

Social Impact Assessment

FOR A CONCEPT DEVELOPMENT APPLICATION AND STAGE 1
DEVELOPMENT APPLICATION AT 559 ANAMBAH ROAD,
GOSFORTH

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List of Abbreviations

Abbreviation	Definition
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIP	Aboriginal Heritage Impact Permit
EIS	Environmental Impact Statement
EP&A ACT	Environmental Planning and Assessment Act 1979
LEP	Local Environmental Plan
LGA	Local Government Area
MHE	Manufactured Home Estate
SA2	Statistical Area Level 2
SEE	Statement of Environment Effects
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
URA	Urban Release Area

Executive Summary

This Social Impact Assessment (SIA) evaluates the social implications of a Concept Development Application (DA) and Stage 1 DA for a new residential subdivision at 559 Anambah Road, Gosforth, within the Maitland Local Government Area (LGA). The Concept DA proposes a masterplanned community of up to 900 lots, while Stage 1 seeks consent for the construction of 220 lots and associated infrastructure.

The assessment has been prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects (2025)* and considers the perspectives of the affected community, landholders, and local agencies. The social locality comprises the suburbs of Anambah, Gosforth and Windella, with broader consideration of interface impacts on surrounding rural industries and infrastructure.

The proposed development is consistent with the site's R1 General Residential zoning and aligns with the strategic planning intent of the Hunter Regional Plan 2041, Greater Newcastle Metropolitan Plan, and Maitland LSPS 2040+. It contributes to the orderly growth of the Anambah Urban Release Area (URA), delivering diverse housing supply including affordable and Specialist Disability Accommodation (SDA), improved road and drainage infrastructure, open space and a staged transition from rural to suburban form.

Key social impacts and stakeholder responses include:

- **Way of Life:** Increased traffic along Anambah Road was identified as a community concern. Road upgrades are anticipated as part of the broader URA planning framework.
- **Community:** The transition from rural to suburban landscape may affect the sense of familiarity for long-term residents. Visual buffers, interface roads, and staged delivery aim to reduce perceived disruption.
- **Access:** Early-stage residents will rely on private vehicles, but the subdivision is designed to integrate with future public transport and precinct-scale infrastructure.
- **Culture:** Aboriginal artefacts have been identified on site. A Cultural Heritage Assessment has been completed, and appropriate protection measures will be implemented to manage risk.
- **Surroundings:** Alternate egress via River Road represents a positive outcome for the broader Gosforth community, improving access and safety in flood events. Visual impacts are expected to be low to moderate and will be mitigated through design.
- **Livelihoods:** The development supports short-term construction employment and has the potential to coexist with adjacent rural industries through interface treatments and staged development.

The proposal has been revised in response to agency, landholder, and community feedback – responding to bushfire and biodiversity, reducing small lot numbers, removing Build-to-Rent, improving road layout, and enhancing open space provision. Overall, the SIA finds that the development can proceed with manageable social impacts, subject to implementation of the identified mitigation strategies.

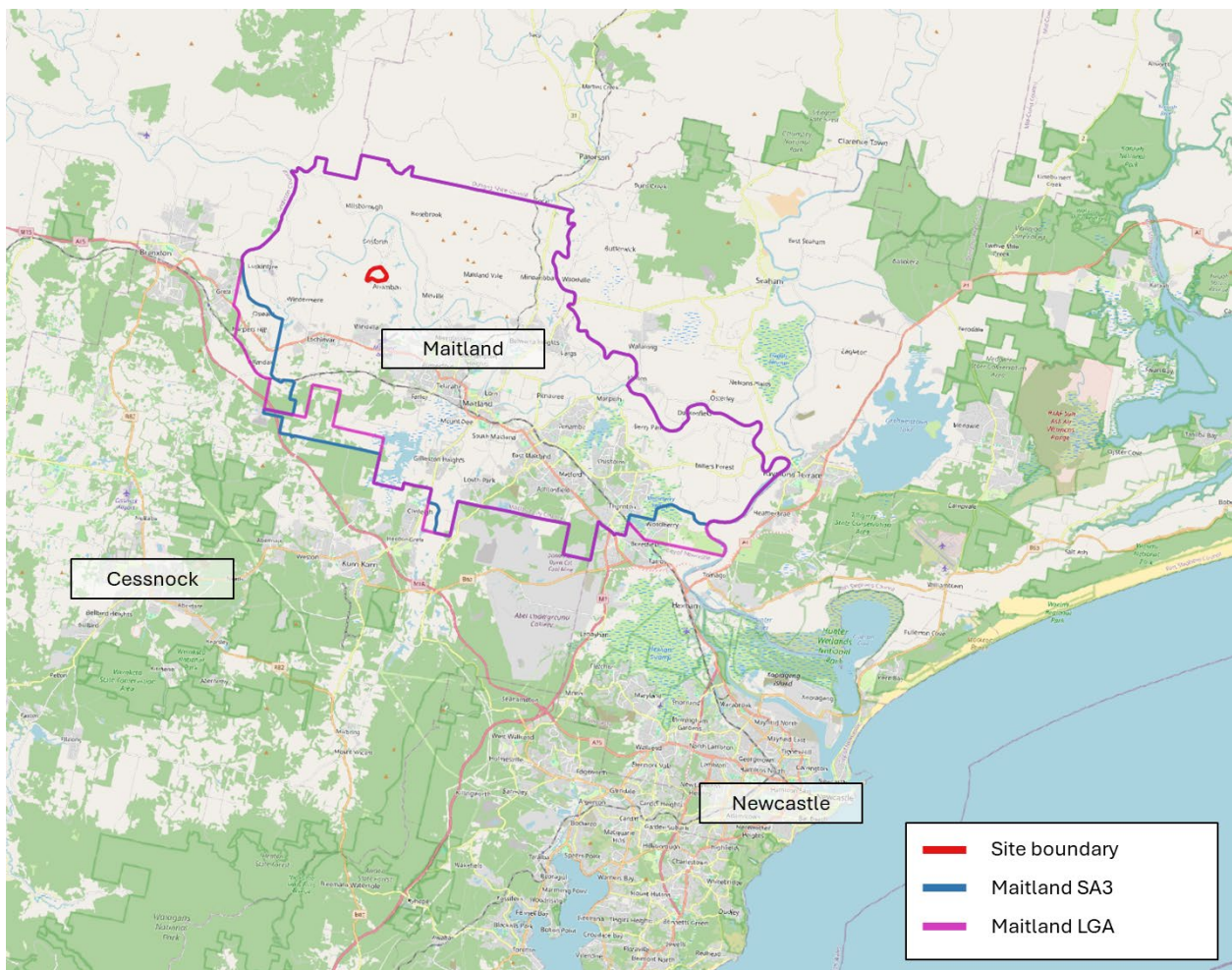
1 Introduction

This report identifies and assesses the social impacts associated with a concept development application to create a new urban subdivision within the Anambah Urban Release Area. The concept masterplan comprises up to 900 residential lots, along with open space, road and pedestrian networks, utilities and services, intersection upgrades, and drainage infrastructure. The application also seeks approval for Stage 1 of the development, which includes the construction of 220 residential lots and associated works.

1.1 DEVELOPMENT LOCATION

The proposed development is located at 559 Anambah Road, Gosforth, within the City of Maitland Local Government Area (LGA). Figure 1 shows the site's location in relation to major regional centres and key transport routes – the New England Highway, Hunter Expressway and the Great Northern Railway.

Figure 1: Site location



Source: Hadron Group

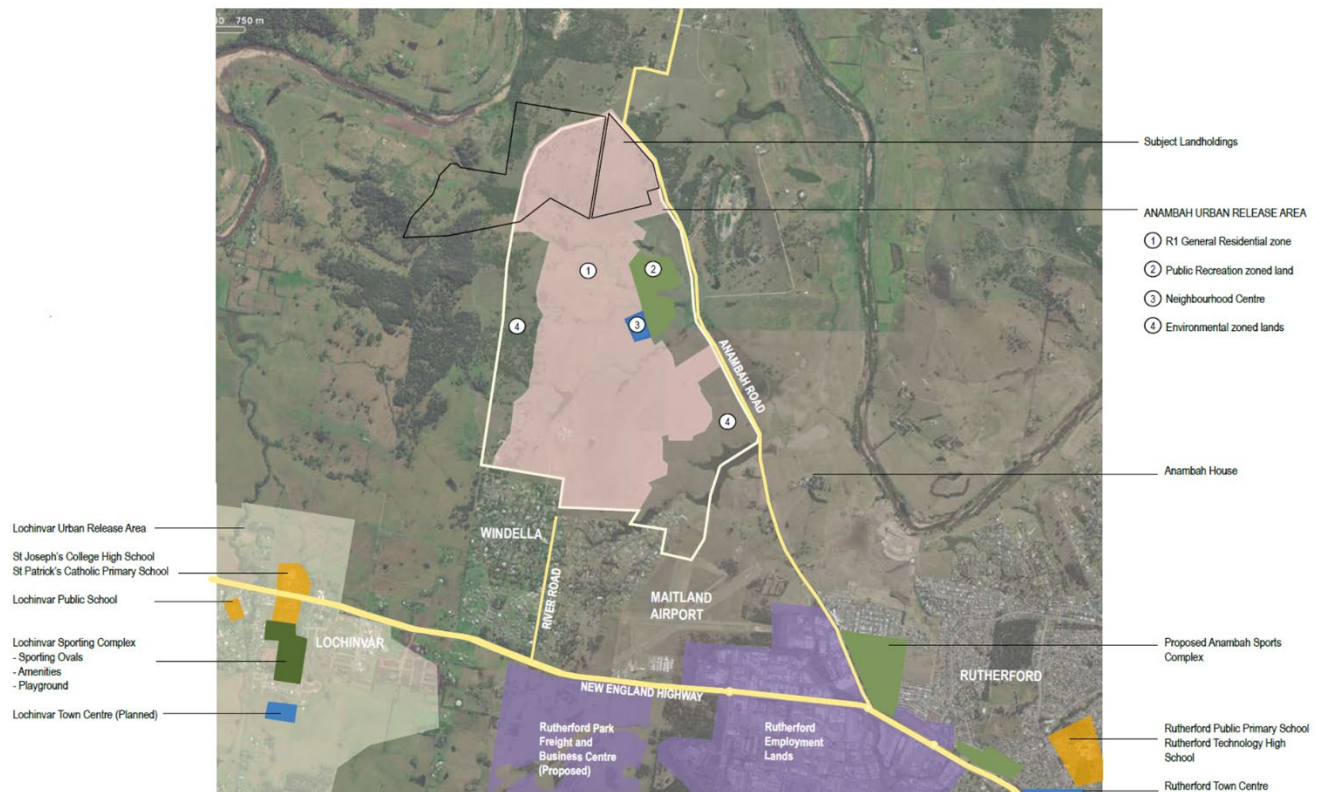
The proponent's landholdings comprise:

1. Lot 177 DP 874171 (western lot), and
2. Lot 55 DP 874170 (eastern lot).

As shown in Figure 2, the eastern lot is fully located within the Anambah Urban Release Area (URA), while the western lot is only partially included. The land comprising the Anambah URA was rezoned from RU2 Rural

Landscape to R1 General Residential in December 2020 under Amendment No. 26 to the Maitland Local Environmental Plan (MLEP) 2011.

Figure 2: Site local context



Source: paa DESIGN – Concept Development Application Urban Design Report

1.2 STUDY STRUCTURE

This study has been prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects and is structured as follows:

- Section 2 – Methodology: Overview of the SIA approach
- Section 3 – Project Context: Key planning and land use considerations
- Section 4 – Social Baseline: Socio-economic profile and projected demographics
- Section 5 – Social Infrastructure: Review of existing provision and project impacts
- Section 6 – Community Feedback: Review of public exhibition submissions
- Section 7 – Impact Assessment: Identification of social impacts and proposed mitigation strategies

2 Methodology

This section outlines the methodology used to undertake this SIA assessment. An SIA aims to identify and analyse social impacts from the perspectives of the affected communities and other affected stakeholders and develop responses to reduce or mitigate these impacts (negative social impacts) or enhance them (positive social impacts).

The Social Impact Assessment Guideline for State Significant Projects identifies the following social impact categories for consideration.

Table 1: Social impact categories

Categories	Types of impact
Way of life	How people live, how they get around, how they work, how they play, and how they interact each day
Community	Composition, cohesion, character, how the community functions, resilience, and people's sense of place
Access	How people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation
Culture	Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings
Health and wellbeing	Physical and mental health especially for those who are highly vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health
Surroundings	Access to, and use of, services that ecosystems providesuch as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity
Livelihoods	People's capacity to sustain themselves through employment or business
Decision-making systems	The extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms

Source: Social Impact Assessment Guideline for State Significant Projects (2025)

2.1 SIA ASSESSMENT METHODOLOGY

The following methodology was undertaken to prepare this SIA. The methodology was informed by the guidance contained within the Social Impact Assessment Guideline for State Significant Projects.

Table 2: SIA methodology

Issues scoping	Impact analysis	Mitigation and impact management
<ul style="list-style-type: none"> Review existing land uses Review relevant state and local policies Consider community experiences of other projects Identify project's social locality Analyse social baseline Assess impact on social infrastructure 	<ul style="list-style-type: none"> Review engagement outcomes Review site plans and technical assessments Assess the extent and nature of likely social impacts against baseline conditions Assess cumulative impacts 	<ul style="list-style-type: none"> Develop responses to social impacts and explain residual social impacts Propose arrangements to monitor and manage residual social impacts

2.2 APPROACH TO ASSESSING SOCIAL IMPACTS

The risk assessment methodology outlined in the Technical Supplement to Social Impact Assessment Guideline for State Significant Projects has been applied in this SIA. This approach assesses the overall significance of identified positive and negative social impacts by considering the magnitude and dimensions of the impact and the likelihood that it will occur. The following tables are used to guide the rating assessment.

Table 3: Likelihood categories

Likelihood	Definition
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Source: Social Impact Assessment Guideline for State Significant Projects (2025) – Technical Supplement

Table 4: Magnitude dimensions

Magnitude	Definition
Magnitude	Extent
	Duration
	Intensity or scale
	Sensitivity or importance
	Level of concern/interest

Source: Social Impact Assessment Guideline for State Significant Projects (2025) – Technical Supplement

Table 5: Magnitude levels

Magnitude level	Meaning
Transformational	Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20% of a community.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

Source: Social Impact Assessment Guideline for State Significant Projects (2025) – Technical Supplement

Table 6: Social impact significance matrix

Magnitude level					
	1	2	3	4	5
Likelihood level	Minimal	Minor	Moderate	Major	Transformational
A Almost certain	Low	Medium	High	Very High	Very High
B Likely	Low	Medium	High	High	Very High
C Possible	Low	Low	Medium	High	High
D Unlikely	Negligible	Low	Low	Medium	High
E Very unlikely	Negligible		Low	Medium	Medium

Source: *Social Impact Assessment Guideline for State Significant Projects (2025) – Technical Supplement*

The Technical Supplement highlights that the ratings of likelihood and magnitude typically have both subjective and objective components, as they will depend on people's individual experiences and/or perceptions as well as technical evaluations.

Each impact is first analysed in the absence of any mitigation or enhancement actions. Responses to each impact are then developed to mitigate (negative social impacts) or enhance (positive social impacts) their effects. The assessment is then repeated assuming the responses have been implemented, to determine their residual impact rating.

3 Strategic Planning Context

This section outlines the strategic and statutory planning framework that underpins the proposal and demonstrates its alignment with relevant planning instruments and legislation.

3.1 MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

Clause 7.8 of the Maitland LEP 2011, introduced by Amendment No. 26 (December 2020), sets specific subdivision controls for land zoned R1 General Residential within the Anambah Urban Release Area (URA). It permits subdivision below the mapped minimum lot size of 450m² where:

- The subdivision will result in 2 or more lots equal to or greater than 200 square metres
- All lots are within 200 metres of a community facility, recreation area, or commercial premises
- No more than 450 lots across the URA are $\leq 450\text{m}^2$

Subdivision resulting in more than 1,200 lots is not permitted unless there is suitable and safe road access to the New England Highway via Wyndella Road, and the road is appropriately located.

Part 6 of the Maitland LEP outlines broader development consent requirements for Urban Release Areas:

- Clause 6.2 requires Council to be satisfied that essential public utility infrastructure is available or appropriately planned before granting consent.
- Clause 6.3 requires the preparation of a Development Control Plan (DCP) before consent is granted, addressing matters including staging, transport networks, landscaping, open space, stormwater, hazard mitigation, urban design, density, retail and commercial uses, and public infrastructure.

The LEP amendment finalisation report indicated that development would be managed through a site-specific DCP. While Maitland City Council advised the Department of Planning, Industry & Environment that the DCP and development contributions plan would be publicly exhibited in early 2021, both remain outstanding.

3.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (THE EP&A ACT)

Section 4.23 of the Environmental Planning and Assessment Act 1979 provides an alternative pathway for development to proceed where a DCP is delayed or not yet made, through the approval of a Concept Development Application (Concept DA).

The Concept DA must include the information otherwise required by Clause 6.3 of the Maitland LEP. It sets out the broad development intent for the site, with detailed proposals to follow through future development applications. It may include detailed plans for Stage 1; however, no development may proceed unless:

- Stage 1 is approved in detail, or
- Future stages receive subsequent development consent.

When assessing a Concept DA, the consent authority considers only the impacts of the concept proposal and any detailed first stage included, but does not need to consider the likely impact of the carrying out of development for subsequent development applications.

While there is currently no site-specific Development Control Plan (DCP) for the Anambah Urban Release Area, Part F of the Maitland Development Control Plan 2011 outlines the existing site-specific DCPs for Urban Release Areas in accordance with Clause 6.3 of the Maitland LEP 2011. Part F also sets out overarching objectives and desired future outcomes to guide development, providing clarity around the intended character and neighbourhood amenity for these areas. It ensures that development responds appropriately to natural and built constraints and is designed to be sympathetic to the surrounding environment.

Table 7 outlines the alignment of the Concept DA and Stage 1 DA with the specified Desired Future Outcomes.

Table 7: Desired Future Outcomes for Residential Urban Release Areas

Desired Future Outcomes	Proposal Alignment
<i>1. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.</i>	The proposal includes three well-distributed public parks and a connected pedestrian network. While local retail is not proposed, the broader Anambah URA includes a future town centre site that will improve walkability as the area develops.
<i>2. To foster a sense of community and strong local identity and sense of place in neighbourhoods</i>	The urban design includes high-quality streetscapes, active edges, and open spaces to support community interaction and placemaking. CPTED principles inform the layout to reinforce community oversight.
<i>3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.</i>	The internal road network is highly connected and includes footpaths and shared paths. A bus-capable carriageway has been incorporated to enable future public transport.
<i>4. To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.</i>	Dwellings are oriented to face streets and open spaces, enhancing passive surveillance and reducing rear interfaces. Public parks are fronted by roads and dwellings, consistent with CPTED principles.
<i>5. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.</i>	While current demand is low, a bus-capable street network has been incorporated to allow for future services. Road layout supports potential connections to the southern URA and future activity centres.
<i>6. To facilitate appropriate mixed use development which is compatible with residential amenity, capable of adapting over time as the community changes, and which reflects community standards of health, safety and amenity.</i>	No commercial uses are proposed at this stage. However, R1 zoning permits neighbourhood shops (subject to consent), and inclusion of small-scale amenities may be considered in later stages if demand warrants it.
<i>7. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.</i>	The proposal includes a mix of lot sizes, including 90 small lots ($\leq 450\text{m}^2$) consistent with Clause 7.8 of the MLEP. Up to 5% of dwellings will be delivered as affordable housing or SDA to support diversity and inclusion.
<i>8. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.</i>	The concept plan retains and enhances the riparian corridor and integrates it into the urban layout. Remnant vegetation is retained to strengthen ecological connectivity.
<i>9. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.</i>	The plan includes approximately 1.6ha of open space across three parks, with stormwater infrastructure and detention basins designed to support water quality and sustainable management.
<i>10. To ensure cost-effective and resource efficient development to promote affordable housing.</i>	A staged delivery approach supports efficient infrastructure provision. Small lot housing and affordable/SDA dwellings improve housing affordability and cater to a range of household types.

Source: Maitland Development Control Plan 2011, Part F – Urban Release Areas; Hadron Group analysis

Table 8 illustrates the proposal's alignment with key state and local planning strategies, demonstrating how the development supports strategic objectives relating to housing diversity, infrastructure coordination, environmental sustainability, and the creation of well-connected communities.

Table 8: Alignment with Key State and Local Planning Strategies

Planning Document	Relevant Context
Hunter Regional Plan 2041	<p>The Hunter Regional Plan 2041 guides long-term land use across the Hunter region, including Maitland LGA, and promotes sustainable, well-connected communities. The proposal aligns with several key objectives:</p> <ul style="list-style-type: none"> Objective 3: Supports 15-minute neighbourhoods through future access to local services. Objective 4: Contributes to reducing car dependency, though some reliance is expected in the short term. Objective 5: Delivers diverse housing through small-lot development and includes up to 5% affordable and Specialist Disability Accommodation (SDA), supporting affordability and inclusion. Objective 6: Preserves riparian corridors and provides open space, enhancing amenity and environmental outcomes. <p>The proposal supports compact, inclusive growth in a regionally significant urban release area.</p>
Greater Newcastle Metropolitan Plan 2036	<p>The Greater Newcastle Metropolitan Plan 2036 guides sustainable growth across five LGAs, including Maitland, and supports the vision of the Hunter Regional Plan.</p> <p>The proposal aligns with Outcome 3: Deliver housing close to jobs and services, by locating new homes near the Maitland Strategic Centre and the East Maitland catalyst area. It contributes to housing diversity through the inclusion of small lots under the urban release provisions of the Maitland LEP 2011, supporting increased residential density.</p>
Maitland Local Strategic Planning Statement 2040+	<p>The Maitland LSPS 2040+ sets a 20-year vision for land use, aligning local priorities with regional and state strategies to manage growth, infrastructure, and environmental sustainability.</p> <p>The proposal supports key planning priorities:</p> <ul style="list-style-type: none"> Priority 1: Delivers diverse and affordable housing, including small lots and up to 5% affordable and SDA housing, close to the Maitland Strategic Centre. Priority 2: Facilitates staged greenfield development, supporting sustainable housing growth with appropriate infrastructure. Priority 3: Promotes place-based planning through well-designed neighbourhoods with accessible open space. Priority 10: Preserves and integrates the riparian corridor, enhancing environmental and visual outcomes. <p>Anambah is identified in the LSPS as a priority greenfield release area and a Regionally Significant Strategic Economic Centre, contributing to future growth in the Western Precinct, which is expected to accommodate 17,700 new residents by 2040. The proposed 812-lot subdivision directly supports these objectives.</p>
Maitland Local Housing Strategy 2041	<p>The Maitland Local Housing Strategy 2041, adopted in June 2023, outlines a 20-year approach to delivering diverse, well-located housing with supporting infrastructure. The proposal demonstrates broad alignment with the Strategy's planning principles, acknowledging its greenfield context and current infrastructure staging:</p> <ul style="list-style-type: none"> Principle 1: Provide the right type of housing in the right locations The proposal supports housing delivery in the Anambah Urban Release Area, consistent with the strategy's intent to focus growth in the Branxton to Anambah Regionally Significant Growth Area. Principle 2: Encourage housing diversity The development includes a mix of lot sizes, including small lots under 450m², and allows for varied dwelling types suited to a changing population.

Planning Document	Relevant Context
	<ul style="list-style-type: none"> Principle 3: Support 15-minute neighbourhoods and increased density While the site is a greenfield location and dependent on future delivery of key services, its proximity to the planned E1-zoned local centre and public open space will support long-term walkable neighbourhood outcomes. Principle 4: Promote high quality design A Site Specific Design Guideline will guide built form outcomes and contribute to high-quality, cohesive urban design across the estate. Principle 5: Increase affordable housing supply The proposal includes a commitment to deliver up to 5% of dwellings as affordable housing and Specialist Disability Accommodation (SDA), supporting access and inclusion. Principle 6: Promote environmental sustainability The masterplan integrates bushfire-responsive design and retains a riparian creek corridor, contributing to landscape amenity, biodiversity, and green infrastructure. Principle 7: Ensure timely infrastructure delivery While broader infrastructure in the release area is still emerging, the proposal includes delivery of essential internal infrastructure and servicing, supporting early growth within the URA.

3.3 OTHER DEVELOPMENT APPLICATIONS IN SOCIAL LOCALITY

There are no significant development applications currently on public exhibition or under active determination in Gosforth or Windella, as per Maitland City Council's DA Tracker. However, the proponent has lodged a second development application for land at 559 Anambah Road, Anambah (DA/2025/52), which applies to the portion of the site zoned RU2 Rural Landscape and located outside the Anambah Urban Release Area (URA) (see Figure 2). The proposal comprises a Concept Development Application for a Manufactured Home Estate (MHE) with 332 sites, including Stage 1 delivery of 291 dwelling sites, community facilities, open space, internal road infrastructure, servicing, drainage reserve, landscaping, and a dedicated caravan storage area. This application is currently on hold pending the applicant's response to a request for additional information.

By contrast, Lochinvar is experiencing a higher level of development activity. This includes greenfield residential subdivision within the Lochinvar Urban Release Area, such as a 258-lot subdivision on Wyndella Road (DA/2023/415) and a 138-lot subdivision on Cantwell Road (DA/2025/138). In addition, two Manufactured Home Estate proposals have been lodged on RU2-zoned land: a 198-site development at 1064 New England Highway (DA/2024/823) and a 209-site development at 34 Wyndella Road (DA/2024/116). As of 26 May 2025, the subdivision DAs in Lochinvar are on hold, while the MHE proposals are progressing through the assessment stage.

An application for a 282-site Manufactured Home Estate in Windella, located on River Road (DA/2023/1133), was lodged in January 2024 but subsequently withdrawn in February 2025.

A Development Application (DA/2022/1394) for the Lochinvar Shopping Village was approved in December 2024, paving the way for a multi-stage retail and commercial precinct. Stage 1 of the proposal comprises a full-line supermarket alongside specialty retail outlets. Stage 2 will deliver additional commercial floorspace, designed to accommodate a range of tenancy types and Stage 3 proposes the development of a pub or tavern.

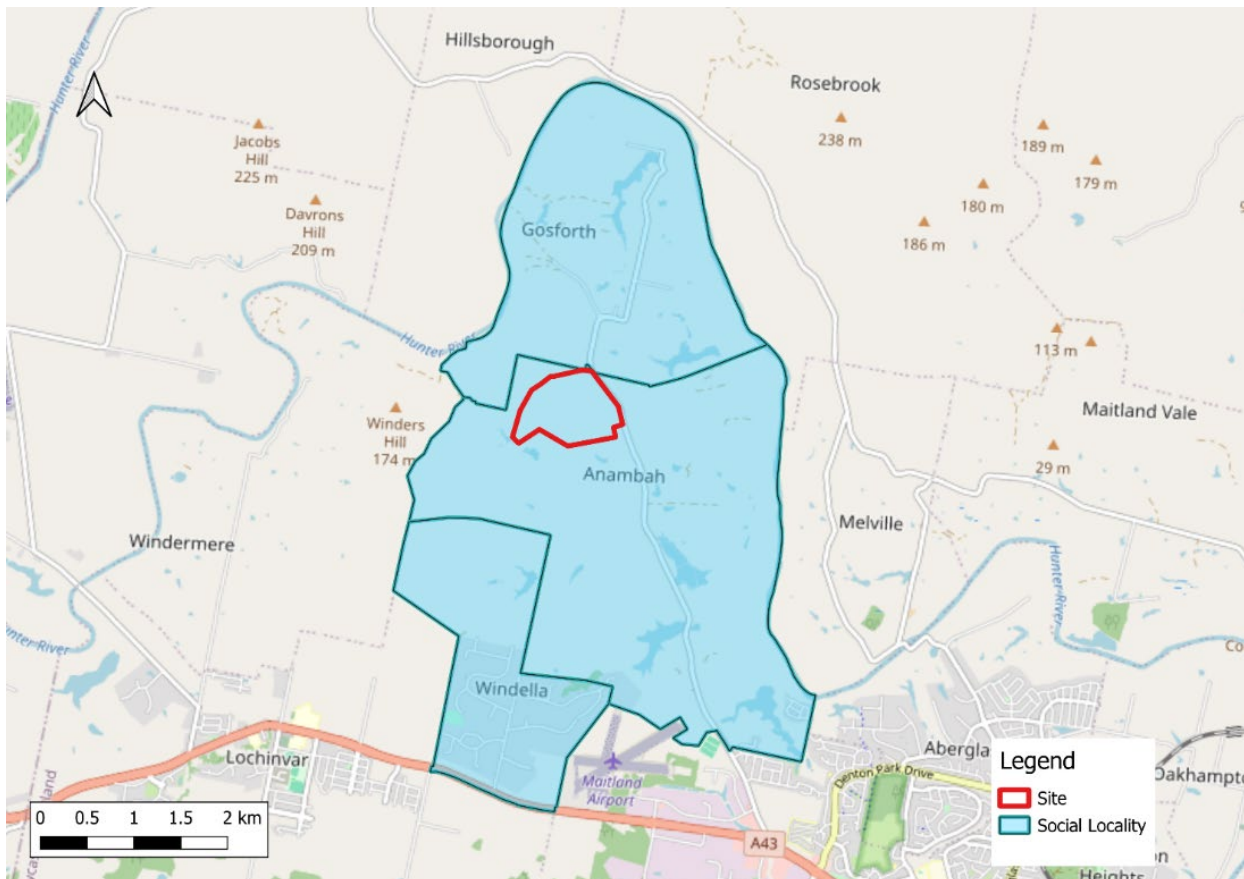
4 Social Baseline

4.1 SOCIAL LOCALITY

The social locality has been defined as the suburb of Anambah and the neighbouring suburbs of Windella and Gosforth based on the range of expected impacts from the proposal.

Figure 3 presents the boundaries of the social locality:

Figure 3 Social locality (denoted in blue)



Source: Hadron Group

4.2 CURRENT PROFILE OF IMPACTED COMMUNITY

Table 8 compares demographic and socio-economic indicators as at Census 2021 for the following areas:

- Social locality (Anambah, Windella and Gosforth suburbs combined)
- Rutherford (North) – Aberglasslyn SA2
- Maitland LGA
- Hunter Valley exc. Newcastle SA4

These demographic profiles aim to provide a better understanding of the community in the social locality and how it would be impacted by the proposed development.

The social locality has relatively larger sized households with greater household incomes than the broader SA2, SA3 and SA4 areas. The social locality comprises only separated houses (100%) with a high portion owned outright (41.75%) or with a mortgage (51.85%), leaving only a small portion of rented properties (4.38%). The

broadier SA2, SA3 and LGA areas have much higher levels of renting (approx. 30%) and a greater diversity of housing (approx. 9-10% semi-detached and about 1-2% apartment units).

The population within the social locality has similar age and country of birth to surrounding geographies but a greater concentration of couple families with children. There is a greater diversity of household types in the broader geographies. Furthermore, there is a relatively higher portion of households with 3 or more bedrooms spare in the social locality, reflecting the community profile and dwelling structures. There are also fewer Aboriginal and Torres Strait Islander People in the social locality (2%) compared with the broader geographies (around 7-8%).

There is a higher labour force participation rate (67%) in the social locality compared with the broader geographies, which are approximately 64% Maitland SA3 and Maitland LGA, and 58% in the Hunter Valley exc. Newcastle SA4.

Table 9: Socio-economic and demographic indicators for social locality and broader geographies

Category	Social Locality	Rutherford (North) – Aberglasslyn (SA2)	Maitland (LGA)	Hunter Valley exc Newcastle (SA4)
Selected Characteristics				
Total population	977	17,735	90,228	291,932
% Aboriginal and Torres Strait Islanders	2.15%	7.82%	7.47%	7.98%
Median annual household income	N/A	\$95,420	\$91,832	\$80,964
Median age (years)	N/A	35	36	40
Average household size	3.3	2.8	2.7	2.5
SEIFA score	1094 ¹	987	988	N/A
Household income				
Low (up to \$1,000 per week)	3.39%	10.38%	10.60%	12.18%
Medium (\$1,000 - \$1,999 per week)	15.25%	27.61%	28.98%	30.20%
High (\$2,000+ per week)	53.90%	46.99%	46.75%	42.75%
Not stated	27.46%	15.02%	13.68%	14.87%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Population				
Aged 0-19 years	21.49%	22.98%	21.36%	19.49%
Aged 20-64 years	62.95%	61.22%	63.12%	61.23%
Aged 65+ years	15.56%	15.80%	15.53%	19.29%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Rental affordability				
Households where rent payments are less than or equal to 30% of household income	1.00%	15.79%	15.16%	12.20%
Households where rent payments are more than 30% of household income	1.00%	9.20%	9.74%	8.39%
Unable to be determined or not applicable	98.00%	75.00%	75.11%	79.42%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Country of birth				
Australia	86.31%	86.54%	86.94%	85.64%
Other major English speaking countries ²	3.85%	3.58%	3.73%	4.59%
Other overseas born	9.84%	9.88%	9.33%	9.78%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%

Category	Social Locality	Rutherford (North) – Aberglasslyn (SA2)	Maitland (LGA)	Hunter Valley exc Newcastle (SA4)
Dwelling structure (occupied private dwellings)				
Separate house	100.00%	89.69%	87.27%	86.72%
Semi-detached, row or terrace house, townhouse etc.	0.00%	9.06%	9.61%	9.78%
Flat, unit or apartment	0.00%	1.19%	2.30%	2.32%
Other	0.00%	0.00%	0.66%	0.91%
Not stated	0.00%	0.07%	0.16%	0.26%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Housing suitability (occupied private dwellings)				
1 or more bedroom needed	1.71%	1.69%	2.00%	2.00%
No bedrooms needed or spare	4.79%	9.92%	11.09%	10.75%
1 bedroom spare	20.21%	26.45%	27.46%	25.03%
2 bedrooms spare	31.51%	31.25%	31.33%	28.64%
3 or more bedrooms spare	34.25%	18.95%	16.22%	15.00%
Not stated / applicable	7.53%	11.75%	11.90%	18.59%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Tenure type (occupied private dwellings)				
Owned outright	41.75%	26.54%	28.56%	34.54%
Owned with a mortgage	51.85%	41.61%	39.88%	36.68%
Rented	4.38%	30.75%	30.44%	27.41%
Other	2.02%	1.11%	1.11%	1.37%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Household type (occupied private dwellings)				
Couple family with children	57.50%	36.43%	33.73%	29.95%
Couple family without children	31.07%	26.71%	26.99%	29.36%
One parent family	5.00%	13.87%	13.49%	12.85%
Other family	0.00%	0.86%	1.08%	0.92%
Lone person households	0.00%	2.35%	2.48%	2.44%
Group households	6.43%	19.77%	22.23%	24.48%
<i>Total</i>	100.00%	100.00%	100.00%	100.00%
Labour force status				
Labour force	526	8,671	45,398	137,306
Employed persons	518	8,304	43,280	130,819
Unemployed persons	8	367	2,118	6,487
Not in the labour force	222	4,406	22,645	85,594
Population aged over 15	780	13,658	70,959	235,041
Labour force participation rate	67% ³	64%	64%	58%
Employment to population rate	66% ³	61%	61%	56%

Source: ABS, 2021 Census of Population and Housing, General Community Profile

Notes:

(1) Weighted average figure based on total population in Anambah, Windella and Gosforth suburbs.

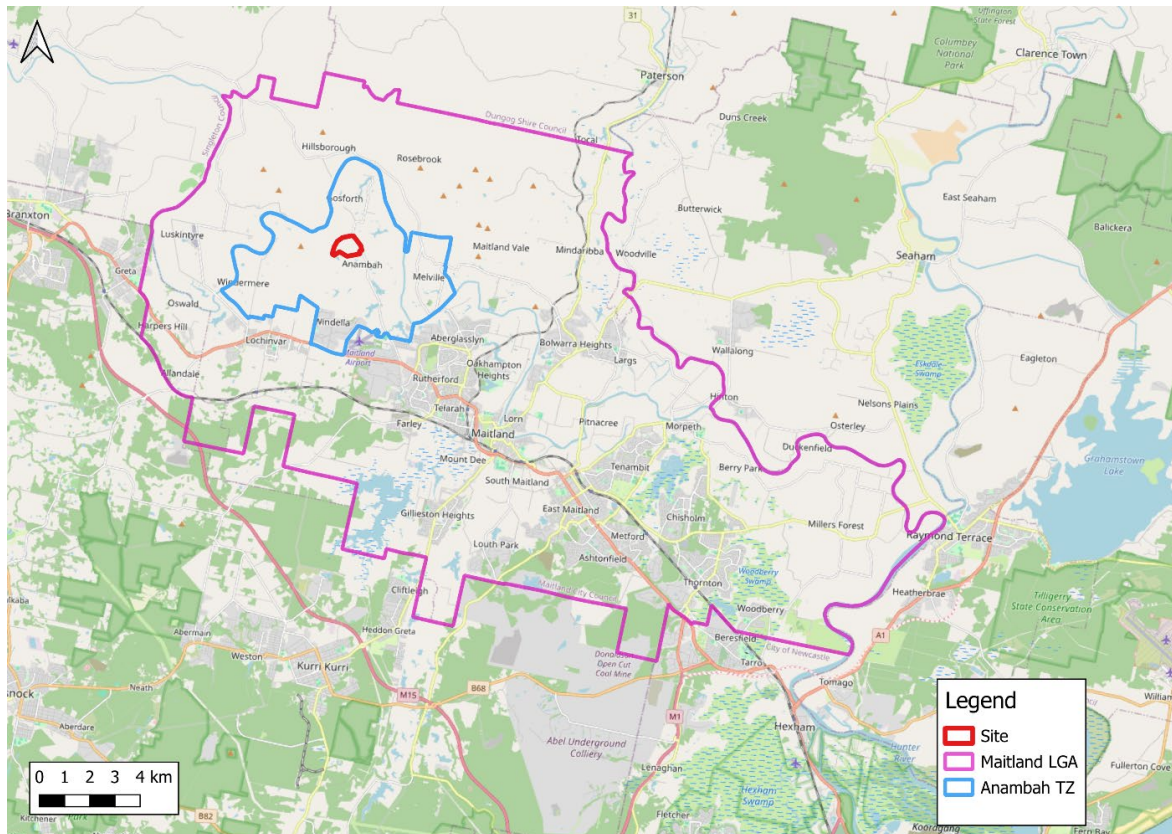
(2) Canada, England, Ireland, Malta, New Zealand, Scotland, the United States, and Wales

(3) Weighted average figure based on population aged over 15 in Anambah, Windella and Gosforth suburbs.

4.3 POPULATION PROJECTIONS

The NSW Government provides population projections at different geographical levels through its Travel Zone Projections 2024 dataset. This data has been extracted for the Anambah Travel Zone (TZ) and the Maitland LGA, which are shown in the figure below:

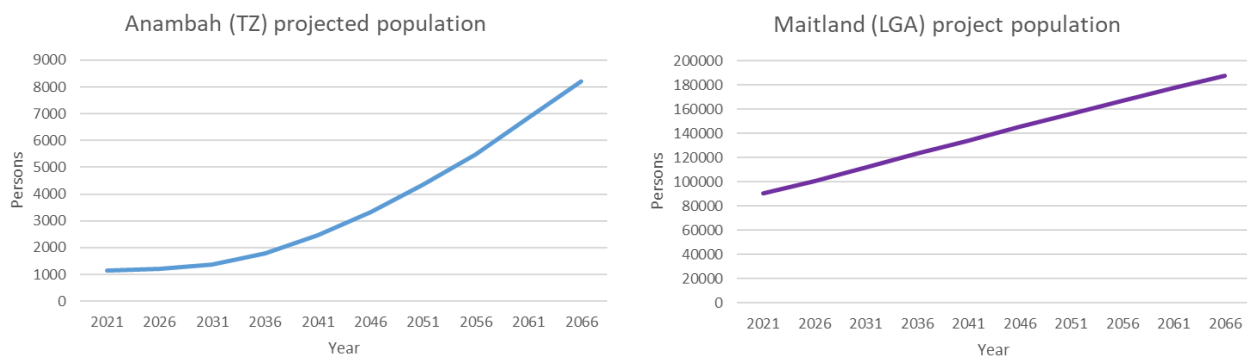
Figure 4 Geographies for population projections



Source: Hadron Group

The Anambah TZ is forecast to grow significantly in the longer term, from approximately 1,150 persons in 2021 to over 8,000 by 2066. The Maitland LGA is also forecast to grow over the coming decades from approximately 90,000 people in 2021 to about 185,000 by 2066. These projections are shown in the figure below:

Figure 5 Anambah and Maitland population projections (# persons)



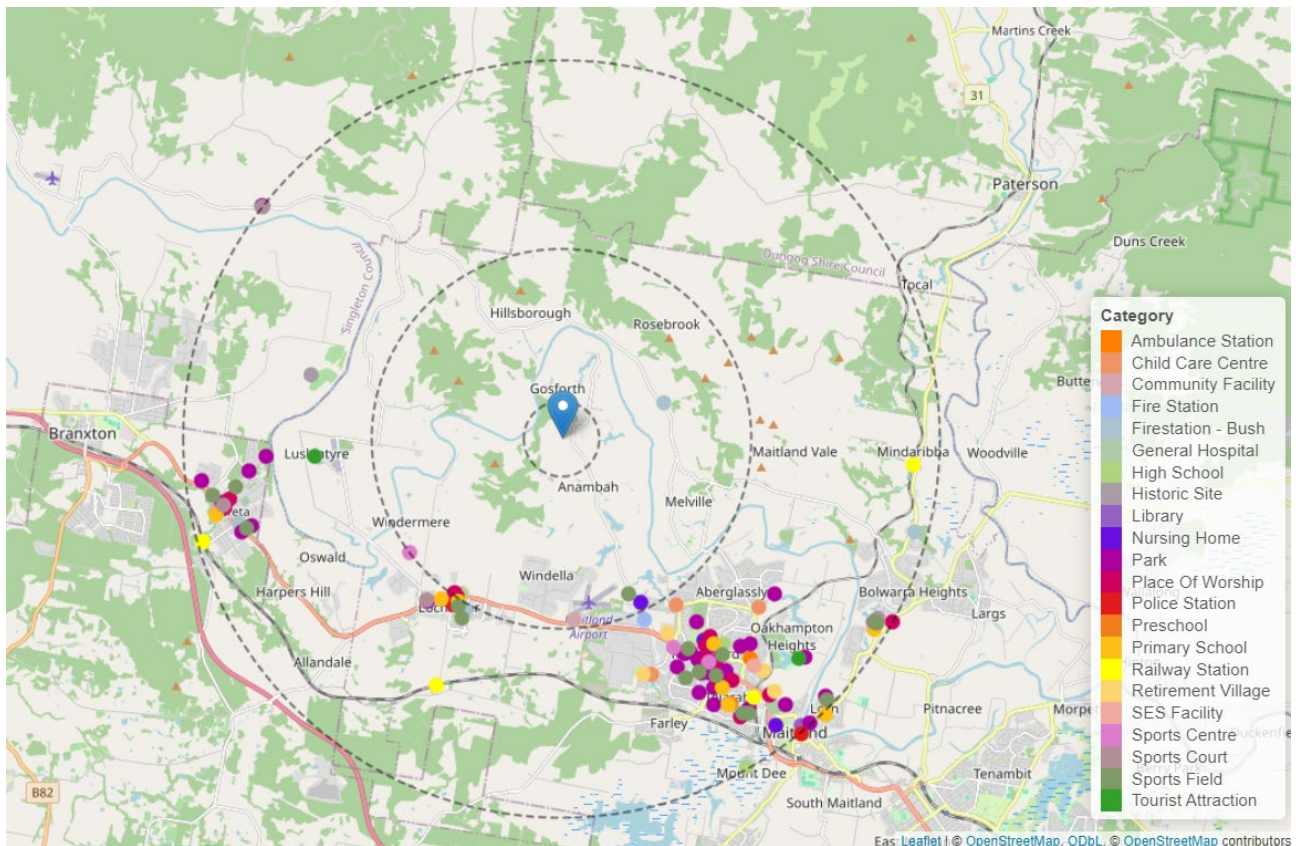
Source: Hadron Group analysis of Transport for NSW (2024), Travel Zone Projections 2024, Estimated Residential Population.

5 Social Infrastructure Review

This section undertakes an audit of existing social infrastructure to better understand gaps and likely future needs of the resident population in the locality surrounding the site.

Figure 6 illustrates social infrastructure within a 1km, 5km and 10km radius of the site. The data is sourced from the NSW Points of Interest (NSW POI) dataset.¹ The closest facilities are generally located in Aberglasslyn and Ruthersford.

Figure 6: Location of existing facilities



Source: Hadron Group, Google Maps, NSW Points of Interest (POI), Spatial Services, Department of Customer Service (extracted 21 May 2025)

5.1 EXISTING FACILITIES

The tables below provide a summary of the existing social infrastructure within approximately 15km of the entrance to the site, covering schools, early education, sport and recreation, community services, and retail amenities.

Table 10 and Table 11 show that the nearest schools are approximately 7.5km from the site in Ruthersford, while schools in Lochinvar are around 2.5km further.

¹ NSW Point of Interest (POI) Map Service, State Government of NSW and Spatial Services (DCS) 2024.

Table 10: High Schools

Facility name	Address	Suburb	Proximity
Rutherford Technology High School	Avery Street	Rutherford	~ 7.5km
All Saints College - St Joseph's Campus	898 New England Highway	Lochinvar	~ 9.5km
Hunter Trade College	60 Junction Street	Telarah	~ 10.5km
All Saints College	9 Free Church Street	Maitland	~ 12km
Maitland High School	32 High Street	East Maitland	~ 15.5km
Maitland Grossmann High School	Cumberland Street	East Maitland	~ 16km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 11: Primary Schools

Facility name	Address	Suburb	Proximity
Rutherford Public School	Weblands Street	Rutherford	~ 6.5km
St Pauls Primary School	90A Gillies Street	Rutherford	~ 7.0km
Telarah Public School	Raymond Street	Telarah	~ 7.5km
St Patrick's Primary School	65 New England Highway	Lochinvar	~ 10km
Lochinvar Public School	95 New England Highway	Lochinvar	~ 10.5km
Nillo Infants School	37 Belmore Road	Lorn	~ 10.5km
Gillieston Public School	Cnr Northview St/Ryans Rd	Gillieston Heights	~ 13.5km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 12 identifies a concentration of early education facilities in Rutherford, within approximately 5-7km of the site, with additional services in Aberglasslyn located around 8km away.

Table 12: Child Care, Preschools, Long Day Care and Early Education

Facility name	Address	Suburb	Proximity
Tillys Play and Education Centre	71 Mustang Drive	Rutherford	~ 5km
Kids Cave Early Education	49-51 Richard Road	Rutherford	~ 5km
Busy Bees at Heritage Parc	125 Grand Parade	Rutherford	~ 6.5km
Goodstart Early Learning Centre	42 Dunkley Street	Rutherford	~ 6.5km
Rutherford Playtime Pre School	75 Regiment Road	Rutherford	~ 6.5km
Kookaburra Korner Early Education Centre Inc.	12 Woodberry Street	Rutherford	~ 6.5km
The Hub Preschool & Early Education Academy	83 - 85 Weblands Street	Rutherford	~ 6.5km
Story House Early Learning	10 McKeachie Drive	Aberglasslyn	~ 7.0km
Milestones Early Learning	61 Aberglasslyn Road	Rutherford	~ 7.5km
Kids Cave Early Education	4 Fernleigh Avenue	Aberglasslyn	~ 7.5km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 13 shows a range of sporting infrastructure in Rutherford within approximately 8km of the site, along with regional-scale facilities in Maitland located 12.5 to 14.5km away.

Table 13: Sporting Facilities

Facility name	Address	Suburb	Proximity
Maitland Polocrosse Grounds	111 Anambah Road	Rutherford	~4km
Maitland Indoor Sports Centre	37 Hinkler Avenue	Rutherford	~5km
Norm Chapman Oval	Fairfax Street	Rutherford	~6.5km
Rutherford Tennis Complex	Fairfax Street	Rutherford	~6.5km
Rutherford Oval	39 Alexandra Avenue	Rutherford	~7.5km
Maitland City Bowls	14 Arthur Street	Rutherford	~7km
McKeachies Sportsground	Redgum Circuit	Aberglasslyn	~8km
Telarah Bowling Club	23 Bligh Street	Telarah	~8.5km
Lochinvar Sporting Complex	230 Robert Road	Lochinvar	~10km
Maitland Aquatics Centre	Les Darcy Drive	Maitland	~12km
Maitland Regional Athletics Centre	208 High Street	Maitland	~12.5km
Maitland Regional Sportsground	James Street	Maitland	~12.5km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 14 shows that key civic amenities – such as libraries, community centres, and youth services – are generally available within 8 to 13km of the site.

Table 14: Community Facilities

Facility name	Address	Suburb	Proximity
Rutherford Library	13 Arthur Street	Rutherford	~7km
Rutherford Community Centre	13 Arthur Street	Rutherford	~7km
John Street	23 John Street	Telarah	~8.5km
Youth Express	12 Ken Tubman Drive	Maitland	~10.5km
Maitland Senior Citizens Centre	15 Grant Street	Rutherford	~12km
PCYC Maitland	3 James Street	Maitland	~12km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 15 shows there are a number of playgrounds within 9km of the site to support the populations of Aberglasslyn and Rutherford.

Table 15: Playgrounds

Facility name	Address	Suburb	Proximity
Finney Close	Finney close	Rutherford	~6.5km
Peppertree Circuit Park	Honeyoak Drive	Aberglasslyn	~7km
Max McMahon Oval	Weblands Street	Rutherford	~7km
Rutherford Community Centre	13 Arthur Street	Rutherford	~7km
Melbee Street Park	Melbee Street	Rutherford	~7.5km
Spotted Gum Park	Honeysuckle Drive	Aberglasslyn	~8km
McKeachies Sportsground	Redgum Circuit	Aberglasslyn	~8km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 16 outlines that the nearest general practitioners, ambulance and fire services are located in Rutherford (~5.5 – 9km), with major hospital facilities in East Maitland and Metford (~17–18.5km).

Table 16: Essential Services

Facility name	Address	Suburb	Proximity
NSW Ambulance Service	63 Aberglasslyn Road	Rutherford	~ 8km
NSW Fire & Rescue	4 Anambah Road	Rutherford	~4km
NSW Police	3 Caroline Place	Maitland	~10.5km
Services Australia	555 High Street	Maitland	~10km
Service NSW	4 Garnett Road	East Maitland	~16km
Maitland Hospital	51 Metford Road	Metford	~17km
Maitland Private Hospital	175 Chisholm Road	East Maitland	~16.5km
Rutherford General Practitioners (various)	Rutherford Marketplace	Rutherford	~6.5km
Aberglasslyn Medical Centre	5/8 McKeachie Drive	Aberglasslyn	~7.5km
Lochinvar Medical Centre	101 New England Highway	Lochinvar	~10.5km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

Table 17 shows that the nearest retail services are located in shopping centres in Rutherford and Aberglasslyn. Rutherford Marketplace is anchored by a Woolworths and includes 24 specialty stores, while adjacent Rutherford Shopping Centre is anchored by Coles and features six specialty shops, including a chemist. An ALDI supermarket is also co-located with these centres. In Aberglasslyn, the McKeachie's Run Shops are anchored by Woolworths and include a chemist, medical centre, and veterinary clinic.

Table 17: Retail Facilities

Facility name	Address	Suburb	Proximity
Peachy GreenGrocer	2/58 Shipley Drive	Rutherford	~5km
Rutherford Homemaker Centre	366 New England Highway	Rutherford	~5.5km
Rutherford Marketplace	1 Hillview Street	Rutherford	~6.5km
Rutherford Shopping Centre	Arthur Street & East Mall	Rutherford	~7.0km
ALDI	3 Hillview Street	Rutherford	~6.5km
McKeachie's Run Shops	8 McKeachie Drive	Aberglasslyn	~7.5km

Source: Google Maps (current as of 22 May 2025), Maitland City Council website

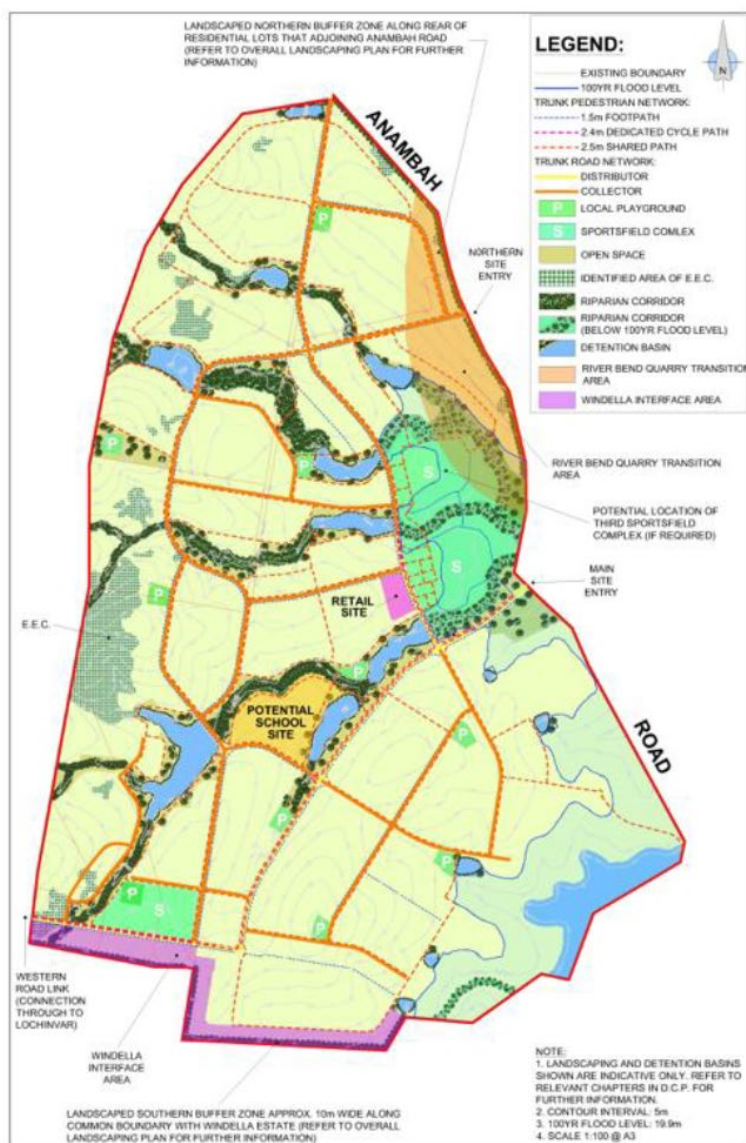
5.2 PLANNED PRECINCT PROVISION

The Development Control Plan (DCP) and Contributions Plan for the Anambah Urban Release Area (URA) are currently under development. The Draft Anambah Area Plan was publicly exhibited alongside the planning proposal to rezone the URA. Key elements of the URA's long-term structure are located within landholdings to the south of the subject site, including the planned retail centre, sportsground, and a potential primary school site. The future road network in this southern section will also facilitate new connections to Wyndella Road, enhancing access to existing community infrastructure in Lochinvar.

While there is currently no confirmed timeline for the delivery of infrastructure in the southern portion of the URA, sufficient capacity already exists in the surrounding area to support early stages of residential development. This includes recent expansions to primary and secondary school facilities, the delivery of new childcare services, and the approved Lochinvar Shopping Village, which will provide a full-line supermarket, specialty retail, and

future commercial offerings. Together, the facilities in Lochinvar, Aberglasslyn, and Rutherford offer a well-established urban support network for incoming residents.

Figure 7: Draft Anambah Area Plan



Source: Maitland LEP 2011 (Amendment No. 26) – Plan Finalisation Report

This reflects the typical sequencing of infrastructure delivery in Urban Release Areas, where certain facilities—such as a neighbourhood shopping centre or primary school—are triggered once population thresholds are reached. However, early-stage development does not require full local self-sufficiency from the outset. For example, the Lochinvar Shopping Village (DA/2022/1394) was only approved in December 2024, despite the Lochinvar URA recording a population of 1,095 at the 2021 Census. Residents of the St Helena Estate, the first development in the Lochinvar URA, have successfully relied on nearby Rutherford Marketplace (approximately 9.0km away) for full-line retail. Upon completion of the new Lochinvar centre, this distance will reduce to just 2.5km.

Had development commenced in the southern portion of the Anambah URA instead of the subject site, early residents would have similarly relied on established services in adjacent centres. Residents of the Stage 1 subdivision will make informed decisions to locate in the area, with reasonable car-based access to essential services already available. The proposal is therefore consistent with accepted urban development patterns and does not require full local infrastructure delivery before homes can be built and occupied.

5.3 DEVELOPMENT POPULATION

The Stage 1 DA will deliver 220 lots, of which 26 will be small lots of <450m². The future population changes were modelled based on other comparable growth centres in the region, such as Aberglasslyn, Lochinvar and Gillieston Heights.

The estimated development population was calculated using the following data:

1. Average number of people per lot based on typical growth centre development control plans (2.7 persons)
2. Average residential vacancy rates for the 2321 postcode, which includes Gillieston Heights and Lochinvar, over the last five years²
3. Age distribution of the population based on the Gillieston Heights suburb.³

The total estimated resident population of Stage 1 DA is 587 people.

Table 18: Development Population estimates

	Stage 1 DA	Concept DA
No. of small lots	26	90
No. of regular lots	194	(up to) 810
Total lots	220	(up to) 900
Estimated population	587	2394
Persons 0-4	64	258
Persons 5-9	94	385
Persons 10-14	66	271
Persons 15-19	123	505
Persons 20-64	93	378
Persons 65+	92	375

Source: Hadron Group analysis of proposal scheme, ABS and SQM research data

The estimated development population reflects the characteristics of a growing family-oriented community, with a relatively young age profile and a high proportion of children aged 0–14 years. This demographic mix will generate early demand for schools, childcare, recreational facilities, and local services.

While the development includes sufficient passive open space and playgrounds to meet many of the immediate needs of early residents, future households will initially rely on existing infrastructure in surrounding areas. Table 19 outlines the indicative demand for community facilities generated by the development, based on standard benchmarks.

² SQM Research (2025), *Residential Vacancy Rates – 2321*

³ ABS 2021, *Census 2021 - counting persons, place of usual residence (SAL: Gillieston Heights)*

Table 19: Planning proposal population demand for community facilities

Category	Source	Type of facility	Benchmark provision rate	Stage 1 DA	Concept DA
Community facilities	Growth Centre Commission – Development Code (2006)	Youth centre	1:20,000 people	0.03	0.12
		Performing arts/cultural centre	1:30,000 people	0.02	0.08
		Childcare facility	1 place: 5 children 0-4 years	12.80	51.60
		After school care facility	1 place: 25 children 5-12 years	3.14	12.84
	Maitland City Wide Section 94 Contributions Plan 2016	Library	1:10,304 people	0.06	0.23
		Multipurpose community centre	1:4,414 people	0.13	0.54
Education	Growth Centre Commission – Development Code (2006)	Public Primary Schools	1:1,500 new dwellings	0.15	0.60
		Public High Schools	1:4,500 new dwellings	0.05	0.20
Health and social welfare	Growth Centre Commission – Development Code (2006)	Community Health Centre	1:20,000 people	0.03	0.12
		Hospital Beds	2 beds:1000 people	1.17	4.79
		Aged Care Housing	1:10,000 people	0.06	0.24
		High Care (Nursing home)	40 beds:1,000 people 70yrs+	1.49	6.08
		Low Care (Hostel) places	48 places:1,000 people 70yrs+	1.78	7.30
		Community Service Centre	85 sqm:1000 people	49.90	203.49
Open space and recreation	Maitland City Wide Section 94 Contributions Plan 2016	Local playground (>0.5ha, within 500m of most residents)	1:955 people	0.61	2.51
		Neighbourhood park (0.5-1.8ha)	1:3,860 people	0.15	0.62
		Aquatic facility	1:35,000 people	0.02	0.07

Sources: Hadron Group analysis of sources indicated in table

The site is located within the Anambah Urban Release Area (URA), which has been identified for long-term urban growth. As with other precincts of this nature, the delivery of major precinct-wide infrastructure—such as schools, retail centres, and broader community facilities—will be staged over time and is dependent on the area reaching a sufficient population threshold to support viable service delivery.

In the interim, access to services in Lochinvar, Aberglasslyn and Rutherford will help to meet demand, with expanded schools and regional sporting facilities already in place. The development will also contribute to the cost of broader infrastructure through developer contributions, including monetary payments and the dedication of land and physical infrastructure items. These contributions will support the eventual rollout of precinct-scale facilities as outlined in the emerging Development Control Plan and Contributions Plan for the URA.

6 Feedback on DA Public Exhibition

6.1 EXHIBITION OF ORIGINAL PROPOSAL

The Concept and Stage 1 Development Applications for 559 Anambah Road were publicly exhibited in October 2024 as integrated development under Section 4.46 of the Environmental Planning and Assessment Act 1979 (EP&A Act). Following the exhibition, the proponent received a comprehensive summary of feedback from relevant agencies and authorities, along with redacted copies of public submissions. These included 34 submissions from local residents, three from state agencies with statutory assessment roles – Heritage NSW, NSW Rural Fire Service (RFS), and Transport for NSW (TfNSW) – and two from major landholders with strategic interfaces to the site: Roche Group and Hunter Quarries.

6.2 SUMMARY OF AGENCY AND AUTHORITY FEEDBACK

In addition to the aforementioned state agencies, feedback was provided by Maitland City Council and the Hunter and Central Coast Regional Planning Panel (HCCRPP), the consent authority for regionally significant development. Utility providers Ausgrid and Hunter Water Corporation (HWC) also contributed. The key issues raised are summarised below by theme:

6.2.1 External road network

- Transport for NSW (TfNSW):
 - Identified the likely need for signalisation of the Anambah Road / New England Highway (NEH) intersection to support the full 900-lot masterplan.
 - Requested analysis of River Road / NEH intersection under emergency access scenarios.
- Council:
 - Opposed the restriction of River Road to emergency use, citing implications for development staging and access on neighbouring land.
 - Required the upgrade of Anambah Road to provide flood-free access and function as the primary site connection.

6.2.2 Internal road network

- TfNSW:
 - Noted insufficient integration of public transport and active transport infrastructure.
- NSW Rural Fire Services (RFS):
 - Identified non-compliances with Planning for Bushfire Protection 2019 access provisions.
- Council:
 - Road layout lacks consideration of URA expansion, topography, and a defined movement hierarchy.
 - Long road segments require local traffic management measures.
 - A second watercourse crossing is needed on the western side to improve connectivity, evacuation, and emergency access.
 - On-street parking should be provided on both sides of roads with lot frontages.
 - A development guideline is required to support the use of laneways.

6.2.3 Utilities and infrastructure

- Hunter Water Corporation (HWC):
 - Requested updated servicing strategies to confirm water and wastewater availability.

- Ausgrid:
 - Recommended further assessment of electrical network capacity and the possible need for an on-site substation.
- Council:
 - Identified insufficient detail on stormwater detention and water quality systems.
 - Opposed the proposed location of watermain, sewer rising main, and WWPS within the River Road corridor due to long-term development constraints.

6.2.4 Urban design and housing

- Council:
 - Number of small lots exceeded allowances under Clause 7.8(2)(c) of the Maitland LEP 2011.
 - Lots did not comply with proximity requirements in Clause 7.8(2)(b).
 - A Crime Prevention Through Environmental Design (CPTED) report was not provided (required under Chapter C12 of the MDCP 2011).
 - Limited detail was provided on Build-to-Rent housing and no affordable housing provision was identified.

6.2.5 Social infrastructure

- Council:
 - Considered the provision of open space and playgrounds inadequate.
 - Raised concerns about the accessibility and capacity of existing community facilities to meet the needs of the projected population.
 - Required preparation of a Social Impact Assessment (also requested by HCCRPP)
 - Noted lack of clear community consultation and significant number of public submissions.

6.2.6 Environmental

- Council:
 - Considered the biodiversity assessment deficient in terms of:
 - Avoidance of remnant vegetation
 - Planting in riparian and detention areas
 - Assessment of impacts on Key Fish Habitat
 - Requested further assessment of land use conflicts with neighbouring resource industries.

6.2.7 Cultural

- Heritage NSW:
 - Requested additional documentation to support the Aboriginal Heritage Impact Permit (AHIP).

6.2.8 Strategic planning and staging

- HCCRPP:
 - Considered the proposal premature due to the absence of an adopted Development Control Plan (DCP) and Contributions Plan.
 - Determined that the application lacked sufficient detail to guide future subdivision under Clause 4.23 of the EP&A Act 1979.
- Council:
 - Determined the proposal did not demonstrate compliance with Clause 6.2 of the Maitland LEP 2011 (essential infrastructure).
 - Considered the proposal insufficient to satisfy Clause 6.3 (logical and cost-effective development staging).

6.3 REVIEW OF PUBLIC SUBMISSIONS

A total of 34 submissions were received from local residents during the exhibition period. Based on the information provided, the majority of submissions originated from Gosforth (immediately north of the site) and Anambah (the suburb in which the site is located). Only a small number were received from residents of Windella, which adjoins the southern boundary of the Urban Release Area (URA).

Given the area's predominantly rural character – with Census 2021 recording just 19 households in Anambah and 27 in Gosforth – the level of community engagement was notably high. Submissions appeared to be strongly coordinated and demonstrated a high level of awareness of the proposal and its potential impacts.

Many of the concerns raised by the community closely aligned with issues identified by Council and state agencies. These included:

- Evacuation and emergency access during flood or bushfire events
- The suitability of River Road for emergency-only access
- The capacity of existing social infrastructure to support the proposed population
- The adequacy of utility and electricity infrastructure
- The sufficiency of proposed social infrastructure
- Car dependency due to limited public and active transport options
- Water management and drainage issues
- Ecological and biodiversity impacts
- Potential land use conflicts with nearby resource recovery and quarry operations
- The staging and sequencing of development
- The adequacy of community consultation

Additional themes raised exclusively by the community included:

- The condition, capacity, and safety of Anambah Road
- Impacts on wildlife and natural habitats
- Integration with the area's rural character and impacts for farming land
- Perceived social issues, such as crime and cohesion
- Visual and landscape impacts

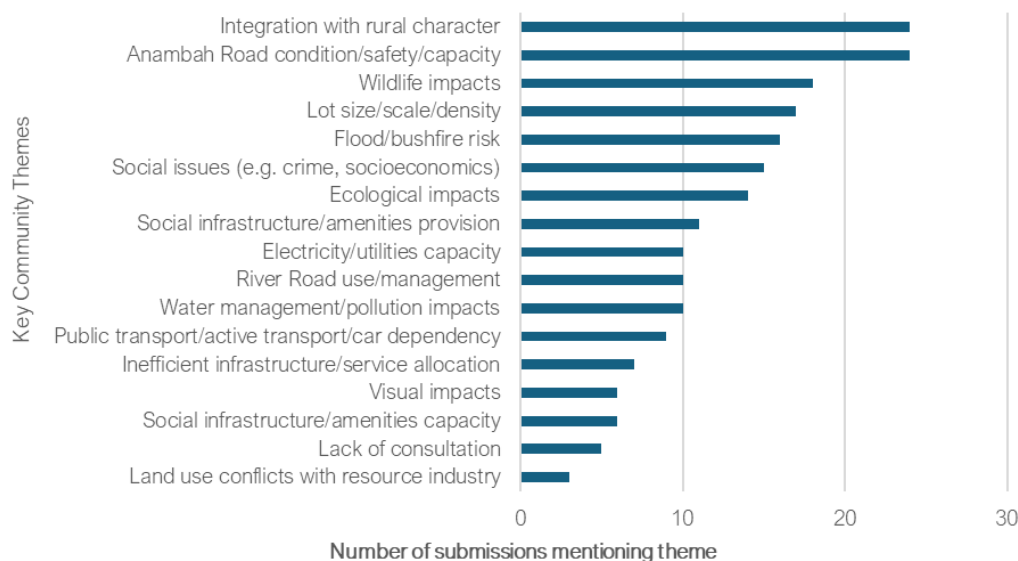
The volume and consistency of community feedback reflect a strong level of local interest in the proposal, particularly regarding its potential to influence the character, function, and infrastructure capacity of the surrounding area. While many concerns relate to common challenges associated with greenfield development, others highlight location-specific sensitivities, including flood risk, rural land use interface, and the existing capacity of local roads and services.

It is noted that several submissions raising concerns about integration with the rural character of the area appear to have been based on the assumption that the site remains zoned RU2 Rural Landscape. In fact, the land subject to this proposal forms part of the Anambah Urban Release Area and is already zoned for urban purposes under the Maitland LEP 2011. Although a portion of the proponent's broader landholding remains zoned RU2, it is not included in the current application. This distinction may have contributed to some community misunderstanding regarding the zoning context of the proposed development. Nonetheless, issues relating to rural character were already considered as part of the rezoning process.

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. Accordingly, efforts have focused on reviewing the issues raised and refining the proposal where appropriate to address the concerns identified.

These community themes – both those aligned with agency feedback and additional local perspectives – are summarised in Figure 8, along with the frequency with which each issue was raised.

Figure 8 Community and Stakeholder Feedback Themes



Source: Hadron Group Analysis of redacted submissions

6.4 DESIGN RESPONSE TO STAKEHOLDER FEEDBACK

The original Concept DA masterplan proposed a 900-lot residential development, including approximately 177 small lots (under 450m²). The accompanying Stage 1 DA sought approval for the first 240 lots, comprising a mix of standard and small lot housing. The Concept DA also included a Build-to-Rent component, earmarked for delivery in a future stage.

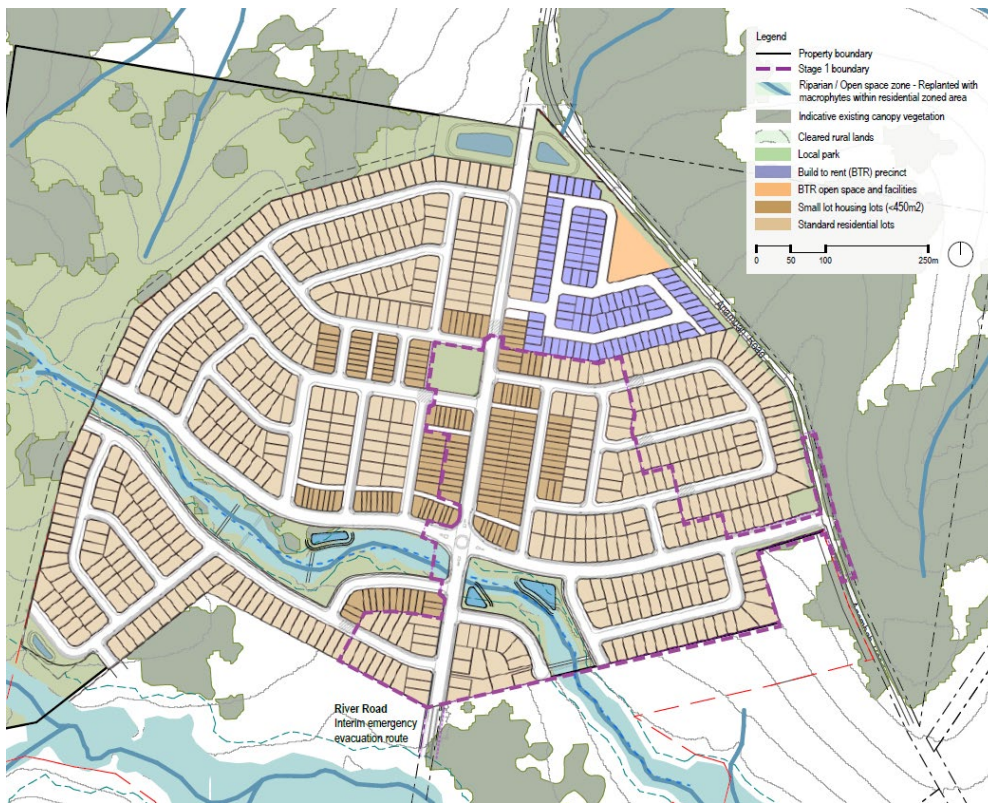
The revised Concept DA (this proposal) still provides for a 900-lot residential development, but with 90 small lots – which is the number Council provided in their feedback as being proportionate to the proponent's landholding share of the maximum allowable under the LEP. The accompanying revised Stage 1 DA seeks approval for 220 lots, of which 26 are small lots. The Build-to-Rent component has been removed; however, the proponent has committed to delivering up to 5% of dwellings as a combination of affordable housing and Specialist Disability Accommodation (SDA).

Figures 9 and Figure 10 illustrate the original and revised layouts for the Concept and Stage 1 DAs, respectively. Key design changes responding to agency and community feedback include:

- Introduction of a continuous perimeter road around the site boundary
- Removal of laneways from the layout
- Revised road layout to accommodate emergency vehicles, bus access, active transport, on-street parking
- Adoption of traffic management measures on long road segments
- Improved movement hierarchy and consideration of future integration with the broader URA
- Increased open space and playground provision
- Relocation of small lots to ensure they are within 200 metres of parks
- Road network, lot orientation, and public domain designed in line with CPTED principles
- Inclusion of a second watercourse crossing on the western side of the site
- Retention of a larger area of remnant vegetation

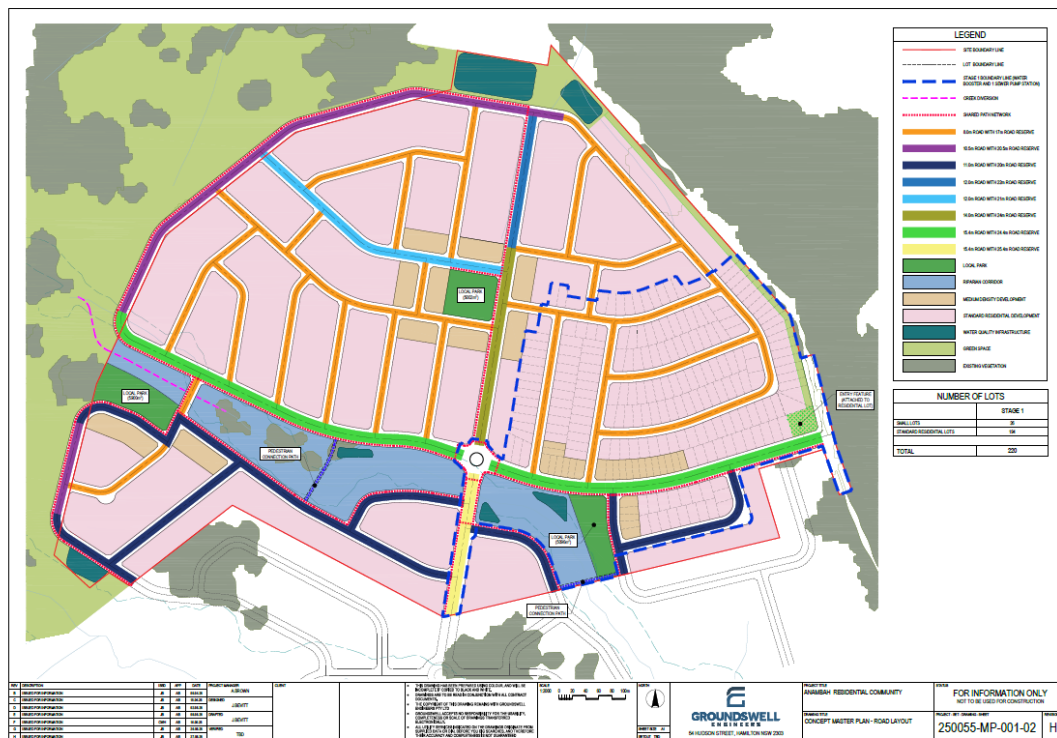
These measures, along with the additional steps taken to address biodiversity assessment requirements and support the Aboriginal Heritage Impact Permit (AHIP), respond to the issues identified in agency and authority feedback (Section 5.2) relating to internal road layout, social infrastructure, urban design and housing, environmental protection, and cultural heritage.

Figure 9 Original Concept DA and Stage 1 DA



Source: Concept Masterplan PAA Design August 2024

Figure 10 Revised Concept DA and Stage 1 DA



Source: Concept Masterplan Groundswell Engineers Design May 2025

6.5 MAJOR LANDHOLDER FEEDBACK

6.5.1 Roche Group objections to the proposal

The Anambah Urban Release Area (URA) was rezoned in 2020, but no precinct-wide Development Control Plan (DCP) or Contributions Plan has yet been finalised. It is understood from discussions with Council that Roche Group, which controls approximately two-thirds of the URA, has been working with Council on these frameworks, expected to be released in late 2025.

The proponent initiated engagement with Roche in mid-2023, seeking to collaborate on master planning and infrastructure coordination to ensure integration with the emerging DCP, Contributions Plan and provision of essential services to the site. While early engagement occurred, including the exchange of draft materials, divergent timelines and priorities emerged.

After the submission of the Development Application (DA) in September 2024, the proponent reiterated its willingness to collaborate, particularly on internal infrastructure delivery. However, Roche expressed its view that the proposal delivered limited benefits beyond the subject site. In May 2025, as part of this SIA process, Roche confirmed it would no longer engage beyond statutory channels, citing previous attempts to provide input and a lack of responsiveness to their concerns. Roche requested that their submission be referenced in the SIA as the basis for landholder commentary.

Roche Group's key objections, as identified in their submission, are summarised below:

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

The proponent acknowledges Roche Group's role as a major landholder within the Anambah URA and its involvement in advancing a precinct-wide Development Control Plan (DCP) and Contributions Plan. However, the proponent maintains that the current planning framework permits development to proceed in the absence of these instruments. Under Sections 3.44(5) and 4.23 of the Environmental Planning and Assessment Act 1979, proponents are entitled to submit a Concept Development Application (DA) that satisfies the relevant LEP and strategic planning objectives. The subject proposal includes flood-resilient access arrangements and does not rely on infrastructure commitments from other parties.

Regarding infrastructure contributions, the proponent notes that the scale of development proposed – well below the 1,200-lot trigger for the Western Link Road – does not necessitate significant regional upgrades at this stage. A flood-free emergency access route will be delivered via River Road, benefitting both the site and the Gosforth community. The proponent has also indicated a willingness to revisit its contributions offer once Council's draft Contributions Plan is finalised.

The revised layout addresses concerns about reliance on third-party land by containing all Asset Protection Zones (APZs) within the development site and confirming that the River Road emergency access can be delivered entirely within the public corridor.

In relation to connectivity, the proponent made multiple requests to access Roche's master planning work, which were not accommodated. The proposed road hierarchy is based on information available in the servicing strategies and has since been refined to improve integration. River Road remains a central alignment but does not preclude future modifications to accommodate broader precinct connections.

Finally, all essential services can be delivered independently within the road corridor. Hunter Water Corporation has confirmed servicing is available under Section 50 of the Hunter Water Act 1991, and Ausgrid has confirmed the availability of electrical capacity. In this context, the proposal represents a practical, staged approach to development that does not compromise the future delivery of precinct-wide infrastructure or constrain other landholders.

6.5.2 Hunter Quarries objections to the proposal

Hunter Quarries Pty Ltd (HQPL), the operator of the Gosforth Rhyolite Quarry located at 75 Valley Street, Gosforth (Lot 3 DP 883399), lodged a formal objection to Development Application DA/2024/763. The quarry has operated since the early 1960s under Development Consent DA/95/127, which permits up to 770,000 tonnes of rhyolite extraction over four stages and a maximum annual throughput of 30,000 tonnes through two extraction campaigns per year. The quarry provides high-quality road construction material and services a broad regional market, including several State Significant Infrastructure projects.

HQPL's submission raises concerns about potential land use conflict, as a number of the lots proposed under the Concept DA would fall within 1 kilometre of the quarry boundary. Their submission contends that residential development at this proximity may compromise quarry operations and expose future residents to impacts from blasting, noise, dust, and heavy vehicle traffic. They consider that the DA documentation fails to address Clause 2.19 of the State Environmental Planning Policy (Resources and Energy) 2021, which requires evaluation of compatibility between proposed development and existing extractive industry uses, and identification of mitigation measures where necessary.

HQPL recommends that a revised set of environmental studies be completed – specifically, Blasting Impact, Noise Impact, Air Quality Impact, and Transport Impact Assessments – with a focus on proximity effects, sensitive receivers, cumulative impacts, and safety considerations related to Anambah Road. They argue that no residential allotments within 1 km of the quarry should be approved until such assessments are completed and appropriate mitigation measures are identified.

Hadron Group, on behalf of the applicant, wrote to HQPL in May 2025 as part of consultation for this Social Impact Assessment. The correspondence acknowledged HQPL's submission and invited further engagement regarding potential interface risks. It noted that the quarry was not considered during the 2020 rezoning of the Anambah URA, likely because the southern edge of its approved extraction footprint lies approximately 1 km from the URA boundary. The correspondence also noted that the original environmental impact assessment for the quarry (prepared in 2000) anticipated an operational life of approximately 25.7 years, with no subsequent modification applications lodged to extend its consent.

While Hunter Quarries did not respond further to the invitation for consultation, the SIA recognises the importance of appropriately managing land use transitions adjacent to extractive operations. Should quarry operations continue beyond their originally projected timeframe, future development stages will consider appropriate design measures and interface mitigation in line with Council's emerging planning controls for the URA.

6.5.3 Riverbend Organics objections to the proposal

Riverbend Organics Pty Ltd operates a licensed composting facility at 442 Anambah Road, Gosforth, under Development Consent DA/2015/433 and NSW Environment Protection Licence (EPL) 12510. The facility currently processes green waste, with approval to expand to include putrescible material following a 2023

modification to the development consent. The site adjoins the Urban Release Area (URA) and is located approximately 300–400 metres north of the proposed Stage 1 subdivision boundary.

Although Riverbend Organics did not lodge a formal submission in response to DA/2024/763, the operator was contacted as part of the Social Impact Assessment (SIA) process. A written response was provided by their consultant, AK Environmental, outlining expectations regarding odour impacts and the management of land use interfaces. The response acknowledged that odour levels are presently low due to limited composting inputs but may increase in future if operations intensify within the scope of the current approvals. The operator requested that residential lots be excluded from the 2 odour unit (OU) contour identified in the 2022 Todoroski Air Sciences modelling, which was prepared for an Environmental Impact Statement accompanying the 2023 modification. It was suggested that land within this contour be reserved for open space or vegetated buffers.

Under the NSW EPA's Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (2022), odour impact criteria are based on the number of people exposed within the affected contour, not the broader zoning or total precinct population. Based on the updated staging plan, approximately 20 to 25 residential lots in Stage 1 fall partially or fully within the 2 OU contour. Using an average household size of 2.5 persons, the estimated exposed population is approximately 60 people. In accordance with the Approved Methods (Table 18 and Equation 7.2), this exposure level corresponds to an odour criterion of 5 OU (99th percentile, nose-response average).

Detailed modelling by Todoroski Air Sciences (2022) confirms that all assessed receptor locations — including those nearest the development boundary — experience odour levels below this regulatory threshold. The highest predicted concentration was 4.1 OU. This indicates compliance with EPA policy and suggests a low risk of odour-related land use conflict.

The SIA recognises the importance of ensuring a functional and appropriately managed interface between the composting facility and future residential uses. As development progresses, future applications will incorporate interface treatments such as vegetated buffers and landscaping, and ensure that purchasers are informed of the nearby rural industry through Planning Certificates where appropriate. Ongoing engagement with Riverbend Organics is encouraged to support long-term land use compatibility.

7 Social Impacts

Social impacts have been identified and analysed from the perspective of the community and other affected stakeholders. Different stakeholder groups considered include:

- Community within Anambah and Gosforth
- Community within Windella
- Neighbouring resource facilities and agricultural landholdings
- Community within Maitland LGA

The following assessment outlines the social impacts as a consequence of the changes to the current social environment or changes experienced by the community resulting from the proposed development.

7.1 WAY OF LIFE

Impacts considered include how people live, how they get around, how they work, how they play, and how they interact each day.

Table 20: Way of life – impacts and responses

Way of life – impacts and responses	
<i>Traffic movements on Anambah Road</i>	<ul style="list-style-type: none"> • Construction Phase: Construction traffic may cause minor disruption to local travel patterns, particularly for residents, businesses, and visitors using Anambah Road and nearby routes. • Cumulative Impacts: The only potential cumulative impact during the construction phase would be associated with the proponent's second development application (DA/2025/52) for a Manufactured Home Estate on adjoining land. However, as this project is not expected to proceed concurrently with Stage 1 subdivision works, cumulative construction traffic impacts are expected to be minimal.
Impact significance	Direction: Negative Likelihood: Likely Magnitude level: Minor Significance: Medium
Identified responses	<ul style="list-style-type: none"> • Implement Management Plans: Require construction-phase mitigation measures as conditions of consent, including a Construction Management Plan (CMP) and Construction Environmental Management Plan (CEMP), to manage traffic, dust, noise, and site safety. • Undertake Proactive Community Engagement: Maintain ongoing communication with surrounding stakeholders to keep them informed about the timing, duration, and potential effects of construction activities. • Apply Road Safety Audit (RSA) Recommendations: An RSA has identified targeted safety measures to be delivered under a Voluntary Planning Agreement (VPA) to improve the performance of Anambah Road (e.g. curve treatments, barrier extensions, improved signage, verge maintenance, and intersection

Way of life – impacts and responses	
	<p>upgrades). Completing these elements prior to subdivision works will further mitigate potential construction-phase impacts.</p> <ul style="list-style-type: none"> • Coordination with Quarry Operations: Where feasible, construction traffic movements will be planned to avoid or minimise overlap with the Gosforth Rhyolite Quarry's two annual extraction periods, in order to reduce potential traffic conflicts on Anambah Road.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Minor</p> <p>Significance: Low</p>
<i>Traffic movements on Anambah Road</i>	<ul style="list-style-type: none"> • Operational Phase: The Stage 1 Development Application will result in increased traffic movements along Anambah Road, with vehicles entering and exiting the site via a new access point. Anambah Road is a rural road with a speed limit of 100 km/h, one travel lane in each direction, and no formal footpaths. TfNSW has indicated support for a reduction in the speed limit to 80km/h. While the road is not commonly used by pedestrians due to its distance from urban areas, it may occasionally be used by cyclists. Community feedback has identified concerns regarding the road's condition, capacity, and safety. • Cumulative Impacts: As development within the Urban Release Area (URA) progresses, traffic volumes on Anambah Road are expected to increase correspondingly, contributing to cumulative impacts on road capacity and safety over time.
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Safety Improvements: A range of targeted measures will be delivered to improve safety on Anambah Road, including implementation of Road Safety Audit (RSA) recommendations and a reduction in the speed limit from 100 km/h to 80 km/h (as proposed by the developer and supported in principle by TfNSW). These measures will substantially mitigate the direct impacts associated with the Stage 1 Development Application, ensuring the road environment is appropriate for subdivision traffic. <p>Future Capacity Upgrades: While the above measures are sufficient to address the operational impacts of this development, broader capacity upgrades will be required as the Urban Release Area (URA) continues to grow. Technical studies currently being undertaken to inform the Development Control Plan (DCP) and Contributions Plan will identify the timing and scale of these upgrades to ensure Anambah Road can accommodate projected traffic volumes. In addition to local improvements, upgrades to the roundabout at the Anambah Road / New England Highway intersection will also be necessary to address cumulative capacity constraints</p>

Way of life – impacts and responses

Residual impact	<p>Direction: Negative</p> <p>Likelihood: Possible</p> <p>Magnitude level: Moderate</p> <p>Significance: Medium</p>
<i>Increased housing supply and lifestyle options</i>	<p>The Concept Master Plan allows for up to 900 residential lots, including 90 small lots to support housing diversity and affordability objectives. The proponent has also committed to delivering up to 5% of dwellings as a combination of affordable housing and Specialist Disability Accommodation (SDA), responding to identified housing need and inclusivity objectives. The development represents a significant addition to the regional housing supply and supports a broader mix of household types and life stages.</p>
Impact significance	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Major</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Design for Safety and Amenity: The Concept Master Plan incorporates key Crime Prevention Through Environmental Design (CPTED) principles, ensuring the subdivision will be safe, legible, and well-connected. • Small Lot Integration: Small lots are deliberately clustered around three public open space areas to enhance access to green space, promote walkability, and support future connections to public transport, enhancing both amenity and social inclusion. • Standard Lot Diversity: A variety of lot sizes will be provided to cater to different demographics and price points, supporting a diverse and inclusive community.
Residual impact	<p>Direction: Positive</p> <p>Likelihood: Almost Certain</p> <p>Magnitude level: Transformational</p> <p>Significance: Very High</p>
<i>Provision of Housing Close to Jobs and Amenities</i>	<p>The development will contribute to the supply of housing within close proximity to employment centres and regional services in Maitland, Lochinvar, and Rutherford, supporting broader objectives for balanced urban growth. Its location allows relatively direct access to the New England Highway, facilitating commuting to Maitland CBD, local industrial and logistics precincts, educational institutions, and health services. The proximity to the Lochinvar Growth Area – which includes expanded schools, regional sporting facilities, and a planned neighbourhood centre – enhances the accessibility of jobs, education, and everyday services for future residents.</p> <p>By locating housing in an area already identified for urban expansion, the proposal supports efficient land use, reduces the pressure for more remote greenfield</p>

Way of life – impacts and responses	
	development, and promotes regional self-containment by aligning population growth with areas of planned infrastructure and service investment.
Impact significance	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
	<ul style="list-style-type: none"> • Strategic Site Selection: The development aligns with local and regional planning objectives that seek to concentrate growth near established and emerging services. • Transport Connectivity: Direct access to the New England Highway and proximity to key employment and service hubs supports both local commuting and regional economic integration. • Neighbourhood Integration: Over time, connections to the southern portion of the URA will provide more localised access to education, recreation, and retail services, reinforcing the site's accessibility. There is also an opportunity to provide some amenities within the subject site.
Residual impact	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>

Source: Hadron Group analysis.

7.2 COMMUNITY

Impacts considered include composition, cohesion, character, how the community functions, resilience, and people's sense of place.

Table 21: Community – impacts and responses

Community – impacts and responses	
<i>Reduced sense of familiarity for long-term residents</i>	<p>The introduction of a new suburban community in an area traditionally characterised by rural landscapes and low-density living may alter the sense of place for long-term residents of Gosforth, Anambah, and surrounding rural localities. For many, the rural character is not only a visual or environmental attribute but a central part of their lifestyle, identity, and connection to community. The scale and density of the proposed development—along with increased traffic, more structured streetscapes, and gradual population growth—may contribute to a perception that the familiar character of the area is being lost.</p> <p>Community submissions reflected this concern, with residents expressing unease about the pace and scale of change, the fragmentation of rural landscapes, and the perceived erosion of a close-knit, semi-rural way of life. These perceptions may be particularly pronounced during early stages of development, when urban transformation is most visible and new community connections are still forming.</p>
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Possible</p> <p>Magnitude level: Moderate</p> <p>Significance: Medium</p>
Identified responses	<ul style="list-style-type: none"> • Staged Development & Transition Management: The 900-lot community will be delivered incrementally over many years, ensuring gradual change rather than sudden transformation. Early delivery of public open space and riparian corridors will provide visible community benefits from Stage 1. • Interface Design & Edge Treatments: Rural interface package including enhanced landscaping, visual buffers along Anambah Road, and a perimeter road ensures a soft transition between existing rural areas and new housing. Visual Impact Assessment confirms minimal visual intrusion beyond views from Anambah Road. • Local Character Integration: Design controls, CPTED-compliant parks, and retention of natural features maintain continuity with surrounding context. • Acknowledgement & Communication: Concerns are acknowledged as part of community sentiment, but the land is already zoned for residential development within the URA. Clear communication reinforces that rural-edge considerations were addressed during rezoning.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Minor</p> <p>Significance: Low</p>

Source: Hadron Group analysis.

7.3 ACCESS

Impacts considered include how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.

Table 22: Access – impacts and responses

Access – impacts and responses	
<i>Increased reliance on private vehicles</i>	<ul style="list-style-type: none"> 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.
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> Integrated Internal Street Network: The subdivision's internal street layout has been designed to promote permeability and legibility, supporting future access to bus routes and active transport connections. All small lots are within 200 metres of open space by way of CPTED compliant paths. While initial linkages to established centres are limited, the layout provides for integration with future stages of the Urban Release Area, including direct access to planned schools, retail areas, and community facilities via extended pedestrian and cycle paths. Purchaser Information Pack: Provide prospective buyers with clear information on the staged nature of the URA's delivery program, including the likely 10+ year timeframe for the road network, services, and public transport provision. The pack will highlight the current reliance on private vehicles and clarify that future upgrades will occur as population thresholds are reached through the DCP and Contributions Plan processes. This ensures buyers can make an information decision and sets realistic expectations about connectivity and service delivery.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Minor</p> <p>Significance: Low</p>
<i>Social infrastructure and amenities access</i>	<p>At present, there is no confirmed timeline for the delivery of infrastructure in the southern portion of the URA. Early stage residents will remain reliant on existing services in Rutherford and the neighbouring urban release areas of Lochinvar and Aberglasslyn until the broader infrastructure in the southern URA is delivered.</p>

Access – impacts and responses	
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Minor</p> <p>Significance: Medium</p>
Identified responses	<ul style="list-style-type: none"> • Early Provision of Open Space and Playgrounds: The development will deliver one park in Stage 1, all with pedestrian connections and surveillance through active street edges. These spaces will meet many immediate recreational needs of new residents. • Enhanced Riparian Corridor: A rehabilitated riparian corridor with shared paths, passive recreation areas, and biodiversity outcomes will provide further amenity and opportunity for informal activity. • Strategic Staging: Residential development will be staged in coordination with Council's broader infrastructure planning, ensuring that future residents can benefit from additional local services as the URA builds out. • Proximity to Existing Infrastructure: The development is located near the Lochinvar Growth Area, where expanded schools, extensive sporting facilities, and a future neighbourhood centre will support increased demand in the short to medium term. • Zoning Flexibility for Future Amenities: Although no commercial uses are proposed initially, the R1 zoning permits small-scale shops subject to consent. This allows flexibility to respond to emerging needs over time.
Residual impact	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Minor</p> <p>Significance: Medium</p>

Source: Hadron Group analysis.

7.4 CULTURE

Impacts considered include both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.

Table 23: Culture – impacts and responses

Culture – impacts and responses	
<i>Protection of cultural values</i>	A number of Aboriginal artefacts have been identified within the site, confirming the presence of Aboriginal cultural heritage values. This creates a real potential for unintentional harm to Aboriginal objects during construction if appropriate safeguards are not implemented.
Impact significance	Direction: Negative

Culture – impacts and responses	
	<p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Aboriginal Cultural Heritage Assessment (ACHAR): The final ACHAR, including the completed RAP consultation, has been provided to Heritage NSW (HNSW). HNSW can issue GTAs upon re-referral of the application from Council, which will occur as part of the Div 8.2 Review process. • Site Protection Measures: All relevant Aboriginal archaeological deposits have been formally registered and all sites located within the development footprint and access roads are to be clearly marked on construction drawings, with appropriate exclusion zones and protective fencing applied where relevant. The ACHAR requires the contractor to include an unexpected finds protocol in the Construction Environmental Management Plan (CEMP). • Awareness and Training: All personnel working on site will be briefed on their legal responsibilities under the National Parks and Wildlife Act 1974, including protocols for the protection of known sites and the reporting of any new or suspected Aboriginal heritage finds during construction.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Moderate</p> <p>Significance: Low</p>
<i>Transition from rural to suburban lifestyle</i>	<p>The most frequently raised concern in submissions from residents of Gosforth and Anambah was the loss of rural character and the perceived lack of integration with the surrounding landscape. Residents expressed specific concerns about the impacts of urbanisation on local wildlife, habitats, and ecosystems, as well as on the viability of the agricultural sector. These elements are regarded as integral to the area's identity and hold strong cultural and environmental value for the local community.</p>
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Staged Delivery & Adaptation: Development will occur incrementally, allowing the community to adapt to gradual change rather than abrupt transformation. • Environmental Performance: The project complies with BDAR outcomes through avoid–minimise–offset strategies, riparian vegetation management plans (VMP), and staged rehabilitation. The updated masterplan avoids two additional biodiversity patches identified by Council as having high value. These measures ensure ecological values are protected and enhanced.

Culture – impacts and responses

	<ul style="list-style-type: none"> • Movement & Connectivity: The internal road hierarchy and shared-path links (designed to CPTED principles and connecting to public open space) will reduce perceived car dependency. In addition, RSA/VPA works on Anambah Road will improve safety for cyclists and motorists, mitigating early-stage connectivity concerns until broader AURA services arrive. • Interface & Land Use Compatibility: Stage 1 incorporates buffers and edge treatments to manage interfaces with adjoining rural activities and industrial uses (e.g. quarry context), consistent with Council's requirements for upfront compatibility management. • Integrated Development Compliance: The proposal remains subject to the LEP, DCP, and relevant State/Federal controls, ensuring ongoing management of environmental, design, and character considerations.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Moderate</p> <p>Significance: Low</p>

Source: Hadron Group analysis.

7.5 SURROUNDINGS

Impacts considered include ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.

Table 24: Surroundings – impacts and responses

Surroundings – impacts and responses	
<i>Flooding</i>	Frequent flooding events along Anambah Road can isolate Gosforth residents, cutting off access to essential services and amenities during high rainfall periods. This creates a public safety risk and heightens vulnerability for those with limited mobility or urgent health needs.
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Emergency Access via River Road: The proposal includes formal upgrades to River Road to provide a secondary access route that remains passable during flood events. This will support safe evacuation and emergency access for both future residents of the site and existing residents of Gosforth. • Controlled Use: While the road is not intended for day-to-day access, it will be made available during emergency events in coordination with Council and emergency services.

Surroundings – impacts and responses	
	<ul style="list-style-type: none"> • Integrated Flood Planning: The flood access strategy has been incorporated into the Concept Master Plan and will be formalised through relevant civil design and emergency management provisions.
Residual impact	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
<i>Visual impacts</i>	<p>The transition from a rural landscape to a residential community will result in a noticeable change to the visual environment, which may not be favoured by all, particularly long-term residents of Gosforth. However, the Visual Impact Assessment (VIA) notes that this change is not inherently negative, given the current degraded condition of the site and the opportunity to introduce structured landscaping and visual screening.</p> <p>The scale and form of the development are consistent with the site's residential zoning. The VIA assessed potential views from nearby residential areas in Windella and Aberglasslyn and found impacts to be low, with visibility generally limited to a small number of dwellings on the northern fringe. The visual impact for those properties was assessed as low to moderate.</p>
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>
Identified responses	<ul style="list-style-type: none"> • Landscape Buffering & Perimeter Road: 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. • Layered Planting & Setbacks: Enhanced landscape plans include layered frontage planting, street trees, and generous setbacks, delivering a softened visual transition and avoiding abrupt built-form exposure. • Responsive Edge & View Management: Retention of key view corridors ensures that expansive rural outlooks are preserved where possible, with only brief glimpses of new housing visible from Anambah Road. Edge treatments are designed to minimise visual dominance while aligning with the precinct's long-term planning vision. • Stage 1 Early Planting: Implementation of street-tree planting, landscape palette selection, and orientation from the outset ensures the "finished" appearance of early stages, reducing perceptions of stark change during transition.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Possible</p>

Surroundings – impacts and responses	
	<p>Magnitude level: Minor</p> <p>Significance: Low</p>
<i>Public safety and security</i>	<p>Submissions from the local community expressed concern about the potential for increased crime and antisocial behaviour associated with the proposed residential density, reliance on private vehicles, and the initial absence of local social infrastructure. These concerns reflect a perceived link between under-serviced urban development and diminished public safety outcomes.</p>
Impact significance	<p>Direction: Negative</p> <p>Likelihood: Possible</p> <p>Magnitude level: Moderate</p> <p>Significance: Medium</p>
Identified responses	<ul style="list-style-type: none"> • CPTED-Based Design: The Concept Master Plan has been developed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, promoting a safe, legible, and well-connected neighbourhood layout. • Road Network Design: The street layout includes clear sightlines, multiple access points, and street-facing dwellings to encourage passive surveillance. The design allows for appropriate lighting, active street edges, and minimal opportunities for concealment. • Open Space Integration: Public parks are distributed throughout the site and are fronted by roads and dwellings to maximise visibility and reduce the likelihood of antisocial behaviour. Integrated footpaths and shared paths enhance safe, legible movement through these areas. • Lot Orientation: Dwellings are oriented toward streets and open spaces wherever possible, avoiding blank or inactive frontages and enhancing informal community oversight of shared public areas. • Community Expectations: Residents choosing to locate in the Stage 1 subdivision will be aware that daily services will initially require private vehicle access, until the population grows to a level that supports the delivery of neighbourhood-scale infrastructure and amenities.
Residual impact	<p>Direction: Positive</p> <p>Likelihood: Likely</p> <p>Magnitude level: Moderate</p> <p>Significance: High</p>

Source: Hadron Group analysis.

7.6 LIVELIHOODS

Impacts considered people's capacity to sustain themselves through employment or business.

Table 25: Livelihoods – impacts and responses

Livelihoods – impacts and responses	
<i>Employment opportunities</i>	The project will generate employment opportunities during the construction phase, providing potential economic benefits for local workers, contractors, and suppliers. While temporary in nature, this activity is likely to support local capacity building, enhance regional supply chains, and contribute to short-term economic activity in the broader Maitland area.
Impact significance	Direction: Positive Likelihood: Possible Magnitude level: Minor Significance: Low
Identified responses	<ul style="list-style-type: none"> • Engagement of Local Businesses: The proponent will actively seek opportunities to engage local businesses and trades throughout the construction process. This may include early communication with local suppliers, encouraging local businesses to register their interest, and working with construction contractors to prioritise local procurement where feasible.
Residual impact	Direction: Positive Likelihood: Likely Magnitude level: Minor Significance: Medium
<i>Land use compatibility</i>	The site is located within proximity to existing rural industries, including a licensed composting facility (Riverbend Organics) and the Gosforth Rhyolite Quarry. These businesses contribute to the local economy and rely on operational certainty to sustain their viability. Urban encroachment may give rise to land use conflict – through complaints, regulatory pressure, or constrained operations – which could impact the long-term livelihoods of those dependent on these industries. Concerns raised by operators highlight the risk that increased residential proximity may lead to future constraints on activities such as blasting, heavy vehicle movements, or odour-generating processes.
Impact significance	Direction: Negative Likelihood: Possible Magnitude level: Moderate Significance: Medium
Identified responses	<ul style="list-style-type: none"> • Interface & Buffer Management: The Concept Master Plan includes buffer zones, landscaping, and a perimeter road to provide separation between sensitive residential areas and existing rural operations. • Acoustic & Air Quality Controls: Independent acoustic and air assessments demonstrate compliance with EPA noise and vibration criteria, including quarry blasting, and show that air quality and odour objectives will be met for all future residences. Approximately 20–25 lots lie within the odour contour, but

Livelihoods – impacts and responses

	<p>population-based criteria confirm compliance, with no odour complaints historically recorded from Riverbend Organics.</p> <ul style="list-style-type: none"> • Staged Development & Compatibility Planning: Residential staging allows co-existence with quarrying activities as they approach end-of-life approvals. Planning certificates and purchaser information will notify buyers of nearby industrial uses, reducing risk of future conflict. Ongoing liaison with operators ensures compatibility is maintained.
Residual impact	<p>Direction: Negative</p> <p>Likelihood: Unlikely</p> <p>Magnitude level: Moderate</p> <p>Significance: Low</p>

Source: Hadron Group analysis.

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