

Technical Advisory Note

Project	599 Anambah Road DA	Project Number	SCT_00581
Client	Thirdi Anambah Pty Ltd		
Document Name	Emergency Access Traffic Management Strategy		
Version	4.0	Date	24 October 2025
Author	Jonathan Busch	Director	JDB
Reviewer	Shawn Cen	Principal Consultant	Shawn Cen
Authoriser	Jonathan Busch	Director	JDB

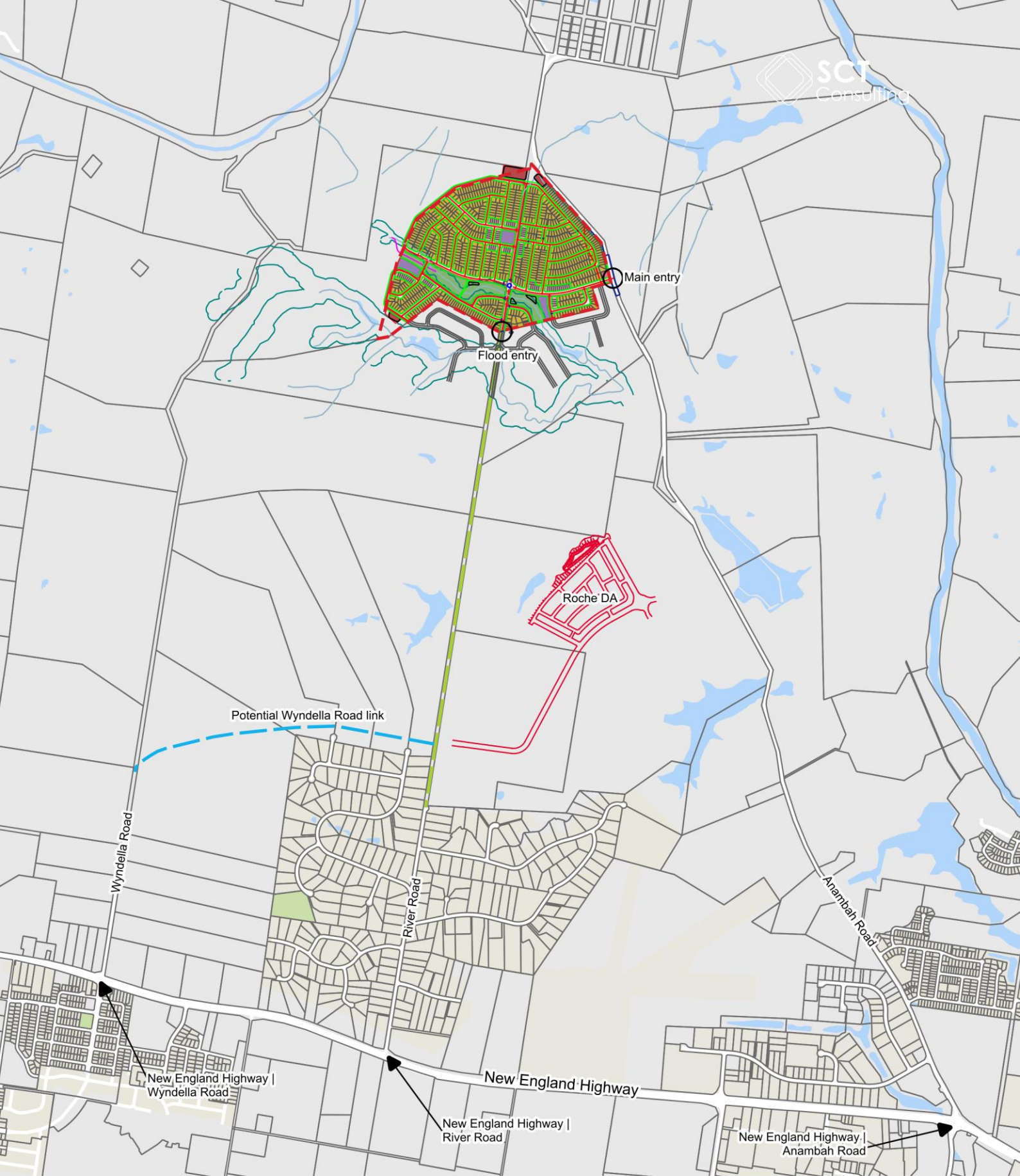
1.0 Introduction

1. Third.i is the proponent for DA/2024/763, which is a Concept Development Application for Two lots into Nine Hundred (900) Lot Staged Torrens Title Subdivision, and Stage 1 Torrens Title Subdivision of Two Hundred twenty lots. The DA applies to lot 177 DP874171 and lot 55 DP 874170, also known as 559 Anambah Road, GOSFORTH NSW 2320.
2. The Development Application was considered by the Hunter and Central Coast Regional Planning Panel and refused. The proponent is seeking a review of this decision.
3. One of the reasons provided by the panel that it is not satisfied by the application is that “the proposed flood evacuation route, which relies on gated access to River Road (an unformed Council road) is an appropriate response to ensure the efficient evacuation of flood affected residents, or to provide adequate egress/ingress for emergency vehicles when Anambah Road is inundated”. The Reasons for Refusal 3, 5 and 12 have a relationship with this concern.
4. This Emergency Access Traffic Management Strategy has been prepared to assess the flood emergency access contexts and to evaluate the required mitigations to preserve safe and appropriate flood access. This document should be read in conjunction with the Transport Impact Assessment, which is also revised for this submission.
5. Generative AI has not been used in the preparation of this advice.

2.0 Emergency events

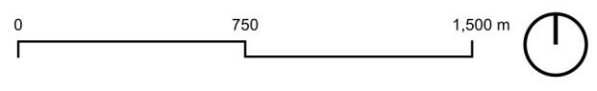
2.1 Road network

6. The road network surrounding the subject development application is shown in **Figure 2-1**. This map includes:
 - a. The proposed roads within DA/2024/763.
 - b. Proposed road layout on behalf of the landowner of 381 Anambah Road, Anambah, in DA/2025/486 ('Roche DA')
 - c. A potential Wyndella Road link identified by Council in a draft DCP provided to Third.i. An excerpt of the draft DCP road network layout is provided in **Appendix A**.



- Legend**
- Site boundary
 - New Roads:
 - Potential Wyndella Road Link
 - River Road access route
 - Roche DA Layout
 - Proposed new intersections in DA

Figure 2-1 Road Network



7. The road network is anticipated to have a future connection to Wyndella Road. This connection is outside of the control of this development, but it has a material impact on the route of travel during some emergencies. There are therefore two road network scenarios:
 - a. There is no connection to Wyndella Road
 - b. There is a connection to Wyndella Road.
8. There is a planning imperative to the delivery of the potential Wyndella Road link as it is relied on within the exhibition of a DA for 381 Anambah Road, Anambah.
9. The emergency access needs to operate acceptably on the day of opening of the subdivision, but also into the future. The planning horizons assumed in the Transport Impact Assessment (SCT Consulting, 2025) are 2028 and 2038. These same planning years will be adopted for this study.
10. The performance of the key intersections along New England Highway (NEH) under the different scenarios is summarised in **Table 2-1**. The TIA provides further details.

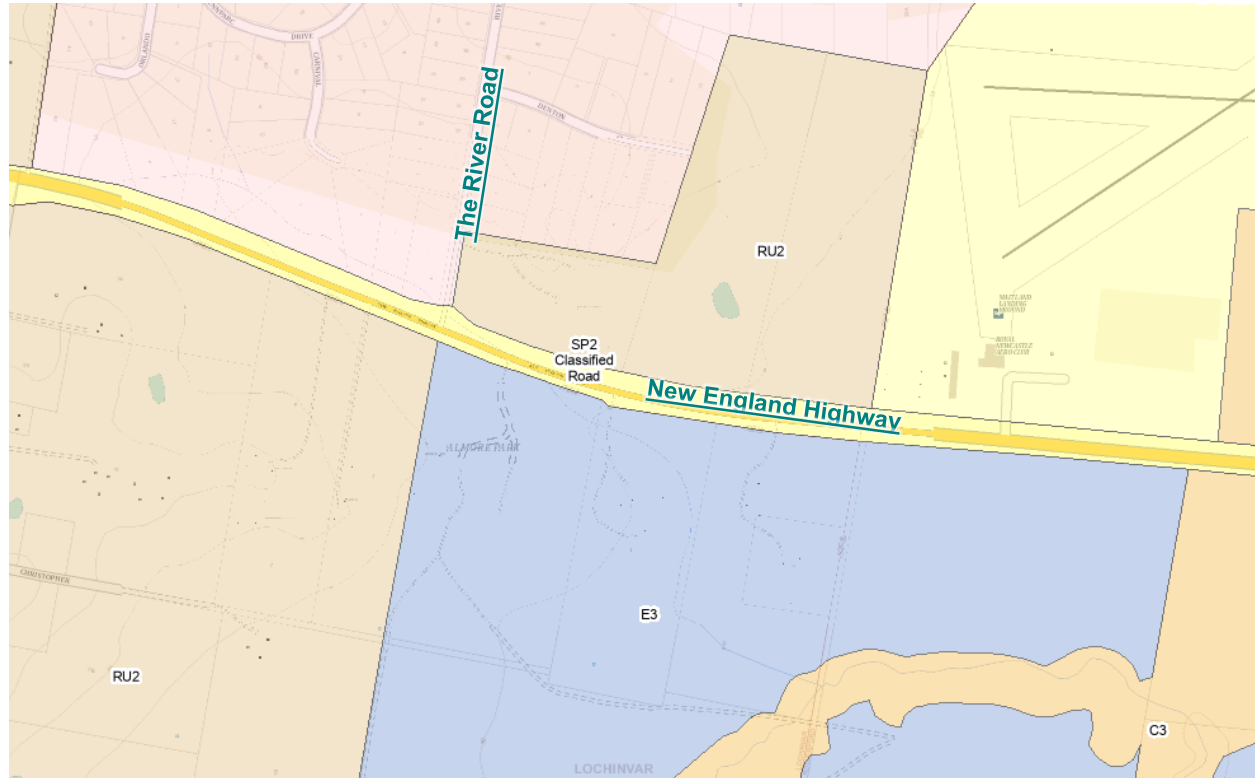
Table 2-1 Intersection performance assessed within TIA

Year	Wyndella Road link in?	NEH Wyndella Rd	NEH River Rd
Medium term	No	2031: B B	2028: F A
Long term	No	2041: C D	Not assessed

11. NEH | Wyndella Road is based on the performance of the intersection from SCT Consulting's work on 898 New England Highway, Lochinvar, derived from information within the public realm. It is noted that there is currently a draft Voluntary Planning Agreement between DB 20 Pty Ltd and the Minister for Planning and Public Spaces on exhibition. This planning agreement would further upgrade the intersection of NEH | Wyndella Road.
12. The intersection performance indicates that River Road has poor intersection performance with background growth by 2028, but other roads have spare capacity in 2028. This is primarily due to the right turn out.
13. Any upgrade of the intersection would be part of the responsibility of Transport for NSW, as the New England Highway is a classified state road. Absent this development, the River Road will perform at Level of Service F. As the performance declines due to background growth, TfNSW would need to consider upgrades at this location. The delay in the 2028 AM for traffic turning right out of the intersection is approximately 200 seconds per vehicle. The upgrade could include a range of different treatments, which include signalisation or right turn bans.

14. The industrial area south of New England Highway has been zoned for industrial (refer to **Figure 2-2**) and will need an access point. The one possibility is that the access point is aligned with River Road and signalised.

Figure 2-2 Industrial land south of New England Highway



Source: NSW Spatial Viewer, 2025, with annotations by SCT Consulting

2.2 Emergency type

15. Maitland LGA has a history of significant flooding events, including the devastating 1955 Hunter Valley Floods, which resulted in loss of life and property damage.
16. Council commissioned a flood study, the Hunter River Floodplain Risk Management Study and Plan (WMAwater, November 2015). An excerpt of this study includes an identified Flood Planning Level Extent and PMF ("Probable Maximum Flood") Event Extent. This is provided in **Appendix B**.
17. **Figure 2-3** (overleaf) shows the Flood Planning level overlaid with the road network. Under the Flood Planning Level, the following routes of travel would be inundated:
- New England Highway as far as Mirage Road | Kyle Street
 - Anambah Road south of the main entry
 - Rail lines to the south east.
18. **Figure 2-4** (overleaf) shows the site amongst the broader flood planning levels in the region. This map includes the Flood Planning Levels for both Cessnock and Maitland City Councils. Within the Cessnock LGA, the New England Highway, Allandale Road and parts of the Hunter Expressway would be inundated under the Flood Planning Level.
19. The subject site is not inundated in either the PMF or in the Flood Planning Levels. It is mapped as "Overland Refuge on High Trapped Perimeter Area" during the PMF within the Hunter River Floodplain Risk Management Study and Plan (pg. 137). It is assumed that it is designated as "trapped" because the only road access (Anambah Road) is flood-affected in this event. It is also assumed that it is considered an overland refuge because it is not flood-affected. Hence, there is a need for an alternative access during flooding emergencies.



- Legend**
- Site boundary
 - New Roads:
 - Potential Wyndella Road Link
 - River Road access route
 - Roche DA Layout
 - Proposed new intersections in DA
 - Flood Planning level

Figure 2-3 Flood overlay





Legend

Public Transport	New Roads:	Roche DA Layout
Rail	Potential Wyndella Road Link	Flood Planning level
Site boundary	River Road access route	

Figure 2-4 Wider flood map



20. As the site is not flood-affected, there would not be a need to evacuate the site during a flood emergency. However, other transport demands would still need to be catered for.
21. The transport demands during flooding would depend on the extent of the flood:
 - a. In the event of a wide-scale flood, at the level of the PMF, there are limited destinations that would be free from inundation (refer to **Figure 2-4**). It is expected that there would be limited demands for activities such as commuting and education (unless new schools are provided in flood-free areas with flood-free access from the site). There would be some limited demands for essential activities such as shopping and emergency services (e.g. ambulance access).
 - b. In the event of a flood which closes Anambah Road (e.g. in a 20-year ARI (Average Recurrence Interval) event)¹, but not the broader region, more activities would be open. It is expected that travel demands may be at a similar level to typical for the site – commuting, education, shopping, emergency, recreation, waste collection and many other trip purposes would still occur. SCT Consulting was advised that "[Anambah Road] inundation commences somewhere between the 39% AEP (1 in 2 year ARI) and 18% AEP (1 in 5 year ARI). Interpolation indicates inundation would occur approximately 1 in every 2.4 years based on a long-term average. Taking the design storm for the 18% AEP, Anambah Road is cut for approximately 44 hours."
22. Under both circumstances, emergency access would generally not require urgency. Delays to most of the aforementioned activities will admit of some delays. The only exception is access for emergency services, which need timely access to the site, for example, if a resident requires an ambulance.
23. From a flood evacuation traffic management perspective, the most significant load is not expected during a major event. During this event, travel demands would likely decline to only service the necessary activities. It is during a lower severity event (e.g. a 2.4-year ARI), where Anambah Road is closed, but other major roads remain open, when the largest demand is likely to occur. The largest demand that would occur is day-to-day traffic, the same traffic generation that would have instead used Anambah Road.
24. In this situation, it is assumed that traffic on the New England Highway is not affected by flooding.

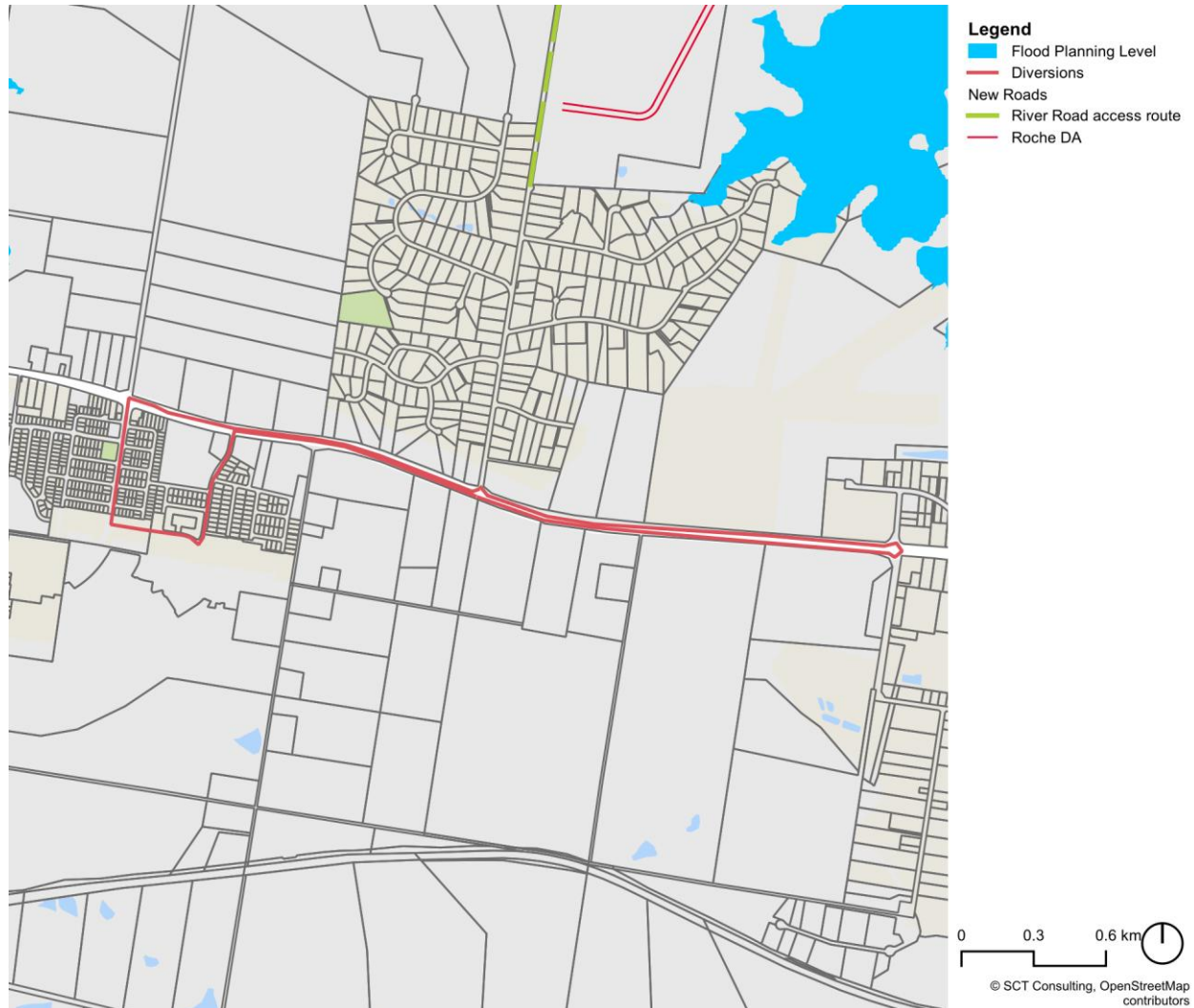
¹ Consider Figure 11C of Hunter River Floodplain Risk Management Study and Plan

3.0 Emergency mitigation plan

25. Under the subject Development Application, River Road will be upgraded to an 8m carriageway. The design of the carriageway is shown in **Appendix B**. This road will connect from the southern boundary of the subject site to the current cul-de-sac of River Road within the suburb of Windella. The link via the suburb of Windella is intended to be temporary until the potential Wyndella Road link is provided.
26. The northern end will include a controlled access point within the subject site. This controlled access point will be the subject of management by Third.i Anambah. When there is a flood emergency, the access gate will be opened, and residents will be notified that they are to use the River Road for access to the site rather than Anambah Road.
27. Until the Potential Wyndella Road link is provided, the access road would connect to the intersection of New England Highway | River Road. This intersection will perform at Level of Service F in the coming years, based on day-to-day traffic in the afternoon peak. There is some risk, therefore, that flood-affected residents experience long delays during a flooding emergency. Hence, options were developed for the management of this delay.
28. The options to address poor performance are:
 - a. **Upgrade of New England Highway | River Road** to support background growth. This could include the ban of right turns (requiring a detour of traffic) or signalisation. It is noted that the contribution to this upgrade under the subject DA ought to be minimal, as the intersection would only be used for flood access/egress 1 in every 2.4 years and for 44 hours – about 0.6% of the time (and only until the opening of the Wyndella Road link).
 - b. **Temporary traffic management to manage traffic flows:** During the morning peak period (7.00-9.00am), River Road would be traffic-controlled to allow vehicles to egress safely. This would be reviewed over time to ensure that traffic control is present during flood emergencies when the intersection level of service is F. A traffic guidance scheme has been prepared by a suitably qualified practitioner and is supplied in **Appendix D**. The intersection would operate similarly to traffic signals, with the east-west traffic paused to give time for River Road traffic to exit. This traffic management scheme will require TfNSW approval as the New England Highway is a classified state road.
 - c. **Temporary traffic control to ban right turns:** a right turn ban would be instituted for the right turn out and possibly the right turn in as well. This ensures that delays do not build up at the intersection, but would require a diversion route. A Traffic Guidance Scheme has not been prepared for this option. The right turn ban could involve the erection of temporary signage banning the right turn. The right turn could be emergency vehicles excepted or controlled with water-filled barriers to prevent illegal use. It would not require active traffic management
29. If traffic control were considered the most appropriate solution, some controls would be required to ensure that traffic management is always available. The following is recommended, but a scheme with equivalent functionality would also be acceptable:
 - a. The applicant proposes a condition on the Concept DA that requires the Western Link Road connection to be made before the issue of a Subdivision Certificate for the 221st residential lot in the Concept DA area.
 - b. Any traffic management works required for flood emergencies would be undertaken at the applicant's expense and secured with a bank guarantee or similar.
 - c. Details of traffic management plans would be a condition of consent to be approved before the issue of a Subdivision Certificate for the first residential lot in the Concept DA area.
 - d. Third.i Anambah would have the responsibility to arrange for the traffic management to occur with suitably qualified professionals.
30. Third.i Anambah would have the responsibility to monitor flooding conditions and to open the gate to the River Road in emergencies.

31. If there were right turn bans put in place, the right turn out would be diverted to the roundabout at New England Highway | Kyle Street. The right turn in would be diverted through Lochinvar to the west.

Figure 3-1 Diversion routes



Source: SCT Consulting, Maitland City Council for Flood Planning Levels

32. These options would be subject to discussion with the relevant stakeholders to confirm if there is a preferred approach.
33. If the Wyndella Road link is delivered, then flood-free access would be provided by New England Highway | Wyndella Road, which would be used by all traffic. Access to River Road would be terminated at the Wyndella Road link.

4.0 Assessment

34. The connection between the subject site and River Road or the potential Wyndella Road link need not be designed to a typical road standard, as it would be used infrequently for access, typically several days every two years. It could be designed to a lower speed limit, for instance, than a road of this hierarchy would typically be. It would need to be maintained to be free of vegetation and be able to carry heavy vehicles at all times. The road is proposed to be 'formed', but to an appropriate standard, given the low frequency of use. The current design meets these requirements. It is proposed to be a sealed road with gravel shoulders. The road includes re-grading of the existing surface level.
35. As shown in **Figure 2-3**, the corridor for the proposed extension to River Road, River Road, the Potential River Road link and Wyndella Road are not flood-affected. Hence, the access route proposed enables access during the emergency as it is not flood-affected. The subject site, therefore, would no longer be considered isolated. It is a place of refuge as it is located above the floodwaters.
36. Residents to the north of the subject site (e.g. in Gosforth) would benefit from this proposal. They would no longer be considered isolated, as these residents would have a flood-free access route. This is an important positive impact of the proposed development, which would reduce risks to the community during flooding.
37. Before the delivery of the potential Wyndella Road link, additional traffic demands would use the intersection of New England Highway | River Road. This intersection is forecast to be poor due to background growth, and it will only perform worse with the demands from the subject site. All of the options contemplated would provide a material improvement to traffic performance.
38. If there is concern by the Planning Panel about future expansion beyond Stage 1, the concept plan approval could also have a condition limiting development of future stages until the Wyndella Road link is provided.

Appendix A – Council Draft DCP

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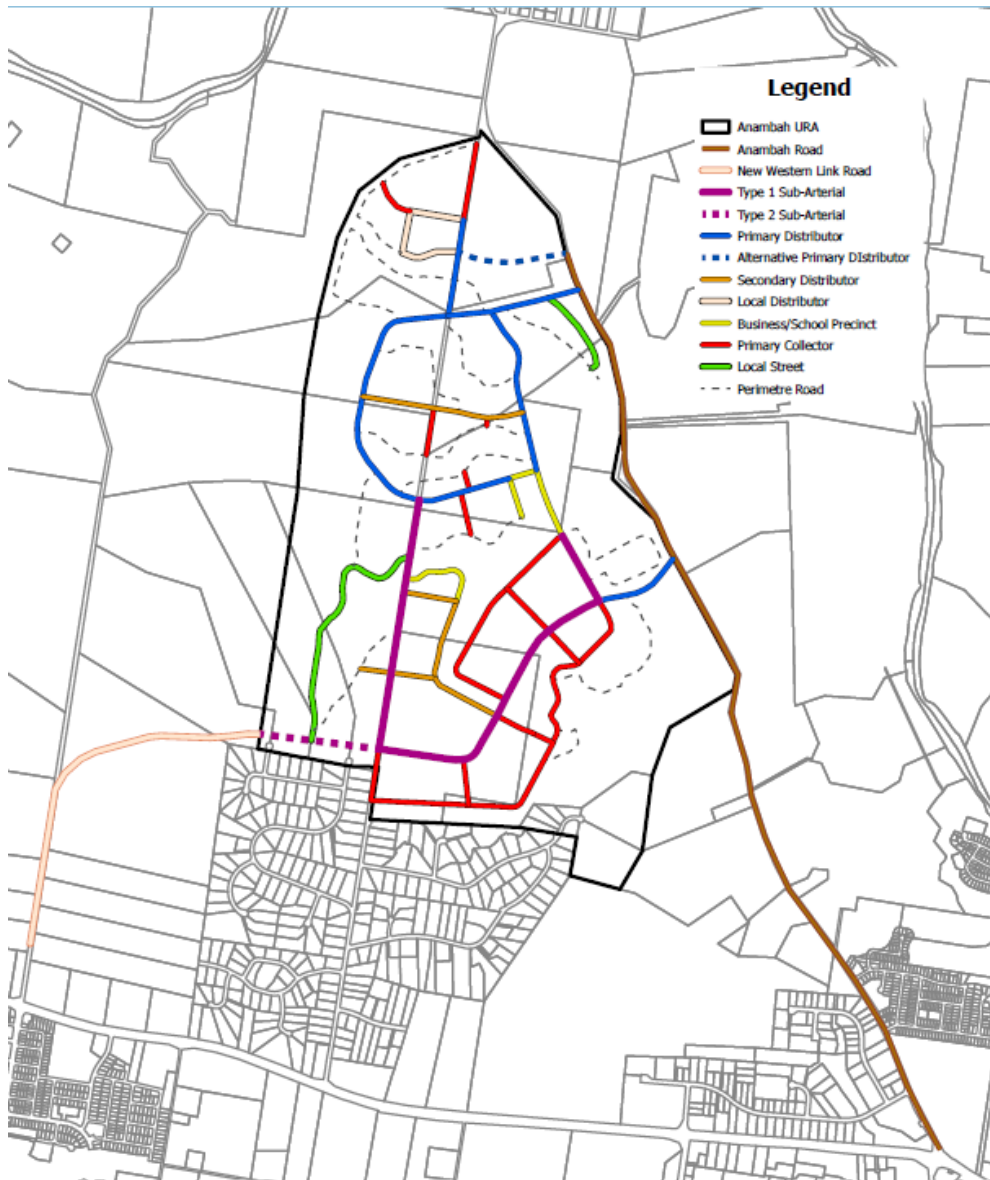


Figure 4: Transport Movement Hierarchy Plan

Commented [A03]: An updated Transport Movement Hierarchy Plan showing the access denied road will be circulated to stakeholders once available.

Appendix B – Excerpts of Council flood study

Hunter River

Floodplain Risk Management Study and Plan

FINAL



FIGURE 5
FLOOD PLANNING AREA

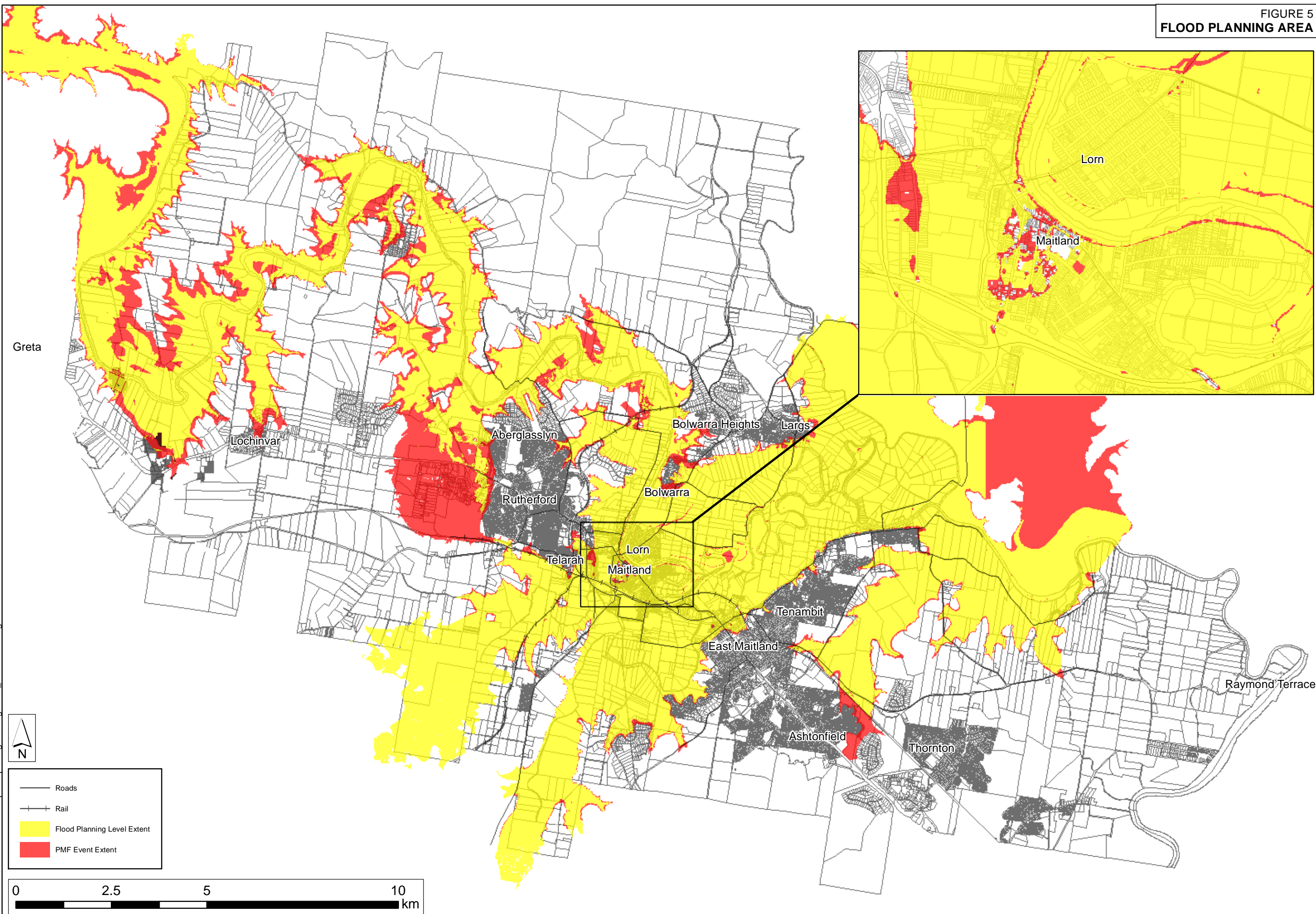


Figure 11C
EMERGENCY RESPONSE PLANNING CLASSIFICATION
STUDY AREA
PMF EVENT

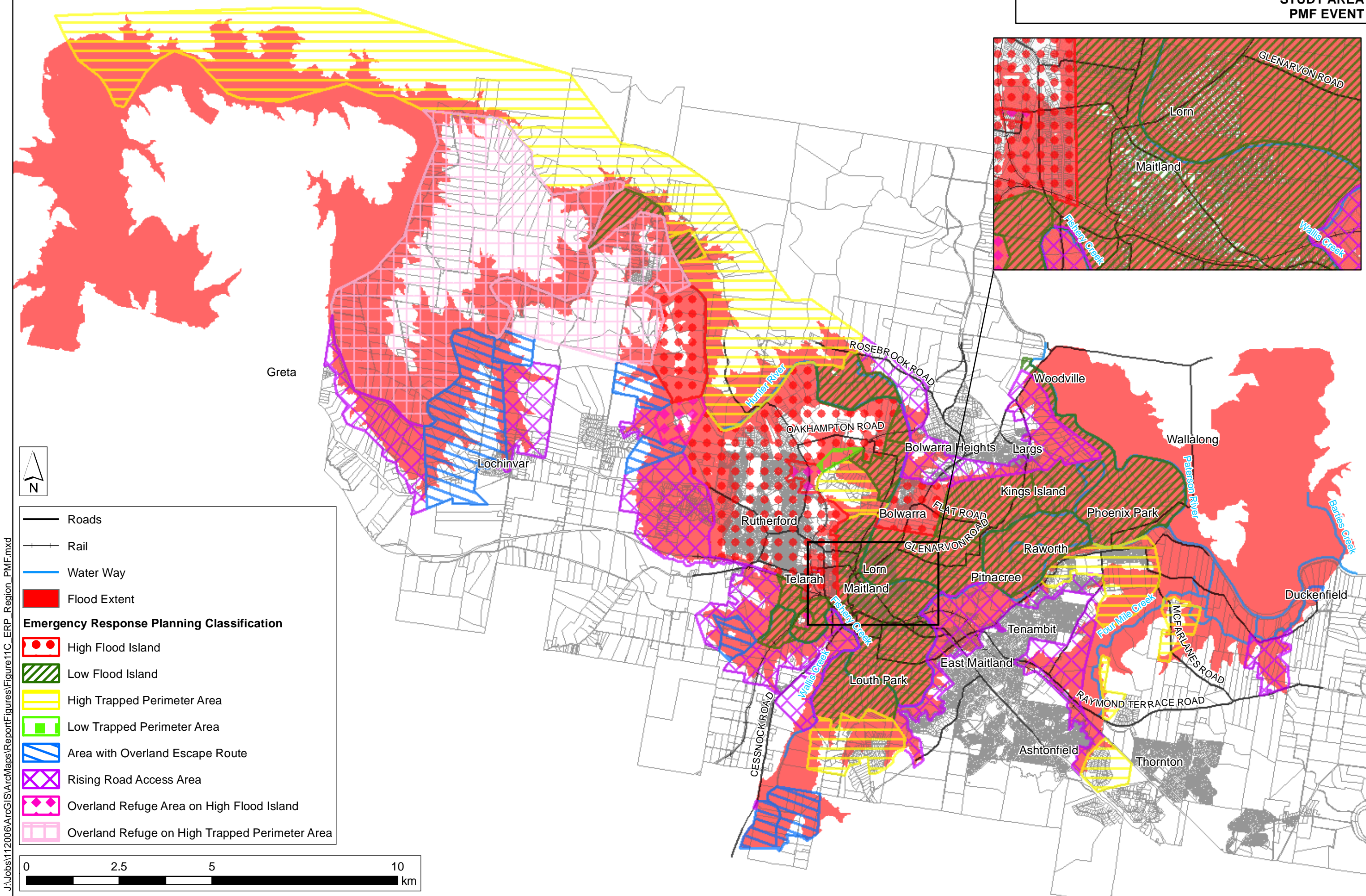
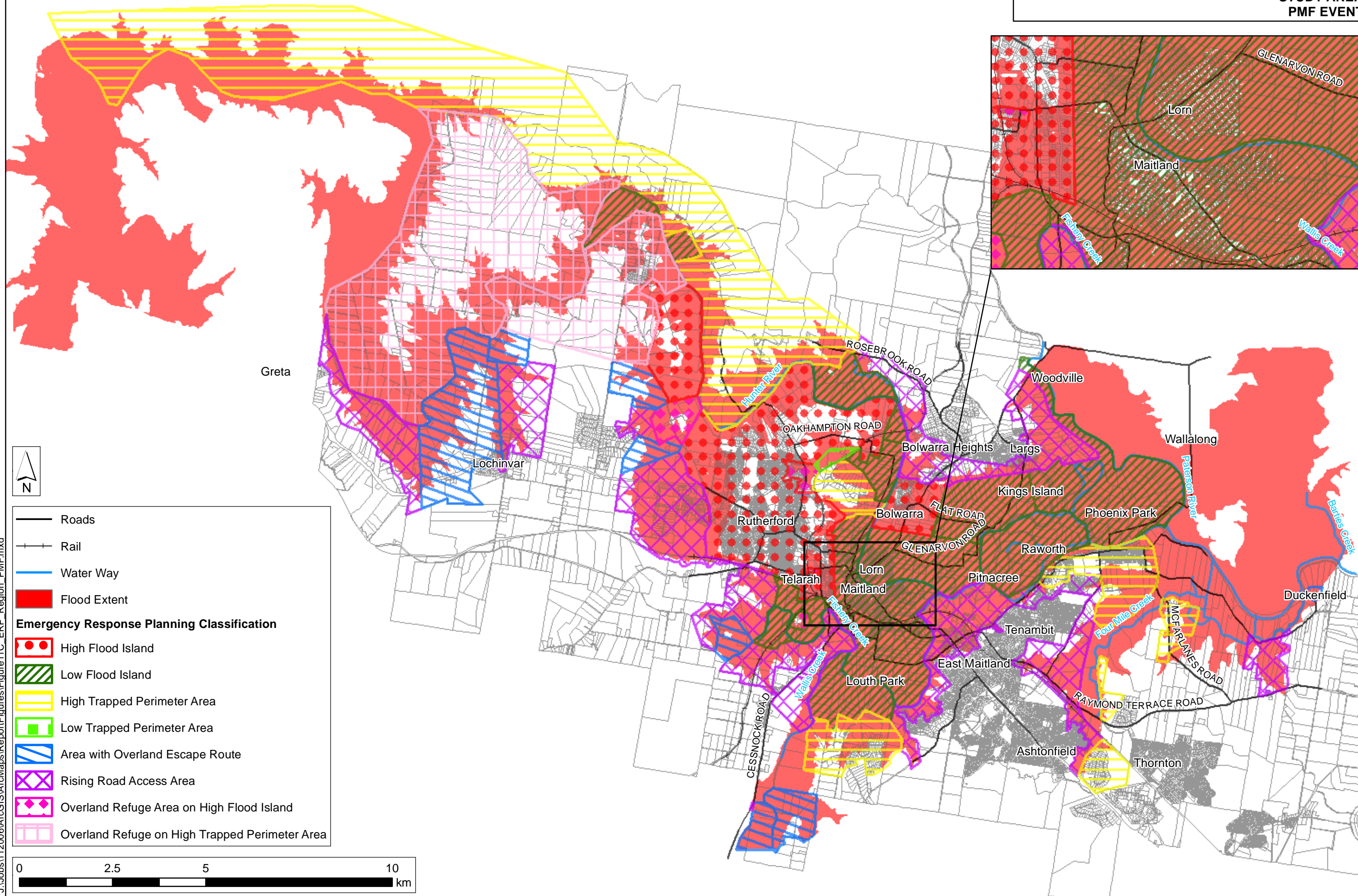
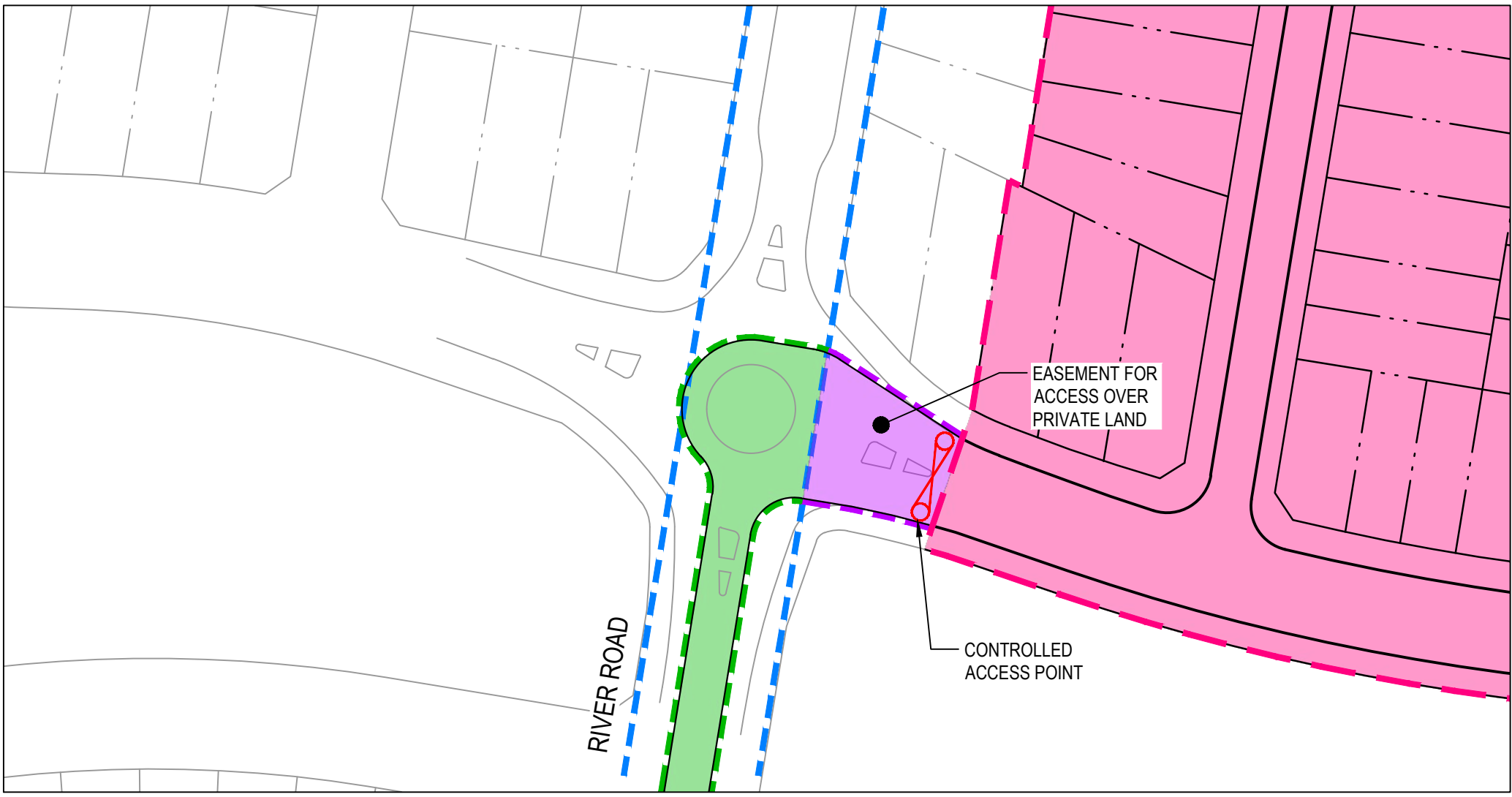
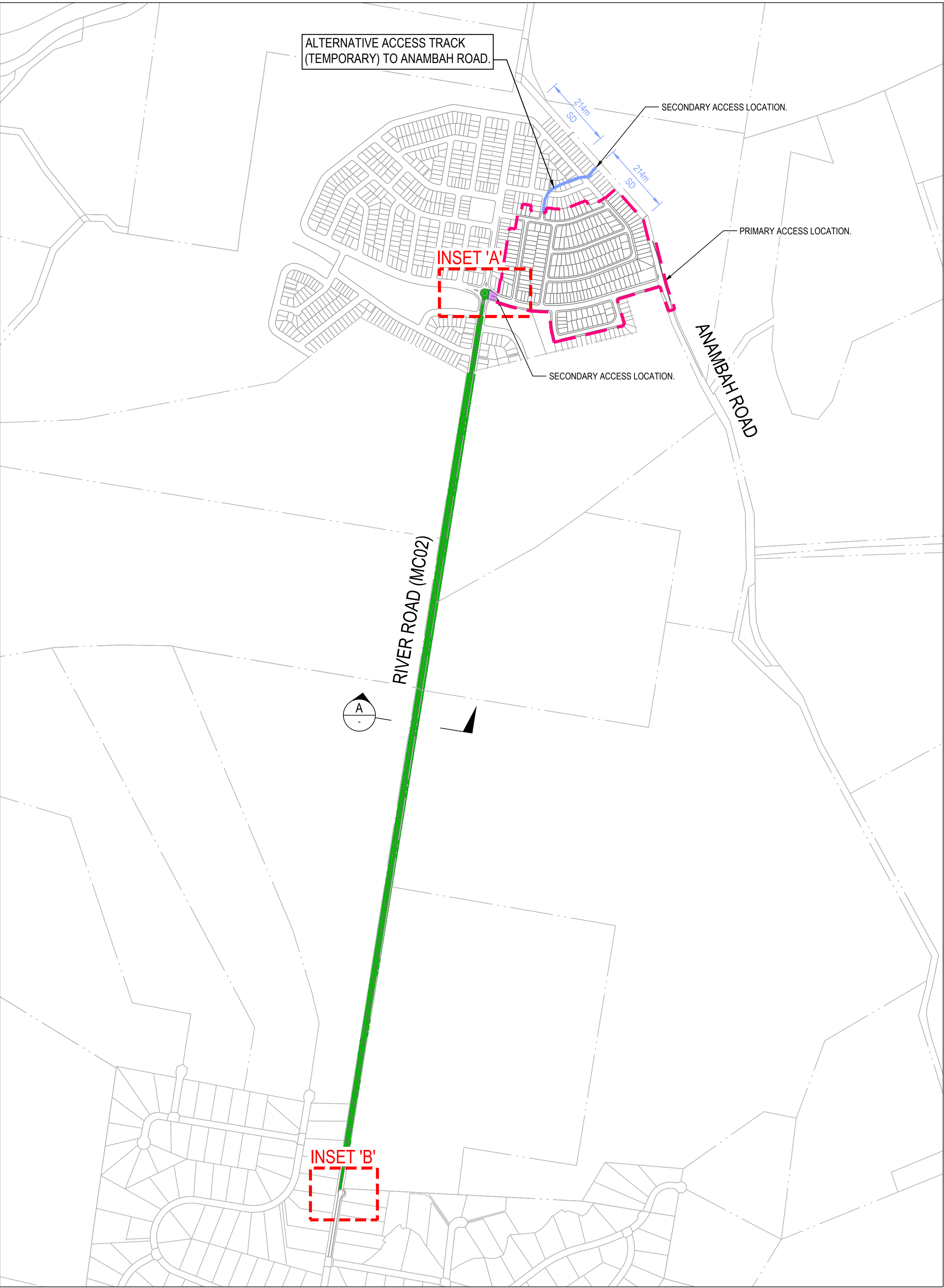


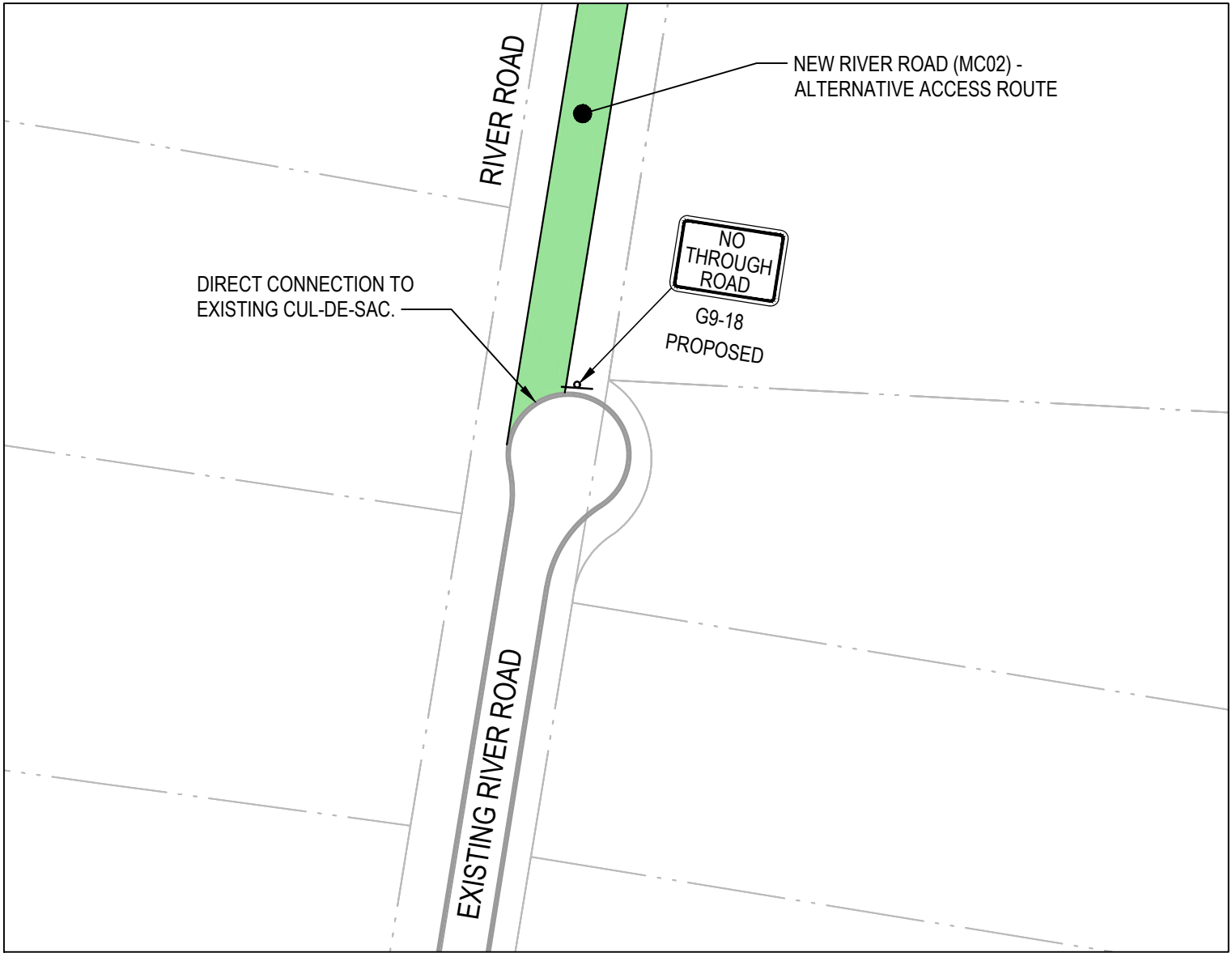
Figure 11C
EMERGENCY RESPONSE PLANNING CLASSIFICATION
STUDY AREA
PMF EVENT



Appendix B – Proposed access routes during flood

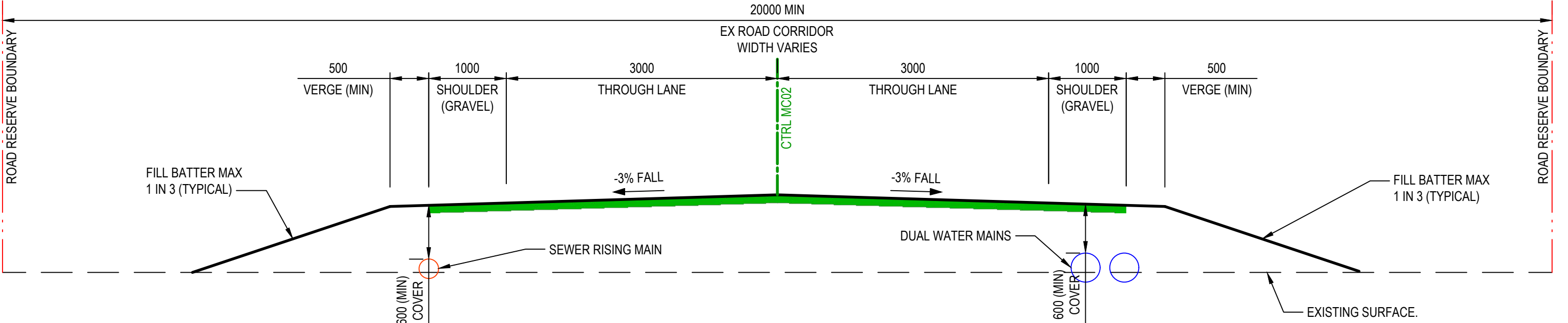


INSET 'A'
SCALE 1:1000



INSET 'B'
SCALE 1:1000

LEGEND	
	STAGE 1 LOT AND ROAD EXTENTS
	RIVER ROAD BOUNDARY
	EXTENT OF TEMPORARY ALL-WEATHER ALTERNATIVE ACCESS ROUTE
	EASEMENT FOR ACCESS OVER PRIVATE LAND



TYPICAL SECTION - RIVER ROAD (MC02) - ALTERNATIVE ACCESS ROUTE
NOTE - THE TEMPORARY RIVER ROAD CARRIAGEWAY IS ABOVE THE 1% AEP FLOOD AND SHALL BE SEALED TO FACILITATE ALL WEATHER ACCESS.

SECTION
SCALE 1:50

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B	ISSUED FOR INFORMATION	AB	AB	08.08.25	DESIGNED J. BEVITT
					DRAFTED C. WALKER-HEALON
					VERIFIED TBD

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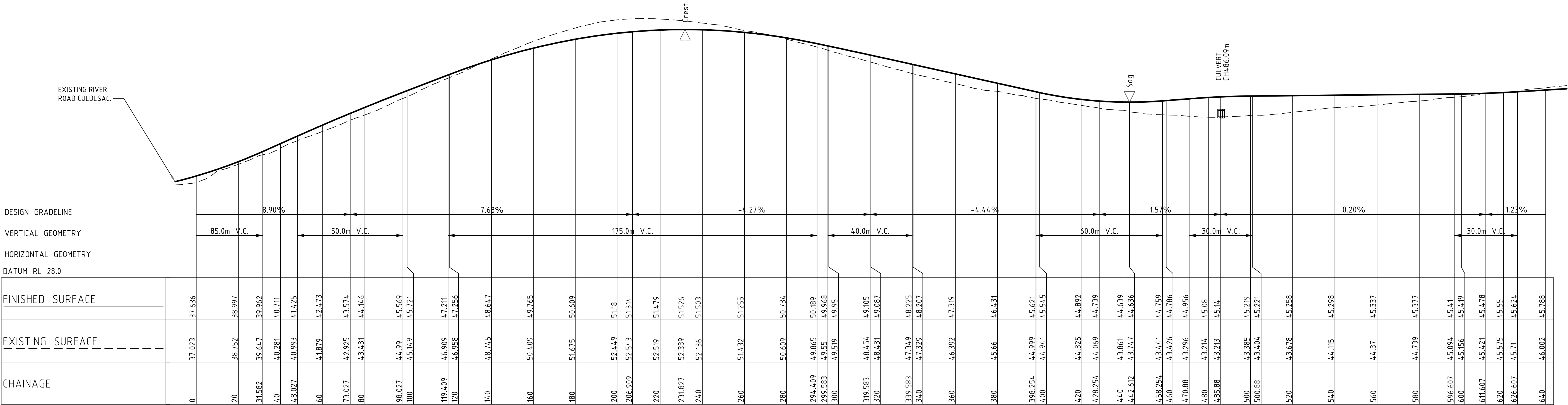
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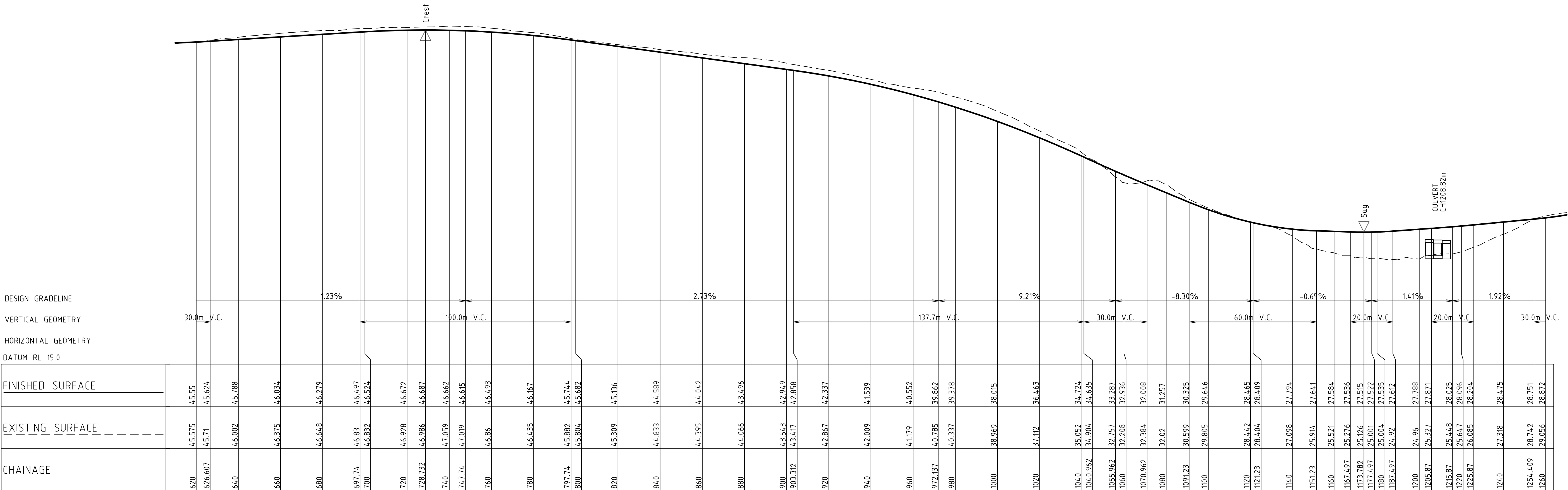
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DRAWING TITLE
ALTERNATIVE FIRE ACCESS PLAN

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REVISION
B



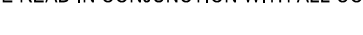



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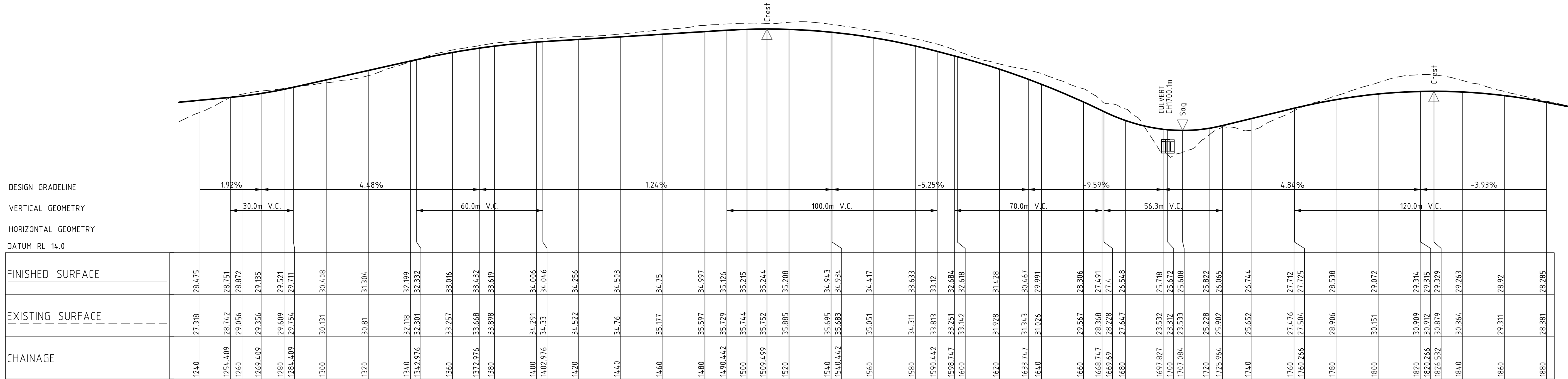
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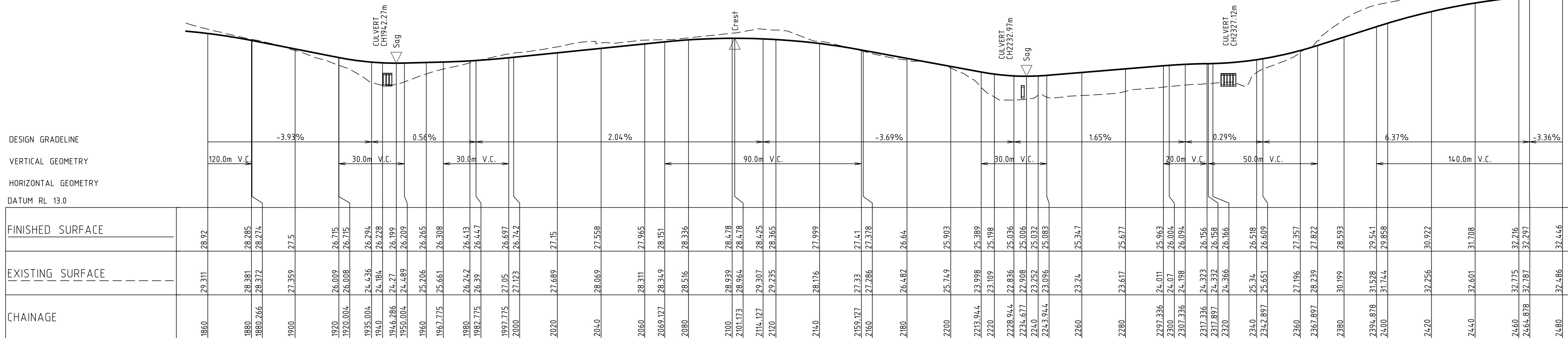
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					VERIFIED TBD							
									DRAWING TITLE RIVER ROAD LONGITUDINAL SECTION - SHEET 01		PROJECT - SET - DRAWING - SHEET 250055-SK-007-10 REVISION B	



LONGITUDINAL SECTION ALONG MC02

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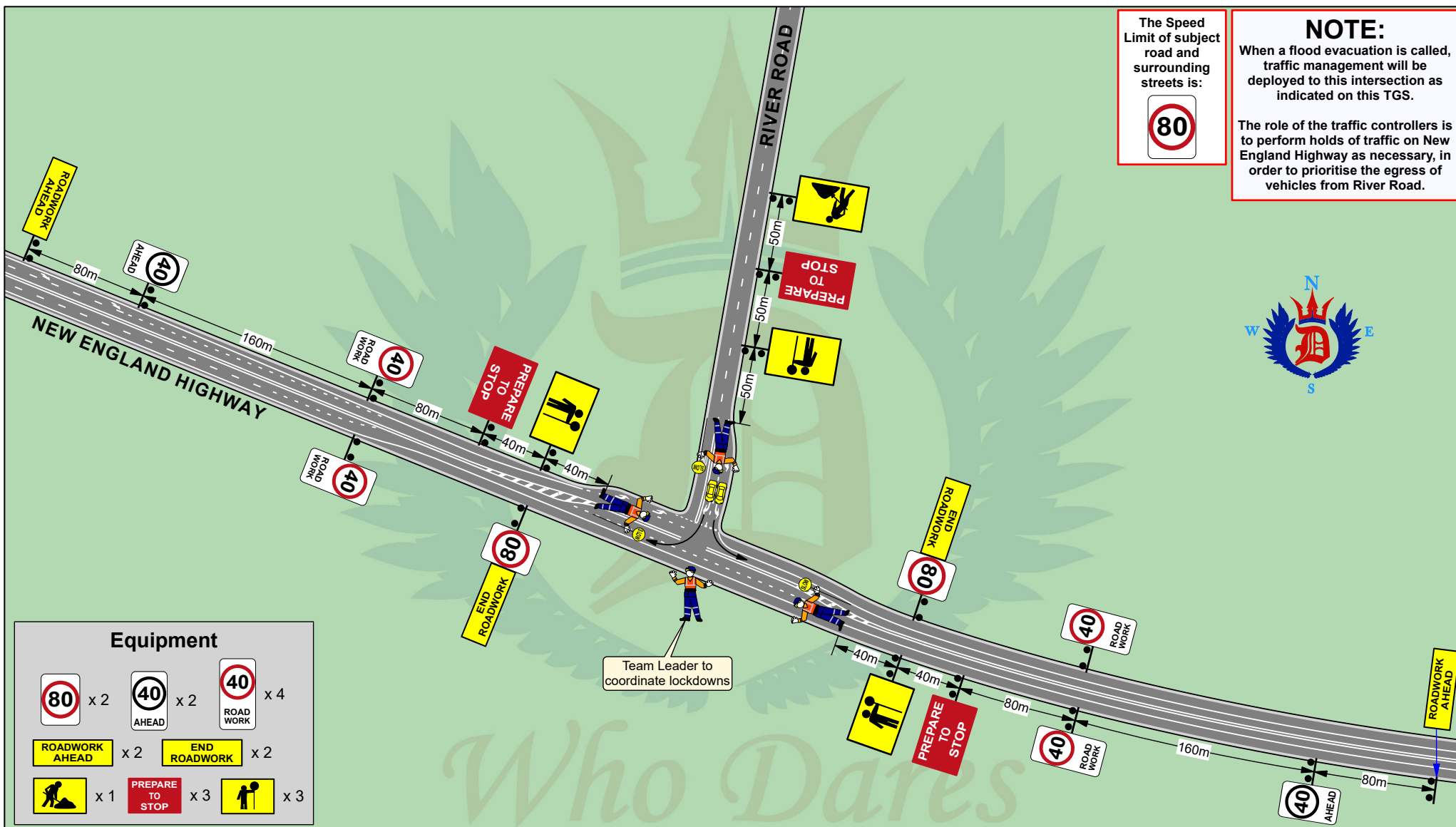


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					TBD							
RIVER ROAD LONGITUDINAL SECTION - SHEET 02											250055-SK-007-11	B

Appendix C – Emergency Access Traffic Guidance Scheme



The Speed Limit of subject road and surrounding streets is:

NOTE:

When a flood evacuation is called, traffic management will be deployed to this intersection as indicated on this TGS.

The role of the traffic controllers is to perform holds of traffic on New England Highway as necessary, in order to prioritise the egress of vehicles from River Road.

Equipment			
x 2	x 2	x 4	
x 2	x 2		
x 1	x 3	x 3	

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	ANAMBAH FLOOD CONTINGENCY New England Highway & River Road WINDELLA	TGS	01
TfNSW						DATES	AS REQUIRED
POLICE						Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd Signature:	
TRAFFIC	Manage Traffic Movements	Deliver and Install Signage	4	As Required			
MARSHAL					Revised 21 Oct 25		

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