government plans to upgrade the New England Highway or the River Road intersection. Adding an additional 1000+ vehicle movements – or construction traffic – would dramatically worsen congestion and risk.

### **3. Road capacity and engineering limitations**

River Road is not designed or engineered to sustain a substantial increase in traffic volume. A dramatic risk in daily vehicle numbers would result in:

- Increased potholes and degradation
- Safety hazards on the already sharp intersection with Lerra Road
- A need to install traffic lights at the Sandstone Drive intersection and Lerra Road intersection to manage volume and flow for Windella residents
- Additional noise and congestion
- Higher risk of accidents on a road never intended for major traffic flow only Windella resident traffic.

There is no capacity to safely modify the Road or all intersections onto it, or the road to handle this level of growth, including making the road wide enough to support residents turning safely into and out of their homes without taking land from them or the nature strip.

### **4. Inappropriate in flood or fire conditions**

River Road is not suitable for evacuation during flood or fire events as it is the only road in and out for existing residents. It cannot be relied upon as a safe primary route when emergencies arise, and adding more vehicles to this single access point places current residents and future residents of the housing estate at great risk.

### **5. Sewer and water installation impacts**

The applicant proposes installing sewer and water lines along River Road. Current residents rely on septic systems and do not have access to sewer services. Before any works occur, proper consultation with affected residents is essential.

I strongly oppose the removal of established gum trees that line River Road. These trees provide:

- Critical shade to resident houses
- Environmental benefits
- habitat for endangered and notable bird species (white-browed babbler, black cockatoos, owls etc.)

Construction of sewer and water lines risks damaging tree root systems, potentially destabilising trees and creating long-term hazards, particularly in extreme weather we have been seeing over the last two years. The area is already vulnerable to strong winds.

### **6. Electricity infrastructure insufficient**

Information supplied indicates Ausgrid has stated there is insufficient capacity to supply this development. Until the necessary upgrades occur to substations, the development should not proceed.

## **7. Impacts on residential amenity**

If approved in its current form, the development will seriously diminish the amenity and quiet enjoyment of our homes in this cul-de-sac by:

- Increasing traffic and noise
- Creating safety concerns for children accessing the school bus stop on River Road
- Forcing residents to compete with substantially higher traffic volumes getting into and out of their homes
- Increasing safety concerns for the many residents who exercise along the Road as there are no established footpaths

## **8. Failure to recognise highway constraints**

9. The New England Highway is a heavily used arterial route. Adding large volumes of new vehicles will produce congestion and safety risks not only for River Road residents but for the broader Windella community.

## **Requested alternative**

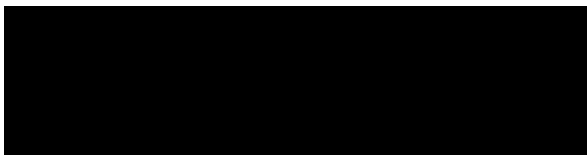
The developer should be required to upgrade Anambah Road and/or construct the link to Wyndella Road, removing any need for traffic to use Reiver Road. This would significantly reduce risks and protect the existing community.


In summary, the proposed development access via River Road is unsafe, unsuitable and unsustainable. It will create serious and avoidable risk for residents, particularly children, and imposes a significant burden on existing infrastructure that is already at capacity.

I request that Council reject the application in its current form or impose conditions that prevent any access via River Road, and development not proceed until Ausgrid updates are made.

I welcome the opportunity to speak with Council on-site or at a formal meeting when this application is considered.

Yours sincerely





10.12.25

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

Dear Jeff,

OBJECTION TO PROPOSED DEVELOPMENT Resubmission for DA 2024/763:1 559 Anambah Road Gosforth

Windella is a pleasant, quiet, rural residentially zoned suburb of 267 (ABS Census 2021) homes. This represents less than 1/3 the amount of new dwellings proposed for the 559 Anambah Road Gosforth Development. The proposal to “*connect the new development of approximately 900 residential allotments to River Road, [Windella] and ultimately New England Highway*” (pg 58 Section 8.2 Proposed Works - Heritage Now Ref: DA Application 2024/763) is unreasonable and therefore unacceptable. As a resident who bought a small acreage in Windella, a rural residential setting with R5 Zoning, because of the lifestyle it offers (in way of permaculture and community) - this proposal seems to undermine the very objectives of that Zoning:

**NSW Government Legislation** that states the objectives of Zone R5 Large Lot Residential is:

- *To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.*
- *To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*

This urban development proposal aims to provide housing to a new community, which has the opportunity to plan and create on an open space, specifically rezoned for housing. On the other hand, it seeks to take advantage of, and undermine the tranquility, safety and environment of our existing and established Rural Residential suburb. The proposal presents Windella as a short cut and cost saving measure with no benefit to our community.

The use of Windella, in particular River Road as this development's short cut to water and sewer services as well as road access should be rejected. My concerns are as follows:

1. Connecting this development to the “Proposed River Road Access Route” (Section 8.3.3. Proposed Works - Heritage Now Ref: DA Application 2024/763) whether for emergency access (eg flood or fire) or for future use, is a definite conflict of interest between our local Windella Community and the needs of this proposed future community. I note that this proposed development forms part of a broader Anambah Urban Area which “*is expected to hold about 4200 dwellings*”. (The Maitland Mercury, Plan to accomodate 10,500 extra residents, school in Maitland West by Chloe Coleman 21.11.25).

The introduction of sewerage lines is in conflict between land use within this zone and that of the proposed development. Windella households are on septic, our community does not have access to sewerage. Taking a sewerage line past homes on River Road to an external urban development does not benefit our community.

In regards to potable water supply, many Windella residents, already have challenges with decent water pressure to our homes. Additional supply demands may exacerbate this problem further.

This proposal is not a set and forget project that looks after itself once the development is complete. What controls are in place long term to restrict demand on Windella's roads and services? The introduction of water services and sewerage lines to this development, and the increased demand on River Road - all require ongoing care and maintenance. The proposal places unreasonable long term demand on Windella's services and residents. Heavy machinery, workmen, imposition and inconvenience on all families, including delayed travel time, noise, mess, water and sediment control measures, not just once, but on going as required.

2. The matter of localised storm water run off and blockages causing flooding in Windella also need to be considered - beyond the modelling. What physically happens?

This development will adversely affect the current flooding issues within our community, Surface water run off will increase due to non absorbent roof tops replacing absorbent open grass lands. This will put more load on the wetland and ephemeral stream/creek that flows under Anambah Road. This water currently backs up into Windella slowing the movement of flood waters from Windella including that which flows under River Road. Sandstone Drive culvert (50m from the River Road culvert) and retention basins, including the one on my property, already flood over the road, as well as flooding over the road at She Oak Close on occasion. Affected residents especially those in SheOak Close don't have "emergency" access to River Road.

3. When required, the 900 dwellings, could provide potentially an extra 1620 vehicles travelling along River Road in one direction / PER DAY, 3240 vehicle trips, per day if a return trip is required.

This is based on calculations provided by the Australian Bureau of Statistics 2021 Census data for transport ("*the average number of motor vehicles per household in Australia is 1.8*"). These figures would be higher. The Census of 2021 and The Australian Automobile Association note that families in regional areas generally have MORE cars per household than in the city. .idcommunity demographic resources states "*analysis of car ownership in 2021, indicates 55% of households in regional Australian had access to two or more motor vehicles, compared to 53% in Australia*". Regional areas have higher car ownership rates based on higher necessity due to reduced access to public transport, distance to shops, services, and employment. Newly established suburban development in Regional NSW would be no different. How many vehicle movements would eventuate if two of three return trips are taken each day? This would equate to a significant noise impact, not to mention a considerable change the very nature of our community.

4. This proposal unreasonably and negatively impacts the quiet and safe road environment in Windella, potentially turning the quiet cal-de-sac end of River Road through to the New England Highway into an extension of the "mad mile" along the New England Highway between the Kyle Street Roundabout and the Hereford Hill lights at Springfield Drive. Given that Windella currently has 4 school bus stops along River Road between the New England Highway and Lerra Road (at the corner of River Road), this undoubtably is a major safety issue. At 28.8% Windella has a significantly higher percentage than the New South Wales Average at 23.9% of children between the ages of 0-19 many of which are utilising these local school bus services (ABS Census 2021). Cars naturally park around these "driveway bus stop" areas and are a local meeting points for families picking up and dropping off their most important treasures.

Windella does not have bus lanes, bus shelters, or bus stop signs. We do not have speed humps or chicanes to slow the traffic, we don't even have middle lines along the entirety of the River Road. We have no footpaths or pedestrian safety crossings. We mostly have no gutters, no street lights, no designated parking areas and we like it that way. These attributes add to the rural residential experience. 100% of our households will be affected by allowing this development access to River Road, as this is our only entry and exit road out of our suburb.

5. Allowing River Road to become a thoroughfare through to this development is in complete contrast to the road designs in place in Windella, and is therefore in conflict with our zoning. Our roads are designed for quiet, slow traffic movement with a majority of cal-de-sacs, Drives and Closes, Places and Crescents. Some of our roads are even closed to us locals. For example the households on the Beacon Hill Road, Lomandra Place, She Oak Close, Sandstone Drive and Carwin Close loop. These residents do not have vehicle access from Lomandra Place through to Beacon Hill Road. As a resident of Windella for 6 years, the "story" of the road closure has been shared with me numerous times : it's not that the road is closed... it's that it has never been open... 1 family didn't want the two roads to join, they didn't want a race car track in Windella. If residents in our loop don't have road access within our own community, how then, can a development of potentially 900 household's have vehicle access to into our quiet rural residential area ? How will this development mitigate the impact of vehicle numbers, traffic issues, noise issues, and safety issues to our residents?

Windella is a community that loves to walk, at all times of the day. Our kids ride their bikes and scooters for hours, We have no footpaths, we use the road, the verge, the grass - and we like it that way, its part of living in the rural residential area we bought into - How will this proposal ensure the road safety of every one of our residents who uses River Road without impacting on the very nature of our suburb. The answer can only be by not having access to River Road.

6. The Social Impact Assessment by Hadron Group Oct 2025 pg 5 The Executive Summary states that the *"Alternate egress via River Road represents a positive outcome for the broader Gosforth community, improving access and safety in flood events"*. Broader Gosforth Community? So this access is not limited to the 900 homes in this proposal, nor the 10,500 residents of the Anambah Urban Area but the ENTIRE Gosforth Community?

Instead of negatively impacting ALL Windella residents this proposal should ensure that appropriate roads, road upgrades, bridges and other infrastructure are constructed linking this development to Anambah Road. This would BENEFIT ALL Anambah Road new and current residents with ALL weather and situation access and literally eradicating the historical use of row boats during times of flooding. This is the 559 "Anambah Road, Gosforth" proposed development and part of the broader Anambah URBAN Area after all. This is not the River Road extension housing development.

Providing all weather access along Anambah Road is also essential to helping traffic flow heading in an easterly direction with access via Wyndella Road for westerly heading traffic or emergency access as a way of managing traffic between Hereford Hill Estate and Shipley Drive. This will be of great importance with the future traffic management challenges associated with the industrial development and associated transportation issues of the land opposite the Newcastle Aero Club.

7. The required heavy machinery movement, and excess vehicle and people traffic to install sewerage lines and upgrade water pipes along River Road would place another pressure on our wildlife. Including our reptiles, amphibians and birds. In particular the threatened Australian Grey-Crowned Babbler (*Pomotostomus temporalis*) which is listed as Vulnerable in NSW (NSW Government: Office of Environment and Heritage threatened Species bionet webpage). These birds nest in many of the trees along River Road as well as feeding in the waterways and leaf litter on either side of River Road and in particular the culvert areas. Windella is a safe haven for these birds.

8. It is a concern that Ausgrid, who manages our electricity supply, has stated there is insufficient capacity to supply this development and that any development should wait until Ausgrid substations are upgraded. We are already seeing significantly longer delays in emergency responses and increased occurrence of brownouts since the exponential increase of houses in Lochinvar. Some of our residents recently experienced up to 24 hours without electricity after one storm. I am unaware of a previous occassion, where this has happened. If Ausgrid is struggling to

attend to our electrical emergencies now, how much more will this be impacted by an additional 900 dwellings ?

9. How can this proposal be approved when it “professionally” assesses the “potential social impacts” within this development area yet negates to engage with the Windella community? As opposed to perceived impacts, when will the “actual” social impact of this development on the households of Windella be assessed? Long term families are already selling their houses and moving in case this development is approved. That is a sign of significant and egregious impact on our community!

The Social Impact Assessment by Hadron Group Oct 2025 pg 5 The Executive Summary states that the *“visual impacts are expected to be low to moderate and will be mitigated through design.”* However, visual impacts on the Windella Residents, especially those who currently have vast country views over the Anambah area will be extremely high. No degree of design mitigation will change the impact on our residents scenic quality and sense of serenity. Again, this is another example of the conflict noted in the Zone R5 objectives.

In Conclusion, ultimately this DA including the resubmission /amendments, attacks Windella's peace, quiet, scenic quality, individual safety, travel, time, and environmentally sensitive areas. It threatens to reduce our individual and community well being and our social cohesion, eroding the very benefits that arise from that which it is zoned to foster. It places demand on our public land use, our roads and services. There is undue conflict between our land uses and that of this development. The proposal offers the Windella Community no benefit or positive outcome in return for its expectations on our community. We are not this developments short cut - It is therefore unreasonable and unacceptable and I reiterate my objection to the Development Application.

9th December 2025  
Att: General Manager

I am writing regarding the Development Application **DA/2024/763:1** proposed for Gosforth.

Residents of Gosforth have long been aware that residential development would eventually creep 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.

**Re: Objection to DA/2024/763:1 - 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/2024/763:1 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 connection and integration to surrounding developments, detail and concrete solutions to the environmental, infrastructural, social, and agricultural production guarantees.

Dear Maitland City Council,

We are writing to formally object to development application DA/2024/763:1 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:

- The applicant has not addressed the closure of access via Anambah Rd by council, police or the SES by the installation of cement barricades as soon a water crosses Anambah Rd at its lowest point by more than 150mm.
- **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.
- How will Council ensure in the applicant will cover the costs involved in 28.b. River Rd until the Wyndella Road is constructed B: B in 2031 and C:D 2041.

### 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 400,000sqm to 200,000sqm 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).
- **Runoff pollution:** The applicant has not addressed the ongoing need to control rubbish and pollution runoff flowing into downstream properties.
- We have a property biosecurity obligation to ensure our livestock do not provide a health concern or exceed allowed MRLs both domestically and internationally.
- We request that the applicant be held liable for any damages into the future if our property is polluted or our biosecurity plans are breached.

### 4. Lack of connectivity

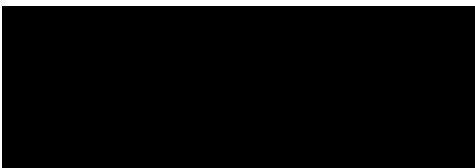
- The application is not in sequence with the greater areas proposed development.
- The application is based on other potential development which has not been commenced or even approved in most cases.
- This application is out of sequence for the area.

### 5. Timing and sequencing

- This application should be held over until adjoining developments are approved and constructed.
- The applicant appears to be rushing the local community the committee and council to approve a development proposal that will create an isolated and disconnected community.

In conclusion, we urge the council to reconsider this development application due to its lack of integration with the surrounding area. The lack of detail and concrete solutions to the environmental, infrastructural, and social impacts listed above as this is a disconcerted and isolated development proposal.

Thank you for your attention to this important matter.



**Scott Fatches**

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**From:** Customer Experience | Maitland City Council <cet@maitland.nsw.gov.au>  
**Sent:** Wednesday, 10 December 2025 3:22 PM  
**To:** info@maitland.nsw.gov.au  
**Subject:** FW: DA/2024/763.1-Setion 8.2 Review [ thread::dclGVJArLEiCj7YM7AK76ww:: ]  
**Attachments:** maitland council donation.pdf

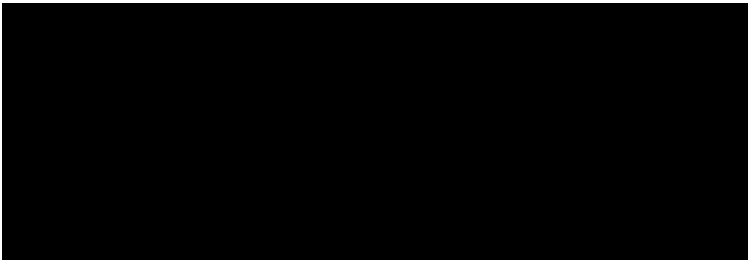
Hi Team,

Please profile.

Thanks

Rachelle

Customer Experience Team  
Customer and Digital Services | Maitland City Council  
t 02 4934 9700  
cet@maitland.nsw.gov.au



To whom it may concern ,

I am writing to voice my concerns about the DA as shown . I believe this DA will significantly impact my current way of life and disrupt the safety and lives of all Windella residences. I have listed the issues as shown

- River Road is not suitable for use in flood or fire conditions and must not be used.
- An additional **1,000+ cars per day** would be disastrous through our estate.
- The developer wants to install **water and sewer lines** along River Road.
- **Ausgrid has stated there is insufficient capacity** to supply this development.
- Our expectation is that the developer must **upgrade Anambah Road** and/or construct the **link to Wyndella Road**, removing the need to use River Road.
- The development should wait until **Ausgrid substations** are upgraded.

Regards

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The views expressed in this email are not necessarily those of the Maitland City Council unless otherwise stated. The organisation does not warrant that this message is free of

9 December 2025

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

Dear General Manager

**DA/2024/763:1, Section 8.2 Review - Concept Development Application for 559 Anambah Road GOSFORTH**

Thank you for the opportunity to provide a submission in relation to [DA/2024/763:1, Section 8.2 Review - Concept Development Application for Two \(2\) into 900 Lot Staged Torrens Title Subdivision with Stage 1 Torrens Title Subdivision of 220 Lots, 559 Anambah Road GOSFORTH | Maitland City Council](#) (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

I acknowledge the cursory additional information and responses provided as part of the Section 8.2 Review. However, this material does not adequately address the substantive concerns previously raised. My objections still remain as follows:

- **Leapfrog development** with no progressive or logical linkage to existing urban facilities or services.
- **Restricted access:** The Proposal relies on a single access road, traversing four flood crossings, which poses unacceptable risks during emergency evacuation (flood, bushfire, or road accident). At least two permanent access routes must be provided prior to release of any residential development
- **Land use incompatibility:** The Proposal is inconsistent with surrounding agricultural land use and lacks visual buffers or green spaces to soften the impact of high-density residential development.
- **Planning inconsistencies:** Numerous breaches of the principles and objectives of the *Maitland Local Environmental Plan 2011* and the *Maitland Development Control Plan 2011*.
- **Lack of connectivity:** No integration with community infrastructure, services, or public transport. The developer's response to road safety by reducing the speed limit of Anambah Road to 80 km/h ignores community needs and fails to address the absence of cycleways and footpaths to connect this new residential development to existing neighbouring suburb for services and shops.
- **Biodiversity impacts:** The site contains four Endangered Ecological Communities, nine Threatened Ecological Communities, and 44 listed Threatened Species.
- **Waterway impacts:** High-density development threatens surrounding waterways, downstream users and the Hunter River.
- **Infrastructure deficiencies:** No current provision of power, water, or sewerage to service the Proposal.
- **Bushfire risk:** The site is bordered on three sides by Category 1 bushfire-prone land. With the intensity and quickness of Australian bushfires we require two permanent access routes in the event we have to evacuate 900 lots.

### **High-Risk Context**

Anambah and Gosforth are already constrained by a single access road with no through-route, regularly isolated by 4 flood crossings (1–3 times per year, for up to five days). Emergency evacuation in such conditions is untenable. The Proposal is therefore inconsistent with the majority of principles underpinning the *Maitland LEP* and *Maitland Urban Strategy* and should be rejected.

### **Community Context**

[REDACTED]  
[REDACTED] We are part of a community of agricultural families who value the rural character and productivity of the Gosforth area. While we are not opposed to development, we expected the Anambah Urban Release Area (URA) to progress sequentially from the southern end, closer to facilities and transport, with infrastructure delivered in stages.

This Proposal, however, is disproportionate with 1,142 lots across 126 hectares compared to the URA's intended 3,000 lots across 490 hectares and entirely isolated. Anambah Road is already fragile, frequently potholed, and unsuitable for the additional traffic load.

### **Smaller lots**

The concept and proposal of 26 lots of <450m<sup>2</sup> for State 1 and 90 smaller lots for the Conceptual DA should be rejected immediately due to being inconsistent with *Maitland LEP* and *Maitland Urban Strategy*

### **Social Impact Assessment prepared by the Hadron Group**

The Social Impact Assessment prepared by the Hadron Group is a superficial, stop-gap response that fails to adequately address the serious concerns raised by key stakeholders (Roche, Hunter Quarries, Riverbend Organics) our community, and the people who live in and value this area. It is unacceptable that neither the Developer nor the Hadron Group have recognised the Anambah and Gosforth communities as major landholders, nor undertaken any consultation with us. This omission demonstrates a clear failure of due process and a disregard for the rights and interests of those most directly impacted by the Proposal. By excluding the local community from meaningful engagement, the applicants have undermined the legitimacy of their assessment and shown a lack of respect for the people who live in and sustain this area.

I strongly object to the statement that *"Submissions appeared to be strongly coordinated. As a result, it was concluded that further community consultation would be unlikely to yield additional representative input beyond what had already been formally submitted."*

The assertion that submissions were "coordinated" dismisses the authenticity of local voices and undermines the lived experiences of residents who have taken the time to raise legitimate concerns. This conclusion effectively silences the community by suggesting that our input is repetitive or orchestrated, rather than representative of widespread and genuine opposition.

Furthermore, the behaviour and responses of the applicant's representatives at the Hunter and Central Coast Regional Planning Panel hearing in were tone deaf to the seriousness of the unresolved issues. Rather than acknowledging the risks and deficiencies raised, the developer rushed their submission, disregarding the need for meaningful dialogue with those most affected. This approach demonstrates a lack of respect for the community and a failure to meet even the basic standards of transparent consultation.

The Social Impact Assessment should have been an opportunity to listen, to understand, and to incorporate the perspectives of residents into the planning process. Instead, it has been used to

dismiss community concerns and justify proceeding without addressing critical issues of safety, connectivity, environmental impact, and quality of life. Such treatment erodes trust and highlights the imbalance between developer interests and community wellbeing.

The Anambah and Gosforth communities acknowledge that this land is within the Anambah Urban Release Area and is already zoned for urban purposes under the Maitland LEP 2011. However, our expectation has always been that any future development would complement the surrounding rural character and community values, rather than result in a dense, economically driven subdivision lacking compatibility with its setting. It is of particular concern that the Proposal disregards the existing isolation and connectivity challenges, seemingly assuming that Maitland Council will resolve these fundamental issues after the fact.

Section 7.3 Access clearly states the impacts of access *“In the early stages of development, residents will be highly dependent on private vehicles due to the absence of public transport connections and limited access to nearby activity centres. While confident cyclists may use Anambah Road to reach employment and services, this route lacks dedicated infrastructure and may be perceived as unsafe by less experienced users. River Road, although formally designated for emergency flood-free egress only, is expected to be used informally for walking and cycling, offering a potential active transport link to Lochinvar amenities.”*

The statement provided in the assessment highlights a fundamental lack of planning and integrity in the Proposal. It openly concedes that:

- Residents will be **highly dependent on private vehicles** due to the absence of public transport and limited access to activity centres.
- Cycling access via Anambah Road is unsafe, lacking dedicated infrastructure and unsuitable for less experienced users.
- River Road, formally designated for **emergency flood-free egress only**, is nevertheless “expected” to be used informally for walking and cycling.

This admission demonstrates that the Proposal fails to provide even the most basic transport and connectivity solutions required for a sustainable community. Reliance on private vehicles entrenches isolation, increases traffic risks on already fragile rural roads, and contradicts planning principles that require integration with public transport, safe pedestrian and cycling networks, and reliable emergency access.

The suggestion that an emergency egress route could double as an informal active transport link is irresponsible and unsafe. It reflects poor planning practice and a disregard for both community safety and quality of life. Rather than addressing these deficiencies, the assessment attempts to normalise them, which further undermines the credibility of the development. Let alone recognising that there is no linkage to Lochinvar amenities.

This statement itself is evidence that the Proposal is not viable. A development that knowingly places future residents in isolation, dependent on unsafe or informal transport routes, cannot be considered compatible with the objectives of the *Maitland LEP 2011* or the *Maitland Urban Strategy*.

### **Emergency Access and Services**

The Proposal’s reliance on River Road for flood egress (operational only during flood events) and delayed secondary access via Wyndella Road is unacceptable. No shopping facilities are planned, further isolating residents compared to other flood-prone suburbs such as Gillieston Heights, which at least has local services.

## Visual and Environmental Impacts

A visual and acoustic setback should be established along Anambah Road to safeguard rural amenity and minimise both noise and visual impacts. The existing tree lines within Lot 55 DP874170 must be preserved to reduce the development's visual footprint and to protect endangered ecological communities. In addition, physical barriers should be installed to prevent residents from accessing their backyards directly from Anambah Road, as such access would present a significant safety hazard.

Section 7.5 claims that *“Continuous landscape buffers along Anambah Road, supported by a perimeter road on the northern and western boundaries, provide clear separation from adjoining rural properties and reduce visual exposure for road users.”*

While it is noted that the Developer has considered visual relief for the landowner and their residence along the northern and western boundaries, this approach is selective and inadequate. The same level of protection and amenity must be extended to **all boundaries**, particularly the eastern boundary fronting Anambah Road.

Failure to provide continuous landscape buffers along the eastern boundary disregards the broader community and road users who will be most exposed to the visual and noise impacts of the development. Limiting buffers to only certain boundaries demonstrates a piecemeal approach that prioritises the individual landowner while ignoring the cumulative impact on the wider Gosforth and Anambah communities.

Visual and acoustic setbacks, supported by continuous landscape buffers, must be incorporated along **all boundaries** of the Proposal, with particular emphasis on Anambah Road. Anything less fails to mitigate the significant visual intrusion and noise pollution this high-density subdivision will impose on the rural landscape.

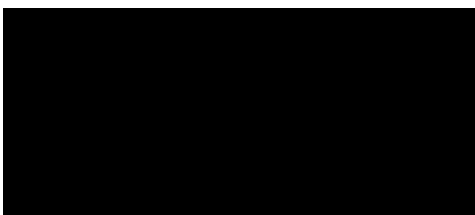
## Conclusion

This Proposal is situated in one of the Hunter Valley's last remaining high-quality agricultural zones, isolated from urban services and surrounded by rural land. It represents an inner-city style subdivision imposed on a rural landscape, with no connectivity, inadequate infrastructure, and significant environmental and safety risks.

This Section 8.2 represents a cursory attempt to dismiss the significant issues under the pretext that this is a minor development, effectively deferring responsibility and leaving critical concerns to be addressed by others at a later time. I urge Maitland City Council to reject this Proposal. Progressive development should commence from the edges of existing urban areas, with infrastructure and services in place, and with a permanent second access constructed before any residential expansion in this location.

The current design prioritises financial gain over community with leapfrog development, environment, and safety. It fails to blend with the rural landscape, lacks green space, and risks transforming Gosforth into a concrete enclave.

Yours kindly



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. [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.





10 December 2025

The General Manager  
Maitland City Council  
PO Box 220  
Maitland 2320

Dear Sir

DEVELOPMENT APPLICATION: DA 2024/763:1

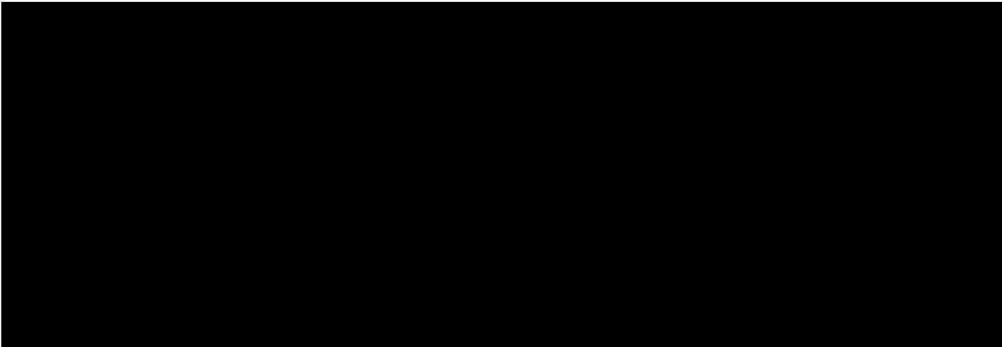


we wish to lodge an objection to the Section 8.2 Review of the above application for 559 Anambah Road, Gosforth 2320.

The reasons for our objection are as follows:

\* River Road should not be considered as an emergency flood or fire exit to the proposed development. It could not cope with the increased traffic flow that this would generate. the suggested traffic management plans such as no right turn onto the the New England Highway or no right turn into River Road would cause extreme disadvantage to the Windella residents and an extreme safety risk. The developers need to coordinate re constructing a link with the 'Roche/ Wyndella proposed road for alternative access and also upgrade their access via Anambah Road. River Road is not a viable alternative for the extra traffic the proposed development would generate. It is adequately coping with local traffic current utilising it but would not be able to safely handle the much increased volume from the proposed development.

\* The majority of Windella residents do not have access to town sewerage. It is not acceptable to have sewerage lines from the proposed development along River Road when we do not have this access ourselves. In addition our water pressure is notoriously weak therefore before water line access to the proposed development is given the Windella residents needs should be given priority and our water pressure improved to an acceptable level.





The General Manager  
Maitland City Council  
PO BOX 220 Maitland NSW 2320  
10 DECEMBER 2025

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

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.



## Scott Fatches

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**From:** Customer Experience | Maitland City Council <cet@maitland.nsw.gov.au>  
**Sent:** Wednesday, 3 December 2025 4:58 PM  
**To:** info@maitland.nsw.gov.au  
**Subject:** FW: Submission DA/2024/763:1-section 8.2 review [ thread::QdUXeG9wLXqHDemOALY-IQw:: ]  
**Attachments:** attachment 1.pdf

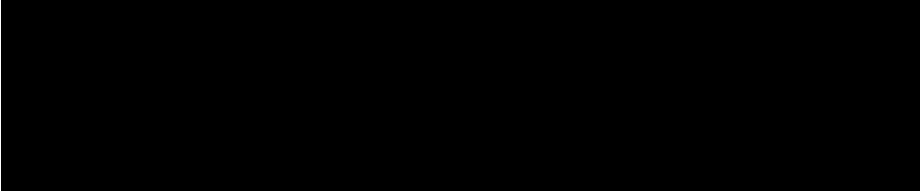
Hi Team,

Please see the below email submission.

Kind Regards,

Jemima  
Customer Experience Team  
Customer and Digital Services | Maitland City Council  
t 02 4934 9700  
cet@maitland.nsw.gov.au

**maitland**  
CITY COUNCIL



Submission Regarding DA/2024/763:1 — Section 8.2 Review

To whom it may concern,

I am writing in relation to the Section 8.2 review of Development Application DA/2024/763:1, and wish to formally raise the following concerns regarding the proposed development:

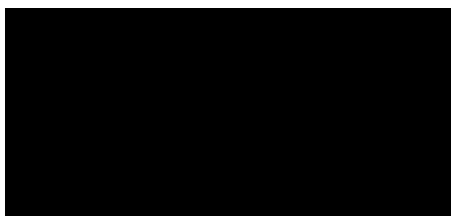
**Key Issues for Consideration**

1. River Road is unsuitable for evacuation or access during flood or fire conditions and should not be relied upon for any part of this development.
2. The introduction of an additional 1,000+ vehicles per day through our estate would have a significant and negative impact on local traffic flow.
3. Safety concerns exist due to the increased traffic volume, particularly in areas where children access bus stops along River Road.
4. Ausgrid has confirmed that there is currently insufficient network capacity to service this development.
5. It is expected that the developer should be required to upgrade Anambah Road and/or construct the link to Wyndella Road, thereby eliminating reliance on River Road.
6. The development should not proceed until Ausgrid substations are upgraded to ensure adequate infrastructure and service reliability.

Given these concerns, I respectfully request that they be thoroughly addressed as part of this review before any approval is granted.

Thank you for your consideration.

Kind regards,



Sent from my iPhone

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The General Manager,  
Maitland City Council,  
MAITLAND NSW 2320

Dear Sir,

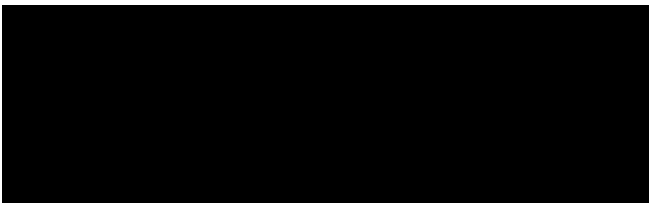
SUBMISSION FOR DA/2024/763:1 – SECTION 8.2 REVIEW

In regard to the above submission, we have no issues with the development itself.

We believe that allowing flood and/or fire access via River Road would be a disaster. River Road is a 50km speed zone which quite often people don't respect and is already dangerous where the road bends on to Lerra Road. We have had cars come around the bend from Lerra Road over the centre line and nearly run in to our vehicle. The school bus stops directly at this intersection to let the children off in the afternoon actually blocking part of the carriageway. Then many of the children have to cross the road at this corner to reach their homes.

We understand the developer wants to install water and sewer lines along River Road which will cause even greater hazards.

We believed that the developer was to upgrade Anambah Road and/or construct the link to Wyndella Road removing the need to use River Road. There will also be additional problems for the New England Highway traffic should the access via River Road be allowed which has the potential to cause more accidents at this intersection.



## Scott Fatches

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**From:** Customer Experience | Maitland City Council <cet@maitland.nsw.gov.au>  
**Sent:** Tuesday, 9 December 2025 7:39 PM  
**To:** info@maitland.nsw.gov.au  
**Subject:** FW: Objection to DA/2024/763:1 Section 8.2 Review [ thread::- XxO\_qbdLxOwXXGSAGusoQw:: ]  
**Attachments:** DISCLOSURE STATEMENT OF POLITICAL.pdf

Hi team,

Please profile the attached submission.

Kind Regards,

Jemima  
Customer Experience Team  
Customer and Digital Services | Maitland City Council  
t 02 4934 9700  
cet@maitland.nsw.gov.au

**maitland**  
CITY COUNCIL



Dear Sir

**We wish to object to the following Concept Development Application:**

DA/2024/763:1, Section 8.2 Review - Concept Development Application for Two (2) into 900 Lot Staged Torrens Title Subdivision with Stage 1 Torrens Title Subdivision of 220 Lots, 559 Anambah Road GOSFORTH

1. Any future development needs to be sequestered from the beginning of Anambah Road or extension of the existing Windella subdivisions. Having the proposed development

over 5km from existing residential areas from Rutherford/Anambah is not practical with no linkage to existing services and facilities. This development is premature.

2. We are not against residential development in our community but it needs to be in keeping with the rural surroundings. The high density residential layout proposed does not harmonise with the surrounding land uses. The lot sizes proposed belong in cities not in a rural environment.
3. The social impact to the current community and the potential thousands of new residents is enormous. The lack of facilities, infrastructure and small allotments crammed into this staged development has the potential to create a very undesirable neighbourhood in years to come.
4. Two permanent fully operational access routes with appropriate walkways and cycleways should be established prior to any future development.
5. Anambah Road floods in four sections sometimes three and four times a year. This development is not sustainable considering the huge increase to the population if the development goes ahead.
6. This development is solely for profit of the developers with no consideration to safety and rural ambience.
7. Anambah Road is not fit to carry hundreds of more cars. It has sharp bends, blind corners and already there has been road traffic deaths. Traffic safety should be paramount.
8. There are many kangaroos that cross Anambah Road daily and this has caused many road accidents with existing residents let alone with hundreds of householders ill equipped to avoid these dangers.
9. There is no public transport, no road shoulder and many trucks use the road from the local quarries and composting facilities. Anambah Road has a speed limit 100km/p/hr but it also attracts cars taken on test drives from the local car dealers and they do not adhere to the speed limit.
10. The land proposed for development is in a nature corridor with many wildlife and birdlife at risk.
11. Anambah Road is notorious for hoons driving dangerously and doing burnouts. It's a wonder no innocent life has been taken already. Illegal dumping, stolen cars set on fire, and theft are happening regularly. An increased in high density housing will only increase these undesirable activities.
12. The development will have major negative impacts on downstream environmental and water management.
13. The additional workload to our hard working emergency services - Fire Brigade, Police, Ambulance, SES during times of flood and fire in this rural location needs to be considered with the projected increase in residents.

We sincerely hope that Maitland Council can see this development as premature and reject this development application.

**Scott Fatches**

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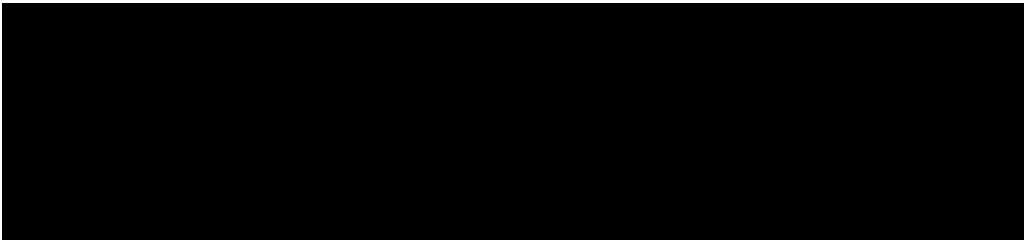
**From:** Customer Experience | Maitland City Council <cet@maitland.nsw.gov.au>  
**Sent:** Tuesday, 2 December 2025 3:07 PM  
**To:** info@maitland.nsw.gov.au  
**Subject:** FW: developments [ thread::ZEyaO48oJxC5UvELdQye0gw:: ]

Hi team,

Please see the below submission.

Kind Regards,

Jemima  
Customer Experience Team  
Customer and Digital Services | Maitland City Council  
t 02 4934 9700  
cet@maitland.nsw.gov.au



to the planing officer at Maitland council.

**Submission for DA/2024/763:1 – Section 8.2 Review this development is totally wrong for this area.**

first objection from me would be the amount of traffic on River Road secondly you don't even do a proper maintenance of our Roads and if that's the case you won't be able to keep the it maintained properly.

\*\*\*\*\*

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thread::ZEyaO48oJxC5UvELdQye0gw::

## Scott Fatches

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**From:** Customer Experience Team <cet@maitland.nsw.gov.au>  
**Sent:** Wednesday, 10 December 2025 11:18 AM  
**To:** Maitland City Council  
**Subject:** FW: Fwd: Objection to DA/2024/763 :1 proposed multi lot subdivision off Anambah Road Gosforth. [ thread::oArAVoinLPuKex5xOyX65gw:: ]

Hi Team,

Can you please profile this again.

Thanks

Rachelle

Customer Experience Team  
Customer and Digital Services | Maitland City Council  
t 02 4934 9700  
cet@maitland.nsw.gov.au

**maitland**  
CITY COUNCIL

- >
- > ?Dear General Manager,
- > I wish to lodge my objection to the subject site over development on the following public safety grounds:-
- > 1. This development 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 extended 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 ( 3000m on the audit map ) 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 is a history of fatality and head on accident at this location about every five years with about 35 households . With close to a thousand household many fatalities could occur every year if the road and importantly shoulder width, sight lines etc are not rectified . Just providing advisory speed signs as suggested shows a contempt ( money before lives ) for this demonstrated genuine problem.
- > 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