Attachments

Under Separate Cover

21 October 2025

maitland
CITY COUNCIL

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Office of the General Manager

Draft Code of Meeting Practice for Public Exhbition

Model Code of Meeting Practice for NSW 2025 (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 45

maitland CITY COUNCIL

Department of Planning, Housing and Infrastructure
Office of Local Government

The model code of meeting practice for local councils in NSW

August 2025

olg.nsw.gov.au

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1 Introduction

This Model Code of Meeting Practice for Local Councils in NSW (the Model Meeting Code) is prescribed under section 360 of the *Local Government Act 1993* (the Act) and the *Local Government (General) Regulation 2021* (the Regulation).

The Model Meeting Code applies to all meetings of councils and committees of councils of which all the members are councillors (committees of council). Council committees whose members include persons other than councillors may adopt their own rules for meetings unless the council determines otherwise.

Councils must adopt a code of meeting practice that incorporates the mandatory provisions of the Model Meeting Code.

A council's adopted code of meeting practice may also incorporate the non-mandatory provisions of the Model Meeting Code and other supplementary provisions. However, a code of meeting practice adopted by a council must not contain provisions that are inconsistent with the mandatory provisions of this Model Meeting Code.

The provisions of the Model Meeting Code that are not mandatory are indicated in red font.

A council and a committee of the council of which all the members are councillors must conduct its meetings in accordance with the code of meeting practice adopted by the council.

The Model Meeting Code also applies to meetings of the boards of joint organisations and county councils. The provisions that are specific to meetings of boards of joint organisations are indicated in blue font.

In adopting the Model Meeting Code, joint organisations should adapt it to substitute the terms "board" for "council", "chairperson" for "mayor", "voting representative" for "councillor" and "executive officer" for "general manager".

In adopting the Model Meeting Code, county councils should adapt it to substitute the term "chairperson" for "mayor" and "member" for "councillor".

2 Meeting principles

2.1 Council and committee meetings should be:

Transparent:	Decisions are made in a way that is open and accountable.
Informed:	Decisions are made based on relevant, quality information.
Inclusive:	Decisions respect the diverse needs and interests of the local community.
Principled:	Decisions are informed by the principles prescribed under Chapter 3 of the Act.
Trusted:	The community has confidence that councillors and staff act ethically and make decisions in the interests of the whole community.
Effective:	Meetings are well organised, effectively run and skilfully chaired.
Orderly:	Councillors, staff and meeting attendees behave in a way that contributes to the orderly conduct of the meeting.

Note: The Office of Local Government has issued a guideline on free speech in local government in NSW. The Guideline provides practical guidance to councils on what free speech means in the context of NSW local government, including in relation to council meetings. The Guidelines have been issued under section 23A of the Act meaning councils must consider them when exercising their functions at meetings.

3 Before the meeting

Timing of ordinary council meetings

3.1 **The council shall, by resolution, set the frequency, time, date and place of its ordinary meetings.**

Note: Under section 365 of the Act, councils are required to meet at least ten (10) times each year, each time in a different month unless the Minister for Local Government has approved a reduction in the number of times that a council is required to meet each year under section 365A.

Note: Under section 396 of the Act, county councils are required to meet at least four (4) times each year.

Note: Under section 400T of the Act, boards of joint organisations are required to meet at least four (4) times each year, each time in a different quarter of the year.

Note: Under clause 13 of Schedule 11 of the Act, councils that have been designated as a rural and remote council under the Regulation are required to meet at least four (4) times each year, each time in a different quarter of the year.

Extraordinary meetings

3.2 **If the mayor receives a request in writing, signed by at least two (2) councillors, the mayor must call an extraordinary meeting of the council to be held as soon as practicable, but in any event, no more than fourteen (14) days after receipt of the request. The mayor can be one of the two councillors requesting the meeting.**

Note: Clause 3.2 reflects section 366 of the Act.

3.3 **The mayor may call an extraordinary meeting without the need to obtain the signature of two (2) councillors.**

Notice to the public of council meetings

3.4 **The council must give notice to the public of the time, date and place of each of its meetings, including extraordinary meetings, and of each meeting of committees of the council.**

Note: Clause 3.4 reflects section 9(1) of the Act.

3.5 **For the purposes of clause 3.4, notice of a meeting of the council and of a committee of council must be published before the meeting takes place. The notice must be published on the council's website, and in such other manner that the council is satisfied is likely to bring notice of the meeting to the attention of as many people as possible.**

3.6 **For the purposes of clause 3.4, notice of more than one (1) meeting may be given in the same notice.**

Notice to councillors of ordinary council meetings

3.7 The general manager must send to each councillor, at least three (3) days before each meeting of the council, a notice specifying the time, date and place at which the meeting is to be held, and the business proposed to be considered at the meeting.

Note: Clause 3.7 reflects section 367(1) of the Act.

3.8 The notice and the agenda for, and the business papers relating to, the meeting may be given to councillors in electronic form, unless the council determines otherwise, but only if all councillors have facilities to access the notice, agenda and business papers in that form.

Note: Clause 3.8 reflects section 367(3) of the Act.

Notice to councillors of extraordinary meetings

3.9 Notice of less than three (3) days may be given to councillors of an extraordinary meeting of the council in cases of emergency.

Note: Clause 3.9 reflects section 367(2) of the Act.

Giving notice of business to be considered at council meetings

3.10 A councillor may give notice of any business they wish to be considered by the council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted within such reasonable time before the meeting is to be held as determined by the council.

3.11 A councillor may, in writing to the general manager, request the withdrawal of a notice of motion submitted by them prior to its inclusion in the agenda and business paper for the meeting at which it is to be considered.

Questions with notice

3.12 A councillor may, by way of a notice submitted under clause 3.10, ask a question for response by the general manager about the performance or operations of the council.

3.13 A councillor is not permitted to ask a question with notice under clause 3.12 that would constitute an act of disorder.

3.14 The general manager or their nominee may respond to a question with notice submitted under clause 3.12 by way of a report included in the business papers for the relevant meeting of the council.

Agenda and business papers for ordinary meetings

3.15 The general manager must cause the agenda for a meeting of the council or a committee of the council to be prepared as soon as practicable before the meeting.

3.16 The general manager must ensure that the agenda for an ordinary meeting of the council states:

a. all matters to be dealt with arising out of the proceedings of previous meetings of the council, and

b. if the mayor is the chairperson – any matter or topic that the chairperson proposes, at the time when the agenda is prepared, to put to the meeting, and

c. all matters, including matters that are the subject of staff reports and reports of committees, to be considered at the meeting, and

d. any business of which due notice has been given under clause 3.10.

3.17 Nothing in clause 3.16 limits the powers of the mayor to put a mayoral minute to a meeting without notice under clause 9.7.

3.18 The general manager must not include in the agenda for a meeting of the council any business of which due notice has been given if, in the opinion of the general manager, the business is, or the implementation of the business would be, unlawful. The general manager must report, without giving details of the item of business, any such exclusion to the next meeting of the council.

3.19 Where the agenda includes the receipt of information or discussion of other matters that, in the opinion of the general manager, is likely to take place when the meeting is closed to the public, the general manager must ensure that the agenda of the meeting:

a. identifies the relevant item of business and indicates that it is of such a nature (without disclosing details of the information to be considered when the meeting is closed to the public), and

b. states the grounds under section 10A(2) of the Act relevant to the item of business.

Note: Clause 3.19 reflects section 9(2A)(a) of the Act.

3.20 The general manager must ensure that the details of any item of business which, in the opinion of the general manager, is likely to be considered when the meeting is closed to the public, are included in a business paper provided to councillors for the meeting concerned. Such details must not be included in the business papers made available to the public and must not be disclosed by a councillor or by any other person to another person who is not authorised to have that information.

Availability of the agenda and business papers to the public

3.21 Copies of the agenda and the associated business papers, such as correspondence and reports for meetings of the council and committees of council, are to be published on the council's website, and must be made available to the public for inspection, or for taking away by any person free of charge at the offices of the council, at the relevant meeting and at such other venues determined by the council.

Note: Clause 3.21 reflects section 9(2) and (4) of the Act.

3.22 Clause 3.21 does not apply to the business papers for items of business identified under clause 3.19 as being likely to be considered when the meeting is closed to the public.

Note: Clause 3.22 reflects section 9(2A)(b) of the Act.

3.23 For the purposes of clause 3.21, copies of agendas and business papers must be published on the council's website and made available to the public at a time that is as close as possible to the time they are available to councillors.

Note: Clause 3.23 reflects section 9(3) of the Act.

3.24 A copy of an agenda, or of an associated business paper made available under clause 3.21, may in addition be given or made available in electronic form unless the council determines otherwise.

Note: Clause 3.24 reflects section 9(5) of the Act.

Agenda and business papers for extraordinary meetings

3.25 The council must ensure that the agenda for an extraordinary meeting of the council deals only with the matters stated in the notice of the meeting.

3.26 Nothing in clause 3.25 limits the powers of the mayor to put a mayoral minute to an extraordinary meeting without notice under clause 9.7.

3.27 Despite clause 3.25, business may be considered at an extraordinary meeting of the council at which all councillors are present, even though due notice has not been given of the business, if the council resolves to deal with the business on the grounds that it is urgent and requires a decision by the council before the next scheduled ordinary meeting of the council. A resolution adopted under this clause must state the reasons for the urgency.

3.28 A motion moved under clause 3.27 can be moved without notice but only after the business notified in the agenda for the extraordinary meeting has been dealt with. Despite any other provision of this code, only the mover of a motion moved under clause 3.27, and the chairperson, if they are not the mover of the motion, can speak to the motion before it is put.

3.29 If all councillors are not present at the extraordinary meeting, the council may only deal with business at the meeting that councillors have not been given due notice of, where a resolution is adopted in accordance with clause 3.27 and the chairperson also rules that the business is urgent and requires a decision by the council before the next scheduled ordinary meeting.

3.30 A motion of dissent cannot be moved against a ruling of the chairperson under clause 3.29 on whether a matter is urgent.

Prohibition of pre-meeting briefing sessions

3.31 Briefing sessions must not be held to brief councillors on business listed on the agenda for meetings of the council or committees of the council.

Note: The prohibition on the holding of briefing sessions under clause 3.31 reflects the intent of Chapter 4, Part 1 of the Act which requires business of the council to be conducted openly and transparently at a formal meeting of which due notice has been given and to which the public has access. Pre-meeting briefing sessions are inconsistent with the principles of transparency, accountability and public participation and have the potential to undermine confidence in the proper and lawful decision-making processes of the council.

3.32 Nothing in clause 3.31 prevents a councillor from requesting information from the general manager about a matter to be considered at a meeting, provided the information is also available to the public. Information requested under this clause must be provided in a way that does not involve any discussion of the information.

4 Public forums

4.1 The council may hold a public forum prior to meetings of the council and committees of the council for the purpose of hearing oral submissions from members of the public on items of business to be considered at the meeting. Public forums may also be held prior to meetings of other committees of the council.

4.2 The council may determine the rules under which public forums are to be conducted and when they are to be held.

4.3 The provisions of this code requiring the livestreaming of meetings also apply to public forums.

5 Coming together

Attendance by councillors at meetings

5.1 **All councillors must make reasonable efforts to attend meetings of the council and of committees of the council of which they are members.**

Note: A councillor may not attend a meeting as a councillor (other than the first meeting of the council after the councillor is elected or a meeting at which the councillor takes an oath or makes an affirmation of office) until they have taken an oath or made an affirmation of office in the form prescribed under section 233A of the Act.

5.2 **The council may determine standards of dress for councillors when attending meetings.**

5.3 **A councillor cannot participate in a meeting of the council or of a committee of the council unless personally present at the meeting, unless permitted to attend the meeting by audio-visual link under this code.**

5.4 **The board of the joint organisation may, if it thinks fit, transact any of its business at a meeting at which representatives (or some representatives) participate by telephone or other electronic means, but only if any representative who speaks on a matter before the meeting can be heard by the other representatives. For the purposes of a meeting held in accordance with this clause, the chairperson and each other voting representative on the board have the same voting rights as they have at an ordinary meeting of the board.**

Note: Clause 5.4 reflects section 397G of the Regulation. Joint organisations may adopt clause 5.4 and omit clause 5.3. Councils must not adopt clause 5.4.

5.5 **Where a councillor is unable to attend one or more meetings of the council or committees of the council, the councillor should submit an apology for the meetings they are unable to attend, state the reasons for their absence from the meetings and request that the council grant them a leave of absence from the relevant meetings.**

5.6 **The council must not act unreasonably when considering whether to grant a councillor's request for a leave of absence.**

5.7 **Where a councillor makes an apology under clause 5.5, the council must determine by resolution whether to grant the councillor a leave of absence for the meeting for the purposes of section 234(1)(d) of the Act. If the council resolves not to grant a leave of absence for the meeting, it must state the reasons for its decision in its resolution.**

5.8 **A councillor's civic office will become vacant if the councillor is absent from three (3) consecutive ordinary meetings of the council without prior leave of the council, or leave granted by the council at any of the meetings concerned, unless the holder is absent because they have been suspended from office under the Act, or because the council has been suspended under the Act, or as a consequence of a compliance order under section 438HA.**

Note: Clause 5.8 reflects section 234(1)(d) of the Act.

The quorum for a meeting

5.9 **The quorum for a meeting of the council is a majority of the councillors of the council who hold office at that time and are not suspended from office.**

Note: Clause 5.9 reflects section 368(1) of the Act.

5.10 **Clause 5.9 does not apply if the quorum is required to be determined in accordance with directions of the Minister in a performance improvement order issued in respect of the council.**

Note: Clause 5.10 reflects section 368(2) of the Act.

5.11 **A meeting of the council must be adjourned if a quorum is not present:**

a. at the commencement of the meeting where the number of apologies received for the meeting indicates that there will not be a quorum for the meeting, or

b. within half an hour after the time designated for the holding of the meeting, or

c. at any time during the meeting.

5.12 **In either case, the meeting must be adjourned to a time, date, and place fixed:**

a. by the chairperson, or

b. in the chairperson's absence, by the majority of the councillors present, or

c. failing that, by the general manager.

5.13 **The general manager must record in the council's minutes the circumstances relating to the absence of a quorum (including the reasons for the absence of a quorum) at or arising during a meeting of the council, together with the names of the councillors present.**

5.14 **Where, prior to the commencement of a meeting, it becomes apparent that a quorum may not be present at the meeting, or that the health, safety or welfare of councillors, council staff and members of the public may be put at risk by attending the meeting because of a natural disaster or a public health emergency, the mayor may, in consultation with the general manager and, as far as is practicable, with each councillor, cancel the meeting. Where a meeting is cancelled, notice of the cancellation must be published on the council's website and in such other manner that the council is satisfied is likely to bring notice of the cancellation to the attention of as many people as possible.**

5.15 **Where a meeting is cancelled under clause 5.14, the business to be considered at the meeting may instead be considered, where practicable, at the next ordinary meeting of the council or at an extraordinary meeting called by the mayor under clause 3.3.**

Meetings held by audio-visual link

5.16 A meeting of the council or a committee of the council may be held by audio-visual link where the mayor determines that the meeting should be held by audio-visual link because of a natural disaster or a public health emergency. The mayor may only make a determination under this clause where they are satisfied that attendance at the meeting may put the health and safety of councillors and staff at risk. The mayor must make a determination under this clause in consultation with the general manager and, as far as is practicable, with each councillor.

5.17 Where the mayor determines under clause 5.16 that a meeting is to be held by audio-visual link, the general manager must:

a. give written notice to all councillors that the meeting is to be held by audio-visual link, and

b. take all reasonable steps to ensure that all councillors can participate in the meeting by audio-visual link, and

c. cause a notice to be published on the council's website and in such other manner the general manager is satisfied will bring it to the attention of as many people as possible, advising that the meeting is to be held by audio-visual link and providing information about where members of the public may view the meeting.

5.18 This code applies to a meeting held by audio-visual link under clause 5.16 in the same way it would if the meeting was held in person.

Note: Where a council holds a meeting by audio-visual link under clause 5.16, it is still required under section 10 of the Act to provide a physical venue for members of the public to attend in person and observe the meeting.

Attendance by councillors at meetings by audio-visual link

5.19 Councillors may attend and participate in meetings of the council and committees of the council by audio-visual link with the approval of the council or the relevant committee where they are prevented from attending the meeting in person because of ill-health or other medical reasons or because of unforeseen caring responsibilities.

5.20 Clause 5.19 does not apply to meetings at which a mayoral election is to be held.

5.21 A request by a councillor for approval to attend a meeting by audio-visual link must be made in writing to the general manager prior to the meeting in question and must provide reasons why the councillor will be prevented from attending the meeting in person.

5.22 Councillors may request approval to attend more than one meeting by audio-visual link. Where a councillor requests approval to attend more than one meeting by audio-visual link, the request must specify the meetings the request relates to in addition to the information required under clause 5.21.

5.23 The council must comply with the Health Privacy Principles prescribed under the *Health Records and Information Privacy Act 2002* when collecting, holding, using and disclosing health information in connection with a request by a councillor to attend a meeting by audio-visual link.

5.24 A councillor who has requested approval to attend a meeting of the council or a committee of the council by audio-visual link may participate in the meeting by audio-visual link until the council or committee determines whether to approve their request and is to be taken as present at the meeting. The councillor may participate in a decision in relation to their request to attend the meeting by audio-visual link.

5.25 A decision whether to approve a request by a councillor to attend a meeting of the council or a committee of the council by audio-visual link must be made by a resolution of the council or the committee concerned. The resolution must state the meetings the resolution applies to.

5.26 If the council or committee refuses a councillor's request to attend a meeting by audio-visual link, their link to the meeting is to be terminated.

5.27 A decision whether to approve a councillor's request to attend a meeting by audio-visual link is at the council's or the relevant committee's discretion. The council and committees of the council must act reasonably when considering requests by councillors to attend meetings by audio-visual link.

5.28 The council and committees of the council may refuse a councillor's request to attend a meeting by audio-visual link where the council or committee is satisfied that the councillor has failed to appropriately declare and manage conflicts of interest, observe confidentiality or to comply with this code on one or more previous occasions they have attended a meeting of the council or a committee of the council by audio-visual link.

5.29 This code applies to a councillor attending a meeting by audio-visual link in the same way it would if the councillor was attending the meeting in person. Where a councillor is permitted to attend a meeting by audio-visual link under this code, they are to be taken as attending the meeting in person for the purposes of the code and will have the same voting rights as if they were attending the meeting in person.

5.30 A councillor must give their full attention to the business and proceedings of the meeting when attending a meeting by audio-visual link. The councillor's camera must be on at all times during the meeting except as may be otherwise provided for under this code.

5.31 A councillor must be appropriately dressed when attending a meeting by audio-visual link and must ensure that no items are within sight of the meeting that are inconsistent with the maintenance of order at the meeting or that are likely to bring the council or the committee into disrepute.

Entitlement of the public to attend council meetings

5.32 Everyone is entitled to attend a meeting of the council and committees of the council. The council must ensure that all meetings of the council and committees of the council are open to the public.

Note: Clause 5.32 reflects section 10(1) of the Act.

5.33 Clause 5.32 does not apply to parts of meetings that have been closed to the public under section 10A of the Act.

5.34 A person (whether a councillor or another person) is not entitled to be present at a meeting of the council or a committee of the council if expelled from the meeting:

a. by a resolution of the meeting, or

b. by the person presiding at the meeting if the council has, by resolution, authorised the person presiding to exercise the power of expulsion.

Note: Clause 5.34 reflects section 10(2) of the Act.

5.35 On the adoption of this code and at the commencement of each council term, the council must determine whether to authorise the person presiding at a meeting to exercise a power of expulsion.

Note: If adopted, clauses 15.15 and 15.16 confer a standing authorisation on all chairpersons of meetings of the council and committees of the council to expel persons from meetings. If adopted, clause 15.15 authorises chairpersons to expel any person, including a councillor, from a council or committee meeting. Alternatively, if adopted, clause 15.16 authorises chairpersons to expel persons other than councillors from a council or committee meeting.

Livestreaming of meetings

5.36 Each meeting of the council or a committee of the council is to be recorded by means of an audio-visual device.

5.37 At the start of each meeting of the council or a committee of the council, the chairperson must inform the persons attending the meeting that:

a. the meeting is being recorded and made publicly available on the council's website, and

b. persons attending the meeting should refrain from making any defamatory statements.

5.38 The recording of a meeting is to be made publicly available on the council's website at the same time as the meeting is taking place.

5.39 The recording of a meeting is to be made publicly available on the council's website for at least 12 months after the meeting or for the balance of the council's term, whichever is the longer period.

5.40 Clauses 5.36 - 5.39 do not apply to any part of a meeting that has been closed to the public in accordance with section 10A of the Act.

Note: Clauses 5.36 – 5.40 reflect section 236 of the Regulation.

5.41 Recordings of meetings may be disposed of in accordance with the *State Records Act 1998*.

Note: Joint organisations are not required to livestream their meetings but may choose to do so by adopting clauses 5.36–5.40. Joint organisations that choose not to livestream their meetings may omit clauses 5.36–5.40.

Attendance of the general manager and other staff at meetings

5.42 The general manager is entitled to attend, but not to vote at, a meeting of the council or a meeting of a committee of the council of which all of the members are councillors.

Note: Clause 5.42 reflects section 376(1) of the Act.

5.43 The general manager is entitled to attend a meeting of any other committee of the council and may, if a member of the committee, exercise a vote.

Note: Clause 5.43 reflects section 376(2) of the Act.

5.44 The general manager may be excluded from a meeting of the council or a committee while the council or committee deals with a matter relating to the standard of performance of the general manager or the terms of employment of the general manager.

Note: Clause 5.44 reflects section 376(3) of the Act.

5.45 The attendance of other council staff at a meeting, (other than as members of the public) shall be determined by the general manager in consultation with the mayor.

6 The chairperson

The chairperson at meetings

6.1 **The mayor, or at the request of or in the absence of the mayor, the deputy mayor (if any) presides at meetings of the council.**

Note: Clause 6.1 reflects section 369(1) of the Act.

6.2 **If the mayor and the deputy mayor (if any) are absent, a councillor elected to chair the meeting by the councillors present presides at a meeting of the council.**

Note: Clause 6.2 reflects section 369(2) of the Act.

Election of the chairperson in the absence of the mayor and deputy mayor

6.3 **If no chairperson is present at a meeting of the council at the time designated for the holding of the meeting, the first business of the meeting must be the election of a chairperson to preside at the meeting.**

6.4 **The election of a chairperson must be conducted:**

a. by the general manager or, in their absence, an employee of the council designated by the general manager to conduct the election, or

b. by the person who called the meeting or a person acting on their behalf if neither the general manager nor a designated employee is present at the meeting, or if there is no general manager or designated employee.

6.5 **If, at an election of a chairperson, two (2) or more candidates receive the same number of votes and no other candidate receives a greater number of votes, the chairperson is to be the candidate whose name is chosen by lot.**

6.6 **For the purposes of clause 6.5, the person conducting the election must:**

a. arrange for the names of the candidates who have equal numbers of votes to be written on similar slips, and

b. then fold the slips so as to prevent the names from being seen, mix the slips and draw one of the slips at random.

6.7 **The candidate whose name is on the drawn slip is the candidate who is to be the chairperson.**

6.8 **Any election conducted under clause 6.3, and the outcome of the vote, are to be recorded in the minutes of the meeting.**

Chairperson to have precedence

6.9 **When the chairperson rises or speaks during a meeting of the council:**

a. any councillor then speaking or seeking to speak must cease speaking and, if standing, immediately resume their seat, and

b. every councillor present must be silent to enable the chairperson to be heard without interruption.

7 Modes of address

7.1 Where physically able to, councillors and staff should stand when the mayor enters the chamber and when addressing the meeting.

7.2 If the chairperson is the mayor, they are to be addressed as 'Mr Mayor', 'Madam Mayor' or 'Mayor'.

7.3 If the chairperson is the deputy mayor, they are to be addressed as 'Mr Deputy Mayor', or 'Madam Deputy Mayor' or 'Deputy Mayor'.

7.4 Where the chairperson is not the mayor or deputy mayor, they are to be addressed as either 'Mr Chairperson' or 'Madam Chairperson' or 'Chair'.

7.5 A councillor is to be addressed as 'Councillor [surname]'.

7.6 A council officer is to be addressed by their official designation or as Mr/Ms/Mx [surname].

8 Order of business for ordinary council meetings

8.1 At a meeting of the council, the general order of business is as fixed by resolution of the council.

8.2 The order of business as fixed under clause 8.1 may be altered for a particular meeting of the council if a motion to that effect is passed at that meeting. Such a motion can be moved without notice.

Note: If adopted, Part 13 allows council to deal with items of business by exception.

8.3 Despite any other provision of this code, only the mover of a motion referred to in clause 8.2 and the chairperson, if they are not the mover of the motion, can speak to the motion before it is put.

9 Consideration of business at council meetings

Business that can be dealt with at a council meeting

9.1 The council must not consider business at a meeting of the council:

a. unless a councillor has given notice of the business, as required by clause 3.10, and

b. unless notice of the business has been sent to the councillors in accordance with clause 3.7 in the case of an ordinary meeting or clause 3.9 in the case of an extraordinary meeting called in an emergency.

9.2 Clause 9.1 does not apply to the consideration of business at a meeting, if the business:

a. is already before, or directly relates to, a matter that is already before the council, or

b. is the election of a chairperson to preside at the meeting, or

c. is a matter or topic put to the meeting by way of a mayoral minute, or

d. is a motion for the adoption of recommendations of a committee of the council.

9.3 Despite clause 9.1, business may be considered at a meeting of the council at which all councillors are present even though due notice has not been given of the business to councillors, if the council resolves to deal with the business on the grounds that it is urgent and requires a decision by the council before the next scheduled ordinary meeting. A resolution adopted under this clause must state the reasons for the urgency.

9.4 A motion moved under clause 9.3 can be moved without notice. Despite any other provision of this code, only the mover of a motion referred to in clause 9.3 and the chairperson, if they are not the mover of the motion, can speak to the motion before it is put.

9.5 If all councillors are not present at a meeting, the council may only deal with business at the meeting that councillors have not been given due notice of, where a resolution is adopted in accordance with clause 9.3, and the chairperson also rules that the business is urgent and requires a decision by the council before the next scheduled ordinary meeting.

9.6 A motion of dissent cannot be moved against a ruling by the chairperson under clause 9.5.

Mayoral minutes

9.7 The mayor may, by minute signed by the mayor, put to the meeting without notice any matter or topic that the mayor determines should be considered at the meeting.

9.8 A mayoral minute, when put to a meeting, takes precedence over all business on the council's agenda for the meeting. The mayor may move the adoption of a mayoral minute without the motion being seconded.

9.9 A recommendation made in a mayoral minute put by the mayor is, so far as it is adopted by the council, a resolution of the council.

Staff reports

9.10 A recommendation made in a staff report is, so far as it is adopted by the council, a resolution of the council.

Reports of committees of council

9.11 The recommendations of a committee of the council are, so far as they are adopted by the council, resolutions of the council.

9.12 If in a report of a committee of the council distinct recommendations are made, the council may make separate decisions on each recommendation.

Questions

9.13 A question must not be asked at a meeting of the council unless it concerns a matter on the agenda of the meeting or notice has been given of the question in accordance with clauses 3.10 and 3.12, unless the council determines otherwise in accordance with this code.

9.14 A councillor may, through the chairperson, ask another councillor about a matter on the agenda.

9.15 A councillor may, through the mayor, ask the general manager about a matter on the agenda. The general manager may request another council employee to answer the question.

9.16 A councillor or council employee to whom a question is put is entitled to be given reasonable notice of the question and, in particular, sufficient notice to enable reference to be made to other persons or to information. Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the council.

9.17 Councillors must ask questions directly, succinctly, and without argument.

9.18 The chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a councillor or council employee.

10 Rules of debate

Motions to be seconded

10.1 Unless otherwise specified in this code, a motion or an amendment cannot be debated unless or until it has been seconded.

Notices of motion

10.2 A councillor who has submitted a notice of motion under clause 3.10 is to move the motion the subject of the notice of motion at the meeting at which it is to be considered.

10.3 If a councillor who has submitted a notice of motion under clause 3.10 wishes to withdraw it, they may request its withdrawal at any time. If the notice of motion is withdrawn after the agenda and business paper for the meeting at which it is to be considered have been sent to councillors, the chairperson is to note the withdrawal of the notice of motion at the meeting unless the council determines to consider the notice of motion at the meeting.

10.4 In the absence of a councillor who has placed a notice of motion on the agenda for a meeting of the council:

a. any other councillor may, with the leave of the chairperson, move the motion at the meeting, or

b. the chairperson may defer consideration of the motion until the next meeting of the council.

Chairperson's duties with respect to motions

10.5 It is the duty of the chairperson at a meeting of the council to receive and put to the meeting any lawful motion that is brought before the meeting.

10.6 The chairperson must rule out of order any motion or amendment to a motion that is unlawful or the implementation of which would be unlawful.

10.7 Before ruling out of order a motion or an amendment to a motion under clause 10.6, the chairperson is to give the mover an opportunity to clarify or amend the motion or amendment.

Amendments to motions

10.8 An amendment to a motion must be moved and seconded before it can be debated.

10.9 An amendment to a motion must relate to the matter being dealt with in the original motion before the council and must not be a direct negative of the original motion. An amendment to a motion which does not relate to the matter being dealt with in the original motion, or which is a direct negative of the original motion, must be ruled out of order by the chairperson.

10.10 The mover of an amendment is to be given the opportunity to explain any uncertainties in the proposed amendment before a seconder is called for.

10.11 If an amendment has been lost, a further amendment can be moved to the motion to which the lost amendment was moved, and so on, but no more than one (1) motion and one (1) proposed amendment can be before council at any one time.

10.12 While an amendment is being considered, debate must only occur in relation to the amendment and not the original motion. Debate on the original motion is to be suspended while the amendment to the original motion is being debated.

10.13 If the amendment is carried, it becomes the motion and is to be debated. If the amendment is lost, debate is to resume on the original motion.

10.14 An amendment may become the motion without debate or a vote where it is accepted by the councillor who moved the original motion.

Limitations on the number and duration of speeches

10.15 A councillor who, during a debate at a meeting of the council, moves an original motion, has the right to speak on each amendment to the motion and a right of general reply to all observations that are made during the debate in relation to the motion, and any amendment to it at the conclusion of the debate before the motion (whether amended or not) is finally put.

10.16 A councillor, other than the mover of an original motion, has the right to speak once on the motion and once on each amendment to it.

10.17 A councillor must not, without the consent of the council, speak more than once on a motion or an amendment, or for longer than five (5) minutes at any one time.

10.18 Despite clause 10.17, the chairperson may permit a councillor who claims to have been misrepresented or misunderstood to speak more than once on a motion or an amendment, and for longer than five (5) minutes on that motion or amendment to enable the councillor to make a statement limited to explaining the misrepresentation or misunderstanding.

10.19 Despite clauses 10.15 and 10.16, a councillor may move that a motion or an amendment be now put:

a. if the mover of the motion or amendment has spoken in favour of it and no councillor expresses an intention to speak against it, or

b. if at least two (2) councillors have spoken in favour of the motion or amendment and at least two (2) councillors have spoken against it.

10.20 The chairperson must immediately put to the vote, without debate, a motion moved under clause 10.19. A seconder is not required for such a motion.

10.21 If a motion that the original motion or an amendment be now put is passed, the chairperson must, without further debate, put the original motion or amendment to the vote immediately after the mover of the original motion has exercised their right of reply under clause 10.15.

10.22 If a motion that the original motion or an amendment be now put is lost, the chairperson must allow the debate on the original motion or the amendment to be resumed.

10.23 All councillors must be heard without interruption and all other councillors must, unless otherwise permitted under this code, remain silent while another councillor is speaking.

10.24 Once the debate on a matter has concluded and a matter has been dealt with, the chairperson must not allow further debate on the matter.

10.25 Clause 10.24 does not prevent a further motion from being moved on the same item of business where the original motion is lost provided the motion is not substantially the same as the one that is lost.

Participation by non-voting representatives in joint organisation board meetings

10.26 Non-voting representatives of joint organisation boards may speak on but must not move, second or vote on any motion or an amendment to a motion.

Note: Under section 400T(1)(c) of the Act, non-voting representatives of joint organisation boards may attend but are not entitled to vote at a meeting of the board.

Note: Joint organisations must adopt clause 10.26. Councils must not adopt clause 10.26.

11 Voting

Voting entitlements of councillors

11.1 Each councillor is entitled to one (1) vote.

Note: Clause 11.1 reflects section 370(1) of the Act.

Note: Under section 400T(1) of the Act, voting representatives of joint organisation boards are entitled to one (1) vote each at meetings of the board.

11.2 The person presiding at a meeting of the council has, in the event of an equality of votes, a second or casting vote.

Note: Clause 11.2 reflects section 370(2) of the Act.

11.3 Where the chairperson declines to exercise, or fails to exercise, their second or casting vote, in the event of an equality of votes, the motion being voted upon is lost.

11.4 A motion at a meeting of the board of a joint organisation is taken to be lost in the event of an equality of votes.

Note: Clause 11.4 reflects section 397E of the Regulation. Joint organisations must adopt clause 11.4 and omit clauses 11.2 and 11.3. Councils must not adopt clause 11.4.

Note: Under section 400U(4) of the Act, joint organisations may specify more stringent voting requirements for decisions by the board such as a 75% majority or consensus decision making. Where a joint organisation's charter specifies more stringent voting requirements, clause 11.4 must be adapted to reflect those requirements.

Voting at council meetings

11.5 A councillor who is present at a meeting of the council but who fails to vote on a motion put to the meeting is taken to have voted against the motion.

11.6 If a councillor who has voted against a motion put at a council meeting so requests, the general manager must ensure that the councillor's dissenting vote is recorded in the council's minutes.

11.7 The decision of the chairperson as to the result of a vote is final unless the decision is immediately challenged and not fewer than two (2) councillors rise and call for a division.

11.8 When a division on a motion is called, the chairperson must ensure that the division takes place immediately. The general manager must ensure that the names of those who vote for the motion and those who vote against it are recorded in the council's minutes for the meeting.

11.9 When a division on a motion is called, any councillor who fails to vote will be recorded as having voted against the motion in accordance with clause 11.5 of this code.

11.10 Voting at a meeting, including voting in an election at a meeting, is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system). However, the council may resolve that the voting in any election by councillors for mayor or deputy mayor is to be by secret ballot.

11.11 All voting at council meetings, (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each motion or amendment (including the use of the casting vote) being recorded.

Note: If clause 11.11 is adopted, clauses 11.6 – 11.9 and clause 11.15 may be omitted.

Voting on planning decisions

11.12 The council or a council committee must not make a final planning decision without receiving a staff report containing an assessment and recommendation in relation to the matter put before the council for a decision.

11.13 Where the council or a council committee makes a planning decision that is inconsistent with the recommendation made in a staff report, it must provide reasons for its decision and why it did not adopt the staff recommendation.

11.14 The general manager must keep a register containing, for each planning decision made at a meeting of the council or a council committee (including, but not limited to a committee of the council), the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.

11.15 For the purpose of maintaining the register, a division is taken to have been called whenever a motion for a planning decision is put at a meeting of the council or a council committee.

11.16 Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document.

11.17 Clauses 11.14–11.16 apply also to meetings that are closed to the public.

Note: Clauses 11.14–11.17 reflect section 375A of the Act.

Note: The requirements of clause 11.14 may be satisfied by maintaining a register of the minutes of each planning decision.

12 Committee of the whole

12.1 The council may resolve itself into a committee to consider any matter before the council.

Note: Clause 12.1 reflects section 373 of the Act.

12.2 All the provisions of this code relating to meetings of the council, so far as they are applicable, extend to and govern the proceedings of the council when in committee of the whole, except the provisions limiting the number and duration of speeches and encouraging councillors and staff to stand when addressing the meeting.

Note: Clauses 10.15 – 10.25 limit the number and duration of speeches.

Note: Clause 7.1 encourages councillors and staff to stand when addressing the meeting where they can.

12.3 The general manager or, in the absence of the general manager, an employee of the council designated by the general manager, is responsible for reporting to the council the proceedings of the committee of the whole. It is not necessary to report the proceedings in full, but any recommendations of the committee must be reported.

12.4 The council must ensure that a report of the proceedings (including any recommendations of the committee) is recorded in the council's minutes. However, the council is not taken to have adopted the report until a motion for adoption has been made and passed.

13 Dealing with items by exception

13.1 The council or a committee of council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution where it considers it necessary to expedite the consideration of business at a meeting.

13.2 Before the council or committee resolves to adopt multiple items of business on the agenda together under clause 13.1, the chairperson must list the items of business to be adopted and ask councillors to identify any individual items of business listed by the chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.

13.3 The council or committee must not resolve to adopt any item of business under clause 13.1 that a councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.

13.4 Where the consideration of multiple items of business together under clause 13.1 involves a variation to the order of business for the meeting, the council or committee must resolve to alter the order of business in accordance with clause 8.2.

13.5 A motion to adopt multiple items of business together under clause 13.1 must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.

13.6 Items of business adopted under clause 13.1 are to be taken to have been adopted unanimously.

13.7 Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause 13.1.

14 Closure of council meetings to the public

Grounds on which meetings can be closed to the public

14.1 The council or a committee of the council may close to the public so much of its meeting as comprises the discussion or the receipt of any of the following types of matters:

a. personnel matters concerning particular individuals (other than councillors),

b. the personal hardship of any resident or ratepayer,

c. information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business,

d. commercial information of a confidential nature that would, if disclosed:

   i. prejudice the commercial position of the person who supplied it, or

   ii. confer a commercial advantage on a competitor of the council, or

   iii. reveal a trade secret,

e. information that would, if disclosed, prejudice the maintenance of law,

f. matters affecting the security of the council, councillors, council staff or council property,

g. advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,

h. information concerning the nature and location of a place or an item of Aboriginal significance on community land,

i. alleged contraventions of the council's code of conduct.

Note: Clause 14.1 reflects section 10A(1) and (2) of the Act.

14.2 The council or a committee of the council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public.

Note: Clause 14.2 reflects section 10A(3) of the Act.

Matters to be considered when closing meetings to the public

14.3 A meeting is not to remain closed during the discussion of anything referred to in clause 14.1:

a. except for so much of the discussion as is necessary to preserve the relevant confidentiality, privilege or security, and

b. if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret – unless the council or committee concerned is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest.

Note: Clause 14.3 reflects section 10B(1) of the Act.

14.4 A meeting is not to be closed during the receipt and consideration of information or advice referred to in clause 14.1(g) unless the advice concerns legal matters that:

a. are substantial issues relating to a matter in which the council or committee is involved, and

b. are clearly identified in the advice,

c. are fully discussed in that advice, and

d. are subject to legal professional privilege.

Note: Clause 14.4 reflects section 10B(2) of the Act.

14.5 If a meeting is closed during the discussion of a motion to close another part of the meeting to the public (as referred to in clause 14.2), the consideration of the motion must not include any consideration of the matter or information to be discussed in that other part of the meeting other than consideration of whether the matter concerned is a matter referred to in clause 14.1.

Note: Clause 14.5 reflects section 10B(3) of the Act.

14.6 For the purpose of determining whether the discussion of a matter in an open meeting would be contrary to the public interest, it is irrelevant that:

a. a person may misinterpret or misunderstand the discussion, or

b. the discussion of the matter may:

   i. cause embarrassment to the council or committee concerned, or to councillors or to employees of the council, or

   ii. cause a loss of confidence in the council or committee.

Note: Clause 14.6 reflects section 10B(4) of the Act.

14.7 In deciding whether part of a meeting is to be closed to the public, the council or committee concerned must consider any relevant guidelines issued by the Departmental Chief Executive of the Office of Local Government.

Note: Clause 14.7 reflects section 10B(5) of the Act.

Notice of likelihood of closure not required in urgent cases

14.8 Part of a meeting of the council, or of a committee of the council, may be closed to the public while the council or committee considers a matter that has not been identified in the agenda for the meeting under clause 3.19 as a matter that is likely to be considered when the meeting is closed, but only if:

a. it becomes apparent during the discussion of a particular matter that the matter is a matter referred to in clause 14.1, and

b. the council or committee, after considering any representations made under clause 14.9, resolves that further discussion of the matter:

i. should not be deferred (because of the urgency of the matter), and

ii. should take place in a part of the meeting that is closed to the public.

Note: Clause 14.8 reflects section 10C of the Act.

Representations by members of the public

14.9 The council, or a committee of the council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed.

Note: Clause 14.9 reflects section 10A(4) of the Act.

14.10 A representation under clause 14.9 is to be made after the motion to close the part of the meeting is moved and seconded.

14.11 Despite clauses 14.9 and 14.10, the council may resolve to close the meeting to the public in accordance with this Part to hear a representation from a member of the public as to whether the meeting should be closed to consider an item of business where the representation involves the disclosure of information relating to a matter referred to in clause 14.1.

14.12 Where the matter has been identified in the agenda of the meeting under clause 3.19 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 14.9, members of the public must first make an application to the council in a manner determined by the council.

Expulsion of non-councillors from meetings closed to the public

14.13 If a meeting or part of a meeting of the council or a committee of the council is closed to the public in accordance with section 10A of the Act and this code, any person who is not a councillor and who fails to leave the meeting when requested, may be expelled from the meeting as provided by section 10(2)(a) or (b) of the Act.

14.14 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using such force as is reasonably necessary, remove the first-mentioned person from that place and, if necessary restrain that person from re-entering that place for the remainder of the meeting.

Note: Failure to comply with a direction to leave a meeting is an offence under section 660 of the Act carrying a maximum penalty of 20 penalty units.

Obligations of councillors attending meetings by audio-visual link

14.15 Councillors attending a meeting by audio-visual link must ensure that no other person is within sight or hearing of the meeting at any time that the meeting is closed to the public under section 10A of the Act.

Information to be disclosed in resolutions closing meetings to the public

14.16 The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting. The grounds must specify the following:

a. the relevant provision of section 10A(2) of the Act,

b. the matter that is to be discussed during the closed part of the meeting,

c. the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

Note: Clause 14.16 reflects section 10D of the Act.

Resolutions passed at closed meetings to be made public

14.17 If the council passes a resolution during a meeting, or a part of a meeting, that is closed to the public, the chairperson must make the resolution public as soon as practicable after the meeting, or the relevant part of the meeting, has ended, and the resolution must be recorded in the publicly available minutes of the meeting.

14.18 Resolutions passed during a meeting, or a part of a meeting, that is closed to the public must be made public by the chairperson under clause 14.17 during a part of the meeting that is livestreamed where practicable.

14.19 The general manager must cause business papers for items of business considered during a meeting, or part of a meeting, that is closed to public, to be published on the council's website as soon as practicable after the information contained in the business papers ceases to be confidential.

14.20 The general manager must consult with the council and any other affected persons before publishing information on the council's website under clause 14.19 and provide reasons for why the information has ceased to be confidential.

15 Keeping order at meetings

Points of order

15.1 A councillor may draw the attention of the chairperson to an alleged breach of this code by raising a point of order. A point of order does not require a seconder.

15.2 A point of order must be taken immediately it is raised. The chairperson must suspend the business before the meeting and permit the councillor raising the point of order to state the provision of this code they believe has been breached. The chairperson must then rule on the point of order – either by upholding it or by overruling it.

Questions of order

15.3 The chairperson, without the intervention of any other councillor, may call any councillor to order whenever, in the opinion of the chairperson, it is necessary to do so.

15.4 A councillor who claims that another councillor has committed an act of disorder, or is out of order, may call the attention of the chairperson to the matter.

15.5 The chairperson must rule on a question of order immediately after it is raised but, before doing so, may invite the opinion of the council.

15.6 The chairperson's ruling must be obeyed unless a motion dissenting from the ruling is passed.

Motions of dissent

15.7 A councillor can, without notice, move to dissent from a ruling of the chairperson on a point of order or a question of order. If that happens, the chairperson must suspend the business before the meeting until a decision is made on the motion of dissent.

15.8 If a motion of dissent is passed, the chairperson must proceed with the suspended business as though the ruling dissented from had not been given. If, as a result of the ruling, any motion or business has been rejected as out of order, the chairperson must restore the motion or business to the agenda and proceed with it in due course.

15.9 Despite any other provision of this code, only the mover of a motion of dissent and the chairperson can speak to the motion before it is put. The mover of the motion does not have a right of general reply.

Acts of disorder

15.10 A councillor commits an act of disorder if the councillor, at a meeting of the council or a committee of the council:

a. contravenes the Act, the Regulation or this code, or

b. assaults or threatens to assault another councillor or person present at the meeting, or

c. moves or attempts to move a motion or an amendment that has an unlawful purpose or that deals with a matter that is outside the jurisdiction of the council or the committee, or addresses or attempts to address the council or the committee on such a motion, amendment or matter, or

d. uses offensive or disorderly words, or

e. makes gestures or otherwise behaves in a way that is sexist, racist, homophobic or otherwise discriminatory, or, if the behaviour occurred in the Legislative Assembly, would be considered disorderly, or

f. imputes improper motives to or unfavourably personally reflects upon any other council official, or a person present at the meeting, except by a motion, or

g. says or does anything that would promote disorder at the meeting or is otherwise inconsistent with maintaining order at the meeting.

Note: Clause 15.10 reflects section 182 of the Regulation.

Note: The Legislative Assembly's Speaker's Guidelines state that "Members are not to use language, make gestures, or behave in any way in the Chamber that is sexist, racist, homophobic or otherwise exclusionary or discriminatory. Such conduct may be considered offensive and disorderly, in accordance with Standing Order 74".

15.11 **The chairperson may require a councillor:**

a. to apologise without reservation for an act of disorder referred to in clauses 15.10(a), (b), (d), (e), or (g), or

b. to withdraw a motion or an amendment referred to in clause 15.10(c) and, where appropriate, to apologise without reservation, or

c. to retract and apologise without reservation for any statement that constitutes an act of disorder referred to in clauses 15.10(d), (e), (f), or (g).

Note: Clause 15.11 reflects section 233 of the Regulation.

15.12 **A failure to comply with a requirement under clause 15.11 constitutes a fresh act of disorder for the purposes of clause 15.10.**

15.13 **Where a councillor fails to take action in response to a requirement by the chairperson to remedy an act of disorder under clause 15.11 at the meeting at which the act of disorder occurred, the chairperson may require the councillor to take that action at each subsequent meeting until such time as the councillor complies with the requirement. If the councillor fails to remedy the act of disorder at a subsequent meeting, they may be expelled from the meeting under clause 15.18.**

How disorder at a meeting may be dealt with

15.14 **If disorder occurs at a meeting of the council, the chairperson may adjourn the meeting for a period of not more than fifteen (15) minutes and leave the chair. The council, on reassembling, must, on a question put from the chairperson, decide without debate whether the business is to be proceeded with or not. This clause applies to disorder arising from the conduct of members of the public as well as disorder arising from the conduct of councillors.**

Expulsion from meetings

15.15 **All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person, including any councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act.**

15.16 All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person other than a councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by resolution of the council or the committee of the council.

Note: Councils may use either clause 15.15 or clause 15.16.

15.17 Clause [15.15/15.16] **[delete whichever is not applicable]**, does not limit the ability of the council or a committee of the council to resolve to expel a person, including a councillor, from a council or committee meeting, under section 10(2)(a) of the Act.

15.18 A councillor may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for having failed to comply with a requirement under clause 15.11 or clause 15.13. The expulsion of a councillor from the meeting for that reason does not prevent any other action from being taken against the councillor for the act of disorder concerned.

Note: Clause 15.18 reflects section 233(2) of the Regulation.

15.19 A member of the public may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for engaging in or having engaged in disorderly conduct at the meeting.

15.20 Members of the public attending a meeting of the council:

a. must remain silent during the meeting unless invited by the chairperson to speak,

b. must not bring flags, signs or protest symbols to the meeting, and

c. must not disrupt the meeting.

15.21 Without limiting clause 15.19, a contravention of clause 15.20 or an attempt to contravene that clause, constitutes disorderly conduct for the purposes of clause 15.19. Members of the public may, as provided by section 10(2) of the Act, be expelled from a meeting for a breach of clause 15.20.

15.22 Where a councillor or a member of the public is expelled from a meeting, the expulsion and the name of the person expelled, if known, are to be recorded in the minutes of the meeting.

15.23 If a councillor or a member of the public fails to leave the place where a meeting of the council is being held immediately after they have been expelled, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using such force as is reasonably necessary, remove the councillor or member of the public from that place and, if necessary, restrain the councillor or member of the public from re-entering that place for the remainder of the meeting.

Note: Failure to comply with a direction to leave a meeting is an offence under section 660 of the Act carrying a maximum penalty of 20 penalty units.

How disorder by councillors attending meetings by audio-visual link may be dealt with

15.24 Where a councillor is attending a meeting by audio-visual link, the chairperson or a person authorised by the chairperson may mute the councillor's audio link to the meeting for the purposes of enforcing compliance with this code.

15.25 If a councillor attending a meeting by audio-visual link is expelled from a meeting for an act of disorder, the chairperson of the meeting or a person authorised by the chairperson, may terminate the councillor's audio-visual link to the meeting.

Use of mobile phones and the unauthorised recording of meetings

15.26 Councillors, council staff and members of the public must ensure that mobile phones are turned to silent

during meetings of the council and committees of the council.

15.27 A person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording of the proceedings of a meeting of the council or a committee of the council without the prior authorisation of the council or the committee.

15.28 Without limiting clause 15.19, a contravention of clause 15.27 or an attempt to contravene that clause, constitutes disorderly conduct for the purposes of clause 15.19. Any person who contravenes or attempts to contravene clause 15.27, may, as provided for under section 10(2) of the Act, be expelled from the meeting.

15.29 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using such force as is reasonably necessary, remove the first-mentioned person from that place and, if necessary, restrain that person from re-entering that place for the remainder of the meeting.

Note: Failure to comply with a direction to leave a meeting is an offence under section 660 of the Act carrying a maximum penalty of 20 penalty units.

16 Conflicts of interest

16.1 All councillors and, where applicable, all other persons, must declare and manage conflicts of interest they have in matters being considered at meetings of the council and committees of the council in accordance with the council's code of conduct. All declarations of conflicts of interest must be recorded in the minutes of the meeting at which the declaration was made.

16.2 Councillors attending a meeting by audio-visual link must declare and manage any conflicts of interest they have in matters being considered at the meeting in accordance with the council's code of conduct. Where a councillor has declared a conflict of interest in a matter being discussed at the meeting, the councillor's audio-visual link to the meeting must be suspended or terminated and the councillor must not be in sight or hearing of the meeting at any time during which the matter is being considered or discussed by the council or committee, or at any time during which the council or committee is voting on the matter.

17 Decisions of the council

Council decisions

17.1 A decision supported by a majority of the votes at a meeting of the council at which a quorum is present is a decision of the council.

Note: Clause 17.1 reflects section 371 of the Act in the case of councils and section 400T(8) in the case of joint organisations.

Note: Under section 400U(4) of the Act, joint organisations may specify more stringent voting requirements for decisions by the board such as a 75% majority or consensus decision making. Where a joint organisation's charter specifies more stringent voting requirements, clause 17.1 must be adapted to reflect those requirements.

17.2 Decisions made by the council must be accurately recorded in the minutes of the meeting at which the decision is made.

Rescinding or altering council decisions

17.3 A resolution passed by the council may not be altered or rescinded except by a motion to that effect of which notice has been given in accordance with this code.

Note: Clause 17.3 reflects section 372(1) of the Act.

17.4 If a notice of motion to rescind a resolution is given at the meeting at which the resolution is carried, the resolution must not be carried into effect until the motion of rescission has been dealt with.

Note: Clause 17.4 reflects section 372(2) of the Act.

17.5 If a motion has been lost, a motion having the same effect must not be considered unless notice of it has been duly given in accordance with this code.

Note: Clause 17.5 reflects section 372(3) of the Act.

17.6 A notice of motion to alter or rescind a resolution, and a notice of motion which has the same effect as a motion which has been lost, must be signed by three (3) councillors if less than three (3) months has elapsed since the resolution was passed, or the motion was lost.

Note: Clause 17.6 reflects section 372(4) of the Act.

17.7 If a motion to alter or rescind a resolution has been lost, or if a motion which has the same effect as a previously lost motion is lost, no similar motion may be brought forward within three (3) months of the meeting at which it was lost. This clause may not be evaded by substituting a motion differently worded, but in principle the same.

Note: Clause 17.7 reflects section 372(5) of the Act.

17.8 The provisions of clauses 17.5–17.7 concerning lost motions do not apply to motions of adjournment.

Note: Clause 17.8 reflects section 372(7) of the Act.

17.9 A notice of motion submitted in accordance with clause 17.6 may only be withdrawn under clause 3.11 with the consent of all signatories to the notice of motion.

17.10 A notice of motion to alter or rescind a resolution relating to a development application must be submitted to the general manager no later than 1 day after the meeting at which the resolution was adopted.

17.11 A motion to alter or rescind a resolution of the council may be moved on the report of a committee of the council and any such report must be recorded in the minutes of the meeting of the council.

Note: Clause 17.11 reflects section 372(6) of the Act.

17.12 Subject to clause 17.7, in cases of urgency, a motion to alter or rescind a resolution of the council may be moved at the same meeting at which the resolution was adopted, where:

a. a notice of motion signed by three councillors is submitted to the chairperson at the meeting, and

b. the council resolves to deal with the motion at the meeting on the grounds that it is urgent and requires a decision by the council before the next scheduled ordinary meeting of the council.

17.13 A motion moved under clause 17.12(b) can be moved without notice. Despite any other provision of this code, only the mover of a motion referred to in clause 17.12(b) and the chairperson, if they are not the mover of the motion, can speak to the motion before it is put.

17.14 A resolution adopted under clause 17.12(b) must state the reasons for the urgency.

Recommitting resolutions to correct an error

17.15 Despite the provisions of this Part, a councillor may, with the leave of the chairperson, move to recommit a resolution adopted at the same meeting:

a. to correct any error, ambiguity or imprecision in the council's resolution, or

b. to confirm the voting on the resolution.

17.16 In seeking the leave of the chairperson to move to recommit a resolution for the purposes of clause 17.15(a), the councillor is to propose alternative wording for the resolution.

17.17 The chairperson must not grant leave to recommit a resolution for the purposes of clause 17.15(a), unless they are satisfied that the proposed alternative wording of the resolution would not alter the substance of the resolution previously adopted at the meeting.

17.18 A motion moved under clause 17.15 can be moved without notice. Despite any other provision of this code, only the mover of a motion referred to in clause 17.15 and the chairperson, if they are not the mover of the motion, can speak to the motion before it is put.

17.19 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.15.

17.20 A motion moved under clause 17.15 with the leave of the chairperson cannot be voted on unless or until it has been seconded.

18 Time limits on council meetings

18.1 **Meetings of the council and committees of the council are to conclude at a time the council may from time to time determine.**

18.2 **If the business of the meeting is unfinished at the time the council has determined, and the council does not resolve to extend the meeting, the chairperson must either:**

a. defer consideration of the remaining items of business on the agenda to the next ordinary meeting of the council, or

b. adjourn the meeting to a time, date and place fixed by the chairperson.

18.3 **Clause 18.2 does not limit the ability of the council or a committee of the council to resolve to adjourn a meeting at any time. The resolution adjourning the meeting must fix the time, date and place that the meeting is to be adjourned to.**

18.4 **Where a meeting is adjourned under clause 18.2 or 18.3, the general manager must:**

a. individually notify each councillor of the time, date and place at which the meeting will reconvene, and

b. publish the time, date and place at which the meeting will reconvene on the council's website and in such other manner that the general manager is satisfied is likely to bring notice of the time, date and place of the reconvened meeting to the attention of as many people as possible.

19 After the meeting

Minutes of meetings

19.1 The council is to keep full and accurate minutes of the proceedings of meetings of the council.

Note: Clause 19.1 reflects section 375(1) of the Act.

19.2 At a minimum, the general manager must ensure that the following matters are recorded in the council's minutes:

a. the names of councillors attending a council meeting and whether they attended the meeting in person or by audio-visual link,

b. details of each motion moved at a council meeting and of any amendments moved to it,

c. the names of the mover and seconder of the motion or amendment,

d. whether the motion or amendment was passed or lost, and

e. such other matters specifically required under this code.

19.3 The minutes of a council meeting must be confirmed at a subsequent meeting of the council.

Note: Clause 19.3 reflects section 375(2) of the Act.

19.4 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

19.5 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting.

Note: Clause 19.5 reflects section 375(2) of the Act.

19.6 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

19.7 The confirmed minutes of a council meeting must be published on the council's website. This clause does not prevent the council from also publishing unconfirmed minutes of its meetings on its website prior to their confirmation.

Access to correspondence and reports laid on the table at, or submitted to, a meeting

19.8 The council and committees of the council must, during or at the close of a meeting, or during the business day following the meeting, give reasonable access to any person to inspect correspondence and reports laid on the table at, or submitted to, the meeting.

Note: Clause 19.8 reflects section 11(1) of the Act.

19.9 Clause 19.8 does not apply if the correspondence or reports relate to a matter that was received or discussed or laid on the table at, or submitted to, the meeting when the meeting was closed to the public.

Note: Clause 19.9 reflects section 11(2) of the Act.

19.10 Clause 19.8 does not apply if the council or the committee resolves at the meeting, when open to the public, that the correspondence or reports are to be treated as confidential because they relate to a matter specified in section 10A(2) of the Act.

Note: Clause 19.10 reflects section 11(3) of the Act.

19.11 Correspondence or reports to which clauses 19.9 and 19.10 apply are to be marked with the relevant provision of section 10A(2) of the Act that applies to the correspondence or report.

Implementation of decisions of the council

19.12 The general manager is to implement, without undue delay, lawful decisions of the council.

Note: Clause 19.12 reflects section 335(b) of the Act.

20 Council committees

Application of this Part

20.1 This Part only applies to committees of the council whose members are all councillors.

Council committees whose members are all councillors

20.2 The council may, by resolution, establish such committees as it considers necessary.

20.3 A committee of the council is to consist of the mayor and such other councillors as are elected by the councillors or appointed by the council.

20.4 The quorum for a meeting of a committee of the council is to be:

a. such number of members as the council decides, or

b. if the council has not decided a number – a majority of the members of the committee.

Functions of committees

20.5 The council must specify the functions of each of its committees when the committee is established but may from time to time amend those functions.

Notice of committee meetings

20.6 The general manager must send to each councillor, regardless of whether they are a committee member, at least three (3) days before each meeting of the committee, a notice specifying:

a. the time, date and place of the meeting, and

b. the business proposed to be considered at the meeting.

20.7 Notice of less than three (3) days may be given of a committee meeting called in an emergency.

Non-members entitled to attend committee meetings

20.8 A councillor who is not a member of a committee of the council is entitled to attend, and to speak at a meeting of the committee. However, the councillor is not entitled:

a. to give notice of business for inclusion in the agenda for the meeting, or

b. to move or second a motion at the meeting, or

c. to vote at the meeting.

Chairperson and deputy chairperson of council committees

20.9 The chairperson of each committee of the council must be:

a. the mayor, or

b. if the mayor does not wish to be the chairperson of a committee, a member of the committee elected by the council, or

c. if the council does not elect such a member, a member of the committee elected by the committee.

20.10 The council may elect a member of a committee of the council as deputy chairperson of the committee. If the council does not elect a deputy chairperson of such a committee, the committee may elect a deputy chairperson.

20.11 If neither the chairperson nor the deputy chairperson of a committee of the council is able or willing to preside at a meeting of the committee, the committee must elect a member of the committee to be acting chairperson of the committee.

20.12 The chairperson is to preside at a meeting of a committee of the council. If the chairperson is unable or unwilling to preside, the deputy chairperson (if any) is to preside at the meeting. If neither the chairperson nor the deputy chairperson is able or willing to preside, the acting chairperson is to preside at the meeting.

Procedure in committee meetings

20.13 Subject to any specific requirements of this code, each committee of the council may regulate its own procedure. The provisions of this code are to be taken to apply to all committees of the council.

20.14 Whenever the voting on a motion put to a meeting of the committee is equal, the chairperson of the committee is to have a casting vote as well as an original vote unless the council or the committee determines otherwise in accordance with clause 20.13.

20.15 A motion at a committee of a joint organisation is taken to be lost in the event of an equality of votes.

Note: Clause 20.15 reflects section 397E of the Regulation. Joint organisations must adopt clause 20.15 and omit clause 20.14. Councils must not adopt clause 20.15.

20.16 Voting at a council committee meeting is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system).

Mayoral minutes

20.17 The provisions of this code relating to mayoral minutes also apply to meetings of committees of the council in the same way they apply to meetings of the council.

Closure of committee meetings to the public

20.18 The provisions of the Act and Part 14 of this code apply to the closure of meetings of committees of the council to the public in the same way they apply to the closure of meetings of the council to the public.

20.19 If a committee of the council passes a resolution, or makes a recommendation, during a meeting, or a part of a meeting that is closed to the public, the chairperson must make the resolution or recommendation public as soon as practicable after the meeting or part of the meeting has ended and report the resolution or recommendation to the next meeting of the council. The resolution or recommendation must also be recorded in the publicly available minutes of the meeting.

20.20 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson under clause 20.19 during a part of the meeting that is livestreamed where practicable.

20.21 The general manager must cause business papers for items of business considered during a meeting, or part of a meeting, that is closed to public, to be published on the council's website as soon as practicable after the information contained in the business papers ceases to be confidential.

20.22 The general manager must consult with the committee and any other affected persons before publishing information on the council's website under clause 20.21 and provide reasons for why the information has ceased to be confidential.

Disorder in committee meetings

20.23 The provisions of the Act, the Regulation, and this code relating to the maintenance of order in council meetings apply to meetings of committees of the council in the same way they apply to meetings of the council.

Minutes of council committee meetings

20.24 Each committee of the council is to keep full and accurate minutes of the proceedings of its meetings. At a minimum, a committee must ensure that the following matters are recorded in the committee's minutes:

a. the names of councillors attending a meeting and whether they attended the meeting in person or by audio-visual link,

b. details of each motion moved at a meeting and of any amendments moved to it,

c. the names of the mover and seconder of the motion or amendment,

d. whether the motion or amendment was passed or lost, and

e. such other matters specifically required under this code.

20.25 All voting at meetings of committees of the council (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded.

20.26 The minutes of meetings of each committee of the council must be confirmed at a subsequent meeting of the committee.

20.27 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

20.28 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting.

20.29 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

20.30 The confirmed minutes of a meeting of a committee of the council must be published on the council's website. This clause does not prevent the council from also publishing unconfirmed minutes of meetings of committees of the council on its website prior to their confirmation.

21 Irregularites

21.1 Proceedings at a meeting of a council or a council committee are not invalidated because of:

a. a vacancy in a civic office, or

b. a failure to give notice of the meeting to any councillor or committee member, or

c. any defect in the election or appointment of a councillor or committee member, or

d. a failure of a councillor or a committee member to declare a conflict of interest, or to refrain from the consideration or discussion of, or vote on, the relevant matter, at a council or committee meeting in accordance with the council's code of conduct, or

e. a failure to comply with this code.

Note: Clause 21.1 reflects section 374 of the Act.

22 Definitions

the Act	means the *Local Government Act 1993*
act of disorder	means an act of disorder as defined in clause 15.10 of this code
amendment	in relation to an original motion, means a motion moving an amendment to that motion
audio recorder	any device capable of recording speech
audio-visual link	means a facility that enables audio and visual communication between persons at different places
business day	means any day except Saturday or Sunday or any other day the whole or part of which is observed as a public holiday throughout New South Wales
chairperson	in relation to a meeting of the council – means the person presiding at the meeting as provided by section 369 of the Act and clauses 6.1 and 6.2 of this code, and in relation to a meeting of a committee – means the person presiding at the meeting as provided by clause 20.9 of this code
this code	means the council's adopted code of meeting practice
committee of the council	means a committee established by the council in accordance with clause 20.2 of this code (being a committee consisting only of councillors) or the council when it has resolved itself into committee of the whole under clause 12.1
council official	includes councillors, members of staff of a council, administrators, council committee members, delegates of council and any other person exercising functions on behalf of the council
day	means calendar day
division	means a request by two councillors under clause 11.7 of this code requiring the recording of the names of the councillors who voted both for and against a motion
livestream	a video broadcast of a meeting transmitted across the internet concurrently with the meeting
open voting	means voting on the voices or by a show of hands or by a visible electronic voting system or similar means
planning decision	means a decision made in the exercise of a function of a council under the *Environmental Planning and Assessment Act 1979* including any decision relating to a development application, an environmental planning instrument, a development control plan, a planning agreement or a development contribution plan under that Act, but not including the making of an order under Division 9.3 of Part 9 of that Act
performance improvement order	means an order issued under section 438A of the Act
quorum	means the minimum number of councillors or committee members necessary to conduct a meeting
the Regulation	means the *Local Government (General) Regulation 2021*
year	means the period beginning 1 July and ending the following 30 June

Office of the General Manager

Draft Code of Meeting Practice for Public Exhbition

Non-mandatory provisions table (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 2

Number of Pages: 15

Non-mandatory provisions

Table Number	Section	Clause	Provisions Overview
1	Meeting Principles	Respectful: Councillors, staff and meeting attendees treat each other with respect.	Removed from Model Code, retained as a supplementary clause
2	Timing of ordinary council meetings	• The third Tuesday of each month, other than January and December; • On a date in January determined by the General Manager, if deemed necessary; • On a date in December determined annually by resolution of council; • In the year of a general local government election, the holding of a council meeting in September will be at the discretion of the general manager. Depending on the timing of the election, the general manager may determine: o not to hold a council meeting in September, or o to hold a council meeting on a date in September determined and notified by the general manager.	Supplementary clause tailored to council procedures
3	Timing of ordinary council meetings	All meetings of council will be held in the Council Chambers, Maitland Town Hall, High Street, Maitland, commencing at 5.30pm unless an alternate location and time are specified in the notice of a particular meeting.	Supplementary clause tailored to council procedures
4	Giving notice of business to be considered at council meetings	If the general manager considers that a notice of motion has legal, strategic, financial or policy implications which should be taken into consideration by the meeting, the general manager may prepare a report in relation to the notice of motion for inclusion with the business papers for the meeting at which the notice of motion is to be considered by the council.	Supplementary clause tailored to council procedures
5	Giving notice of business to be considered at council meetings	A notice of motion for the expenditure of funds on works and/or services other than those already provided for in the council's current adopted operational plan must identify the source of funding for the expenditure that is the subject of the notice of motion. If the notice of motion does not identify a funding source, the general manager must either:	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		a) prepare a report on the availability of funds for implementing the motion if adopted for inclusion in the business papers for the meeting at which the notice of motion is to be considered by the council, or b) by written notice sent to all councillors with the business papers for the meeting for which the notice of motion has been submitted, defer consideration of the matter by the council to such a date specified in the notice, pending the preparation of such a report.	
6	Giving notice of business to be considered at council meetings	The mayor or general manager may approve the inclusion of late business in the meeting agenda, of which due notice has not been given. However, such late business may only be considered at a meeting of the council if: a) a motion is passed to have the business transacted at the meeting and the business proposed to be brought forward is ruled by the chairperson to be of great urgency or b) the matter is introduced by way of a mayoral minute	Supplementary clause tailored to council procedures
7	Giving notice of business to be considered at council meetings	Where possible, late items proposed to be included on the meeting agenda will be supplied to councillors via email as soon as possible prior to the meeting	Supplementary clause tailored to council procedures
8	Agenda and business papers for ordinary meetings	e) any late business under clause xxx	Supplementary clause tailored to council procedures
9	Statement of ethical obligations	Business papers for all ordinary and extraordinary meetings of the council and committees of the council must contain a statement reminding councillors of their oath or affirmation of office made under section 233A of the Act and their obligations under the council's code of conduct to disclose and appropriately manage conflicts of interest.	Removed from Model Code, retained as a supplementary clause
10	Items addressed in public access	Speakers in public access may address council on any item listed as an agenda item for the council meeting other than 'Items for Information'.	Supplementary clause tailored to council procedures
11	Items addressed in public access	Speakers in public access may not in their address raise matters or provide information which involves: a) personnel matters concerning particular individuals, b) personal hardship of any resident or ratepayer,	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		c) information that would, if disclosed, confer a commercial advantage on a person with whom council is conducting (or proposes to conduct) business, d) commercial information of a confidential nature that would, if disclosed: • prejudice the commercial position of the person who supplied it, • confer a commercial advantage on a competitor of the council, or • reveal a trade secret, e) information that would, if disclosed, prejudice the maintenance of law, f) matters affecting the security of the council, councillors, council staff or council property, g) advice concerning litigation or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege, h) information concerning the nature and location of a place or an item of Aboriginal significance on community land, or i) alleged contraventions of any code of conduct requirements applicable under section 440.	
12	Items addressed in public access	Speakers in public access may not request reports from the mayor, councillors or council staff.	Supplementary clause tailored to council procedures
13	Items addressed in public access	Speakers in public access may not address matters in the minutes of an earlier council meeting.	Supplementary clause tailored to council procedures
14	Items addressed in public access	Speakers in public access may, with the approval of the general manager, use appropriate materials to support their address but may not table or distribute reports, submissions, recommendations, calls for action or similar documents for consideration by council.	Supplementary clause tailored to council procedures
15	Applying to speak in public access	Persons wishing to speak in public access must make application to council through the Office of the General Manager.	Supplementary clause tailored to council procedures
16	Applying to speak in public access	Applications must be made by completing council's 'Public Access – Request to Speak' form.	Supplementary clause tailored to council procedures
17	Applying to speak in public access	Applications must be lodged by 12.00 noon on the day of the ordinary council meeting.	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
18	Applying to speak in public access	Applicants will be advised by 2.00pm on the day of the ordinary council meeting of the approval or otherwise of their application.	Supplementary clause tailored to council procedures
19	Applying to speak in public access	A person may apply to speak on no more than 2 items of business on the agenda of the council meeting.	
20	Applying to speak in public access	Persons seeking to represent or speak on behalf of any other person, group or entity must satisfy the council through their application that he or she has the authority to represent or speak on behalf of that person, group or entity.	Supplementary clause tailored to council procedures
21	Applying to speak in public access	Legal representatives acting on behalf of others are not to be permitted to speak at a public forum unless they identify their status as a legal representative when applying to speak at the public forum.	Supplementary clause tailored to council procedures
22	Applying to speak in public access	Applications will be determined by the general manager in consultation with the mayor and having regard to the following limitations: a) no more than two speakers 'for' and two speakers 'against' a matter will be permitted, b) approval will not be given for the same person and their representative to speak on the same matter, c) where a matter is deferred or carried over from one meeting to the next, the limitations on speakers will apply such that speakers at the previous meeting shall be deemed to have spoken at the latter meeting, d) speakers will be limited to a three (3) minute address with a possible extension of one (1) minute should a motion to that effect be moved and carried by the council, e) the public access session will close by 6.30 pm or sooner, and f) persons who have spoken in relation to a motion of the council at a previous meeting may not speak in public access on a motion to rescind that original motion, other than in relation to new material that has been brought forward since the original motion.	Supplementary clause tailored to council procedures
23	Speakers	When speaking in public access, speakers must clearly state: a) their name, b) their address,	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		c) whether 'for' or 'against' the recommendation on the matter in question, and d) the name of the person, persons, group or entity they represent.	
24	Speakers	Speakers may not direct questions to the mayor, councillors or council staff.	
25	Councillors	Councillors may not use public access for the purposes of addressing council on any matter.	Supplementary clause tailored to council procedures
26	Councillors	Councillors may not direct questions to speakers in public access.	Supplementary clause tailored to council procedures
27	Councillors	Councillors may, for the purposes of correction or clarification, direct questions through the mayor to the general manager in relation to any statement made or matter raised in public access.	Supplementary clause tailored to council procedures
28	Councillors	Where an address made at a public forum raises matters that require further consideration by council staff, the general manager may recommend that the council defer consideration of the matter pending the preparation of a further report on the matters.	Supplementary clause tailored to council procedures
29	Conduct of persons speaking in public access	The chairperson may call any member of public to order at a meeting where the person commits an act of disorder. A person commits an act of disorder if at a meeting the person: a) contravenes the Act or any regulation in force under the Act, this code, policies and procedures b) assaults or threatens to assault a person present at the meeting, c) attempts to raise a matter that has an unlawful purpose or that deals with a matter outside the jurisdiction of the council, or addresses or attempts to address the council on such a matter, d) insults or makes personal reflections on or imputes improper motives to any other person, e) publicly alleging breaches of the council's code of conduct or making other potentially defamatory statements. f) says or does anything that is inconsistent with maintaining order at the meeting or is likely to bring the council into contempt,	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		g) shouts, or uses inappropriate language, or h) interjects or otherwise disrupts the meeting.	
30	Chairperson requirements in public access	The chairperson may require the person to: a) apologise without reservation for an act of disorder referred to in clauses xxx. b) withdraw a matter referred to in clause xxx and, where appropriate apologise without reservation, or c) retract and apologise without reservation for an act of disorder referred to in clause xxx	Supplementary clause tailored to council procedures
31	Act of disorder in public access	Without limiting the above, the chairperson may at any time where an act of disorder has occurred: a) request that the member of the public cease his/her address to the meeting of council and resume his/her seat, b) adjourn the meeting for a period of not more than 15 minutes and leave the chair. The council on reassembling, must decide whether the business is to be proceeded with or not, c) expel a member of the public from a council meeting on the grounds that the member is engaging in or, has at the meeting, engaged in disorderly conduct, or d) if a member of the public is expelled from the meeting for failing to comply with a requirement made under clause xxx of this policy (i.e. call to order) or the member of the public fails to leave the meeting immediately, a police officer, or any person authorised by the chairperson for the purpose, may remove the person from the meeting using only such force as is necessary and, if necessary, restrain the person from re-entering the place where the meeting is being held.	Supplementary clause tailored to council procedures
32	Attendance by councillors at meetings	A councillor who intends to attend a meeting of the council despite having been granted a leave of absence should, if practicable, give the general manager at least two (2) days' notice of their intention to attend.	Supplementary clause tailored to council procedures
33	Attendance by councillors at meetings by audio-visual link	b) the reason why the councillor is being permitted to attend the meetings by audio-visual link where it is on grounds other than illness, disability, or caring responsibilities.	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
34	**Entitlement of the public to attend council meetings**	If required for reasons of public health, the public may be required to attend in limited numbers or only be permitted to attend via livestreaming of the meeting rather than in person.	Supplementary clause tailored to council procedures
35	**Entitlement of the public to attend council meetings**	Note: If adopted, clauses xxx and xxx confer a standing authorisation on all chairpersons of meetings of the council and committees of the council to expel persons from meetings. If adopted, clause xxx authorises chairpersons to expel any person, including a councillor, from a council or committee meeting. Alternatively, if adopted, clause xxx authorises chairpersons to expel persons other than councillors from a council or committee meeting.	Non mandatory provision in the model code
36	**Livestreaming of meetings**	(b) as soon as practicable after the meeting	Supplementary clause tailored to council procedures
37	**Attendance of the general manager and other staff at meetings**	The general manager and other council staff may attend meetings of the council and committees of the council by audio-visual-link. Attendance by council staff at meetings by audio-visual link (other than as members of the public) shall be with the approval of the general manager.	Supplementary clause tailored to council procedures
38	**Order of Business for Ordinary Council Meetings**	Note: If adopted, Part xxx allows council to deal with items of business by exception.	Non mandatory provision in the model code
39	**Order of Business for Ordinary Council Meetings**	• Invocation • Acknowledgement of Country • Apologies, Leave of Absence and Remote Attendance • Declarations of Interest • Confirmation of Minutes of Previous Meeting • Business Arising from Minutes • Withdrawal of Items and Acceptance of Late Items of Business • Public Access • Mayoral Minute(s) • Office of the General Manager reports • City Planning reports • City Services reports • Customer and Digital Services • People and Performance reports • Finance • Items for Information • Notice of Motion/Rescission • Questions with Notice • Urgent Business • Committee of the Whole	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		• Committee of the Whole Recommendations • Closure For all extraordinary meetings of Council the general order of business shall be: • Invocation • Acknowledgement of Country • Apologies, Leave of Absence and Remote Attendance • Declarations of Interest • Public Access • Office of the General Manager reports • City Planning reports • City Services reports • Customer and Digital Services • People and Performance reports • Finance • Committee of the Whole • Committee of the Whole Recommendations • Closure	
40	**Business that can be dealt with at a council meeting**	(a) a motion is passed to have the business considered at the meeting, and	Supplementary clause tailored to council procedures
41	**Mayoral minutes**	A mayoral minute must not be used to put without notice matters that are routine and not urgent, or matters for which proper notice should be given because of their complexity. For the purpose of this clause, a matter will be urgent where it requires a decision by the council before the next scheduled ordinary meeting of the council.	Supplementary clause tailored to council procedures
42	**Mayoral minutes**	Where a mayoral minute makes a recommendation which, if adopted, would require the expenditure of funds on works and/or services other than those already provided for in the council's current adopted operational plan, it must identify the source of funding for the expenditure that is the subject of the recommendation. If the mayoral minute does not identify a funding source, the council must defer consideration of the matter, pending a report from the general manager on the availability of funds for implementing the recommendation if adopted.	Supplementary clause tailored to council procedures
43	**Chairperson's duties with respect to motions**	Any motion, amendment or other matter that the chairperson has ruled out of order is taken to have been lost.	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
44	**Motions requiring the expenditure of funds**	A motion or an amendment to a motion which if passed would require the expenditure of funds on works and/or services other than those already provided for in the council's current adopted operational plan must identify the source of funding for the expenditure that is the subject of the motion. If the motion does not identify a funding source, the council must defer consideration of the matter, pending a report from the general manager on the availability of funds for implementing the motion if adopted.	Supplementary clause tailored to council procedures
45	**Foreshadowed motions**	A councillor may propose a foreshadowed motion in relation to the matter the subject of the original motion before the council, without a seconder during debate on the original motion. The foreshadowed motion is only to be considered if the original motion is lost or withdrawn and the foreshadowed motion is then moved and seconded. If the original motion is carried, the foreshadowed motion lapses.	Former provision removed from model code
46	**Foreshadowed motions**	Where an amendment has been moved and seconded, a councillor may, without a seconder, foreshadow a further amendment that they propose to move after the first amendment has been dealt with. There is no limit to the number of foreshadowed amendments that may be put before the council at any time. However, no discussion can take place on foreshadowed amendments until the previous amendment has been dealt with and the foreshadowed amendment has been moved and seconded.	Former provision removed from model code
47	**Foreshadowed motions**	Foreshadowed motions and foreshadowed amendments are to be considered in the order in which they are proposed. However, foreshadowed motions cannot be considered until all foreshadowed amendments have been dealt with.	Former provision removed from model code
48	**Limitations on the number and duration of speeches**	Despite clause xxx, the council may resolve to shorten the duration of speeches to expedite the consideration of business at a meeting.	Supplementary clause tailored to council procedures
49	**Voting at council meetings**	All voting at council meetings, (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded. The mayor may, at his/her discretion, state the names of councillors	Non mandatory provision in the model code

Table Number	Section	Clause	Provisions Overview
		who voted for and against each motion or amendment as the matter is resolved.	
50	Voting at council meetings	Note: If clause xxx is adopted, clauses xxx and clause xxx may be omitted.	Non mandatory provision in the model code
51	Dealing with items by exception	The council or a committee of council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution where it considers it necessary to expedite the consideration of business at a meeting.	Non mandatory provision in the model code
52	Dealing with items by exception	Before the council or committee resolves to adopt multiple items of business on the agenda together under clause xxx, the chairperson must list the items of business to be adopted and ask councillors to identify any individual items of business listed by the chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.	Non mandatory provision in the model code
53	Dealing with items by exception	The council or committee must not resolve to adopt any item of business under clause xxx that a councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.	Non mandatory provision in the model code
54	Dealing with items by exception	Where the consideration of multiple items of business together under clause xxx involves a variation to the order of business for the meeting, the council or committee must resolve to alter the order of business in accordance with clause xxx.	Non mandatory provision in the model code
55	Dealing with items by exception	A motion to adopt multiple items of business together under clause xxx must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.	Non mandatory provision in the model code
56	Dealing with items by exception	Items of business adopted under clause xxx are to be taken to have been adopted unanimously.	Non mandatory provision in the model code
57	Dealing with items by exception	Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause xxx in accordance with the requirements of the council's code of conduct.	Non mandatory provision in the model code
58	Representations by members of the public	Applications must be received by 12.00 noon on the day of the meeting at which the matter is to be considered.	Supplementary clause tailored to council procedures
59	Representations by members of the public	The general manager (or their delegate) may refuse an application made under clause xxx. The general manager or their delegate	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
		must give reasons in writing for a decision to refuse an application.	
60	Representations by members of the public	No more than three (3) speakers are to be permitted to make representations under clause xxx.	Supplementary clause tailored to council procedures
61	Representations by members of the public	If more than the permitted number of speakers apply to make representations under clause xxx, the general manager or their delegate may request the speakers to nominate from among themselves the persons who are to make representations to the council. If the speakers are not able to agree on whom to nominate to make representations under clause xxx, the general manager or their delegate is to determine who will make representations to the council.	Supplementary clause tailored to council procedures
62	Representations by members of the public	The general manager (or their delegate) is to determine the order of speakers.	Supplementary clause tailored to council procedures
63	Representations by members of the public	Where the council or a committee of the council proposes to close a meeting or part of a meeting to the public in circumstances where the matter has not been identified in the agenda for the meeting under clause xxx as a matter that is likely to be considered when the meeting is closed to the public, the chairperson is to invite representations from the public under clause xxx after the motion to close the part of the meeting is moved and seconded. The chairperson is to permit no more than three (3) speakers to make representations in such order as determined by the chairperson.	Supplementary clause tailored to council procedures
64	Representations by members of the public	Each speaker will be allowed three (3) minutes to make representations, and this time limit is to be strictly enforced by the chairperson. Speakers must confine their representations to whether the meeting should be closed to the public. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.	Supplementary clause tailored to council procedures
65	Obligations of councillors attending meetings by audio-visual link	Councillors must ensure that the audio and visual quality of the remote attendance is clear and significant technical interruptions may result in the Councillor being unable to participate in moving, debating or voting on motions. In this instance the Councillor will be shown as absent for the item.	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
66	Acts of Disorder	(f) … or alleges a breach of the council's code of conduct	Supplementary clause tailored to council procedures
67	Acts of Disorder	(g) … is likely to bring the council or the committee into disrepute.	Supplementary clause tailored to council procedures
68	Expulsion from meetings	All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person, including any councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act.	Non mandatory provision in the model code
69	Expulsion from meetings	All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person other than a councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by resolution of the council or the committee of the council.	Non mandatory provision in the model code
70	Expulsion from meetings	Note: Councils may use either of the above clauses.	Non mandatory provision in the model code
71	Expulsion from meetings	Clause xxx does not limit the ability of the council or a committee of the council to resolve to expel a person, including a councillor, from a council or committee meeting, under section 10(2)(a) of the Act.	Non mandatory provision in the model code
72	Rescinding or altering council decisions	A notice of motion to alter or rescind a resolution relating to a development application must be submitted to the general manager no later than close of business on the day after the meeting at which the resolution was adopted.	Non mandatory provision in the model code
73	Rescinding or altering council decisions	Subject to clause xxx, in cases of urgency, a motion to alter or rescind a resolution of the council may be moved at the same meeting at which the resolution was adopted, where: (a) a notice of motion signed by three councillors is submitted to the chairperson, and (b) the council resolves to deal with the motion at the meeting on the grounds that it is urgent and requires a decision by the council before the next scheduled ordinary meeting of the council.	Non mandatory provision in the model code

Table Number	Section	Clause	Provisions Overview
74	Rescinding or altering council decisions	A motion moved under clause xxx can be moved without notice. Despite clauses xxx, only the mover of a motion referred to in clause xxx can speak to the motion before it is put.	Supplementary clause tailored to council procedures
75	Rescinding or altering council decisions	A resolution adopted under clause xxx must state the reasons for the urgency	Non mandatory provision in the model code
76	Rescinding or altering council decisions	A motion of dissent cannot be moved against a ruling by the chairperson under clause xxx.	Supplementary clause tailored to council procedures
77	Recommitting resolutions to correct an error	Despite the provisions of this Part, a councillor may, with the leave of the chairperson, move to recommit a resolution adopted at the same meeting: (a) to correct any error, ambiguity or imprecision in the council's resolution, or (b) to confirm the voting on the resolution.	Non mandatory provision in the model code
78	Recommitting resolutions to correct an error	In seeking the leave of the chairperson to move to recommit a resolution for the purposes of clause xxx, the councillor is to propose alternative wording for the resolution.	Non mandatory provision in the model code
79	Recommitting resolutions to correct an error	The chairperson must not grant leave to recommit a resolution for the purposes of clause xxx, unless they are satisfied that the proposed alternative wording of the resolution would not alter the substance of the resolution previously adopted at the meeting.	Non mandatory provision in the model code
80	Recommitting resolutions to correct an error	A motion moved under clause xxx can be moved without notice. Despite any other provision of this code, only the mover of a motion referred to in clause xxx and the chair, if they are not the mover of the motion, can speak to the motion before it is put.	Non mandatory provision in the model code
81	Recommitting resolutions to correct an error	A motion of dissent cannot be moved against a ruling by the chairperson under clause xxx.	Non mandatory provision in the model code
82	Recommitting resolutions to correct an error	A motion moved under clause xxx with the leave of the chairperson cannot be voted on unless or until it has been seconded.	Non mandatory provision in the model code
83	Time Limits on Council Meetings	Meetings of the council and committees of the council are to conclude no later than 8.30pm.	Supplementary clause tailored to council procedures
84	Time Limits on Council Meetings	If the business of the meeting is unfinished at 8.30pm, the council or the committee may, by resolution, extend the time of the meeting.	Supplementary clause tailored to council procedures

Table Number	Section	Clause	Provisions Overview
85	Time Limits on Council Meetings	If the business of the meeting is unfinished at 8.30pm, and the council does not resolve to extend the meeting, the chairperson must either: (a) defer consideration of the remaining items of business on the agenda to the next ordinary meeting of the council, or (b) adjourn the meeting to a time, date and place fixed by the chairperson.	Non mandatory provision in the model code
86	Time Limits on Council Meetings	Clause xxx does not limit the ability of the council or a committee of the council to resolve to adjourn a meeting at any time. The resolution adjourning the meeting must fix the time, date, and place that the meeting is to be adjourned to.	Non mandatory provision in the model code
87	Time Limits on Council Meetings	Where a meeting is adjourned under clause xxx or xxx, the general manager must: (a) individually notify each councillor of the time, date, and place at which the meeting will reconvene, and (b) publish the time, date, and place at which the meeting will reconvene on the council's website and in such other manner that the general manager is satisfied is likely to bring notice of the time, date and place of the reconvened meeting to the attention of as many people as possible.	Non mandatory provision in the model code
88	Attendance at committee meetings	A committee member (other than the mayor) ceases to be a member of a committee if the committee member: (a) has been absent from three (3) consecutive meetings of the committee without having given reasons acceptable to the committee for the member's absences, or (b) has been absent from at least half of the meetings of the committee held during the immediately preceding year without having given to the committee acceptable reasons for the member's absences.	Supplementary clause tailored to council procedures
89	Attendance at committee meetings	Clause xxx does not apply if all of the members of the council are members of the committee.	Supplementary clause tailored to council procedures
90	Minutes of council committee meetings	All voting at meetings of committees of the council (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each	Non mandatory provision in the model code

Table Number	Section	Clause	Provisions Overview
		motion or amendment, (including the use of the casting vote), being recorded.	
91	Definitions	Significant technical interruptions: Unforeseen equipment problems when not using Council issued devices (laptop, headset) that cause delay in troubleshooting and progress of meeting. Council is not responsible for home Wi-Fi or internet connections	Supplementary clause tailored to council procedures
92	Definitions	Webcast: a video or audio broadcast of a meeting transmitted across the internet either concurrently with the meeting or at a later time	Supplementary clause tailored to council procedures

City Planning

East Maitland Catalyst Area - Public Exhibition

Draft East Maitland Catalyst Area Structure Plan (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 65



2025

East Maitland Catalyst Area Structure Plan

Funded by:

NSW GOVERNMENT

An initiative funded by the NSW Government through the NSW Regional Housing Strategic Planning Fund.

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Acknowledgement of Country

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

East Maitland Catalyst Area Structure Plan – August 2025

Prepared By Gyde Consulting Pty Ltd.

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Inside cover image: Maitland Hospital.

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maitland CITY COUNCIL



Mayor Philip Penfold



General Manager Jeff Smith

A message from our Mayor and General Manager

The East Maitland Catalyst Area (EMCA) is recognised as a regionally significant growth area in both the Greater Newcastle Metropolitan Plan 2036 and the Hunter Regional Plan 2041. It's an exciting prospect and project for Maitland City Council to embark upon, as we look to accommodate for sustained, rapid population growth more evenly across our urban footprint.

As an emerging hub for infill housing, the EMCA is strategically positioned to benefit from its proximity to key amenities, including the new Maitland Hospital and the regional retail precinct at Green Hills.

The EMCA is well-placed to leverage its existing assets; ageing housing stock that is ripe for renewal , extensive open space and mature recreational facilities, strong active transport links, and access to major regional transport nodes.

Our vision for Maitland is a thriving city with vibrant communities; somewhere with great neighbourhoods, strong connections, and integrated movement. We sit at the heart of the Hunter, and the EMCA is poised the reap the benefits of that positioning and long-term vision.

This structure plan for the EMCA sets out to weave these ideals into each action over the coming 20 years, as we anticipate an additional 6,500 residents and 3,000 new houses in the precinct by 2045.

This structure plan sets out a 20-year blueprint to guide and manage that future growth. It provides a framework for the coordination of land use policy, infrastructure investment, and governance, ensuring that as our population increases, that we're working to upgrade utility and social infrastructure in line with demand.

The plan seeks to open up medium density options near key destinations like Maitland Hospital and Green Hills, bringing more residents within walking distance of where they can work, learn and recreate.

By choosing to focus on fostering active lifestyles and walkable neighbourhoods, reducing our reliance on cars, and allowing for greater housing diversity, we're putting liveability at the forefront of our planning and our decision-making from the outset.

To achieve true liveability, projects such as this structure plan must harmonise environmental sustainability and economic vitality, and it is our belief that this vision can be realised across the EMCA through four key pillars:

- A catalytic health and innovation precinct,
- Diverse housing options that meet evolving community needs,
- Infrastructure that supports the growing population,
- A focus on sustainability and quality of life.



maitland CITY COUNCIL

1. Introduction

Purpose

With a growing population, an emerging health precinct, retail and employment centres, major transport links and a network of green open spaces, East Maitland is a key 'catalyst area' for development in the Hunter region.

Preliminary analysis indicates that over the next 20 years, the East Maitland Catalyst Area has the potential to grow by over 6,000 people, requiring up to 4,000 new dwellings.

The Hunter region is an attractive place to live, work and visit. The region has grown by nearly 30 per cent over the past 20 years, and the local government area (LGA) of Maitland has seen its population grow by almost 70 per cent since 2001. In that time, East Maitland has developed varied and vibrant communities, as well as a diverse range of land uses.

The shopping centre at Green Hills has expanded into a regionally significant retail, commercial and entertainment hub. Industrial lands (once the site and surrounds of the East Maitland Brickworks) continue to be productive and increasingly diverse employment lands. Residential neighbourhoods blend open spaces, schools, social housing, historic buildings and community services.

The new Maitland Hospital opened in 2022, bringing one of the largest medical facilities in the Hunter Valley to East Maitland. Located within 800m of the Maitland Private Hospital, and supported by a wide range of allied health and outpatient services in the wider area, the construction of the new hospital has also firmly established a regionally significant healthcare hub at East Maitland, bringing significant jobs, visitors and investment to the Catalyst Area.

In response to this growth, the East Maitland Catalyst Area is expected to undergo significant change over the next 20 years. This change must be supported by the necessary infrastructure to sustain and provide for the growing needs of the community. New homes, jobs, a robust economy, and enhanced services and convenience will enable prosperous and sustainable growth.

This Structure Plan along with its supporting Infrastructure Needs Assessment identifies land use changes and future infrastructure needs to enable collaboration between the community, stakeholders, and state and local government to optimise investment and ensure the successful and sustained growth of the East Maitland Catalyst Area.

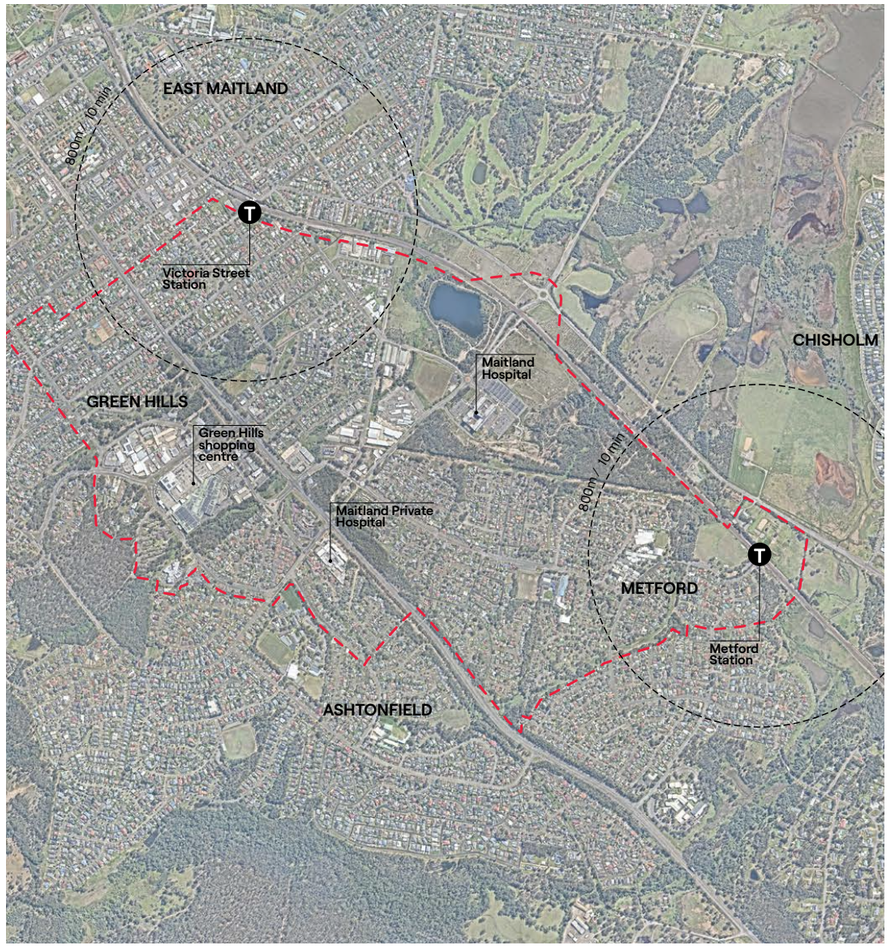


Figure 1. East Maitland Catalyst Area.

Structure of the Report

This Structure Plan and its supporting Infrastructure Needs Assessment is comprised of:

- An analysis of the site and context of the East Maitland Catalyst Area
- An overview of demographic trends relevant to the Catalyst Area
- An assessment of low, medium and high growth scenarios to inform options and infrastructure needs
- A review of relevant background research and strategic documents which have informed the Structure Plan
- A strategic place analysis, identifying opportunities and challenges of the Catalyst Area
- A vision and a set of directions to guide the future of the Catalyst Area
- A Structure Plan and placed-based key moves for identified character areas
- An assessement of infrastructure needs and opportunities
- An implementation and action plan.

Overview

This Structure Plan and its supporting Infrastructure Needs Assessment has been developed by Gyde Consulting and ADW Johnson for Maitland City Council to support the future land use direction and delivery of coordinated infrastructure for the East Maitland Catalyst Area.

The structure planning process plays an important role in delivering the vision for the Catalyst Area, supporting the region's ongoing prosperity and assisting it to leverage both public and private sector investment.

The options explored within this Structure Plan and its supporting Infrastructure Needs Assessment will support the growth of the Catalyst Area by:

- ensuring sufficient land is available for a variety of future uses
- fostering great places to support the lifestyles and diverse needs of the East Maitland and Metford communities
- improving vehicular connectivity, pedestrian safety and amenity in the public domain
- capitalising on existing public transport infrastructure
- creating conditions to encourage the co-location of speciality precincts and services
- enhancing the environmental resilience and long-term sustainability of the Catalyst Area
- attracting associated business and industries
- facilitating residential housing opportunities for a growing and varied population
- facilitating environmental improvement, resilience and sustainability.

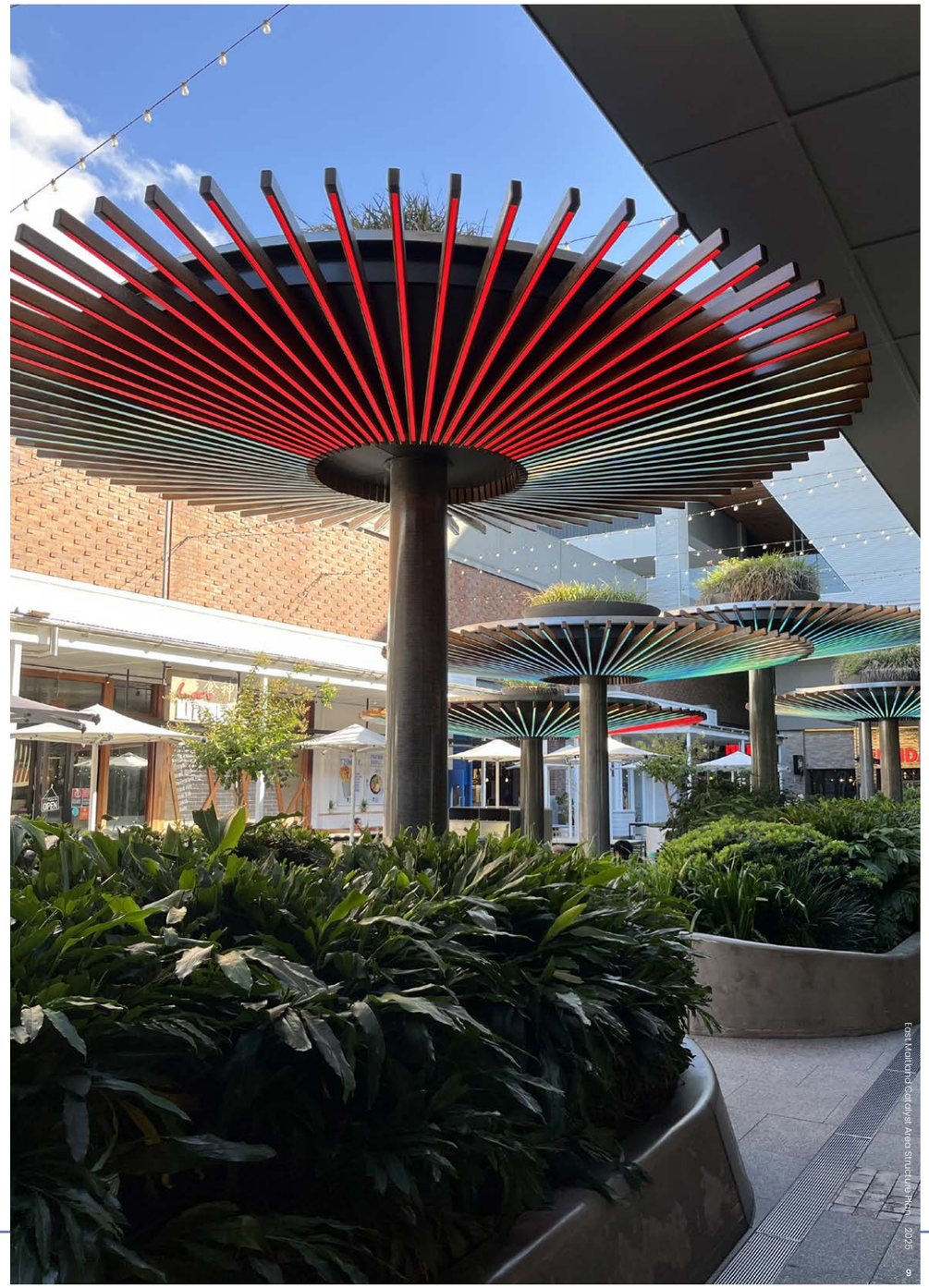


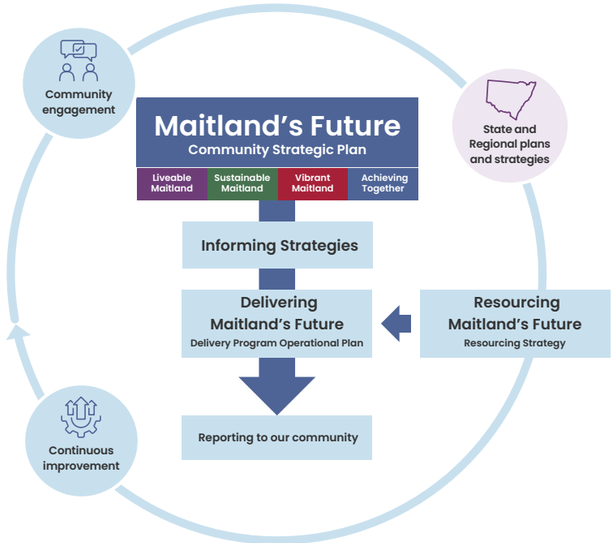
Figure 2. (Right) Green Hills shopping centre.

How we plan

This Structure Plan ensures the effective planning of the East Maitland Catalyst Area to balance anticipated growth with planning and delivery of utility and social infrastructure. This framework links to the delivery of the community's priorities and objectives as identified in Maitland's Future, our Community Strategic Plan. It is a critical part of the Integrated Planning and Reporting (IPR) Framework.

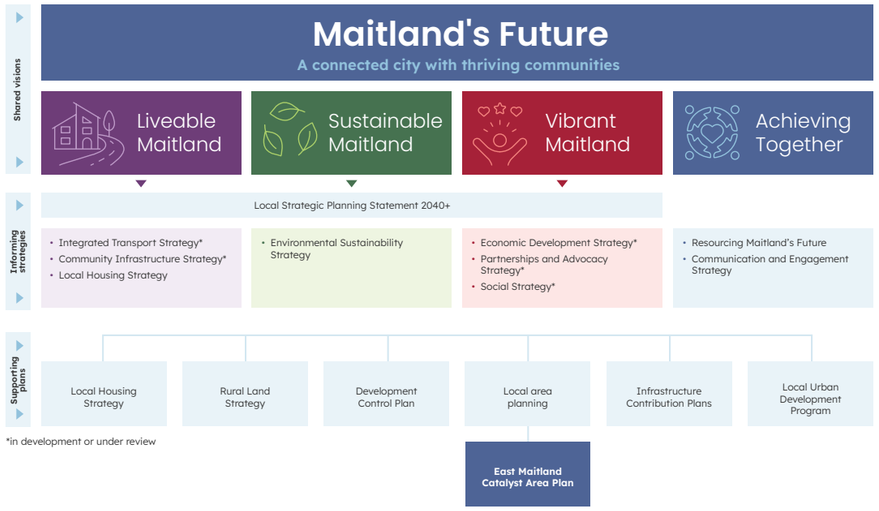
Integrated Planning and Reporting (IPR) Framework

The NSW Government requires local councils to work with their communities to plan for the future. This involves creating long, medium, and short-term plans that reflect the community's vision and priorities. These plans are shaped by community input and supported by informed planning around finances, assets, and resources. This approach under the Local Government Act 1993, called the Integrated Planning and Reporting (IPR) Framework, helps councils across NSW to make thoughtful, sustainable decisions for a brighter future.



Strategic alignment

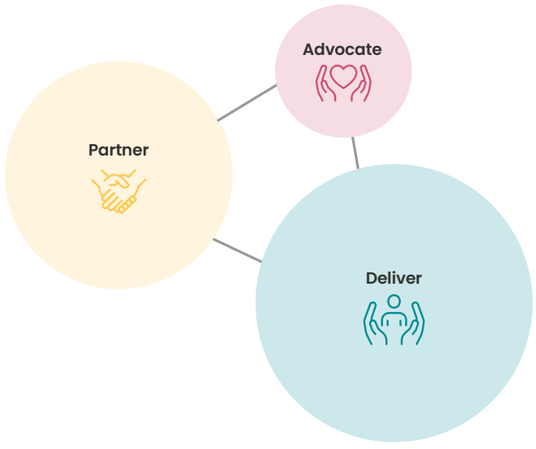
This Structure Plan forms part of Council's broader strategic framework. While it aligns most closely with one focus area, and geographical location, it cannot be delivered in isolation. The success of Maitland relies on how all focus areas — liveability, sustainability, vibrant and achieving together — connect, overlap and support each other. A city that is truly thriving depends on more than any single effort. Our approach is integrated and future-focused. By achieving together across teams, functions and priorities, we can deliver on our shared vision for a connected city with thriving communities.



*in development or under review

Our role

Council works with various stakeholders and partners to implement actions within the Structure Plan, including other levels of government and their affiliated agencies, local businesses and industry, educational institutions, community groups, and other service providers. Depending on the activity, Council's role is to deliver, partner and/or advocate. By building partnerships, taking a strong leadership role and delivering on its own commitments, Council plays an important role in shaping the East Maitland Catalyst Area.



Deliver

We deliver a wide range of programs and services, including waste collection, libraries, maintenance of local roads and public spaces, recreation facilities and programs, community support, special events and regulatory functions.

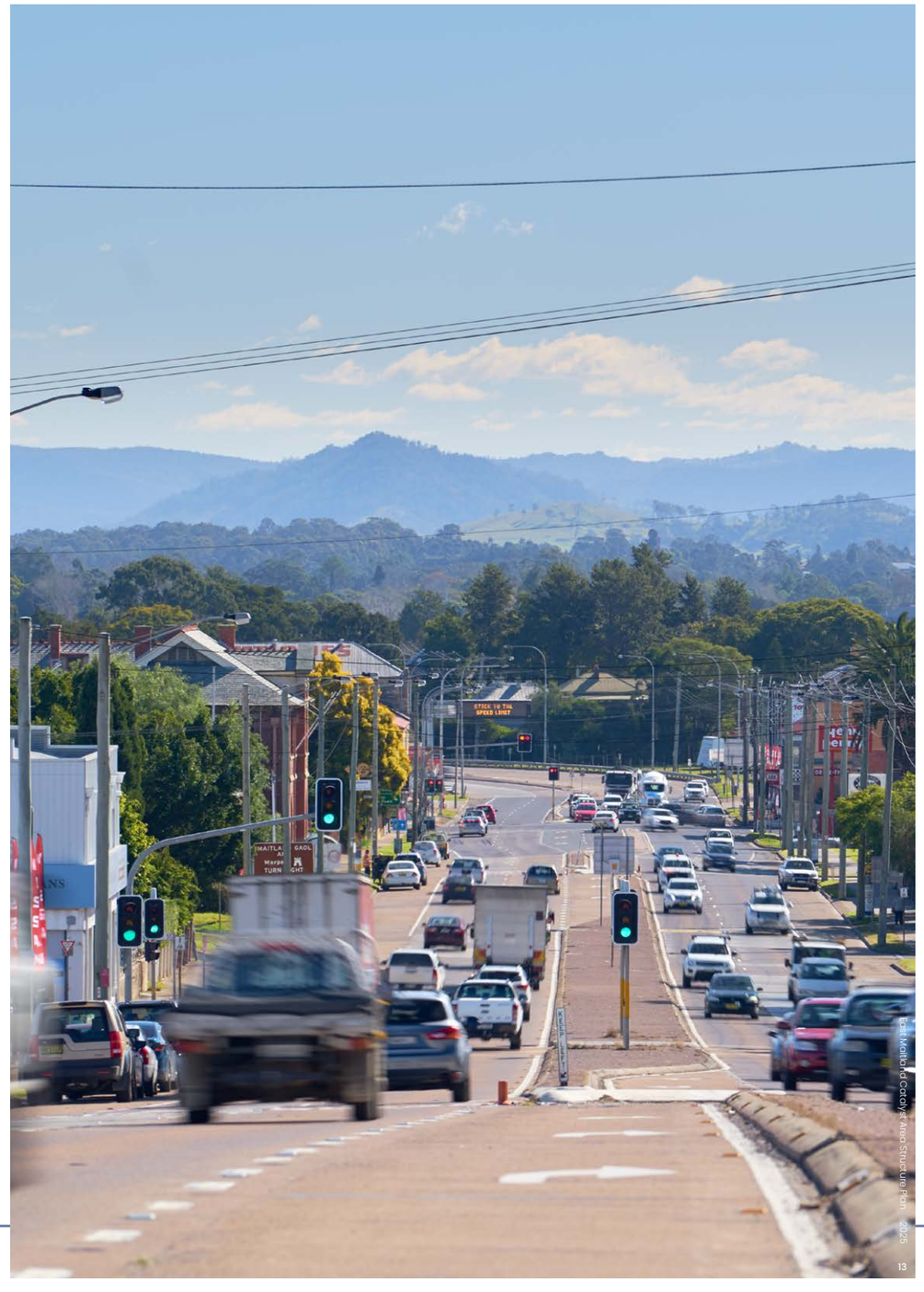
Partner

There are areas in which we have partial or shared responsibility or influence. We build strategic partnerships with federal and state government agencies, the private sector, and a range of other stakeholders whose work will contribute to delivering our long-term priorities.

Advocate

Many issues important to the community are outside Council's control. Council gives a voice to the needs and aspirations of the community by advocating for changes in policy and action at relevant levels of government and industry.

Figure 3. (Right) East Maitland.



2. Background

Indigenous settlement

The Hunter Valley is the traditional land of the Wonnarua people, 'people of the mountains and the plains'.

The Wonnarua have occupied the land within the Maitland LGA for at least 50,000 years.

A dreaming story of the Wonnarua describes the creation of the hills, rivers, valleys and forests of the Hunter Valley by the Spirit Baiame, who brought life that flows throughout the region to this day.

Today, the Wonnarua people are part of the Mindaribba Local Aboriginal Land Council (Mindaribba LALC).

The Mindaribba LALC covers the traditional lands of more than 2,000ha and encompasses parts of the LGAs of Maitland, Cessnock, Singleton, Dungog and Port Stephens.

European settlement

European settlement of the Hunter region occurred in the early nineteenth century, with the region developing as a supply of timber and coal stocks for Sydney, and attracting agriculturalists and graziers farming sheep, cattle and horses, wheat, rye and other crops including wine grapes.

The success of vines in the Hunter was soon evident, and the region thrives to this day as one of the nation's leading wine regions.

The region has also remained the largest coal-producing area in New South Wales, and the industry continues to generate the greatest contribution to economic output of the region.

The town of East Maitland was officially proclaimed in 1833, and throughout the nineteenth century, the towns of East Maitland, West Maitland and Morpeth were a regional centre for administrative and government functions, commerce and trade.

As it developed, East Maitland was regularly and spaciously laid out, with many grand administrative and government buildings constructed of local sandstone and cedar.

These include the East Maitland Court House, the old East Maitland Post Office and the Maitland Gaol, as well as a number of grand houses, inns and churches.

The first railway in the Hunter Valley was constructed between Newcastle and East Maitland in 1857. Before that time, steamships had moved goods and travellers from Morpeth to Sydney. Rail dramatically shortened travel times to Newcastle and Sydney, boosting the economy as goods and materials could be transported quickly over long distances.

At the beginning of the nineteenth century, Maitland was the second largest town in New South Wales.

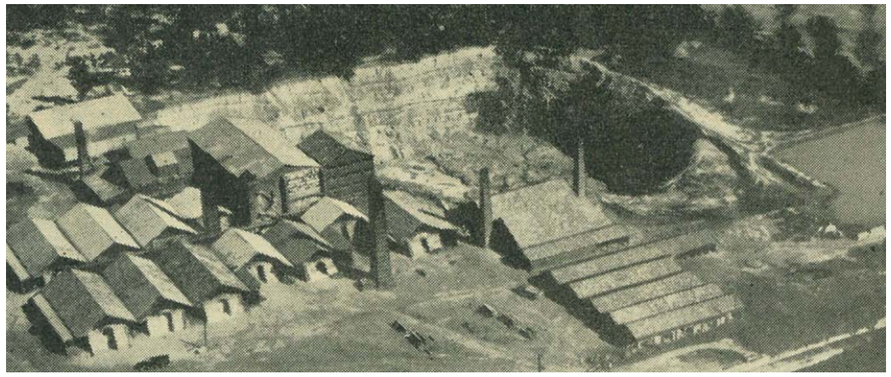


Figure 4. (Top right) East Maitland Brickworks.

Maitland quarry and brickworks

By the late 1800s, Maitland had developed a leading brickmaking industry due to extensive clay reserves throughout the region.

The East Maitland Brickworks, adjacent to Raymond Terrace Road, contained one of the state's largest clay reserves, and the brickworks continued to produce bricks and roof tiles until its closure in 2006. The Maitland Hospital is now located on part of the old East Maitland Brickworks. Other parts of the site are currently vacant and underutilised.

Green Hills shopping centre

The shopping centre at Green Hills, once known as 'The Hunter', opened in 1977 as a single-storey centre offering suburban retail convenience. The shopping centre was acquired by Stockland in 2000, after which it underwent extensive redevelopment, growing into a significant retail, entertainment, food and leisure centre.

A wide variety of retail services are now located around the centre, and the Green Hills retail precinct has grown into a major regional economic anchor of East Maitland.

Maitland Hospital and Maitland Private Hospital

The Maitland Private Hospital opened in East Maitland in 2001, first offering general surgical and maternity services. It has grown significantly, expanding across multiple buildings and now providing a full suite of medical services.

The recent construction of the Maitland Hospital on Metford Road has now firmly established the area as a regional centre for health and medical services.

A wide range of allied health services including outpatient clinics, medical imaging centres, community and aged care services and other therapeutic facilities can now be found throughout East Maitland.

3. Context

Regional context

East Maitland is located in the Hunter Valley, on the southern bank of the Hunter River. The region is characterised by flat river plains and undulating hills, and fertile farmlands sit alongside established urban centres and attractive, expanding residential neighbourhoods.

East Maitland is a part of the Maitland City LGA. It is approximately 30km inland of Newcastle, and 160km north of Sydney. To the immediate west is the wider town of Maitland and its surrounding suburbs.

Maitland is centrally located in the heart of the Hunter region and offers the perfect blend of city convenience with a warm country charm.

One of the most significant transport routes in the region is the New England Highway, which extends directly through East Maitland and enables major local, visitor and logistics movement. The Hunter railway line also runs through East Maitland, connecting commuters and goods by train between the Hunter Valley, Newcastle and Sydney.

East Maitland's strategic location along these key transport routes and the Hunter's strong regional economy has contributed significantly to its expansion over the years. Extensive agricultural, mining, manufacturing and tourist industries continue to play an important role in the Hunter's economy, and East Maitland is an important service and support base for these industries.

Investment in local amenities and services, including expanding retail centres, regional open spaces, and regionally significant education and healthcare facilities, have made East Maitland an attractive place for new residents and visitors to the Hunter region.



Figure 5. East Maitland Catalyst Area regional context.

Local context

The East Maitland Catalyst Area extends from Victoria Street Station in the north, south to Metford Station, and south-west to Ashtonfield and Green Hills.

The Catalyst Area is bisected by the New England Highway, with the major shopping centre at Green Hills to the south and the site of the new Maitland Hospital to the north.

The Catalyst Area also includes a range of residential neighbourhoods, containing primarily low-rise and detached dwellings, and a well-connected network of green and open spaces.

The residential suburbs of Chisholm and Thornton are located within 5km of the Catalyst Area, north of Raymond Terrace Road. These communities rely on the established services and amenities within the Catalyst Area for a wide range of daily needs.

Key services and amenities within the East Maitland Catalyst Area include:

- Victoria Street Station
- Metford Station
- Maitland Hospital
- Maitland Private Hospital
- Green Hills shopping centre
- Fieldsend Oval
- Green Hills Gardens
- Chelmsford Oval
- Metford Recreation Reserve
- Metford Public School
- Maitland Christian School
- OneSchool Global NSW - Maitland.

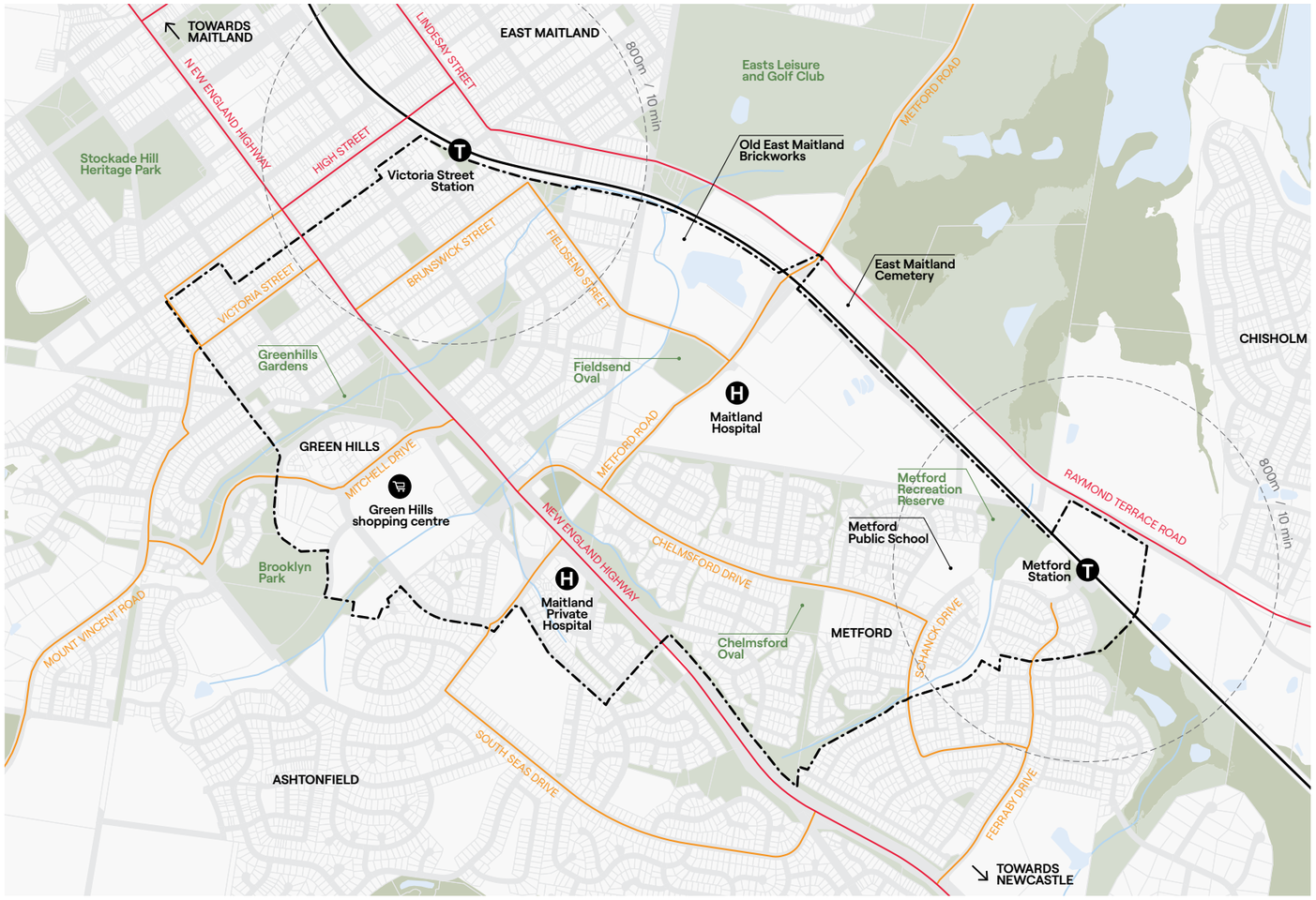


Figure 6. East Maitland Catalyst Area local context.

Existing land use planning controls

Land zoning

A broad range of land use zones are currently present across the East Maitland Catalyst Area.

Notably, all residential areas are currently zoned R1 General Residential. This zoning enables a wide variety of housing types and densities, but does not clearly differentiate where this diversity may be best located.

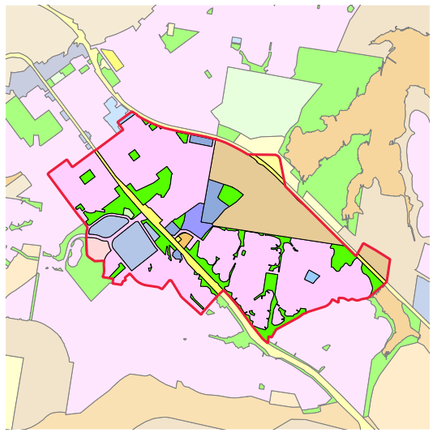


Figure 7. Land zoning.

- C2 Environmental Conservation
- C3 Environmental Management
- C4 Environmental Living
- E1 Local Centre
- E2 Commercial Centre
- E3 Productivity Support
- E4 General Industrial
- MU1 Mixed Use
- R1 General Residential
- R5 Large Lot Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU1 Primary Production
- RU2 Rural Landscape
- SP1 Special Activities
- SP2 Infrastructure
- SP3 Tourist

Height of buildings

The vast majority of the Catalyst Area is not subject to height of building controls, with the exception of lands zoned Commercial Centre at Green Hills, where a 19m control applies to the shopping centre, and a 9m controls applies to surrounding lands to the north.

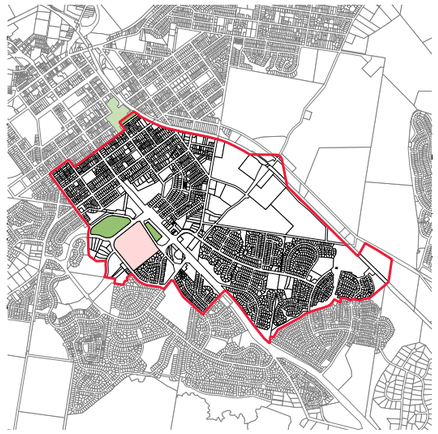


Figure 8. Height of buildings.

- 9m
- 19m

Floor space ratio

Similarly, floor space ratio (FSR) controls apply only to those lands zoned Commercial Centre at Green Hills, which are subject to a maximum FSR of 2:1.

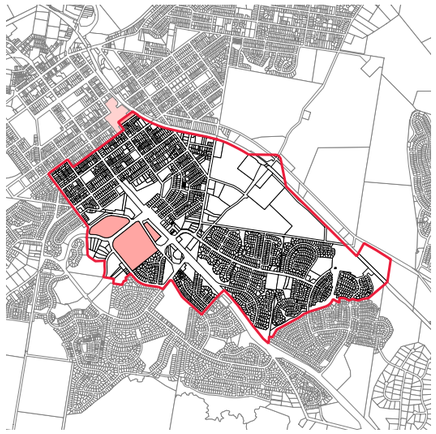


Figure 9. Floor space ratio.

- 2 : 1

Heritage

The Catalyst Area contains just a few items of heritage significance; late 19th century houses located within the residential streets towards the north-western extent of the study area, mostly along Victoria Street.

The Victoria Street Station is also heritage listed, as is the railway itself.

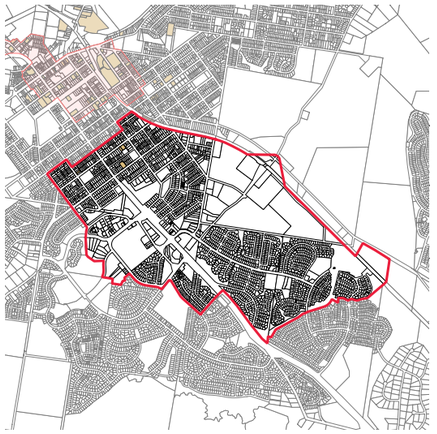


Figure 10. Heritage.

- General Heritage Item
- Heritage Conservation Area

East Maitland Catalyst Area snapshot

Total population:

6,115
Catalyst Area

95,957
Maitland LGA

Source: Australian Bureau of Statistics, Estimated Resident Population.

Median age:

41 YEARS
Catalyst Area

36 YEARS
Maitland LGA

39 YEARS
NSW

Total dwellings:

2,658
Catalyst Area

Average household size:

2.2 PEOPLE
Catalyst Area

2.7 PEOPLE
Maitland LGA

2.6 PEOPLE
NSW

Maitland LGA:

86.9% Of residents were born in Australia

7.5% Of residents identified as Aboriginal and/or Torres Strait Islander

6.7% Of residents required assistance with core activities

49.5% Of residents aged over 15 years hold tertiary qualifications

0.5%
Of residents travelled to work on public transport
(Catalyst Area)

88.2%
Of households reported owning at least one motor vehicle
(Catalyst Area)

Household composition:
(Catalyst Area)

50.3% Households with children

22.2% Lone-person households

25% Couple-only households

2.5% Group households

Dwelling composition:
(Catalyst Area)

66% Separate houses

8% Apartments

19% Attached houses

5.8% Unoccupied dwellings

2,568
Local workers
(Catalyst Area)

Leading industry sectors by employment:
(Maitland LGA)

Healthcare and social assistance	**19.8%**
Retail trade	**12.5%**
Construction	**11.6%**
Education and training	**10.4%**
Accommodation and food services	**7.4%**

SEIFA
(Socio-economic indexes for areas):

2.39 Catalyst Area

4.41 Maitland LGA

5.93 NSW

$1,505
Median weekly household income
(Catalyst Area)

$1,652
Median monthly mortgage repayment
(Catalyst Area)

$309
Median weekly rental payment
(Catalyst Area)

Source: Australian Bureau of Statistics, 2021 Census.

4. Catalytic growth and change

In 2024, the East Maitland Catalyst Area was home to **6,115 people**.

This represents 7 per cent of the population of the Maitland LGA, which had a total population of **95,957 people** in 2024.

Source: Australian Bureau of Statistics, Estimated Resident Population.

Table 1. Population growth in the Maitland LGA statistical area, 2006-2021
Source: Australian Bureau of Statistics, 2021 Census.

	MAITLAND LGA
2006	61,880
2011	67,478
2016	77,305
2021	90,226

Maitland is growing

Over the past 20 years, the Maitland LGA has grown significantly, rising rapidly by over 45 per cent in just 15 years, from 61,880 people in 2006 to 90,226 people in 2021 (refer Table 1).

Almost 96,000 people currently call Maitland home, and we welcome around 2,000 new people each year. By 2041, we expect about 145,000 people to call our city home.

Rising housing costs in capital cities, relative affordability compared to Newcastle and Sydney, changes in patterns of work and significant investment in regional infrastructure in the Hunter is only expected to exacerbate this demand.

Providing for the various needs of this growing population over the next 20 years will involve the delivery of a sufficient and sustainable supply of housing, the development of a diverse and thriving economy and the creation of liveable communities supported by infrastructure.

The East Maitland Catalyst Area will accommodate some of this anticipated population growth, providing a range of housing options in an established centre, close to employment hubs, key transport infrastructure and various services.

Increasing residential density and infill within and around existing centres such as East Maitland is crucial to achieving sustainable growth. Infill development leverages existing infrastructure, alleviates sprawl at the edges of urban areas, and ensures residents are connected to the services and amenities they need.

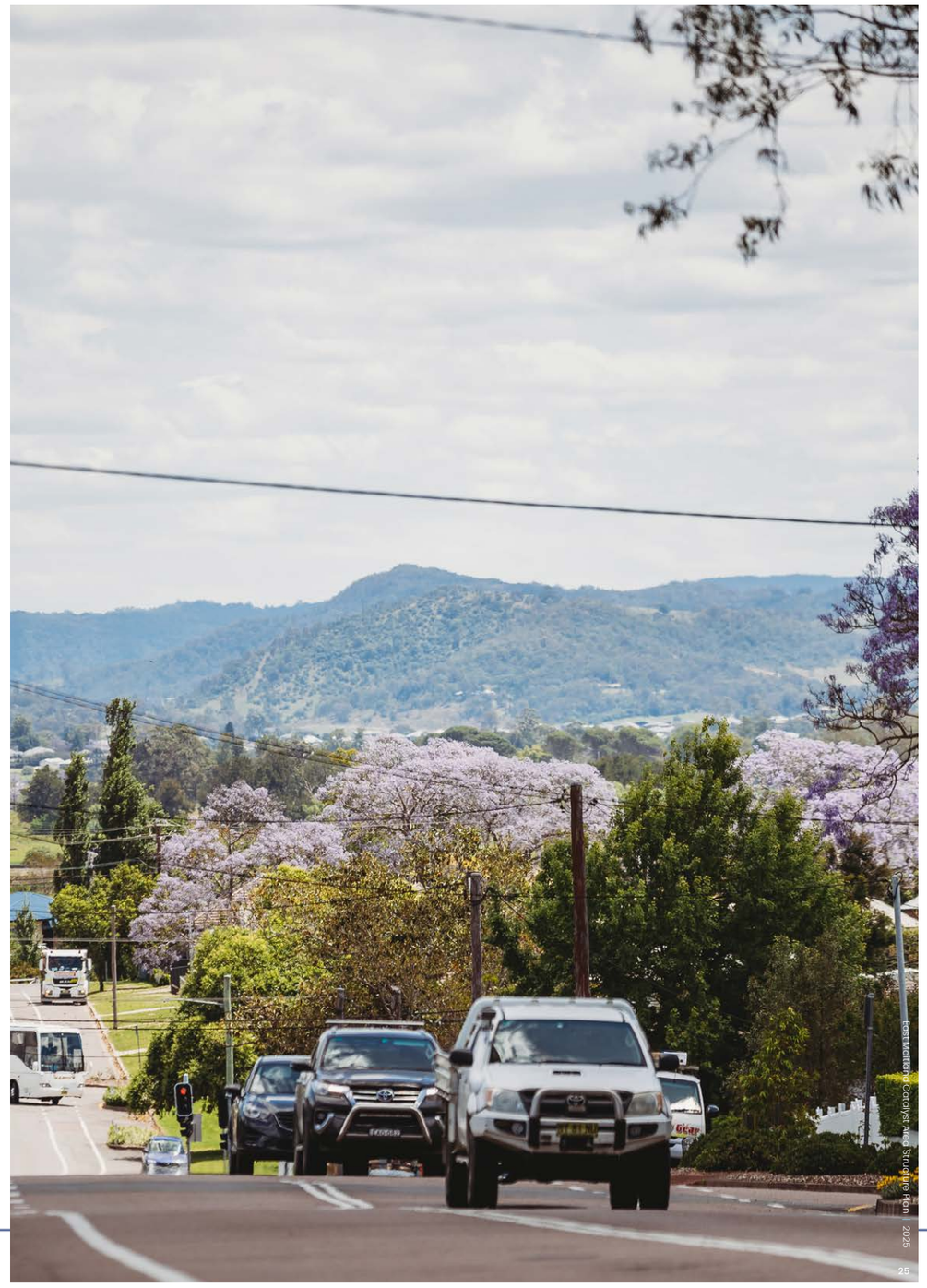


Figure 11. (Right) Maitland.

Age structure

The age structure of the Catalyst Area is also expected to evolve over the next 20 years.

In 2021, the median age of residents in the Catalyst Area was 41 years. This age is higher than the median age of the state, which in 2021 was 39 years.

The East Maitland Catalyst Area is already home to a range of housing for seniors and aged care facilities. The future development of the Catalyst Area, and particularly its growth as a healthcare precinct, will further cater to the lifestyle needs of this community, providing a range of housing options, including smaller, more accessible and potentially more affordable options, close to key community services and infrastructure.

However, it is also noted that in 2021 the median age of the wider Maitland LGA was just 36 years. This median age is both lower than the state average and significantly lower than that of the East Maitland Catalyst Area.

Overall, the Maitland LGA has a young population. In the Maitland LGA in 2021:

33% Of residents were 25 years or younger

21% Of residents were 14 years or younger.

This relatively young population residing in the wider Maitland area will have significant implications on the type, location, size and affordability of dwellings, as well as the availability and accessibility of jobs and services that the community will require in the future.

A projected rise in the number of people of working age in the Maitland LGA also suggests the potential for substantial future jobs growth. This is expected to occur in line with significant regional investment, some of which is already underway, that will further drive diverse and resilient economic growth in the Catalyst Area over the next 20 years.

An emerging healthcare hub

The Maitland LGA is a fast growing and highly productive area of the state, generating a Gross Regional Product of approximately $7.7 billion per annum.

In 2021, there were 2,568 workers and a total of 591 businesses in the Catalyst Area.

The largest portion of these businesses were in construction (14 per cent), followed by health care and social assistance (12.5 per cent), and professional, scientific and technical services (11 per cent).

Within the wider Maitland LGA, Health Care and Social Assistance was the largest industry employer, providing 19.8 per cent of all jobs. This was followed by jobs in retail trade (12.5 per cent), and construction (11.6 per cent).

Health care and social assistance underpins a significant portion of the region's economy and jobs, and substantial investment in the region's health infrastructure is already currently underway, expected to drive further growth in this sector.

Housing that is suitable, affordable and accessible for healthcare and other key workers, seniors and people in aged care, and accommodation for patients must be prioritised, particularly in close proximity to the new Maitland Hospital and the emerging health precinct.



Figure 12. (Right) Maitland Hospital.

Housing suitability

In 2021, the East Maitland Catalyst Area contained 2,658 dwellings.

- Separate houses were the predominant type of dwelling, which made up 66 per cent of all dwellings (1,746 dwellings).
- Semi-detached, terrace houses and townhouses comprised 19 per cent of all dwellings (510 dwellings).
- Flats, units or apartments accounted for just 8 per cent of the total number of dwellings (231 properties).

The majority (over 45 per cent) of dwellings in the Catalyst Area had three or more bedrooms.

22 per cent of dwellings had two bedrooms, while just 8.5 per cent were one bedroom.

In 2021, the household composition of the wider Maitland LGA was:

- 50.3 per cent households with children (17,331)
- 25 per cent couple-only households (8,775)
- 22.2 per cent lone-person households (7,256)
- 2.5 per cent group households (811).

Despite couple-only and lone-person households accounting for approximately 50 per cent of all households in the LGA, the vast majority of dwellings are detached houses with three or more bedrooms.

The number of couple-only and lone-person households is only expected to increase over the next 20 years.

This change in household composition across the Maitland LGA will result in changes to the types and sizes of dwellings that will be required in the future, with smaller households driving demand for smaller dwelling options.

In 2021, almost half (47 per cent) of all dwellings in the Catalyst Area were rented.

Overall, housing tenure in the Catalyst Area was comprised of:

- 24.5 per cent owned outright
- 25.5 per cent owned with mortgage
- 47 per cent rented
- 3 per cent housing tenure not stated.

This housing tenure composition differs to that of the broader Maitland LGA, where just 30 per cent of dwellings are rented.

In 2021, the East Maitland Catalyst Area had a lower SEIFA (2.49) than the Maitland LGA (4.41) and the state of NSW (5.93).

This suggests that the current population of the East Maitland Catalyst Area may face more challenges with housing affordability and financial stability than surrounding areas, and may further emphasise a future demand for more diverse housing choices, including smaller and potentially more affordable options.

A growing population can bring many opportunities and some challenges, placing pressure on the natural environment, transport infrastructure and key services.

Over the next 20 years, the East Maitland Catalyst Area will need to be supported by the necessary infrastructure to enable its efficient and sustainable growth.

The analysis contained within Section 4 of this Structure Plan suggests that an increase in the supply of housing to reflect the varied needs of the East Maitland Catalyst Area's community will be required over the next 20 years, including:

- healthcare and other key workers
- seniors and people in aged care
- a growing population of young people, as well as couple and lone-person households
- accommodation for patients, visitors and families, particularly in close proximity to the new Maitland Hospital and the emerging health precinct.

This will involve the delivery of a diverse mix of dwelling types, including some smaller options, to provide greater housing choice, enhance affordability and enable flexibility to suit the varied needs of the community.

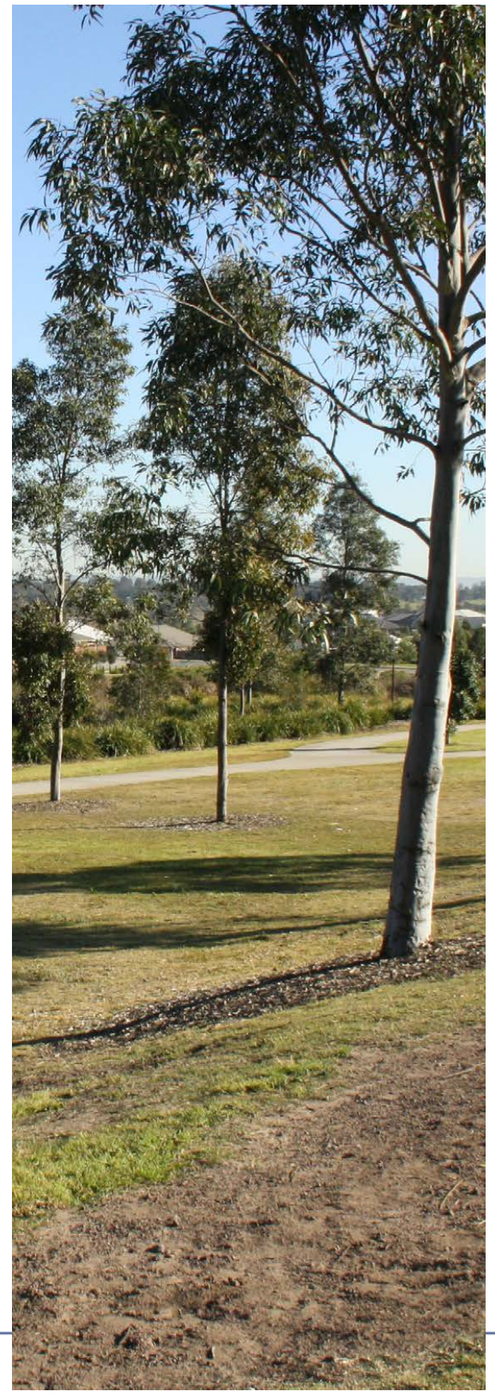


Figure 13. (Right) Whitewater Park, Chisholm.

Growth scenarios

The East Maitland Catalyst Area has experienced relatively low population growth over the past 20 years, largely due to a lack of strategic direction and clear planning controls for increased density.

However, in the surrounding statistical area and in the wider Maitland LGA, there has been rapid and significant population growth, driven by new housing and migration of young people and families into the region.

The East Maitland Catalyst Area is located within the 2022 NSW population projections Statistical Area (SA2) of East Maitland-Metford (refer Figure 13). Within this wider SA2, the Department of Planning, Housing and Infrastructure (DPHI) have projected that the population will in crease by approximately 5,500 people in the 20 years from 2021 to 2041.

These projections were based on an assumption that household size would reduce from 2.4 in 2021 to 2.3 in 2041, a reduction understood to be driven by younger couples moving into the region and an overall increasing trend in lone-person households.

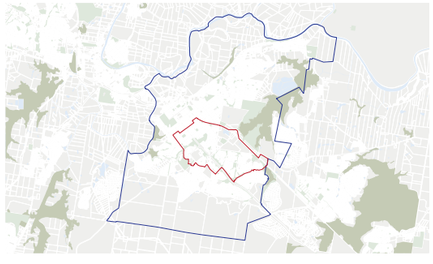


Figure 14. East Maitland Catalyst Area (outlined in red); NSW DPHI 2022 SA2 boundary (blue).

Low, Medium and High-growth scenarios have been developed to inform this Structure Plan and determine future infrastructure needs (refer Figure 14 and Figure 15).

These scenarios build on DPHI's projections but have been adjusted to account for significant additional factors not considered within DPHI's modelling, including the identified role of the Catalyst Area for significant growth and change.

The growth scenarios were grounded in DPHI's model and subsequently:

- adjusted for the range of additional dwellings expected for the Catalyst Area, with consideration for a significant proposed change in dwelling typology and density
- accounted for the diverse residents and household types that will move into the Catalyst Area based on the higher-density dwelling types contemplated for the area, additional employment opportunities and the likely population expected to fill these jobs.

Considering the projected decline in household size, and that dwellings contemplated for the Catalyst Area include smaller typologies and denser development, a gradual decline of average household size has been modelled, reducing from 2.3 in 2023 to 2.1 by 2043.

This reduction reflects that the Catalyst Area will likely attract a younger population and those more likely to live in couple or lone-person households, as well as an ageing population with household sizes declining as younger generations leave home.

Housing production has been modelled to begin to increase in the Catalyst Area around 2027, a result of rezoning in accordance with the Structure Plan, peak in 2033 and then gradually decline to 2043.

The Low, Medium and High-population growth scenarios are defined by changes in the number of homes delivered, with household size consistent across all scenarios.

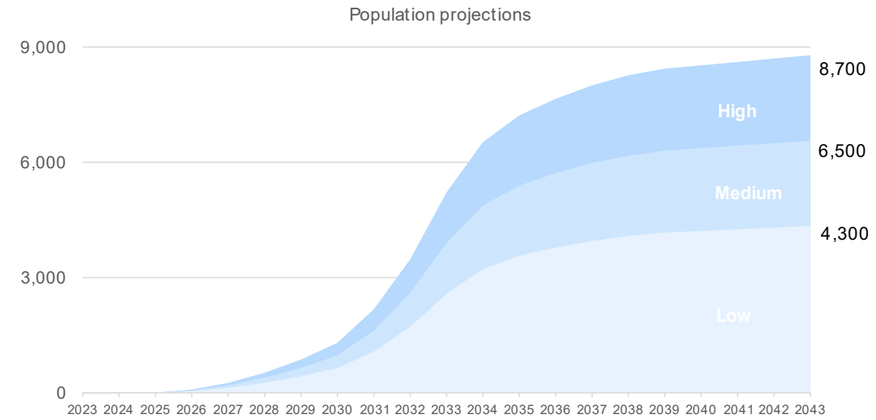


Figure 15. East Maitland Catalyst Area 20-year projected population uplift.

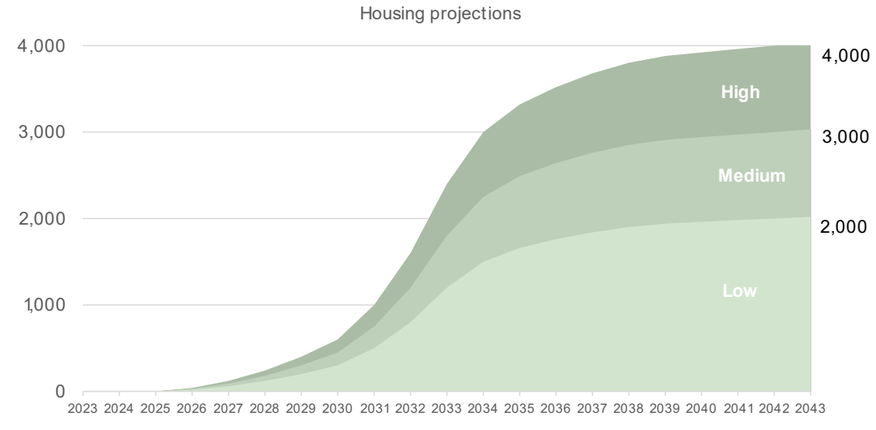


Figure 16. East Maitland Catalyst Area 20-year projected dwelling uplift.

5. Strategic planning context

Hunter Regional Plan 2041

Published in December 2022 by the NSW Department of Planning and Environment, the *Hunter Regional Plan 2041* (the 'Regional Plan') is a 20-year strategic plan applying to the LGAs of Cessnock, Dungog, Lake Macquarie, Maitland, Mid-Coast, Muswellbrook, Newcastle, Port Stephens, Singleton and Upper Hunter.

Drawing from individual council statements, the Regional Plan envisions a healthy, sustainable and thriving Hunter region with the vibrant metropolitan city of Newcastle at its heart, and nimble and sustainable 15-minute neighbourhoods.

The plan outlines strategic measures for housing diversity, affordability and economic growth. It incorporates climate change and COVID-19 considerations, sequenced planning, coordinated infrastructure development and community character enhancement.

The Regional Plan sets out a number of key strategies to guide future growth. These include:

- diversifying employment and energy lands
- promoting economic self-determination
- introducing net-zero emissions
- embedding resilience
- delivering 15-minute neighbourhoods
- planning for 'nimble neighbourhoods' with diverse housing and sequenced development
- preferring infill development
- renewing focus on green infrastructure
- enhancing public spaces
- improving transportation networks
- prioritising equity for residents.

Place strategies

For areas undergoing significant change, the Regional Plan sets the intention to deliver an infrastructure-first and place-based delivery framework to enable the cost-effective delivery of new homes and jobs. The framework involves the creation of a Place Delivery Group (PDG), tasked with developing a place strategy to make efficient use of infrastructure, help align state and local investment and lead to stronger place-based planning.

The Regional Plan sets out that place strategies are to be prepared for identified catalyst areas of the Greater Newcastle Metropolitan Plan 2036, including the East Maitland Catalyst Area. This Structure Plan and its supporting Infrastructure Needs Assessment are the key documents that comprise a place strategy.

East Maitland Catalyst Area

The Regional Plan identifies the East Maitland Catalyst Area within the New England Growth Corridor, an area with a number of strategic centres, several large urban release areas, centres undergoing revitalisation and historic rural villages.

The Regional Plan describes East Maitland as a 'catalyst area', an emerging strategic centre for health and retail which will accommodate economic, housing and services growth.

This developing health precinct will centre around the new Maitland Hospital, providing modern healthcare facilities and be a place of innovation and high-quality healthcare for decades.

East Maitland is noted within the Regional Plan as an opportunity area for additional housing and urban renewal, and the Green Hills precinct, in particular, is identified as a place for modern retail, dining and entertainment, together with diverse housing options.

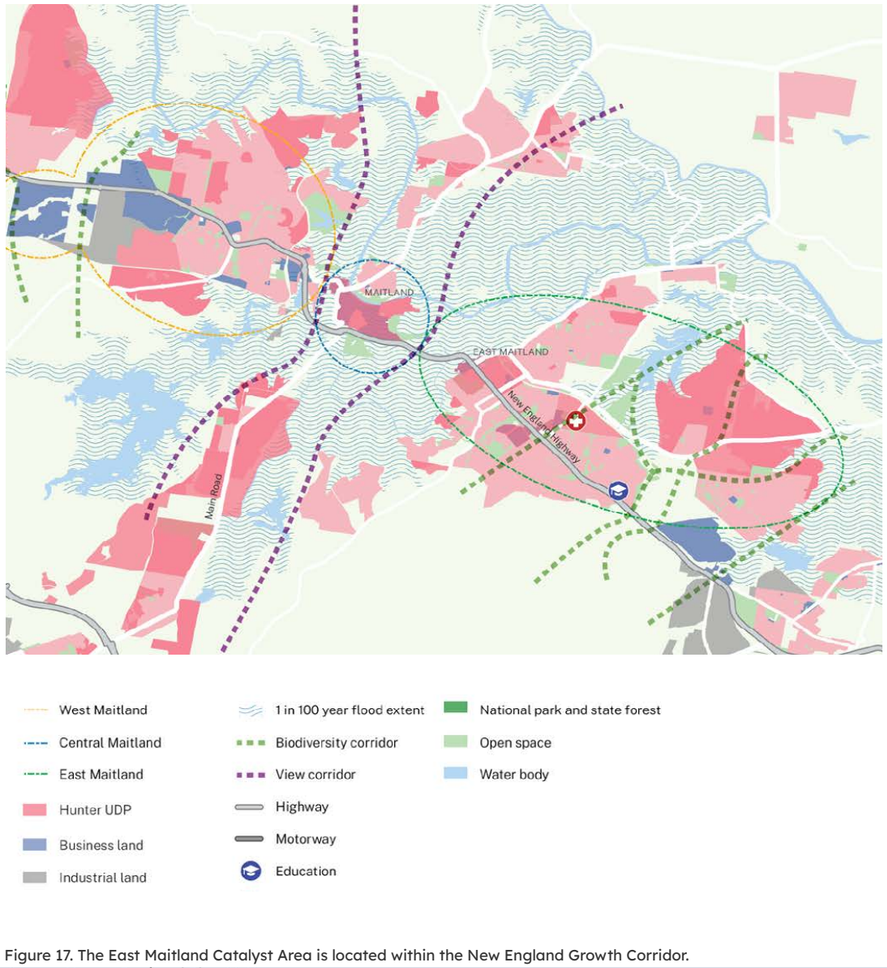


Figure 17. The East Maitland Catalyst Area is located within the New England Growth Corridor.
Source: Hunter Regional Plan 2041.

Greater Newcastle Metropolitan Plan 2036

The *Greater Newcastle Metropolitan Plan 2036* (the 'Metropolitan Plan') was published in September 2018 by the NSW Department of Planning and Environment. It sets out strategies and actions to drive sustainable growth across the Greater Newcastle area, capturing the LGAs of Cessnock, Lake Macquarie, Maitland, Newcastle and Port Stephens.

The Metropolitan Plan envisions Greater Newcastle as an emerging economic and lifestyle city, connected with northern NSW. The Plan has four main outcomes, supported by 23 strategies to achieve the vision:

- Create a workforce skilled and ready for the new economy.
- Enhance environment, amenity and resilience for quality of life.
- Deliver housing close to jobs and services.
- Improve connections to jobs, services and recreation.

The Metropolitan Plan sets out a mapped area defining the East Maitland Catalyst Area and identifies its role as an emerging health precinct providing a range of complementary health services and housing types within the surrounding areas. At the date of publication (September 2018), the Metropolitan Plan recognised four sub-precincts within the Catalyst Area, each with defined outcomes:

1. New Maitland Hospital precinct

Hunter New England Health will:

- work with Council and Transport for NSW (TfNSW) to develop a master plan for the hospital and align local plans to promote a diverse precinct providing pedestrian, cycling, road and public transport connectivity and accessibility for workers and visitors
- remediate the precinct and protect environmental values
- facilitate the development of community services and small-scale retail that supports the needs of hospital workers and visitors to the precinct.

2. Green Hills precinct

Council will:

- align local plans to facilitate residential and aged-care uses within and surrounding the Green Hills shopping centre and establish a main street character along Mitchell Drive
- work with land owners and TfNSW to improve internal pedestrian, cycle and bus connectivity within the precinct and external connections to surrounding residential areas
- encourage complementary health services to grow and connect to the new Maitland Hospital and the wider health network.

3. Metford business development precinct

Council will align local plans to intensify business and light industrial uses to service surrounding communities at East Maitland, Ashtonfield, Metford and Tenambit.

4. Metford residential precinct

Council will align local plans to:

- increase the potential for medium-density housing, including seniors housing
- facilitate the development of complementary public and private health facilities that support the new public and private hospitals and are compatible with surrounding residential areas.

Council and TfNSW will improve public transport services and corridors to residential areas.

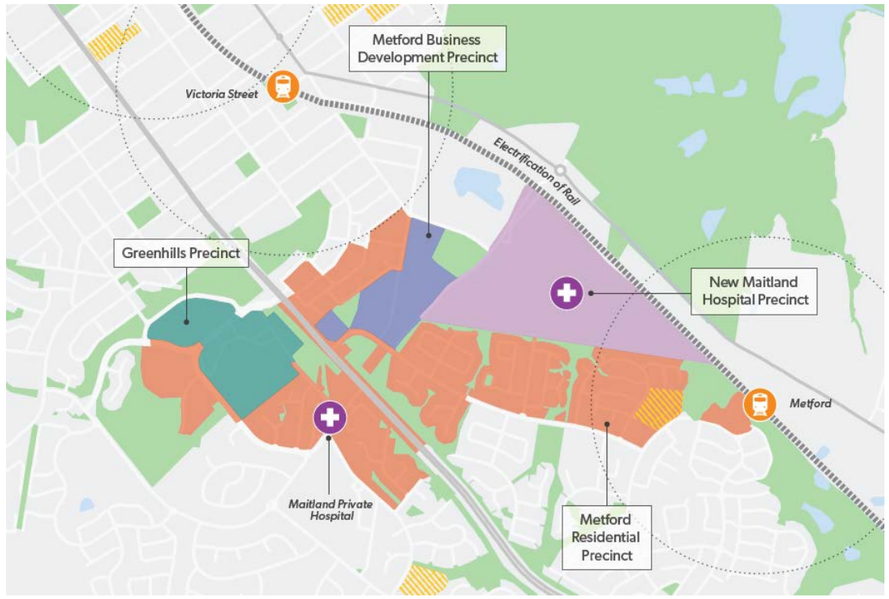


Figure 18. Catalyst Area East Maitland.
Source: Greater Newcastle Metropolitan Plan 2036.

Maitland Local Strategic Planning Statement 2040+

The *Maitland Local Strategic Planning Statement 2040+* (LSPS) was finalised in June 2020 by Maitland City Council.

The LSPS sets out a 20-year plan integrating land use, transport and infrastructure planning for the future of the city.

The vision for Maitland City as set out by the LSPS is as *"a vibrant river city at the heart of the Hunter region, with great places and lifestyles that celebrate its prosperity and heritage."*

The LSPS is supported by four key themes and 18 local planning priorities to realise the vision:

- Our people and places
- Our economy
- Our environment
- Our infrastructure.

The LSPS recognises East Maitland as a regionally significant strategic centre for health and retail with the potential to accommodate significant growth in the economy and become an important residential, employment and entertainment precinct.

The LSPS notes that health and social assistance is one of the largest and fastest growing sectors in the Maitland LGA, supporting 4,650 jobs and caring for the city's growing and aging population.

It is recognised that the emerging East Maitland health precinct around the new Maitland Hospital, together with the Maitland Private Hospital will provide contemporary healthcare facilities to meet the needs of the area's growing local and regional communities well into the future.

Of note, East Maitland and Central Maitland are both designated as strategic centres in the LSPS. Compared to Central Maitland, East Maitland has the advantages of being relatively unaffected by flooding and being slightly closer to Newcastle, the airport and the M1 Pacific Motorway.

Major investment in the Green Hills shopping centre has consolidated East Maitland as the LGA's preeminent retail centre.

Central Maitland, meanwhile, will remain the administrative centre for the city, being the location for key Council and civic facilities as well as educational establishments and regional sporting facilities.

Maitland's Future Community Strategic Plan

Maitland's Future is the highest-level plan that Council prepares. Its purpose is to identify the community's main priorities and aspirations for the future and plan strategies for achieving these goals.

Maitland's Future guides all other strategies and plans and must be developed with and on behalf of the community.

Four key focus areas are the foundation of the shared vision for Maitland's future: Liveable Maitland, Sustainable Maitland, Vibrant Maitland, and Achieving Together. These focus areas represent the strategic framework, guiding the Maitland LGA toward a connected city with thriving communities.

Maitland Local Housing Strategy 2041

The *Maitland Local Housing Strategy 2041* (LHS) was finalised in June 2023 by Maitland City Council. The LHS acts as a framework to guide growth and change of the city's residential lands over the next 20 years.

The strategy identifies that Maitland is one of the fastest growing inland cities in Australia, home to approximately 93,500 residents and expected to grow to over 144,550 residents by 2041.

The key objectives of the LHS are to:

- identify future housing needs and gaps within the city
- identify additional housing opportunities to sustainably accommodate future population growth
- develop an evidence-based planning and policy framework to guide future planning decision related to housing
- inform future reviews of the local planning framework and metropolitan and regional plans
- provide directions and certainty to residents and the development industry with regards to where different housing types are supported and encouraged
- align infrastructure planning and delivery to support planned growth.

The LHS aspires to provide the right type of housing in the right locations to suit Maitland's growing and changing population. To support this principle, Action 1.8 of the strategy is to:

- *Work with the DPE to prepare place strategies for Branxton to Anambah regionally significant growth area and East Maitland Catalyst Area.*

This East Maitland Catalyst Area Structure Plan and its supporting Infrastructure Needs Assessment responds directly to this action, and will provide the development framework to support the region's ongoing growth and prosperity.

Further, the LHS incorporates a planning principle to encourage infill housing and increased densities in different neighbourhood contexts to facilitate a greater mix of housing types and 15-minute neighbourhoods.

Accordingly, the LHS identifies the East Maitland Catalyst Area as a centre that will provide good opportunity to increase density through infill housing, offering good access to public transport, services and amenities.

Action 3.4 of the LHS is to:

- *Introduce R3 Medium Density Residential zone to East Maitland Catalyst Area as a part of its place strategy.*

This Structure Plan and its supporting Infrastructure Needs Assessment investigates opportunities for housing density, urban infill and associated land use zoning amendments throughout the East Maitland Catalyst Area, identifying key growth areas and analysing future supporting infrastructure needs.

Maitland Employment Land Study

The *Maitland Employment Land Study* was prepared for Maitland City Council in April 2024 to guide the future quantum, form and distribution of employment lands across the LGA.

The study identifies a number of key issues and opportunities that will likely drive future demand and may shape Maitland's employment lands:

- The impact of population growth on local centres
- An evolving health sector
- Emerging sectors which may require industrial lands, including:
  - renewable energy industries
  - advanced manufacturing
  - ag-tech.
- Increasing circular economy opportunities.

The study describes the East Maitland Catalyst Area as a specialised precinct, containing a major shopping centre and hospital precinct, and demonstrating a higher than average population growth compared to the wider Hunter and Greater Newcastle.

The area is characterised as largely car dependant, with a built form of predominantly large individual buildings separated by main roads, reflecting a park-and-shop style of development.

The study notes that a land audit of the area was undertaken during August 2023, to take stock of the supply of existing employment floorspace within the LGA.

The audit identified that the East Maitland Catalyst Area contained approximately 167,000sqm for employment floorspace, with dominant uses being main street retail, food and beverage and medical floorspace.

The study notes that the Catalyst Area has significant commercial capacity, likely due to the land directly opposite Green Hills shopping centre, which has an FSR control of 2:1 and zoned as E2, and which currently contains low-rise, predominantly single-storey commercial and retail developments.

Maitland Environmental Sustainability Strategy

The *Maitland Environmental Sustainability Strategy* aims to enhance liveability and sustainability, and sets out pathways to improve community health, wellbeing and economic opportunities.

The strategy highlights key challenges such as flooding, urban heat, limited landfill space and deteriorating ecosystems, and discusses how these issues are balanced with population and urban growth.

The strategy is structured under four key themes:

- Theme one: A Green and Blue Maitland
- Theme two: Liveable and Resilient Communities
- Theme three: Living Sustainably
- Theme four: Going Circular with Waste.

The strategy integrates Council's 'Green and Blue Grid' mapping, which identifies lands of high environmental value for protection and enhancement, and includes an interconnected network of native vegetation, wetlands and waterways throughout the LGA.

In identifying such lands, Council aims to focus efforts towards environmental sustainability, create more recreational opportunities and enhance the overall wellbeing of the community.

Regional transport projects

Major transport projects are currently under construction between Maitland and Newcastle.

The M1 Pacific Motorway extension to Raymond Terrace and associated Hexham Straight widening will improve connectivity, efficiency and safety for local and interstate motorists. The projects are expected to remove up to 25,000 vehicles per day from the New England Highway at Tarro and increase capacity and traffic flow through Hexham. This will reduce travel times for commuters in both directions between Newcastle and Maitland.

Newcastle Airport is identified for terminal and runway upgrades that will unlock significant growth and regional development. These upgrades will accommodate longer range aircrafts, improving international connectivity and strengthening Newcastle's position as a key airfreight and travel hub, as well as reducing the need for passengers to commute to and from Sydney Airport.

Draft Hunter Strategic Regional Integrated Transport Plan

Prepared by Transport for NSW (TfNSW), the *Draft Hunter Strategic Regional Integrated Transport Plan* (Draft ITP) is a 20-year vision to optimise the transport network for the Hunter region to 2041. The plan aims to support growth and productivity, and grow an economy driven by health, education, tourism and logistics. The plan's initiatives are intended to inform funding decisions based on regional priorities.

The Draft ITP recognises the strategic importance of the East Maitland Catalyst Area as a key focus for growth with emerging strengths as a health and retail centre.

To cater for projected growth in the region, the plan sets out a range of road and rail-based improvements, including opportunities to reduce journey paths for pedestrians and cyclists.

Draft East Maitland to Thornton Integrated Transport Plan

The *East Maitland to Thornton Integrated Transport Plan* provides an overarching transport strategy for the East Maitland to Thornton area. It provides a blueprint for transforming how people and goods will travel within the area over the next 20 years.

The plan sets out a transport vision for the East Maitland Catalyst Area to enable great places through sustainable and integrated transport solutions, including strengthening connections between strategic and local centres.

Key initiatives for the Catalyst Area include:

- improving access to Metford and Victoria Street Stations, increasing rail frequency and reinforcing Victoria Street Station as a bus and train interchange
- improving crossings over the Hunter rail line including a multi-modal connection between Metford Station and Raymond Terrace Road
- widening Metford Road near Raymond Terrace to improve intersection safety and capacity
- improving crossings over the New England Highway
- improving active and cycling connections.

Hunter Regional Economic Development Strategy 2023 Update

The *Hunter Regional Economic Development Strategy 2023 Update* (HREDS) provides an evidence base to guide policy and investment to enhance resilience and drive sustainable, long-term economic growth in the Hunter region. The HREDS acknowledges the catalytic effects of significant investment in the Maitland Hospital and the New England Highway at East Maitland.

The key strategic focus of the HREDS is on enhancing the Hunter region's infrastructure, services and amenities to support long-term growth.

Priorities relevant to the Catalyst Area include supporting and developing workforce diversity, capacity and capability to enable sustainable growth. Improving multi-modal transport, including active transport options, is another key strategy to better connect residents with education, training and employment opportunities.

Maitland Draft Economic Development Strategy 2025

The *Maitland Draft Economic Development Strategy* was exhibited between 23 May and 30 June 2025.

The strategy provides a 10-year strategic outlook to enhance economic viability, liveability and growth in Maitland. The strategy outlines the key programs, policies and activities through which Council aims to improve economic wellbeing and quality of life in the Maitland LGA. The four focus areas of the strategy that will help to achieve a shared vision of a connected city with thriving communities are:

- People and future skills
- Thriving and connected places
- Innovative and diverse economy
- Productive and equitable partnerships.

The strategy identifies East Maitland, Thornton, Chisholm and Tenambit as being located within the Eastern Precinct, a gateway to opportunity, with a growing population and strategic location near major transport corridors, the Maitland Hospital, established retail and employment hubs, and an extensive open space network.

Priorities relevant to the Catalyst Area include improving connectivity and access to public transport and supporting the further development of a health and innovation precinct, centred around Maitland Hospital.

National Housing Accord

The Australian Government has established a National Housing Accord with states and territories, local governments, institutional investors and the construction sector.

Initially, the Accord set a goal to build one million well-located homes over five years, commencing in mid-2024. In August 2023, the target was updated to 1.2 million homes. $3.5 billion was committed to support state, territory and local governments in achieving this target.

Under the Accord, the NSW Government has committed to building 377,000 well-located homes across NSW by 2029, including 3,100 affordable homes. Under these targets, 5,300 homes will be required to be delivered in the Maitland LGA.

Housing 2041

Housing 2041 provides a 20-year vision for housing in NSW. It aims to deliver better housing outcomes by providing housing in the right locations, and housing that suits diverse needs of the community.

Housing 2041 aims to maximise the use and effectiveness of government-owned land and assets with a focus on investing in, renewing and growing social housing in collaboration with the community housing sector. Housing 2041 outlines the four pillars of supply, diversity, affordability and resilience of housing.



Future Directions for Social Housing in NSW

Parts of the Catalyst Area contain social and affordable housing under majority Homes NSW ownership. *Future Directions for Social Housing in NSW* sets out the NSW Government's vision for social housing.

Future Directions is underpinned by three strategic priorities; more social housing, more opportunities, support and incentives to avoid and/or leave social housing, and a better social housing experience.

Future Directions seeks to transform social housing in NSW from predominantly public ownership and management to a system with greater involvement of private and non-government partners. *Future Directions* recognises the importance of expanding and redeveloping existing stock:

- Action 1.1: Increase redevelopment of [Homes NSW] properties to renew and grow supply
- Action 1.2: Increase the capacity of community housing providers and other non-government organisations to manage properties
- Action 1.4: Better utilisation of social housing properties
- Action 3.4: A 'place-making' approach to building communities
- Action 3.5: Enhance regional housing options by renewing and reconfiguring the regional portfolio to increase supply and diversity.

Low and mid-rise housing

On 28 February 2025, the NSW Government introduced new planning controls via Chapter Six of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to increase housing supply, diversity and choice.

Of particular relevance to the East Maitland Catalyst Area, the policy allows dual occupancies, terraces, townhouses, apartments and shop-top housing in low and mid-rise housing for residential zoned land within 800m walking distance of the Green Hills shopping centre. Figure 18 provides an indicative map of where the low and mid-rise housing areas apply in East Maitland.

Chapter Five of the Housing SEPP allows for low and mid-rise housing in identified 'Transport Oriented Development Areas'. While no such areas are identified in relation to train stations in the EMCA at present, this may be considered as part of future roll outs.

Transport-oriented development

In 2024, the NSW Government introduced new planning controls via Chapter Five of the Housing SEPP to deliver transport-oriented development (TOD); increasing housing supply around identified transport hubs.

The program aims to increase housing within 400m of existing and planned public transport, delivering residential flat buildings and shop-top housing, and more affordable housing around rail and metro stations

Stations across Sydney, Newcastle, the Central Coast and Wollongong have been identified as TOD areas. While the policy currently does not apply to stations within the East Maitland Catalyst Area, they may be considered in future stages.



Figure 19. Indicative map of the low and mid-rise housing areas in East Maitland.
Source: NSW Department of Planning, Housing and Infrastructure.

6. Development enablers

Harnessing the potential that exists within the Catalyst Area will attract **innovation** and **investment, generate jobs, enable urban renewal,** and **create diverse** and **vibrant neighbourhoods** to suit the needs of the community into the future.

The following opportunities have been identified within East Maitland as creating a foundation for sustained future growth and catalytic change.

Maitland Hospital

The recent construction of the new Maitland Hospital is the impetus for the creation of a new health, research and innovation precinct in the area.

The hospital co-locates a range of services, including emergency care, maternity, surgical and specialised treatments. The planned Maitland Mental Health Rehabilitation Project will provide specialised mental health support in a purpose-built facility on the hospital campus. This consolidated infrastructure facilitates collaboration, bringing together leading medical specialists and technologies to enhance innovation and standards of care.

The broader precinct around the hospital provides an opportunity to grow a hub of hospital and health-related industry and businesses. This investment will generate jobs, expand and diversify East Maitland's economy, and bring care services close to an established and growing community.

Complementary uses including future hospital expansion, allied health services, key worker, family and patient accommodation, and research and training facilities will support the function of the hospital and build a leading destination for high-quality care.

Key moves to harness the opportunity of the Maitland Hospital include:

- providing pedestrian, cycling, road and public transport connectivity and accessibility for workers and visitors
- remediating the lands surrounding the hospital and protecting environmental values
- enabling the development of community services and retail that supports the needs of hospital workers and visitors.



Figure 20. (Right) Maitland Hospital.

Green Hills shopping centre

The significant retail centre at Green Hills is a leading shopping, restaurant and entertainment destination for the wider Maitland region.

First constructed as a single-level shopping centre in the mid-1970s, the Green Hills shopping centre has grown and expanded into a major commercial centre, providing supermarkets and department stores, speciality shops, cinema and entertainment arcades, and an outdoor restaurant precinct.

North of the shopping centre is a pocket of commercial and light industrial businesses, with a broad range of uses including bulky goods premises, automotive and car wash services, fitness facilities, and some smaller specialty services including Service NSW and Australia Post premises.

The area is currently serviced by buses travelling to and from Maitland, Newcastle Airport, Cessnock, Kurri Kurri, North Rothbury, Singleton Heights, Rutherford and Woodberry. However, the centre is heavily reliant on individual car ownership and major roads around the area, including Mitchell Drive and Molly Morgan Drive, are frequently congested with poor pedestrian amenity. Improving pedestrian movement between the Green Hills shopping centre and the surrounding commercial lands, and enhancing the quality of the public domain will further develop the precinct as a vibrant and attractive destination.

The wider area around the Green Hills shopping centre presents an opportunity to expand the established economy of the existing centre. Diversifying businesses and built character including by encouraging the emerging variety of both small and large format retail premises, will expand the economic potential of Green Hills and support its sustained growth.

Opportunity sites

East Maitland contains a number of key opportunity sites with significant potential to deliver catalytic change, coordinated urban renewal and widespread community benefit.

These sites may be large and consolidated, vacant or underdeveloped , and/or owned by government bodies.

Some key opportunity sites within the Catalyst Area may include:

- lands surrounding the Maitland Hospital, particularly the cleared and vacant land to the north-east of the hospital itself. This site is currently the subject of investigations by the Hunter and Central Coast Development Corporation (HCCDC)
- the site of the old Maitland Quarry (subject to site remediation)
- various large and consolidated sites north of Metford Road, including the site of the Maitland Council Works Depot and Fieldsend Oval
- land zoned E2 Commercial Centre north of Metford Road and south of Garnett Road.



Figure 21. (Right) Cleared and vacant land north of Maitland Hospital.

Green and open public spaces

The East Maitland Catalyst Area contains a wide variety of green and open spaces for public recreation. These range from district-level sporting fields, landscaped gardens and playspaces to informal green links and street reserves throughout residential neighbourhoods.

High-quality public open spaces serve as welcoming, active and vibrant urban spaces that support a healthy and connected lifestyle for residents and contribute to increasing the appeal of a place to live, work, visit and invest.

This Structure Plan and its supporting Infrastructure Needs Assessment provides an opportunity to identify and embellish key regional-level open space facilities, safe and walkable green streets, and pedestrian and cycling links.

The structure planning process can also ensure that any new or expanded open space opportunities are well-integrated with the area's existing blue and green grid.

Building on the quality, range and connectedness of the East Maitland Catalyst Area's green and open spaces will improve the area's attractiveness as a desirable place for visitors and investment, and deliver important recreation and social infrastructure for the long-term and widespread benefit of residents.

Transport connectivity

Making it easier to move around the East Maitland Catalyst Area will support its safe, efficient and sustainable growth.

The East Maitland Catalyst Area is serviced by two train stations; Victoria Street Station to the north and Metford Station to the south.

A number of bus routes also service key destinations within and beyond the Catalyst Area, and some green links currently enable safe cyclist and pedestrian movement throughout the area's residential neighbourhoods.

Future opportunities may exist to better connect these public and active transport services with more local residents.

For example, enabling access to Metford Station from the north of the railway line would far better connect residents of the new and expanding suburb of Chisholm with train services.

Identifying, connecting and enhancing the safety and design of the Catalyst Area's many informal green links would encourage active transport and better conenct residents to key destinations such as shops, transport and schools.

Improving the frequency, safety and connectivity of public transport options, and enhancing the efficiency of the area's road network for motorists, cyclists and pedestrians will improve the overall function of the Catalyst Area and contribute to a gradual shift away from individual car dependency and a more sustainable future.



Figure 22. (Right) Green Hills Gardens and the East Maitland Library.

7. Site analysis

Land use

The East Maitland Catalyst Area contains diverse neighbourhoods and a wide range of land uses.

Towards the centre of the Catalyst Area is the site of the new Maitland Hospital on Metford Road, adjacent to Fieldsend Oval and the site of Council's Works Depot. A cluster of mixed commercial, retail and light industrial sites can also be found along Metford Road, and a range of allied health and medical services have developed in the vicinity of the hospital.

Future expansion of the Maitland Hospital will include a new Mental Health Rehabilitation Facility to the east of the main hospital building. Planning is underway to develop a broader healthcare and allied services hub on surrounding vacant land.

At the north-western end of the Catalyst Area is Victoria Street Station and the local centre at the intersection of High Street and Lawes Street. This area is generally surrounded by lower-density residential uses, which extend south to the green open spaces of Green Hills Gardens. The Gardens contain the site of the East Maitland Library.

Towards the west of the precinct, south of the New England Highway, are key services such as Green Hills shopping centre, Maitland Private Hospital and the East Maitland Community Health Centre. A wide range of supporting retail and urban services are clustered within this area of the Catalyst Area.

To the east of the precinct is the Metford Station, positioned on the edge of the Metford Recreation Reserve and within close walking distance of Metford Public School.

Much of the Catalyst Area is interspersed with low-density residential neighbourhoods.

- Catalyst Area boundary
- Hospital
- Community/social
- Mixed Use
- Commercial/retail
- Industrial
- Education
- 1 Maitland Hospital
- 2 Maitland Private Hospital
- 3 Green Hills shopping centre
- 4 East Maitland Library
- 5 Maitland Community Men's Shed
- 6 Girl Guides and Scouts Hall
- 7 East Maitland Community Health Centre
- 8 East Maitland Fire Station
- 9 Hunter State Emergency Services
- 10 Mindaribba Local Aboriginal Land Council
- 11 East Maitland Cemetery
- 12 Hunter River Community School
- 13 Metford Public School
- 14 Maitland Christian School
- 15 OneSchool Global Maitland Campus

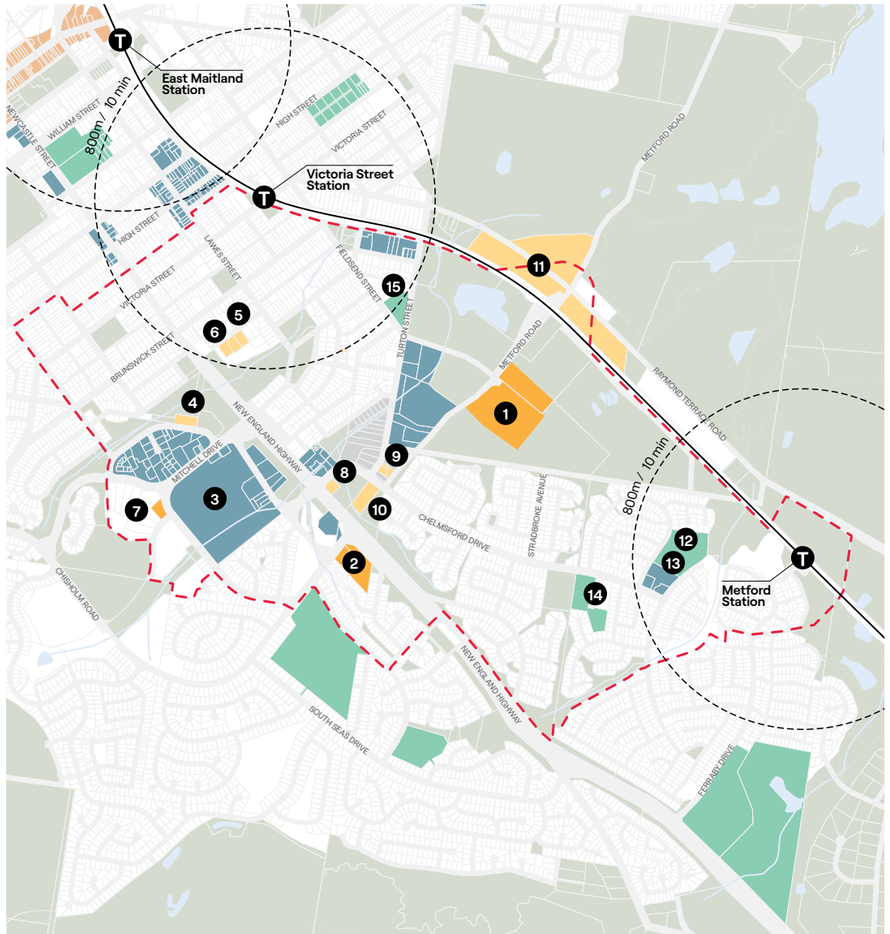


Figure 23. East Maitland Catalyst Area land use.

Open space

A broad network of wide and open spaces traverses the East Maitland Catalyst Area.

Green Hills Gardens follows the path of One Mile Gully, containing a mix of landscaped lawns, riparian vegetation, a children's playspace and a network of pathways for pedestrians and cyclists. The Gardens are also the setting for community facilities such as the East Maitland Library, Scout Hall and Men's Shed.

Sporting facilities in the East Maitland Catalyst Area include fields at Fieldsend Oval, Metford Recreation Reserve and Chelmsford Drive Oval, as well as tennis courts at Rous Street Park and Maitland Tennis Centre.

Community skate parks have been constructed on Lawes Street, East Maitland and in Metford.

The Catalyst Area also contains a range of smaller open spaces and pocket parks, including Cooney Park, East Maitland Off-Leash Area, Casuarina Park and Wattle Close Park.

Various green links with pedestrian and cycling footpaths, and many street reserves, have also been zoned as RE1 Public Recreation under Council's LEP.

Opportunities exist to embellish the safety, connectivity and landscape design of these spaces to further encourage their use as active and social public recreational spaces.

Importantly, much of the East Maitland Catalyst Area's public open spaces correlate to the identified Green-Blue Grid, which provides natural habitat for local biodiversity. The maintenance and care of these spaces supports both recreational use and protects environmental values.

- Catalyst Area boundary
- Public Recreation
- Private Recreation
- Environmental zone
- Walking path
- Cycling path
- 1 Easts Leisure & Golf Club
- 2 Rous Street Park
- 3 Cooney Park
- 4 Green Hills Gardens
- 5 Maitland Tennis Centre
- 6 Scouts Hall
- 7 East Maitland Skate Park
- 8 Fieldsend Oval
- 9 Brooklyn Park
- 10 Chelmsford Drive Oval
- 11 Wattle Close Park
- 12 Metford Oval
- 13 Heron Close Park
- 400m / five-minute walking catchment

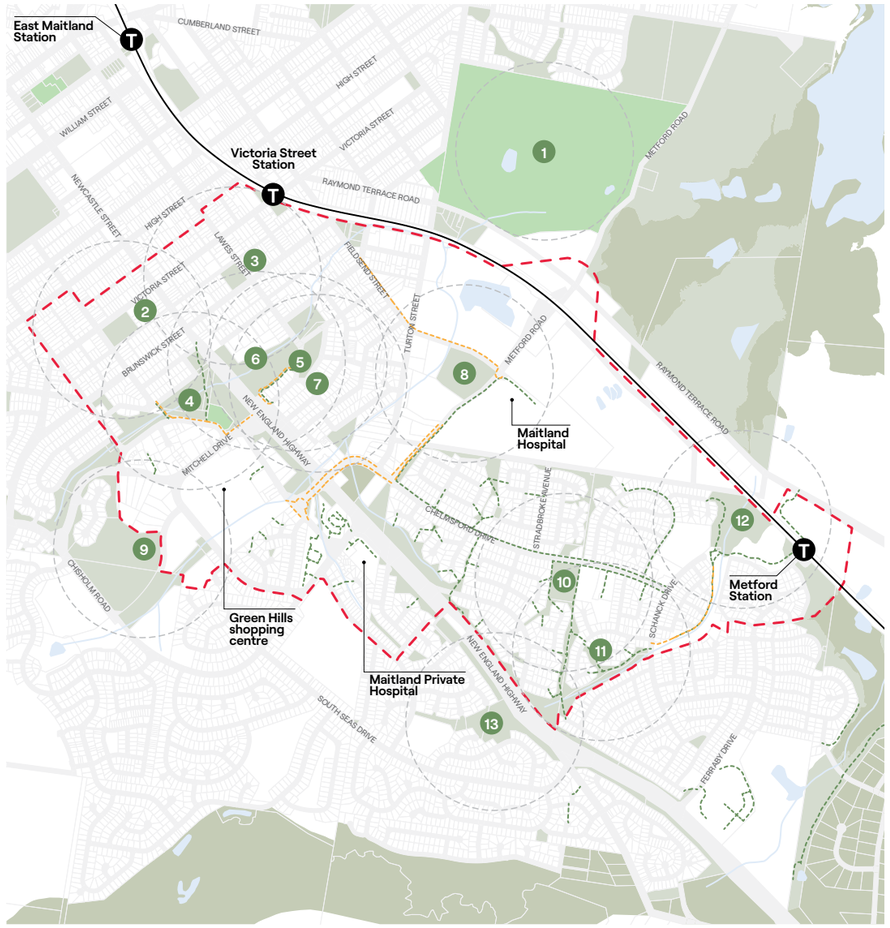


Figure 24. East Maitland Catalyst Area open space.

Environmental values

The East Maitland Catalyst Area is a relatively developed urban area of the Maitland LGA. However, the area contains a network of connected open green spaces, biodiversity corridors, and is traversed by creeks and gullies.

The Catalyst Area contains parts of One Mile Gully, Two Mile Creek and Three Mile Gully, which generally extend from the south-west to the north-east of the Catalyst Area and which flow to Four Mile Creek and the Hunter River.

The Green and Blue Grid follows the alignment of the Catalyst Area's creeks and gullies, which contains a series of biodiversity corridors. The Green and Blue Grid shows how native vegetation, wetlands and waterways are linked together throughout the LGA to provide an interconnected network of natural environments.

Any future development and intensification of land use will need to provide for surface water flow that is coordinated with other environmental values to ensure suitable management of the blue-green corridors.

When protected and enhanced, the Green and Blue Grid can protect biodiversity and provide wildlife movement corridors, help the urban environment to cool, contribute to cleaner air and waterways, provide new opportunities for community recreation, and support improved physical, social and psychological health. The biodiversity corridors within the Catalyst Area are of varying levels of connectivity, but all lead to vast lands zoned for environmental conservation and environmental management located north-east of the Catalyst Area.

Certain sites throughout the Catalyst Area have been identified as containing potentially contaminated lands. However it is noted that remediation works have been undertaken at these sites.

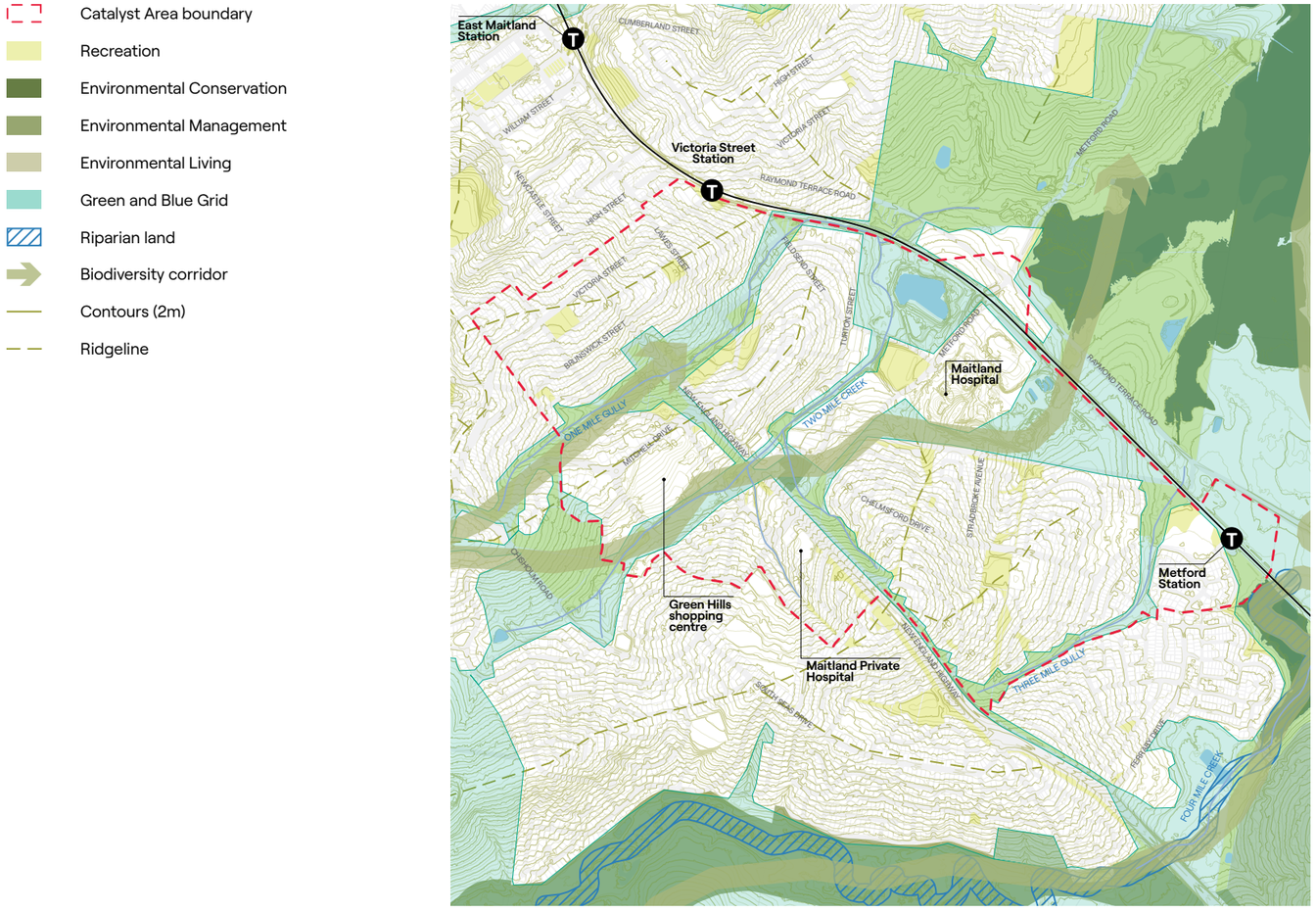


Figure 25. East Maitland Catalyst Area environmental values.

Road network

The East Maitland Catalyst Area is bisected by the major national highway of the New England Highway, which extends from the south-east to the north-west of the Catalyst Area.

The highway is a considerable barrier to direct and comfortable pedestrian movement across the Catalyst Area, with up to six lanes of vehicular traffic and complex intersections.

One pedestrian footbridge crosses the highway near Malang Close and Waters Way, providing a link between Metford and Ashtonfield.

Extending north-east, perpendicular to the highway, is Metford Road, a distributor road and key vehicular thoroughfare within the Catalyst Area.

Metford Road is frequently congested, being the only vehicular connection across the railway line within the Catalyst Area. Metford Road brings many commuters to and from suburbs north of the Catalyst Area, including Chisholm and Thornton, linking to the New England Highway.

Metford Road extends alongside the new Maitland Hospital and presents a significant challenge to safe and logical pedestrian circulation between the hospital, Fieldsend Oval and urban services on the north-western side of the road.

The East Maitland Catalyst Area contains a number of other busy main roads with particularly high traffic environments and low-pedestrian amenity, including Raymond Terrace Road, Mitchell Drive and Chelmsford Drive.

Other streets of the Catalyst Area are generally local roads serving residential neighbourhoods. Many of these local roads on residential streets are culs-de-sac, particularly in areas of Metford and Ashtonfield.

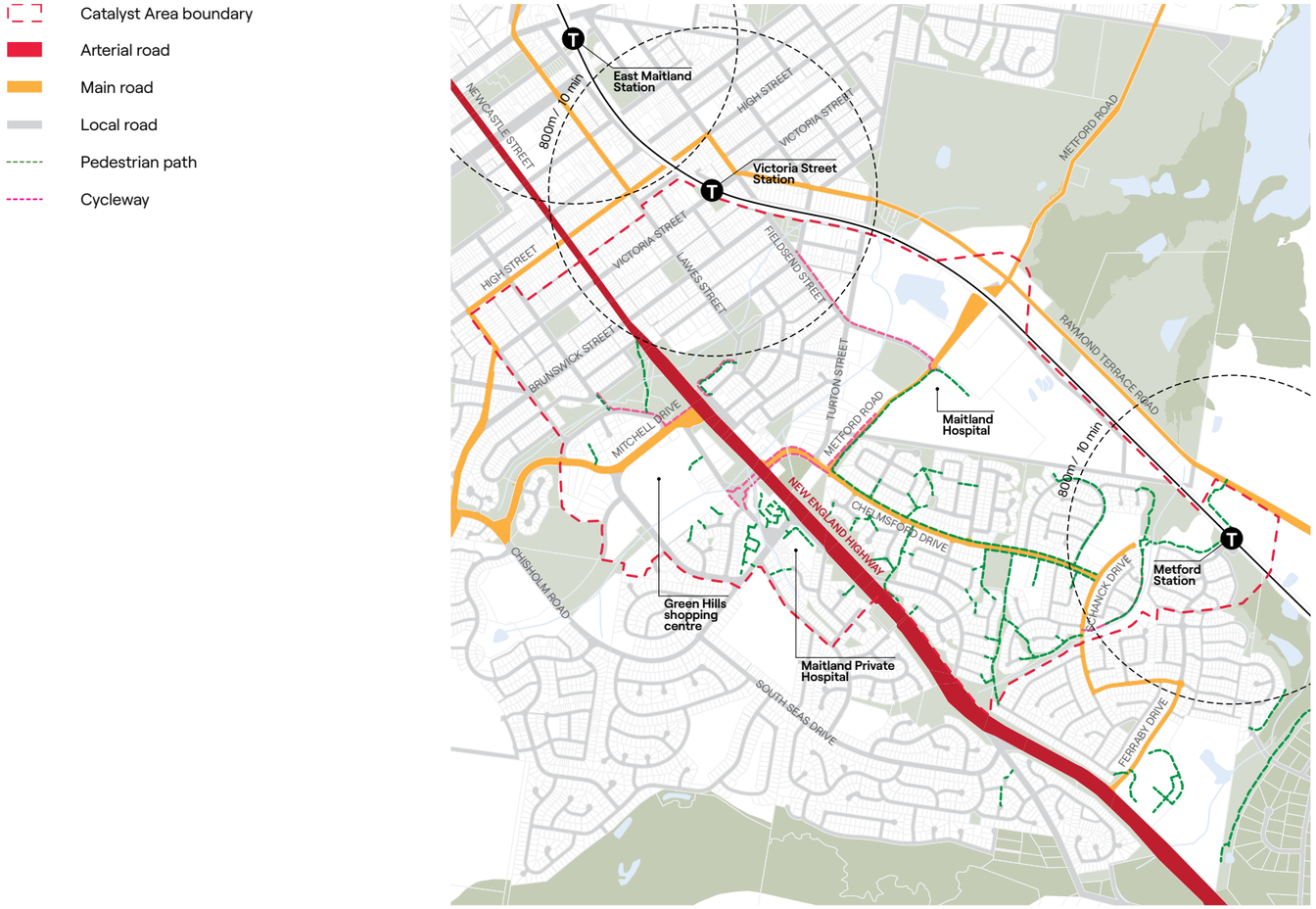


Figure 26. East Maitland Catalyst Area road network.

Public and active transport

The East Maitland Catalyst Area is well located on the Hunter railway line and includes both Victoria Street Station and Metford Station.

These stations are serviced by routes south-east to Newcastle and north to Dungog, and through Muswellbrook to Scone.

However, much of the Catalyst Area is located outside of a 10-minute walking catchment of each of these stations.

The Catalyst Area also benefits from the connectivity of a number of bus services, including routes that connect to the Green Hills shopping centre, High Street and some that travel to the new Maitland Hospital.

Much of the residential areas of the Catalyst Area contain well-connected pedestrian and cyclist pathways, particularly local streets around Chelmsford Drive.

However, many of these routes are disconnected or unsafe at key thoroughfares and intersections, constraining active movement to key destinations throughout the precinct.

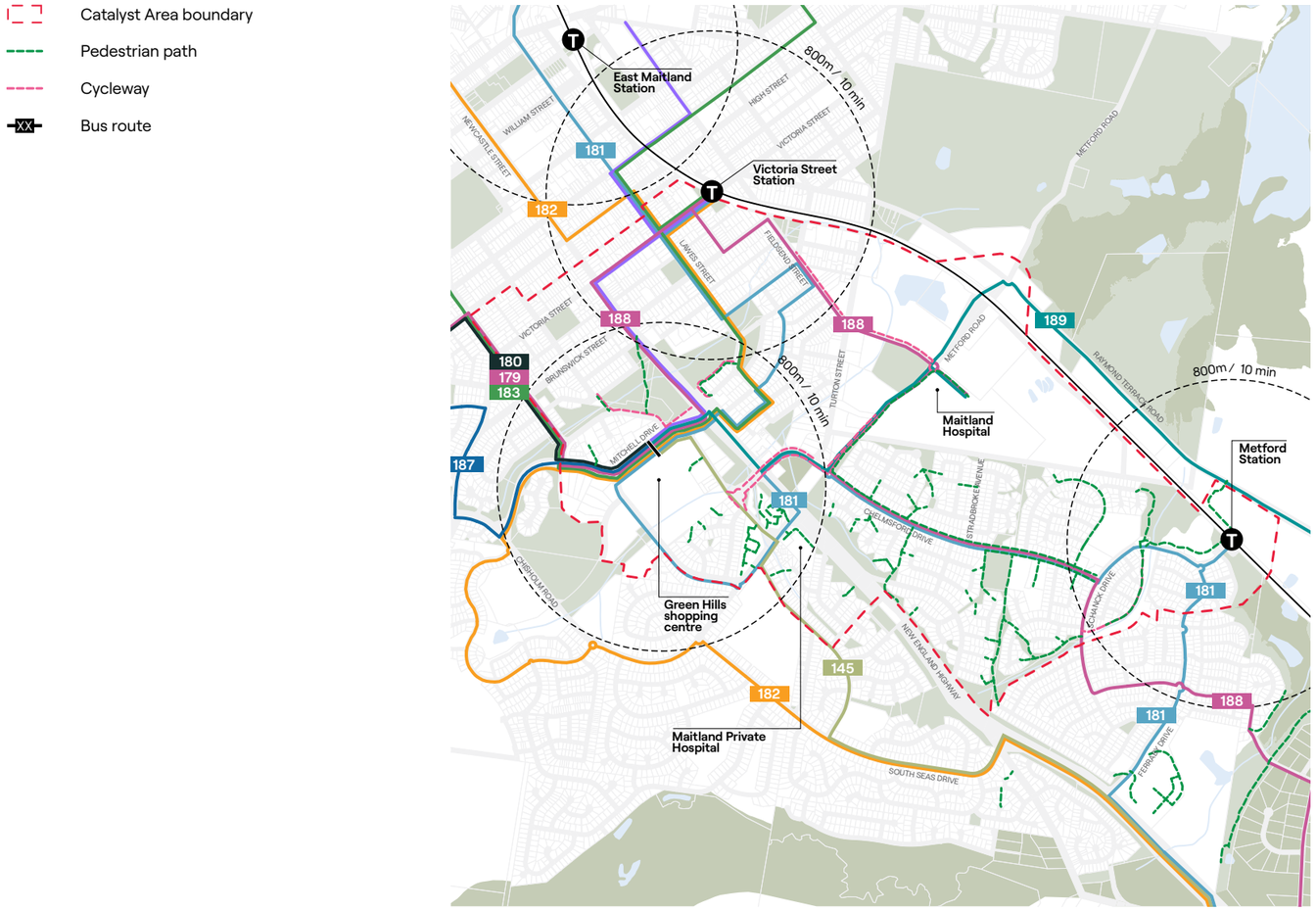


Figure 27. East Maitland Catalyst Area public and active transport.

Environmental hazard

Bushfire prone land

Parts of the Catalyst Area have been identified as bushfire prone areas, generally associated with pockets of remnant vegetation and some open spaces, including at Brooklyn Park, uncleared areas south, east and west of the Maitland Hospital, and over some portions of the New England Highway.

Flooding

The Catalyst Area contains three waterways, One Mile Gully, Two Mile Creek and Three Mile Gully, which flow to Four Mile Creek and the Hunter River.

Flood risk is generally prevalent on lands north-east of the Catalyst Area.

Contamination

Some parts of the Catalyst Area have been mapped as containing contaminated lands. These are mostly located on lands around Metford Road, south of the railway line and north of Chelmsford Drive.

These contaminated lands are associated with the site's historic industrial uses, particularly their former use as the East Maitland Brickworks.

Certain sites throughout the Catalyst Area have been identified as containing potentially contaminated lands. However, it is noted that remediation works have been undertaken at these sites.



Figure 28. Environmental hazard.

Land ownership

With a wide range of land uses and services, the East Maitland Catalyst Area contains a mixed pattern of land ownership.

Large portions of the Catalyst Area are owned by the State of NSW and NSW Services, particularly lands around the site of the new Maitland Hospital and Metford Road, as well as environmental lands north of the Catalyst Area.

Maitland City Council owns significant areas of land across the study area, most of which are parks and public open spaces (lands zoned RE1 Public Recreation).

The Catalyst Area and surrounding neighbourhoods contain a number of schools and educational establishments, including Metford Primary School, Maitland Christian School and OneSchool Global NSW - Maitland.

Residential dwellings comprise a large portion of the East Maitland Catalyst Area, including areas of social and affordable housing in ownership of Homes NSW, which are prevalent in parts of Metford and East Maitland.

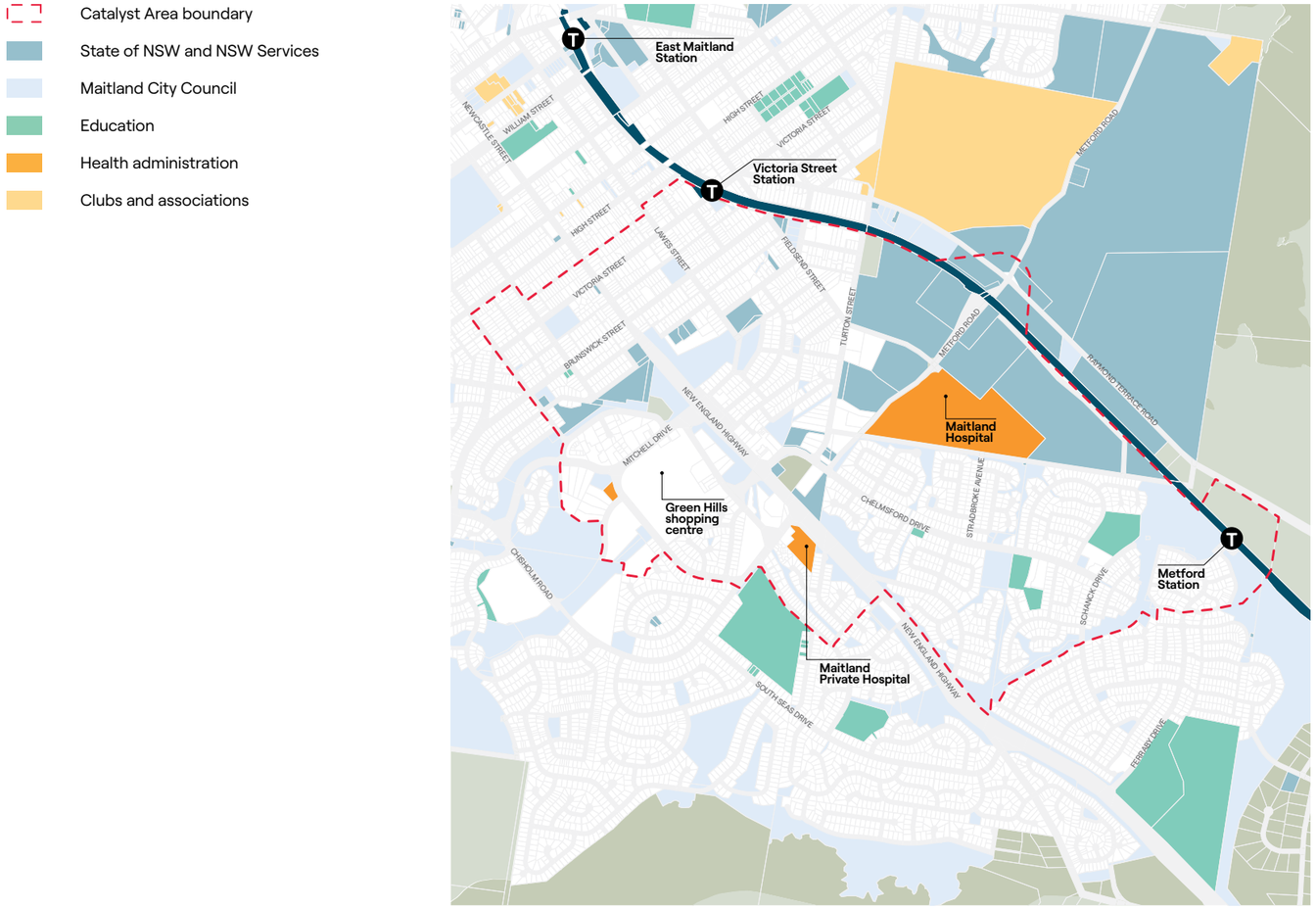


Figure 29. Land ownership.

8. Future direction

Positioned at the **crossroads of major transport networks**, East Maitland's catalytic health, innovation and retail hubs will **drive economic success** in the Hunter region and **create opportunities** for its residents and businesses to thrive.

The East Maitland Catalyst Area will prosper as an inclusive, liveable and sustainable community, where residential and economic growth are balanced with strong environmental outcomes.

Catalytic health and innovation precinct

Council will seek to enhance East Maitland's existing strengths in healthcare, driven by Maitland Hospital and Maitland Private Hospital.

The Catalyst Area will continue to strengthen its role as a leading health and innovation precinct with a diverse and supportive network of health and social care, research, innovation, and allied and creative industries.

Diverse housing to meet the changing needs of the community

Council will facilitate the development of vibrant, liveable neighbourhoods in East Maitland that promote wellbeing and support the community across all stages of life.

Diverse and well-located housing options of various densities will meet the evolving needs of Maitland's growing community, accommodating a wide range of household types and needs. Affordable, flexible and accessible housing options will be prioritised, with future medium and high-density dwellings to benefit from strategic amenity and proximity to shops, parks and transport.

A community supported by infrastructure

High-quality infrastructure will enhance movement and connectivity, and reduce car dependency across the precinct, with pedestrian-friendly streets, enhanced cycling routes, improved public transport and upgraded road networks to enable safer and more efficient travel throughout the Catalyst Area.

Enhancing social infrastructure will support community health and enjoyment, and bring people together. By making it easier to access public spaces, recreational areas, community hubs and green spaces, Council seeks to foster social interaction, creativity and overall well-being.

Sustainable and liveable environments

Growth in the Catalyst Area will be guided by a strong focus on sustainability, ensuring that new development meets the highest environmental standards, and supporting the long-term health of both the community and the natural environment.

Council's vision is to support the prosperity and wellbeing of the community while enabling the future growth of a vibrant, resilient, and interconnected place for people to live, work and thrive.

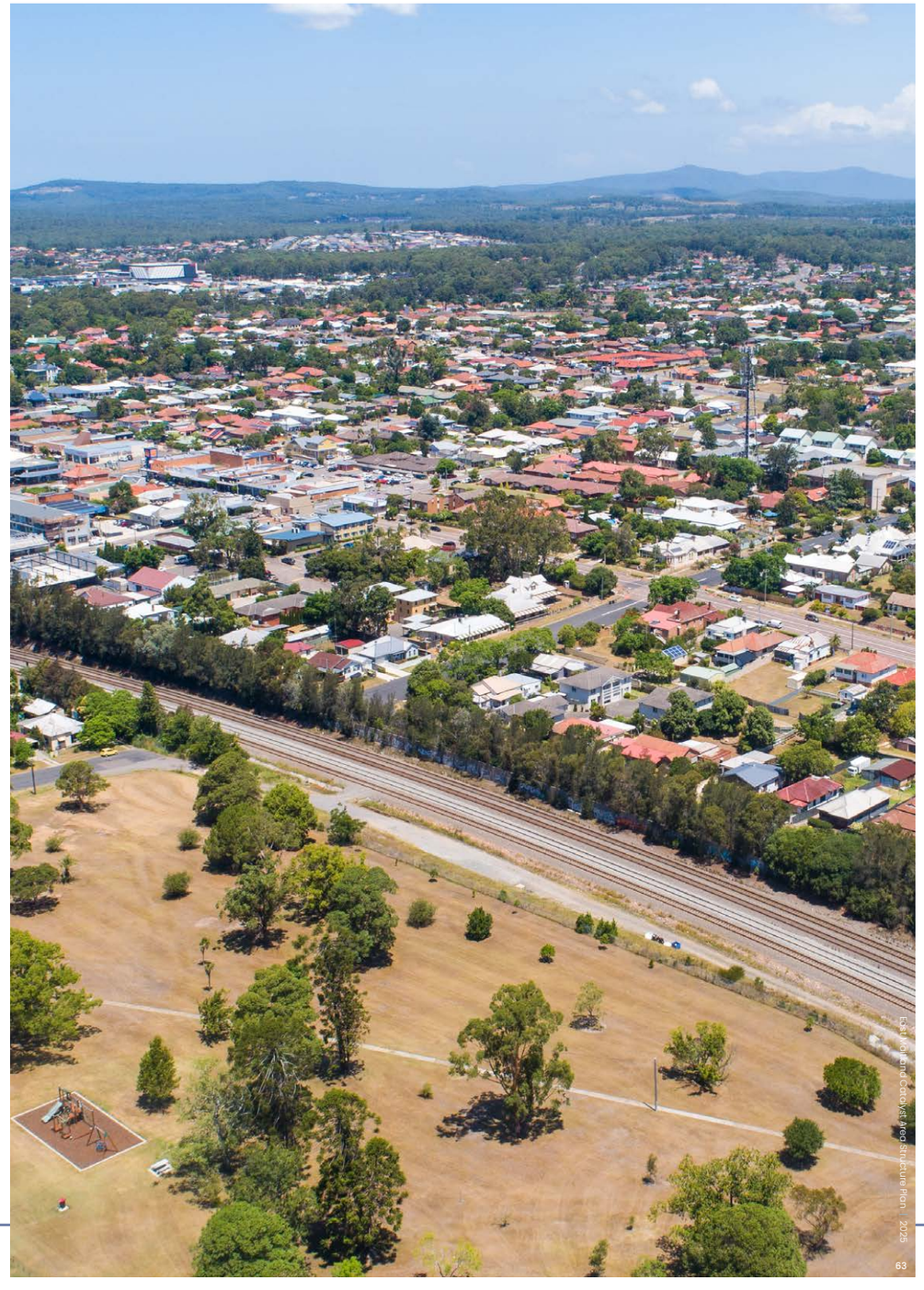


Figure 30. (Right) East Maitland Catalyst Area.

9. Structure Plan Objectives

The Structure Plan is informed by a set of key objectives that address matters of social, economic and environmental significance in the East Maitland Catalyst Area.

The objectives will guide delivery of the future direction for the Catalyst Area and have driven testing and development of the Structure Plan.

Diverse local economy

Objective 1: Boost East Maitland's emerging health innovation precinct

Objective 2: Strengthen Green Hills as a vibrant mixed use, retail and service centre

Objective 3: Foster collaboration and innovation through lively and productive mixed use precincts

Objective 4: Bolster local centres to support neighbourhood amenity

Great places and healthy environments

Objective 9: Deliver high-quality green and open spaces for passive and active recreation

Objective 10: Cultivate vibrant community spaces for connectivity and creativity

Objective 11: Strengthen the health of our natural environments

Objective 12: Design and deliver sustainable and efficient communities

Suitable and sustainable housing

Objective 5: Ensure sufficient housing supply for projected population growth

Objective 6: Establish appropriate housing density in strategic locations

Objective 7: Provide for a range of diverse housing choices

Objective 8: Grow supply of affordable and accessible housing options

Integrated movement

Objective 13: Improve public transport access, capacity and connectivity to boost community uptake

Objective 14: Support efficient vehicular movement throughout the East Maitland Catalyst Area

Objective 15: Deliver an improved pedestrian and cyclist environment to enhance active movement

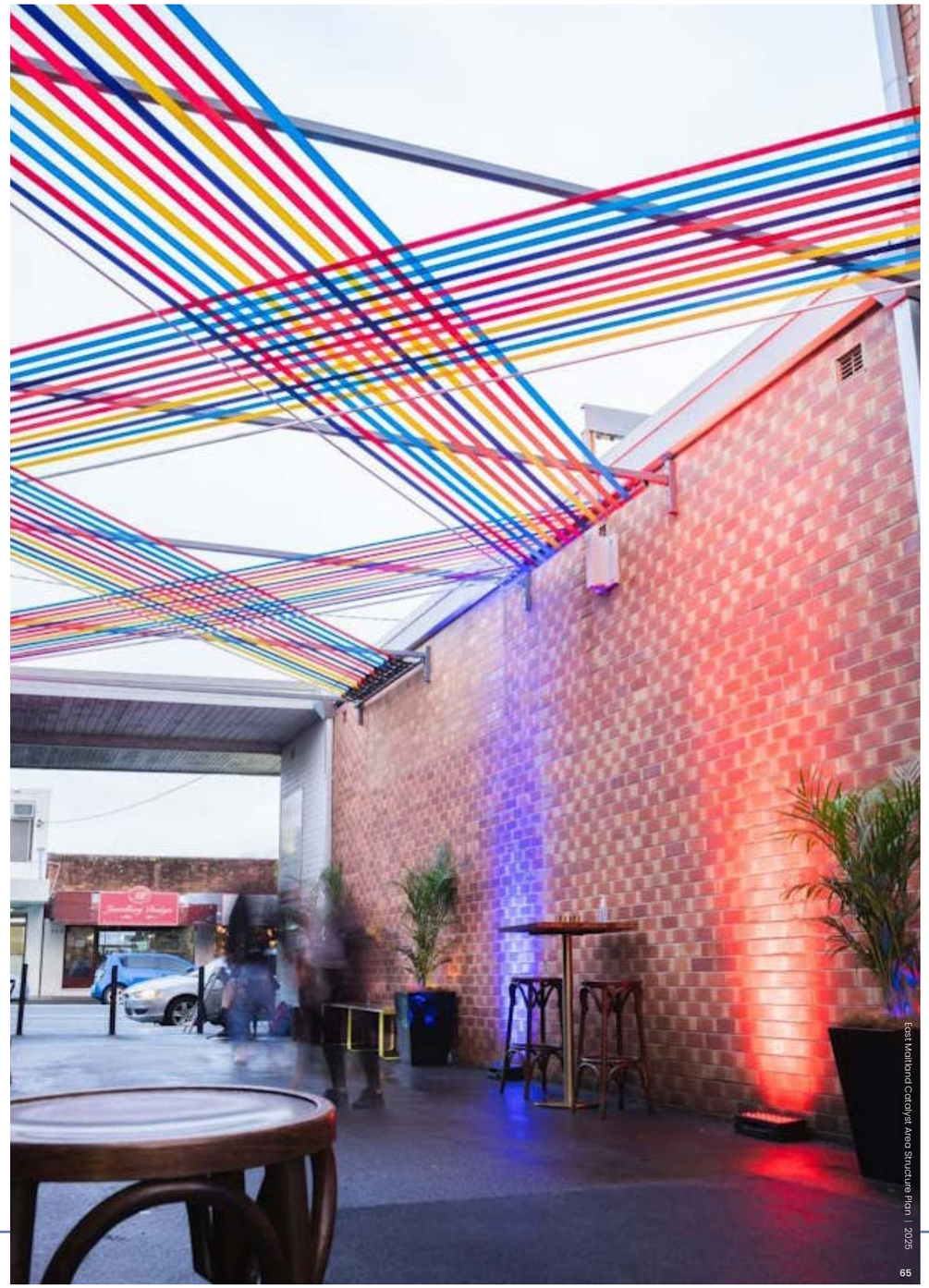


Figure 31. (Right) Lawes Street Laneway, East Maitland.

Diverse local economy

Objective 1: Boost East Maitland's emerging health innovation precinct

The East Maitland Catalyst Area is emerging as a leading centre for health and innovation, anchored by the new Maitland Hospital, the Maitland Private Hospital and a broad range of allied medical uses and community services.

Growth of the health and innovation precinct will further encourage new and emerging businesses, fostering interaction and collaboration between stakeholders, generating economies of scale, creating value adding opportunities and generating more jobs for the region.

Council will continue to collaborate with key public and private stakeholders to promote a diverse and well-connected health precinct by:

- ensuring sufficient land is made available for future hospital expansion as required
- fostering conditions that encourage the co-location of health and research facilities
- attracting associated business and industries
- improving pedestrian safety and amenity around the hospital
- facilitating residential housing opportunities for a variety of needs, including key workers, patients and visitors.

Objective 2: Strengthen Green Hills as a vibrant mixed use, retail and service centre

The Green Hills precinct will continue to grow as a major centre for activity and services. The Structure Plan proposes to build on the precinct's existing role as a retail and commercial hub, anchored by the Green Hills shopping centre and supported by a new mixed use precinct bringing new residential uses close to key services.

A main street character with a fine grain pattern of development and an enhanced pedestrian environment is proposed along Mitchell Drive, with improved active links between the retail centre, residential areas and open spaces.

Council will work with key landowners and other stakeholders to grow the Green Hills precinct as a lively and inviting hub that provides a centre for employment, offers amenity and convenience for residents, and prioritises spaces for social interaction and engagement.

Objective 3: Foster collaboration and innovation through lively and productive mixed use precincts

The Structure Plan envisages a number of opportunities to deliver vibrant and nimble mixed use precincts that will blend residential, commercial and recreational spaces.

These mixed use developments will support key centres such as the health and retail precincts; activating these places by bringing residents closer to services, businesses, parks and jobs.

The identified mixed use developments will be supported by enhanced transport connectivity, and Council will collaborate with TfNSW to ensure that public transport can be improved as required to enable sustainable neighbourhood growth.

Objective 4: Bolster local centres to support neighbourhood amenity

Local centres are essential to supporting active and sustainable communities, delivering important amenity within walking distance of residential areas, reducing reliance on private vehicles, delivering convenience for commuters and encouraging opportunity for social interaction.

By integrating these amenities into the fabric of residential neighbourhoods in the East Maitland Catalyst Area, local centres play a key role in enhancing liveability, promoting sustainability, and building a sense of community among residents.

Local centres will be retained and developed at a fine grain scale, with active street frontages, a high-quality pedestrian environment, and open and accessible spaces.



Figure 32. (Right) Green Hills shopping centre.

Suitable and sustainable housing

Objective 5: Ensure sufficient housing supply for projected population growth

The East Maitland Catalyst Area is projected to grow by approximately 3,000 to 6,000 people over the next 20 years under a medium-growth scenario.

Delivering a timely and sufficient supply of land for residential purposes that suits the needs of the community will be essential to enable the sustainable growth of the Maitland LGA.

Additional supply of housing will be delivered in locations of greater strategic amenity, focusing around transport hubs, retail and commercial services, and key employment centres.

Council will continue to engage with key stakeholders and landowners to focus the sequencing of essential infrastructure in the Catalyst Area, unlocking residential supply in targeted locations.

Objective 6: Establish appropriate housing density in strategic locations

Additional housing supply in the East Maitland Catalyst Area will be delivered as infill and as renewal of the existing residential stock in suitable locations.

The Structure Plan introduces some forms of higher-density development such as medium and higher-density housing, shop-top housing and secondary dwellings. Such development can result in a more efficient use of land and resources, and reduces pressure for ongoing sprawl beyond the existing footprint of our towns.

While such dwellings are currently permissible on R1 General Residential zoned land, there is a need to establish greater certainty as to the preferred location for density through the creation of low, medium and high-density residential zones. Housing density can capitalise on access to established infrastructure, and connects residents to existing services, amenities and jobs.

Strong planning and design controls will ensure that new housing density can complement local character, support nimble neighbourhood growth, and can be delivered both sustainably and to a high quality.

Objective 7: Provide for a range of diverse housing choices

The Structure Plan contemplates a greater density of housing in the Catalyst Area in the future, providing an important opportunity to deliver a variety of housing options to suit the varied needs of the Maitland community.

With a growing and changing population, and an emerging health and innovation precinct bringing new residents, key workers and visitors, a broad mix of dwelling types and sizes will meet the needs of various household types and adapt to changing needs.

This will include some smaller and potentially more affordable options that may be better suited for particular needs such as seniors, key workers, young people or lone-person households.

Objective 8: Grow supply of affordable and accessible housing options

Improving the quality, adaptability and affordability of housing in the Maitland LGA will ensure that the unique needs of the community can be met into the future.

This Structure Plan recognises the role of diversity of housing types, tenure and price points, in enhancing overall housing affordability.

Opportunities for greater housing diversity and density have been identified in well-connected places, enhancing access to liveable and suitable homes for all residents.

Council and Homes NSW will collaborate to ensure social and affordable housing is delivered throughout the life of the Structure Plan.



Figure 33. (Right) Victoria Street, East Maitland.

Great places and healthy environments

Objective 9: Deliver high-quality green and open spaces for passive and active recreation

A network of green and open spaces underpins the Structure Plan for the Catalyst Area, providing recreational and social spaces that are essential to supporting the health and wellbeing of the growing population. Public open spaces enhance quality of life in urban environments, and serve as informal meeting places for social engagement, community and connection.

High-quality green and open spaces will enhance East Maitland as an attractive place to invest, underpinning the success of other key directions of this Structure Plan. Future transformative developments within the Catalyst Area, such as new health, retail and mixed use precincts, will be integrated with high-quality and accessible green and open spaces.

Council will continue to provide open spaces that are connected and accessible by safe and convenient active links, encouraging pedestrian and cyclist movement as well as passive recreation. The Structure Plan identifies opportunities to extend and connect green spaces, and to formalise existing open space land uses, where relevant.

Objective 10: Cultivate vibrant community spaces for connectivity and creativity

The Catalyst Area will be supported by attractive community spaces and services where residents, workers and visitors can access important public facilities, meet and collaborate.

Social infrastructure plays an important role in the liveability of places and the wellbeing of the community. A range of social infrastructure and community services are required to meet the needs of a growing population, and include accessible public open spaces, services such as libraries and cultural centres, as well as school and health infrastructure.

The Structure Plan has been informed by a Social Needs Assessment that analyses the characteristics of the anticipated future population, the capacity of existing infrastructure and identifies future needs for the Catalyst Area as it evolves over the next 20 years.

Objective 11: Strengthen the health of our natural environments

Council is committed to protecting the Catalyst Area's high environmental values, Green and Blue Grid and important biodiversity corridors.

Strengthening the health of important environments in the Catalyst Area and continuing to formalise its protection is crucial for maintaining resilient ecosystems and supporting wildlife in a developing urban setting. Biodiversity corridors act as vital pathways for local fauna, allowing movement between habitats and enabling species populations to remain connected in order to thrive.

A healthy Green and Blue Grid contributes significantly to the overall health of ecosystems, enabling water permeability, biodiversity and tree canopy in built environments, which all contributes to enhancing the health and function of surrounding neighbourhoods.

Objective 12: Design and deliver sustainable and efficient communities

Supporting the Maitland LGA to sustainably develop and diversify built environments will strengthen our capacity to respond to changing external influences, natural hazards, development pressures and population growth.

Council will seek to encourage sustainable building practices and innovation throughout the Catalyst Area, exploring opportunities to support neighbourhood sustainability, reduce the effect of the urban heat island, and create liveable and connected communities that prioritise active movement for residents.

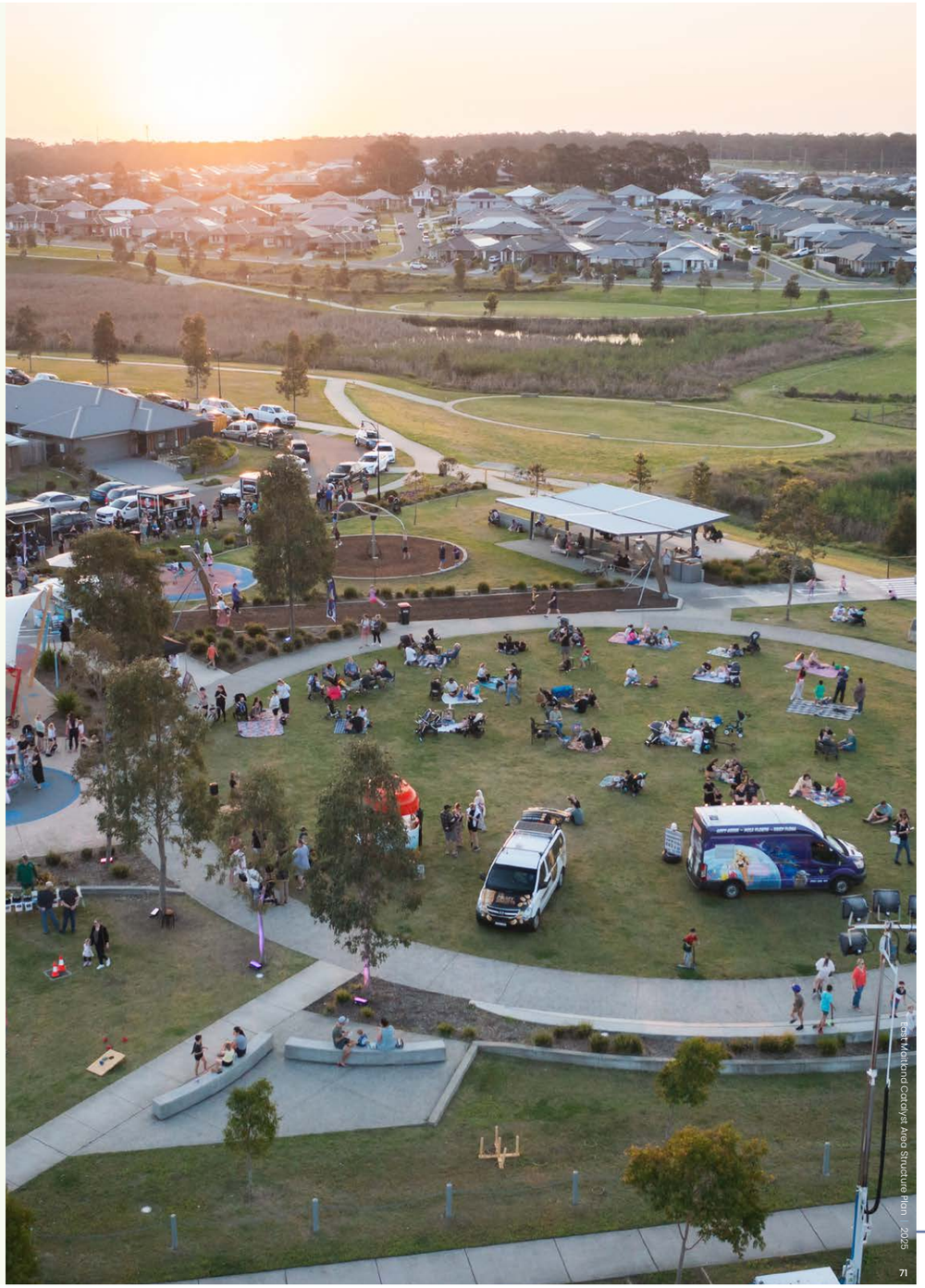


Figure 34. (Right) Street Eats, Thornton.

Integrated movement

Objective 13: Improve public transport access, capacity and connectivity to boost community uptake

Enhancing public transport capacity and connectivity throughout the Catalyst Area is key to fostering greater community uptake, enabling more sustainable neighbourhoods, improving overall accessibility and reducing reliance on private vehicle ownership.

By aligning future development around public transport nodes and key movement corridors, more residents will have convenient access to reliable, affordable and efficient public transport options. Connecting different modes of transport, including train, bus, pedestrian and cycling infrastructure, will enable more efficient movement and encourage uptake.

As the East Maitland Catalyst Area grows and develops, Council will continue to collaborate with TfNSW to deliver enhanced public transport services in strategic locations, connecting more residents with more places.

Objective 14: Support efficient vehicular movement throughout the East Maitland Catalyst Area

A number of important arterial and sub-arterial roads traverse the East Maitland Catalyst Area, including the major thoroughfare of the New England Highway, which effectively bisects the Catalyst Area from the south-east to the north-west.

This infrastructure remains an important priority for freight and logistics, visitor and service traffic as East Maitland strengthens its role in the Hunter region.

This Structure Plan identifies opportunities to enhance the function and efficiency of road networks throughout the Catalyst Area, improving efficiency for motorists while enhancing safety for pedestrians.

Objective 15: Deliver an improved pedestrian and cyclist environment to enhance active movement

The Structure Plan aims to enhance pedestrian and cyclist environments throughout the Catalyst Area to improve walkability, connectivity, and create more liveable and sustainable communities.

An integrated network of active links will connect key destinations, including the planned hospital precinct, Green Hills shopping centre, public transport hubs and recreational open spaces.

Many of the links integrate with the Catalyst Area's network of open spaces, providing attractive, safe and landscaped routes that will enhance convenience, reduce congestion and encourage sustainable movement.

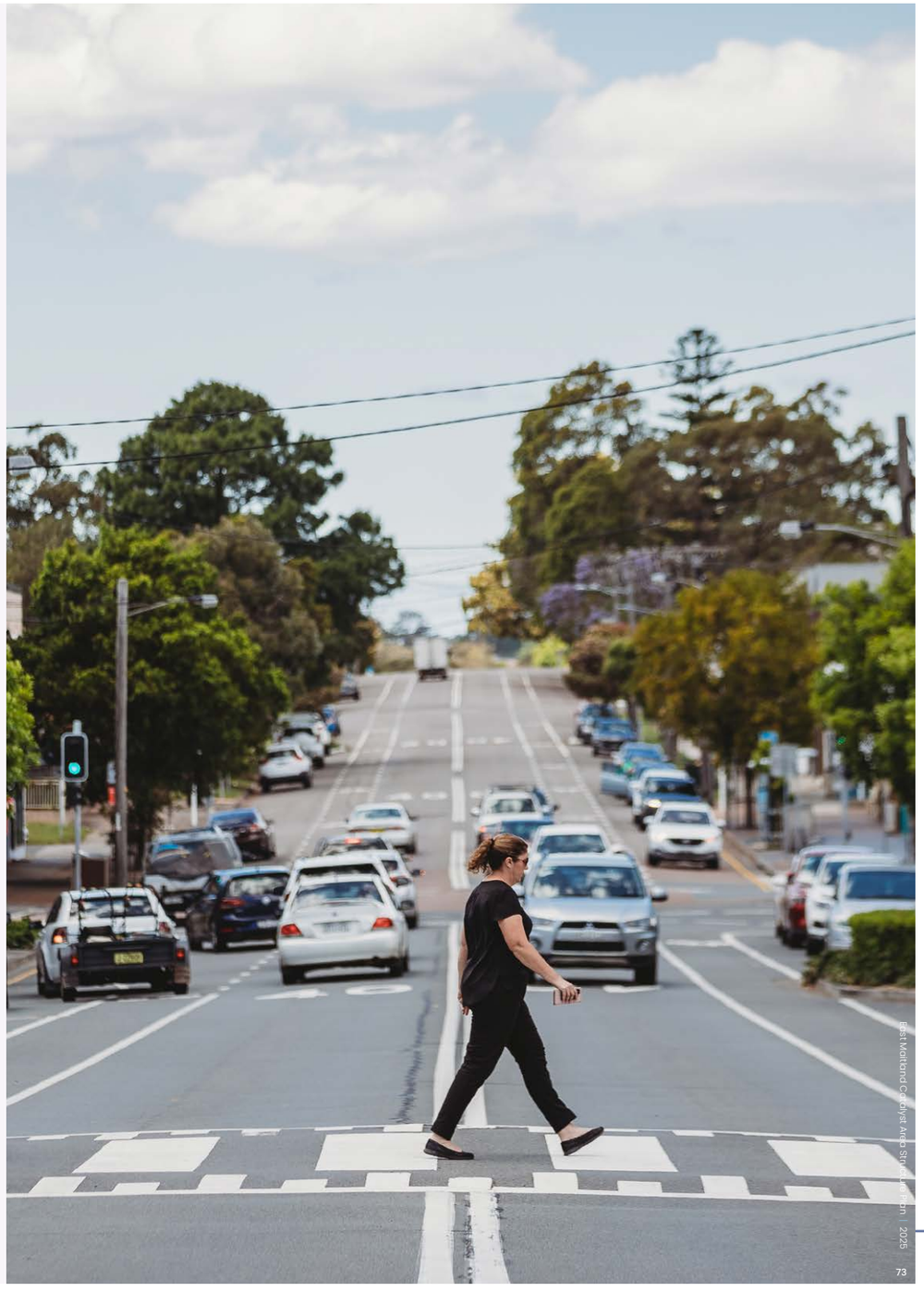


Figure 35. (Right) Lawes Street, East Maitland.

Height strategy principles

Under the proposed Structure Plan, built form and scale will vary across the different precincts of the East Maitland Catalyst Area.

Each precinct has a unique character, activities and desired future outcomes. By ensuring that building heights suit the specific context of each precinct, the East Maitland Catalyst Area can support anticipated growth and development while retaining important local character and creating attractive, liveable urban environments.

Some precincts of the Catalyst Area have been identified by this Structure Plan as requiring future, more detailed precinct planning to ensure that future built form outcomes are of a height and scale that is suitable to the surrounding context and supports a visually relatable human scale. These areas relate particularly where greater densities may be contemplated.

The following height strategy principles have been developed to set out Council's overarching intent for the delivery of taller building heights in some areas of the Catalyst Area, and to guide more detailed site specific precinct planning.

1. **Focus building height and density around key centres, key roads and areas of high amenity such as parks**
2. **Provide a gradual transition in building heights from higher-density centres towards lower-density areas**
3. **Ensure that increases to building heights do not compromise the high-amenity and abundant solar access of public open spaces**
4. **Provide above podium building setbacks of at least 3m to ensure a human scale adjacent to streets and public spaces**
5. **Leverage increased density to improve the quantity and quality of public domain across the Catalyst Area**

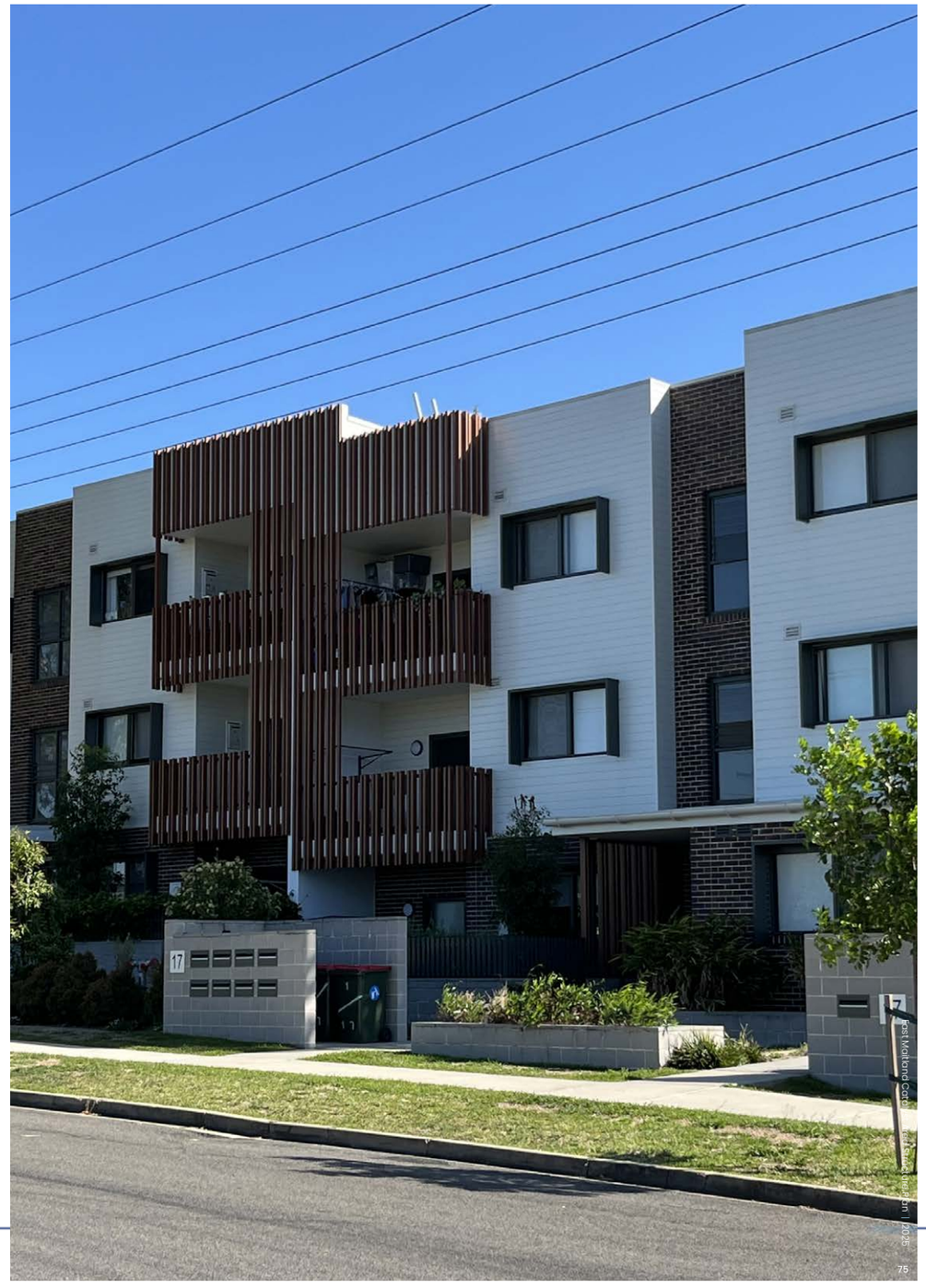


Figure 36. (Right) Fieldsend Street, East Maitland.

10. East Maitland Catalyst Area Structure Plan and Precinct Plans



East Maitland Catalyst Area Structure Plan

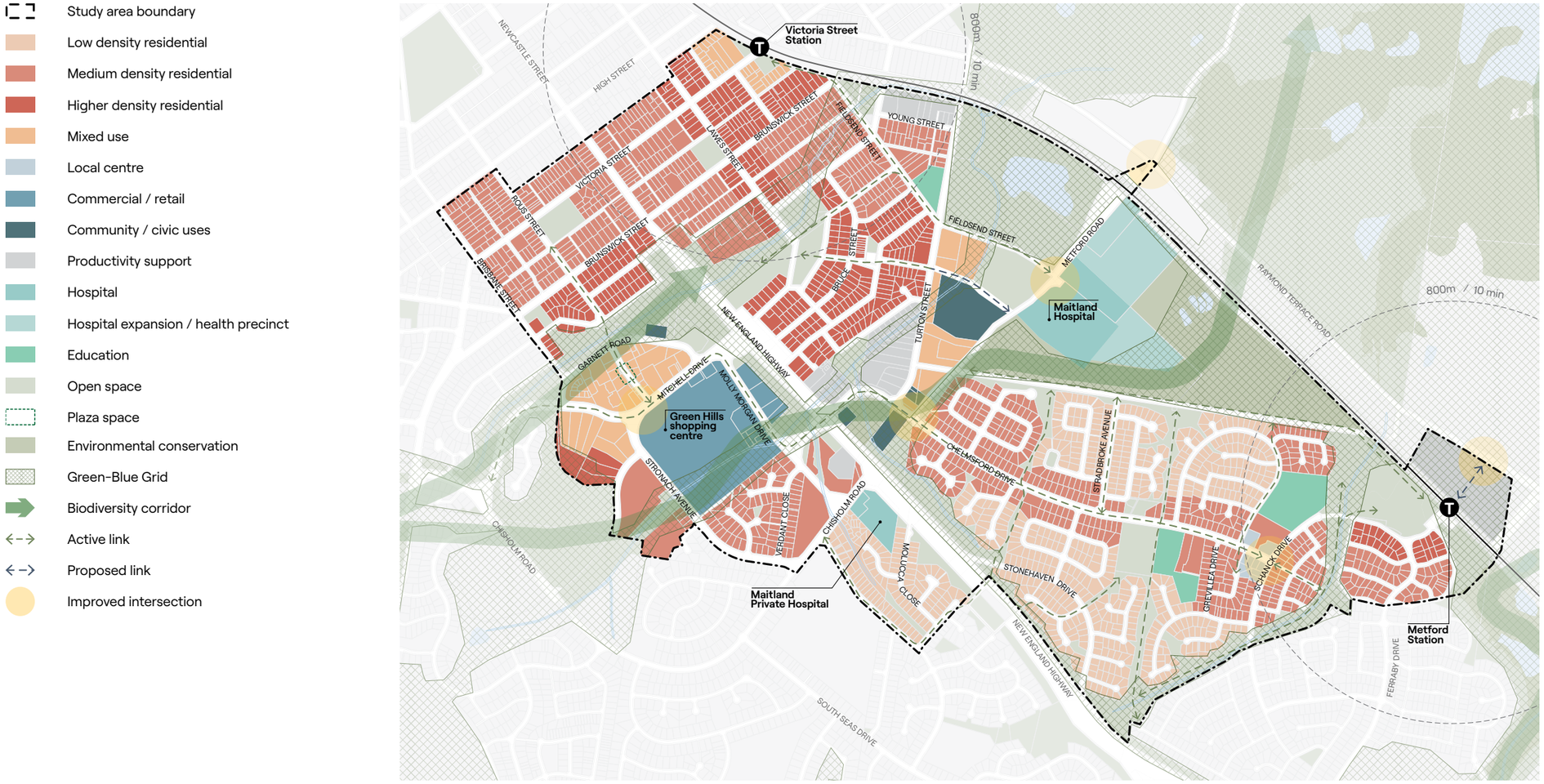


Figure 37. East Maitland Catalyst Area Structure Plan.

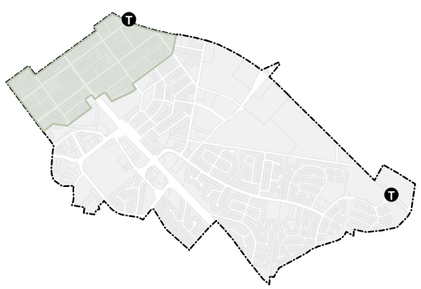
Victoria Street Residential

The desired future character of the Victoria Street Residential area is for a vibrant, well-connected community that capitalises on its proximity to transport, local amenities, and enhanced recreation and natural green space.

Future development opportunities in this precinct will benefit from proximity to road and rail-based transportation infrastructure, existing retail amenities at Green Hills and the Lawes Street local centre and existing parks, gardens and nature. Green Hills Gardens/One Mile Gully and existing neighbourhood parks provide a high degree of amenity.

This strategic combination of accessibility, convenience and green amenity will foster a lively community with diverse housing choices suitable for families, individuals and seniors.

The balance of nature, connectivity and local services will make this neighbourhood a desirable place to live, work and socialise.



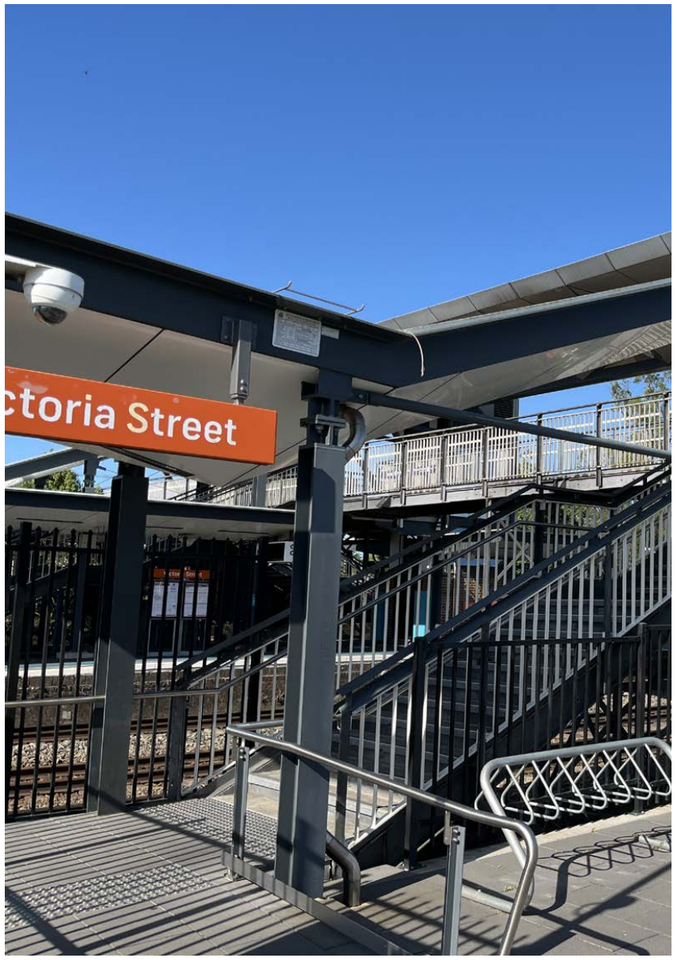


Figure 38. Victoria Street Station.



Figure 39. The Victoria Street Residential character area contains some items of local heritage significance.



Figure 40. Rous Street Park.

Victoria Street Residential key moves

1. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies.
2. **Establish higher density residential zones** to allow greater heights in identified areas with high amenity and connectivity.
3. **Undertake site specific precinct planning to revitalise the Lawes Street local centre** to accommodate an expanded range of amenities, mixed use and high-density residential development, and high-quality public open spaces.
4. **Embellish existing public spaces** to support neighbourhood growth and community enjoyment:
   - Rous Street Park
   - Cooney Park
   - AJ Baker Park
   - Corner Brisbane Street and Brunswick Street.
5. **Formalise the existing RE1 Public Recreation land adjacent to Victoria Street Station** as a useable and welcoming space.
6. **Establish Rous Street as an active link** between Cooks Square Park, Rous Street Park, Green Hills shopping centre and a new Garnett Road mixed use centre.
7. **Establish an active link adjacent to the railway line and Fieldsend Street** to enhance connectivity between Maitland Hospital and Victoria Street Station.

Note: The Lawes Street local centre was not included within the study boundary of the East Maitland Catalyst Area.
Council acknowledges the distinct character of the Lawes Street local centre and intends to undertake more detailed investigations in conjunction with the Melbourne Street precinct.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection

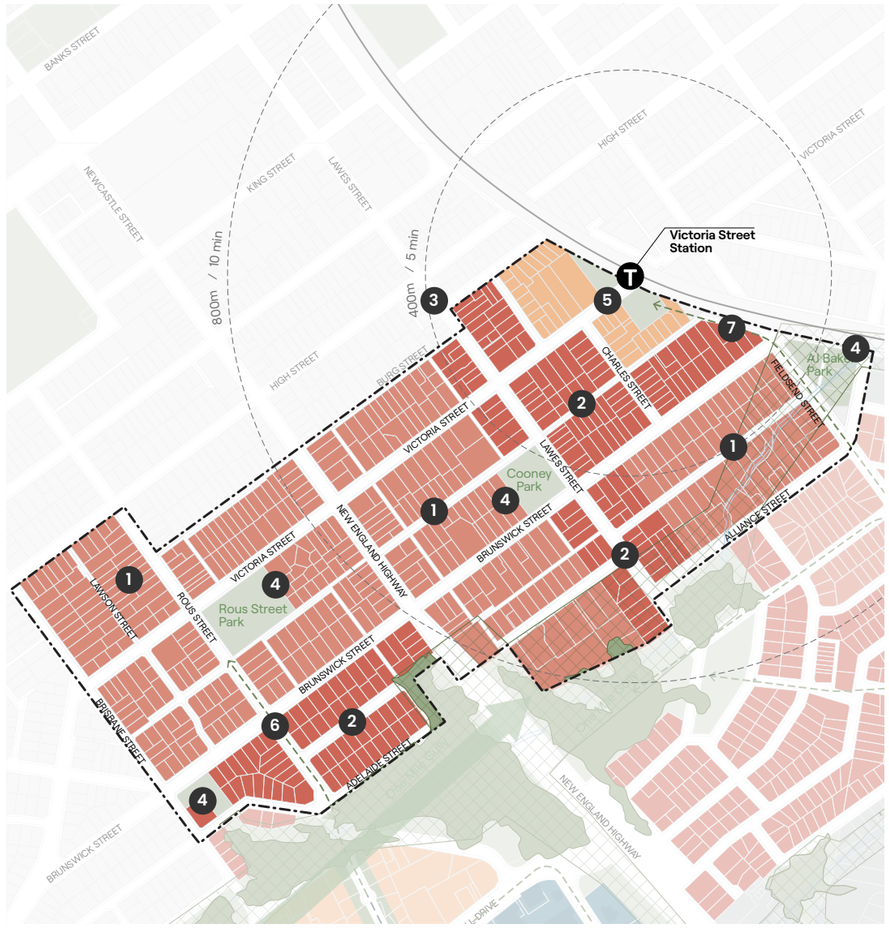


Figure 41. Victoria Street Residential precinct.

East Maitland Residential

An attractive and liveable neighbourhood with quality housing of diverse type and tenure is the vision for the East Maitland Residential area.

Future development opportunities in this precinct will benefit from new, existing and enhanced recreation and green spaces and access to a range of services and amenities, and employment and health services associated with the adjacent Maitland Mixed Use precinct and Maitland Hospital.

The potential to revitalise Homes NSW assets will provide opportunity to support greater diversity of much needed social, affordable and private market housing that benefits from proximity to transport, local amenities, enhanced recreation and green space, employment opportunities and health services.

Accessibility, local employment, health services and green spaces will benefit a growing community with housing choices suitable for key workers, seniors, families and individuals seeking affordable and high amenity options.

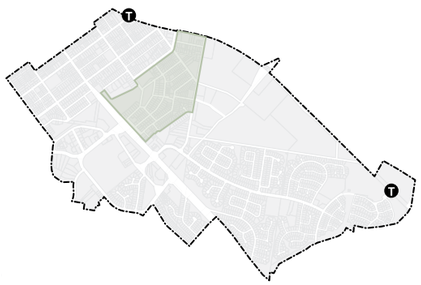




Figure 42. Fieldsend Street, East Maitland.

East Maitland Residential key moves

1. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies.
2. **Establish higher density residential zones** to allow greater heights in areas in proximity to the Metford Road Mixed Use precinct and Maitland Hospital.
3. Engage with Homes NSW and community housing providers (CHPs) with a view to establishing a collaborative **site specific precinct plan for intended high-density residential areas around Fieldsend Street.** The process would support the renewal, diversification and increased supply of social, affordable and private market housing. Lot and road layout to be confirmed at precinct planning stage.
4. Support the ongoing prosperity of existing uses within the **Young Street urban services** and employment lands as a buffer between rail and residential uses.
5. Investigate works to **improve the condition of One Mile Gully** as a biodiversity, recreation and active transport corridor.
6. Subject to detailed precinct planning and further investigations, **establish an active link and future connection along Bray and Barton Streets** to enhance connectivity between Maitland Hospital and the One Mile Gully corridor.
7. **Establish an active link along Quarry Street** to enhance connectivity between Fieldsend Street and the One Mile Gully corridor.
8. **Investigate public open space zoning for the connection** between Lawes Street park and One Mile Creek across Quarry Street, and at Ken Browne Memorial Park.
9. **Engage with TfNSW to advocate for improvements to public transport** routes and schedules to better service the needs of the precinct and connect with key transport and activity nodes.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection
- Indicative site specific precinct planning area

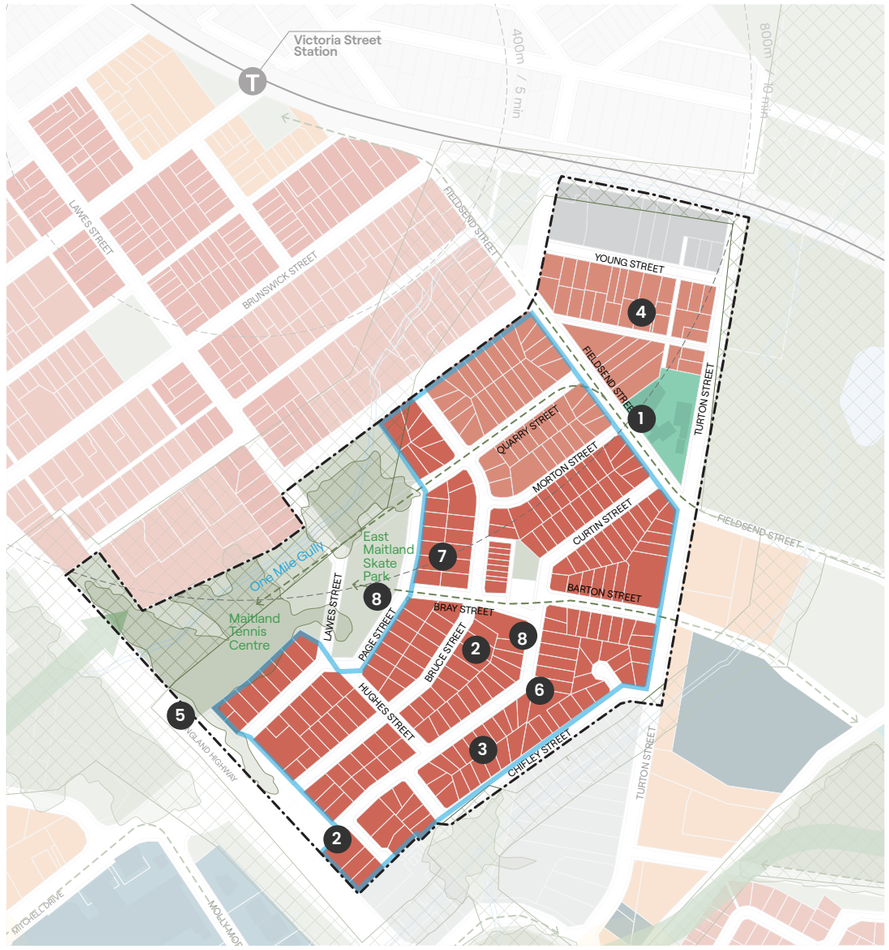


Figure 43. East Maitland Residential precinct

Metford Road Mixed Use

This transformed precinct will focus around a central mixed use hub providing residential and employment opportunity, and high amenity for adjacent hospital, residential and recreational uses.

The precinct will complement the strengths of the adjacent Maitland Hospital, supporting allied health and medical-related uses. This precinct will benefit from the coordinated development of large landholdings, which offer significant opportunity to deliver transformative development.

A key feature of the precinct will be the enhanced place, recreational and environmental value of the former Maitland quarry site. Development of this site as high-quality landscaped open space will provide a significant community attraction into the Catalyst Area and an opportunity to support the vitality of a growing health services workforce and growing residential population.

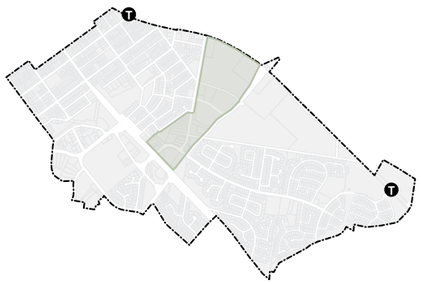




Figure 44. Maitland Council Depot.



Figure 45. Metford Road.

Metford Road Mixed Use key moves

1. **Establish an attractive mixed use centre with shop-top housing opportunities**, particularly enabling housing for key workers.
2. **Facilitate site specific precinct planning of the Metford Road Mixed Use precinct** to unlock such development and establish a main street-oriented centre that includes:
   - commercial floorspace, including health and allied services
   - feasible development parcels with heights and densities that support high-quality public domain and infrastructure
   - place making elements that promote visual amenity and enjoyment of the public domain
   - new through-site links that support permeability and connectivity through the precinct, to and from Maitland Hospital.

   Lot and road layout to be confirmed at precinct planning stage.
3. **Rezone lands used for urban services in the south of the precinct to E3 Productivity Support** to facilitate the ongoing operations of existing businesses and enable a transition between uses along the New England Highway and the adjacent mixed use centre.
4. **Establish new recreation and environmental lands on the site of the former East Maitland Brickworks.** This will be delivered through engagement with Crown Lands.
5. Ensure conservation of bushland between Chelmsford Drive and the New England Highway through **retention of C3 Environmental Management zone.**
6. **Extend Barton Street** to enhance permeability throughout the precinct and provide connectivity between Maitland Hospital and the One Mile Gully corridor. This is subject to detailed investigations relating to traffic, flooding and overland flow, and historic land contamination.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection
- Indicative site specific precinct planning area

Note: Future development and site specific precinct planning is to have consideration for the existing Grey-headed flying fox camp on Chifley Street.



Figure 46. Metford Road Mixed Use precinct.

Maitland Hospital Precinct

The primary aim for this precinct is to facilitate the growth of Maitland Hospital, providing contemporary healthcare facilities to meet the growing needs of local and regional communities.

The ongoing expansion of the precinct will fortify the role of the East Maitland Catalyst Area as a leading health and innovation hub.

Whilst growth of the hospital and other allied health uses is anticipated, a significant area of the precinct is intended to be retained for environmental conservation - much of the eastern portion of the precinct contains existing mapped biodiversity values.

Growth of the hospital will be focused on the already cleared and disturbed northern areas of the precinct.

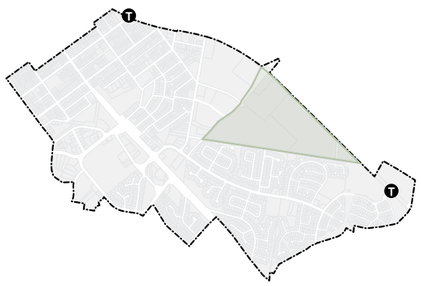




Figure 47. Maitland Hospital.

Maitland Hospital Precinct key moves

1. **Enable the incremental expansion of the Maitland Hospital,** including the planned Maitland Mental Health Rehabilitation Facility, in conjunction with government agencies and other key stakeholders to ensure the provision of contemporary healthcare and research facilities in the emerging health and innovation hub.

   Council will support the development of healthcare, allied services, innovation and research centres by ensuring zoning capacity within the adjacent Maitland Mixed Use Precinct.

2. **Establish conservation zones** for areas of the precinct with identified high environmental value, connecting biodiversity corridors through the precinct into the wider Green-Blue Grid.

3. **Establish an active link along the existing power transmission line corridor,** linking Maitland Hospital and the Maitland Mixed Use precinct with Metford Recreation Reserve and Metford Station. Delivery of this link is to prioritise pedestrian lighting and safety.

4. Council will support the delivery of **well-located housing of various types and tenures** in surrounding mixed use and residential precincts to ensure affordable and attractive residential opportunities for healthcare and key workers close to the hospital and allied uses.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection

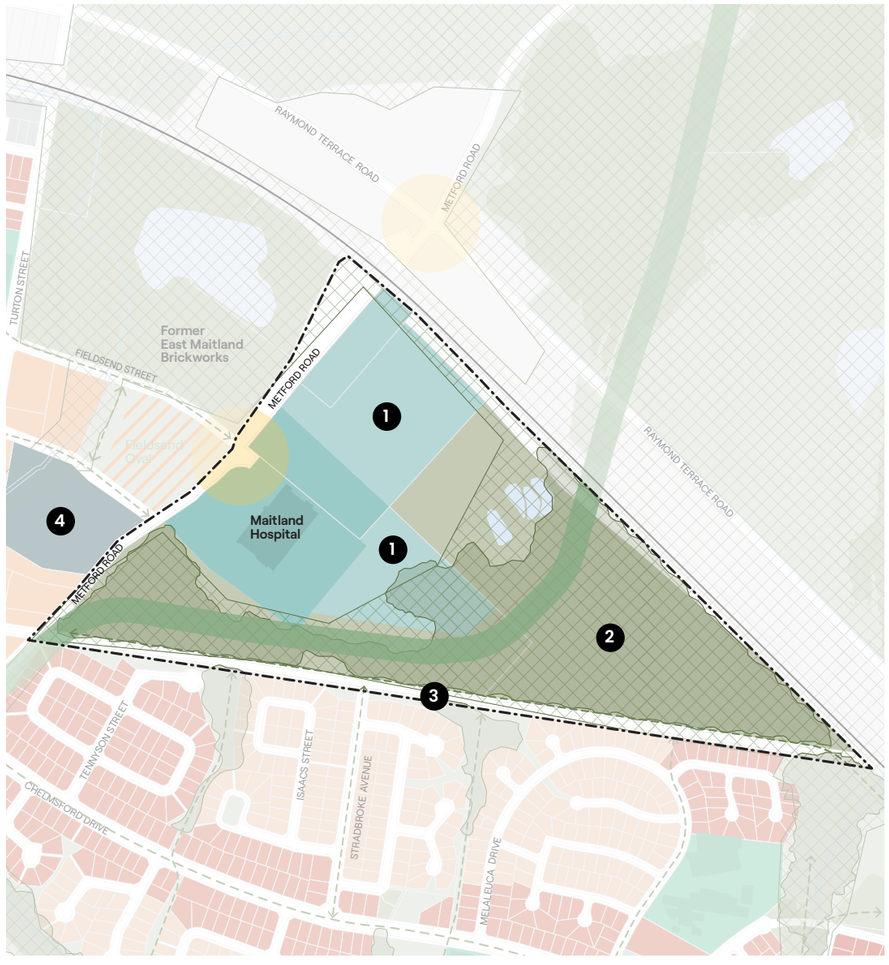


Figure 48. Maitland Hospital precinct.

Chelmsford Drive Residential

Diversification of this residential precinct will be enabled by introducing a modest area of medium-density residential uses to support the development of housing choices such as dual occupancies, townhouses and manor houses.

A large area of the existing low-density residential neighbourhood will be retained in this precinct to support housing diversity across the wider Catalyst Area, retaining some areas of lower-density development where there may be less strategic amenity.

Amenity across the precinct will be supported by improved public spaces and enhanced connectivity via green links and a new cycleway linking Metford Station, Maitland Hospital and the proposed mixed use and commercial hub of the Metford Road Mixed Use precinct.

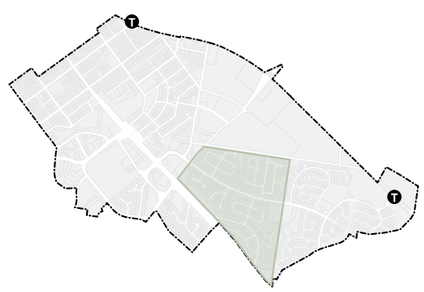




Figure 49. Chelmsford Drive Oval.

Chelmsford Drive Residential key moves

1. **Establish low density residential zones** in existing low density areas that are not located close to public transport and key centres to maintain existing character and support housing diversity.
2. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies.
3. This is intended to occur for properties along Chelmsford Drive and in proximity to the proposed Maitland Mixed Use precinct. Lot and road layout to be confirmed at precinct planning stage.
4. **Embellish existing public spaces** to support neighbourhood amenity and community enjoyment. This includes the place making qualities of peripheral areas of Chelmsford Drive Oval and open spaces north of Chelmsford Drive.

Improve and establish active links to enhance north-south connectivity through the precinct.

The aim is to facilitate safe pedestrian and cycling permeability and establish links between the proposed green link along Maitland Hospital and Chelmsford Drive.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection

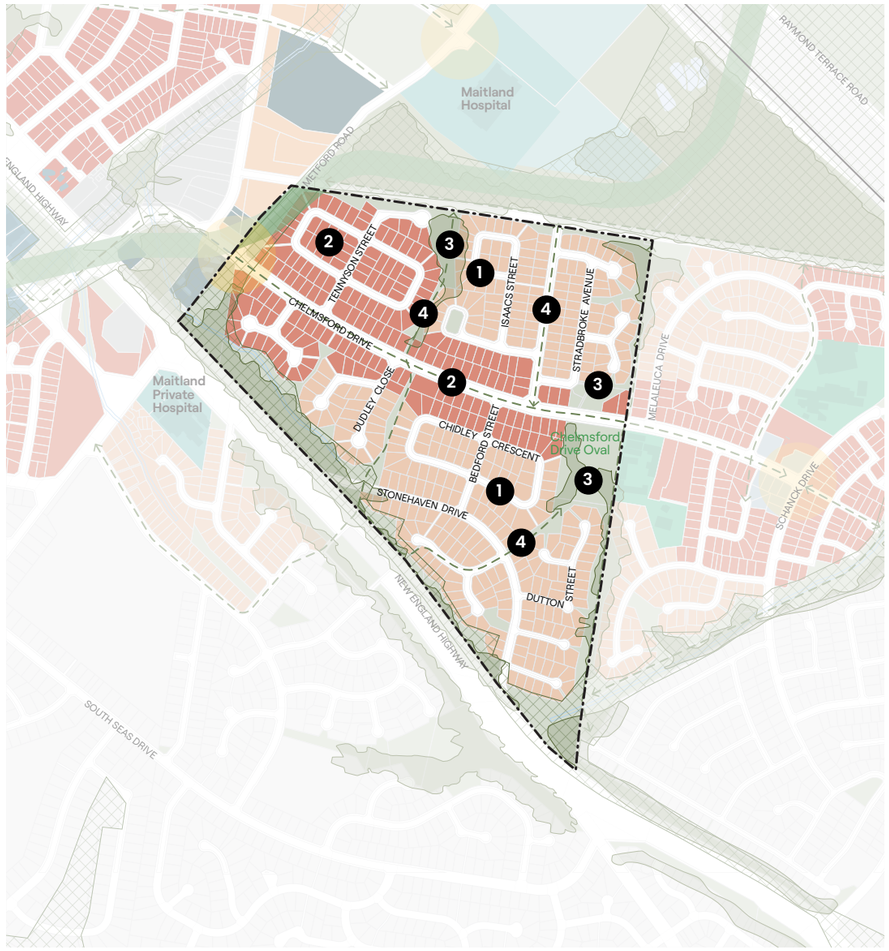


Figure 50. Chelmsford Drive Residential precinct.

Metford Local Centre

This neighbourhood benefits from good transport amenity, open spaces, schools and a local centre providing for the daily needs of a growing community.

Allowing for the expansion and transformation of the existing local centre at the intersection of Chelmsford Drive and Schank Drive will enable a stronger centre with more services to cater to the day-to-day needs of the growing community. These centres will be complemented by a modest neighbourhood retail destination overlooking the Metford Recreation Reserve that will provide opportunities for socialising and relaxing in the parkland setting, and convenience for commuters of the train station.

Connectivity in the precinct will be enhanced through improving links along Three Mile Creek to establish an accessible and attractive green spine through the neighbourhood. A new vehicular and active transport connection is to be investigated north of Metford Station to better connect communities in the emerging Chisholm area with the station.

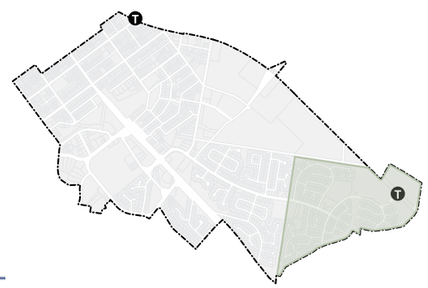




Figure 51. Metford Skate Park.

Metford Local Centre key moves

1. **Establish low density residential zones** in existing low-density areas that are not located close to public transport and key centres to maintain existing character and support housing diversity.
2. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies. Lot and road layout to be confirmed at precinct planning stage.
3. **Facilitate expansion of the local centre**, rezoning the southern corner of Chelmsford Drive and Schank Drive to accommodate growth and enable a two-sided main street.
4. **Encourage active uses at the corner of Schanck Drive and Boyd Avenue**, providing convenience and enhancing safety.
5. Rezone open spaces and links that are currently zoned R1 General Residential, to **RE1 Public Recreation** to better align their use and purpose.
6. **Embellish existing public spaces** to support neighbourhood amenity and enjoyment.
7. Investigate works to **improve the condition of Three Mile Gully** as a biodiversity, recreation and active movement corridor.
8. Council will engage with TfNSW to investigate a northern access point for Metford Station. Additionally investigate future opportunities for a new link to Raymond Terrace Road in the vicinity of Metford Station.
9. Establish an **active link along Melaleuca Drive** to connect with the proposed green link along Maitland Hospital.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection

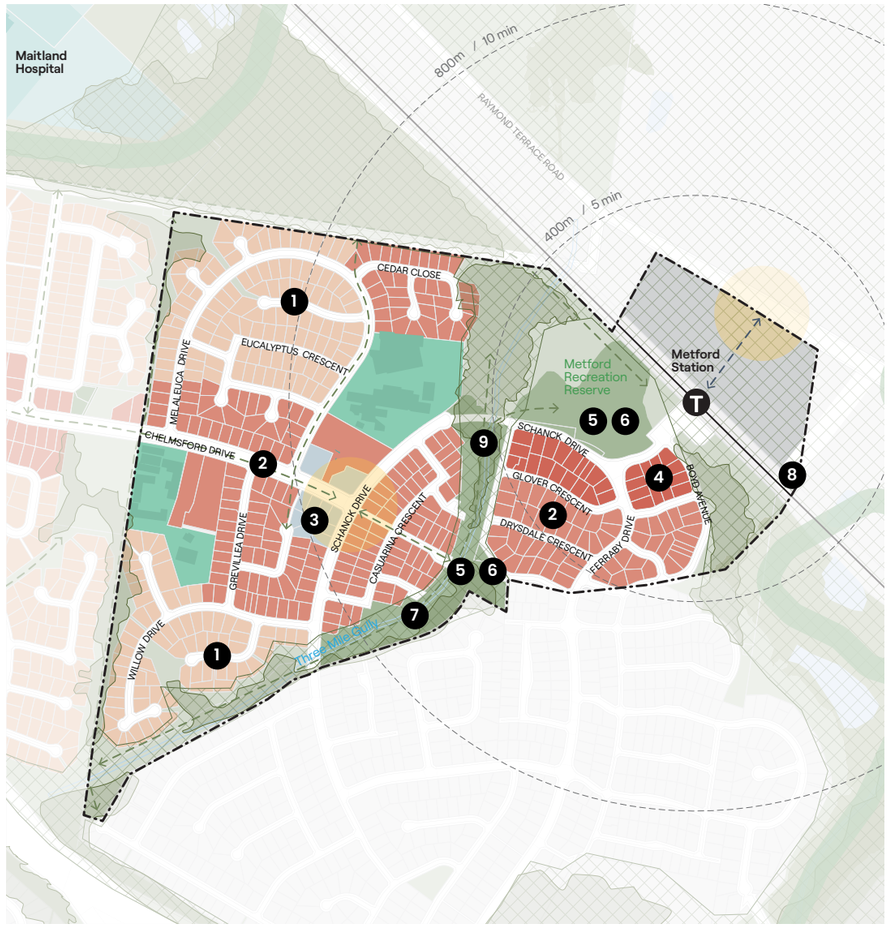


Figure 52. Metford Local Centre.

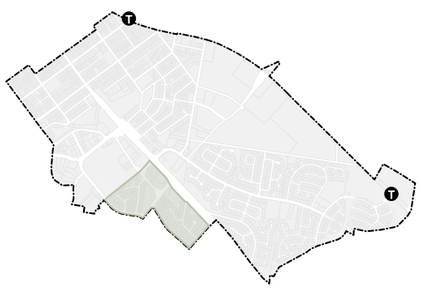
Ashtonfield Urban Services

This precinct will benefit from enhanced housing diversity, facilitated through proposed areas of medium-density residential development such as dual occupancies, townhouses and manor houses.

Some areas of the existing low-density residential neighbourhood will be retained in this precinct, both supporting housing diversity across the wider Catalyst Area and preserving opportunities for the future expansion of the Maitland Private Hospital or allied uses.



Figure 53. Maitland Private Hospital.



Ashtonfield Urban Services key moves

1. **Establish low density residential zones** in existing low-density areas that are not located close to public transport and key centres to maintain existing character and support housing diversity.
2. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies.

   This is intended to occur for properties in proximity to the high amenity of the Green Hills shopping centre. Lot and road layout to be confirmed at precinct planning stage.
3. Council will support the incremental **expansion of the Maitland Private Hospital** in accordance with their needs to ensure the provision of contemporary healthcare and fortify the role of the East Maitland Catalyst Area as a leading health and innovation hub.
4. Support the **renewal of the urban services land to the north-east of the precinct**, enabling its development for commercial uses, hotel accommodation, or urban-allied health services.
5. **Embellish the existing public domain** to support neighbourhood growth, tree canopy and community enjoyment.
6. **Improve active links to enhance connectivity** through the precinct, particularly over the New England Highway at Malang Close.

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection

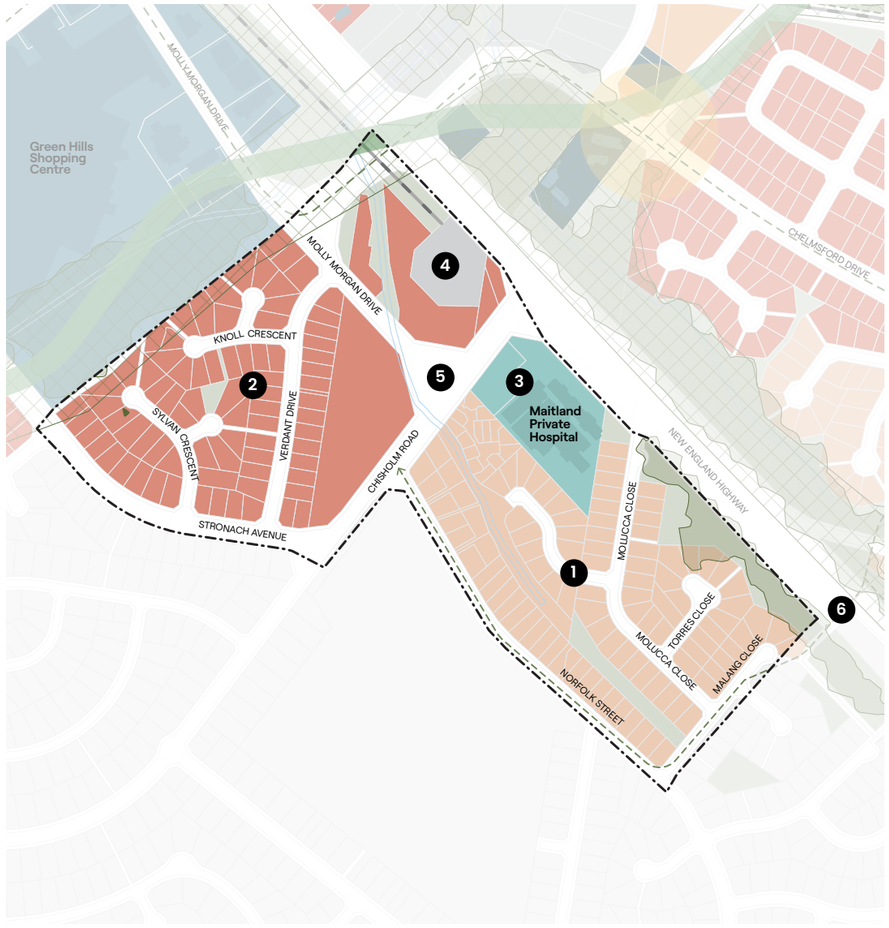


Figure 54. Ashtonfield Urban Services

Green Hills Retail Precinct

This precinct will continue to build on the strengths of the Green Hills retail centre, providing higher-order retail and commercial amenities for the wider region.

This integrated precinct will establish new opportunities for main street retail uses and higher-density residential living, with new and enhanced parklands and a civic square.

Surrounding residential communities will benefit from the amenity of a diverse range of retail and lifestyle offerings, recreational opportunities and community services.

Road improvements will establish an attractive and people-friendly road network that is safe, enjoyable and comfortable for pedestrians and cyclists.

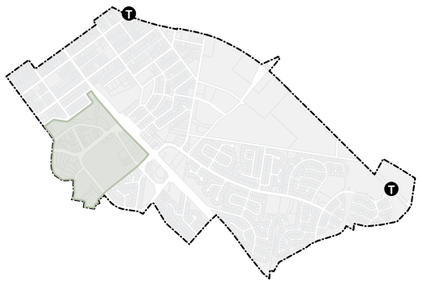




Figure 55. Mitchell Drive, Green Hills.

Green Hills Retail Precinct key moves

1. **Establish mixed use centre north of Mitchell Drive**, to support shop-top housing at greater densities to provide diverse housing close to areas of employment and convenience.
2. **Establish medium density residential zones**, enabling diversification of housing typologies through zoning changes to create residential hierarchies.
3. **Establish high density residential zones** to deliver apartments in walking distance to amenity and connectivity at Green Hills.
4. Undertake **site specific precinct planning of the proposed mixed use precinct north of Mitchell Drive** to establish a main street-oriented centre with:
   - a new main street and public domain
   - commercial floorspace with a main street focus and street exposure
   - feasible development parcels with heights and densities that support high-quality public domain and infrastructure.

   Lot and road layout to be confirmed at precinct planning stage.
5. Investigate works to **improve the condition of the One Mile Gully** as a biodiversity, recreation and active link. Consider rezoning land with high biodiversity value for conservation purposes.
6. **Create a safe and inviting pedestrian environment on Mitchell Drive** to encourage accessible, logical and attractive pedestrian movement.
7. **Investigate the feasibility of introducing suitable zoning mechanism to support shop-top housing within the Green Hills shopping centre** to facilitate new housing supply (subject to detailed investigation via the planning proposal process).

- Study area boundary
- Low density residential
- Medium density residential
- Higher density residential
- Mixed use
- Local centre
- Commercial / retail
- Community / civic uses
- Productivity support
- Hospital
- Hospital expansion / health precinct
- Education
- Open space
- Plaza space
- Environmental conservation
- Green-Blue Grid
- Biodiversity corridor
- Active link
- Proposed link
- Improved intersection
- Indicative site specific precinct planning area



Figure 56. Green Hills Retail precinct.

11. Structure Plan implementation

This Structure Plan will guide future decision making for the sustainable growth of the East Maitland Catalyst Area over the next 20 years.

The actions of the plan have been categorised based on their delivery timeframe; short, medium or long term, or ongoing.

SHORT	MEDIUM	LONG	ONGOING
0-5 years	5-10 years	10-20 years	Ongoing

Each of the identified actions has been considered for their potential to deliver on the objectives and direction identified under this Structure Plan and illustrated in **Figure 56**.

Collaboration with a number of stakeholders will be required to enable delivery of the actions.

Council will review the plan every 5 years to ensure that the actions continue to reflect the Maitland LGA, capturing changes over time. Timeframes and priorities will be updated as necessary.

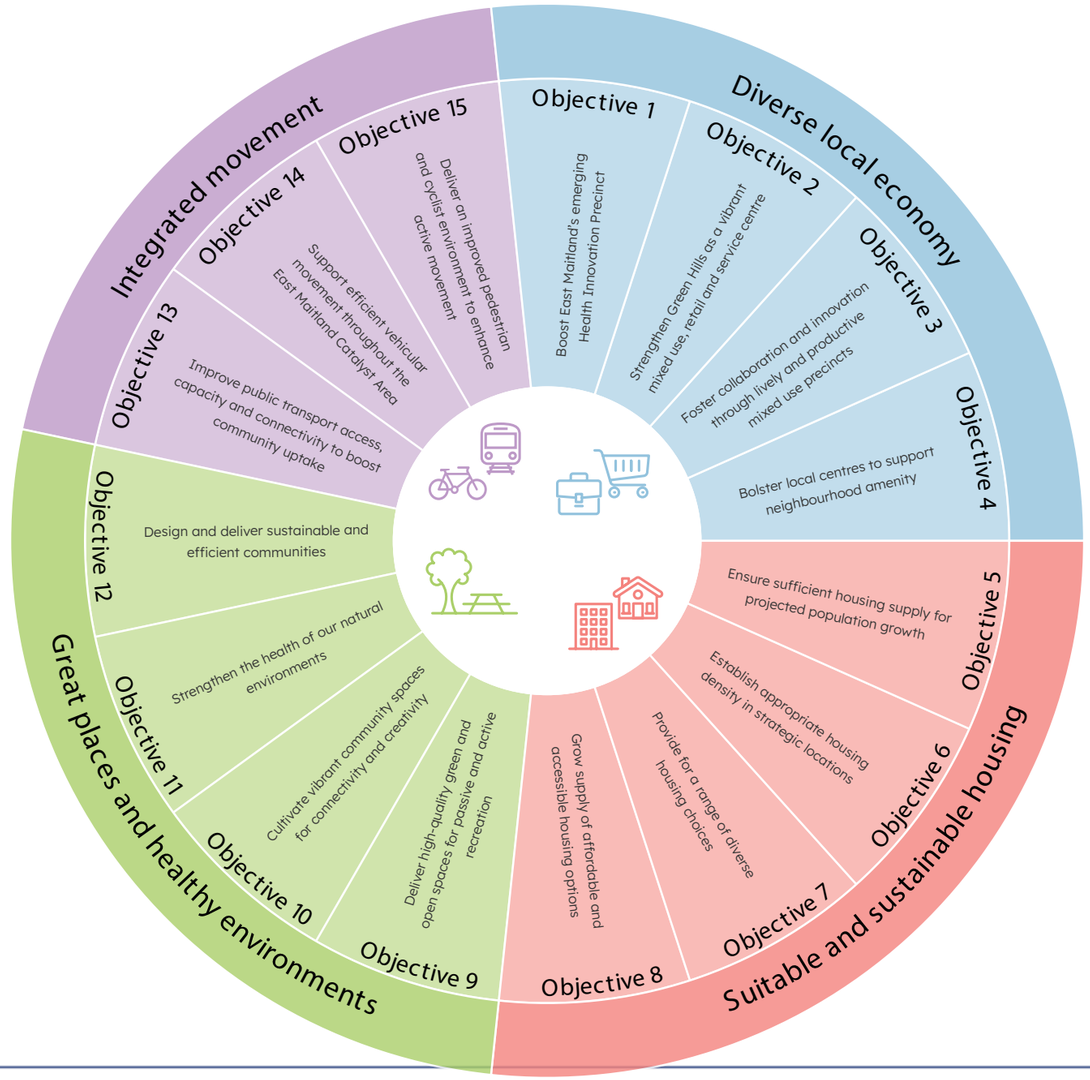
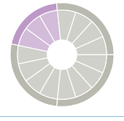
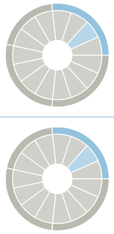


Figure 57. East Maitland Catalyst Area Structure Plan objectives

DIRECTIONS	ACTION	TIMEFRAME	MCC ROLE		
			LEAD	PARTNER	ADVOCATE
	Overarching East Maitland Catalyst Area actions				
	Prepare Planning proposal to amend the *Maitland Local Environmental Plan 2011* (MLEP) and establish recommended residential zones. Proposed residential densities subject to detailed investigations such as road width requirements and local street intersection upgrades.	Short	✓		✓
	Investigate design options and feasibility for establishing identified active transport links across the East Maitland Catalyst Area: - Rous Street between Cooks Square Park, Rous Street Park, Stockland Green Hills and new mixed use precinct north of Mitchell Drive. - Adjacent to the railway line and Fieldsend Street between Maitland Hospital and Victoria Street Station. - Bray and Barton Streets between Maitland Hospital and the One Mile Gully corridor. - Quarry Street between Fieldsend Street and the One Mile Gully corridor. - Along the existing power transmission line corridor, linking Maitland Hospital and the Maitland Mixed Use precinct with Metford Recreation Reserve and Metford Station. - North-south links between the proposed green link along the electricity transmission corridor and Chelmsford Drive. - Along Melaleuca Drive to connect with the proposed green link along Maitland Hospital. - Over the New England Highway at Malang Close.	Short	✓		✓
	Prepare public domain plans in consultation with the community to support embellishment of existing public spaces to support neighbourhood growth and community enjoyment, including: - Rous Street Park - Cooney Park - AJ Baker Park - Corner Brisbane Street and Brunswick Street - Existing RE1 Public Recreation land adjacent to Victoria Street Station - Chelmsford Drive Oval - Public open spaces north of Chelmsford Drive. Public domain plans to set time frames and staging for delivery.	Short	✓		
	Investigate works to improve the condition of identified biodiversity, recreation and active transport corridor, including: - One Mile Gully - Three Mile Gully.	Short-medium	✓		✓
	Engage with TfNSW to advocate for improvements to public transport routes and schedules to better service the needs of the precinct and connect with key transport and activity nodes.	Ongoing	✓		✓
	Establish conservation zones for areas of the Catalyst Area with identified high environmental value, connecting biodiversity corridors through the Catalyst Area into the wider Green-Blue Grid.	Short-medium	✓		✓

DIRECTIONS	ACTION	TIMEFRAME	MCC ROLE		
			LEAD	PARTNER	ADVOCATE
	Establish an active link along the existing power transmission line corridor, linking Maitland Hospital and the Maitland Mixed Use precinct with Metford Recreation Reserve and Metford Station.				
	Victoria Street Residential Precinct				
	Site specific precinct planning of the Lawes Street local centre.	Short	✓		✓
	East Maitland Residential Precinct				
	Collaborative engagement with community and stakeholders for the Fieldsend Street site specific precinct planning area. Consider opportunities for amalgamation, height and floorspace incentives as a basis for coordinating development outcomes and leveraging public domain benefits.	Short	✓	✓	✓
	Retain the E3 Productivity Support zoning in the Young Street employment area.	Ongoing	✓		
	Planning proposal to amend the MLEP and establish RE1 Public Recreation zone to create a connection between Lawes Street park and One Mile Creek across Quarry Street, and at Ken Browne Memorial Park.	Short	✓		✓
	Maitland Mixed Use Residential Precinct				
	Collaborative site specific precinct planningwith community and stakeholder consultation of the Maitland Mixed Use Precinct to establish a main street-oriented centre to investigate feasibility of establishing: - commercial floorspace, including health and allied services - mixed use development parcels with heights and densities that support high-quality public domain and infrastructure - place-making elements that promote visual amenity and enjoyment of the public domain - new through-site links that support permeability and connectivity through the precinct, to and from Maitland Hospital - extension of Barton Street to connect Maitland Hospital and the One Mile Gully corridor - new recreation and environmental lands on the site of the former East Maitland Brickworks.	Short	✓		✓
	Planning proposal to amend the MLEP and establish recommended E3 Productivity Support zone on existing E4 General Industrial land.	Short	✓		
	Ensure ongoing conservation of bushland between Chelmsford Drive and the New England Highway through retention of C3 Environmental Management zone.	Ongoing	✓		

DIRECTIONS	ACTION	TIMEFRAME	MCC ROLE		
			LEAD	PARTNER	ADVOCATE
	Maitland Hospital Precinct				
	Support the incremental expansion of the Maitland Hospital to ensure the provision of contemporary healthcare and research facilities in the emerging health and innovation hub.	Ongoing	✓	✓	✓
	Chelmsford Drive Residential Precinct				
	Refer to overarching East Maitland Catalyst Area actions.				
	Metford Local Centre Precinct				
	Planning proposal to amend the MLEP and establish recommended E1 Local Centre zone at the southern corner of Chelmsford Drive and Schank Drive to accommodate growth and enable a two-sided main street.	Short	✓		
	Planning proposal to amend the MLEP and establish RE1 Public Recreation zone for open spaces and links that are currently zoned R1 General Residential.	Short	✓		
	Council will engage with TfNSW to investigate a northern access point for Metford Station. Additionally, investigate future opportunities for a new link to Raymond Terrace Road in the vicinity of Metford Station.	Ongoing/ Medium	✓		✓
	Ashtonfield Urban Services Precinct				
	Support the renewal of the urban services land to the north-east of the precinct, enabling its development for commercial uses, hotel accommodation, or urban-allied health services.	Ongoing		✓	
	Green Hills Retail Precinct				
	Site specific precinct planningof the proposed mixed use precinct north of Mitchell Drive to establish a main street-oriented centre with: - a new main street and public domain - commercial floorspace with a main street focus and street exposure - feasible development parcels with heights and densities that support high-quality public domain and infrastructure.	Short	✓	✓	
	Prepare public domain plan in consultation with the community to improve the pedestrian qualities and support embellishment of Mitchell Drive to encourage accessible, logical and attractive pedestrian movement.	Short	✓		✓

Infrastructure needs

Following is a high-level overview of the identified infrastructure needs and interdependencies across the East Maitland Catalyst Area which require consideration for funding and efficiencies as the Catalyst Area develops and grows.

As delivery of many of the recommended outcomes across the Catalyst Area will largely be market driven, it is not possible to definitively predict the order or specific location in which all identified development and investment will occur.

The **Utilities Infrastructure Needs Assessment** (ADW Johnson, 2025) and the **Social Infrastructure Needs Assessment** (Gyde Consulting, 2025) provide additional context, mapping and background information in relation to these recommendations.



Figure 58. East Maitland Catalyst Area infrastructure needs.

ITEM	IDENTIFIED FUTURE UPGRADES	KEY CONSIDERATIONS
F	**Flooding**	
F1	General	Any developments which would impact flood extents such as filling, change in landscapes, impacts to inground or overland flow paths to be assessed on a case-by-case basis to avoid any adverse flooding impacts. MCC have recently commenced a Flood Risk and Management Plan which will incorporate new flood mapping and modelling. This will be updated as part of the City-wide Flood Risk and Management Plan and is anticipated to be completed in early 2026. Once impacted areas, and constraining infrastructure is identified through the updated modelling, any stormwater infrastructure which may require upgrades can be further reviewed by Council.
SD	**Stormwater drainage**	
SD1	Upgrades to stormwater drainage at the Metford Road and Raymond Terrace Road intersection	While areas with existing stormwater drainage constraints were identified during site inspections and desktop assessments, it was noted that no upgrades are immediately planned. Upgrades to the Metford Road and Raymond Terrace Road intersection are expected to be incorporated as part of future intersection works.
SD2	Main Northern Railway culverts	Any locations where flows are conveyed across/under the Main Northern Railway must be suitably managed. It is expected the rail authority would not allow any increase in peak flow arriving at each culvert crossing. Therefore, detention measures upstream of these culverts would typically need to be investigated and implemented as part of increasing study area density.
SD3	New England Highway culverts (One Mile Gully)	These culverts represent critical stormwater infrastructure crossing the New England Highway. It is understood that flows regularly overtop this culvert crossing in storm events. Areas upstream of these culverts may also provide a location for water sensitive urban design (WSUD) measures and/or detention.
SD4	Chelmsford Drive/New England Highway intersection	Three large culverts are in the immediate vicinity of this intersection, crossing Chelmsford Drive, Molly Morgan Drive and the New England Highway. Given the complex stormwater infrastructure in this area, a detailed investigation into their performance under an increased density scenario should be considered.
SD5	Detention and WSUD measures for land north of the Maitland Hospital	Detention and WSUD measures are expected to be required to accommodate any future development north of the Maitland Hospital. Specific measures will be dependent on the proposed development type.
SD6	One Mile Gully (immediately upstream of Fieldsend Street)	Given that a constructed section of One Mile Gully is through the rear of lots between Alliance Street and Skilton Avenue, it has high potential for impacting these properties should it reach capacity. Should growth occur upstream of this area, a review of the channel's capacity should be undertaken.
SD7	General	Any development in the study area will be required to manage both WSUD and quantities as detailed within their Development Control Plans. Any significant future development, whether infill or greenfield, will generally be required to meet pre to post-development flow rates and pollutant reduction targets. This will likely be managed by way of on-lot stormwater management systems such as detention tanks and basins, gross pollutant traps, bioretention swales, water quality basins and proprietary devices. It is however noted that small scale infill developments such as dual occupancies are not typically required to have specific detention controls. As such, increased runoff from the study area is anticipated as density increases. This increase in impervious area should be considered as part of future flood and stormwater infrastructure modelling undertaken by Council.
SW	**Sewerage and water infrastructure**	
SW1	Wastewater pumping stations (WWPS) - monitoring and upgrade	Hunter Water have commenced planning for an upgrade to WWPS East Maitland 4. This upgrade is subject to funding approval.
SW2	General	Detailed studies required to identify infrastructure upgrades required and funding opportunities include: a) Sewer Servicing Strategy b) Waste Water Servicing Strategy c) Infrastructure Funding Report d) Infrastructure Strategy Report. These studies are not undertaken by Hunter Water. Funding for these strategies would be determined at a later date.

East Maitland Catalyst Area Structure Plan | 2025

ITEM	IDENTIFIED FUTURE UPGRADES	KEY CONSIDERATIONS
EC	**Electrical & communications infrastructure**	
EC1	New 11kV feeders	The following precincts will require a new 11kV feeder: • Victoria Street Residential • East Maitland Residential • Maitland Mixed Use • Maitland Hospital Precinct. The Metford zone substation is currently at full capacity but has been designed to accommodate one additional 33/11kV transformer. An upgrade can take approximately 5 years to implement at a cost of ~$20 million.
EC2	Telecommunications/ NBN	The East Maitland Catalyst Area can be entirely serviced by the NBN network. Individual developments may require upgrades to pit and pipes, others may be serviced by existing infrastructure.
GA	**Gas infrastructure**	
GA1	Ongoing monitoring and upgrade	Jemena indicated in-fill development, such as the EMCA area, would likely require contributions from the landowner or developer towards network upgrades, until the 250 dwelling threshold triggered any actual works. This would occur on a case by case, Development Application referral basis. Any future gas infrastructure upgrades within the EMCA precinct are entirely dependent on the location of where the 250 dwelling threshold is located (ie which development triggers the network upgrade). Similar to other infrastructure items, timing and staging of upgrades will be based on individual development needs. It is however noted that general household demand for gas is declining with many new development areas choosing to exclude gas reticulation from the areas. Ongong monitoring and liaison with Jemena will be required as development occurs to identify and prioritise upgrades to provide suitable capacity to meet the needs of the Catalyst Area.
T	**Transportation infrastructure**	
T1	Key roads and intersections - New England Highway	Improved connections across the New England Highway are supported by TfNSW, however the New England Highway must be retained as a free flowing key (east-west) transport corridor, and as such, TfNSW is not forecasting or recommending the introduction of additional intersections along this major spine. Ongong monitoring and liaison with TfNSW will be required as development occurs to identify and prioritise intersection upgrades to ensure suitable capacity to accommodate growth within the Catalyst Area and the wider region.
T2	Train services	All train services currently stop at Victoria Street Station. Currently, only a limited number of train services stop at Metford Station. This could be reviewed in the future should the demand for services increase. Ongong monitoring and liaison with TfNSW will be required as development occurs to identify and prioritise upgrades to provide suitable capacity to meet the needs of the Catalyst Area.
T3	Connectivity across rail line	Improved connections across the rail line are supported by TfNSW. Upgrades of the Raymond Terrace Road and Metford Road intersection and capacities are under review by TfNSW.
T4	Metford Station	Improvements to multi-modal train station access are being considered for Metford Station by TfNSW.
T5	Maitland Hospital	Maitland Hospital is currently connected by bus services to Victoria Street Station. Under the Draft Hunter Strategic Regional Integrated Transport Plan, Maitland Hospital will be directly connected to Victoria Street Station and Stockland Greenhills by frequent bus services.
T6	General	A detailed Traffic and Transport Strategy review should be prepared, which will identify specific upgrades that are required, whether they are council or state assets, during an update Council's Contributions Plan review to fund local works. Upgrades on the state network should be included within The Infrastructure Opportunities Plan prepared by the State Government.

ITEM	IDENTIFIED FUTURE UPGRADES	KEY CONSIDERATIONS
SI	**Social infrastructure**	
SI1	Public open space	Under the medium-growth scenario, there will be a need for 28.4ha of open space (11.04ha active and 7.36ha passive). Development of the site of the old East Maitland Brickworks as publicly accessible open space would deliver approximately 18ha of the 18.4ha identified under benchmark standards. It is also important to note that current open space provisions exceed identified benchmark requirements and can accommodate the needs of a portion of the anticipated population growth. Publicly accessible open space, such as pocket parks and plazas, are also anticipated as an outcome of areas identified for detailed site specific precinct planning and renewal.
SI2	Community hall/multi-purpose centre	The medium-growth scenario would require provision of a local level community hall (approximately 500sqm). Part of the site of the old East Maitland Brickworks may also present an opportunity to deliver a high-quality community hall or multi-purpose centre for diverse community needs adjacent to proposed open space, offering complementary social, recreational and efficiency benefits.
SI3	Childcare centre	Under the medium-growth scenario, 358 new children aged zero – four are anticipated, requiring 144 long day care and 36 preschool / kindergarten places. Floor space for childcare centre(s) within the East Maitland Catalyst Area may be appropriate within the proposed mixed use precincts which will be subject to detailed site specific precinct planning to create renewal opportunities within highly accessible areas, close to key employment and service centres.
SI4	Healthcare	Under the medium-growth population, the Catalyst Area will require 4.6 additional general practitioners, and 82 residential aged care places. It is likely that any need for additional general practitioners will be achieved through private sector response to demand, and Council will look to continue to support the delivery of residential aged care developments in locations close to essential infrastructure to provide options for local older people to age in place.
SI5	Primary school	Under the medium-growth population, at least one new primary school or significant upgrades will be required to accommodate the incoming population of five - 11-year-olds. Identifying suitable locations, priorities and delivery options will require consultation with the NSW Department of Education and NSW School Infrastructure, and ongoing monitoring to consider existing capacity, future provision demands and pathways to accommodate growth.

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City Planning

East Maitland Catalyst Area - Public Exhibition

Social Infrastructure Assessment (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 2

Number of Pages: 40

GYDE

East Maitland Catalyst Area

Social Infrastructure Needs Assessment

DRAFT

Prepared for **Maitland City Council**

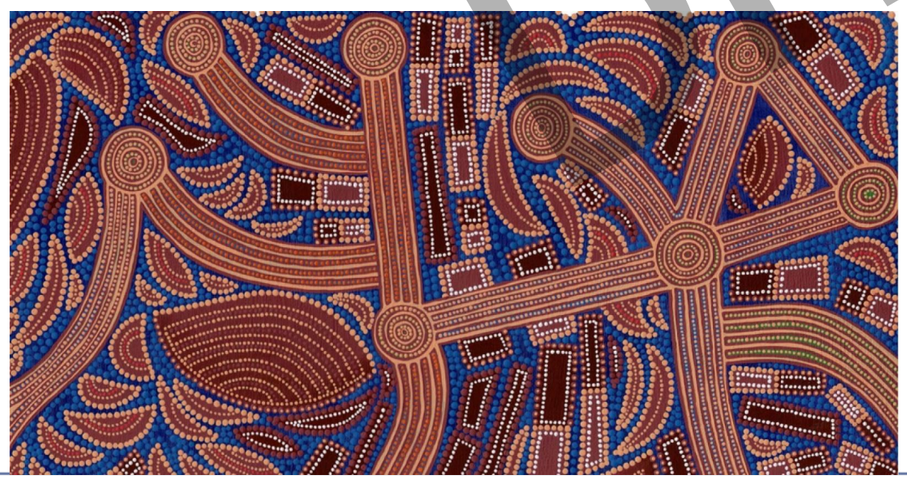
maitland CITY COUNCIL

Acknowledgment of Country

Maitland City Council, Gyde Consulting and ADW Johnson acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Maitland City Council, Gyde Consulting and ADW Johnson is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

Towards Harmony by Aboriginal Artist Adam Laws.



DRAFT



Date: August 2025
Status: Draft

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Part A - Introduction

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Report Purpose

The future population of the East Maitland Catalyst Area will require a wide range of social infrastructure and services to support positive wellbeing and liveability outcomes.

The area's growing population will need access to infrastructure that supports social connection, physical activity, attendance and participation in cultural activities, and easy access to quality education and childcare services for families.

This *Social Infrastructure Needs Assessment* has been prepared by Gyde Consulting to support the *East Maitland Catalyst Area Structure Plan.*

This report provides a preliminary understanding of the social infrastructure that will be required to meet the demands of the future population as set out within the Structure Plan.

Structure of the Report

Part A: Introduction

Part A establishes the purpose of the report and defines the type of social infrastructure that will be investigated. This section also provides an outline of the East Maitland Catalyst Area and its context.

Part B: Social Infrastructure Context

Part B outlines the strategic planning context of this *Social Infrastructure Needs Assessment,* providing commentary on general trends in social infrastructure provision and community participation.

Part B also identifies key social and demographic context for the East Maitland Catalyst Area, presenting an audit of existing social infrastructure within 2km of the study area.

Part C: Social Infrastructure Needs Assessment

Part C assesses the social infrastructure needs of the future population as identified by the growth scenarios included within the Structure Plan.

Part C also provides recommendations detailing the types of social infrastructure to be provided and how these may be delivered.



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What is Social Infrastructure?

Social infrastructure is a key component of liveability, providing access to essential community services and resources. Access to a wide range of different social infrastructure types is important for the creation and ongoing development of healthy communities. Access to social infrastructure promotes physical activity and social interactions that are essential for positive health outcomes.

Infrastructure Australia defines social infrastructure as: "The facilities, spaces, networks and services that support individual and community health and wellbeing, promote a cohesive society and support economic prosperity, and builds the collective skills, knowledge and experience of individuals that creates economic value and social capital" (Australian Infrastructure Plan, 2021).

Social infrastructure in this Assessment is defined according to the following categories.

Social Infrastructure		
Community and Cultural	Community infrastructure is the buildings and spaces that provide opportunities to access key services and provide spaces for the community to be physically active and socialise. As well as access to key services, they are used as activity and learning centres, are hired to organise social events, and can often be the heart of a neighbourhood. Cultural infrastructure includes libraries, and buildings and spaces that accommodate or support arts and creative activities for both participation and audiences.	**Includes:** Multipurpose Community Centres; Seniors centres; Youth centres; Neighbourhood centres; community meeting rooms/halls; performing arts theatre; Art Gallery; Museums; Libraries; Arts, cultural and heritage space.
Education and Training	A comprehensive network of accessible education infrastructure has a range of benefits for communities. As well as their role as learning spaces for the development of young people and adults, education institutions often become a focal point for communities, encouraging neighbourhood connections and supporting cohesiveness. Most education institutions also provide shared use opportunities for local communities.	**Includes:** Universities; TAFEs; Secondary schools; Primary Schools.
Childcare and Early Years	Childcare plays an important role in the lives of Australian families, with services provided by both government and private organisations. Childcare helps support parents in their social and professional endeavours whilst assisting children in reaching important developmental milestones.	**Includes:** Kindergarten / preschool; Outside of school hours care (OOSHC); Long day care.
Health	Health infrastructure provides the necessary foundation for all public health services. Health infrastructure allows professionals to respond to ongoing health problems, such as chronic disease, and prepare for and respond to emergency health threats, such as natural disasters and disease outbreaks. A strong public health infrastructure includes a capable and qualified workforce, up-to-date data and information systems, and agencies that can assess and respond to public health needs. While a strong infrastructure depends on many organizations working together, public health departments play a central role in the nation's public health system.	**Includes:** Hospitals; medical centres and GPs; Community health centres.
Open Space	Access to green space is associated with many health benefits through opportunities for physical exercise and social interaction. Benefits include longer life expectancy, fewer mental health problems, less cardiovascular disease, better cognitive functioning, and healthier babies. It also helps to mitigate air pollution, heat and noise levels. Recreation encompasses a range of activities that people undertake for fun, relaxation or fitness. This includes activities such as structured sport, self-directed endurance activities, appreciation of nature, socialising, picnicking, walking and group activities. Some of these activities are organised while others are more informal. The types of open space that can support recreation can therefore be classified into two key categories: active and passive recreation. It is important that spaces for both classifications are provided to enable the community to have access to a range of opportunities and are not dominated by one setting.	**Includes:** Active and passive recreation and open space: Sportsground and facilities; Leisure and Aquatic Centres; Indoor sports centres; playspaces; skate parks; off leash dog areas. Active and passive recreation and open space: Informal play spaces; walking trails; natural areas; linear green spaces, open lawn for kickaround.

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Context

The East Maitland Catalyst Area is in the Hunter Valley within the Maitland City LGA. The locality has been earmarked for renewal and revitalisation, associated with an anticipated rise in population and significant public and private investment.

The Hunter Valley region is characterised by flat river plains and undulating hills, and fertile farmlands sit alongside established urban centres and attractive, expanding residential neighbourhoods.

East Maitland is approximately 30 kilometres inland of Newcastle, and 160 kilometres north of Sydney. To the immediate west is the wider town of Maitland and its surrounding suburbs.

The town is well-situated as a gateway to the Hunter Valley, close to the city of Newcastle, and with connectivity to other major centres throughout the region.

One of the most significant transport routes in the region is the New England Highway, which extends directly through East Maitland and enables major local, visitor and logistics movement. The Hunter railway line also runs through East Maitland, connecting commuters and goods by train between the Hunter Valley, Newcastle and Sydney.

East Maitland's strategic location along these key transport routes and the Hunter's strong regional economy has contributed significantly to its expansion over the years.

Extensive agricultural, mining, manufacturing and tourist industries continue to play an important role in the Hunter's economy, and East Maitland is an important service and support base for these industries.

Investment in local amenities and services, including expanding retail centres, regional open spaces, and regionally significant education and healthcare facilities, have made East Maitland an attractive place for new residents and visitors to the Hunter region.

The Catalyst Area is bisected by the New England Highway, with the major regional shopping centre of Stockland Greenhills to the south and the site of the new Maitland Hospital to the north.

The wider frame of the Catalyst Area generally features residential land uses, including primarily low-rising detached dwellings.

The residential suburbs of Chisholm and Thornton are located within 5km of the Catalyst Area and rely on the key services and amenities of the Catalyst Area for a wide range of everyday needs.

Parts of the Catalyst Area are located within walking distance of such key services and amenities including:

- Victoria Street Train Station
- Metford Train Station
- Maitland Hospital
- Maitland Private Hospital
- Stockland Greenhills
- Fieldsend Oval
- Greenhills Gardens.

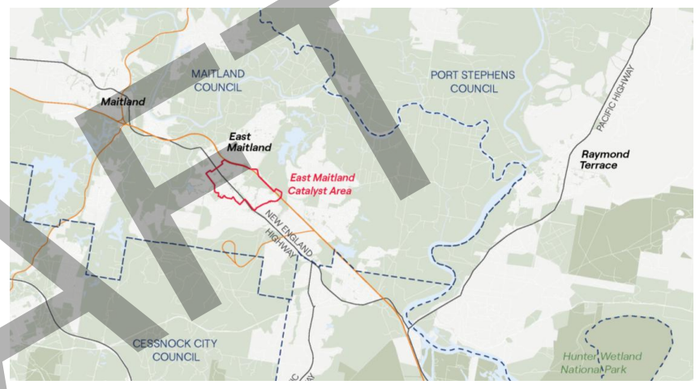

Figure 1: East Maitland Catalyst Area Regional Context.

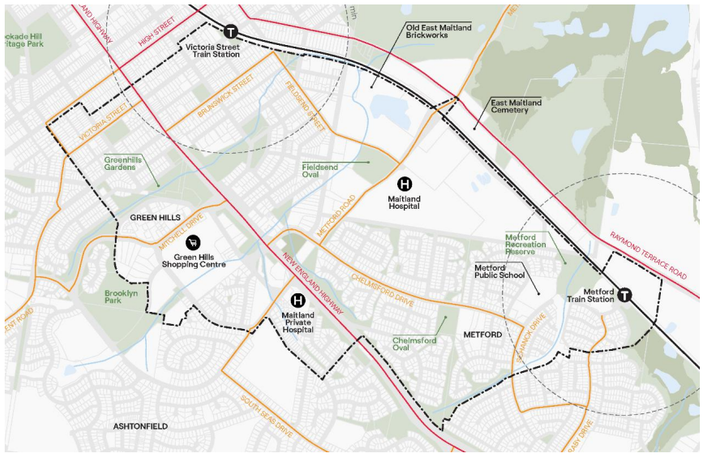

Figure 2: Local Context, East Maitland Catalyst Area outlined in black.

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East Maitland Catalyst Area Structure Plan

The East Maitland Catalyst Area has been identified as a growth area for renewal and revitalisation, associated with an anticipated rise in population and significant public and private investment.

This Social Infrastructure Needs Assessment has been prepared to support a Structure Plan for the East Maitland Catalyst Area, which will enable growth Catalyst Area by:

- Ensuring sufficient land is available for a variety of future uses
- Fostering great places to support the lifestyles and diverse needs of the East Maitland community
- Improving vehicular connectivity, pedestrian safety and amenity in the public domain
- Creating conditions to encourage the co-location of speciality precincts and services
- Enhancing the environmental resilience and long-term sustainability of the Catalyst Area
- Attracting associated business and industries
- Facilitating residential housing opportunities for a growing and varied population
- Facilitating environmental improvement, resilience and sustainability.

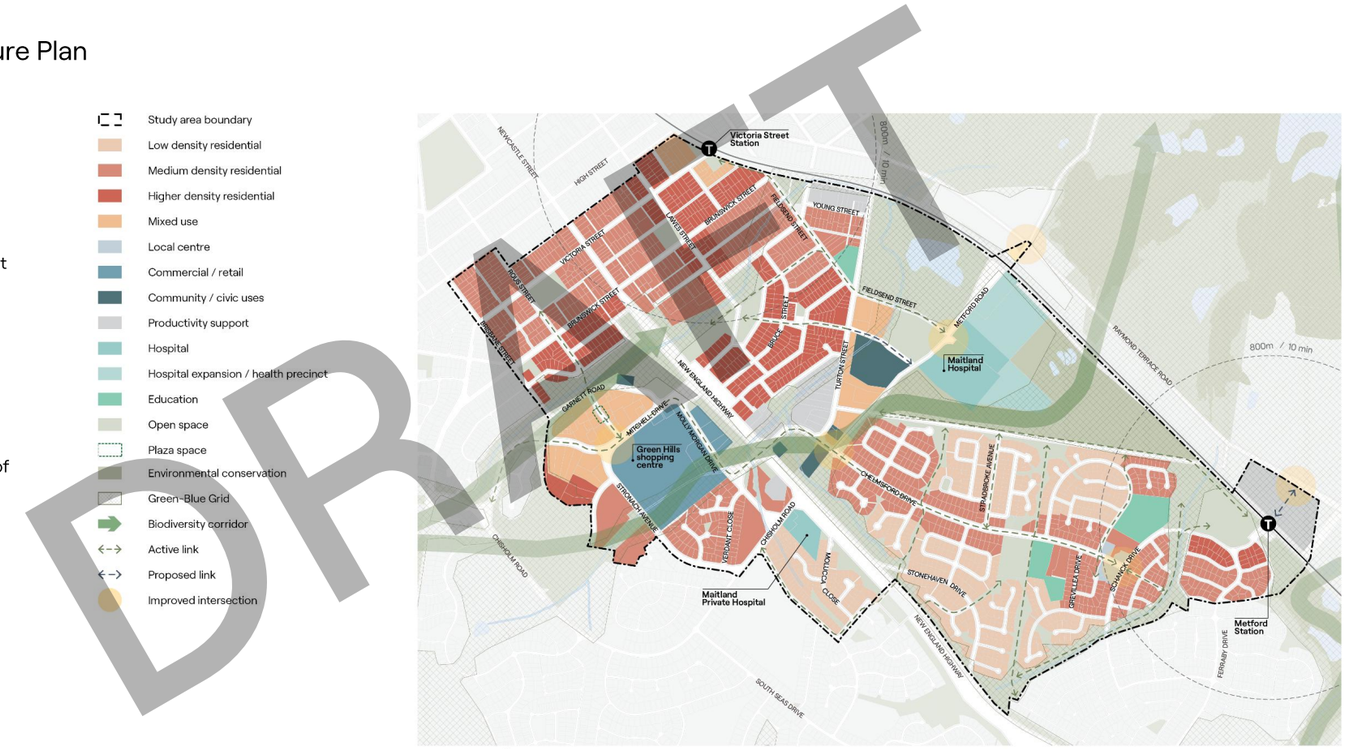

Figure 3: East Maitland Catalyst Area Structure Plan.

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Part B – Social Infrastructure Context

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Policy and Planning Drivers

This section identifies the key policy planning drivers for social infrastructure at an international, federal, state and local government level.

The policy and planning drivers most relevant for this study are reviewed below.

Sustainable Development Goals (SDG) 2030

The *2030 Agenda for Sustainable Development*, adopted by all United Nations (UN) members in 2015, created 17 world **Sustainable Development Goals (SDGs)**. The aim of these **global goals** is "peace and prosperity for people and the planet"– while tackling climate change and working to preserve oceans and forests. The SDGs highlight the connections between the environmental, social and economic aspects of sustainable development. Sustainability is at the centre of the SDGs, as the term *sustainable development* implies.

The SDGs that most align with this Social Infrastructure Assessment and recommendations are:



To ensure healthy lives and promote well-being for all at all ages.



Ensure inclusive and quality education for all and promote lifelong learning.



To make cities inclusive, safe, resilient and sustainable

Australian Government Australian Infrastructure Plan, 2021

The Australian Infrastructure Plan is intended to deliver infrastructure for a stronger Australia and support the country's national recovery from the still-unfolding COVID-19 pandemic, as well as the bushfires, drought, floods and cyber-attacks that have tested Australia's resilience in recent years.

The Plan provides three major recommendations to improve social infrastructure across the country:

1. Support Australians to enjoy a healthier, safer, more connected and fulfilled quality of life by facilitating targeted investment in the right physical and digital social infrastructure;
2. Maximise social and economic community benefits by supporting shared use of social infrastructure through future agreements and capital funding programs prioritising shared use of facilities; and
3. Support economic development by recognising the value of investment in social infrastructure.

Australian Government Sport 2030 – National Sports Plan

Sport 2030 has four key priority areas which when fully implemented create a platform for sporting success through to 2030 and beyond. The priorities are:

- Build a more active Australia — More Australians, more active, more often
- Achieving sporting excellence — National pride, inspiration and motivation through international sporting success
- Safeguarding the integrity of sport — A fair, safe and strong sport sector free from corruption
- Strengthening Australia's sport industry — A thriving Australian sport and recreation industry.

NSW Government Public Open Space Strategy for NSW

The Public Open Space Strategy for NSW aims to deliver more and better public open space at the heart of liveable communities. It sets out a collaborative, coordinated and evidence-based approach to unify planning, investment and delivery.

Under the objective 'Better outcomes for regional NSW', the Strategy identifies directions and action to 'Prepare a range of programs that are focused on the improvement and expansion of public open space in regional NSW', that encompasses (a) Quality, character and place; (b) Resilience and sustainability, including urban cooling; (c) Connections between communities and environments; and (d) Promoting tourism and economic development.

NSW Government Office of Sport Her Way Her Sport 2019 – 2023

This document aims to build a stronger sport sector where women and girls are valued, recognised and have equal choices and opportunities to lead and participate.

The Strategy is underpinned by a three year actions plan that has a clear priority of advancing women leaders, encouraging adolescent girls to stay in sport, recognising and celebrating women leaders in sport, event legacy from major women's sporting events and prioritising funding for female friendly facilities in NSW.

NSW Government Office of Sport Strategic Plan 2020 – 2024

This Strategic Plan aims to increase the levels of physical activity of people in NSW by providing the leadership, policies, programs, funding and infrastructure necessary to enable higher rates of participation in sport and active recreation. The Strategy identifies social, health and economic outcomes and four focus areas:

- Participation
- Places and spaces
- Sector sustainability
- Partnerships and investment.

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NSW Government Architect Draft Greener Spaces Design Guide

The Draft Greener Places Design Guide contains three manuals/ tool kits that support the Greener Places policy; one being the 'Open Space for Recreation Guide' which proposes a new framework for planning. This guide has informed the Parks and Play Strategy and provided significant guidance on the planning principles and performance criteria used for open space planning. The Guide identifies four principles and six core performance criteria for consideration when planning open space.

The principles include:

- Integration: combine green infrastructure with urban development and grey infrastructure.
- Connectivity: create an interconnected network of open space.
- Multifunctionality: deliver multiple ecosystem services simultaneously.
- Participation: involve stakeholders in development and implementation.

The six performance criteria are:

- Accessibility and connectivity: ease of access is critical for the community to be able to enjoy and use public open space and recreation facilities.
- Distribution: the ability of residents to gain access to public open space within an easy walk from home, workplaces, and schools is an important factor for quality of life. The geographic distribution of open space is a key access and equity issue for the community.
- Size and Shape: size and shape of open space has a direct bearing on the capacity of that open space to meet and accommodate recreation activities and needs.
- Quantity: in low and high density areas good provision of public open space is essential to compensate for the lack of private open space to support active living and contribute to a more liveable neighbourhood.

- Quantity: in low and high density areas good provision of public open space is essential to compensate for the lack of private open space to support active living and contribute to a more liveable neighbourhood.
- Diversity: the range of open space setting types within an urban area will determine the diversity of recreation opportunities for communities.

NSW Public Space Charter

The NSW Public Spaces Charter supports the planning, design, management and activation of public spaces in NSW. It identifies 10 principles for quality public space, developed through evidence-based research and discussions with public space experts and community members. The 10 principles are:

- Open and welcoming - Everyone can access public space and feel welcome, respected and included.
- Community focused - Public space brings people together and builds strong, connected and resilient communities.
- Culture and creativity - Public space provides a platform for culture and creative expression that makes places more colourful, animated and thought-provoking.
- Local character and identity - Public space reflects who we are and our diverse stories and histories.
- Green and resilient - Public space connects us to nature, enhances biodiversity and builds climate resilience into communities.
- Healthy and active - Public space allows everyone to participate in activities that strengthen our health and wellbeing.
- Local business and economies - Public space supports a dynamic economic life and vibrant urban and town centres.
- Safe and secure - Everyone feels safe to access and use public space at all times of the day.
- Designed for place - Public space is flexible and responds to its environment to meet the needs of its community.
- Well managed - Well-managed and maintained public space functions better and invites people to use and care for it.

Housing and Productivity Contribution

The Housing and Productivity Contribution introduced by the NSW State Government in 2023 collects contributions additional to those that Council collects that help deliver essential state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space.

The contribution rate applicable to residential and commercial development as at the time of this report is outlined below.

Table 1: Housing and production contribution rates. ***Source: Housing and Productivity Contribution 2023.***

Development type	Amount	Unit
Residential subdivision	$8,000	Dwelling lot
Residential strata subdivision	$6,000	New strata dwelling lot
Non-strata multi dwelling development	$6,000	New non-strata dwelling
Commercial development	$30	Square metre of new GFA

The Housing and Productivity Contribution is not required for any of the following relevant types of development:

- public housing provided by or on behalf of Homes NSW that:
  - is provided by or on behalf of a social housing provider (within the meaning of the Housing SEPP)
  - is required to be managed by a registered community housing provider as a condition of development consent
- dwellings required to be dedicated, free of cost, for the purpose of providing affordable housing under section 7.32 of the Act
- supportive accommodation within the meaning of section 34 of the Housing SEPP

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- seniors residential care facilities and hostels under the Housing SEPP.

Maitland Local Strategic Planning Statement 2040+

The *Maitland Local Strategic Planning Statement 2040+* (LSPS) was finalised in June 2020 by Maitland City Council. The LSPS sets out a 20-year plan integrating land use, transport and infrastructure planning for the future of the city.

The vision for Maitland City as set out by the LSPS is as *"a vibrant river city at the heart of the Hunter Region, with great places and lifestyles that celebrate its prosperity and heritage."*

The LSPS is supported by four key themes and 18 local planning priorities to realise the vision:

- Our people and places
- Our economy
- Our environment
- Our infrastructure.

The LSPS recognises East Maitland as a regionally significant strategic centre for health and retail with the potential to accommodate significant growth in the economy and become an important residential, employment and entertainment precinct.

The LSPS notes that health and social assistance is one of the largest and fastest growing sectors in the Maitland LGA, supporting 4,650 jobs and caring for the city's growing and aging population.

It is recognised that the emerging East Maitland health precinct around the new Maitland Hospital, together with the Maitland Private Hospital will provide contemporary healthcare facilities to meet the needs of the area's growing local and regional communities well into the future.

Of note, East Maitland and Central Maitland are both designated as Strategic Centres in the LSPS. Compared to Central Maitland, East Maitland has the advantages of being relatively unaffected by flooding and being slightly closer to Newcastle, the airport and the M1 Pacific Motorway.

Major investment in the Greenhills shopping centre has consolidated East Maitland as the LGA's preeminent retail centre.

Central Maitland, meanwhile, will remain the administrative centre for the city, being the location for key Council and civic facilities as well as educational establishments and regional sporting facilities.

Maitland Future Community Strategic Plan

Maitland's Future is the highest-level plan that Council prepares. Its purpose is to identify the community's main priorities and aspirations for the future and plan strategies for achieving these goals.

Maitland's Future guides all other strategies and plans and must be developed with and on behalf of the community.

Four key focus areas are the foundation of the shared vision for Maitland's future: Liveable Maitland, Sustainable Maitland, Vibrant Maitland, and Achieving Together. These focus areas represent the strategic framework, guiding the Maitland LGA toward a connected city with thriving communities.

Maitland City Wide Section 94 Contributions Plan 2016

Section 94 of the *Environmental Planning and Assessment Act 1979* (now Section 7.11) enables Council to levy contributions from development for the provision of public services and amenities, required as a consequence of that development. Contributions may be in the form of cash payments, transfer or dedication of land to Council, or the provision of a Material Public Benefit or Works in Kind.

For Council to levy contributions under Section 94 there must be a clear nexus between the proposed development and the need for the public service or amenity for which the levy is being required.

Council's Community Strategic Plan "Maitland +10" reflects the community's aspirations and goals for the future with a key theme relating to Section 94 Planning being to ensure our infrastructure is well planned, integrated and timely, meeting community needs now and into the future.

Council has identified that the expected residential development will generate demand for the following local infrastructure relevant to this Assessment:

- Recreation and Open Space facilities
- Community facilities.

Table 2 summarises the development contribution rates current to April 2025 that are relevant to this assessment.

Table 2: City Wide Development Contributions rates – Current to April 2025.

Facility	Per person	Seniors Housing and Secondary Dwellings (No. Bedrooms)			Residential Development (No. Bedrooms)		
		1	2	3	1	2	3
		(x1.1)	(x1.4)	(x1.7)	(x1.5)	(x2.0)	(x2.7)
Aquatics Facility	$451	$496	$631	$767	$677	$902	$1,219
Competition Netball Courts Mait Park	$105	$116	$147	$179	$158	$210	$283
Recreation and Open Space Facilities	$377	$415	$528	$641	$566	$754	$1,019
Multipurpose Centre Floor Space	$296	$326	$414	$503	$444	$592	$799
Library Floor Space	$286	$315	$400	$486	$429	$572	$772

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Provision & Participation Trends & Challenges

Provision, participation trends and social infrastructure challenges provide important insights that may assist planning for future social infrastructure.

Provision Trends

Following are key approaches and considerations for the provision of social infrastructure.

High Density Living: "High density living" refers to a concentrated urban environment with many people living in apartment buildings. High density precincts can pose challenges related to demand and provision of public open space and recreation facilities. Firstly, it is widely recognised that building homes in well-located areas within walking distance of transport, shops and services is beneficial to community wellbeing. Social infrastructure can provide opportunities for physical activity and social interaction that may not be as accessible in an apartment building. This is placing pressure on local governments and the private sector to plan and ensure adequate social infrastructure provision.

Climate change and emergency adaptation: The provision of social infrastructure is increasingly being considered in the context of climate change. In the context of sustainability and the UN's Development Goals, achieving targets will demand a different approach to infrastructure planning in order to build low-carbon, climate-resilient and sustainable projects. Older assets will need to be decommissioned or retrofitted to adapt to climate change, and many governments will need to consider how to repurpose or divest infrastructure assets. There are movements across all levels of government to clarify the role of social infrastructure in emergencies.

Centrally located social infrastructure: Taking advantage of existing infrastructure like transport nodes, retail and other service offerings, including those provided by the public sector, is influencing decisions on the location of social infrastructure. Collocating infrastructure can encourage greater public use through a range of services being placed in one location creating a vibrant hub. At the same time, land scarcity and costs are prohibitive, and public authorities are finding it increasingly difficult to deliver centrally located facilities. This has in part driven the multipurpose facility option, providing for a range of different community uses on one site. Centrally located social infrastructure is increasingly being delivered by the private sector because of planning agreements with local authorities.

Creating a sense of place: Social infrastructure like open space, community centres, schools and hospitals are increasingly being designed to reflect a sense of place. The design of these spaces can reflect local character and identity through inclusions like public art, heritage interpretation, wayfinding and signage, making a statement welcoming everyone in the community. Services, programs and activities provided by social infrastructure and undertaken by communities can create a sense of belonging or membership, and a shared emotional connection through experiences. This will be continually important as populations change and diversify.

Multipurpose community hubs and collocation as the preferred delivery model: Contemporary community facility provision shows a trend toward adaptable multipurpose hubs, centrally located with good access to various transport modes. Contemporary facilities are capable of expansion and adaptation for different uses and changing community needs over time and designed to cater for the needs of different user groups. The multipurpose hub model aligns with a move towards the provision of larger, but fewer, facilities designed for bigger population catchments – which can provide a higher quality and wider range of spaces, services and activities.

Collocation: Collocating infrastructure can encourage greater public use through a range of services being placed in one location creating a vibrant hub.

Changing face of libraries: Over the last decade libraries have been more appreciated for their full potential as critical social infrastructure. At a time where cities are dealing with income inequality, housing affordability challenges, and an increasing number of lone person households, public authorities are relying more and more on the function that libraries play in the community.

More recent library developments have stretched imaginings of the 'traditional library' to vital spaces for continuous personal growth. During the COVID 19 pandemic, libraries were able to adapt and provide e books and other electronic resources for patrons. Post pandemic research showed that while the use of the physical collection decreased during the two lockdowns, the use of electronic collections soared and the overall trend for most electronic collections continues as an upward trend.

Profound transformation continues at many libraries, driven by a surge in technological integration and the need to stay relevant and redefine their role in their communities.

The growing relevance of third places: 'Third places' are places where people can connect with others, share thoughts and dreams, and have fun. A 'third place' is an anchor of the community and usually a public setting that hosts frequent and informal gatherings of people. Most people are loyal to their place and return regularly to unwind and socialize. Third places could take the form of a cafe, pub or bar, book club, beauty salon, local library, or the dog park. The popularity of third places has increased since the COVID 19 pandemic, with the increasing flexibility now offered in many workplaces seeing more employees increasingly log into work from cafés and even parks. Research by Swinburne University found that cafes are the preferred third place work venues, but participants also use libraries, pubs, parks, and coworking spaces.

The importance of arts and cultural spaces: Cultural infrastructure supports local economies and fosters community wellbeing. It achieves this by supporting a diverse range of creative practitioners through the provision of spaces and opportunities needed to create work, reach audiences and markets, and maximize the community's participation in the arts. State and Federal Governments have more recently released arts and cultural policies that champion the importance of infrastructure that enables arts and cultural development.

Keeping pace with innovation and technology: Technology is playing a major role in meeting the social infrastructure needs of rising populations. Technology is already an indispensable tool in today's school classrooms and university lecture halls. The use of technology is helping education providers shift focus to creativity and analytical thinking. Technology is also playing an increased role in the healthcare sector. Councils too are embracing 'smart technology' to assist and improve the interface between public social infrastructure and user groups. Faced with changing demographics and fewer resources, social infrastructure will continue to be more technologically advanced.

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Participation Trends

Key approaches and considerations for the provision of social infrastructure include the following.



Art and culture empowering Aboriginal and Torres Strait Islander communities: Artistic activities have been a core feature of Aboriginal and Torres Strait Islander cultures and communities for more than 65,000 years. Art practice helps improve outcomes for Aboriginal and Torres Strait Islander people, including economic and social wellbeing, and connection to culture and Country. Domestic and international demand for authentic Aboriginal and Torres Strait Islander art is increasing, encouraging more First Nations participation in arts and cultural practice.



Rising interest in health: The importance of physical fitness and well-being is being increasingly recognised, with a growing understanding that regular exercise helps reduce risk of various health conditions such as heart disease, diabetes, and obesity. This rising health consciousness is translating into greater interest and participation in sports and active leisure activities. Using sport and recreation as a tool for social intervention is also a growing trend, including the promotion of better mental health through exercise.



Increasing use of technology: Digital technology and online platforms are transforming the way people engage with sports and fitness activities. From tracking running distance to online yoga classes, digital platforms are helping more people stay active in a convenient and personalised way.



Emergence of new sporting trends: The sporting landscape is continuously evolving with the emergence of new sports, fitness trends or variations of existing sports. Examples include esports, boutique fitness studios and obstacle course racing. Extreme and adventure sports like rock climbing and skateboarding are seeing a surge in popularity. These sports are especially popular among the young population seeking thrilling and unique experiences. The introduction of some of these sports in international competitions like the Olympics is also endorsing their mainstream acceptance. These new trends are not only attracting new participants but also contributing to the diversification of the sport and active leisure industry.



Participation levels at an older age: There are indications that Australians are embracing sport into their old age. To retain strong participation rates, sports of the future will need to cater for senior citizens. They will also need to cater for the changing cultural make-up of Australia.



Communities increasingly use school infrastructure: According to Infrastructure Australia, School assets are some of the most consistently underutilised assets owned by government. They are mostly used between 8 am and 4 pm, five days a week, and are often unavailable for non-school use at other times. In urban areas, particularly fast-growing cities where space is scarce and land prices are high, this means that valuable land and publicly provided facilities (such as sporting fields, courts or halls) are underutilised. The demand for policies and management mechanisms to ensure these amenities are available for use by local communities is gaining ground, particularly in areas that are under resourced with social infrastructure.



Walking most popular recreation activity: The most popular type of physical recreation Australians participate in is walking. In 2023 2.3 million females and 1.2 million males nominated walking as their most frequent form of recreation. This is followed closely by going to the gym or fitness, again more popular with females – almost 1.8 million females go to the gym with 1.4 million males doing the same. Males are more likely to go for a jog or run (740,500) than females (624,000).



Increasing participation by women and girls in sport: Women's sport, in Australia particularly, is experiencing considerable growth. Female participation at a grass roots level is on the rise in several major sports, and there continue to be new elite and professional options available to female athletes. In addition to the physical health benefits, increasing rates of female athletes' participation in sports events help counter gender biases. Boosting involvement in sport is accelerating progress towards gender equality and tearing down long-standing gender stereotypes.



Young People: Despite higher representations of young people in sport, increasingly for this age cohort there is a preference for individual and unstructured / informal activities rather than team or group activities. Younger children are also encouraged to reconnect with nature through nature play and outdoors experiences. The design of play spaces is therefore changing, and the traditional playgrounds design model is being challenged.



Sedentary lifestyles and the screen age: Participation rates have been declining across the board, and younger generations are no exception, declining from a participation rate of 78 to 73.8 for Gen Zeds aged 15-17 in the last year. Sedentary lifestyles are on the rise in this screen age era, and based on a projection of the current trends, by the year 2027, when Gen Z have all reached adulthood, 77.9% of males and 61.8% of females are likely to be obese or overweight.



Popularity of outdoor recreation: The outdoor participant base has increased 6.9% since the COVID pandemic began in early 2020. Although many of the official restrictions on indoor entertainment including restaurants, bars, and sporting events ended in 2021, outdoor recreation participation continued to grow. The number of participants 55 years and older increased more than 14% since 2019, and senior participants ages 65 and older were in the fastest growing age category with 16.9% growth since the COVID pandemic began in early 2020.



Increasing participation in disability sports: Societal attitudes towards disability are evolving. There's an increasing recognition of the rights and abilities of disabled individuals. This is reflected in the growing popularity of Paralympic sports and greater participation of individuals with disabilities in various sports and active leisure activities.



Participation in arts and cultural activity: In 2021-22 one third (32 per cent) of adults participated in creative activities such as visual arts, music, dance and craft. For children, creative activities, including drama, music, dancing, art and craft activities, creative writing and creating digital content were popular, with a participation rate of 59 per cent. Between 2017-18 and 2021-22 attendance at cultural venues or events fell from 82 per cent to 64 per cent of adults and 94 per cent to 80 per cent of children. The COVID-19 pandemic is one factor that has affected attendance rates over this period. These numbers increased in 2023, reaching their highest point since the pandemic began.

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Provision Challenges

While different local government areas will each have various challenges when it comes to the provision of social infrastructure, there are several universal issues impacted by various demand scenarios.

Access to high-quality, affordable early childhood education is varied: Early childhood education is the foundation of lifelong learning which can influence individual and community quality of life and contribution to society. The early education sector has a central focus on a child's learning, development and wellbeing, particularly in supporting the immediate transition to primary school education. However, access to high-quality and affordable services varies due to governance and management fragmentation. Demand for early childhood education is expected to increase as Australia's population grows. By 2034, children aged five years and under will make up 14.7% of Australia's total population, requiring a potential additional 35,000 childcare centres.

Demand for new schools and school capacity: Over 70% of Australia's population growth is expected in our four largest fast-growing cities over the next 15 years, presenting a significant funding and planning challenge for states and territories to provide the number of schools required to meet demand. There are schools in fast-growing cities, particularly in inner areas, currently accommodating more students than they have capacity to. Overcrowding can lead to poor student outcomes, for example a reduction in other spaces, such as playgrounds or art and music classrooms, to accommodate additional students.

Increasing demand for health and aged care infrastructure: As the number of people aged over 85 continues to increase, there will be a four-fold surge in the demand for aged care services by 2047. This surge in demand will inevitably lead to higher pressure and strains on the aged care facilities and services in the sector. Aged care facilities will need to expand and enhance their capacity to meet the increasing demand and ensure the provision of high-quality care to the elderly. It also highlights the need for qualified healthcare professionals who specialize in elderly care. The sector requires a skilled workforce that can cater to the diverse needs of older Australians.

Barriers to providing new open space in urban areas: In the context of trying to meet community expectations for new park facilities in the face of limited budgets for maintenance and asset renewal, and affordability for residents, purchasing new land for parks in a highly competitive property market. Growing land values and costs within urban centres and nearby suburbs means finding new opportunities for open spaces is nearly impossible. New parks, although generally smaller, are often provided as part of large developments, however this practice does little or nothing to equitably distribute great open space to areas that need them most. Many local Councils are facing a shortage of sports fields, at a time when there is an unprecedented demand for housing land, with incoming populations increasing the need for sporting infrastructure.

Access to social infrastructure: Greenfield sites provide an opportunity to plan for social infrastructure in a strategic manner. New residents in these areas need access to schools, hospitals, parks, libraries, and community centres. They also need to access networked transport infrastructure that provides access to local and wider parts of the city. A notable pattern emerging is that walking and transit access to social infrastructures in growth areas invariably lags behind housing developments. This has implications for community health and wellbeing, increases the use of private motor vehicle travel, and places additional demands on other 'out of area' social infrastructure.

Social infrastructure demand and a growing population: As Australia's population grows, government and industry will be challenged to sequence the right infrastructure to support changing needs of society. Quality of life expectations and the connectivity with cities and centres will continue to increase alongside higher density living. Social infrastructure needs will rise accordingly, as will demands for improved accessibility.



Figure 4: Chelmsford Drive Oval.



Figure 5: Metford Skate Park.

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Demographic Snapshot

Demographic characteristics of a community including its population, household and dwelling types, age structure, as well as what the community is forecast to look like in the future can all help to determine the need for social and community infrastructure.

A summary of the area's key current and future demographic characteristics has been prepared to inform this assessment.

Over the past 20 years, the Maitland LGA has grown significantly, rising rapidly by over 45% in just 15 years, from 61,880 people in 2006 to 90,226 people in 2021, shown in Table 3. below.

Table 3: Population growth in the Maitland LGA, 2006-2021. ***Source: DPHI 2024 NSW Common Planning Assumption Projections.***

Maitland LGA	
2006	61,880
2011	67,478
2016	77,305
2021	90,226
2026	101,216
2031	112748
2036	123911
2041	134,849

This demonstrated demand to live in the LGA is expected to continue, as new residents are attracted by Maitland's welcoming communities, broad lifestyle offerings, convenient location and thriving economy. Rising housing costs in capital cities, continued changes in patterns of work and significant investment in regional infrastructure in the Hunter is only expected to exacerbate this demand.

As well as the delivery of a sufficient and sustainable supply of housing, providing for the various demands of the growing population over the next 20 years will involve planning and delivering social infrastructure like open space and community facilities, health facilities, childcare and schools.

East Maitland – Metford SA2

The East Maitland Catalyst Area is in the East Maitland-Metford Statistical Area (SA2) as defined by the Australian Bureau of Statistics (ABS) and utilised by the Department of Planning, Housing and infrastructure to develop their 'Common Planning Assumptions Population Projections. The East Maitland-Metford SA2 is shown in Figure 6.

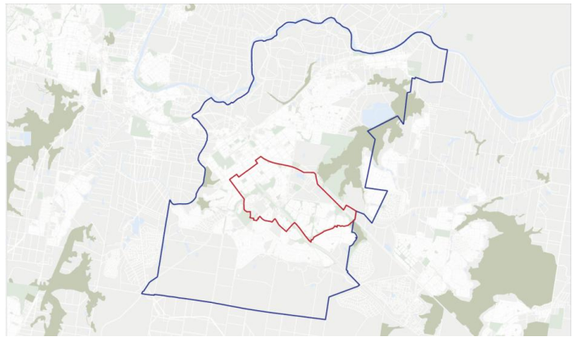

Figure 6: East Maitland – Metford SA2, East Maitland Catalyst Area outlined in red.

Using a SA2 rather than the LGA can provide a more accurate description of the demographics when describing or planning for a particular area. Even though the demographic information for the SA2 is a geographically larger population, communities and households in the SA2 are likely to have similar characteristics to those in the East Maitland Catalyst Area.

Population

In 2021, the East Maitland – Metford SA2 was home to 18,052 people. This represents 20% of the Maitland LGA population.

There were 7,755 dwellings housing the SA2 population, with an average of 2.43 persons per household.

According to the 2024 DPHI projections, the population of the SA2 will only increase to 18,970 by 2041.

Note: It is likely that the DPHI implied demand figures do not consider planned future development opportunities coming online, such as growth within the East Maitland Catalyst Area, and therefore their population numbers may be fewer than what is anticipated by the Structure Plan and Infrastructure Needs Assessment. It is however anticipated that the characteristics (age structure, household types etc) of the SA2 will be consistent with the projections.

Age Structure

Age Structure data provides key insights into the level of demand for age-based services and facilities. It is an indicator of an area's characteristics and how it is likely to change in the future.

Age structure in the SA2 is expected to evolve over the next 20 years. In 2021, the median age in the SA2 was 39 years old, consistent with the median age in NSW. Median age in the Maitland LGA was 36.

According to DPHI projections for the SA2 the 24- to 49-year-old cohorts will remain relatively consistent over the next 20 years. There will be a decrease in school age children and young adults, as well as those in the 50 to 64 group.

Those aged 65 and over represent the greatest population increases and will represent the third highest age group behind the 35 to 49 and 50 to 64 cohorts. From 2381 people in 2021, this group will increase by approximately 500 people in 2041.

Together, those in the 65 +groups will increase from 3,113 in 2021 to 4,359 in 2041, or approximately 23% of the total SA2 population.

Proportionally, those in the 80+ groups will represent the greatest change in the age structure in 2041.

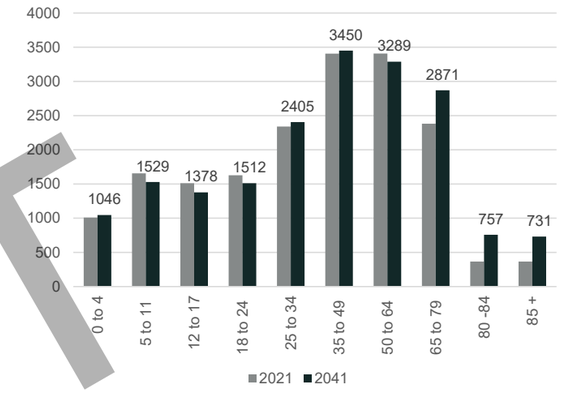

Figure 7: East Maitland Metford SA2 age structure 2021 and 2041. ***Source: DPHI 2024 NSW Common Planning Assumption Projections.***

Households

Household types are one of the most important demographic indicators, providing key insights into the level and type of demand for social infrastructure and services.

Couples with children are and will continue to be the household most represented in 2041, however consistent with the falling number of school aged children indicated by the population projections, this household type is declining.

The household type with the greatest increase in numbers will be lone person households, followed by couples only.

Table 4: East Maitland Metford SA2 household types 2021 and 2041. ***Source: DPHI 2024 NSW Common Planning Assumption Projections.***

Household Type	2021	2041	% of population	Change
Couples with children	2135	2100	25.6%	-35
Couple only	1971	2318	28.2%	+ 347
Lone person	1834	2302	28.0%	+ 486
Group and other	1418	1470	17.9%	+52
Total	7358	8200	100%	830

According to the DPHI 2024 Common Planning Assumptions, in 2021 East Maitland – Metford had an average household size of 2.43, decreasing to 2.29 in 2041.

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Dwelling Structure & Tenure

Dwelling structure is a determinant of an area's residential role and function. A greater concentration of higher density dwellings is likely to attract smaller households. Larger, detached or separate dwellings are more likely to reflect and attract families. Dwelling structure can also be an indicator of social infrastructure need. Areas of high density may have less access to open space, while larger lots generally have more open areas.

In 2021, the East Maitland – Metford SA2 contained a total of 6,827 dwellings.

Table 5: Dwelling Structure. Source: 2021 Census All Persons QuickStats.

	SA2		LGA		NSW
	Number	%	Number	%	%
Separate house	5,536	81.0%	27,367	86.9	65.6
Semi-detached houses	943	13.8	3,098	9.8	11.7
Flat or apartment	348	5.1	749	2.4	21.7

The SA2 is consistent with Maitland LGA, with most dwellings being separate houses. Proportionally the SA2 has a greater percentage of flats or apartments. Unsurprisingly, both the SA2 and LGA have relatively low numbers of flats and apartments compared to NSW, where the average includes a representation from urban areas.

29% of people in East Maitland-Metford SA2 own their properties outright, and 34.2% own with a mortgage. 34% rent properties, which includes approximately 6% that rent from a government or community housing provider.

Income & Work

Households form the common 'economic unit' in our society. An area's Household Income is one of the most important indicators of socio-economic status, and their ability to access services.

SA2 households have a median weekly income of $1,590, lower than Maitland at $1,792 and NSW $1,829.

In 2021 the SA2 had a workforce participation rate of 61.6%, with 33.6% not in the labour force. Of those employed, 56.4% worked full time, and 31.7% worked part time.

SEIFA

Socio-Economic Indexes for Areas (SEIFA) is an ABS product that ranks areas in Australia according to relative socio-economic advantage and disadvantage. The indexes are based on information from the five-yearly Census of Population and Housing. SEIFA consists of four indices. Each index is a summary of a different subset of Census variables and focuses on a different aspect of socio-economic advantage and disadvantage.

Across Australian local government areas the Socio-economic Index for Areas (SEIFA) scores range from 143 (most disadvantaged) to 1207 (least disadvantaged).

A score of 1000 indicates an area with indicators equal to the national average. A score below 1000 indicates relatively greater disadvantage.

In 2021, the Maitland LGA had a SEIFA score of 988, ranking 309 out of 547 local government areas in Australia, indicating a relatively greater level of disadvantage compared to the national average

The SEIFA map of elative socio-economic advantage and disadvantage shows that East Maitland in Quintile 2, meaning the suburb is more disadvantaged than other suburbs in the Maitland LGA like Thornton, but more advantaged than areas of Cessnock and Raymond Terrace.

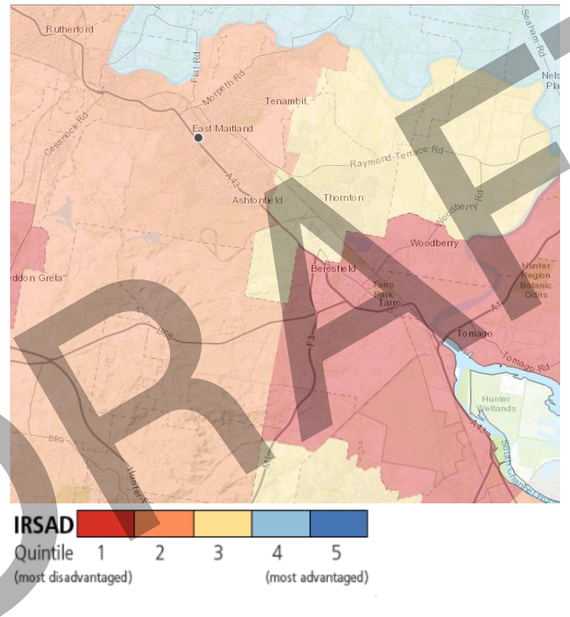

Figure 8: IRSAD SEIFA Map. ***Source: Census of Population and Housing: Socio-Economic Indexes for Areas (SEIFA), Australia, 2016.***

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Existing Social Infrastructure Provision

Mapping existing social infrastructure provides an understanding of the social infrastructure currently serving the community and supports decision making on planning and future provision. Maps and social infrastructure descriptions are provided below.

The review of existing social infrastructure is carried out according to the five social infrastructure categories. While there are cross overs in usage between each of the categories, they are divided or categorised for reporting purposes.

A radius of 2km was identified as the 'study area' for mapping existing provision.

The 2km distance is applied because it is generally achievable in a moderately paced 20-minute walk.

According to performance indicators related to ideal travel distances to access social infrastructure, 'local' level social infrastructure should be within 2km of a site.

Performance indicators for 'district' and 'regional' level social infrastructure serve a larger catchment, and acceptable travel distances are over 2km and 5km to 10km respectively.

While these metrics provide guidance on travel distances, there is no universally recognised standard distance or travel time benchmarks to determine ideal levels of accessibility to social infrastructure, particularly in more rural areas.

While some patterns can be seen in communities in terms of willingness to travel to key services and amenities, there is considerable variation depending on geography, lifestyle and other factors like access to transport, age or participants and so on.

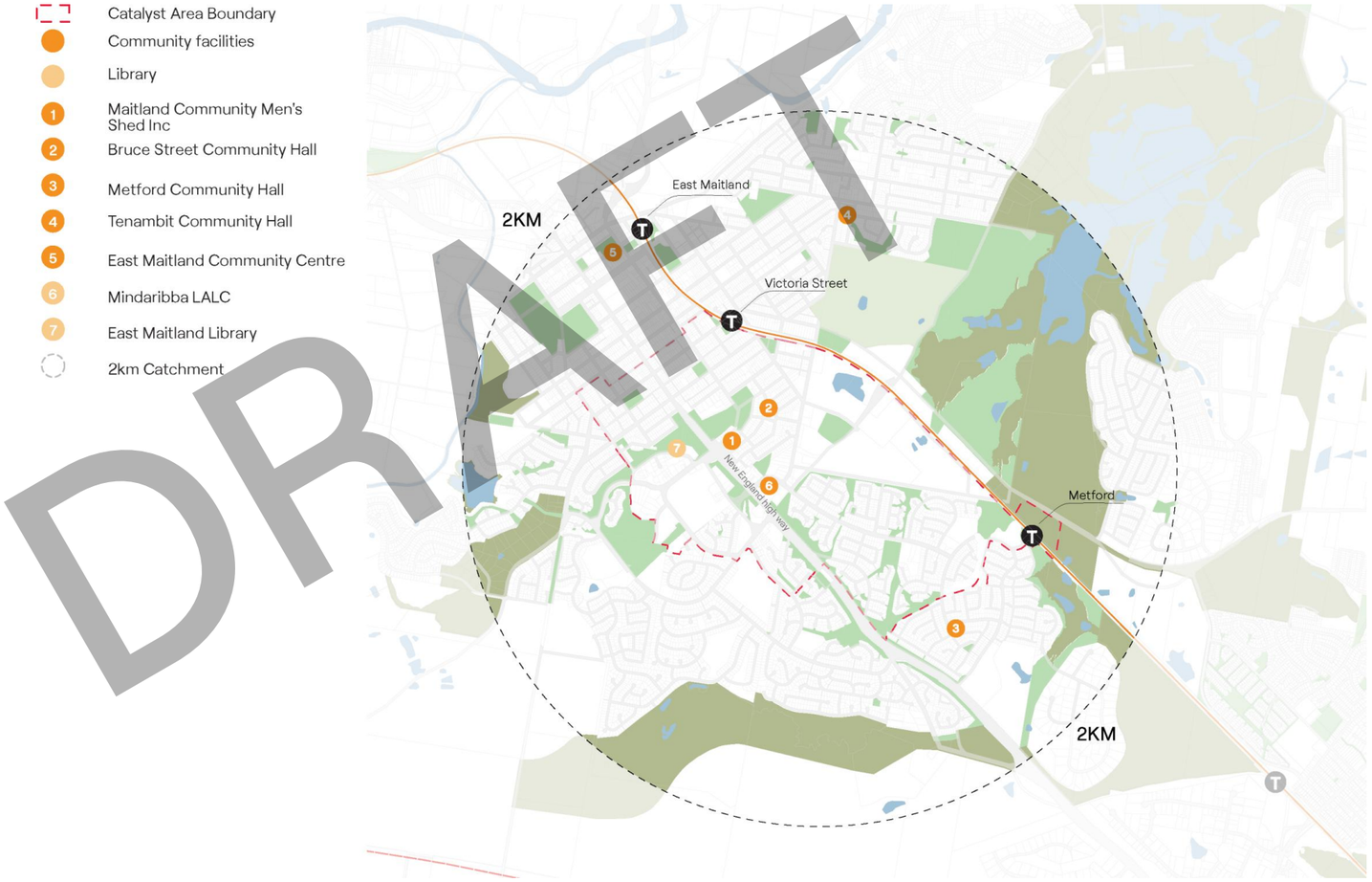


Community & Cultural

Community and cultural facilities are defined as Multipurpose Community Centres; Seniors centres; Youth centres; Neighbourhood centres; Community meeting rooms/halls; performing arts theatre; Art Gallery; Museums; Libraries; Arts, cultural and heritage space.

Community facilities provide for the health, welfare, social and cultural needs of the community and play an essential role in the development of vibrant neighbourhoods.

There are two community facilities, Bruce Street Community Hall and Maitland Community Men's Shed, and East Maitland Library within the Catalyst Area, as well as East Maitland Community Centre and two halls within 2km of the site.



Education and Training

Education and training facilities are defined as primary and secondary schools, both public and private, as well as tertiary education like universities and TAFE.

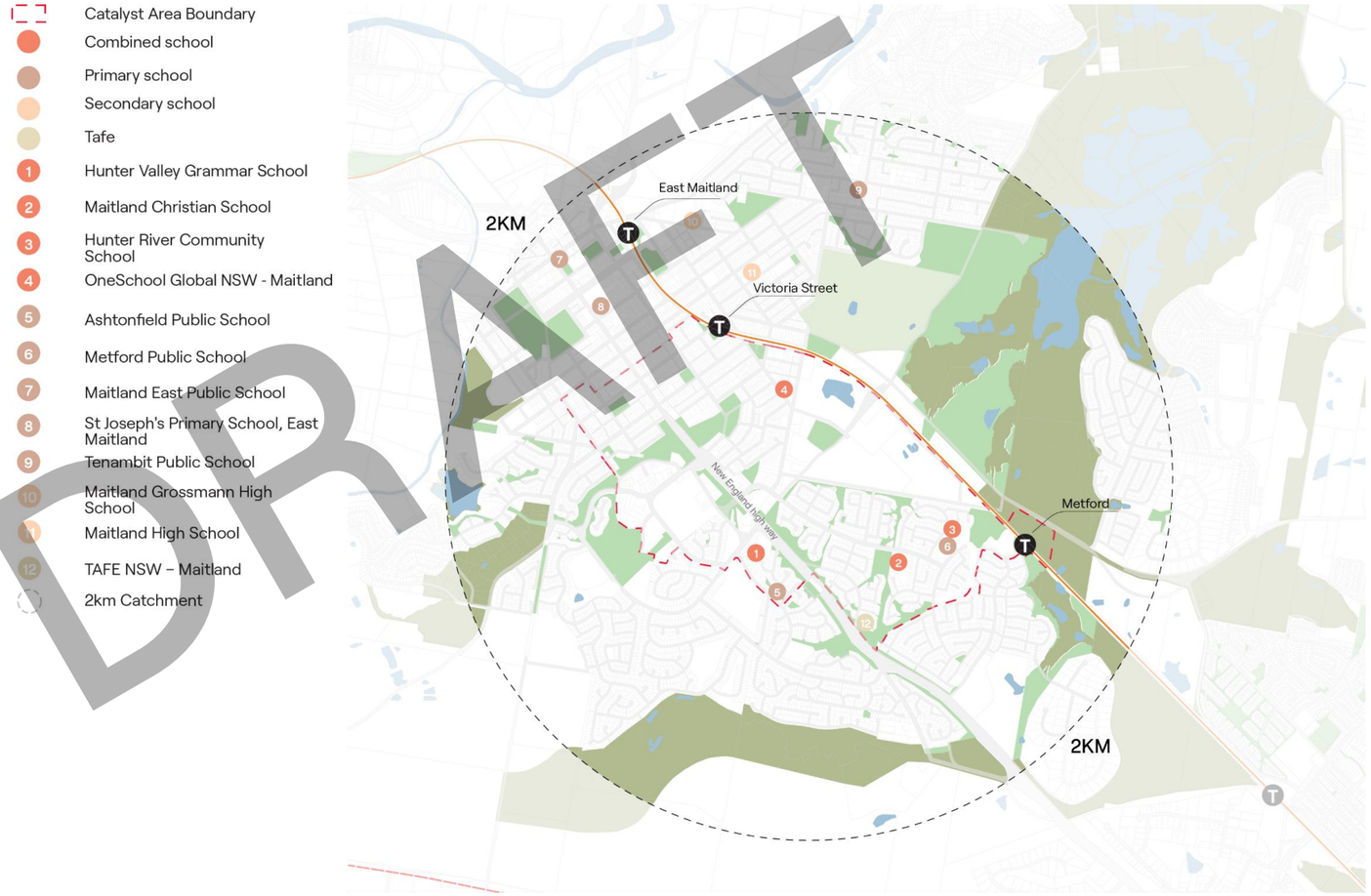
Access to education and training facilities equips people with the knowledge, confidence and skills needed for employment and earnings, but also as a social determinant in areas like community engagement, family and child health and well-being, and advocacy and volunteering.

Existing primary and secondary school catchments (enrolment areas) that cover the subject site include:

- Metford Public School: The Metford Public School is within the subject site and includes a portion of the area, with the catchment beginning at Maitland Hospital and extending southeast beyond the site boundary.
- Maitland East Public School: Maitland East Public School's current catchment only covers a small area of the subject site on the northside of the New England Highway.
- Maitland High School: Maitland High School is north of the site. While it is the closest high school to the site the current catchment extends north of Raymond Terrace Road and does not include the subject site.

There are several public schools within the 5km catchment where the catchments do not include the site, as well as several private schools that are generally not restricted to taking enrolments from catchment areas.

Maitland TAFE provides tertiary education opportunities within the 2km catchment.



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The following tables show the most recent enrolment numbers for the four schools.

Table 6: Maitland East Public-School enrolments 2019 - 2023. ***Source: Australian Curriculum, Assessment and Reporting Authority.***

2019	2020	2021	2022	2023
535	511	501	495	504

Table 7: Metford Public School enrolments 2019 - 2023. ***Source: Australian Curriculum, Assessment and Reporting Authority.***

2019	2020	2021	2022	2023
313	341	320	306	293

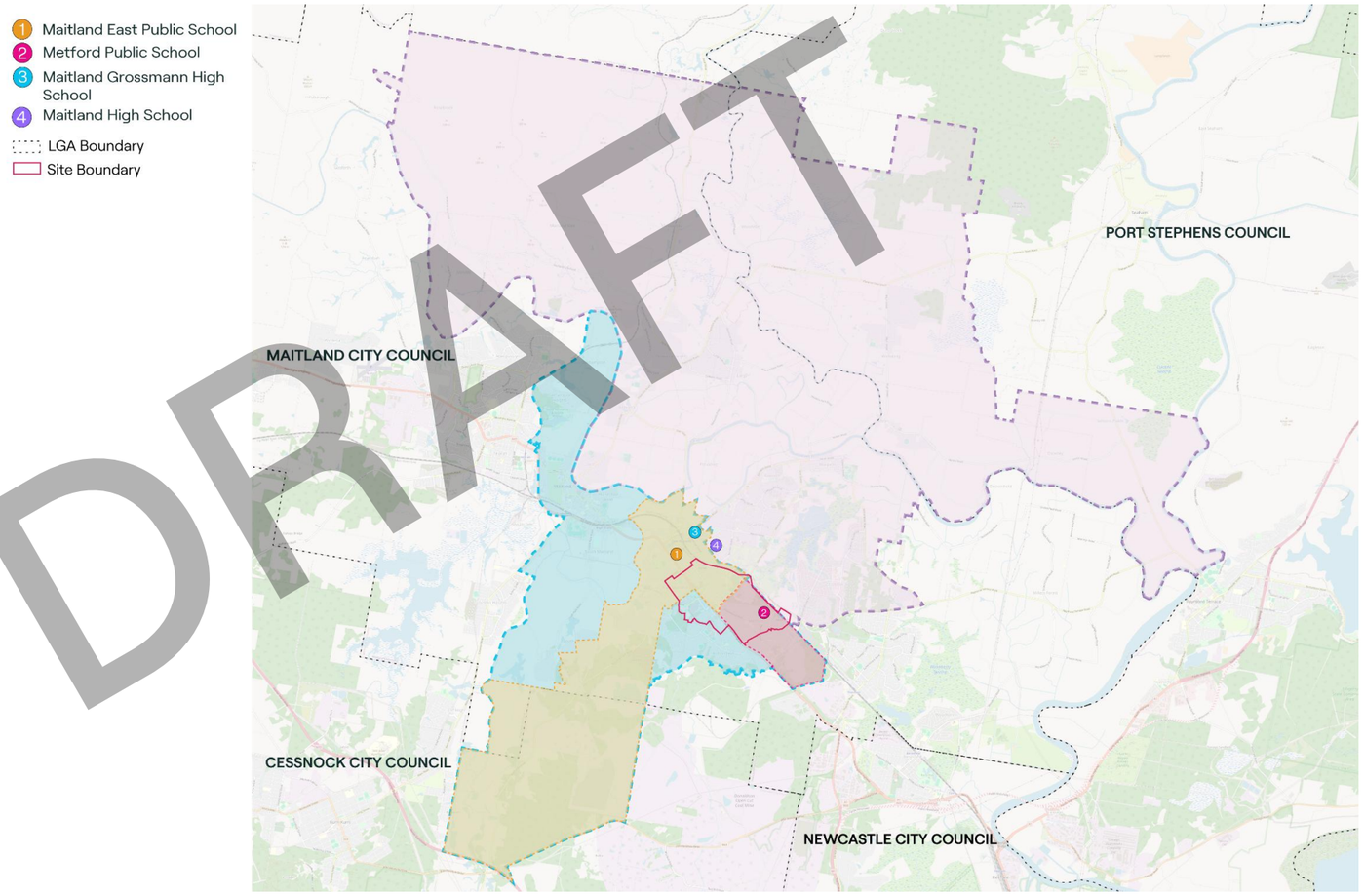
Maitland Grossmann High School takes in a significant proportion of the subject site and is likely to be the public secondary school that services the incoming population. Enrolment numbers for Maitland Grossmann High School from 2019 to 2023 are presented in the table below.

Table 8: Maitland Grossmann High School enrolments 2019 - 2023. ***Source: Australian Curriculum, Assessment and Reporting Authority.***

2019	2020	2021	2022	2023
1086	1046	973	913	914

Table 9: Maitland High School enrolments 2019 - 2023. ***Source: Australian Curriculum, Assessment and Reporting Authority.***

2019	2020	2021	2022	2023
978	996	1039	990	936



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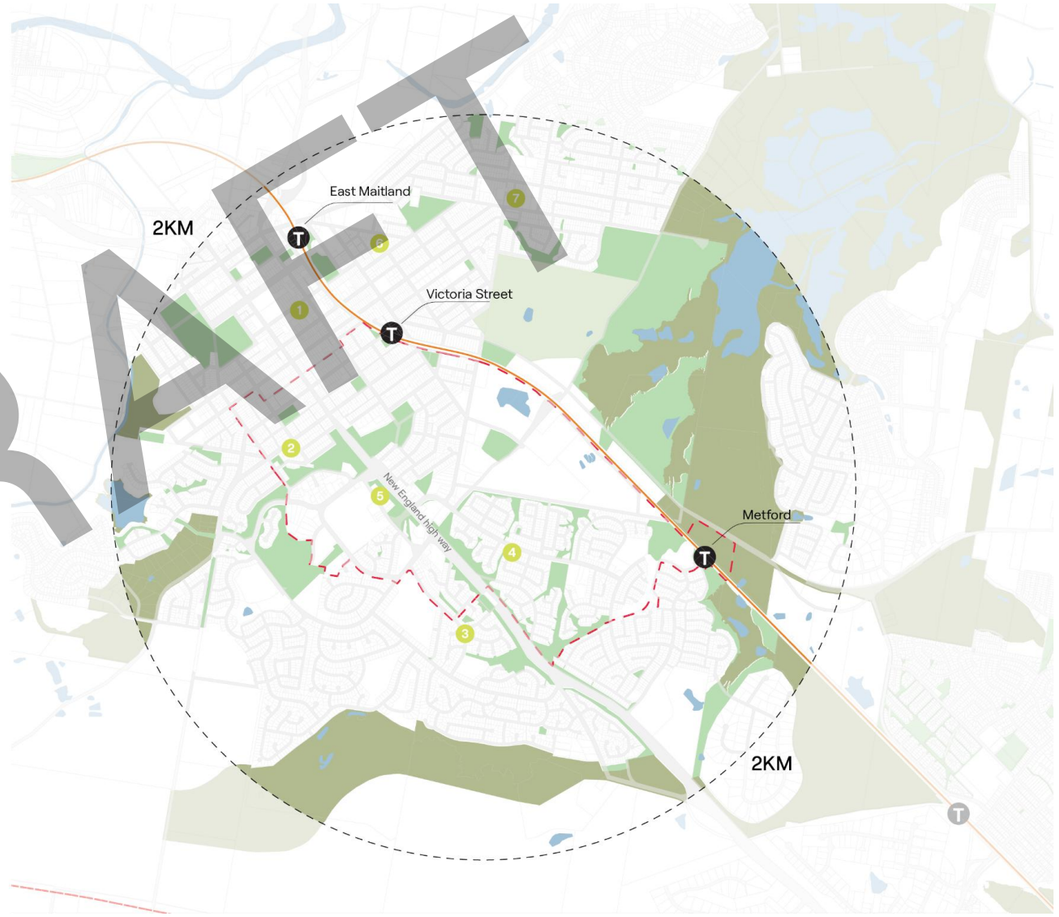
Childcare & Early Years

Childcare and early education facilities are defined as kindergartens / preschools; outside of school hours care (OOSHC); and long day care.

Attending an Early Childhood Education and Care centre brings with it a range of benefits, opportunities and experiences that support the learning and development of children.

There are four childcare centres providing long day care with a combined 246 places within the 2km catchment. Both these are kindergarten/preschools. Three long day care centres are within the East Maitland Catalyst Area.

- Catalyst Area Boundary
- 1 King Street Community Preschool
- 2 East Maitland Preschool
- 3 Kindy Patch Ashtonfield
- 4 Valley Village Early Learning
- 5 Green Hills Montessori Academy East Maitland Child Care Centre
- 6 Kindy Patch Emmas
- 7 Kindy Patch Tenambit
- 2km Catchment



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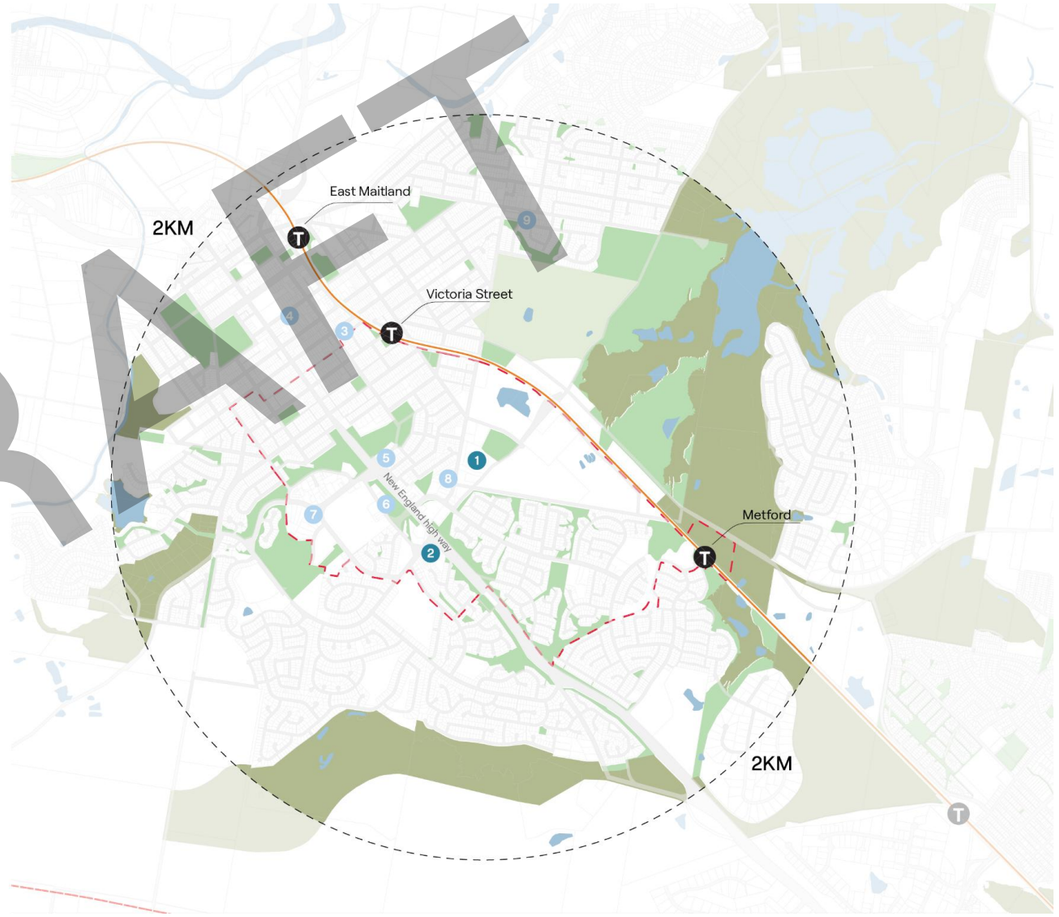
Health

Hospitals, medical centres and GPs, and community health centres are part of the network of facilities that provide health services to a community.

Mapping shows there are two hospitals within the site boundary, which includes Maitland Hospital, and Maitland Private hospital.

There is also a Community Health Centre, providing allied health services, child and family health, speech pathology, immunisation, allergy and immunology, and women's health.

- Catalyst Area Boundary
- Hospital
- Health Care
- 1 Maitland Hospital
- 2 Maitland Private Hospital
- 3 East Maitland Family Medical Centre
- 4 Hunter River Medical Centre
- 5 Better Health East Maitland Medical Centre
- 6 Good Health Greenhills Medical Centre.
- 7 East Maitland Community Health Centres
- 8 Heal Specialist Urgent Care
- 9 Tenambit Medical Centre
- 2km Catchment



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Open Space & Recreation

Public open space encompasses the variety of spaces within the urban environment that are readily and freely accessible to the wider community for recreation and enjoyment.

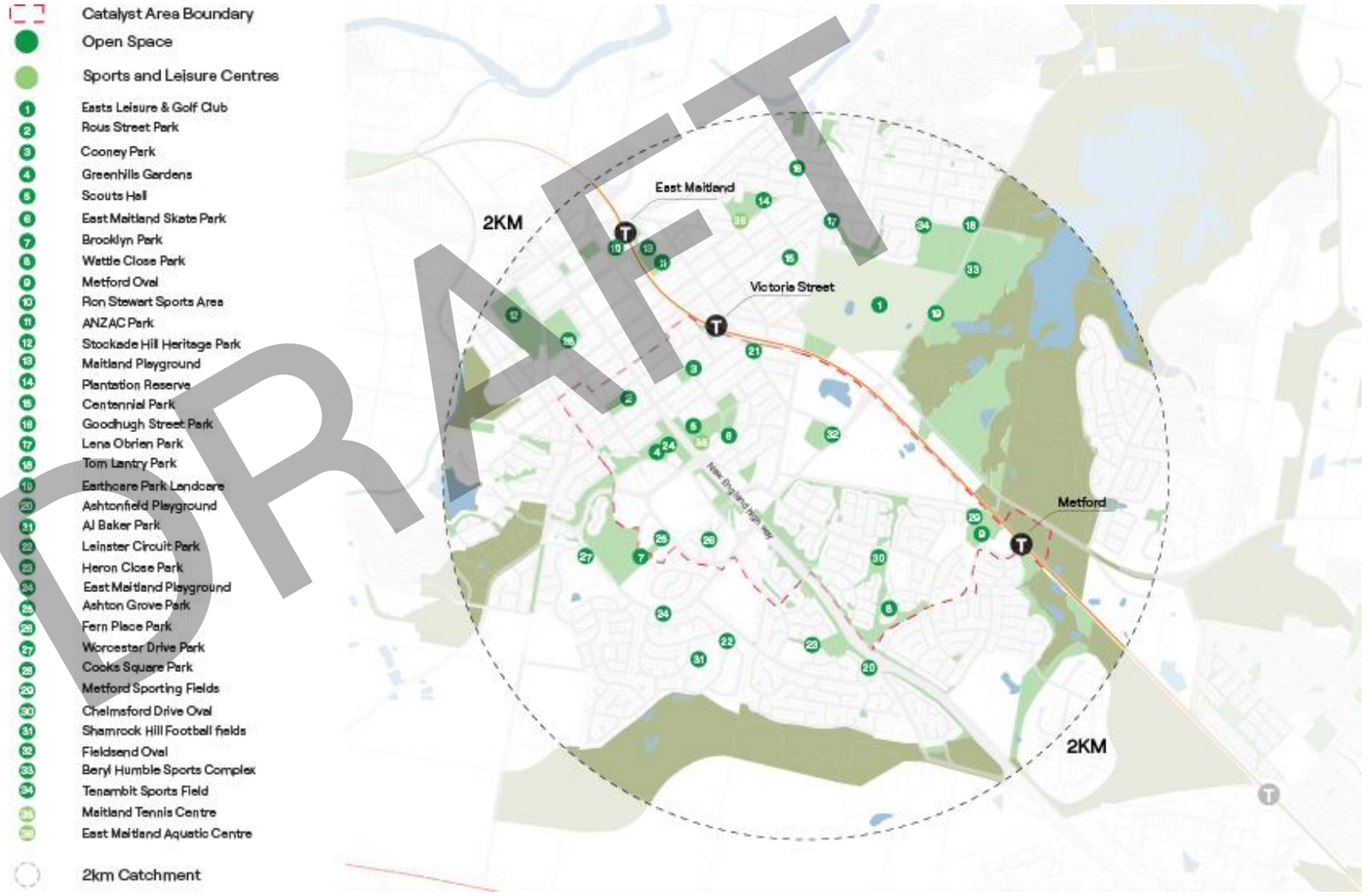
Existing open space is well dispersed through the Catalyst Area itself, and across the catchment.

Sporting facilities include fields at Fieldsend Oval, Metford Recreation Reserve and Chelmsford Drive Oval, as well as tennis courts at Rous Street Park and Maitland Tennis Centre.

East Maitland Aquatic Centre is in the 2km catchment. Skate parks have been constructed at East Maitland and Metford.

There are a range of smaller open spaces and pocket parks, including Cooney Park, East Maitland Off-Leash Area, Casuarina Park and Wattle Close Park.

There are three children's playgrounds in the 2km catchment (Maitland Playground, Ashtonfield Playground and East Maitland Playground), however there are likely to be varying levels of play equipment within the many parks in the area.



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Existing Provision Summary

While the audit of existing social infrastructure provision provides a strong indication of the number and type of facilities in an area, additional qualitative analysis would be required to provide a more comprehensive understanding on what level this social infrastructure is meeting community demands.

Several preliminary conclusions can still be made in the absence of qualitative data.

There are ten community facilities and three libraries within 5km of the Catalyst Area. Available floor space, location, all abilities access, and the condition of these facilities require further information to assess to what extent these are currently meeting the needs and expectations of the community.

There are several public primary and secondary schools within the 5km catchment. With the addition of the combined schools (religious, private and colleges), the area appears well served. Two primary schools and one secondary school service the Catalyst Area.

There is an evident gap in childcare provision. The two kindergarten / preschools in the 2km do not provide long day care. This means it is likely that working parents are utilising long day care services outside the catchment.

A public and private hospital are centrally located in East Maitland. There is also a medical centre and community health centre. It is likely that existing community members travel to specialist services in other locations but considering the population these would service the East Maitland population adequately.

The catchment appears well serviced by open space and recreation facilities, including sports grounds and leisure and aquatic centres. According to the mapping, the area has a deficit of children's playspaces, although further analysis is required to assess whether other parks in the area include play equipment.

The East Maitland Catalyst Area is already home to a range of housing for seniors and aged care facilities. The future development of the Catalyst Area, and particularly its growth as a healthcare precinct, will further cater to the lifestyle needs of this community, providing a range of housing options, including smaller, more accessible and potentially more affordable options, close to key community services and infrastructure.



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Part C – Social Infrastructure Needs Assessment

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Assessment

Part C draws on the inputs from the previous sections and applies population / geographic benchmarks to identify the likely social infrastructure demands generated by the incoming population.

Understanding the Incoming Population

Understanding the number and likely characteristics of the incoming population generated by the precinct is an important predictor of social infrastructure demand.

The Assessment uses demographic and population forecast information presented in **Section B** and applies it to the estimated incoming population of the East Maitland Catalyst Area.

Applying demographic and population forecast information helps to predict likely characteristics on the incoming population, and in particular age structure and household types. These characteristics can help to inform planning for childcare centres and schools and emphasise the social infrastructure that is most appropriate to meet population demands.

Incoming Population

An analysis of the incoming population generated from the East Maitland Catalyst Area has been conducted based on two scenarios:

- Scenario 1: Medium population growth
- Scenario 2: High population growth

Both scenarios are considered based on the estimated incoming population generated by the number of dwellings delivered.

The incoming population is estimated on the number of dwellings proposed, and the forecast average household size (persons per household) in 2041.

According to the DPHI 2024 Common Planning Assumptions, in 2021 East Maitland – Metford had an average household size of 2.43, decreasing to 2.29 in 2041.

The Maitland Local Housing Strategy 2041 lists the average household size in Maitland as 2.7 people per household in 2021 and decreasing to 2.5 by 2041.

A conservative approach to assessing the estimated incoming population is preferred in most cases, so this Assessment applies the persons per household as documented in the Maitland Local Housing Strategy 2041.

Benchmarks

Social infrastructure is generally provided according to a hierarchy that relates to its size, how many people it serves, and the distance people are willing to travel to use it. A desirable network of infrastructure includes facilities of different scales and purposes that serves different sized populations and geographies.

The distance a population might have to travel to a facility is also a consideration for planning and delivery. As such, population and broad geographic hierarchies commonly used by local governments are provide in Table 10. Proximity-based benchmarks can be applied.

Table 10: Social Infrastructure Hierarchies.

Hierarchy	Description
Local	Serves the local or neighbourhood level catchment with populations of 6,000 – 10,000people.
District	Serve the district catchment with populations of 10,000 – 50,000 people.
Regional	Serves the whole LGA or large sub regions with populations of over 100,000 people.

Population based standards or benchmarks are also used to identify the threshold at which the population requires and can sustain the provision of a facility. These standards are used as a guideline to determine the quantum of social infrastructure required to meet population demands.

Standards of provision are based on best practice models that are predicated on ideal scenarios. Rather than providing a definitive answer on appropriate provision, they should be considered as a starting point and one element in a suite of necessary information to support the analysis.

Further, there is no standard set of proximity or population benchmarks universally applied across the State. Many local governments in NSW have developed their own standards, generally drawn from best practice precedent infrastructure planning projects.

Benchmarks used for this Assessment have been sourced from the following documents:

- Department of Planning Guidelines for Recreation and Open Space Planning for Local Government (2010)
- NSW Government Architect Draft Greener Spaces Design Guide (2020)
- Parks and Leisure (WA) Western Australia Guidelines for Community Infrastructure (2020)
- The Community Infrastructure Strategic Plan 2017 – 2036 (CISP) Shoalhaven Council
- West Dapto Community Infrastructure Needs Assessment, 2022 compiled by Ethos Urban.
- Kiama West (Spring Hill) Community and Social Infrastructure Needs Assessment, 2023
- Wilton Priority Growth Area Community Needs Assessment (2018)
- Wollondilly Open Space, Recreation and Community Facilities Strategy, 2014
- City of Parramatta Community Infrastructure Strategy (2019).

Population density has a direct impact on the need and demand for social infrastructure, meaning that areas with higher population densities typically require more readily accessible social services like healthcare facilities, schools, community centres, and public parks, as a larger number of people need to utilize these services within a smaller geographical area; essentially, the more people living close together, the greater the need for robust social infrastructure to support their needs.

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To address high density areas and create an equity-based approach to infrastructure distribution, the draft Greener Spaces Design Guide prepared by the NSW Government Architect and set out in the following table provides performance criteria for open space based on the ability of residents to gain access (barrier free walking distance) to public open space within an easy walk from home, workplaces, and schools.

Table 11: Open space performance criteria. ***Source: NSW Government Architect.***

Descriptions	Definitions	Quantum (open space)	Accessibility / Distribution
High-density areas	In high-density areas where there is a population density of greater than 60 dwellings/ha with limited access to private open space, smaller local open space can be provided in closer proximity to dwellings	0.15 – 0.5ha	200m from most houses
Distance of open space from schools			400m
Distance of open space from workplaces			400m
Local	Caters to a local neighbourhood area in urban areas where users predominantly walk or cycle to use the facility because it is reasonably close to residences. A multi-use local open space may serve a regional small town or village.	0.3 – 2ha	400m from most houses
District	Typically service catchments of less than one local government area (LGA), or several neighbourhoods, but can service a catchment spanning across two LGAs. The planning assumption is that users will be prepared to drive up to 30 minutes to access district open spaces in urban areas. Sporting facilities mostly operate at district level.	2ha – 5ha	2km from most houses
Regional	Serve whole cities, metropolitan districts, or one or more LGAs; or a regional centre and multiple towns and villages in non-metropolitan areas. Users will be prepared to drive significant distances to access regional open spaces and recreation facilities. Regional open spaces can be managed by State agencies, trusts, local governments, and other public bodies.	> 5ha	5km – 10km from most houses

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Scenario 1: Medium population growth

According to Gyde's modelling, in a medium growth scenario the number of homes built in the East Maitland Catalyst Area is likely to be in the range of 2,000 to 3,000 dwellings.

Table 12 estimates the incoming population, using the proposed dwelling numbers (upper range).

Table 12: Estimated incoming population medium growth scenario.

Dwellings	Estimated incoming population
3,000	**6,500**

Household types

Household and family structure is one of the most important demographic and forecast indicators, providing key insights into the level of demand for services and facilities related household types.

Table 13: Household types and numbers based on an estimated incoming population of 6,500.

Age Groups	East Maitland – Metford SA2 estimated household types 2041	Percent of total Maitland – Metford SA2 population (18,970) in 2041	Estimated household types based on incoming population of 6,500
	Number	**%**	**Number**
Couple only	2100	11	715
Couple with children	2318	12.2	793
Lone person	2302	12.1	787
Other households	1470	7.7	501

Age Structure

Applying the 2041 forecast age structure presented in the 2024 DPHI projections to the incoming population generated by the East Maitland Catalyst project provides an estimate of numbers for each age group.

Information on age structure will provide insights into the level of demand for age-based services and facilities.

Table 14: Age structure based on an estimated incoming population of 10,000.

Age Groups	East Maitland – Metford SA2 estimated age structure 2041	Percent of total Maitland – Metford SA2 population (18,970) in 2041	Estimated age group structure based on incoming population of 6,500
	Number	**%**	**Number**
Preschool (0 - 4)	1046	5.5	358
Primary School Age (5 - 11)	1529	8.0	520
Secondary School Age (12 - 17)	1378	7.2	468
Tertiary Education and Independence (18 - 24)	1512	7.9	514
Young workforce (25 - 34)	2405	12.6	819
Parents and Homebuilders (35-49)	3450	18.1	1177
Older Workers and Pre / Retirees (50 - 64)	3289	17.3	1125
Retirees (65 - 79)	2871	15.1	982
Elderly (80 – 84)	757	3.9	254
85+	731	3.8	247

Estimated Social Infrastructure Requirements

Under the **medium population growth scenario** and using the likely population characteristics, the following social infrastructure is recommended to meet the demands of the incoming East Maitland Catalyst Area population.

The estimated social infrastructure requirements have been prepared according to the following categories:

- Community and Cultural
- Education and Training
- Childcare and early years
- Health
- Open Space / Recreation.

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Community & Cultural

HIERARCHY	TYPE	QUANTUMS	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP. 6,500	BENCHMARK SOURCE
Local					
	Community Hall		1:6,000 – 10,000	1.08	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Youth Centre		1: 3,000 people aged 12 to 18 years	0.16	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
District	Multi-Purpose Community Centre	900m2 (at least)	1:15,000 – 20,000	0.43	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Library	35m2 per 1,000 people + 20% circulation space	1:20,000 – 50,000	0.33	*Wilton Priority Growth Area Community Needs Assessment*
	Seniors Centre		1: 20,000 – 30,000 (forecast 65+)	0.07	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
	Community Arts Centre	1,000 – 1,500m2	1:40,000 – 50,000	0.16	*Wilton Priority Growth Area Community Needs Assessment*
	Performing Arts Centre		1:50,000 – 100,000	0.13	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Regional	Art Gallery		1:30,000 – 150,000	0.22	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Civic Centre		1:30,000 – 120,000	0.22	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*

Education & Training

TYPE	POP. BENCHMARK	INCOMING POP. 6,500	SCHOOL REQUIREMENT	BENCHMARK SOURCE
Primary School	1: 500 students	Estimated incoming pop. of 5-11 year olds = 520	1.04	*Based on % of all students enrolled 2020 in NSW (Australian Curriculum, Assessment, and Reporting Authority), West Dapto Community Infrastructure Needs Assessment compiled by Ethos Urban 2020*
High School	1:1,200 students	Estimated incoming pop. of 12-17 year olds = 468	0.39	

Childcare & Early Years

TYPE	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP. 6,500	REQUIRED PLACES	BENCHMARK SOURCE
	CHILDCARE AND EARLY YEARS			
Long day care	1:2.48 children 0 - 4	Estimated incoming pop. of 0-4 year olds = 358	144.3	*City of Parramatta Community Infrastructure Strategy (2019)*
Pre school	1:10 children 0 - 4	Estimated incoming pop. of 0-4 year olds = 358	35.8	*DOCS Guideline 2015*

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Health

TYPE	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP.6,500	BENCHMARK SOURCE
General Practitioners	1:1,400	4.64	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Community Health Centre	1: 50,000	0.13	*Central Sydney Local Health District Strategic Plan*
Public hospital beds	2.3 beds: 1,000	15 beds	*Wilton Priority Growth Area Community Needs Assessment*
Residential Aged Care	88 places per 1,000 aged 70 and over (1442 over 65	82 places	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*

Open Space & Recreation

HIERARCHY / LOCATION / FACILITY	QUANTUM BASED BENCHMARKS	SPATIAL (HA) BENCHMARKS	OPEN SPACE PROVISION PER PERSON	PROXIMITY BENCHMARK	REQUIRED BASED ON INCOMING POP. OF 6,500	BENCHMARK SOURCE
OPEN SPACE & RECREATION						
All			2.83ha/1000 (60% active open space 40% passive open space)		18.4ha	*Department of Planning Guidelines for Recreation and Open Space Planning for Local Government (2010)*
Local - high density areas	0.15ha – 0.5ha		Population density of greater than 60 dwellings/ha	200m from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
Local	0.3ha – 2ha			400m from most houses / workplaces	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
District			1:5,000 – 10,000	2km from most houses	1.3 ha	*Parks and Leisure (WA) Western Australia Guidelines for Community Infrastructure*
	2ha – 5ha			2km from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
Regional	> 2ha		1:250,000		0.026 ha	*Parks and Leisure (WA) Western Australia Guidelines for Community Infrastructure*
	>5ha			5 – 10km from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
District Sportsground		0.9ha		5km from most houses	N/A	*Cessnock City Council Recreation and Open Space Strategic Plan*
	10 ha 2 double playing fields (4 fields total) and amenities				N/A	*Wilton Priority Growth Area Community Needs Assessment*
Regional Sportsground		0.6ha		15km	N/A	*Cessnock City Council Recreation and Open Space Strategic Plan*

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		>15ha		N/A	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Local Skate / BMX Park		50 – 400m²	3,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
District Skate / BMX Park	500 – 700m²		5,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
Regional Skate / BMX Park	Minimum 800m²		Citywide	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
Multipurpose Outdoor Courts		1:4,200		1.5	*Wilton Priority Growth Area Community Needs Assessment*
Outdoor Fitness Stations		1:12,000		0.54	*Wilton Priority Growth Area Community Needs Assessment*
District Tennis Courts	<8 courts	1: 15,000 – 30,000		0.43	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Tennis Courts	<16 courts	1: 30,000 – 60,000		0.21	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Indoor Recreation Facility		1: 10,000 – 20,000		0.65	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Indoor Sport and Recreation Centre (dry)	Multifunction – 3 courts, gym, fitness areas.	1: 50,000 – 100,000		0.13	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Sports Facility (including aquatics)	Multifunction- 6/7 courts, gym, aerobics, meeting rooms, pools)	1:250,000		0.02	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Local Aquatic Centre	25m lap pool	1: 30,000	5km catchment	0.21	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
District Aquatic Centre	25 – 50 m lap pool	1: 75,000	5 – 10km catchment	0.08	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Aquatic Centre	50m lap pool +	1: 150,000	10km catchment	0.04	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*

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Scenario 2: High population growth

According to Gyde's modelling, in a high population growth scenario the number of homes built by 2041 in likely to be in the range of 3,000 to 4,000 dwellings.

Table 15 estimates the incoming population, using the proposed dwelling numbers (upper range).

Table 15: Estimated incoming population high growth scenario.

Dwellings	Estimated incoming population
4,000	8,700

Household types

Household and family structure is one of the most important demographic and forecast indicators, providing key insights into the level of demand for services and facilities related household types.

Table 16: Household types and numbers based on an estimated incoming population of 10,000.

Age Groups	East Maitland – Metford SA2 estimated household types 2041	Percent of total Maitland – Metford SA2 population (18,970) in 2041	Estimated household types based on incoming population of 8,700
	Number	%	Number
Couple only	2100	11	957
Couple with children	2318	12.2	1061
Lone person	2302	12.1	1053
Other households	1470	7.7	670

Age Structure

Applying the 2041 forecast age structure presented in the 2024 DPHI projections to the incoming population generated by the East Maitland Catalyst project provides an estimate of numbers for each age group.

Information on age structure will provide insights into the level of demand for age-based services and facilities.

Table 17: Age structure based on an estimated incoming population of 10,000.

Age Groups	East Maitland – Metford SA2 estimated age structure 2041	Percent of total Maitland – Metford SA2 population (18,970) in 2041	Estimated age group structure based on incoming population of 8,700
	Number	%	Number
Preschool (0 - 4)	1046	5.5	479
Primary School Age (5 - 11)	1529	8.0	696
Secondary School Age (12 - 17)	1378	7.2	626
Tertiary Education and Independence (18 - 24)	1512	7.9	687
Young workforce (25 - 34)	2405	12.6	1096
Parents and Homebuilders (35-49)	3450	18.1	1575
Older Workers and Pre / Retirees (50 - 64)	3289	17.3	1505
Retirees (65 - 79)	2871	15.1	1314
Elderly (80 – 84)	757	3.9	339
85+	731	3.8	330

Estimated Social Infrastructure Requirements

Under the **high growth scenario** and using the likely population characteristics, the following social infrastructure is recommended to meet the demands of the incoming East Maitland Catalyst Area population.

The estimated social infrastructure requirements have been prepared according to the following categories:

- Community and Cultural
- Education and Training
- Childcare and early years
- Health
- Open Space / Recreation.

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Community & Culture

HIERARCHY	TYPE	QUANTUMS	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP. 8,700	BENCHMARK SOURCE
Local					
	Community Hall		1:6,000 – 10,000	1.45	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Youth Centre		1: 3,000 people aged 12 to 18 years	0.21	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
District					
	Multi-Purpose Community Centre	900m2 (at least)	1:15,000 – 20,000	0.58	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Library	35m2 per 1,000 people + 20% circulation space	1:20,000 – 50,000	0.44	*Wilton Priority Growth Area Community Needs Assessment*
	Seniors Centre		1: 20,000 – 30,000 (forecast 65+)	0.44	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
	Community Arts Centre	1,000 – 1,500m2	1:40,000 – 50,000	0.22	*Wilton Priority Growth Area Community Needs Assessment*
	Performing Arts Centre		1:50,000 – 100,000	0.17	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Regional					
	Art Gallery		1:30,000 – 150,000	0.29	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
	Civic Centre		1:30,000 – 120,000	0.29	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*

Education & Training

TYPE	POP. BENCHMARK	INCOMING POP.8,700	SCHOOL REQUIREMENT	BENCHMARK SOURCE
Primary School	1: 500 students	Estimated incoming pop. of 5-11 year olds = 696	1.4 schools	*Based on % of all students enrolled 2020 in NSW (Australian Curriculum, Assessment, and Reporting Authority), West Dapto Community Infrastructure Needs Assessment compiled by Ethos Urban 2020*
High School	1:1,200 students	Estimated incoming pop. of 12-17 year olds = 626	0.52 school	

Childcare & Early Years

TYPE	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP. 8,700	REQUIRED PLACES	BENCHMARK SOURCE
	CHILDCARE AND EARLY YEARS			
Long day care	1:2.48 children 0 - 4	Estimated incoming pop. of 0-4 year olds = 479	193.1 places	*City of Parramatta Community Infrastructure Strategy (2019)*
Pre school	1:10 children 0 - 4	Estimated incoming pop. of 0-4 year olds = 479	47.9 places	*DOCS Guideline 2015*

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Health

TYPE	POP. BENCHMARK	REQUIRED BASED ON INCOMING POP.8,700	BENCHMARK SOURCE
General Practitioners	1:1,400	6.2 GPs	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Community Health Centre	1: 50,000	0.17	*Central Sydney Local Health District Strategic Plan*
Public hospital beds	2.3 beds: 1,000	20 beds	*Wilton Priority Growth Area Community Needs Assessment*
Residential Aged Care	88 places per 1,000 aged 70 and over = 1983 65+	174.5 places	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*

Open Space & Recreation

HIERARCHY / LOCATION / FACILITY	QUANTUM BASED BENCHMARKS	SPATIAL (HA) BENCHMARKS	OPEN SPACE PROVISION PER PERSON	PROXIMITY BENCHMARK	REQUIRED BASED ON INCOMING POP. OF 8,700	BENCHMARK SOURCE
OPEN SPACE & RECREATION						
All			2.83ha/1000 (60% active open space 40% passive open space)		24.6 ha	*Department of Planning Guidelines for Recreation and Open Space Planning for Local Government (2010)*
Local – high density areas	0.15ha – 0.5ha		Population density of greater than 60 dwellings/ha	200m from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
Local	0.3ha – 2ha			400m from most houses / workplaces	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
District			1:5,000 – 10,000	2km from most houses	1.7ha	*Parks and Leisure (WA) Western Australia Guidelines for Community Infrastructure*
	2ha – 5ha			2km from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
Regional	> 2ha		1:250,000		N/A	*Parks and Leisure (WA) Western Australia Guidelines for Community Infrastructure*
	>5ha			5 – 10km from most houses	N/A	*NSW Government Architect (2020) Draft Greener Places Design Guide*
District Sportsground		0.9ha		5km from most houses	N/A	*Cessnock City Council Recreation and Open Space Strategic Plan*
	10 ha 2 double playing fields (4 fields total) and amenities				N/A	*Wilton Priority Growth Area Community Needs Assessment*
Regional Sportsground		0.6ha		15km	N/A	*Cessnock City Council Recreation and Open Space Strategic Plan*
		>15ha			N/A	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*

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Local Skate / BMX Park		50 – 400m²	3,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
District Skate / BMX Park	500 – 700m²		5,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
Regional Skate / BMX Park	Minimum 800m²		Citywide	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
Multipurpose Outdoor Courts		1:4,200		2.07	*Wilton Priority Growth Area Community Needs Assessment*
Outdoor Fitness Stations		1:12,000		0.72	*Wilton Priority Growth Area Community Needs Assessment*
District Tennis Courts	<8 courts	1: 15,000 – 30,000		0.58	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Tennis Courts	<16 courts	1: 30,000 – 60,000		0.29	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Indoor Recreation Facility		1: 10,000 – 20,000		0.87	*Cessnock Local Government Area. 2031: A vision for the Future. Community Infrastructure Strategic Plan*
Indoor Sport and Recreation Centre (dry)	Multifunction – 3 courts, gym, fitness areas.	1: 50,000 – 100,000		0.17	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Sports Facility (including aquatics)	Multifunction- 6/7 courts, gym, aerobics, meeting rooms, pools)	1:250,000		0.03	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Local Aquatic Centre	25m lap pool	1: 30,000	5km catchment	0.29	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
District Aquatic Centre	25 – 50 m lap pool	1: 75,000	5 – 10km catchment	0.12	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*
Regional Aquatic Centre	50m lap pool +	1: 150,000	10km catchment	0.06	*Guidelines for Community Infrastructure, Parks and Leisure Australia, 2020.*

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Summary

The Structure Plan for the East Maitland Catalyst Area identifies four outcomes supported by 15 directions to guide future growth and development. Included are following directions:

Great Places and Healthy Environments

- **Direction 9:** Deliver high-quality green and open spaces for passive and active recreation
- **Direction 10:** Cultivate vibrant community spaces for connectivity and creativity
- **Direction 12:** Design and deliver sustainable and efficient communities.

Social infrastructure will play a key role in achieving this outcome. The future population of the East Maitland Catalyst Area will require infrastructure that supports social connection, physical activity, attendance and participation in cultural activities, and easy access to quality education and childcare services for families.

Based on the application of commonly used standards of provision, this assessment has identified the likely social infrastructure that will be required under **Scenario 1: Medium Growth** and **Scenario 2: High Growth**.

Community and Cultural Facilities

There are two existing facilities in the Catalyst Area; Maitland Community Men's Shed and Bruce Street Community Hall.

According to the benchmarks applied in this Social Infrastructure Needs Assessment, in **Scenario 1: Medium Growth** an additional population of 6,500 people would require a local level community hall (approximately 500sqm). Under **Scenario 2: High Growth**, an incoming population of 8,700 people could sustain a larger facility.

Where justified, multipurpose facilities are a preferred model. Larger facilities that allow for a variety of uses that are adaptable provide a more 'future proof' and sustainable option. Some factors to consider are:

- whether the facility can be of a size and design to accommodate multifunctional uses simultaneously
- can be adaptable to different community needs now and in the future
- the purpose of the facility as part of a network of facilities across the Maitland City LGA (i.e. will a new facility be a local level facility or accommodate a larger district population?), and the impact this may have on other facilities in the Maitland City LGA, such as opportunities for existing community infrastructure to 'work harder', adaptive reuse, and or decommissioning.

Recommendations

- Provision of a **local level community hall** (at a minimum 500sqm).
- Review the existing facilities within the East Maitland Catalyst Area to determine their capacity to meet existing and future demands. This should include a community and stakeholder engagement program to understand current community perceptions and usage.
- Establish a purpose for the new Catalyst Area facility and its function as part of a network across the Maitland City LGA.
- Review opportunities to consolidate one facility (in the Catalyst Area) that meets a variety of community needs, such as a multipurpose facility that may encompass the wider needs of the Maitland City LGA, including areas outside the Catalyst Area.
- These potential locations should be informed by best practice provision trends identified in **Part B** of this Assessment. Location planning for the community facility shall:
  - prioritise with connections to open space and local centres with strong public and active transport links
  - Identify opportunities to include compatible services like childcare to support placemaking and revenue streams
  - Consider opportunities to incorporate seniors related services to meet the demands resulting from the ageing population.
- Subject to further investigations, opportunities exist within the East Maitland Catalyst Area to accommodate a community facility.

Noting the intended community focus of the proposed public open space at the site of the old East Maitland Brickworks, co-location of the community facility within this site may offer complementary social, recreational and efficiency benefits.

Alternatively, such community space could be delivered as a part of a future development within the proposed Metford Road Mixed Use character area (refer East Maitland Catalyst Area Structure Plan).

These potential locations could support the delivery of a community facility that was in close proximity to proposed public open space, with connectivity to emerging employment and mixed use centres.

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Education & Training

According to benchmarks, under **Scenario 1: Medium Growth** there will be an estimated 576 new primary school aged children, and **Scenario 2: High Growth**, 800 new children.

Enrolment catchments for Maitland East Public School and Metford Public School cover portions of the East Maitland Catalyst Area. In the five years ending in 2023 Maitland East Public School had a high of 535 enrolments, which was in 2019. For Metford Public School the highest enrolment number was 341 in 2020.

It is difficult to pinpoint the exact enrolment capacity of each school. While the Catalyst Area being covered by two enrolment areas may reduce the impact on any one of the schools, it is unlikely that even in the medium growth scenario either would have the capacity to accommodate the projected primary school aged population.

In terms of high schools, under **Scenario 1: Medium Growth** there will be an estimated 468 new students aged 12 to 17, and **Scenario 2: High Growth** 626.

The enrolment areas that cover the East Maitland Catalyst Area are Maitland Grossman High, and Maitland High School.

In the five years ending in 2023 Maitland Grossman High School had a high of 1086 in 2019, while in 2021 Maitland High School had a high of 1039 enrolments.

It is more likely that the existing high schools that service the catchment will have adequate capacity to accommodate the incoming population of high school students.

It is likely that private schools and colleges in the area will also provide options for some families with children and students of primary and high school age.

Tertiary education opportunities within the area include the Maitland TAFE, which is located within 2kms of the Catalyst Area.

Recommendations:

- Provision of at least one new **primary school** or significant upgrades to accommodate the incoming population of 5- to 11-year-olds.
- Identifying suitable locations, priorities and delivery options will require consultation with the NSW Department of Education and NSW School Infrastructure, and ongoing monitoring, to consider existing capacity, future provision demands and pathways to accommodate growth.

Childcare & Early Years

In **Scenario 1: Medium Growth** 358 new children aged 0 – 4 are anticipated, requiring 144 long day care, and 36 preschool / kindergarten places. In **Scenario 2: High Growth,** 479 children are expected, meaning 193 long day care and 48 preschool / kindergarten places are needed.

Mapping analysis of existing childcare establishments shows a shortage of long day care places in the 2km radius from the site.

There are four long day care facilities within 2km of the site providing a combined 246 places.

To meet the anticipated demand, particularly for long day care childcare, it is likely that the East Maitland Catalyst Area would require one or more new centres. These would ideally be provided close to other amenities and facilities like town centres, open space and other community infrastructure.

Recommendations:

- Provision of at least one or more new **childcare centres with long day care services**.
- The proposed future land use zones throughout residential areas of the East Maitland Catalyst Area widely permit the development of centre-based childcare facilities. Private sector led delivery of childcare facilities would be supported by the Development Application process.

  Floor space for childcare centre(s) within the East Maitland Catalyst Area may be appropriate within the proposed mixed use precincts which will be subject to detailed masterplanning to create renewal opportunities within highly accessible areas, close to key employment and service centres.

Health

According to the projected population of the East Maitland Catalyst Area in **Scenario 1: Medium Growth** there will be a need for 15 public hospital beds, and **Scenario 2: High Growth** 20 beds.

The medium growth population will require 4.6 additional general practitioners, and 82 residential aged care places, while the high growth scenario will need 6.2 GPs. There are two (2) hospitals within the East Maitland Catalyst Area; Maitland Hospital and Maitland Private hospital.

There is also a Community Health Centre, providing allied health services, child and family health, speech pathology, immunisation, allergy and immunology, and women's health.

There are five (5) medical centres within 2kms of the site, and Maitland has several residential aged care facilities.

It is likely that any need for additional general practitioners will be achieved through private sector response to demand.

Across Australia there is a shortage of residential aged care places. Demographic forecasts indicate that the demand for aged care services will continue to outstrip supply for the foreseeable future. The number of people using permanent residential aged care increased from approximately 165,000 people in 2011 to approximately 184,000 people—an increase of 11%, in 2021.

According to an online article in the Sydney Morning Herald, February 02, 2025[1], the latest state government statistics reveal that hundreds of frail and elderly patients are spending months waiting in NSW hospitals for a bed in residential aged care.

As of Thursday, 30 January 2025, there were 455 patients awaiting discharge to aged care facilities, staying an average of 42 days longer than their doctors deemed necessary. The figure is a sharp rise from pre-COVID levels, when there were 96 residential aged care patients in NSW public hospitals (January 2019).

Population projections for East Maitland – Metford show that the greatest proportional increase in the population will be from those aged 65 and over. Providing appropriate aged care housing and residential aged care in the East Maitland Catalyst Area should be a major consideration as part of planning.

[1] https://www.smh.com.au/national/nsw/bernie-waited-months-in-hospital-for-a-bed-in-aged-care-it-never-came-20250129-p5l84f.html

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Recommendations

- Continue to collaborate with the NSW Department of Health to monitor capacity within existing public hospitals in the catchment to meet the demands of the growing population of the East Maitland Catalyst Area.
- Support the delivery of residential aged care developments in locations close to essential infrastructure to provide options for local older people to age in place.
- The proposed future land use zones throughout the East Maitland Catalyst Area widely permit the development of seniors housing (residential care facility) under the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and the *Maitland Local Environmental Plan 2011.*

  Private sector led delivery of residential aged care facilities would be supported by the Development Application process in suitable locations.

Open Space & Recreation

According to the DPHI rate of 2.83ha per 1000 people, both the medium and high growth scenarios will require the provision of additional open space for public recreation within the study area.

Under **Scenario 1: Medium Growth** there will be a need for 18.4ha of open space (11.04ha active and 7.36ha passive), and **Scenario 2: High Growth** would require 24.6ha (14.76 active and 9.84ha passive).

The 2.83sq per 1000 people benchmark provides one measure in which to determine the open space quantum. According to other benchmarks, the size of the incoming populations under both scenarios would require 'district' level provision which serves a population catchment of 5,000 to 10,000 people. A population of this size would require a local park 2-5ha.

Other proximity-based criteria suggest that in areas with a greater population density of 60 dwellings per hectare, a local park should be within 200m of residences with a quantum of 0.15ha to 0.5ha, while areas with less residential density should be 400 metres from all residents.

Currently, the East Maitland Catalyst Area contains approximately 55ha of land zoned RE1 Public Recreation. However, some of this total includes land for uses such as road reserves or stormwater drainage reserves which may be limited in their recreational opportunity.

At a conservative estimate, the East Maitland Catalyst Area currently contains approximately 21ha of land developed as publicly accessible open space. This total is comprised of the following public open spaces:

- Fieldsend Oval
- Chelmsford Oval
- Metford Oval
- Greenhills Gardens
- Lawes Street Reserve
- Cooney Park
- Rous Street Park
- AJ Baker Park
- Fern Place Park
- Brunswick Street Reserve.

Based on an existing population of 6,048 people, the Catalyst Area currently exceeds the benchmark of 2.83ha per 1000 people, providing approximately 4.4ha of open space per 1000 people. It is important to note that this rate is based on a conservative estimate and does not include land with uses such as road reserves or stormwater drainage, nor does it account for open spaces outside the Catalyst Area.

The provision of open space provided as part of the East Maitland Catalyst Area and the benchmarks applied shall be determined by Council. Factors for consideration shall include:

- the quantum of open space currently within the Catalyst Area and its function
- the residential density of any given area and achieving standards relating to the proximity (walking distance) of residents to open space
- the quantum, function and travel time required by East Maitland Catalyst Area residents to access larger district and regional open space and recreation open space and recreation facilities
- emerging trends in recreation
- likely characteristics (age structure and household types) of the incoming population that are likely to be the drivers of demand
- results of community and stakeholder engagement.

Benchmarks applied to both scenarios also indicated a requirement for multi-purpose courts.

In terms of demands for larger district or regional social infrastructure like aquatic centres and sports fields, mapping shows that there are major facilities within 2km of the site. East Maitland Skate Park and Metford Skate Park is also within this catchment.

Recommendations

- Determine preferred benchmarks for the provision of open space in the Catalyst Area to confirm additional requirements.
- Identify potential locations for open space with consideration given to proximity benchmarks and housing densities within the East Maitland Catalyst Area Structure Plan.

  The majority of the requirement for 18.4ha of additional open space under **Scenario 1: Medium Growth** could be accommodated through the development of the site of the old East Maitland Brickworks as public open space.

  It is important to note that current open space provisions exceed benchmark requirements and could accommodate the needs of a portion of the anticipated population growth. Publicly accessible open space, such as pocket parks and plazas, are also anticipated as an outcome of areas identified for detailed masterplanning and renewal.
- Consider the colocation of open space with community facilities and accessibility to high activity zones and centres, public and active transport routes
- Consider the inclusion of multipurpose outdoor courts as part of the open space offer.

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City Planning

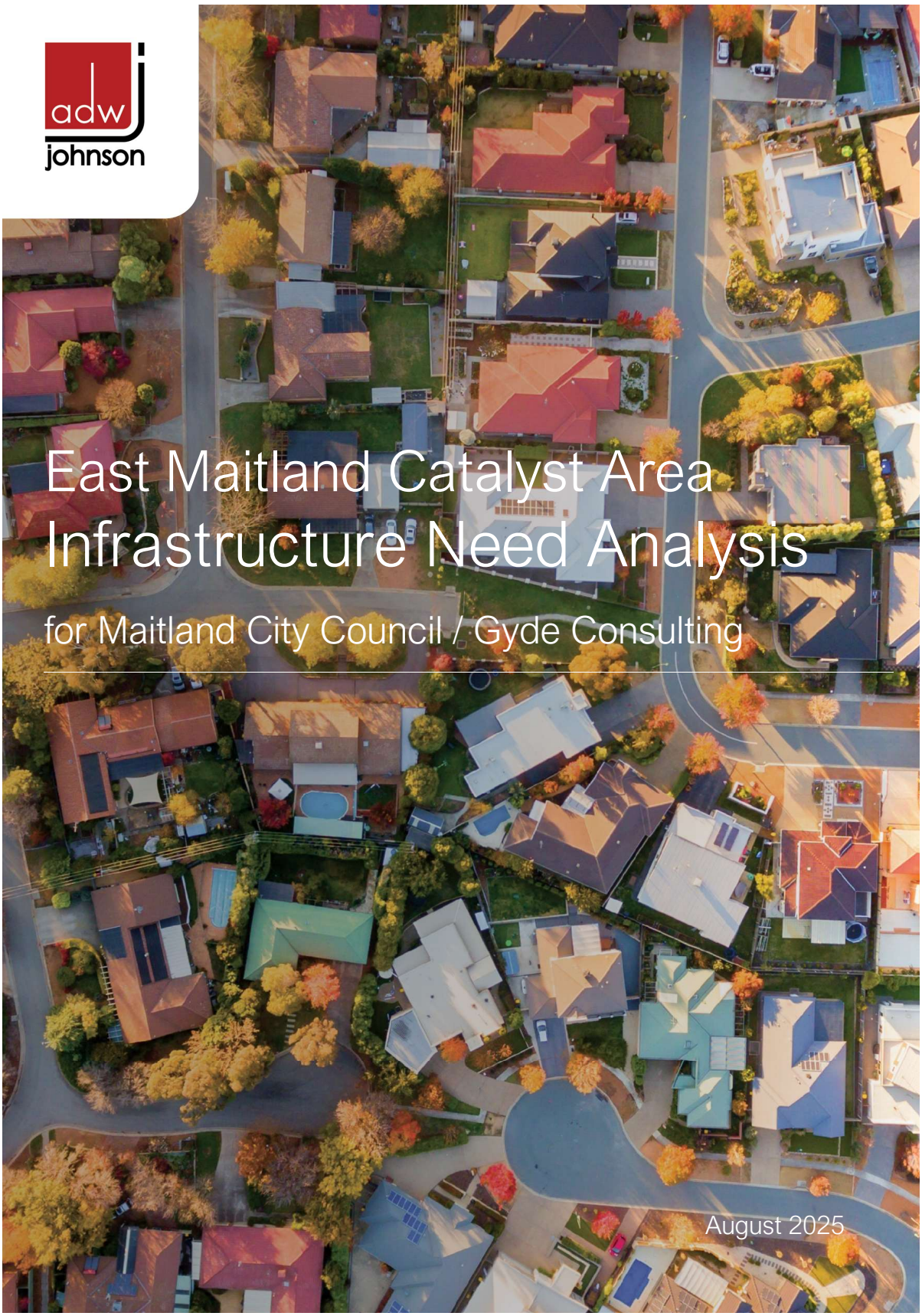
East Maitland Catalyst Area - Public Exhibition

Infrastructure Needs Analysis (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 3

Number of Pages: 89



East Maitland Catalyst Area Infrastructure Need Analysis

for Maitland City Council / Gyde Consulting

August 2025

Document Control Sheet					
Issue ID.	Amendment	Date of Issue	Prepared By	Reviewed By	Project Ref
A	Draft	4 April 2025	KC	JG	190965
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C	Draft	9 May 2025	KC	JG	190965
D	Draft	14 August 2025	KC	JG	190965

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Limitations Statement

This report has been prepared in accordance with and for the purposes outlined in the scope of services agreed between ADW Johnson Pty Ltd and the Client. It has been prepared based on the information supplied by the Client, as well as investigation undertaken by ADW Johnson and the sub-consultants engaged by the Client for the project.

Unless otherwise specified in this report, information and advice received from external parties during the course of this project was not independently verified. However, any such information was, in our opinion, deemed to be current and relevant prior to its use. Whilst all reasonable skill, diligence and care have been taken to provide accurate information and appropriate recommendations, it is not warranted or guaranteed and no responsibility or liability for any information, opinion or commentary contained herein or for any consequences of its use will be accepted by ADW Johnson or by any person involved in the preparation of this assessment and report.

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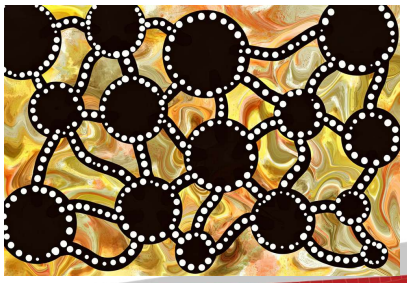
The Client should be aware that this report does not guarantee the approval of any application by any Council, Government agency or any other regulatory authority.

Acknowledgement of Country

We, ADW Johnson, acknowledge the Traditional Custodians of the land where we live and work, the country of Mindaribba, Awabakal, Darkinjung and the Eora Nation.

We recognise their continuous connection to the land and waters of our beautiful regions. We pay our respects to Aboriginal and Torres Strait Islanders Elders past, present and emerging.

Artwork created by Joe Griffin, a proud Aboriginal man, descendant of the Awabakal people.



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1. Introduction

This report outlines the results of a review and assessment of the infrastructure requirements for the East Maitland Catalyst Area (EMCA), the area identified in the Precinct Map (**Appendix A**). The objective of the assessment was to identify infrastructure upgrades necessary to support future development scenarios, assist in the preparation of a Place Strategy, and provide a comprehensive understanding of the required improvements across various infrastructure categories.

The work was performed in two phases:

- **Phase 1**: High-level inputs into the preparation of a structure plan.
- **Phase 2**: Detailed Infrastructure Needs Analysis (INA) for the area, including both public and private infrastructure.

2. Summary of Works Completed

The following infrastructure elements were assessed to determine their capacity to service the three population growth scenarios provided by Council.

- **Stormwater**
- **Potable Water**
- **Wastewater (Sewer)**
- **Electrical**
- **Telecommunications**
- **Gas**
- **Transportation**

The following key activities were carried out to assess the existing infrastructure, identify gaps in information and/ or existing infrastructure, and propose necessary upgrades:

- Review and assessment of existing infrastructure and relevant documentation from authorities. This included in person and online meetings, reports, mapping, growth plans and strategic technical modelling.
- Consultation and coordination with utility providers and local government to assess network capacities and upgrade requirements. These authorities included:
    - Maitland City Council (MCC)
    - Hunter Water Corporation (HWC)
    - Ausgrid
    - NBN Co
    - Jemena
    - Transport for NSW (TfNSW)
    - ARTC (rail corridor)
- High-level analysis to review and determine potential impacts of development scenarios for each of the above service authorities.
- Identification of required infrastructure upgrades, including timing and sequencing where possible.
- Coordination and consultation with existing local stakeholders including business, land holders, schools, health services and local aboriginal land councils.

The growth forecasts were based on three population density scenarios being a low, medium and high growth outcome, as detailed below within Figures A and B. These growth forecasts were based on Department Planning, Housing & Infrastructure (DPHI) projections, to provide a variety of development density scenarios.

Figure A – East Maitland Catalyst Area 20 year projected population uplift

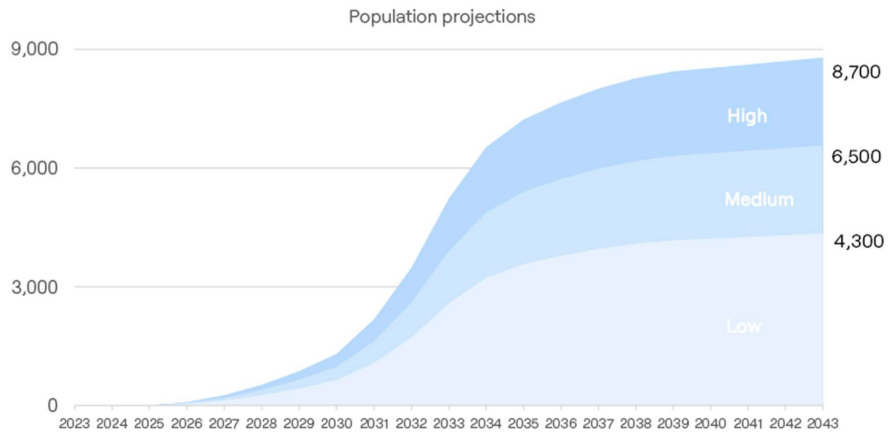
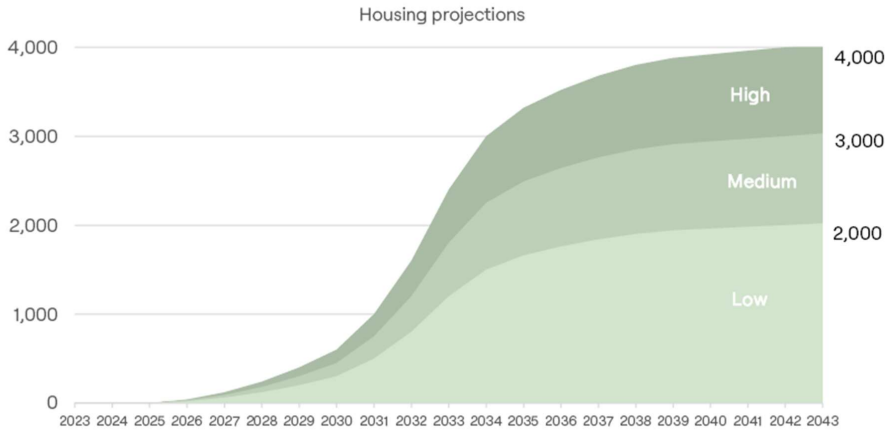


Figure B – East Maitland Catalyst Area 20 year projected dwelling uplift



3. Structure Plan Inputs

High-level investigations and reviews were conducted on the following items which could pose significant constraints on the study area:

- Flooding: A review of the MCC Development Control Plan and existing flood studies/ figures was undertaken and a flood constraints map was prepared. This map identifies areas vulnerable to flooding and their potential impact on the structure plan.
- Stormwater Infrastructure: Existing trunk stormwater infrastructure, including basins, culverts and street networks, was reviewed to assess its ability to accommodate additional development. This review was undertaken by way of both desktop assessments and site inspections.
- Road Networks: Key intersections and roads were identified that may require upgrades or land acquisition to support increased traffic due to development. Identification of these critical areas were developed in coordination with both TfNSW and MCC to assist in identifying existing constraints in addition to those which may reduce to an unacceptable level of service in the future.
- Utility Infrastructure: A review of existing utility infrastructure was conducted to highlight any potential constraints that could hinder development. Existing utility reviews was undertaken by way of desktop assessments, site inspections and coordination with utility authorities. It is noted that no formal application process is generally possible with authorities for a study such as this. As such, receiving information such as existing capacities, planned upgrades, timing of surrounding developments impacting infrastructure, and therefore required upgrades as demand on these utilities increases has been challenging.

4. Infrastructure Review

4.1 Summary

The review of the existing and proposed infrastructure within the EMCA has identified, in summary, the following key points.

Table 1: Infrastructure Review Summary

Infrastructure Item	Existing	Proposed
Flooding	Existing flooding within the immediate EMCA footprint is minimal, except during heavy inundation events causing localised stormwater surcharge.	MCC is undertaking updated Flood Risk and Management Plan studies to inform the City Wide Flood Risk and Management Plan.
Stormwater	As above, the existing network does have some limitations – refer **App C.**	Proposed upgrades detailed in **App C** with a number of locations currently at capacity identified for upgrade.
Sewer & Water	3 of the waste water pump stations that service the EMCA are operating at, or close to, full capacity and will require upgrades to support additional growth. The water supply is currently sufficient to support the Low growth scenario (upgrade planned for 2030-2035)	Detailed studies required to identify infrastructure upgrades required and funding opportunities include a) Sewer Servicing Strategy, b) Waste Water Servicing Strategy, c) Infrastructure Funding Report; d) Infrastructure Strategy Report. These studies are not undertaken by Hunter Water. Funding for these strategies would be determined at a later date.
Electrical & Communications	Precincts that could be serviced with minimal network augmentation: – Ashtonfield Urban Services – Greenhills Retail – Metford Local Centre – Chelmsford Drive	– All other precincts will require a new 11kV feeder. – The Metford zone substation is currently at full capacity but has been designed to accommodate one additional 33/11kV transformer
Gas	No upgrades or issues identified with the existing gas network.	Upgrade potentially required beyond additional 250 dwellings (depending on gas uptake by new developments, which is declining)
Transport	A number of transport congestion (pain points) are identified in **Section 4.7** and **App G** including potential upgrade opportunities.	A Traffic and Transport Strategy should be prepared for the EMCA re-zoning to identify specific upgrades, whether they are council or state assets, during an update to Council's Contributions Plan review to fund local works. Upgrades on the state network should be included within The Infrastructure Opportunities Plan prepared by the State Government. Rail – no major projects planned.

4.2 Flooding

4.2.1 Existing Infrastructure

A review of the existing flood maps and studies, as contained within the Maitland Citywide Development Control Plan (2011) has been undertaken to assess potential development constraints.

This review has determined minimal impacts on the study area noting the area remains relatively clear of both the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) extents. It should be noted that this flood mapping was developed in 2011 and may not accurately assess localised flooding against current industry guidelines.

Examples of this include local street flooding, local flood control infrastructure and drainage corridors such as to the north-west of Greenhills shopping centre, during heavy inundation events.

4.2.2 Proposed Infrastructure

A more detailed local flood study is required to determine these local flood constraints. An overlay of the current Flood Planning maps on the study area can be found within Appendix B. Any developments which would impact these flood extents such as filling, change in landscapes, impacts to inground or overland flow paths would need to be assessed on a case-by-case basis to ensure any adverse flooding impacts are avoided.

MCC have recently commenced a Flood Risk and Management Plan which will incorporate new flood mapping and modelling. This will be updated as part of the City-wide Flood Risk and Management Plan and is anticipated to be completed in early 2026. Following completion of this study, it is expected additional areas impacted by flood water will be identified. This study is also understood to consider increased storm intensities as a result of climate change. Once impacted areas, and constraining infrastructure is identified through the updated modelling, any stormwater infrastructure which may require upgrades can be further reviewed by Council.

4.3 Stormwater Drainage

4.3.1 Existing Infrastructure

A comprehensive review of the existing stormwater network was undertaken by way of desktop assessments of Council asset maps and site inspections, and areas of potential capacity constraints were identified. Further details of this are provided in *Section 4.2.2* and Appendix C.

Existing infrastructure in the study area is generally comprised of a series of street pit and pipe networks, along with overland flow paths which ultimately feed into larger stormwater channels and corridors.

The intersection of Metford Road and Raymond Terrace Road, and One Mile Gully (crossing under the New England Highway to the north) of Greenhills shopping centre were both identified by Council as having existing drainage limitations

Further to this existing infrastructure, discussions relating to future planned works and review of strategic documents, including Developer Contributions Plans, was undertaken to identify any currently proposed upgrades.

4.3.2 Proposed Infrastructure and Upgrades

Areas with existing stormwater drainage constraints were identified based on a combination of site inspections, desktop assessments of Council asset data, and engineering judgement informed by local context and experience on comparable projects. This qualitative assessment methodology was adopted to identify key locations where stormwater infrastructure is likely to have capacity constraints or at risk of reaching capacity with future growth and development.

The qualitatively assessment considered factors such as:

- Catchment area, topography, and overland flow path locations;
- Proximity to low points and existing flood-prone land;
- Historical drainage concerns raised by Council; and
- Observed infrastructure condition and configuration during site inspections.

While no immediate upgrades are currently planned, upgrades to the Metford Road and Raymont Terrace Road intersection are expected to be incorporated as part of future intersection works. Upgrades to One Mile Gully are not currently planned or proposed as these capacity limitations are understood to currently be managed by MCC by way of regular cleaning and maintenance of the creek line and culverts passing under the New England Highway.

Critical stormwater infrastructure that has potential capacity constraints have been identified as can be seen within **Appendix C**. As a result of further growth, it is recommended that the performances of these critical infrastructures be reviewed to assess their capacity to meet these future development needs. High-level commentary on select stormwater infrastructure is provided below.

- Main Northern Railway culverts: any locations where flows are conveyed across/under the Main Northern Railway must be suitably managed. It is expected the rail authority would not allow any increase in peak flow arriving at each culvert crossing. Therefore, detention measures upstream of these culverts would typically need to be investigated and implemented as part of increasing study area density;
- New England Highway culverts (One Mile Gully): these culverts represent critical stormwater infrastructure crossing the New England Highway. It is understood that flows regularly overtop this culvert crossing in storm events. Areas upstream of these culverts may also provide a location for water sensitive urban design (WSUD) measures and/ or detention;
- Chelmsford Drive/New England Highway intersection: three large culverts are in the immediate vicinity of this intersection, crossing Chelmsford Drive, Molly Morgan Drive and the New England Highway. Given the complex stormwater infrastructure in this area, a detailed investigation into their performance under an increased density scenario should be considered;
- North of the Maitland Hospital is expected to be developed in the future. Pending this proposed development type, detention and WSUD measures are expected to be required;
- One Mile Gully (immediately upstream of Fieldsend Street): given that a constructed section of One Mile Gully is through the rear of lots between Alliance Street and Skilton Avenue, it has high potential for impacting these properties should it reach capacity. Should growth occur upstream of this area, a review of the channel's capacity should be undertaken.

Council have noted that any development in the study area will be required to manage both water sensitive urban design (WSUD) and quantities as detailed within their Development Control Plan. Any significant future development, whether infill or greenfield will generally be required to meet pre to post development flow rates and pollutant reduction targets. This will likely be managed by way of on-lot stormwater management systems

such as detention tanks and basins, gross pollutant traps, bioretention swales, water quality basins and proprietary devices. It is however noted that small scale infill developments such as dual occupancies are not typically required to have specific detention controls, other than a combined rainwater reuse and detention tank. As such, some increase in runoff from the study area is anticipated as density increases. This increase in impervious area should be considered as part of future flood and stormwater infrastructure modelling undertaken by Council.

Council also recently had on exhibition (closed 4 August 2025) a draft Development Control Plan. The stormwater controls drafted in this updated DCP are detailed as outlined in Figure C below. It can be noted the current methodology, as outlined above is expected to remain in place as part of the new DCP.

Figure C – MCC Draft Development Control Plan: Stormwater Controls

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.1

- O.5
- O.6

Stormwater and water quality systems must be provided for all development including residential, industrial and commercial. Regional stormwater and water quality devices are required where public roads and/or major development is proposed. Stormwater and water quality systems include, but are not limited to:

- Rainwater tanks
- Swales
- Bioretention basins
- Porous paving
- Constructed wetlands
- Sediment basins
- Gross Pollutant Traps (GPTs)

Further details for stormwater and water quality systems are provided in Council's MoES.

Note: Major development in this control generally refers to Medium and Major Subdivision as defined by Chapter 5: Subdivision, Section 5.1.3 Scale of Subdivisions. However, other development of a large scale such as industrial or commercial structures may also trigger the threshold for regional stormwater and water quality devices (subject to Council's assessment).

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.2 • O.6 • O.7	Stormwater conveyance will have a Major/Minor System configuration. Minor flows will be conveyed and contained in a system of kerb and gutter, pits and pipes/culverts. Major flows (flow in excess of Minor System capacity) will be conveyed in overland flow paths designed to cater for such flows.
PC.3 • O.6 • O.7	Management of 'minor' flows using piped systems for the 1 in 10 (10%) Annual Exceedance Probability (AEP) for residential, industrial and commercial land uses is to be in accordance with Council's MoES.
PC.4 • O.6 • O.7	Management of 'minor' flows using piped systems for the 1 in 5 (20%) Annual Exceedance Probability (AEP) for rural land uses is to be in accordance with Council's MoES.
PC.5 • O.6 • O.7	Management of 'major' flows using dedicated overland flow paths such as open space areas, roads, waterways and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 10% AEP will be in accordance with Council's MoES.
PC.6 • O.5 • O.6	Where a development requires drainage works over adjoining properties, the DA is to be supported by landowners' consent for lodgement, from all affected property owners, including written agreement to the creation of easements on title for inter-allotment drainage purposes.
AS.1 • O.6	Stormwater drainage design is to generally reflect the pre-existing flow characteristics of the site and may require on-site stormwater detention, in accordance with MoES.
PC.7 • O.6 • O.7	All stormwater management infrastructure for residential areas, such as detention basins and water quality infrastructure that are proposed to be dedicated to Council are to be negotiated with Council as part of the Development Application process and clearly articulated on the final plans.
PC.8 • O.7 • O.8	Development will demonstrate compliance with the relevant provisions of Council's MoES including requirements for drainage, water sensitive urban design and volume reduction.
PC.9 • O.6 • O.8	The design of stormwater facilities including those for volume and water quality control must demonstrate practicality and sustainability regarding ongoing operation and maintenance, legal point of discharge, any relevant easements, and private ownership or public dedication in accordance with the Council's MoES.
PC.10 • O.6 • O.7 • O.8	All proposed development requires demonstration of stormwater management including concepts plans. Where required due to scale and development type, a stormwater report and modelling will be required in accordance with Council's MoES.

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Further to these council requirements, any development near mapped watercourses and waterbodies would also generally be subject to assessment and review by other authorities such as the NSW Department of Natural Resources Access Regulator and NSW Department of Primary Industries.

Any developments neighbouring the existing rail line are also expected to require significant water quality and quantity management to ensure any effects on the rail corridor are appropriately managed and mitigated.

4.4 Sewerage & Water Infrastructure

4.4.1 Existing

A desktop review and site inspections of Hunter Water Corporation's (HWC) water and sewer networks aimed to identify areas where existing infrastructure may not support the proposed growth. Maps of Hunter Water's existing catchment zones in the EMCA have been provided which are attached (**Appendix D**).

Hunter Water have provided feedback on the water supply, waste water and sewer network capacities in August 2025.

This has confirmed the existing water supply does not have any upgrades planned to be delivered until circa 2035, however, Council will need to engage an accredited design consultant to prepare a Water Servicing Strategy to "assess network upgrade options for the projected Medium and High population growth scenarios" as part of any planned EMCA densification. The Low growth scenario is understood to be feasibly supported by the current network, when accounting for the already proposed augmentation/ upgrades. Any additional growth exceeding approximately the 'Low Growth' scenario are expected to require upgrades beyond those already identified by Hunter Water.

Hunter Water confirmed East Maitland 4 Wastewater Pump Station (WWPS) is currently already exceeding/ at full capacity – this is located to the immediate north of the EMCA (near the East Maitland Residential & Metford Road Mixed Use precincts – **Appendix D**). Metford 2 and Metford 3 WWPS's also appear to be close to, or operating at full capacity, and a high level review of their operation is attached (Appendix H).

4.4.2 Proposed

A Council led re-zoning of the EMCA would require a detailed **Infrastructure Funding Report** and an **Infrastructure Strategy Report** to support the proposed increased density. Hunter Water's feedback confirmed a **Water Servicing Strategy** and a **Waste Water Servicing Strategy** would need to be undertaken by Council or a lead developer, as a next step in quantifying infrastructure upgrades, and inform these Infrastructure reports.

These studies would identify the existing network capacities; where the infrastructure gaps are; and what population / housing thresholds will trigger upgrades, and the associated capital costs for each upgrade scenario to inform and support the preferred upgrade scenario. The costs associated with the Servicing Strategies are heavily dependent on how far upstream, or downstream the network needs to be considered. This would need to be advised by, and in coordination with Hunter Water. More detailed information will be required from Hunter Water to assist Council with their planning, such as any information on:

- Minimum wastewater network upgrades required based on development scenarios, with necessary infrastructure identified and prioritised.
- Identification of areas where existing planned sewerage upgrades could be expedited or expanded.
- Proposed water infrastructure upgrades were based on the projected increase in potable water demand.
- Identification of areas where upgrades should be brought forward to meet future needs, as well as potential new assets to be constructed.

It is expected numerous HWC assets would require upgrades including gravity sewer reticulation networks, wastewater pump stations, sewer rising mains, and possibly potable water reticulation networks. It is understood a more in-depth review of wastewater treatment works, and potable water reservoir capacities and network pressures would be required.

Hunter Water have commenced planning for an upgrade to WWPS East Maitland 4, however delivery of this is subject to capital funding approval. They are also currently undertaking additional flow monitoring to the Morpeth Treatment Works, where an additional lead-in sewer main may also be required.

New pump station construction costs and/ or upgrades were estimated at $1.2-$2 million per pump station. This however, is noted as a high-level estimate only as additional ancillary infrastructure upgrades including electrical supply, emergency storage, sewer rising mains and sewer gravity mains can have a significant impact on these costs.

Hunter Water acknowledge the importance of working closely with MCC in order to coordinate infrastructure upgrades and business cases to support potential funding opportunities to deliver the works required to support the forecasted population growth.

4.5 Electrical & Communications Infrastructure

4.5.1 Existing

A detailed study was report was procured and obtained (from Power Solutions) to report on data from Ausgrid which confirmed that the current electrical network has some capacity constraints, particularly in high-demand areas, and some capacity in other precincts with minimal network upgrades required.

This study report (focusing on the medium growth scenario) and Ausgrid's formal response can be found within Appendix E. Upgrades to key electrical infrastructure are proposed, with a focus on improving capacity to meet future demand.

4.5.2 Proposed

High-level network electrical demand projections indicated the need for additional infrastructure. Feedback from Ausgrid is optimisations for electrical supply is difficult to forecast without knowing individual proposed development requirements to accommodate.

The key outcomes from Ausgrid's review are:

- The following precincts could be serviced with minimal network augmentation:
  - Ashtonfield Urban Services
  - Greenhills Retail
  - Metford Local Centre
  - Chelmsford Drive
- All other precincts will require a new 11kV feeder. The Metford zone substation is currently at full capacity but has been designed to accommodate one additional 33/11kV transformer. An upgrade can take approximately 5 years to implement at a cost of ~$20 million.

Figure D: Metford Zone Substation (Source: Power Solutions Report, Appendix E)



- The Maitland Health Precinct future capacity was not analysed in detail given there are no residential density lot yields proposed, and the future zoning is yet to be determined.

The EMCA investigation area can be entirely serviced by the NBN network. Individual developments may require upgrades to pit and pipes others may be serviced by existing infrastructure.

Details of these proposed network upgrades can be found within **Appendix E**.

4.6 Gas Infrastructure

4.6.1 Existing

Jemena network information on the existing gas network was obtained via the Before You Dig Australia (BYDA) portal (**Appendix F**). A high-level response was received from Jemena confirming the existing network capacity for the EMCA is an additional 250 dwellings (see **Appendix H**), before requiring any reinforcement or network enhancement.

High level review of BYDA information obtained indicates that some areas may require infrastructure augmentation and/ or upgrades to support the increased demand.

4.6.2 Proposed

Jemena indicated in-fill development, such as the EMCA area, would likely require contributions from the landowner or developer towards network upgrades, until the 250 dwelling threshold triggered any actual works. This would occur on a case by case, Development Application referral basis. Any future gas infrastructure upgrades within the EMCA precinct are entirely dependent on the location of where the 250 dwelling threshold is located (ie which development triggers the network upgrade).

Similar to other infrastructure items, timing and staging of upgrades will be based on individual development needs. It is however noted that general household demand for gas is declining with many new development areas choosing to exclude gas reticulation from the areas. This has generally been attributed to relatively high

gas prices and the increasing electrification of household appliances to reduce greenhouse gas emissions, and supporting renewable energy alternatives.

Hunter New England Health have been contacted for additional advice as to likely gas infrastructure the health precinct requires or would require in the future. A variety of medical gases are supplied in tanks, however there may still be a requirement for reticulated natural gas for laundries, food preparation, HVAC, water heating.

Stockland Green Hills confirmed their sustainable business objectives are seeing phasing out of natural gas in the shopping centre, with improvements in electrical commercial cooking equipment being more readily available assisting to transition the cafes and food court operators away from natural gas.

4.7 Transportation Infrastructure

4.7.1 Existing

Road Infrastructure:

A review of transportation infrastructure, in consultation with TfNSW identified key areas that would require upgrades to handle increased traffic flows or are identified opportunities for upgrade. Details of this can be found within Appendix G.

Detailed feedback from TfNSW is included in Appendix I.

Rail Infrastructure:

ARTC, the authority responsible for the maintenance and operation of the Hunter Valley Corridor rail line, provided the following feedback regarding their planned projects in the EMCA precinct.

- ARTC has no strategic plans for current infrastructure capacity upgrades in this part of the network passenger services as their sufficient capacity but is also dependant on Sydney Trains passenger train
- It should be noted that ARTC do not manage the Passenger Trains volumes, frequency or size of the train configuration or the Train station facilities this is managed between Sydney Trains and NSW Trains.

4.7.2 Proposed

Road Infrastructure:

Infrastructure improvements to key roads and intersections were identified to ensure the road network can accommodate future growth. TfNSW have recently closed the public consultation period (on 28 February 2025) on the Draft Hunter Strategic Regional Integrated Transport Plan (DHSRITP) – see https://www.haveyoursay.nsw.gov.au/sritp/hunter.

The DHSRITP is a high-level strategic plan that will help inform more tangible transportation infrastructure needs as it is developed further. Proposed transportation upgrades focused on road network improvements and intersection enhancements.

Feedback specific to areas within the EMCA from TfNSW during the stakeholder engagement included:

- Improved connections across the New England Highway are supported by TfNSW, however noted the need to retain the New England Highway as a free-flowing key (east-west) transport corridor, and as such, are not forecasting or recommending the introduction of additional intersections along this major spine.
- All train services currently stop at Victoria Street Station. Currently, only a limited number of train services stop at Metford Station. This could be reviewed in the future should the demand for services increase.
- Improved connections across the rail line are supported by TfNSW. Upgrades of the Raymond Terrace Road and Metford Road intersection and capacities are under review by TfNSW.
- Improvements to multi-modal train station access are being considered for Metford Station by TfNSW.
- Maitland Hospital is currently connected by bus services to Victoria Street Station. Under the draft HSRITP Maitland Hospital will be directly connected to Victoria Street Station and Stockland Greenhills by frequent bus services.

Separate to the DHSRITP study, additional feedback TfNSW shared included:

- To achieve improved walking outcomes, tree canopy coverage and urban heat island effects should be considered.
- The commencement for implementation of a strategy increasing passenger rail services along the Hunter Rail Line that correlates with land release areas and establishes sustainable travel patterns, including station upgrades and additional train services to Singleton. This includes the preservation of opportunities for re-use of mining infrastructure, including the rail corridor.
- TfNSW are identifying opportunities for cross-connectivity to rail stations to reduce journey paths for pedestrians and cyclists.
- TfNSW are initiating investigations for multimodal upgrades to road networks, including high-level flood routes and connections.
- The Thornton to East Maitland Integrated Transport Plan has also been prepared by TfNSW which details specific projects but is not a public document.
- Reviews are ongoing to improve safety at rail stations and on public passenger transport to address passenger behaviours and safety at community car parking.
- While funding has not yet been sourced, a major intersection and roadway requiring upgrade is Metford and the intersection with Raymond Terrace Road. Details of this upgrade including the underpass beneath the rail line are expected to be developed once a funding agreement is obtained.

As part of any precinct re-zoning led by Council, a detailed **Traffic and Transport Strategy** review should be prepared, which will identify specific upgrades that are required, whether they are council or state assets, during an update Council's Contributions Plan review to fund local works. Upgrades on the state network should be included within The Infrastructure Opportunities Plan prepared by the State Government.

Rail Infrastructure:

ARTC feedback on proposed rail infrastructure projects is detailed as follows:

- This part of the ARTC networks has sufficient number of tracks within the existing rail corridor to manage future increase of traffic and there are no current plans for corridor widening.
- Generally there are no new level crossing permitted to the rail network in NSW only upgrading existing ones.
- Overpasses are usually driven by increased traffic volumes at level crossings and there are no public road level crossings in this part of the network that would see a direct need for an overpass introduction.
- Any noise and vibration mitigation is the responsibility of the housing developer or council or utility asset owner to address, and follows the normal guide for building near a railway. This also includes stormwater runoff, and any additional utility crossings that may be required to support the growth.

In summary, there are no rail infrastructure projects planned for the area.

5. Developer Contributions and Funding

The Environmental Planning & Assessment Act (the Act) outlines the framework for the Authority to impose developer contributions to a development consent. These take the form of Local Contributions, State contributions and planning agreement. The funding of infrastructure can be controlled by all or some of these mechanisms.

The details of the potential ways that infrastructure may be delivered for the needs of the development are as follows:

- Section 7.11 Contributions (7.11);
- Section 7.12 Levies (7.12);
- Section 7.28 – Housing Productivity Contribution (HPC); and
- Planning Agreements (VPA).

For the purpose of this report, it has been assumed that the infrastructure will be delivered via the Section 7.11 contribution and the Section 7.28 – Housing Productivity Contribution. Section 7.12 levies will be imposed on the commercial developments proposed within the precinct; however, these levies have not been considered when determining the value of the contributions per dwelling.

Both of the above contributions provide the option for a developer to either make a monetary contribution or deliver infrastructure directly via a Works in Kind agreement (WIK).

The infrastructure that is considered to be works falling under a 7.11 Contribution plan, Housing Productivity Contribution or a planning agreement include:

- Distributor Roads;
- Intersection to State Roads;
- Intersection to Local existing Roads;
- Railway and Creek Bridge Crossing;
- Proposed Signalised and Roundabout on new Distributor Road; and
- Cycleways connection Town Centres and Train Stations.

5.1 Existing Development Contributions Plan

Department of Planning, Housing and Infrastructure (DPHI) issued in May 2025 the updated (version 2) of the "Guide to Infrastructure Contributions" this guide outlines the following for Section 7.11.

"Section 7.11 contributions are a contribution towards infrastructure that can be charged where development creates the need for that infrastructure. Councils must establish exactly what infrastructure is needed in an area and estimate how much this will cost to provide. Once this has been established, each development must pay for a portion of this cost. Two concepts determine the amount paid by developers under a section 7.11 plan:

- *Nexus is the relationship between the expected types of development in the area and the demand for additional infrastructure to meet that demand.*
- *Apportionment is a calculation that ensures that new development only pays for the proportion of the demand that it generates.*

Councils can only charge section 7.11 contributions if they have prepared and approved a contributions plan. The plan outlines how much they are going to collect and what they will spend it on. Contributions can only be spent on the infrastructure they were collected for".

MCC's Contributions Plan includes contributions towards the following categories, which is consistent with IPART's guidelines:

- Open Space and Recreation Facilities;
- Community Facilities;
- Cycleway Facilities;
- Road and Traffic Facilities; and
- Plan Administration.

Any future 7.11 plan prepared which is exceed the development cap of $20,000 applicable for this site will require iPART review and acceptance.

A review of Maitland City Council's Development Contributions Plan 2016 was undertaken with items identified in the EMCA area summarised and mapped in Appendix J. Council have advised that a review of the Development Contributions plans is currently underway as this plan is due to end in 2026/27.

MCC confirmed delivery status of projects in the current plan as detailed in the table below. Those not completed will be carried over to the new Contributions Plan.

Table 1

Bridges - Intersections			
Item No	**Approximate Location**	**Cost Under Plan**	**Status**
20	Chelmsford Drive/Metford Road	$307,242	Complete
22	Brisbane Street, High Street, Victoria Street, Mitchell Drive, Chisholm Road	$614,482	Not Complete
Capital Pavement Works			
38	Blaxland Street - Curtin to Page St	$96,488	Not Complete
39	Blaxland Street - Curtin to Page St	$42,880	Not Complete
43	Brunswick Street - Charles to Lawes St	$150,926	Complete
44	Brunswick Street - Fieldsend to Charles	$220,101	Complete
45	Brunswick Street - NEH to ROUS	$74,263	Not Complete
59	Fieldsend Street - Metford to Turton Rd	$228,006	Complete
60	Fieldsend Street - Turton to Middleton	$171,947	Not Complete
80	Lawes Street - Alliance to Brunswick	$115,888	Complete
111	Metford Road - Chelmsford to Fieldend	$404,266	Complete
124	Page Street - Hughes to Blaxland	$142,840	Complete
125	Page Street - Hughes to Blaxland	$71,420	Complete
136	Richardson Street - Brunswick to Ultimo	$88,939	Not Complete
151	Turton Street - Fieldsend to Middleton	$50,787	Not Complete
152	Verdant Drive - Stronach to Molly Morgan	$76,902	Complete

5.2 Housing Productivity Contribution

The Department of Planning, Housing and Infrastructure (DPHI) issued in May 2025 the updated (version 2) of the "guide to Infrastructure Contributions" this guide outlines the following for Housing and Productivity Contributions.

"The NSW Government collects money to fund state and regional infrastructure, known as the Housing and Productivity Contribution. Introduced in October 2023, these contributions help fund the delivery of state and regional infrastructure, such as state and regional roads, public transport infrastructure, active transport, land for hospitals, schools and emergency services, and open space.

The Housing and Productivity Contribution is paid in the Greater Sydney, Central Coast, Illawarra-Shoalhaven and Lower Hunter regions. It is charged on applicable residential, commercial and industrial development. The Housing and Productivity Contribution is separate from local infrastructure contributions, such as section 7.11 contributions or section 7.12 levies, and can be charged in addition to these other levies". (DPHI May 2025)

The ministerial planning order relating to this development under the HPC issued for development on or after the 1st July 2024 outlines that the contribution payable must be as per that outlined in Clause 7. **Figure D** shows the contribution amounts, which are indexed at each quarter.

Figure D - Housing Productivity Contribution as at 1st July 2024

Region	HPC class of development	Amount	HPC unit
Greater Sydney	Residential subdivision	$12,000	new dwelling lot
	Medium or high-density residential development	$10,000	new dwelling
	Commercial development	$30	square metre of new GFA
	Industrial development	$15	square metre of new GFA
Central Coast Illawarra-Shoalhaven Lower Hunter	Residential subdivision	$8,000	new dwelling lot
	Medium or high-density residential development	$6,000	new dwelling
	Manufactured home estate	$6,000	new dwelling site
	Commercial development	$30	square metre of new GFA
	Industrial development	$15	square metre of new GFA

The current rates applicable for the proposed development are as follows in **Table 3** (as at 1st July 2025).

Table 2 – Current HPC Rates as at 1st July 2025

Residential Subdivision	New Dwelling Lot	$8,626.54
Medium or high-density residential development	New dwelling	$6,469.91
Commercial Development	m^2 of new GFA	$32.35

5.3 Contributions Summary

Based on MCC's current Section 7.11 Contributions (residential), and the HPC contributions, potential funding sources for new infrastructure demands created by the projected dwelling densifications proposed in the EMCA are summarised in Table 3 below.

Table 3 – EMCA Contributions based on Growth Scenarios (by dwelling)

Contributions Source	Rate / dwelling[#]	Projected Dwelling Uplift (Growth Scenario)		
		Low 2000	Medium 3000	High 4000
S7.11 (local) (anticipated)	$30,000	$60,000,000	$90,000,000	$120,000,000
HPC (state)	$9,200	$18,400,000	$27,600,000	$36,800,000
Total Contributions		**$78,400,000**	**$117,600,000**	**$156,800,000**

[#] Assumed forecasted growth is by 3 bedroom dwelling / lots created with EMCA to align with the existing MCC Contributions Plan calculations.

6 Stakeholder Engagement

In addition to the statutory authorities consulted with to inform this study, additional key stakeholders were contacted to provide feedback to help inform Council with future planning of infrastructure needs. Key stakeholders included local large businesses or landholders in the immediate area, service providers such as health and education, as summarised below.

Stakeholder Group	Site
Stockland	Stockland Greenhills
Healthe Care	Maitland Private Hospital
Landcom	Multiple sites
Hunter Land	Mitchell Drive, Greenhills (commercial sites)
Hunter Valley Grammar School (HVGS)	Norfolk St, Ashtonfield
Homes NSW (LAHC & AHO)	Various public housing sites
Health Infrastructure NSW	Old Maitland Hospital
Hunter NE Health District	Maitland Hospital
Fresh Hope	Greenhills Retirement Village & Residential Care Service
Mindaribba Local Aboriginal Land Council	Wonnarua country LALC
Hume Housing	Community housing provider
Hargreaves Property Group	Metford Road properties landowner
Maitland Christian School	Chelmsford Drive, Metford
Mavid Group	Commercial sites next to Stockland

A copy of the direct feedback received can be found in **Appendix H**, and meeting minutes in **Appendix I**.

Contact was made with representatives of HVGS and Mindaribba LALC, indicating they would be making a submission, which at the time of this report had not been received.

7 Conclusion

The infrastructure assessment for the East Maitland Catalyst Area (EMCA) has identified key constraints needed to be addressed to support the proposed growth scenarios. This includes both public and private infrastructure elements, with recommendations for stormwater, wastewater, water, electrical, telecommunications, gas, and transportation upgrades.

Infrastructure upgrades are essential to ensuring the successful development of the area while maintaining functionality and service standards. Further detailed modelling and consultations with authorities will be necessary to refine these proposals and ensure timely delivery.

Should you wish to discuss any element of the report we would be pleased to meet with you and review in detail, or provide additional information.

Yours faithfully,

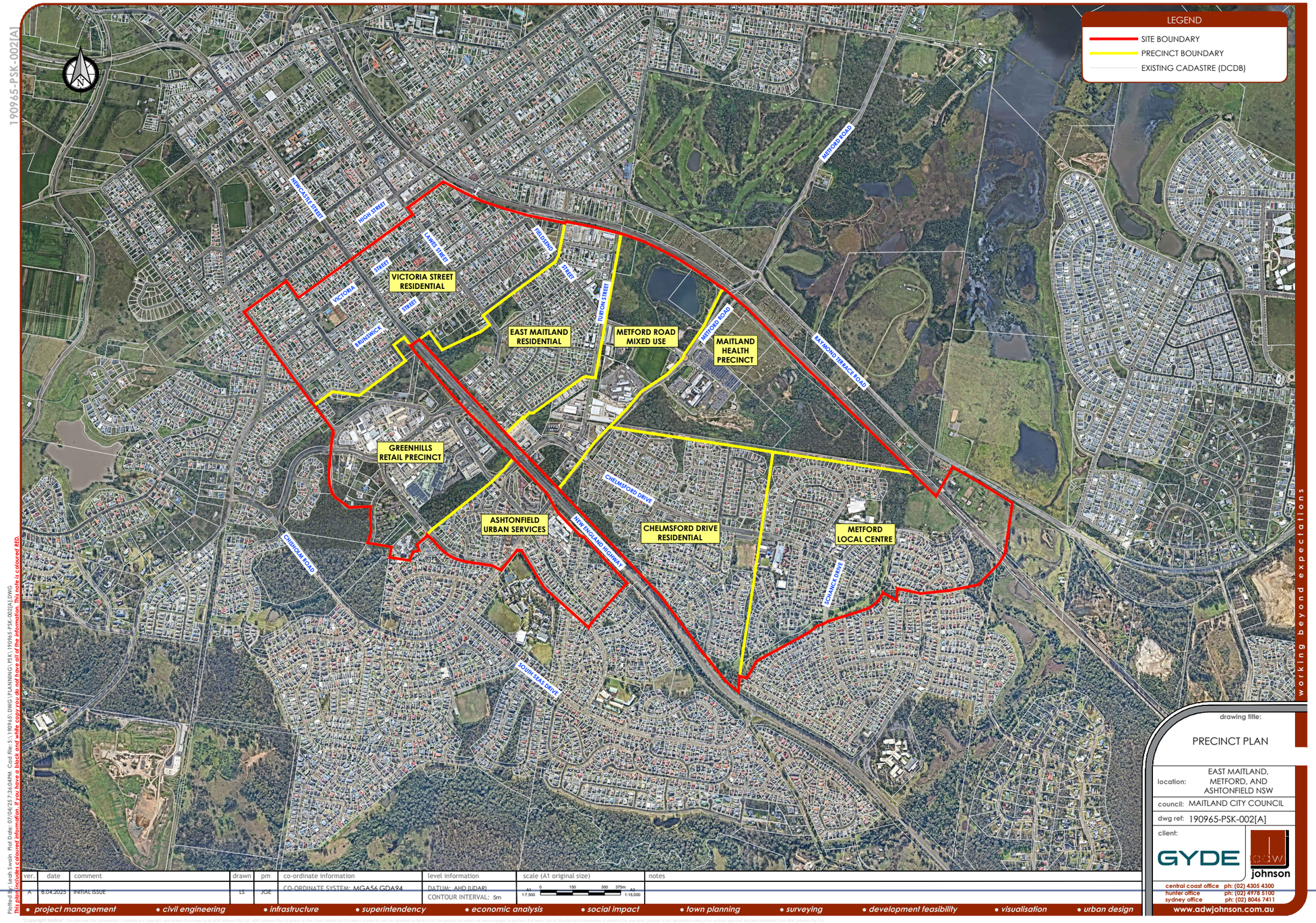
[redacted]

Kate Cramp
Senior Project Manager
ADW JOHNSON PTY LTD

[redacted]

Jack Gearing
Senior Civil Engineer
ADW JOHNSON PTY LTD

APPENDIX A Precinct Map



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PRECINCT PLAN

location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
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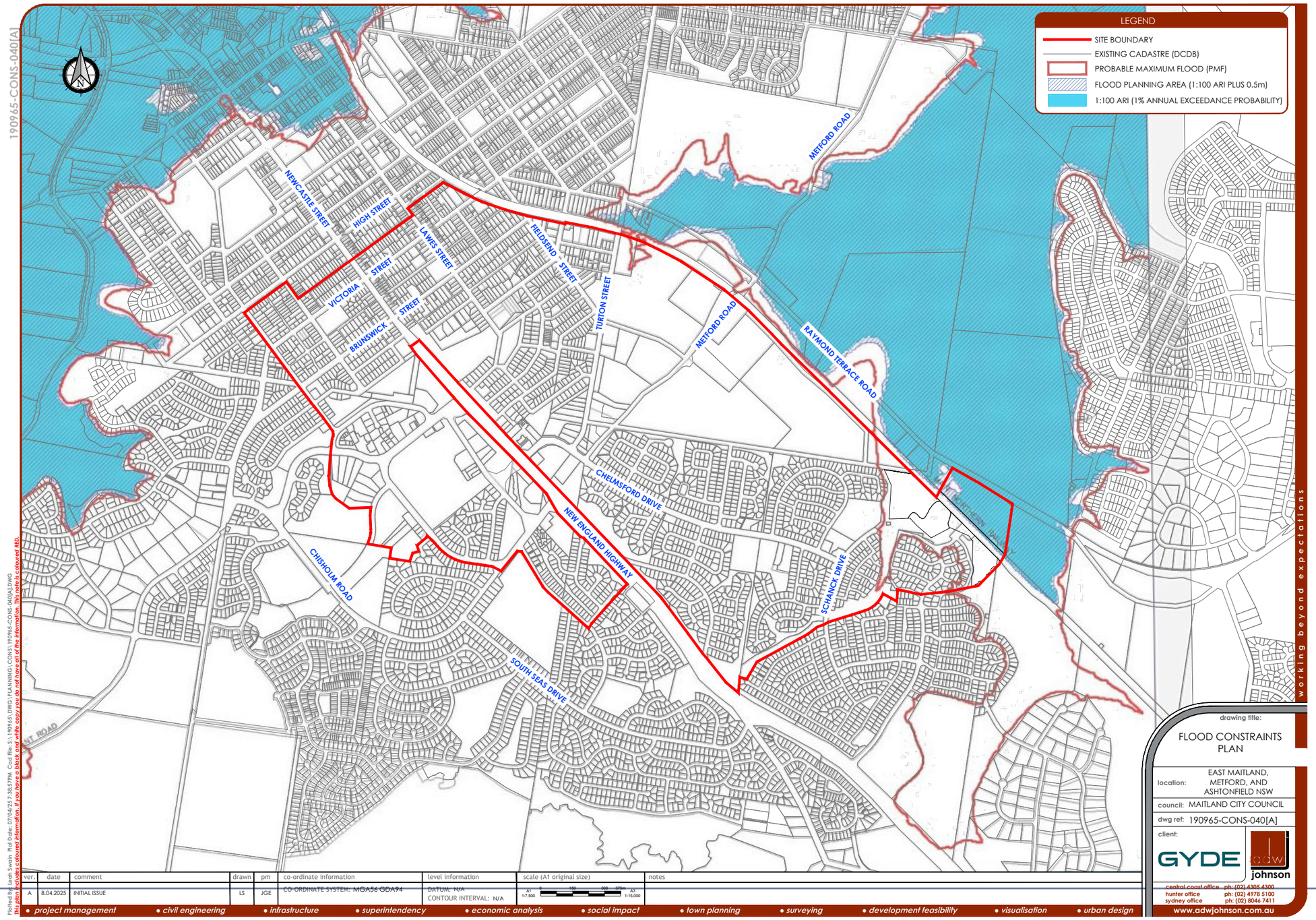
APPENDIX B Flooding



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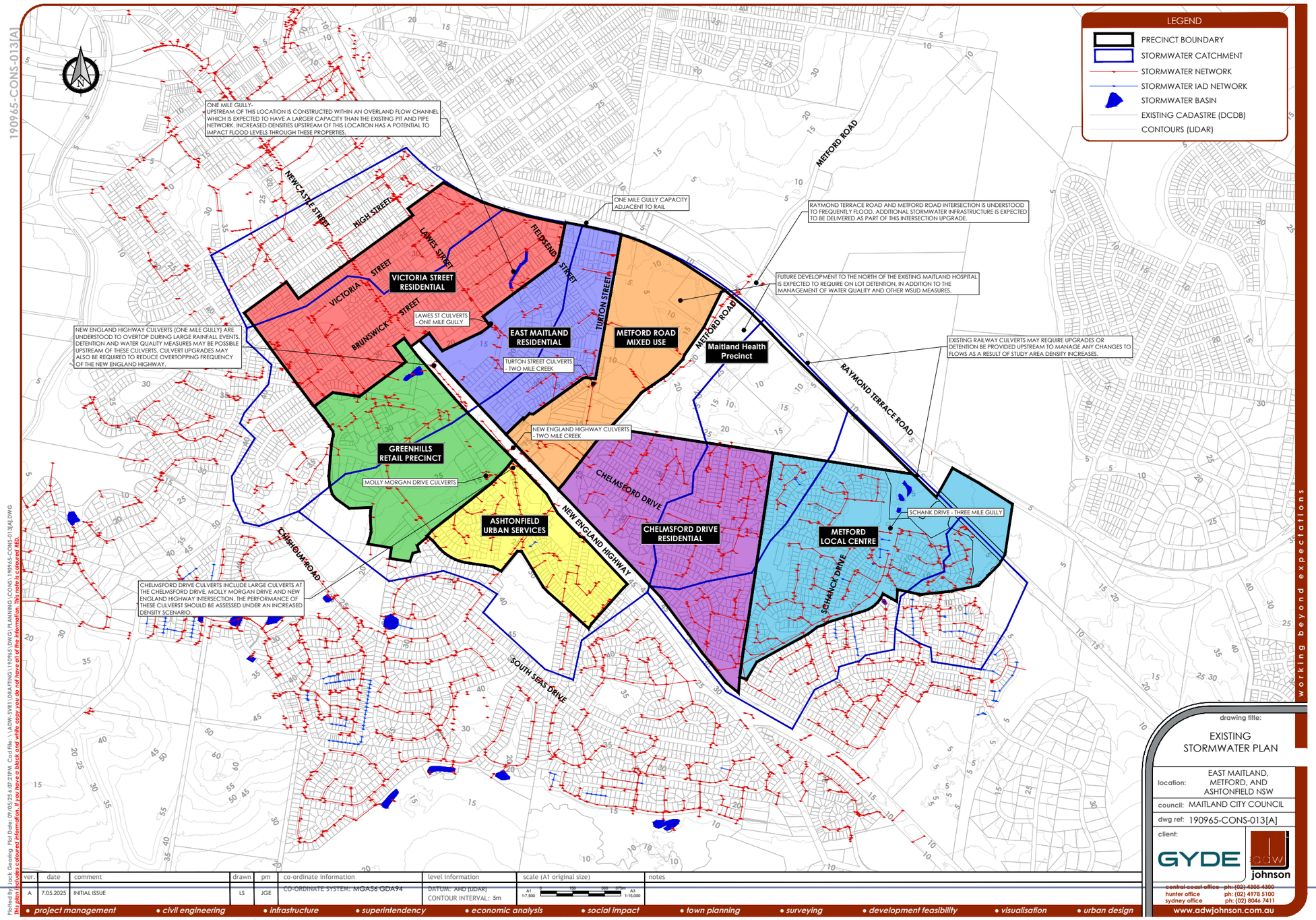
APPENDIX C Stormwater


LEGEND
PRECINCT BOUNDARY
STORMWATER CATCHMENT
STORMWATER NETWORK
STORMWATER IAD NETWORK
STORMWATER BASIN
EXISTING CADASTRE (DCDB)
CONTOURS (LIDAR)
ONE MILE GULLY- UPSTREAM OF THIS LOCATION IS CONSTRUCTED WITHIN AN OVERLAND FLOW CHANNEL WHICH IS EXPECTED TO HAVE A LARGER CAPACITY THAN THE EXISTING PIT AND PIPE NETWORK. INCREASED DENSITIES UPSTREAM OF THIS LOCATION HAS A POTENTIAL TO IMPACT FLOOD LEVELS THROUGH THESE PROPERTIES.
ONE MILE GULLY CAPACITY ADJACENT TO RAIL
RAYMOND TERRACE ROAD AND METFORD ROAD INTERSECTION IS UNDERSTOOD TO FREQUENTLY FLOOD. ADDITIONAL STORMWATER INFRASTRUCTURE IS EXPECTED TO BE DELIVERED AS PART OF THIS INTERSECTION UPGRADE.
FUTURE DEVELOPMENT TO THE NORTH OF THE EXISTING MAITLAND HOSPITAL IS EXPECTED TO REQUIRE ON LOT DETENTION, IN ADDITION TO THE MANAGEMENT OF WATER QUALITY AND OTHER WSUD MEASURES.
NEW ENGLAND HIGHWAY CULVERTS (ONE MILE GULLY) ARE UNDERSTOOD TO OVERTOP DURING LARGE RAINFALL EVENTS. DETENTION AND WATER QUALITY MEASURES MAY BE POSSIBLE UPSTREAM OF THESE CULVERTS. CULVERT UPGRADES MAY ALSO BE REQUIRED TO REDUCE OVERTOPPING FREQUENCY OF THE NEW ENGLAND HIGHWAY.
LAWES ST CULVERTS - ONE MILE GULLY
TURTON STREET CULVERTS - TWO MILE CREEK
NEW ENGLAND HIGHWAY CULVERTS - TWO MILE CREEK
MOLLY MORGAN DRIVE CULVERTS
EXISTING RAILWAY CULVERTS MAY REQUIRE UPGRADES OR DETENTION BE PROVIDED UPSTREAM TO MANAGE ANY CHANGES TO FLOWS AS A RESULT OF STUDY AREA DENSITY INCREASES.
CHELMSFORD DRIVE CULVERTS INCLUDE LARGE CULVERTS AT THE CHELMSFORD DRIVE, MOLLY MORGAN DRIVE AND NEW ENGLAND HIGHWAY INTERSECTION. THE PERFORMANCE OF THESE CULVERST SHOULD BE ASSESSED UNDER AN INCREASED DENSITY SCENARIO.
SCHANK DRIVE - THREE MILE GULLY
VICTORIA STREET RESIDENTIAL
EAST MAITLAND RESIDENTIAL
METFORD ROAD MIXED USE
Maitland Health Precinct
GREENHILLS RETAIL PRECINCT
ASHTONFIELD URBAN SERVICES
CHELMSFORD DRIVE RESIDENTIAL
METFORD LOCAL CENTRE
NEWCASTLE STREET
HIGH STREET
LAWES STREET
FIELDSEND STREET
VICTORIA STREET
BRUNSWICK STREET
TURTON STREET
METFORD ROAD
RAYMOND TERRACE ROAD
NEW ENGLAND HIGHWAY
CHELMSFORD DRIVE
SCHANCK DRIVE
CASHMORE ROAD
SOUTH SEAS DRIVE
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council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-013[A]
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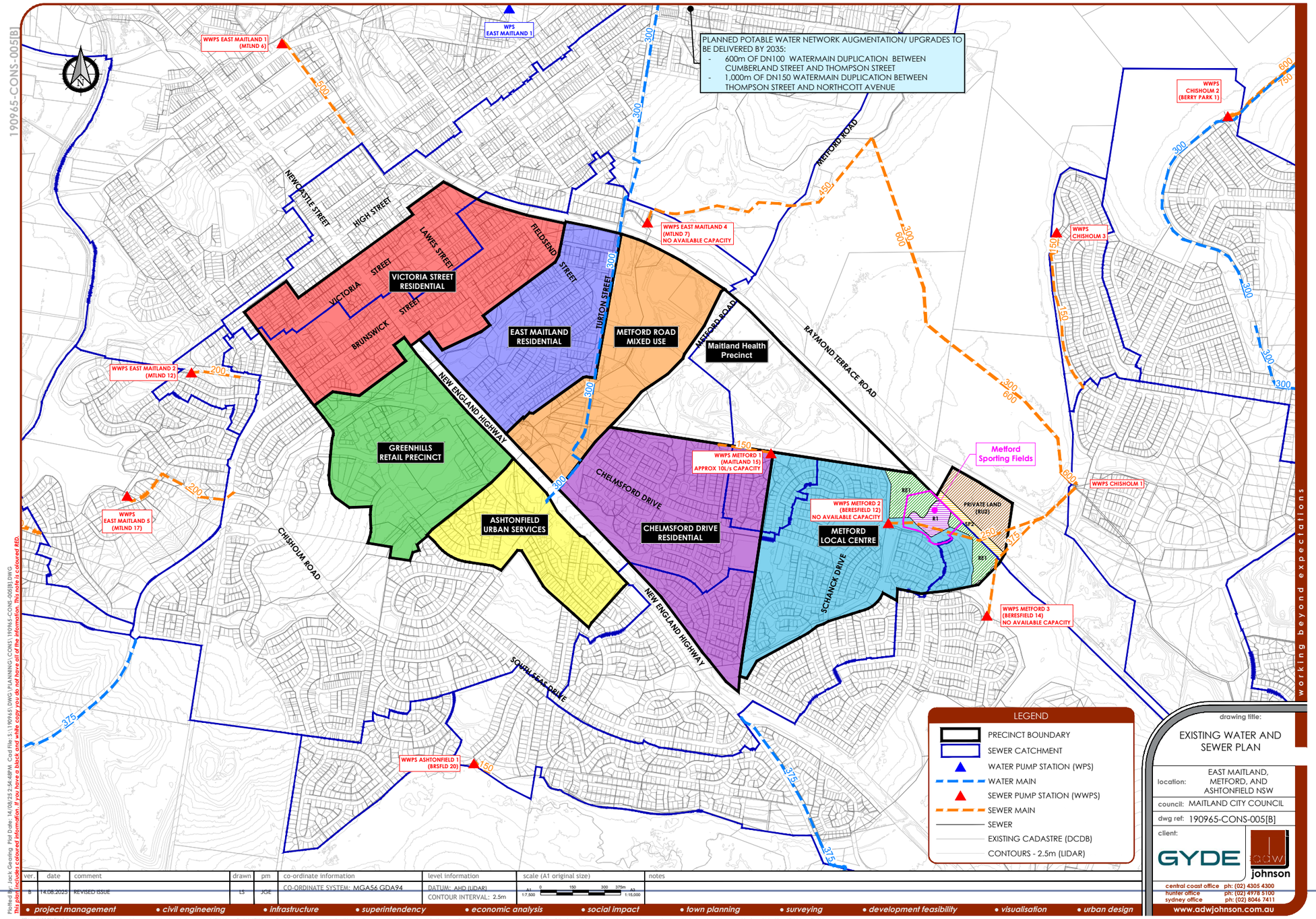
APPENDIX D Sewerage & Water


PLANNED POTABLE WATER NETWORK AUGMENTATION/ UPGRADES TO BE DELIVERED BY 2035:
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- 1,000m OF DN150 WATERMAIN DUPLICATION BETWEEN THOMPSON STREET AND NORTHCOTT AVENUE
WWPS EAST MAITLAND 1 (MTLND 6)
WPS EAST MAITLAND 1
WWPS EAST MAITLAND 4 (MTLND 7) NO AVAILABLE CAPACITY
WWPS EAST MAITLAND 2 (MTLND 12)
WWPS EAST MAITLAND 5 (MTLND 17)
WWPS METFORD 1 (MAITLAND 15) APPROX 10L/s CAPACITY
WWPS METFORD 2 (BERESFIELD 12) NO AVAILABLE CAPACITY
WWPS METFORD 3 (BERESFIELD 14) NO AVAILABLE CAPACITY
WWPS ASHTONFIELD 1 (BRSFLD 20)
WWPS CHISHOLM 1
WWPS CHISHOLM 2 (BERRY PARK 1)
WWPS CHISHOLM 3
VICTORIA STREET RESIDENTIAL
EAST MAITLAND RESIDENTIAL
METFORD ROAD MIXED USE
Maitland Health Precinct
GREENHILLS RETAIL PRECINCT
ASHTONFIELD URBAN SERVICES
CHELMSFORD DRIVE RESIDENTIAL
METFORD LOCAL CENTRE
Metford Sporting Fields
PRIVATE LAND (RU2)
NEWCASTLE STREET
HIGH STREET
LAWES STREET
FIELDSEND STREET
VICTORIA STREET
BRUNSWICK STREET
TURTON STREET
METFORD ROAD
RAYMOND TERRACE ROAD
NEW ENGLAND HIGHWAY
CHELMSFORD DRIVE
SCHANCK DRIVE
CHISHOLM ROAD
SOUTH SEAS DRIVE
LEGEND
PRECINCT BOUNDARY
SEWER CATCHMENT
WATER PUMP STATION (WPS)
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EXISTING CADASTRE (DCDB)
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dwg ref: 190965-CONS-005[B]
client:
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johnson
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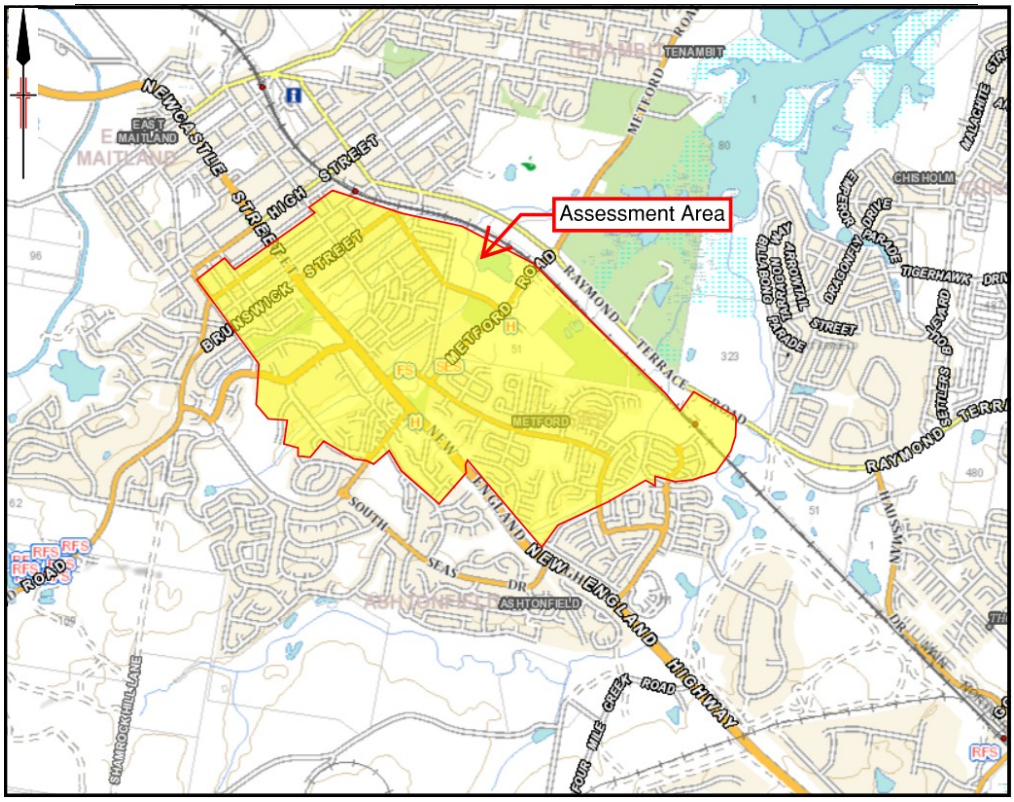
APPENDIX E Electrical & Communications

Electrical Infrastructure Review & Supply Strategy
East Maitland Catalyst Area

East Maitland, Metford & Ashtonfield NSW



April 2025

Suite C205 The Landmark

215 Pacific Hwy CHARLESTOWN NSW

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

AUTHOR: THOMAS DE JAGER

PRINTED: 11/05/2025 PAGE a

1. DOCUMENT CONTROL

Version	Date	Author	Reviewer	Revision Details
A	26/03/2025	Thomas de Jager		Initial Issue
B	08/04/2025	Thomas de Jager	Jamie Antonuccio	Add Maitland Hospital Area. Add Ausgrid PE response information.
C	10/04/2025	Thomas de Jager		Add NBN review

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2. EXECUTIVE SUMMARY

The electrical infrastructure review of the East Maitland Catalyst Area determined that the existing Ausgrid electrical distribution network has limited capacity to facilitate the future residential growth.

There are **12 existing Ausgrid 11kV feeders** in the assessment area that **average a 65% utilisation**.

There are 5 Ausgrid 33kV transmission lines within the vicinity of the assessment area.

There is one Ausgrid zone substation which is located centrally to the East Maitland Catalyst Area. This zone substation does not have any spare 11kV feeder circuit breakers available.

Approximately **1224 of the 4086 dwellings can be supplied by the existing Ausgrid network** before the Metford zone substation requires upgrades. This is subject to confirmation by Ausgrid.

Ausgrid has advised that **Metford zone substation will require an upgrade** to facilitate the full development yield (4086) and this will cost **approximately $20 million**.

Based on the preliminary enquiry response, the following precincts can be supplied with minimal network augmentation required; Ashtonfield Urban Services, Greenhills Retail, Metford Local Centre & Chelmsford Drive.

Based on information from NBN's NBN Rollout Roadmap, the **assessment area can be services by NBN's existing telecommunications network**.

SCOPE

This report has been prepared by Power Solutions (NSW) Pty Ltd to provide professional recommendations on the proposed residential expansion and rezoning works near and around the suburbs of East Maitland, Metford & Ashtonfield. Refer to Figure 1 for locality of the development. The review was commissioned by ADW Johnson. The intention of this report is to:

- Review Ausgrid's Wages system to identify existing electrical infrastructure within the vicinity of the development.
- Identity clashes with key electrical infrastructure.
- Prepare, submit and summarise responses of an Ausgrid preliminary enquiry.
- Provide a summary report outlining findings inclusive of Ausgrid's expected servicing requirements and possible lead-in requirements.
- Provide high level estimates for Ausgrid zone substation infrastructure upgrade.
- Review NBN infrastructure and serviceability.

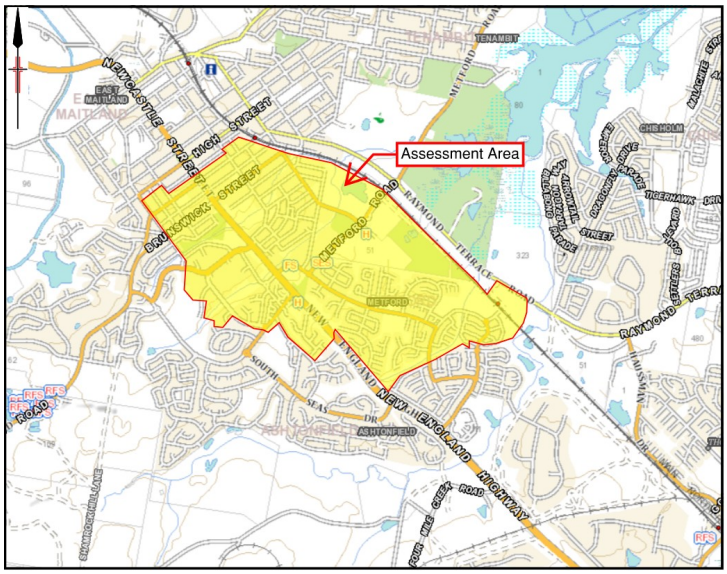


Figure 1 - Assessment area locality

power solutions

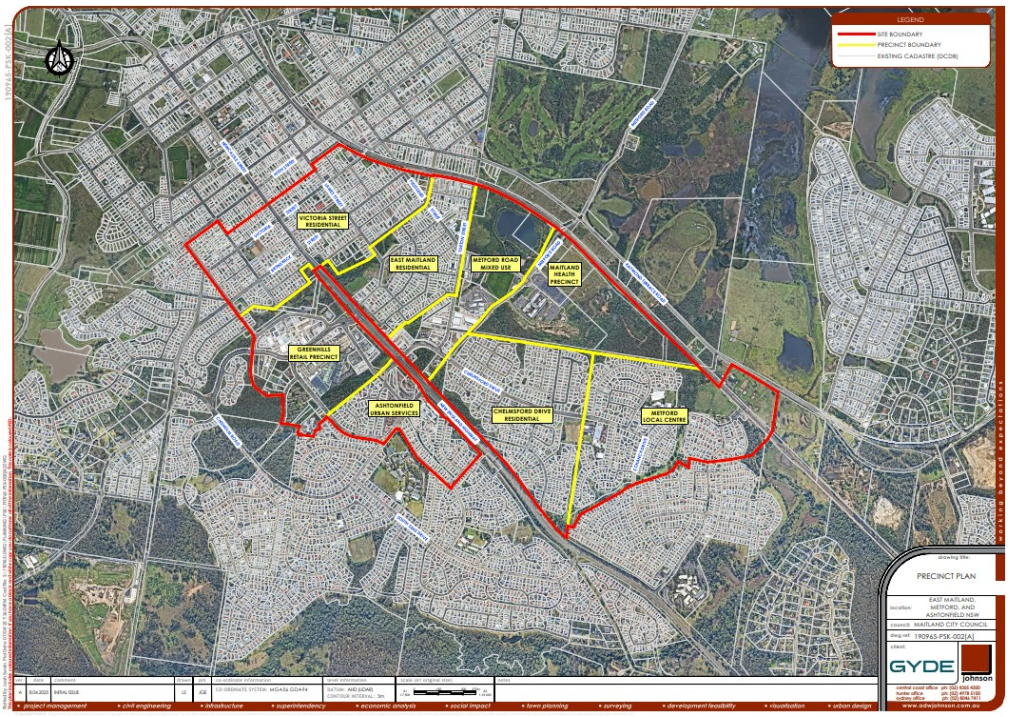


Figure 2 – Precinct Plan

Seen in Figure 2 is a more accurate map of the proposed expansion and re-development of the East Maitland area.

The area is set to increase its residential yield by approximately 236%, pending the feasible investment and delivery of housing by the market

Figure 3 – Population Projections

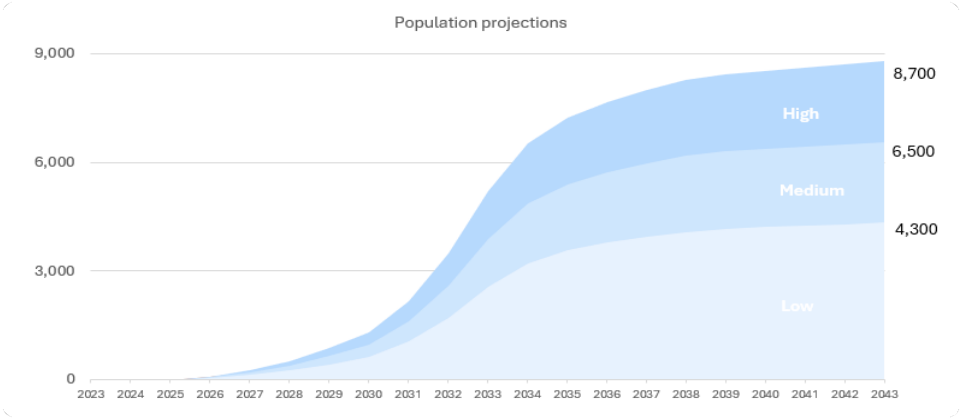
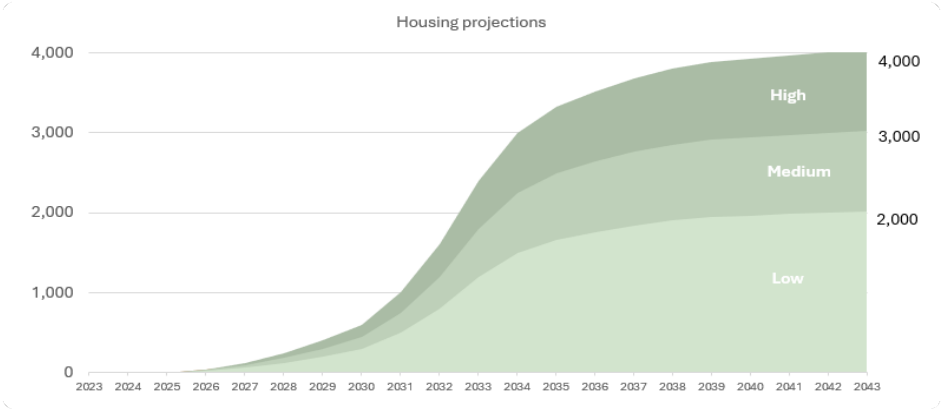


Figure 4 – Housing Projections



The Maitland Health Precinct has not been considered for the future residential growth of the East Maitland area. Future demand of this prescient (residential or electrical) cannot be forecast until the vacant land surrounding Maitland Hospital is re-zoned for residential or commercial use.

3. EXISTING ELECTRICAL NETWORK

11kV – Ausgrid High Voltage Distribution Network

The assessment area is serviced by two Ausgrid zone substations. Each zone substation outputs 11kV distribution feeders. A total of 12 existing 11kV feeders are present within the assessment area.

Table 1 - Existing 11kV Feeders in locality of development

11kV Feeders	
ZN.238 THORNTON 33	**ZN.532 METFORD 33**
34140	83300
34143	83301
34147	83307
	83309
	83312
	83314
	83293
	83295
	83298

The 11kV feeders listed in Table 1 average a utilisation of 65% based on Ausgrid GIS information.

Refer to appendix B for a reference of the existing Ausgrid 11kV network locality.

Refer to appendix F for Ausgrid's 11kV feeder utilisation table.

33kV - 132kV – Ausgrid Transmission Network

There are five Ausgrid transmission lines within the assessment area. These five feeders form part of Ausgrid sub-transmission network (33kV) and are all overhead feeders. The existing 33kV feeders are:

- KU3
- 33874
- 34116
- 83282
- 34099

The 33kV Feeder KU3 converges on the South-Western corner of the intersection between Brunswick St and Brisbane Street. The feeder branches in three directions from this point, along Brunswick St (South West), Ultimo Street (West) and Brisbane Street (North-West).

The 33kV feeder 33874 predominantly runs along the Southern edge of the New England Highway, starting south of Mitchell Drive. This feeder enters Metford Zone Substation via underground cables on Turton Street.

The 33kV feeder 34116 originates from Raymond Terrace Road, and enters the assessment area from the East, progressing North above Melaleuca Drive, Lobelia Close and Tennyson Street before bisecting Metford Road and Turton Street and entering the Metford Zone Substation.

The 33kV feeder 83282 is present in the following areas:

- New England Highway between Jubilee Street and Curtin Street
- On Jubilee Street between Guide Lane and Lawes Street
- On Lawes Street Between Jubilee Street and Alliance Street
- On Alliance Street between Lawes Street and Fieldsend Street
- On Fieldsend Street from Alliance Street to the intersection with Metford Road

The 33kV feeder 34099 is present mainly on Raymond Terrace Road and Metford Road (above the intersection of Raymond Terrace Road and Metford Road) and is largely not impacted by the assessment area.

Refer to appendix C for a network map of the 33kV network.

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Ausgrid Zone Substation Locality

There is one Ausgrid zone substation within the assessment area. The Ausgrid zone substation '532 METFORD 33' is central to the assessment area with a locality shown in Figure 3. Table 1 references the 11kV feeders which are utilised within the assessment area.

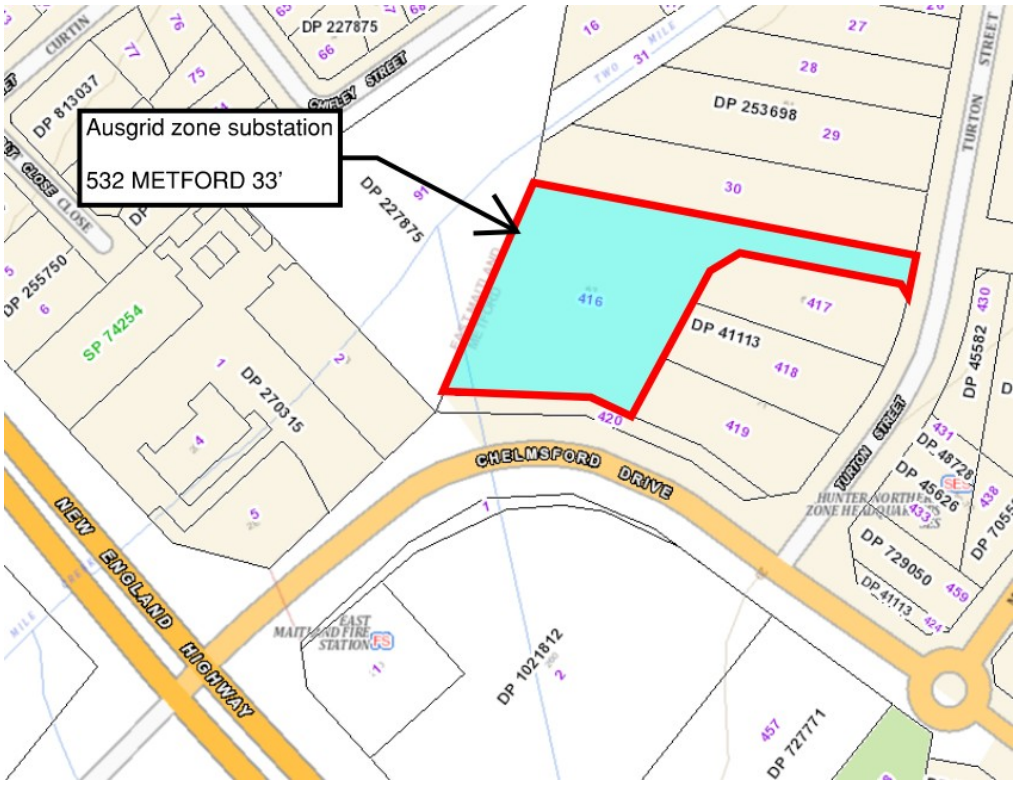

Figure 3 - Metford Zone Substation locality

According to Ausgrid GIS information, Metford Zone Substation has no spare 11kV feeders available.

Based on satellite view information from Sixmaps (refer to appendix E), Metford zone substation could accommodate one additional 33/11 transformer. This information has been confirmed by Ausgrid (8th April 2025), Ausgrid advises that Metford zone substation was designed to accommodate an additional transformer.

Refer to appendix D for Metford Zone substation 11kV feeder utilisation in relation to the assessment area.

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4. NBN INFRASTRUCTURE AND SERVICEABILITY

The existing NBN infrastructure within the assessment area is predominantly a fixed line service, with few areas serviced by a fixed wireless service. The assessment area is entirely serviceable via the NBN network, please see Figure 4.

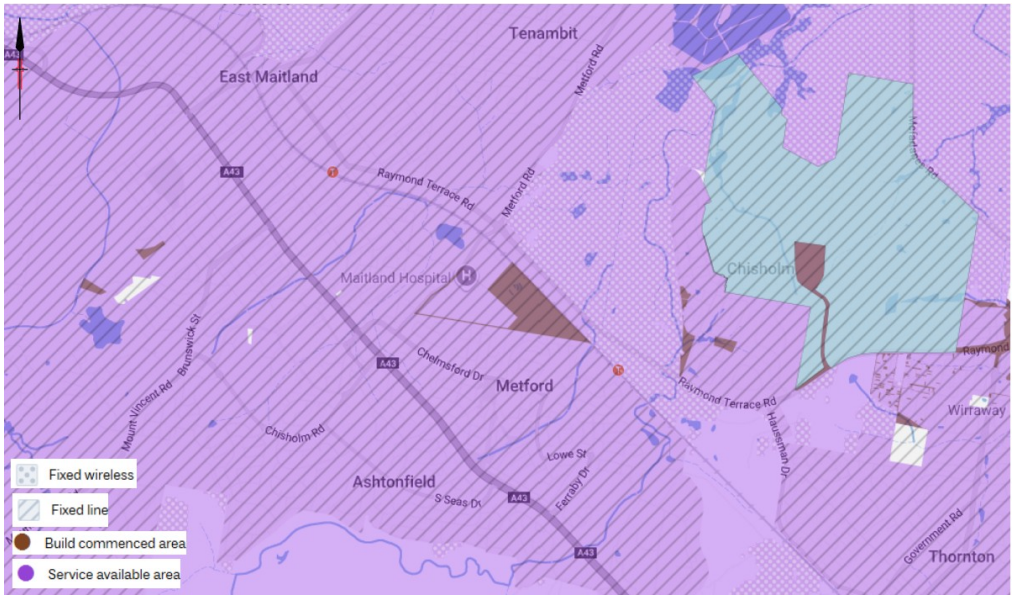

Figure 4 - NBN Infrastructure and Serviceability

The existing fixed line service (i.e. Pit and pipe network) can be owned by various operators (e.g. NBN, Telstra, Optus) however NBN manages the network entirely through mutual agreements with other telco companies.

Individual developments may require specific pit and pipe designs however some areas may not require any type of design if the existing infrastructure is suitable. If this applies, NBN can complete a LIC (lead in conduit) design to supply the development).

Upstream trunk upgrades are completed by NBN and in some instances they may share the cost with the developer, or else they cover all the upstream costs.

5. DEVELOPMENT DEMAND REQUIREMENTS

The proposed **yield increase** for the East Maitland/Metford area up to **4,000 additional dwellings (high growth scenario)**. This equates to an approximate **supply requirement of 14.3MVA**. A detailed load breakdown of the expected growth per precinct shown in Figure 2 is outlined in Table 2.

Table 2 - Development Demand Calculation

Development MD					
Precinct	**Existing Dwellings**	**Proposed Dwellings**	**Lot Increase**	**ADMD [kVA]**	**Total MD [kVA] Per precinct**
Victoria Street Residential 1	420	969	549	3.5	1922
Victoria Street Residential 2	531	1221	690	3.5	2415
Greenhills Retail Precinct 1	7	66	59	3.5	207
Greenhills Retail Precinct 2	8	73	65	3.5	228
Greenhills Retail Precinct 3	68	611	543	3.5	1901
Greenhills Retail Precinct 4	11	100	89	3.5	312
Ashtonfield Urban Services	374	440	66	3.5	231
Chelmsford Drive Residential 1	492	740	248	3.5	868
Chelmsford Drive Residential 2	143	215	72	3.5	252
Metford Local Centre 1	67	84	17	3.5	60
Metford Local Centre 2	465	588	123	3.5	431
Metford Local Centre 3	37	48	11	3.5	39
Metford Road Mixed Use	0	947	947	3.5	3315
East Maitland Residential 1	223	580	357	3.5	1250
East Maitland Residential 2	155	405	250	3.5	875
Total Residential Dwellings	3001	7087	4086		
Total MD					**14.3 MVA**

As mentioned in Section 0 of this report, the future electrical demand of the Maitland Health Precinct has not been considered in this report. The vacant land around Maitland Hospital has not been defined with an end use at the time of writing this report, as such, no future residential growth yield can be calculated for this area.

6. AUSGRID PRELIMINARY ENQUIRY RESPONSE

Ausgrid issued a response to the preliminary enquiry (Ausgrid ref 700009792) submitted on the 30th of January 2025.

Ausgrid advised the following information:

- The existing 11kV feeders impacted by the residential growth are averaging 65% utilisation.
- Metford zone substation has insufficient capacity to facilitate the additional 4086 dwellings, and a third zone transformer (likely 33/11) is required as part of an upgrade to Metford Zone Substation. Additionally, new 11kV switchgear is required to facilitate the new 11kV feeders.

The Ausgrid preliminary enquiry application can be viewed in Appendix A.

Ausgrid advised that based on the current network configuration, the following precincts could be serviced with minimal network augmentation:

- Ashtonfield Urban Services
- Greenhills Retail
- Metford Local Centre
- Chelmsford Drive

Ausgrid advises that all other precincts will require a new 11kV feeder for their supply.

Ausgrid confirmed that Metford Zone substation does not have any spare 11kV circuit breakers available.

7. DEVELOPMENT SERVICING STRATEGY

Based on the existing Ausgrid network, only a limited number of dwellings can be serviced. Assuming an average of 35% spare capacity (from Ausgrid's preliminary enquiry response), only 1224 of the new dwellings can be serviced by the existing network.

It is likely that that additional network augmentation (11kV and LV) will be required to facilitate new connections.

Ultimately, Metford Zone Substation will require an upgrade to enable new 11kV feeders. Each additional 11kV feeder can facilitate up to 8MVA (~2000 dwellings).

A zone substation upgrade can take approximately 5 years to implement.

Ausgrid can offer connectivity advise once connection applications are made for each of the new growth areas.

Ausgrid could possibly determine when infrastructure upgrades are required if a development staging plan is formulated.

Ausgrid standards stipulate that any new residential development be supplied by an underground distribution network. This is typically achieved by installing a kiosk substation which distributes 3-5 low voltage feeds to supply the residential dwellings. A typical residential kiosk substation is 400kVA and can supply approximately 70 dwellings.

8. INFRASTRUCTURE CONSTRUCTION COST

The approximate cost to **upgrade a zone substation** with an additional transmission to distribution transformer is **$20 million AUD**.

The following are indicative costs for key infrastructure:

- $120,000.00 per new kiosk substation
- $15,000.00 per timber pole installation (LV and 11kv constructions)
- $25,000.00 per timber pole installation (33kV constructions)
- $350/m for 11kV 300CU1 cable (used for jointing into substations and UGOHs)
- $150/m for 11kV 500AL3 cable (used for trunk sections of new 11kV feeders)
- $100/m for 11kV 400AL3 cable (used for branch sections of 11kV feeders)

9. CONCLUSION

The electrical infrastructure review of the East Maitland Catalyst Area determined that the existing Ausgrid electrical distribution network has limited capacity to facilitate the future residential growth and upgrades to transmission and distribution infrastructure will be required.

There are 12 existing Ausgrid 11kV feeders from two separate zone substations with currently supply the proposed growth area. These **11kV feeders average a 65% utilisation**.

There are 5 Ausgrid 33kV transmission lines within the vicinity of the assessment area. Of these 5, 3 are directly impacting the assessment area and may require relocation works to avoid clashes with proposed residential infrastructure.

There is one Ausgrid zone substation which is located centrally to the East Maitland Catalyst Area. This zone substation does not have any spare 11kV feeder circuit breakers available. Based on satellite imagery and Ausgrid advise, this zone substation has capacity to have an additional transmission to distribution transformer installed (likely 33kV/11kV).

Approximately **1224 of the 4086 dwellings can be supplied by the existing Ausgrid network** before the Metford zone substation requires upgrades. This is subject to confirmation by Ausgrid.

Ausgrid has advised that **Metford zone substation will require an upgrade** to facilitate the full development yield (4086) and this will cost **approximately $20 million**.

Based on the preliminary enquiry response, the following precincts can be supplied with minimal network augmentation required; Ashtonfield Urban Services, Greenhills Rail, Metford Local Centre & Chelmsford Drive.

Based on information from NBN's NBN Rollout Roadmap, the assessment area can be services by NBN's existing telecommunications network. Development connection will be assessed on a case-by-case basis with NBN to determine if new pit and pipe infrastructure is required.

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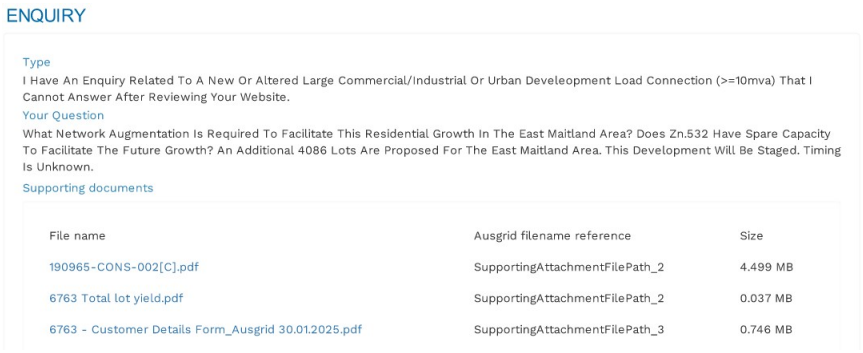
10. APPENDIX A – AUSGRID PRELIMINARY ENQUIRT APPLICATION



ENQUIRY

Type

I Have An Enquiry Related To A New Or Altered Large Commercial/Industrial Or Urban Develeopment Load Connection (>=10mva) That I Cannot Answer After Reviewing Your Website.

Your Question

What Network Augmentation Is Required To Facilitate This Residential Growth In The East Maitland Area? Does Zn.532 Have Spare Capacity To Facilitate The Future Growth? An Additional 4086 Lots Are Proposed For The East Maitland Area. This Development Will Be Staged. Timing Is Unknown.

Supporting documents

File name	Ausgrid filename reference	Size
190965-CONS-002[C].pdf	SupportingAttachmentFilePath_2	4.499 MB
6763 Total lot yield.pdf	SupportingAttachmentFilePath_2	0.037 MB
6763 - Customer Details Form_Ausgrid 30.01.2025.pdf	SupportingAttachmentFilePath_3	0.746 MB

Figure 5 - Ausgrid Preliminary Enquiry

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11. APPENDIX B – EXISITNG AUSGRID 11KV NETWORK MAP

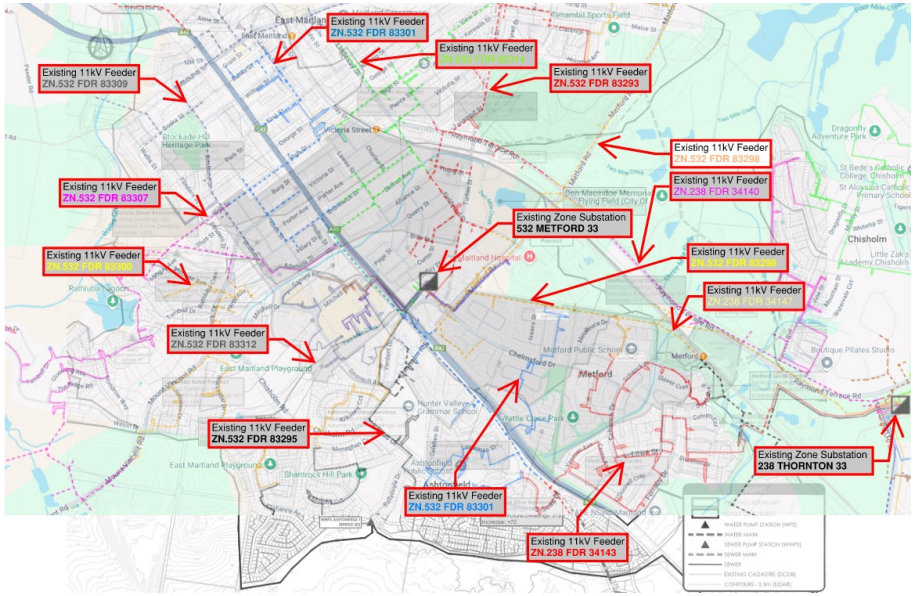

Figure 6 - Existing 11kV feeder locality

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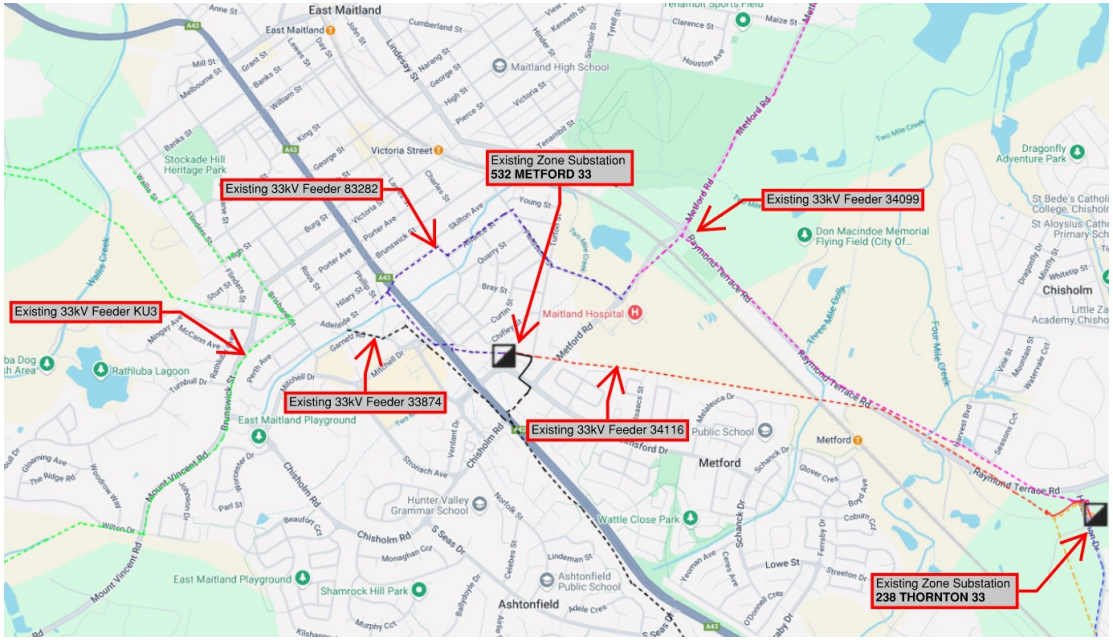
12. APPENDIX C – EXISITNG AUSGRID 33KV NETWORK MAP



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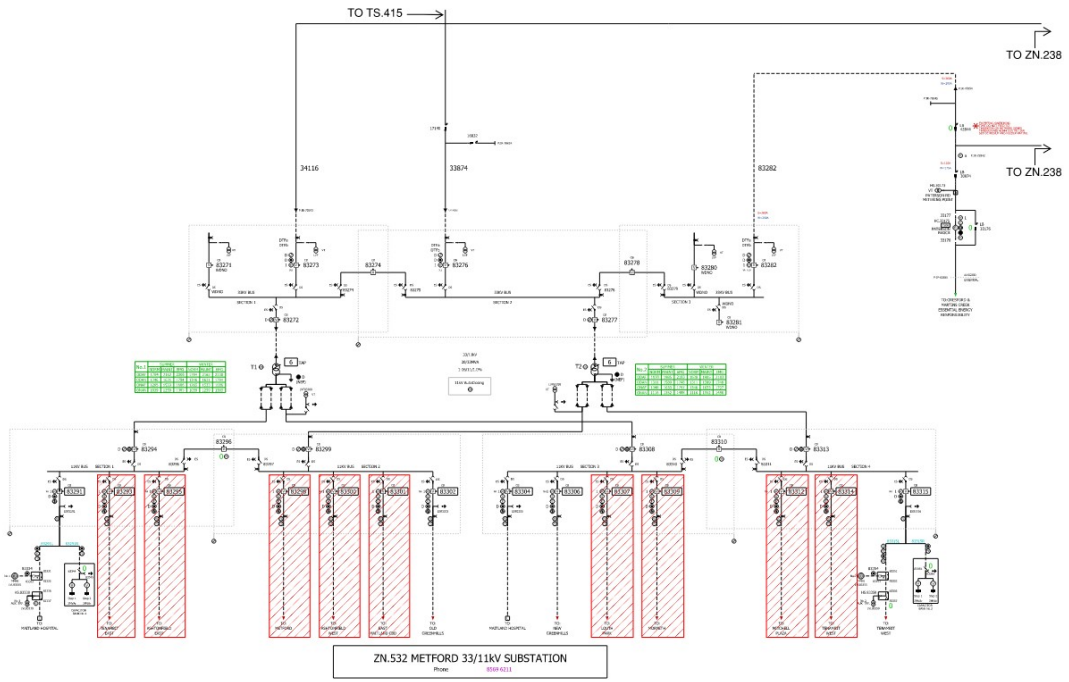
13. APPENDIX D – METFORD ZONE SUBSTATION SCHEMATIC



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14. APPENDIX E – METFORD ZONE SUBSTATION SATELLITE VIEW



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15. APPENDIX F – AUSGRID 11KV FEEDER CAPACITY

Zone	Feeder	Trunk Rating (A)	Trunk Load (A)	Utilisation	Trunk Capacity (MVA)	Precinct(s)
Metford	83293	400	121	30%	5.37	Metford Road, East Maitland
Metford	83295	280	188	67%	1.77	Ashtonfield Urban Services
Metford	83298	400	290	73%	2.12	Chelmsford Drive
Metford	83300	258	169	66%	1.71	Ashtonfield Urban Services
Metford	83301	400	393	98%	0.13	Victoria Street Residential, Chelmsford Drive
Metford	83302	400	148	37%	4.85	Greenhills Retail
Metford	83306	355	160	45%	3.75	Greenhills Retail
Metford	83307	315	287	91%	0.54	Greenhills Retail
Metford	83309	370	347	94%	0.44	Victoria Street Residential, Greenhills Retail, East Maitland
Metford	83312	360	126	35%	4.50	Greenhills Retail
Metford	83314	330	240	73%	1.73	Victoria Street Residential, East Maitland
Thornton	34143	308	195	63%	2.17	Metford Local
Thornton	34137	350	129	37%	4.25	Metford Local

16. APPENDIX G – AUSGRID PRELIMINARY ENQUIRY RESPONSE (08/04/2025)

To	Power Solutions
From	Brian Mottley
Date	8th April 2025
Subject	700009792 – East Maitland Preliminary Enquiry

Background

Asset Investment Planning has received a preliminary enquiry for the development of an additional 4086 lots in a number of precincts within the East Maitland Area. The proposal consists of both commercial and residential development, with an expected additional maximum demand of approximately 14.3MVA.

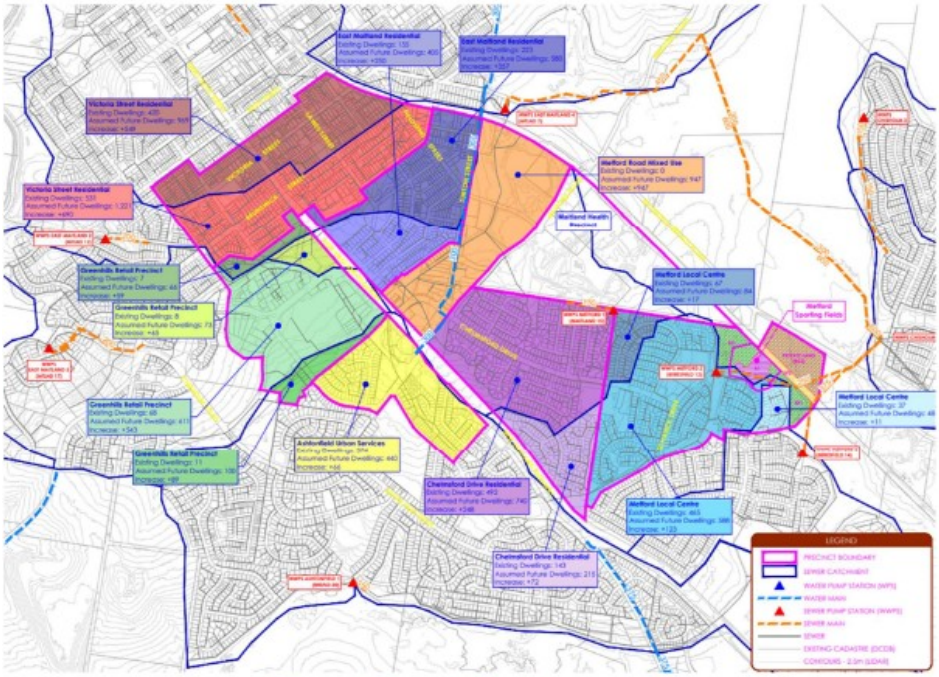

Figure 1: Proposed Development Area

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Proposed Load

The requested load is approximately 14.3MVA, which is approximately 743A at 11kV. The following table details the requested load:

Development MD					
Precinct	Existing Lots	Proposed Lots	Lot Increase	ADMD [kVA]	Total MD [kVA] Per precinct
Victoria Street Residential 1	420	969	549	3.5	1922
Victoria Street Residential 2	531	1221	690	3.5	2415
Greenhills Retail Precinct 1	7	66	59	3.5	207
Greenhills Retail Precinct 2	8	73	65	3.5	228
Greenhills Retail Precinct 3	68	611	543	3.5	1901
Greenhills Retail Precinct 4	11	100	89	3.5	312
Ashtonfield Urban Services	374	440	66	3.5	231
Chelmsford Drive Residential 1	492	740	248	3.5	868
Chelmsford Drive Residential 2	143	215	72	3.5	252
Metford Local Centre 1	67	84	17	3.5	60
Metford Local Centre 2	465	588	123	3.5	431
Metford Local Centre 3	37	48	11	3.5	39
Metfor Road Mixed Use	0	947	947	3.5	3315
East Maitland Residential 1	223	580	357	3.5	1250
East Maitland Residential 2	155	405	250	3.5	875
Total Residential Lots	3001	7087	4086		
Total MD					**14.3 MVA**

Table 1: Precinct Maximum Demand for the Development

11kV Network Capacity

The proposed development surrounds existing Metford Zone Substation. Thornton Zone Substation also exists to the east.

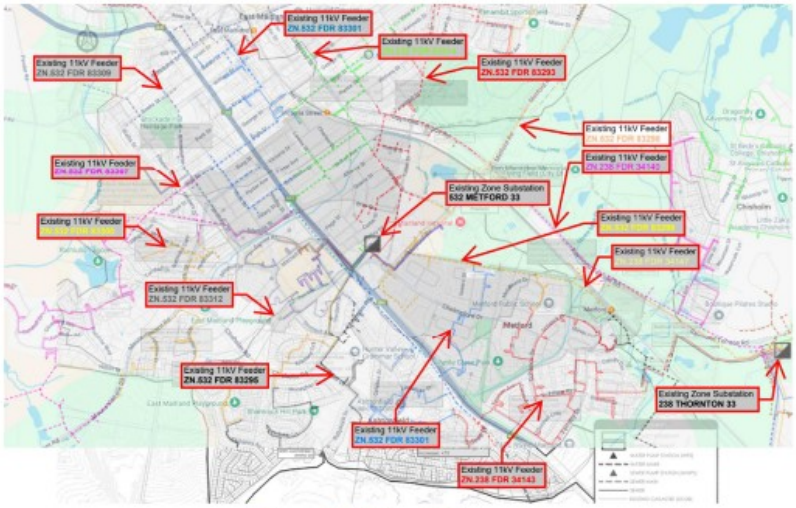

Figure 2: Existing 11kV network

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The following feeders have been identified along with their trunk capacities. These capacities are indicative of each feeder trunk capacity and do not account for downstream limitations.

Zone	Feeder	Trunk Rating (A)	Trunk Load (A)	Utilisation	Trunk Capacity (MVA)	Precinct(s)
Metford	83293	400	121	30%	5.37	Metford Road, East Maitland
Metford	83295	280	188	67%	1.77	Ashtonfield Urban Services
Metford	83298	400	290	73%	2.12	Chelmsford Drive
Metford	83300	258	169	66%	1.71	Ashtonfield Urban Services
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Metford	83314	330	240	73%	1.73	Victoria Street Residential, East Maitland
Thornton	34143	308	195	63%	2.17	Metford Local
Thornton	34137	350	129	37%	4.25	Metford Local

Table 2: Trunk Capacity of 11kV feeders surrounding the Development

From the table above, there appears to be sufficient trunk capacity on the 11kV network to accommodate some of the precincts under normal conditions. They include:

- Ashtonfield Urban Services
- Greenhills Retail
- Metford Local Centre
- Chelmsford Drive

The remaining precincts and N-1 security on all precincts require detailed planning studies to determine any portion that can be supplied by the existing network. For precincts that cannot be supplied, new 11kV feeders will need to be run from Metford Zone Substation. Metford Zone substation has **no spare** 11kV circuit breakers to form new feeders.

Transmission Network Capacity

Metford Zone Substation (ZS):

Metford ZS is located centrally to the proposed development area. Metford ZS has insufficient capacity for the proposed 14.3MVA development. Metford ZS has been constructed with provision for a third transformer and additional switchgear. Therefore, the capacity of Metford ZS (including additional 11kV feeder panels) can be increased with relative ease, but a preliminary cost-benefit analysis indicates other developments would also be required to justify the cost of an upgrade at Metford ZS.

Thornton Zone Substation (ZS):

Thornton ZS is located to the east of the proposed development. There is sufficient capacity at the transmission level of the zone substation, however, the zone has only one spare 11kV circuit breaker available limiting the capacity to one new 11kV feeder plus capacities of the two 11kV feeders mentioned in table 2.

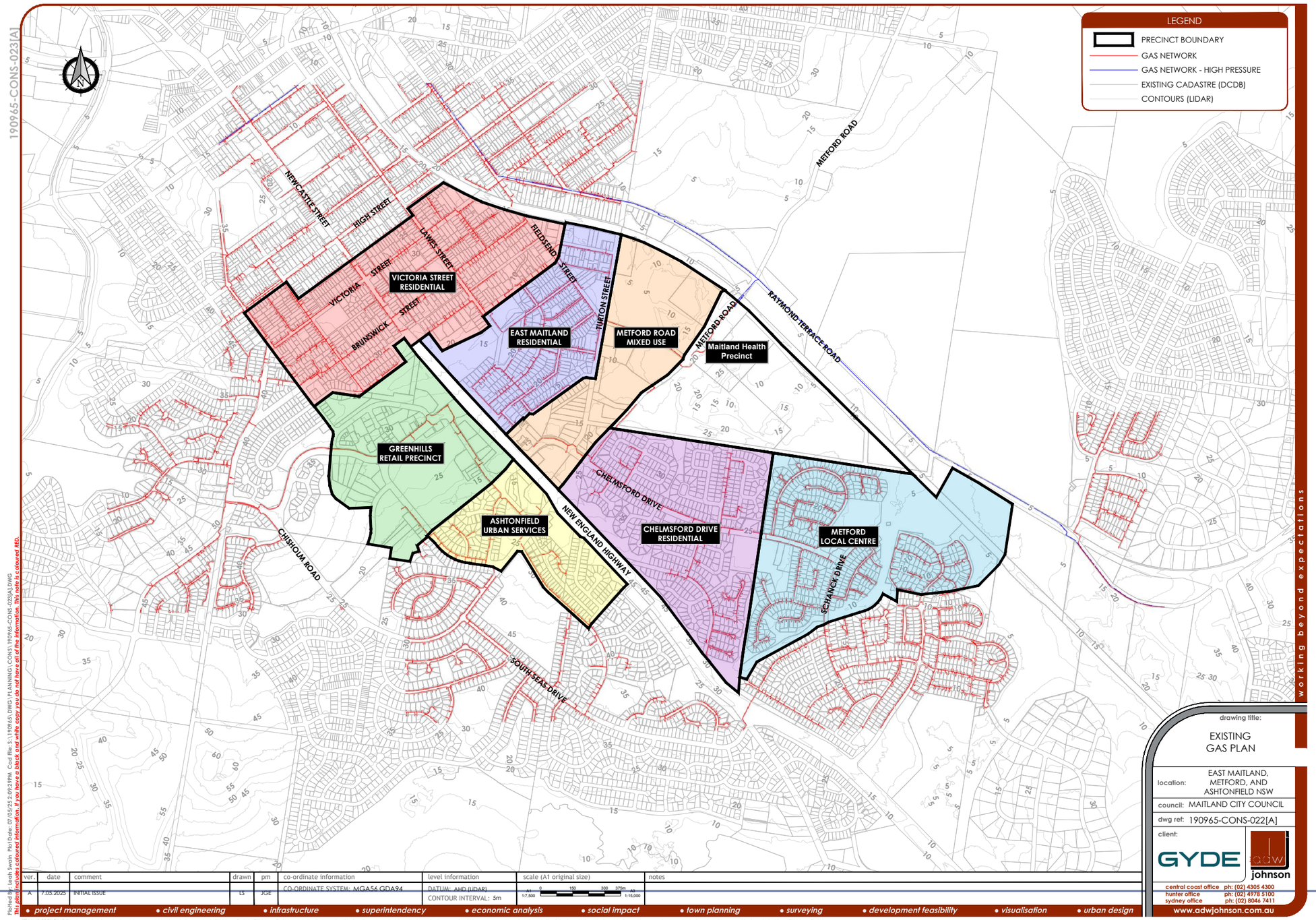
Recommendations

Provide an approximate staging and timing plan for Ausgrid to determine the network augmentation requirements for augmentation including required upgrades to transmission network capacity.

Planning Considerations

There are many influencing factors that could affect the available supply capacity including but not limited to other developments, future network augmentation, load growth and policy changes. This preliminary response is based on information available at the time and may change into the future. It is expected that a connection application will be submitted by the applicant. Upon receipt of the connection application a more detailed planning study will be undertaken to enable a Design Information Package to be produced outlining the connection requirements. The information in this response is for use by Contestability to enable a response to the preliminary enquiry by the applicant.

APPENDIX F Gas


LEGEND
PRECINCT BOUNDARY
GAS NETWORK
GAS NETWORK - HIGH PRESSURE
EXISTING CADASTRE (DCDB)
CONTOURS (LIDAR)
VICTORIA STREET RESIDENTIAL
EAST MAITLAND RESIDENTIAL
METFORD ROAD MIXED USE
Maitland Health Precinct
GREENHILLS RETAIL PRECINCT
ASHTONFIELD URBAN SERVICES
CHELMSFORD DRIVE RESIDENTIAL
METFORD LOCAL CENTRE
NEWCASTLE STREET
HIGH STREET
VICTORIA STREET
LAWES STREET
BRUNSWICK STREET
FIELDSEND STREET
TURTON STREET
METFORD ROAD
RAYMOND TERRACE ROAD
CHELMSFORD DRIVE
SCHANCK DRIVE
NEW ENGLAND HIGHWAY
CHISHOLM ROAD
SOUTH SEAS DRIVE
working beyond expectations
drawing title:
EXISTING GAS PLAN
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-022[A]
client:
GYDE
johnson
central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411
www.adwjohnson.com.au
ver. date comment drawn pm
A 7.05.2025 INITIAL ISSUE LS JGE
co-ordinate information
CO-ORDINATE SYSTEM: MGA56 GDA94
level information
DATUM: AHD (LIDAR)
CONTOUR INTERVAL: 5m
scale (A1 original size)
1:7,500
1:15,000
notes
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design
190965-CONS-023[A]
Plotted by: Leah Swain Plot Date: 07/05/25 2:09:29 PM Cad file: S:\190965\DWG\PLANNING\CONS\190965-CONS-022[A1].DWG
Plot Description: Coloured information. If you have a black and white copy you do not have all of the information. The zone is coloured RED.
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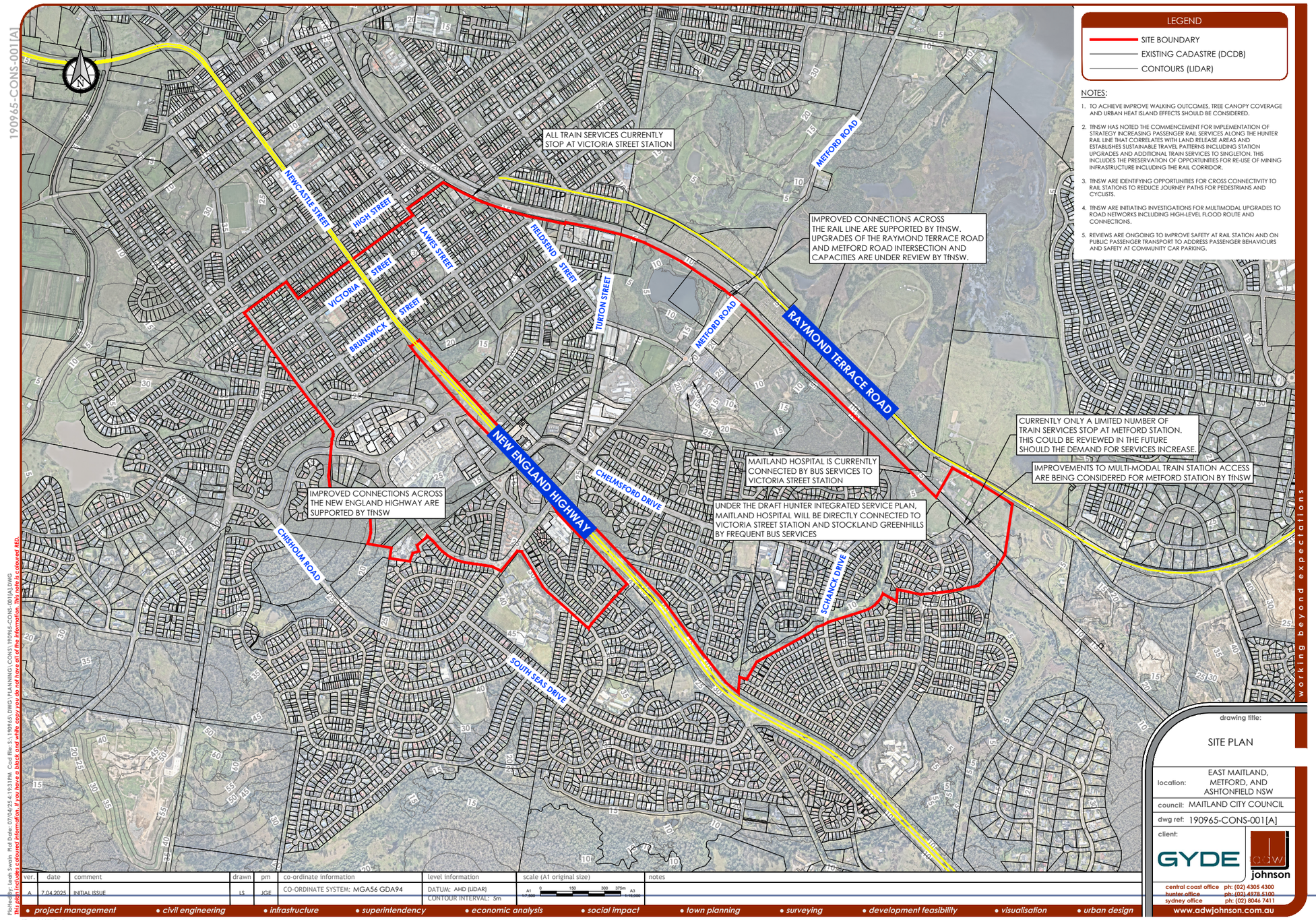
APPENDIX G Transport


LEGEND
SITE BOUNDARY
EXISTING CADASTRE (DCDB)
CONTOURS (LIDAR)
NOTES:
1. TO ACHIEVE IMPROVE WALKING OUTCOMES, TREE CANOPY COVERAGE AND URBAN HEAT ISLAND EFFECTS SHOULD BE CONSIDERED.
2. TfNSW HAS NOTED THE COMMENCEMENT FOR IMPLEMENTATION OF STRATEGY INCREASING PASSENGER RAIL SERVICES ALONG THE HUNTER RAIL LINE THAT CORRELATES WITH LAND RELEASE AREAS AND ESTABLISHES SUSTAINABLE TRAVEL PATTERNS INCLUDING STATION UPGRADES AND ADDITIONAL TRAIN SERVICES TO SINGLETON. THIS INCLUDES THE PRESERVATION OF OPPORTUNITIES FOR RE-USE OF MINING INFRASTRUCTURE INCLUDING THE RAIL CORRIDOR.
3. TfNSW ARE IDENTIFYING OPPORTUNITIES FOR CROSS CONNECTIVITY TO RAIL STATIONS TO REDUCE JOURNEY PATHS FOR PEDESTRIANS AND CYCLISTS.
4. TfNSW ARE INITIATING INVESTIGATIONS FOR MULTIMODAL UPGRADES TO ROAD NETWORKS INCLUDING HIGH-LEVEL FLOOD ROUTE AND CONNECTIONS.
5. REVIEWS ARE ONGOING TO IMPROVE SAFETY AT RAIL STATION AND ON PUBLIC PASSENGER TRANSPORT TO ADDRESS PASSENGER BEHAVIOURS AND SAFETY AT COMMUNITY CAR PARKING.
ALL TRAIN SERVICES CURRENTLY STOP AT VICTORIA STREET STATION
IMPROVED CONNECTIONS ACROSS THE RAIL LINE ARE SUPPORTED BY TfNSW. UPGRADES OF THE RAYMOND TERRACE ROAD AND METFORD ROAD INTERSECTION AND CAPACITIES ARE UNDER REVIEW BY TfNSW.
CURRENTLY ONLY A LIMITED NUMBER OF TRAIN SERVICES STOP AT METFORD STATION. THIS COULD BE REVIEWED IN THE FUTURE SHOULD THE DEMAND FOR SERVICES INCREASE.
IMPROVEMENTS TO MULTI-MODAL TRAIN STATION ACCESS ARE BEING CONSIDERED FOR METFORD STATION BY TfNSW
MAITLAND HOSPITAL IS CURRENTLY CONNECTED BY BUS SERVICES TO VICTORIA STREET STATION
UNDER THE DRAFT HUNTER INTEGRATED SERVICE PLAN, MAITLAND HOSPITAL WILL BE DIRECTLY CONNECTED TO VICTORIA STREET STATION AND STOCKLAND GREENHILLS BY FREQUENT BUS SERVICES
IMPROVED CONNECTIONS ACROSS THE NEW ENGLAND HIGHWAY ARE SUPPORTED BY TfNSW
NEWCASTLE STREET
HIGH STREET
LAWES STREET
FIELDSEND STREET
VICTORIA STREET
BRUNSWICK STREET
TURTON STREET
METFORD ROAD
RAYMOND TERRACE ROAD
NEW ENGLAND HIGHWAY
CHELMSFORD DRIVE
SCHANCK DRIVE
CHISHOLM ROAD
SOUTH SEAS DRIVE
drawing title:
SITE PLAN
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-001[A]
client:
GYDE
adw johnson
central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411
www.adwjohnson.com.au
working beyond expectations
ver. | date | comment | drawn | pm | co-ordinate information | level information | scale (A1 original size) | notes
A | 7.04.2025 | INITIAL ISSUE | LS | JGE | CO-ORDINATE SYSTEM: MGA56 GDA94 | DATUM: AHD (LiDAR) CONTOUR INTERVAL: 5m | A1 1:7,500 A3 1:15,000
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design
190965-CONS-001[A]
Plotted By: Leah.Swain Plot Date: 07/04/25 4:19:31 PM Cad File: S:\190965.DWG\PLANNING\CONS\190965-CONS-001[A].DWG
Note: If this plan is coloured information, if you have a black and white copy you should be aware that it is coloured RED.

APPENDIX H Stakeholder Feedback

Stakeholder	Date Received	Feedback
Authorities		
HCCDC (Hunter Central Coast Development Corporation)	26/3/2025	Refer Appendix I – Meeting Minutes.
DPIE (Dept Planning & Environment)	26/3/2025	Refer Appendix I – Meeting Minutes.
Transport for NSW	31/03/2025	• Improved connections across major barriers such as the New England Highway and Hunter rail line are supported. • To achieve better walking outcomes, the structure plan should address tree canopy coverage and urban heat island effects wherever possible. • Improvements to multi-modal train station access are being considered for Metford Station, however, there is currently no funding available to deliver upgrades. • Maitland Hospital is currently connected by bus services to Victoria Street Station. All train services stop at Victoria Street Station, however, only around half of train services stop at Metford Station. • Under the Draft Hunter Integrated Service Plan, Maitland Hospital will be directly connected to Victoria Street Station and Stockland Greenhills by frequent bus services (please not there are currently no plans to connect Maitland Hospital to Metford Station via future bus services).
Ausgrid	8/4/2025	Refer Appendix E – Electrical and Communications Review.
ARTC	187/2025	• This part of the ARTC networks has sufficient number of tracks within the existing rail corridor to manage future increase of traffic and there are no current plans for corridor widening. • Generally there are no new level crossing permitted to the rail network in NSW only upgrading existing ones. • Overpasses are usually driven by increased traffic volumes at level crossings and there are no public road level crossings in this part of the network that would see a direct need for an overpass introduction. • Any noise and vibration mitigation is the responsibility of the housing developer or council or utility asset owner to address, and follows the normal guide for building near a railway. This also includes stormwater runoff, and any additional utility crossings that may be required to support the growth
Jemena		The existing network capacity for the area is an additional 250 dwellings, before requiring any reinforcement or network enhancement.
Hunter Water	14/8/2025	**Water Supply** Hunter Water prepared a Regional Water Servicing Strategy for East Maitland in 2021. This Strategy identified network upgrades that would only support the projected Low Growth scenario. In accordance with the Strategy, the following reticulation upgrade are proposed for augmentation by 2030. The

Stakeholder	Date Received	Feedback
Hunter Water (cont.)		augmentation currently sits in the 2030 to 2035 Capital Works Funding Price Path of the water capacity investment plan i.e. to be delivered by 2035. 600m of DN100 (East Maitland) — Reticulation pipe duplication from Cumberland street to Thompson street. 1,000m of DN150 (East Maitland) — Reticulation pipe duplication from Thompson street to Northcott avenue. These augmentations are needed to address the localised low pressure regions in reticulation network in East Maitland. Apart from above, no other augmentation works have been identified or planned. Council will need to engage an accredited design consultant to prepare a Water Servicing Strategy to assess network upgrade options for the projected Medium and High Growth scenarios. The Strategy would determine the upgrade costs for each growth scenario and a NPV analysis to support the preferred scenario. **East Maitland 4 WWPS, Metford 1 WWPS, Metford 2 WWPS & Metford 3 WWPS** WWPS | Catchment WWPSs | Pumped Inflow | Downstream WWPS | Pump Duty | ET | Gravity ADWF | Cumulative ADWF | Gravity PWWF | Pumped inflow | Total PWWF EAST MAITLAND 4 | EAST MAITLAND 2, EAST MAITLAND 5, EAST MAITLAND 6, METFORD 1 | EAST MAITLAND 2, EAST MAITLAND 5, METFORD 1 | MORPETH WWTW | 250 / 350 | 3840 | 42.2 | 50.9 | 390 | 109.0 | 499 METFORD 1 | | | EAST MAITLAND 4 | 25 | 156 | 1.7 | 1.7 | 14.3 | - | 14.3 METFORD 2 | | | CHISHOLM 1 | 85 | 1131 | 12.4 | 12.4 | 93.7 | - | 93.7 METFORD 3 | ASHTONFIELD 1 | ASHTONFIELD 1 | CHISHOLM 1 | 63 / 90 | 1160 | 12.8 | 15.9 | 96.0 | 27.7 | 123.7 A couple of things to note: • The EM4 gravity PWWF includes 240 L/s from the EM4 gravity catchment, plus 150 L/s via the DN450 relief main (from MH 514G to J9595). • The highlighted cells show East Maitland 4 and Metford 3 capacities in terms of Level 1 / Level 2 operation, i.e. 1 pump/2 pump operation. EM4 is already overloaded. We rely on two pump operation and even then it fails to meet its 6 month ARI containment objective. Hunter Water has commenced plans for upgrading EM4 which are subject to capital funding approval.

Stakeholder	Date Received	Feedback
Hunter Water (cont.)		However, current plans and funding will likely to focus on maximising capacity of the existing sewer rising main from EM4, so a duty increase in the 450 - 500 L/s range. This is about double the current single pump duty and should meet the containment objective and cater for some limited growth. Anything more will involve large expenditure to duplicate the rising main and possibly an additional wet well or Storm Flow Pump Station. Council will need to engage an accredited design consultant to prepare Wastewater Servicing Strategies to assess upgrade options for all WWPS's for the various projected growth scenarios i.e. Low, Medium and High. The Strategies would determine the upgrade costs for each growth scenario and a NPV analysis to support the preferred scenario. Council's strategy consultant should request an inception meeting with Hunter Water prior to preparation of the water and wastewater strategies. Hunter Water needs to undertake further flow monitoring for the lead-in sewer transfer main to Morpeth Wastewater Treatment Works and will provide capacity advice when available. At this stage we expect that a duplicate lead-in sewer main will be required and we are also investigating options. Hunter Water is currently investigating growth projections and would like to work with Council to identify necessary upgrades and staging. Both Council and Hunter Water will need to coordinate in developing and aligning business cases for funding. (also provided correct catchment boundaries)
External		
Stockland	7/3/2025 & 7/5/2025	Refer Appendix I – Meeting Minutes.
Healthe Care	6/3/2025	Receipt acknowledged - nil feedback received.
Hunter New England Health	21/3/2025	Refer Appendix I – Meeting Minutes
Landcom	8/4/2025	"We don't have any projects in that area and no comment."
Hargreaves Property Group	18/3/2025	No specific feedback but requested to be kept informed.
Mindaribba Local Aboriginal Land Council	26/3/2025	Refer Appendix I – Meeting Minutes.

Stakeholder	Date Received	Feedback
Hume Housing	1/4/2025	Receipt acknowledged - nil feedback received.
Hunter Land	2/04/2025	"Overall comment for East Maitland is transportation issue directed: • While I acknowledge this is the high growth target model, the pub test when applied makes these extra dwelling numbers probably unachievable. This may skew the recommendations. • I don't think that this is MCC's vision, nor do I think the market is ready for more intensive medium or high rise in East Maitland. • Medium density offers are really limited to town house development at this time. There is no or very little appetite for mid or high rise and no supply. • Nor is the dwelling price high enough to encourage taking up the discount to move to medium density if it were available • Such a discounted price is not market viable with regulation and construction costs in medium density at current and likely increasing cost • Fragmentation of ownership will take possible a generation to overcome to create amalgamated sites. In conclusion, the market structure and metrics are not conducive to land use intensification reform here as it might be in inner Newcastle. The earlier hope that New Maitland Hospital would be a node and a catalyst has not played out. The market for allied health services for example has not concentrated around the hospital due to lack of opportunity, but has reset itself near the Greenhills shopping precinct. In context of East Maitland, the amplification of services is therefore somewhat moot as issues already exists without attributing them to outcomes of a growth strategy. • The New England Highway is back to 1990's performance notwithstanding the M15 Hunter Expressway • Arguably the M15 has exacerbated the NEH performance at Maitland Station RAB so this is one area that should be targeted for upgrade • The Melbourne St/ NEH signalised intersection is close to failing in the am peak from eastbound highway traffic, and again in the pm when traffic splits to take the third Hunter River crossing route • As on many Sydney main roads, the school zone as East Maitland Public School is a bottleneck. • Do not have specific comments on water, sewer or power."

Stakeholder	Date Received	Feedback
Homes NSW	17/04/2025	Homes NSW see the Maitland area is a key part of Social Housing portfolio and to better align with demand will need to undertake infill renewal development of existing assets. Please see attached PowerPoint for distribution of LAHC properties within each precinct (*not published*). We have not analysed the infrastructure needs however would be looking towards medium to higher density residential renewal for HNSW Key holdings within the precinct. Homes NSW owns approx. 407 properties within the precinct, with some quick key stats below: <u>Typology:</u> • 228 (56%) Cottages • 177 (43%) existing units and/or Multi Dwelling Housing • 3 (1%) centres/other <u>Bedroom Mix:</u> • 188 (46%) x 3 or more bedroom • 100 (25%) x 2 bedroom • 119 (29%) x 1bedroom or studio <u>Age:</u> • Average dwelling age of 33 years o 49 years old for cottages 14 Years for units and/or Multi Dwelling Housing
Hunter Valley Grammar School	30/4/2025	Receipt acknowledged - nil feedback received.
Fresh Hope (Greenhills Retirement Village & Residential Care Service)		Nil received.
Maitland Christian School	6/3/2025	"The immediate need in our area is mobile phone coverage. Our site in Metford is a mobile phone blackspot, with one bar of 5G if you're lucky and bandwidth battles once we've got our staff onsite. If the Metford population grows to these levels, pathways on the southern side of Chelmsford Drive will be needed for safe pedestrian access to Greenhills and the like. Currently, the northern side pathway means a crossing at the roundabout near Mindaribba, which is incredibly busy and at higher risk for children and the elderly.

Stakeholder	Date Received	Feedback
		A cycle access from Metford Station to Thornton Station would be very helpful. Currently, school buses take over an hour to return to Thornton in the afternoon. A cycle option would have the students home in half this time. As well, you can cycle from Metford Station to Maitland quite safely, so the missing link from Thornton to Metford would be helpful. It would also be very helpful if there was a cycle/walking link from Metford to the westernmost entry to Chisholm. Students could be home in 10 – 15 minutes using bicycles or in 20 minutes walking. Essential environmental measures and commonsense steps in managing traffic growth with these numbers coming into the area. I've sent this to pertinent members of my team for their thoughts, which I'll forward if there are any further insights."
	10/03/2025	"Following some further discussion around these high growth numbers, some additional thoughts include: • A railway station at the new hospital and associated parking. The roads already choke at 3 pm and public transport will need to become part of the solution. • Strategic placement of traffic lights. • Can the road from the hospital towards Chelmsford Drive slip through to allow a left-hand turn onto the New England Highway, stopping people from making the right-hand turn onto Chelmsford Drive and having to then turn left near the fire station? This would ease some pressure on these lights. The land is there to do this. • Fix Buchanan Road link to Hunter expressway – this pressure point for all these vehicles needs to be addressed as Weakley's Drive is car parking in peak times, and this access to the freeway will be needed *it's already quite busy but not a standard for the traffic it hosts). Increase funding for Maitland Hospital so it can be fully staffed, run all its operating theatres, etc."
Mavid Group	25/3/2025	Nil received – phone conversation confirmed no additional sites in the study area, other than the Medical Centre (on Mitchell Drive, west of Green Hills) where construction is anticipated to be completed by late 2025.

APPENDIX I Meeting Minutes

RECORD OF MEETING

DATE: 26 March 2025	*TIME:* 11.00am	*Meeting #1*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback – DPIE & HCCDC	
ATTENDEES:	**Project Team:** Maitland City Council Gyde Consulting ADW Johnson **Stakeholders:** Dept Planning & Environment NSW Dept of Planning Environment Hunter & Central Coast Development Corporation	

- Project background provided on the EMCA, focusing on planning and infrastructure review to manage population growth.
- Detailed demographic background of EMCA and precinct areas discussed, highlighting unique profiles.
- Objective to engage with Homes NSW for master planning of high-density areas to clarify proposed heights and building forms.
- Challenges noted with Homes NSW assets, including funding difficulties and the need for amalgamation due to mixed land tenure; a comprehensive master planning process suggested to address these issues.
- Transport considerations include proximity to transport, improving active links, enhancing open spaces, and environmental conditions at One Mile Gully, alongside integrating public spaces with built form for hospital and resident amenity.
- Complexities in Maitland Health Precinct identified, with opportunities for relocation of fields and oval, mixed-use areas, and mechanisms for delivery outcomes.
- Hospital precinct objectives align with visions for adjacent areas; physical capability of hospital-adjoining site assessed (up to 70,000 sqm floor area possible with infrastructure upgrades), though feasibility not tested. Traffic constraints on Medford Road highlighted as an urgent issue.
- Chelmsford Drive precinct focuses on enhancing active movement links and extending local centre zoning around Metford Train Station for better community services, medium to high-density residential, active frontages, and a potential railway link to Raymond Terrace Road.
- Proposal to increase accessibility and usage of Medford Station, supported by emerging development at Chisholm, with discussions on Transit Oriented Development (TOD).

- Ashtonfield & Greenhills precincts identified for medium-density residential near Stockland shopping centre and transport, with considerations for low-density areas near private hospital for future expansion.
- Importance of regional perspective emphasized, with future master planning and collaboration with Council and other agencies noted as next steps.
- Request for assistance in engaging with TfNSW for specific infrastructure upgrades, as current draft plans lack detail; a supporting infrastructure plan is being developed.
- Draft strategic and infrastructure plans to be reviewed by MCC, with potential early circulation before exhibition period; ongoing socialization with key agencies and utilities to address issues and gather feedback.
- Draft documents expected to go to Council for exhibition within a couple of months.

RECORD OF MEETING

DATE: 7 March 2025	*TIME: 2.30pm*	*Meeting #1*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback – Stockland	
ATTENDEES:	**Project Team:** ADW Johnson **Stakeholder:** Ann-Marie Brady, Stockland	

Summary of Meeting Discussion

- **Project Overview**: Focus on existing infrastructure and required upgrades for population growth at Gyde Planning and Maitland City Council. Gyde concentrates on strategic planning.
- **Early Engagement**: Appreciation for early involvement and understanding of map development, though lacking dates for projected growth and density details.
- **Council Plans**: Current developer contributions plan under review for the next 10 years, including upgrades for footpaths and stormwater. Transport for NSW recently closed public exhibition on a high-level strategic infrastructure plan, with further community consultation planned.
- **Support for Growth**: Support expressed for higher dwelling numbers due to population growth benefiting shopping centre success.
- **Feedback Areas**: Useful feedback includes traffic, transport, stormwater, sewer, and water considerations linked to increased dwellings and density. Support or objections to dwelling increases in specific precincts requested.
- **Draft Plans**: Request to share draft zoning/density plans to provide context for considerations. Lack of detailed Transport for NSW feedback on traffic or public transport mapping noted.
- **Shopping Centre Catchment**: Emphasis on reviewing indicative growth details (dwelling types, density) over a wider area due to the shopping centre's broad catchment.

- **Transport and Accessibility**: Feedback sought on road network changes, shopping centre access, public transport options, and reducing car dependency. Desire to integrate transport networks to draw residents through the shopping centre as a key community hub.
- **Transport for NSW Involvement**: Recommendation to subscribe to Transport for NSW updates and provide feedback during consultation periods, as transport infrastructure falls outside Council's direct control.
- **Other Services**: No major concerns about stormwater, sewer, electrical, or comms services, assuming capacity increases rather than reductions. Feedback on 5G network issues to be gathered from centre team.
- **EV Charging and Power Demands**: Partnership with AmpCharge for EV charging infrastructure, with fast chargers planned and potential for expansion based on demand over the next 12-24 months. Noted need for authorities to plan for EV infrastructure alongside residential growth requirements.
- **Next Steps**: Follow-up with Gyde and Council for density map sharing. Another meeting planned in the coming weeks to review feedback and address specific questions.

RECORD OF MEETING

DATE: 21 March 2025	*TIME:* 11.00am	*Meeting #1*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback – Hunter New England Health (HNEH)	
ATTENDEES:	**Project Team:** Maitland City Council Gyde Consulting ADW Johnson **Stakeholder:** Hunter New England Health (HNEH)	

- **Strategic Growth**: HNEH is providing guidance for precinct growth around major hospitals, aiming to apply insights from larger facilities like John Hunter Hospital (JHH) to smaller ones, focusing on integration with public and private sectors.
- **Facility Expansion at Maitland**: Ongoing design and approvals for a mental health facility on HNEH land, with future plans for rehabilitation and outpatient care services. Encouragement of co-location with private and public sector facilities to improve care transitions.
- **Housing Challenges**: Addressing limited housing availability for healthcare workers in growth areas like Maitland, advocating for "key worker" housing and novel models like build-to-rent in nearby developments.
- **Proximity and Densification**: Growing interest from workforce in living closer to work, prompting discussions on densification and hotel-like housing near hospital precincts for patients, families, and staff, with high demand projected (e.g., 300-400 rooms at JHH).
- **Complementary Facilities**: Support for hotel concepts and facilities for visiting academics or relocating staff near hospitals, despite land constraints at JHH compared to Maitland.
- **Active Environments**: Emphasis on reserving significant space (over a third) for parkland around hospitals to enhance environment, support preventative health, and improve mental health and wellbeing.

- **Transport Initiatives**: Focus on reducing car reliance by promoting public and active transport options, including expanding Newcastle light rail to JHH, increasing bus coverage, and lobbying for off-site parking with bus links.
- **Research Facility Expansion**: Plans for expanding Hunter Medical Research Institute (HMRI) off-site at Maitland deemed unfeasible currently due to timing and reduced investment in medical research.
- **Draft Structure Plan**: Shared updates on the hospital precinct plan, identifying areas for low, medium, and high-density development, mixed-use zones focusing on health and allied services, and potential affordable housing near Maitland Hospital.
- **Open Space Proposal**: Identification of the old Maitland brickworks site as a potential regional open space to support wellbeing and social interaction near the hospital.
- **Future Health Uses**: Discussion on potential health innovation and research uses north of Maitland Hospital, with growth timelines estimated at 15+ years, contingent on regional developments.
- Population growth in the region may be driven by external migration, particularly from Sydney, leading to increased housing densification.
- Vulnerable populations, such as young families and retirees, will likely require expanded services in paediatrics, maternity, oncology, orthopaedics, and rehabilitation.
- Current hospital capacity is adequate, but significant population growth could necessitate expansion, including additional inpatient wards and parking within the next 20-30 years, potentially doubling the hospital footprint.
- Additional infrastructure for teaching, education, and research is unlikely due to funding constraints; recent expansions have integrated dual-use facilities within hospital structures.
- Complementary facilities, such as early-phase clinical trial centres with 100-200 beds for healthy volunteers, may emerge nearby, likely operated by private entities or research institutes.
- NSW Health is focusing on consolidating activities into major hubs, reducing reliance on satellite sites, and repurposing smaller campuses into business hubs due to funding limitations.
- Collaboration between public and private hospitals is common, with staff often splitting time between sectors, though Maitland's private hospital lacks specific areas of strength.
- Co-location of private and public hospitals is preferred for emergency care access, but physical movement between facilities is less critical due to reliance on driving and parking availability.

- Public transport links to hospitals are insufficient, with declining bus patronage due to lack of frequency and timeliness; high-frequency, interval-based services are needed to improve access.
- Staff projections indicate growth from 17,000 to 25,000 across the district by the early 2030s, though attracting workers is challenging due to housing, childcare, and other collateral issues.
- Transport remains a significant barrier to healthcare access; a low-cost, high-frequency bus route connecting key locations could save millions annually by reducing barriers to care.
- Proposal to exclude certain elements from the regional transport plan.
- Offer to form a working group with healthcare workers and patients to gather stories and insights, benefiting both staff morale and planning.
- Suggestion to enhance the park opposite the hospital with cafes, shade, and an active guard, for use by hospital staff and patients for activities like cooking classes, preventative health, stretches, and rehab.
- Emphasis on the importance of nearby amenities to improve staff experience and ease of work at the hospital.
- Highlighted potential for a cafe near the hospital to thrive due to constant demand from healthcare workers.
- Stress on the need for a night-time economy and safety measures, especially bus links to major rail hubs for staff working 24/7.
- Plans to increase training capacity at Maitland facility, focusing on student rotations, study hubs, and support areas, similar to developments at Gosford Hospital.
- Upcoming exhibition of the draft structure plan within the next couple of months, with feedback being invaluable during the interim.
- Recommendation to host workshops or drop-in sessions at the new Maitland Hospital during the exhibition stage to engage both staff and community.
- Commitment to ongoing discussion and support for the project, including willingness to provide detailed feedback or mark-ups.

RECORD OF MEETING

DATE: 25 March 2025	*TIME:* 1.00pm	*Meeting #1*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback – Transport for NSW	
ATTENDEES:	**Project Team:** Maitland City Council Gyde Consulting ADW Johnson **Stakeholders:** Transport for NSW	

Summary of Meeting on Transport Impacts and Population Growth

- **Study Introduction**: Focus on transport impacts due to population growth, reviewing the draft TfNSW infrastructure plan which lacks detailed specifics for the area.
- **Population Growth Feedback**: Emphasis on medium growth scenario with an additional 4,000 to 6,000 people and 2,000 to 3,000 dwellings over 20 years in the East Maitland Catalyst Area.
- **Infrastructure Planning**: Area divided into precincts for sewer, water, and stormwater infrastructure; seeking TfNSW feedback on transport and intersection upgrades based on population projections.
- **Current Transport Projects**:
    - Duplication of Raymond Terrace Rd (Metford Rd to Settlers Blvd) in a 10-20 year plan, with immediate upgrades planned.
    - Conversion of Metford Rd and Raymond Terrace Rd roundabout to a signalised intersection, reaching capacity by 2031.
    - Plans for property purchase near Metford train station for a car park and traffic signals.

- Thornton Bridge capacity increase and traffic signal upgrades on Glenwood Drive.
- New England Hwy and High St intersection upgrades for increased left-turn capacity.
- Funding sought for Maitland westbound bridge and strategic business case for MR115 (Stock Rd) with potential fly-over to reduce congestion.

- **Project Timelines**: Indicative timeframes for upgrades requested for Council report, though subject to funding availability and not necessarily driven by population triggers.
- **Catalyst Area Details**: Includes Victoria Street and Metford stations, new Maitland Hospital, Stockland Green Hills, with focus on residential zoning (high, medium, low density) and mixed-use precincts near strategic locations.
- **Key Transport Concerns**:
  - Function of Metford Rd and its intersection with Raymond Terrace Rd, especially with the hospital and health precinct development.
  - Pedestrian safety and connectivity across Metford Rd, with potential for regional open space near old brickworks.
  - Camera survey at Fields St roundabout to study pedestrian behaviour; plans for traffic signals ($50-55M) and possible pedestrian bridge or culvert.
- **New England Hwy Strategy**: Aim to reduce additional intersections to maintain it as a movement corridor, not a local network.
- **Metford Station Connectivity**: Short-term project for land acquisition to improve connections; strategic design underway with Council.
- **Innovative Ideas**: Discussion of potential pedestrian underpass at Metford Rd and road crossing at Metford train station as future infrastructure considerations.
- **Hospital Connectivity**: Exploration of active transport links and frequent bus services (e.g., shuttle loop between stations and hospital) to support patient, worker, and visitor access; car park design at Metford station to accommodate increased bus activity.
- Bus services are expected to increase, linking public transport nodes as part of a 10-year transport plan, which is not public but includes future bus routes.
- Emphasis on connecting Cessnock to Stockland Green Hills and Maitland Hospital; feedback from transport planning team to be sought for connectivity improvements.

- No current or long-term plans for a train station near Maitland Hospital; focus is on increasing passenger rail services from Singleton to Newcastle over the next 20 years, costing billions.
- A site north of the hospital is under investigation for potential hospital extension or health precinct, with considerations for a future station to avoid missed opportunities.
- Active transport links proposed along New England Highway and around Chelmsford Drive, focusing on formalizing existing links with enhanced landscaping and wayfinding.
- Safety concerns noted for a potential active transport link under power lines between the train station and hospital; a more direct, safer pedestrian link near Victoria St and Young St suggested.
- Road extensions proposed at Mitchell Drive to enhance connections between Stockland and Greenhills Gardens, focusing on pedestrian movement and creating a pedestrian-friendly Main Street environment.
- Additional road connection proposed at Metford Rd to improve permeability through a mixed-use precinct, linking to hospital and parkland areas; potential for a roundabout considered due to low-speed environment.
- No significant concerns about congestion at Metford Rd and Chelmsford Dr roundabout.
- No additional rail overpasses or stations indicated in the current plan beyond the study area; concerns about bridge geometry for potential connections near Fields End St.
- Aspirations to develop parkland north of Fields End as a destination, with increased connectivity for local residents.
- Transport Plan is confidential; feedback is requested on what can be included in public domain and any sensitive issues or additional information to consider.

RECORD OF MEETING

DATE: 26 March 2025	*TIME:* 11.00am	*Meeting #1*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback - Mindaribba Local Aboriginal Land Council	
ATTENDEES:	**Project Team:** ADW Johnson **Stakeholder:** Octagon Planning on behalf of Mindaribba LALC	

- Mindaribba LALC (MLALC) appointed a representative (Octagon Planning) to handle Town Planning matters and provide advice regarding development plans, including EMCA stormwater plans with precinct boundaries and density numbers from Maitland City Council (MCC).
- Background provided on the Gyde study to assist MCC with infrastructure planning, inviting feedback from local stakeholders like MLALC.
- MLALC appreciates the opportunity to provide feedback as a local landowner, focusing on their site at Chelmsford Drive, Metford, which houses their offices and childcare, and surrounding owned land for potential uplift.
- MLALC has outstanding land claims, notably north of fields opposite the quarry and adjoining land with significant development potential, as well as a site adjoining the study area near the hospital for potential uplift and servicing strategy integration.
- Request made for a copy of draft proposed density mapping, to be confirmed with Gyde/MCC and available during exhibition of the strategy.
- Quarry site identified as potential public parkland due to past uses, contamination, and ecological constraints; MLALC expresses interest, especially on the western side near Turton St.
- Concerns raised about MLALC land within vegetated corridors often left undeveloped from surrounding developments, particularly a corridor through Green Hills that impacts the administration site.

- MLALC's main building site is developed but faces potential further sterilisation due to vegetation and an electricity easement, affecting future development on this large, clear parcel.
- Administration office site is a key focus in the precinct with long-term opportunities pending outcomes of a land claim north of Phillips St.
- Requested a formal response from MLALC with a land holdings map to incorporate into the report, detailing priorities and strategic considerations.
- MLALC holds individual house sites with potential for uplift to dual occupancies or townhouses within normal residential development bounds.
- Support expressed for increased densification around existing transport nodes and local shops in built-up urban areas.
- MLALC to provide a list of current land holdings and land claims for further discussion.

adw johnson

RECORD OF MEETING

DATE: 7 May 2025	*TIME: 10.00 am*	*Meeting #2*
LOCATION:	*On-line (MS Teams)*	
REFERENCE:	190965 – East Maitland Catalyst Area (EMCA) Stakeholder Feedback – Stockland	
ATTENDEES:	**Project Team:** Maitland City Council Gyde Consulting ADW Johnson **Stakeholder:** Stockland	

Summary of Meeting Discussion

- **Project Background and Intentions**: An overview was provided on the project background, focusing on the East Maitland Community Area (EMCA) and the purpose of the planning and infrastructure review to manage anticipated population growth in the region.
- **Importance of Green Hills Asset**: Green Hills represents a significant $800 million investment for Stockland, constituting nearly 20% of their retail portfolio. It is a high-performing asset serving a broad catchment area, and the focus has been on evolving the retail mix to meet changing community and retailer needs since its major redevelopment.
- **Long-Term Growth Opportunities**: With population growth and infill development in the area, there are positive prospects for Green Hills. Stockland aims to ensure readiness to serve future customers and enhance the area as a desirable place to live, fostering a symbiotic relationship between retail and residential development.
- **Community Engagement and Needs**: Green Hills serves a wide regional community, emphasising the importance of community ownership and adapting to population growth through studies and partnerships to meet evolving needs.
- **Floor Space and Market Saturation**: Opportunities for floor space growth exist, though current capacity constraints limit expansion. Addressing transport and parking challenges is essential to meet retail demands while maintaining convenience and community connection for both regular local shoppers and broader weekend visitors.

- Entertainment uses are identified as a key growth area for Stockland, with larger tenancy spaces potentially increasing usage across different times of the day if additional space becomes available.
- The hybridisation of food court spaces, blending internal and external uses, is seen as a strength from a visitor perspective. Plans are underway to upgrade the food court with increased seating capacity (adding a couple of hundred seats) and options for indoor and outdoor dining, extending nighttime usage.
- The Main Street model is not currently aligned with strategic priorities, though placemaking remains a focus. Implementing a Main Street model in existing centres is challenging compared to greenfield developments, and operational and security concerns, particularly in landlocked areas like Green Hills, limit its feasibility.
- **Parking Capacity and Innovations**: Parking capacity is at the limit per Council standards, with additional community conveniences like Click and Collect, direct-to-boot services, and EV charging reducing available spaces due to larger bay requirements. Growth is contingent on resolving parking issues.

  Discussions with Council regarding parking permit systems and enforcement have occurred in the past to address misuse (e.g., disabled parking violations) among the 10.5 million annual visitors. Maintaining free and accessible parking is a key convenience factor and competitive advantage, with ongoing dialogue encouraged to manage emerging issues.

  Retailers are experiencing benefits from Click and Collect services, which emerged as a significant trend during COVID, particularly in regional areas where such services were previously unavailable. A designated car park area facilitates easy access for delivery drivers, though these services impact retailer profit margins due to associated costs.

  Major retailers like Coles and Woolworths have adopted Click and Collect, which is now viewed positively by landlords and operators. While low-margin, these services maintain sales volume, extend trading hours beyond centre operating times, and have minimal impact on other visitors seeking convenience.
- **Public Transport Usage**: There is no data captured on public transport access to the facility, though accessibility is supported by nearby infrastructure like Mitchell Drive's bus layover and taxi rank. Collaboration with TfNSW may provide further insights.
- Public transport connectivity poses challenges, with positive bus accessibility but difficulties in linking to the Hunter Valley and Newcastle. The train station is not a natural connection point, and taxi services between Cessnock and Newcastle are fragmented, hindering access to the tourism market.
- Customer origin data can be provided to support the strategic review, detailing areas from which visitors are coming and their proportional representation.

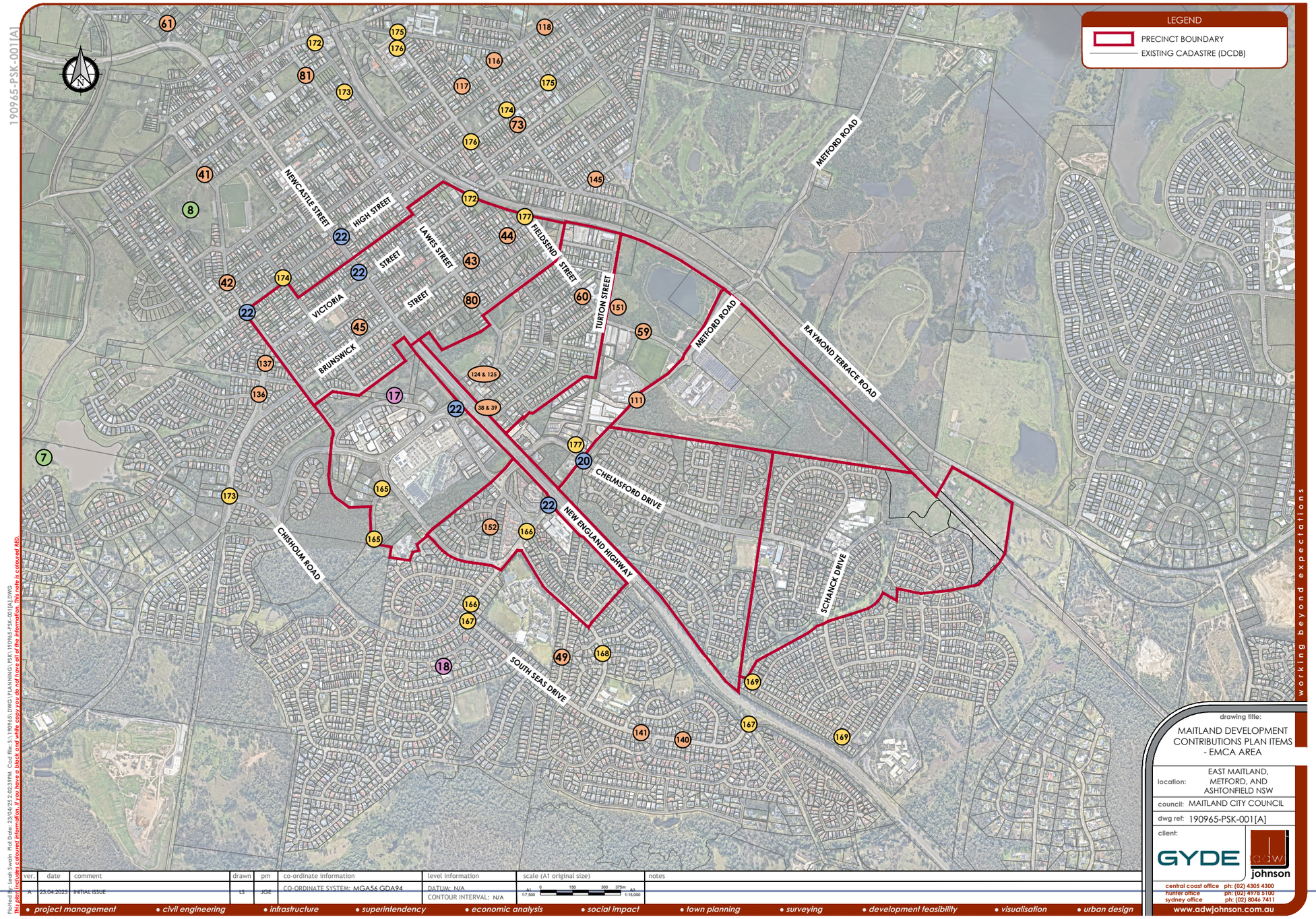
- **EV Charging and Power Capacity**: A partnership with Ampol for EV charging infrastructure is in place, with potential expansion within 12-24 months. Current power capacity is at its limit per Ausgrid feedback, with space allocated for one additional substation. Proposed fast-charging bays (approx. 120 amps per day for 10 bays) exceed current power allocation, necessitating further infrastructure. Future needs could require capacity for up to 1,000 bays.
- **Electrification and Sustainability**: Stockland is committed to sustainability by electrifying buildings and phasing out fossil fuel-based equipment. Tenant usage, particularly for cooking, also drives significant electrical load demands, as does the trend in residential developments to avoid gas installation.
- **Telecommunications Network Issues**: Since the development eight years ago, connectivity and internet service have been poor, impacting retailer operations and customer experience. A project is underway with Council to install a monopole on Stockland land by year-end to address this.
- **Transport and Movement Patterns**: As a regional centre, car travel dominates due to long distances and limited public or active transport options, despite 10 million annual visits. Active transport like cycling and walking occurs locally, supported by bike racks and end-of-trip facilities for workers. Staff parking and misuse by nearby businesses add pressure on parking availability.

  The impact of businesses like Uber and food delivery services on transport and operations in the Maitland area was acknowledged.
- **Accessibility and Social Sustainability**: Emphasis is placed on maintaining accessibility for all community members, including facilities like adult change rooms and accommodations for disabilities. This aligns with Stockland's broader sustainability strategy, encompassing both environmental and social aspects.
- **Structure Plan:** The 20-year structure plan and infrastructure needs assessment highlight rapid growth in Maitland, nearly doubling in the last 15 years, with the East Maitland Catalyst area (including Green Hills Shopping Centre) focusing on public hospital investment, private hospital connections, and innovation in health and retail sectors. Increased residential densities are planned around strategic locations like train stations, hospital precincts, and Green Hills.

  Increased residential and commercial density in the broader precinct is viewed positively, as it draws more people to the immediate catchment area, creating greater opportunities. While not directly reviewed, there is interest in exploring expansion or long-term plans for Green Hills, especially in light of regional needs like hospital development and supporting residential and retirement village growth.

  Stockland are willing to contribute to the development of the structure plan and assist where possible.

APPENDIX J MCC Development Contributions


LEGEND
PRECINCT BOUNDARY
EXISTING CADASTRE (DCDB)
NEWCASTLE STREET
HIGH STREET
LAWES STREET
STREET
VICTORIA
STREET
BRUNSWICK
STREET
FIELDSEND
STREET
TURTON STREET
METFORD ROAD
METFORD ROAD
RAYMOND TERRACE ROAD
CHELMSFORD DRIVE
NEW ENGLAND HIGHWAY
SCHANCK DRIVE
CHISHOLM ROAD
SOUTH SEAS DRIVE
124 & 125
38 & 39
drawing title:
MAITLAND DEVELOPMENT CONTRIBUTIONS PLAN ITEMS - EMCA AREA
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-PSK-001[A]
client:
GYDE
johnson
central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411
www.adwjohnson.com.au
ver. A
date 23.04.2025
comment INITIAL ISSUE
drawn LS
pm JGE
co-ordinate information CO-ORDINATE SYSTEM: MGA56 GDA94
level information DATUM: N/A CONTOUR INTERVAL: N/A
scale (A1 original size) 1:7,500 1:15,000
notes
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design
working beyond expectations
190965-PSK-001[A]
Plotted By: Leah Swain Plot Date: 23/04/25 2:02:39 PM Cad file: S:\190965\DWG\PLANNING\PSK\190965-PSK-001[A].DWG
Plan should be coloured. Information is provided in black and white copy you can not know all of the information. Precinct is coloured RED.
"Copyright Notice" This plan and the information it contains are copyright and remains the property of ADW Johnson Pty Ltd. ADW Johnson Pty Ltd grants to the client named on this plan a license to use the information thereon for the purpose for which we were engaged to perform the work. Use of the plan and information it contains for any other purpose is not permitted unless prior written approval has been obtained from ADW Johnson Pty Ltd.

Applicable Contribution Plans

- Maitland City Wide Contributions Plan 2016

MAITLAND DEVELOPEMNT CONTRIBUTIONS PLAN EAST MAITLAND CATALYST AREA						
MAITLAND CITY WIDE CONTRIBUTIONS PLAN 2016						
Recreation & Open Space						
Item Number	**Description**	**Location**	**Total Cost**	**Contributions Collected**	**Contributions to be Collected**	**Anticipated Delivery Date**
7	*Local Play Ground*	Heritage Park, Stockton Hill, East Maitland	$407,493	Not specified	Not specified	2018-2019
8	Local Playground	Rathluba	$444,996	Not specified	Not specified	2017-2018
Community Facilities						
Item Number	**Description**		**Total Cost**	**Contributions Collected**	**Contributions to be Collected**	**Anticipated Delivery Date**
17	Library Floor Space Pro Rata	Maitland Branch Library	$361,246	Not specified	Not specified	2023-2025
18	Multipurpose Centre Floor Space Pro Rata	Eastern District	$507,316	Not specified	Not specified	2022-2024
Bridges – Intersections						
Item Number	**Description**	**Location**	**Total Cost**	**Estimated Cost & Land Acquisition**	**Cost Levied under Plan**	**Anticipated Delivery Date**
20	Roundabout	Chelmsford Drive/Metford Road	$1,032,156	$944,423 & $87,733	$237,396 (23%)	Not specified
22	Intersection upgrades East Maitland to support Hunter Expressway	Brisbane Street, High Street, Victoria Street, Mitchell Drive, Chisholm Road	$2,064,312	$2,064,312 & $0	$474,792 (23%)	Not specified

	Roads and Traffic Facilities (Capital Pavement Works 2015-2025)					
Item Number	**Description**	**Location – between**	**Total Cost**	**Apportionment (23%)**	**Proposed Treatment**	**Year**
38	Blaxland Street, East Maitland	Curtin to Page (179m)	$324,133	$83,297	Rehab & Widen(B)	1 to 3
39	Blaxland Street, East Maitland	Curtin to Page (179m)	$144,059	$33,134	Recon(B)	1 to 3
41	Brisbane Street, East Maitland	William to Banks (115m)	$208,242	$47,896	Recon(B)	1 to 3
42	Brisbane Street, East Maitland	High to Parks (150m)	$452,700	$104,121	Recon[C]	1 to 3
43	Brunswick Street, East Maitland	Charles to Lawes (168m)	$507,024	$116,616	Recon[C]	1 to 3
44	Brunswick Street, East Maitland	Fieldsend to Charles (245m)	$739,410	$170,064	Recon[C]	1 to 3
45	Brunswick Street, East Maitland	New England Hwy to Rous (310m)	$249,488	$57,382	Rehab(B)	4 to 6
49	Celebs Street, Ashtonfield	South Seas to Norfolk (375m)	$414,975	$95,444	Recon(A)	1 to 3
59	Fieldsend Street, Metford	Metford to Turton (423m)	$765,968	$176,173	Recon(B)	1 to 3
60	Fieldsend Street, East Maitland	Turton to Middelton (319m)	$577,645	$132,838	Recon(B)	4 to 6
61	Fitzroy Street, East Maitland	Riley to Old Newcastle (315m)	$253,512	$58,308	Rehab(B)	1 to 3
73	Hunter Street, East Maitland	Pierce to High	$200,999	$46,230	Recon(B)	7 to 10
80	Lawes Street, East Maitland	Alliance to Brunswick (215m)	$389,322	$89,544	Rehab(B)	1 to 3
81	Lawes Street, East Maitland	Melbourne to William (260m)	$470,808	$108,286	Recon(B)	1 to 3
111	Metford Road, Metford	Chelmsford to Fieldend (750m)	$1,358,100	$312,363	Recon(B)	7 to 10
116	Narang Street, East Maitland	Cumberland to Hunter (150m)	$271,620	$62,473	Recon(B)	7 to 10
117	Narang Street, East Maitland	Hunter to Lindesay (214m)	$387,511	$89,128	Recon(B)	7 to 10
118	Narang Street, East Maitland	Maize to Pool (240)	$434,592	$99,956	Recon(B)	4 to 6

Item Number	Description	Location – between	Total Cost	Apportionment (23%)	Proposed Treatment	Year
124	Page Street, East Maitland	Huges to Blaxland (159m)	$479,862	$110,368	Recon[C]	4 to 6
125	Page Street, East Maitland	Huges to Blaxland (159m)	$239,931	$55,184	Rehab & Widen[C]	4 to 6
131	CITY WIDE - REABILITATION PROGRAM	Various (not mapped)	$14,084,000	$3,239,320	Program	1 to 10
135	CITY WIDE – RESEAL PROGRAM	Various (not mapped)	$10,060,000	$2,313,800	Program	1 to 10
136	Richardson Street, East Maitland	Brunswick to Ultimo (165m)	$298,782	$68,720	Recon(B)	1 to 3
137	Richardson Street, East Maitland	Ultimo to Brisbane (161m)	$291,539	$67,054	Recon(B)	1 to 3
140	South Seas Drive, Ashtonfield	Adele (east end) to Arlie (east end) (277m)	$278,662	$64,092	Rehab[C]	7 to 10
141	South Seas Drive, Ashtonfield	Arlie (east end) to Adele west (148m)	$148,888	$34,244	Rehab[C]	7 to 10
145	Tenambit Street, East Maitland	Paterson to Raymond Terrace (180m)	$325,944	$74,967	Recon(B)	7 to 10
151	Turton Street, East Maitland	Fieldsend to Middleton (212)	$170,618	$39,242	Rehab(B)	7 to 10
152	Verdant Drive, East Maitland	Stronach to Molly Morgan (321m)	$258,341	$59,418	Rehab(B)	1 to 3
Cycleways/ Shared Paths						
Item Number	**Description**	**Location**	**Total Cost**	**Apportion (23%)**	**Path Length**	**Delivery Date**
165	Off Road	Ashtonfield 1 – The Boulevarde (South of Stronach Avenue)	$40,254	$9,258	300m	Not specified
166	Off Road	Ashtonfield 2 – Metford Road (Between Molly Morgan Drive - South Seas Drive)	$283,843	$65,284	550m	Not specified
167	Off Road	Ashtonfield 3 – South Seas Drive (Between New England Highway - Metford Road)	$990,870	$227,900	1920m	Not specified
168	Off Road	Ashtonfield 4 – Norfolk Street (Between Celebes Street - Tasman Close)	$206,431	$47,479	400m	Not specified

Item Number	Description	Location – between	Total Cost	Apportionment (23%)	Proposed Treatment	Year
169	Off Road	Ashtonfield 5 – Dumaresq Parade (West of McLeod Avenue)	$990,870	$73,593	620m	Not specified
172	Off Road	East Maitland 1 – Day Street (Between Morpeth Road - Victoria Street)	$567,686	$130,568	1100m	Not specified
173	On Road	East Maitland 2 – William Street/Brisbane Street/Richardson Street (Between Day Street - Chisholm Road)	$319,349	$73,450	2380m	Not specified
174	On Road	East Maitland 3 – High Street (Between Hodge Street - Brisbane Street)	$237,499	$54,625	1770m	Not specified
175	On Road	East Maitland 4 – Cumberland Street/Hodge Street (Between Morpeth Road - High Street)	$136,864	$31,479	1020m	Not specified
176	On Road	East Maitland 5 – Lindesay Street (Cumberland Street - High Street)	$84,534	$19,443	630m	Not specified
177	On Road	East Maitland 6 – Fieldsend Street/Turton Street (Between Brunswick Street - Chelmsford Drive)	$163,700	$37,651	1220m	Not specified
223	Cycleway Renewals – On/Off Road	Various (not mapped)	$2,064,312	$474,792	6000m	Not specified

Note: Cycleways/ shared paths are mapped with a start & end point.

City Planning

DA/2023/842 for Manufactured Home Estate and Multi-Dwelling Housing (249 Sites), Community Facilities and Tree Removal at 283 & 303 Wollombi Road Farley

Assessment Report (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 3

Number of Pages: 54

DEVELOPMENT APPLICATION ASSESSMENT REPORT

Application No:	DA/2023/842
Proposal:	Manufactured Home Estate and Multi-Dwelling Housing (249 Dwelling Sites), Community Facilities and Tree Removal
Address:	283 & 303 Wollombi Road FARLEY NSW 2320
Lot & DP No:	Lot 4 DP810894 Lot 2 DP810894
Property No:	29774 29772
Site Conditions	• Part R1 General Residential and part RU2 Rural Landscape zoning • Minimum lot size: 40 ha for RU2 and 450m^2 for R1 • Bushfire Prone Land • Watercourses • Acid Sulfate Soils Class 5 • Native Vegetation - Lower Hunter Spotted Gum Ironbark Forest & Hunter Valley Moist Forest • Farley Urban Release Area
Applicant:	Vivacity Property Pty Ltd
Owner:	Corinne Rachelle Hunter Graeme John Goodman and Suzanne Louise Goodman
Estimated Cost of Works	$28,796,442
Author:	Andrew Leese, Senior Development Planner – Updated version of report prepared earlier by Thomas Howell, Senior Development Planner

EXECUTIVE SUMMARY

The purpose of this report is to provide a detailed discussion and assessment of Development Application No. DA/2023/842 proposing a Manufactured Home Estate (MHE) and Multi-Dwelling Housing (249 Dwelling Sites), Community Facilities and Tree Removal. The assessment will provide consideration of the proposal under the *Environmental Planning and Assessment Act (EP&A Act) 1979*, the Maitland Local Environmental Plan (MLEP) 2011, the Maitland Development Control Plan (MDCP) 2011 and any other relevant legislation, guidelines and policies of the Council.

This report has been updated to reflect additional information and amended plans received by the Council in response to the deferral of the application by Council at its meeting on 17 June 2025. The resolution of that meeting was as follows:

> COUNCIL RESOLUTION THAT
> 1. Council defer Development Application 2023/842 for a period of three months to allow the applicant to respond to the following matters as outlined in the Council report:
>
> > a. The applicant provide all information required under Section 125 of State Environmental Planning Policy (Housing) 2021 to enable Council to legally determine an application.

b. The applicant provide an updated Traffic Impact Assessment (TIA) that responds to the outstanding issues raised in the Traffic Impact Assessment prepared by TTPP (dated 31 January 2025) and Council's Assessment Report.

c. The applicant provide an updated Social Impact Statement (SIS) that responds to the issues raised in Council's Assessment Report.

d. Confirmation that the proposed development satisfies the aims of State Environmental Planning Policy (Housing) 2021 under Section 118.

e. The applicant demonstrate consistency with the objectives of the RU2 Rural Landscape zone. The proposal must align with the zone's objectives, including maintaining the rural landscape character, supporting sustainable primary production, and allowing nonagricultural uses only where appropriate.

f. Confirmation from the applicant that the proposed dwellings meet the definition of a 'manufactured home' under the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021.

g. The applicant provide full updated concept engineering plans reflecting the significant design changes due to the change of proposed intersection location along Wollombi Road.

h. The applicant provide detailed swept path analysis demonstrating that the internal road widths, bends, and turning radii are suitable for safe access by waste collection and emergency vehicles, including compliance with NSW RFS requirements.

i. The applicant provide detailed plans confirming compliance with AS2890.2 standards for road design.

j. The applicant provide detailed design information which is required to confirm that appropriate sight distances can be achieved and maintained at both access points, accounting for horizontal and vertical alignment (e.g. road crests) as well as any visual obstructions from proposed buffer landscaping.

k. The applicant provide an environmental impact assessment which addresses the removal of all affected public/street trees required for the proposed access and road layout.

l. The applicant provide details of planting for the secondary basin.

m. The applicant confirm that stormwater from the western cutoff swale (designed to collect runoff from Wollombi Road) does not drain onto the neighbouring lot.

n. The applicant provide details of how the proposed manufactured homes can meet the requirements of the acoustic report.

o. The applicant undertake further ecological assessment of the recently revised biodiversity development assessment report (BDAR).

Additional information was received from the applicant on 20 July 2025. This was considered by Council officers and found to be unsatisfactory. In particular, the intersection works for the main entry, having been designed for a lower speed than presently exists on Wollombi Road and the impact

on vehicular access to 304 and 312 Wollombi Road, who will be restricted to left in left out movements only.

The applicant was informed of these concerns and a meeting between officers and the applicant was held on 15 August 2025 to discuss these concerns. The applicant subsequently provided further additional information on 25 August, which has been considered and found to be insufficient to support the proposal.

In summary, the following comments are made in relation to the matters for deferral. (More detailed notes are found in this assessment report under subjects relating to the matters for deferral.)

a) Additional information has been provided. However, concerns are still raised with the adequacy of transport services and community facilities available for future residents of the manufactured home estate.

b) TfNSW have raised concerns with the capacity of the intersection of Wollombi Road and New England Highway where, "quality active transport connections and access to public transport are critical in the assessment of the proposal."

c) Additional information has been provided by the Applicant's Social Planner. While additional services have been highlighted, the overall concerns of such a large number of additional people in this location still raise social impact concerns.

d) Given the rural zoning of most of the site it is still considered that the site is not in a suitable location due to its impact on the local landscape.

e) While the applicant has reiterated that the use is permissible in the RU2 Rural Landscaping zoning, the built form, limited setback to Wollombi Road and dense roofscape proposed will have an adverse impact on the rural landscape character.

f) Council has always been concerned that the development does not afford a site that moveable homes can be delivered to (and removed from). Slab on ground buildings are also proposed. As such, the definition of a Manufacture Home Estate can still not be technically met.

g) Intersection designs have been provided and now comply with the applicable Council Engineering Standard. However, as the intersection has expanded to cater for longer deceleration / acceleration lanes, three neighbouring properties will have their access impacted, prohibiting right turn exits and entries. This is not desirable, particularly for the rural zoned neighbour. A modified entry and exit system is still necessary.

h) Internal road widths / radii now satisfy NSW RFS requirements or can be conditioned. They do not satisfy Council's waste service vehicle requirements, and as such any approval would require a private waste collection contract.

i) Planting plans have been provided.

j) As with matter g) these plans have been provided, but now entail additional impacts to neighbouring properties.

k) Tree removal has been addressed and Council's Ecologist has provided conditions for any approval.

l) Secondary basin plans have been provided.

m) Stormwater has been satisfactorily addressed.

n) An acoustic report has been provided and considered satisfactory.

o) Further ecological comment has been provided and Council's Ecologist has provided conditions for any approval.

The portion of the site to be developed is zoned R1 General Residential and RU2 Rural Landscape under the MLEP) 2011. Under the provisions of Chapter 3 of the State Environmental Planning Policy (Housing) 2021, MHE's are permissible on any land on which development for the purposes of a caravan park may be carried out. Caravan parks, which include moveable dwellings, are permissible under the RU2 Rural Landscape zone of MLEP 2011. 207 manufactured home sites (now 203) are proposed within the RU2 Rural Landscape portion of the site. The R1 General Residential portion of the site is to be developed as Multi-Dwelling Housing comprising 47 moveable dwellings (now 46). The development must comply with relevant provisions in the SEPP (Housing) 2021 and under the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* for development consent to be granted. This is discussed in further detail in the body of this report.

On 27 June 2023, Council approved the Maitland Rural Land Strategy 2041 (RLS) and Local Housing Strategy 2041 (LHS). The RLS highlights issues from past MHE developments on RU2 land, such as hindering planned growth, isolating the elderly and vulnerable groups, requiring unplanned infrastructure, affecting landscape and environment, and posing hazards like bushfires and floods. Council aims to protect agricultural land by prohibiting caravan parks in RU2 zones, as stated in RLS Action 3.3. On 28 March 2025 the MLEP 2011 Amendment No. 38 was gazetted which prohibits 'caravan parks' from the land use table under RU2 Rural Landscape zone. While savings provisions are in place, meaning these amendments do not apply to the subject development, Council must still consider the intent of the MLEP amendment, and it is evident that Council is not supportive of applications of this nature occurring in rural zoned lands across the Maitland Local Government Area (LGA).

The LHS recognises MHEs as medium-density housing and suggests placing them near services, amenities and public transport. It does not designate the subject site for future urban use, except for a small R1 zoned portion. The LHS suggests that there is enough residential land for 15 years and plans to adjust to housing demand as required. Expansion of the Farley Urban Release Area (URA) along Wollombi Road needs comprehensive planning, considering land constraints, community needs, road impacts, and infrastructure. Council has not planned for this area, so allowing MHEs in RU2 leads to scattered, unplanned residential communities, this is against LHS Planning Principles 1: Provide the right type of housing in the right locations to suit our growing and changing population and 2: Provide greater housing choice by encouraging a range of different housing types, sizes and tenures in appropriate locations. The Social Impact Statement (SIS) prepared for the proposal notes the site is 4km from amenities and the nearest bus stop 1.5km away. The development site has footpaths and road grades exceeding 12% in several areas, and there are no existing dedicated pedestrian footpaths along Wollombi Road. The steep grades of the land make it undesirable for retirement targets and poses challenges for residents without cars. Further, the development is not close to local amenities, medical facilities, shops, or transport nodes, making access reliant on car travel. Residents without private transport will struggle to access services, affecting their quality of life in the long term. This is contrary to Section 118(e) and Section 125 of the SEPP (Housing) 2021.

Throughout the assessment process, Council's position has remained consistent. The fundamental planning matters including compliance with Council's RLS, LHS, the zoning objectives of the RU2 Rural

Landscape zoning and with the relevant provision of the SEPP (Housing) 2021 have not been adequately addressed. Several amendments, including plan revisions and updated supporting technical documentation, have been submitted by the applicant. The latest suite of documentation provided in August 2025 has been assessed and fails to comply with Council requirements.

The objectives of the RU2 Rural Landscape zone are a matter to which the consent authority must have regard when determining a development application (refer to section 2.3(2) of MLEP 2011). In part, the objectives seek to 'maintain the rural character of the land'. The impacts of the development are considered unacceptable and contrary to the primary objectives of the rural zone, that is to protect the rural character and amenity of the area. The type, location, scale and size of the development is considered to be inappropriate and fails to maintain the rural character of the land. The form of development proposed is more akin to a medium density form of development consistent with the intent of Part 8 of SEPP (Housing) 2021 to '*facilitate the establishment of manufactured home estates as a contemporary form of medium density residential development…*', it is of a form and character that is not compatible with the existing rural landscape. While it is acknowledged that portion of the site and adjoining development to the east are zoned for low-density residential development, the RU2 portion of the site has not been intended or planned for medium-density residential development of this size.

Several plan amendments provided by the applicant in response to Council's concerns regarding the proposed primary and secondary access to the site have not been successful in providing a safe and compliant access from Wollombi Road. Council's Manual of Engineering Standards (MOES) stipulates a minimum separation distance of 40m between opposing road centrelines. The proposed access point in the iterations provided February 2025 was located within the approved residential intersection of the adjacent subdivision on the opposite side of Wollombi Road (north side). This access point would obstruct the approved Rural Auxiliary Left-Turn Lane Treatment (AUL), and the travel lane associated with the neighbouring subdivision. This design did not meet the Council's requirements on separation distance.

Revised plans provided August 2025 now satisfy Council's Engineering standards, but in doing so have increased the size of the intersection where three properties are now affected with limited access to their properties. A U-turn bay provision further to the west to help counter this access impact would also lead to further unsafe traffic conditions. As such, the proposed access design cannot be supported in its current configuration.

In response to the deferral by Council on June 17 additional information has been provided by the applicant on 20 July and 25 August 2025. The matters around SEPP (Housing) 2021, MHE Local Government Regulations, Rural zoning objectives and social impact are outlined here.

SEPP (Housing) – clause 125 - regarding adequate transport and adequate services

The applicant has indicated that the development would be provided with a 12-seater minibus, "made available for the exclusive use of residents". Also noted in the Operational Plan of Management is the following provision:

> An annual budget has also been allocated for travel vouchers to support transport access during times when the bus is unavailable due to maintenance or other reasons.

A bus bay is also proposed on Wollombi Road, for any possible future public bus connections.

Arguing that sufficient community type facilities have been provided on site for residents, the applicant has also noted that the SEPP clause (highlight added) states:

> sufficient community facilities and services, **whether situated within or outside the estate**, are or will be available and reasonably accessible to the residents of the manufactured home estate,

These comments are noted, but do not overcome the concerns around the location of the site and lack of public transportation in this locality.

Social Impact

The applicant has highlighted table 2.3 of the original SIS which outlines the distances to local shopping centres, doctor's surgeries, diagnostic centres, other health professionals and public hospitals. The applicant has indicated that there are no specific benchmarks in relation to proximity to these services.

To support the proposal the applicant has now noted:

> *The immediate locality of Farley and wider LGA has a shortage of suitable housing options for older residents seeking to downsize. The surrounding residential estates primarily offer standard residential lots, with limited provision for diverse housing types or housing specifically designed for older people. The proposal will complement existing residential uses by delivering well-located, lower-maintenance housing that meets the needs of downsizers and supports housing diversity in the area. The proposal will allow residents to continue to live in the local area in proximity to their families and maintain their existing social networks.*

These comments are noted, but do not negate the social impact concerns of such a large number of people being housed in an area where services are lacking and no urban expansion has been planned for.

SEPP (Housing) – clause 118 - suitable location and access to services

Concerns have been raised with grades exceeding 12% and lack of internal footpaths. The applicant has indicated that roads within the development are shared zones with a 10km/hr limit.

While this grade would prohibit the development of a senior living development, there are no standards in relation to site grades for MHEs. While the slope of the site is not highly desirable for the intended residents of the village, Council's Development Engineer has confirmed that the site will comply with the road grade requirements provided in the RFS GTAs.

Additional internal paths are desirable. At a minimum there should be a connection from the path along the street frontage into the site, connecting to the path that runs through a green corridor to the community facility. At the southern end of this path there should be a direct path to the community facility path and highly desirable to have a path along the southern edge of the estate to the east of the community facility.

The applicant has now also indicated that they would have an "on-demand electric golf car initiative" available to all residents, along with "future deployment of autonomous or semi-autonomous low-speed carts…"

The community centre provides a bowling green, two pickleball courts, an indoor and outdoor pool, gym area, associated change rooms, theatre, consultation room, multi-use space, kitchen/bar, lounge, dining and deck areas, an area of approximately 670sqm.

The applicant has also noted many of the residents are expected to be "local downsizers" whom are "likely to retain existing relationships with GPs" and other local service providers.

The applicant has also lodged a draft Operational Plan of Management based on community rules and country club (community facility) guidelines and booking system. A hobby shed is also now shown on the site plan.

It is also noted that 2.5ha of the site that is not to be developed is identified in the plans as 'southern greenspace' for residents to use. This may become a leash free area for canine pets. Paths to this area should be considered.

The additional information/hobby shed is noted.

Rural character

Local Government Regulations applicable to MHEs require the lots fronting the public street to be setback 10 metres. A dwelling or other building within the RU2 zone would have a 20 metres setback to the building line per Maitland DCP 2011. In this situation the lots within the RU2 zone do not comply with the 10 metres setback provision. The variation was not opposed by staff previously as sites within the RU2 zone will be in excess of 2 metres below street level, (given the proposed cut to create level lots) and acoustic attenuation given proximity to Wollombi Road.

The applicant has also made the following note in response to the deferral of 20 June 2025:

> It is also relevant to note that in previous approvals issued by Council for MHE proposals at Gilleston Heights and Tenambit (DA 2020-169, 2016-2715, and 2022-108), Council staff made the following statement in their reports:
>
> > "SEPP 36 [now the Housing SEPP] provides for the permissibility of this particular land use in what is a rural zone. Therefore, the development of a MHE cannot be said to be consistent with rural objectives. It then falls to consideration of objective (4) only: whether a nonagricultural use is appropriate in this location. Objective (4) requires two considerations: whether infrastructure is adequate to support the use, and whether conflict between different land uses is minimised."

Greater setback of the Wollombi fronting sites would help retain the rural character of the area, with the loss of minimal lots.

Compliance with definition of Manufacture Home Estate

Item 'f' matters of deferral and Reason for Refusal No 6 highlight the definition of a manufactured home and Council's concerns that the proposed development fails to satisfy this definition. The definition requires the house to be 'movable' and not constructed on site. While the *Local Government Act* (Section 82) does allow for objections of Regulations (i.e. for houses to be constructed on site), Council would consider that support of such an objection would then mean the proposal fails to meet the definition of the proposed use, and is therefore not permissible.

This concern is reflected in Reasons for Refusal No 6.

GTAs have now been provided by the NSW RFS, dated 16 June 2025. These GTAs were re-confirmed by the RFS in writing on 15 August 2025. At the meeting between the applicant and Council officers on 15 August 2025 the applicant was requested to amend the submitted plans to comply with the RFS GTAs, including widening perimeter roads to 8m width or providing complying passing bays, increasing

the inner radius of road curves to 6m, from the 5 shown on submitted plans and amending landscaping to comply with RFS requirements. The applicant has now provided these plans.

The development is also nominated Integrated Development as it is located within 40 metres of a watercourse and the applicant integrated the development with the Department of Planning and Environment (DPE) (Water). GTAs have been issued by the DPE (Water).

The application was also referred to Transport for NSW (TfNSW), given that the development site lies within and adjacent to the west of the Farley URA and has potential to impact the traffic network on the New England Highway/Wollombi Road signalised intersection. TfNSW reviewed the Traffic Impact Assessment (TIA) provided by the applicant and identified the following matters for further consideration:

- The cumulative traffic generation, including SIDRA Modelling, needs to be updated to reflect the approved trip generation rate of 0.85vtph for all developments within the Farley Urban Release Area (noting Maitland City Council engaged SECA Solutions in 2014 to undertake SIDRA Modelling and Intersection Analysis for Farley URA).
- TfNSW considers the suitability of the 2 surveyed sites for development traffic generation as unreasonable comparisons and recommends the TfNSW Guide to Traffic Generating Developments trip generation rate for Medium Density Residential Flat Building (up to 2 bedrooms), being 0.4 per dwelling, be applied. This is consistent with nearby proposed Manufactured Home Estate (DA18/1952) trip generation rates used and is in-line with Maitland City Councils previous recommendation to the developer.
- TfNSW recommends that an updated TIA, and a revised SIDRA model, addressing all matters raised above and in the supporting spreadsheet is submitted.

TfNSW were requested to make further comments on the proposal after the deferral by Council on 17 June 2025 and lodgement of additional information on 20 July 2025. In a response on 7 August 2025 they responded as follows:

> As mentioned, given there is no statutory trigger for referral to TfNSW and there is no direct nexus between the proposed development and signalised intersection of New England Highway / Wollombi Road, the second referral was rejected through the planning portal (on 27 June 2025).
>
> Given the known capacity issues of the signalised New England Highway / Wollombi Road intersection quality active transport connections and access to public transport are critical in the assessment of the proposal.

Council's Development Engineer has noted these final comments from TfNSW and that technical details have been 'resolved' with access to public transport identified as a critical issued for Council to assess.

The development was also referred to the Department of Primary Industries (Fisheries), however, GTAs were not required as the watercourse within the site has been assessed as not being key fish habitat.

The application was placed on public exhibition for a period of 28 days from 6 November 2023 to 4 December 2023 in accordance with the EP&A Act, EP&A Regs and MDCP 2011. During this time four (4) submissions of objection were received. The concerns raised by the objectors in respect to the proposed development include visual impacts and conflict with the character of surrounding rural lands, inconsistency with SEPP (Housing) 2021 and Council's policies and controls, vegetation removal, noise impacts, social impacts and access to essential services, topography of the site and roadway widths, control of stormwater and wastewater discharge from the site, traffic impacts, and no safe

pedestrian or cycling paths within area to cater for increased population. The concerns raised by the objectors are discussed in further detail in the body of this report.

Neighbours have verbally raised concerns with the revised intersection design and the impact on access to their properties with Council officers.

An assessment of the application has been undertaken against Section 4.15(1) of the EP&A *Act, 1979*, as detailed in the assessment report below. The proposed development is considered not to be acceptable in terms of the relevant matters for consideration under the Act and is accordingly recommended for refusal.

Description of Proposed Development

The development application was lodged 23 October 2023, for a 254 site MHE at 283 & 303 Wollombi Road, Farley. The proposal underwent some iterations, with the final version of the proposal being for a 249 site MHE and Multi-Dwelling Housing development including the following:

- 249 dwelling sites to form a MHE and Multi-Dwelling Housing across five (5) stages (refer to Figures 1 and 2).
- 46 dwelling sites for multi dwelling housing (stage 2)
- Community building, including lounge, dining, bar, multi-use function room, theatre, gym and toilet and shower facilities.
- Indoor and outdoor swimming pools, bowling green and pickle ball courts.
- 56 visitor car parking spaces.
- 12 caravan storage spaces.
- Internal road network and associated infrastructure.
- Creation of asset protection zones (APZs).
- Stormwater drainage basins and associated infrastructure.
- Consolidation of Lot 2 DP810894 and Lot 4 DP810894.
- Subdivision for lease purposes under Division 3B of the *Conveyancing Act 1919*. Each manufactured home will be privately owned, with the dwelling site leased according to a Residential Agreement.

Demolition of the existing dwelling and ancillary structures at 283 Wollombi Road, Farley also form part of the proposed works. The existing dwellings at 303 Wollombi Road, Farley are to be retained.

With amendments to date the proposal is now 249 dwelling sites in total.

Note: Development of an MHE requires development consent from Council pursuant to the provisions of the Act. "Manufactured homes" are excluded from the definitions of "buildings" and "building works" in the Act. As a result, the placement of a manufactured home in an approved MHE, does not require development consent from Council. No dwellings are proposed to be constructed as part of this application. All dwellings are intended to be relocatable. Each lot is designed to accommodate a single storey manufactured home, attached garage and private open space for future residents. There are no caravans proposed to be located on the dwelling sites.

The application has not been lodged as seniors housing. However, it is the applicant's intention to market the development for residents aged 50 years and older. It is important to highlight that seniors housing is no longer permitted in rural zones under current State Policy.



Figure 1: *Site Plan (SDA, Revision O, dated 09/01/2025)*



Figure 1A: *Site Plan (SDA, Revision W, dated 16/07/2025)*

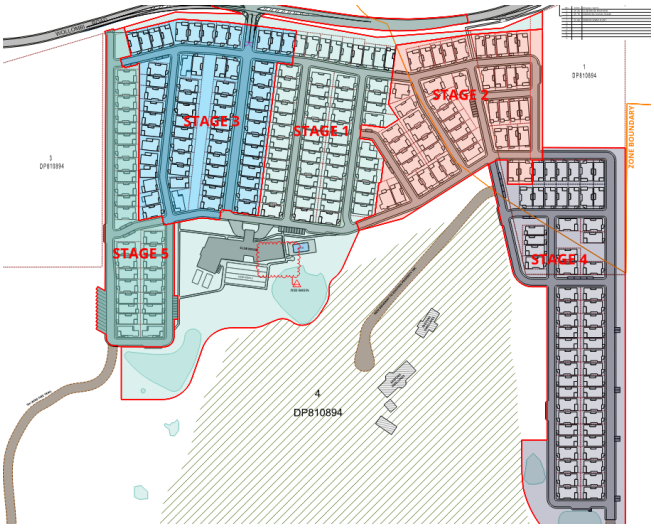


Figure 2: Staging Plan (source: SDA, Revision L, dated 09/01/2025)

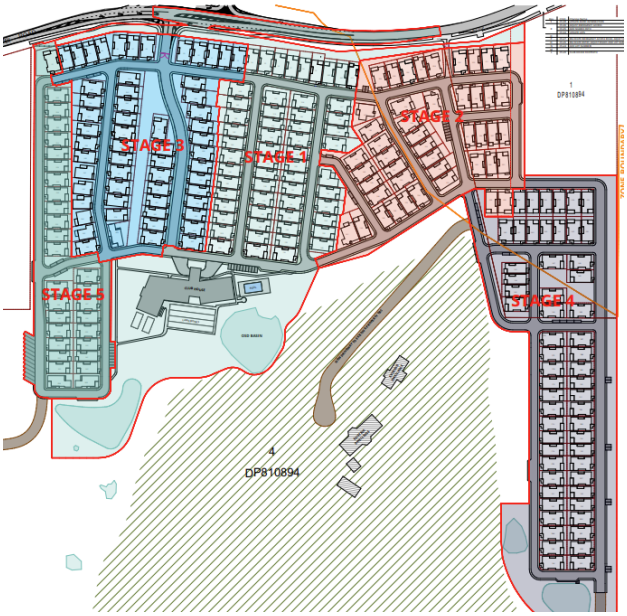


Figure 1A: Staging Plan (source: SDA, Revision S, dated 11/07/2025)

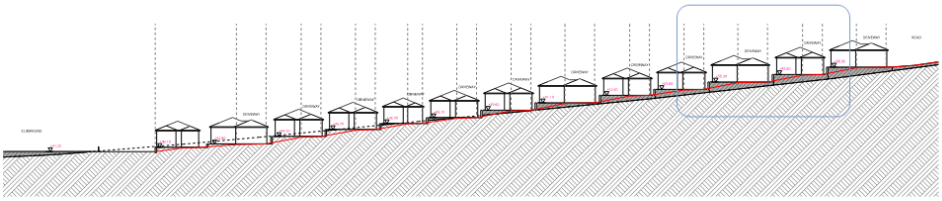


Figure 2: North-south section plan of the site (source: SDA, Revision H, dated 09/01/2025)

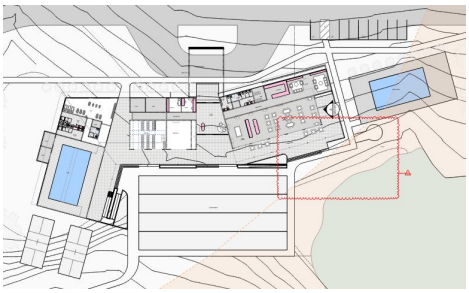


Figure 3: Floor plan of club house (source: SDA, Revision F, dated 09/01/2025)



Figure 4: Perspective of club house (source: SDA, Revision D, dated 17/08/2025)

Description of the Land on which the proposal is to be carried out.

The sites are known as 283 & 303 Wollombi Road Farley NSW and have legal descriptions of Lot 2 & 4 DP810894 (refer to Figure 6). The sites are irregular in shape and have a total combined site area of approximately 32.8ha. The sites are accessed via a combined 441.68m wide frontage to the southern side of Wollombi Road. The sites are zoned R1 General Residential at the north-eastern portion of the site and RU2 Rural Landscape for the remaining portion of the site. The site is mapped as containing bushfire prone land, native vegetation including Lower Hunter Spotted Gum Ironbark Forest & Hunter Valley Moist Forest, contains watercourses and the R1 zoned portion of the site is located within the Farley Urban Release Area. The location of the site is represented in Figure 6 below.

The existing improvements on the sites include a dwelling house, swimming pool, and ancillary structures on Lot 2 DP810894 (283 Wollombi Road), and a detached dual occupancy, swimming pool, dams, and ancillary structures on Lot 4 DP810894 (303 Wollombi Road). The land slopes steeply from Wollombi Road towards the southern property boundary, with a total cross-fall of approximately 42 metres from the northern to the southern boundary.

The northwestern half of the site is primarily covered in a mix of native and exotic grasses, with scattered Spotted Gum and Ironbark trees. The majority of the southeastern half of the site is occupied by Spotted Gum – Ironbark Forest vegetation. Forested areas also surround the site to the west, south, and east. The site contains five (5) ephemeral gullies.

Adjoining the site to the immediate north and north-east are large lot residential properties located within the Farley URA with approved and constructed residential estates beyond these properties to both the north and east. To the south and west of the site are forested rural lots.



Figure 5: *aerial photograph of subject sites (source: Maitland City Council)*

A site inspection was undertaken 15 November 2023 as seen in the photos below.



Photo 1*: Existing site frontage from Wollombi Road*



Photo 2: *Existing site access to Wollombi Road*



Photo 3: *Existing dam proposed to be retained as OSD basin*



Photo 4*: Mapped watercourse*



Photo 5: *Existing site looking south*



Photo 6: *Existing dwelling to be retained*

BACKGROUND

A detailed chronology of the development application is outlined in Table 1 below:

Table 1: *Chronology of DA*

Date	Event
27 April 2023	Pre-Development Application (Pre-DA) meeting held with Council to discuss a proposed MHE at 303 Wollombi Road comprising 240 dwelling sites with associated community and recreational facilities. Matters raised by Council during the Pre-DA meeting included: • The rural zone is not considered to be appropriate for manufactured home estates, noting that services and connectivity to commercial and employment areas are not available. Concern that uncontrolled MHE's throughout the LGA will have detrimental impacts on the area and a proposal of this nature is unlikely to be supported. • Compliance with SEPP (Housing) 2021. • Compliance with Part 2 of *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* particularly regarding Council's stance that on-site build of moveable dwelling is not permitted. • Compliance with *Planning for Bushfire Protection 2019.* • Access considerations on Wollombi Road. • Consideration of traffic impacts, public transport and footpath upgrades.

	• Consideration of cut and fill. • Integrated referral processes.
23 October 2023	DA lodged via the NSW Planning Portal.
26 October 2023	DA referred internally to Council's building surveying, development contributions, ecology, engineering, environmental health, land contamination, landscape design, social planning, strategic planning and waste servicing teams.
30 October 2023	DA referred externally to NSW RFS, Department Planning & Environment (Water), Department of Primary Industries (Fisheries) and Ausgrid.
6 November 2023	Public notification period commences.
16 November 2023	Initial request for information requested by Council which included: • Clarification on permissibility of proposed land uses. • Confirmation on how the development meets the definition of a manufactured home under the *Local Government Act 1993*, as the slab-on-ground construction does not align with this definition. • Additional assessment of compliance with SEPP (Housing) 2021, particularly regarding essential community facilities, services, and adequate transport access. • Evidence of stamped plans and a Formal Notice of Requirements from Hunter Water Corporation. Noting that Council does not support an on-site effluent strategy for the development. • Submission of an Operational Waste Management Plan detailing waste collection service, vehicle sizes, frequencies, bin sizes, haulage routes, and compliance with site access requirements. • Provide missing details on retaining walls, including sections and longitudinal plans with maximum retaining wall heights of 1m-1.5m. • Provide a proposed relocation plan for the 10m-wide electricity easement to assess environmental impacts. • Submit an assessment against Chapter F11 of Maitland DCP 2011, as part of the site is within the Farley URA. • Provide evidence of consultation with the Dam Safety Authority and confirm the dam is not classified as a 'prescribed dam.' • Submit an access report for the proposed community facilities as required by Chapter C1 'Accessible Living' of Maitland DCP 2011.
4 December 2023	Public notification period ceases. Four (4) submissions of objection are received.
7 February 2024	Meeting with applicant to discuss proposed on-site effluent management. Council confirming that connection to Hunter Water servicing preferrable.
4 March 2024	Applicant response to first request for information including: • Confirmation permissibility is achieved for the proposed land uses. • Confirmation that the manufactured homes will be subject to approval under a Section 68 approval under the *Local Government Act 1993* and will meet the definition of a manufactured home. • An addendum to the Traffic Impact Assessment to include provision of a shuttle bus service for future residents to access essential services. • Contest of Council's request for connection to Hunter Water Corporation's reticulated sewer network. • Contest of Council's request for reduction in height of retaining walls across the site. • A site plan with the existing easement for electricity supply notated. • An assessment against the provisions of Chapter F11 of Maitland DCP 2011 provided.

	• Confirmation that the dam is not classified as a prescribed dam. An Operational Waste Management Plan and Access Report were stated to be under preparation at the time of response by the applicant. The application was still under assessment, however, remained on hold with matters from the initial request for information still outstanding. Concerns regarding connection to Hunter Water Corporation reticulated services considered to be a significant unresolved matter.
22 March 2024	Email of in-principle support for connection to Hunter Water Corporation sewer network provided by applicant.
19 April 2024	Detailed request for information requested by Council which included: • Conflict with Council's Regional Land Strategy 2041 and Local Housing Strategy 2041, the objectives of the RU2 Rural Landscape zoning under MLEP 2011, and non-compliance with the objectives of the SEPP (Housing) 2021. Recommendation that these matters be adequately addressed prior to addressing any outstanding technical matters. If these matters cannot be satisfactorily addressed, then suggestion from Council to withdraw the application. *Technical matters* • Outstanding matters from external integrated referrals: DPI (Fisheries), NSW RFS and DPE (Water). • Provision of a lot consolidation plan. • Updated stormwater documentation including water depth calculation at the 20-year ARI event, provision for any upstream runoff/catchment including road pavement, amendment to basin access track and maintenance pad. • Updated traffic impact assessment to include vehicle trip generation rate based on two-bedroom dwelling instead of senior housing, proposed traffic generation from nearby developments (additional 1,044 residential lots approved) as well as public transport assessment and extension. • Access to the development must be amended to be located outside of the approved residential intersection and have a minimum site distance of 40m between opposing road centrelines. Channelised Right Turn intersection treatment required along Wollombi Road. Secondary access to be amended to also achieve appropriate sight distances. • Required road widening to Wollombi Road and any required tree removal within the road reserve to be assessed. • Footpath connection required. • Clarification of parking numbers and provision of loading bay for club house and recreational amenities. • Swept paths for entrance and exits as well as internal circulation roadways to be provided to ensure Council's side-load HRV waste truck can access and service the site. Consultant engineer to ensure proposed road grades provide adequate clearance. An indemnity agreement required for Council's waste service on private land. • Geotechnical investigation to support proposed roads and bulk earthworks. Appropriate cut and fill balance to be achieved with maximum retaining wall height of 1.5m. • In-principal support from Ausgrid regarding the relocation of the electricity easement.

	• Amendments to perimeter roads, basin planting and road grades to comply with *Planning for Bushfire Protection 2019*. • Amendment to the Biodiversity Development Assessment Report (BDAR) including update to the development footprint to include additional disturbance, additional assessments, justifications, further survey data, updates to tables and corrections to discrepancies. • Remediation Action Plan to be provided. • Acoustic assessment to be provided to assess the potential noise impact of Wollombi Road on the development. • Amended landscape plan to provide appropriate fire-retardant plantings, appropriate native species and appropriate plantings within the riparian zone. • Amended site plans to notate vegetation riparian zone.
29 July 2024	Update from applicant stating they are working on a response.
5 September 2024	Update from applicant stating they are working on a response.
30 October 2024	Applicant submitted RAP, however, stating they are working on a response to the outstanding matters raised.
11 December 2024	Applicant response to detailed request for information including: • Architectural plans; • Civil engineering plans and supporting stormwater report; • Landscape plan; • BDAR; • Geotechnical report; • Traffic impact assessment; • Bushfire report; • Ausgrid letter providing in-principal support for relocation of services; • Electricity service relocation plan.
18 December 2024	Re-referral amendments to internal and external bodies.
21 January 2025	Advisory referral sent to TfNSW.
10 February 2025	Amended information received via NSW Planning Portal, including: • Architectural plans; • Landscape plans; • Traffic impact assessment.
28 February 2025	Meeting to discuss amendments. Council to undertake detailed assessment on proposed updated information provided on 10 February 2025, particularly regarding proposed access location.
13 May 2025	Application reported to Council meeting for determination.
20 May 2025	Application deferred to June meeting "to facilitate further provision of information from the applicant to Council."
17 June 2025	Application deferred for three months to allow the applicant to respond to 15 matters outlined in the Council report. These matters are listed above on pages 1-3 of this revised report.
20 July 2025	Additional information submitted by the applicant and internal and external re-referrals made.
15 August 2025	Staff meeting with applicant to outline concerns with the additional information lodged on 20 July 2025.
25 August 2025	Additional information submitted by the applicant and internal referrals made.
21 October 2025	Application report to Council meeting for determination.

PREVIOUS DEVELOPMENT HISTORY

There are no historical development approvals on the subject sites that are relevant to the proposal. Development consent DA12/1104 was issued on Lot 4 DP810894 (303 Wollombi Road) for an additional dwelling (detached rural dual occupancy) on 14/09/2012. The dwelling was subsequently erected and is to be retained along with the existing dwelling on this lot.

PLANNING ASSESSMENT - 4.15(1) matters for consideration

Development Type

- The proposal is categorised as *local development,* under the EPA Act.

- The proposal is also *integrated development* under Section 4.46 of the EPA Act. Section 4.46 requires that approval be obtained from another public authority prior to the granting of consent. The following approvals are required:

NSW Rural Fire Service

The subject site is mapped as bushfire prone land and manufactured home estates are a special fire protection purpose under section 100B(6)(i) of the *Rural Fires Act 1997* and section 47(a) of the *Rural Fires Regulation 2022.* As such, the development is integrated development and was referred to NSW Rural Fire Service ("RFS") under section 100B of the *Rural Fires Act 1997*.

General Terms of Approval (GTAs) have now been issued by NSW Rural Fire Service (RFS). Plans have also been updated to reflect the minimum requirements of the GTAs. As such, originally recommended reason for refusal No. 7 is now not applicable.

NSW Department of Planning & Environment (Water)
The development is also nominated Integrated Development as it is located within 40 metres of a watercourse and the applicant integrated the development with the Department of Planning and Environment (DPE) (Water). GTAs have been issue by the DPE (Water).

NSW Department of Primary Industries (Fisheries)
The development was also referred to the Department of Primary Industries (Fisheries), however, GTAs were not required as the watercourse within the site has been assessed as not being key fish habitat.

Contributions

- The proposal (as lodged) attracts a contribution of $3,345,768 under Council's current adopted Section 7.11 Plan.

- The proposal also attracts a state contribution under the NSW Housing and Productivity Contribution.

In the discussions with the applicant post deferral, the requirement for any approval on this site to provide a shared path connection to the existing footpath system to the east of the site. The applicant has presently provided a path across the full frontage of the site.

Given the potential population the proposed path should be extended eastwards to connect to the path in Royston Cct – this would require the path to be extended in front of 267 Wollombi Road. If approved, this path should be provided at full cost to the developer and not come from contributions funding.

The path shown in plans lodged 20 July 2025 across the front of the site extend into the site (private property) where deceleration/turning lanes are proposed. This is not supported. The public shared path should be entirely within the public domain/road reservation. The path should be extended into the site from the public domain, where it presently stops at the front boundary to better connect to the stie.



Figure 6A: *Pathway fronting development site*

Section 4.15(1)(a)(i) - Provisions of any environmental planning instrument

State Environmental Planning Policies

State Environmental Planning Policy (Biodiversity and Conservation) 2021
Chapter 2 – Vegetation in non-rural areas
Chapter 2 of the SEPP works with the *Biodiversity Conservation Act 2016 (BC Act)* and the *Local Land Services Act 2013 (LLS Act)* to create a regulatory framework for the clearing of vegetation in NSW.

The SEPP regulates that clearing that is not linked to development requiring consent. Clearing that is ancillary to development requiring consent will be assessed as part of the development assessment process. As the clearing of vegetation is ancillary to the proposed subdivision, Council as the consent authority, has assessed the Biodiversity Development Assessment Report (BDAR) submitted with the application and is further discussed elsewhere in this report.

Chapter 3 – Koala habitat protection 2020
Chapter 4 – Koala habitat protection 2021
Chapter 3 of the SEPP applies to the RU2 zoned portion of the site whereas Chapter 4 of the SEPP applies to the R1 zoned portion of the site. As there is no approved Koala Plan of Management (KPoM) the proposal must be assessed under the provisions of the SEPP. The updated BDAR (*Firebird, 06/12/2024*) submitted with the application provides an assessment, as summarised below:

A *highly suitable koala habitat* is defined as an area where at least 15% of trees within any Plant Community Type (PCT) are regionally relevant species listed in Schedule 2 of the SEPP. The SEPP applies to both direct and indirect impacts across the entire landholding, not just the development footprint, though not all habitats must be surveyed.

The extent of the area to be surveyed depends on potential indirect impacts like vehicle strikes, fire risk, and impediments to koala movement. For historical koala presence, records within 2.5 km of the site (within the past 18 years) are considered for certain Koala Management Areas (KMAs).

In this case:

- No evidence of koalas (e.g., scats or sightings) was found during a field survey on 27/08/2024 using the Spot Assessment Technique (SAT).
- A review of the OEH Atlas showed no koala records in the past 18 years.
- The site's isolated nature and lack of findings mean it does not qualify as 'Core Koala Habitat' under the SEPP, and no further provisions apply.

Biodiversity Conservation Act 2016 and its Regulation

The *Biodiversity Conservation Act* ("BCA") *2016* came into force on 25 August 2016, repealing the *Threatened Species Conservation Act 1993*. The purpose of this Act is to maintain a healthy, productive, and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development.

BCA 2016 establishes a hierarchy for dealing with the impact of development on biodiversity values, firstly by way of avoidance of impacts, secondly by minimisation of them and lastly for offsets as the last resort.

In accordance with the provisions of the BCA 2016 and *Biodiversity Conservation Regulation 2017*, there are a number of triggers for an assessment under the Biodiversity Offset Scheme (BOS) and preparation of a Biodiversity Development Assessment Report (BDAR):

1. Located on the Biodiversity Values (BV) Map

Comment: The site is not identified on the BV Map.

2. Exceeds the area clearing threshold

Comment: The site is mapped as containing a minimum lot size of 450m^2 and 40ha. As such, the clearing threshold associated with the proposed development is 0.25ha to 0.5ha (depending on the part of the site being assessed). The threshold for clearing is as follows:

Minimum lot size associated with the property	Threshold for clearing above which a BDAR is required
Less than 1 hectare	0.25 hectares or more
1 hectare to less than 40 hectares	0.5 hectares or more
40 hectares to less than 1000 hectares	1 hectare or more
1000 hectares or more	2 hectares or more

The total area of disturbance of native vegetation is less than 1.48ha which exceeds the area clearing thresholds, as such the BOS applies.

3. The impacts are considered significant under the 5 part test

Comment: A Biodiversity Development Assessment Report (BDAR) (*Firebird, 06/12/2024)* was submitted with the application and not found to be acceptable. Amended reports were provided, the last on 29 August 2025. This BDAR has been re-reviewed by Council's Biodiversity & Resilience Officer. The findings of the submitted BDAR are summarised as follows:

Overview

The proponent has provided for the proposal a Biodiversity Development Assessment Report (BDAR), finalised BAM Calculator (BAM-C) reports, relevant mapping layers, and added council as a case party in BOAMS. This is considered sufficient information to assess the proposed development against its legislative requirements including:

- *Biodiversity Conservation Act 2016* (NSW BC Act)

- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- *Water Management Act 2000*
- *Fisheries Management Act 1994*
- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)

It is understood that with regard to the NSW BC Act 2016, the proposed development is not located within important mapped areas for threatened species or any mapped biodiversity values but triggers the Biodiversity Offset Scheme due to clearing thresholds being exceeded.
Assessment

Vegetation

The proposal will require the removal of approximately 12.36 ha[1] of native vegetation impacting two Plant Community Type (PCTs) with three vegetation zones resulting in a credit requirement of 58 ecosystem credits. Threatened ecological communities (TECs) are present across two of the vegetation zones in varying condition. Summary of vegetation to be cleared is shown below in Table 1.

Table 1 Summary of native vegetation requiring clearing in the Development Site

Vegetation Zone	PCT	Condition Class	TEC Status	Impact Area (ha)	Credits Requirement
1	PCT 3433 – Hunter Coast Foothills Spotted Gum Forest	Poor	*Lower Hunter Spotted Gum Ironbark Forest in the Sydney Basin and NSW North Coast Bioregions* EEC	0.33	7
2	PCT 3433 – Lower Hunter Red Gum – Paperbark Riverflat Forest	Derived Grassland	Not a TEC	11.1[1]	32
3	PCT 3444 – Lower Hunter Spotted Gum – Ironbark Forest	Moderate	*Lower Hunter Spotted Gum Ironbark Forest in the Sydney Basin and NSW North Coast Bioregions* EEC	0.93	19
Total				12.36[1]	58

[1] Interim Grassland Assessment was used in calculating credit obligations within VZ2. It was determined that VZ2 contained on average 20% native cover and as such the area impacted was reduced to 20% (2.2ha) of the total VZ area. Therefore, 2.2ha was calculated for total impact area of VZ2 within the BAM-C.

The extent of impacts to native vegetation are considered to have been appropriately assessed in accordance with the Biodiversity Assessment Method (BAM) 2020.

Threatened Species and Habitats

Habitat to be impacted on site includes native vegetation and one hollow-bearing tree providing foraging resources and nesting/roosting opportunities. A total of 16 candidate species were excluded from further assessment based on geographic limitations, habitat constraints and/or vagrancy:

- Fauna
  - Regent honeyeater (breeding) (*Anthochaera phrygia*)
  - Broad-billed Sandpiper (*Limicola falcinellus*)
  - Large-eared pied bat (*Chalinolobus dwyeri*)
  - Eastern Osprey (*Pandion cristatus*)
  - Emu population (*Dromaius novaehollandiae*) in the NSW North Coast Bioregion and Port Stephens local government area
  - Swift parrot (Breeding) (*Lathamus discolor*)
  - Grey-headed Flying-fox (*Pteropus poliocephalus*)
  - Little Bent-winged Bat (breeding) (*Miniopterus australis*)
  - Large Bent-winged Bat (breeding) (*Miniopterus orianae oceanensis*)
  - Common Planigale (*Planigale maculata*)
  - Brush-tailed Rock-wallaby (*Petrogale penicillate*)
  - Eastern Cave Bat (*Vespadelus troughtoni*)
  - Hunter Valley Delma (*Delma vescolineata*)
- Flora
  - Pine Donkey Orchid (*Diuris tricolor*)
  - Red Helmet Orchid (*Corybas dowlingii*)
  - North Rothbury Persoonia (*Persoonia pauciflora*)

The exclusion from further assessment based on geographic limitations, habitat constraints and/or vagrancy is supported for these species.

A total of 35 candidate species (20 fauna and 15 flora species) were unable to be excluded and required on site surveys to determine their presence or absences. Targeted surveys efforts undertaken for all candidate species are satisfactory in methodology and timing as per the Threatened Biodiversity Data Collection (TBDC) and species-specific BAM guidelines.

No threatened species were identified during the surveys within the development footprint, however the threatened tree species *Eucalyptus parramattenis* subsp. *decadens,* listed as 'vulnerable' under the BC Act and EPBC Act was recorded within the subject site but outside of the development footprint.

Although no threatened species were identified within the development footprint, two fauna species, Squirrel Glider and Southern Myotis have been 'assumed present'. The Squirrel Guider is known to occur within the immediate area with recent BioNet records showing the species in adjacent properties and the Southern Myotis could not be confidently excluded from bat acoustic monitoring data recorded on the site. Species credit obligations are shown below in Table 2.

Table 2: Candidate species requiring credit obligations.

Species	Area of habitat impacted by proposal	Credits to be retired
Petaurus norfolcensis (Squirrel Glider)	Zone 1 - 0.33	7
	Zone 3 – 0.93	19
Myotis macropus (Southern Myotis)	Zone 1 – 0.28	6
	Zone 3: 0.16	3

Seasonal surveys have been completed for Candidate Species in accordance with the requirements of the Biodiversity Assessment Method (2020). It is considered that candidate species have been assessed for the generation of species credit.

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

No EPBC listed species were identified within the Subject Site and the proposed development is not considered likely to result in significant impacts. Referral to the Commonwealth Minister for the Environment is not warranted.

Avoidance and Minimise

Consideration of direct and indirect impacts to biodiversity have been addressed through an appropriate avoid and minimise strategy. The development will retain over 13ha of native vegetation on the subject site. Vegetation to be retained is generally in a higher condition and provides greater fauna habitat connectivity than that of the vegetation proposed to be removed. Therefore, it is considered that selection for development within the area that has been largely historically cleared with lower biodiversity values is an acceptable avoidance and minimisation strategy.
Additionally, the BDAR recommends a number of design measures to minimise biodiversity impacts, which include:

- Preparing a Biodiversity Management Plan (BMP) to be approved by Council prior to the issue of a SWC
- Prepare a Vegetation Management Plan (VMP) for the areas retained native vegetation and riparian zones to be approved by Council prior to issue of a SWC
- Section 88b instrument to be established on title for the residual lot containing large area of native vegetation to be retained
- Preparing a Construction Environmental Management Plan (CEMP) to be approved by Council prior to the issue of a SWC

This avoid and minimize strategy is considered adequate to address the requirements of the BAM.

Impact summary and credit Obligation

The proposal will impact 3.46 ha* of native vegetation resulting in a credit requirement of 58 ecosystem credits and nine species credits. A summary of the resulting credit obligation is summarised is provided in Table 3.

Table 3: Summary of ecosystem and species credits required to offset the residual impacts of the proposed development

Ecosystem Credits		
Vegetation Zone Name	Area impacted (ha)	Number of credits
VZ1 – PCT 3433 Poor	0.33	7
VZ2 – PCT 3433 Grassland	2.2*	32
VZ3 – PCT 3444 Moderate	0.93	19
Total	**3.46**	**58**
Species Credits		
Petaurus norfolcensis (Squirrel Glider)	1.26	26
Myotis macropus (Southern Myotis)	0.44	9
Total	**1.68**	**35**

* Impact area reduced to 2.2ha within the BAM-C under the Interim Grassland Assessment.

Summary of Recommendation

The application is generally supported. All candidate species predicted to occur on site have been appropriately addressed under the BC Act and BAM 2020. All vegetation within the subject site is proposed to be removed, however due to the limited biodiversity values that are present on the site, avoidance has been appropriately address through site selection.
A number of conditions have been provided in Appendix A and are to be included as part of any consent.

Conclusion

Conclusions and recommendations of the application are generally supported. No objection is raised with regard to flora and fauna values providing conditions identified in Appendix A are included as part of any consent.

The application is now generally supported in respect to biodiversity impacts. This satisfies matter o) of the matters for deferral. Any approval should include the recommended conditions prepared by Council's Biodiversity & Resilience Officer.

State Environmental Planning Policy (Housing) 2021

Chapter 3 – Diverse housing

Part 8 'Manufactured home estates' establishes the planning framework for manufactured home estates (MHEs) across NSW. This Part consolidates provisions from the former SEPP No 36 Manufactured Home Estates. The objectives of this Part seek to facilitate the development of MHEs as an alternative, affordable housing option by ensuring they are appropriately located and designed to integrate with existing communities, supported by clear planning controls to guide their development and management.

Section 118 Aims and strategies

(1) the aims of this Part are—

- *(a) to facilitate the establishment of manufactured home estates as a contemporary form of medium density residential development that provides an alternative to traditional housing arrangements, and*
- *(b) to provide immediate development opportunities for manufactured home estates on the commencement of this Part, and*
- *(c) to encourage the provision of affordable housing in well designed estates, and*

(d) to ensure that manufactured home estates are situated only in suitable locations and not on land having important resources or having landscape, scenic or ecological qualities that should be preserved, and
(e) to ensure that manufactured home estates are adequately serviced and have access to essential community facilities and services, and
(f) to protect the environment surrounding manufactured home estates, and
(g) to provide measures which will facilitate security of tenure for residents of manufactured home estates.

While it is acknowledged the proposed development will provide an affordable housing option (aim c), the SIS prepared for the proposal notes the site is 4km from amenities and the nearest bus stop 1.5km away. The development site has footpaths and road grades exceeding 12% in several areas, and there are no dedicated pedestrian footpaths along Wollombi Road. The steep grades of the land make it unsuitable for retirement targets and poses challenges for residents without cars. Further, the development is not close to local amenities, medical facilities, shops, or transport nodes, making access reliant on car travel. Residents without private transport will struggle to access services, affecting their quality of life in the long term.

Several plan amendments submitted by the applicant in response to Council's concerns about the proposed primary and secondary access from Wollombi Road have failed to achieve a safe and compliant design. The most recent iterations of plans are now compliant with the Council's Engineering Standards, but have now created issues with access to three neighbouring properties.

As a result, the proposed access cannot be supported in its current form, and the development is not considered to be located on a suitable site accordingly. This is contrary to aims d and e and forms a recommended reason for refusal.

A left in / left out only access to Wollombi Road, with a connection the Ravensfield Estate at the reserved connection point off Oxspring Road could see satisfactory vehicle access to and from the development.



***Figure 6B** – Road reservation connecting the development site to Ravensfield estate*

Section 119 Land to which this Part applies
(1) This Part applies to land that is within the City of Gosford or the Shire of Wyong and to all other areas in the State that are outside the Sydney region.

(2) This Part does not apply to—

(a) land described in Schedule 5, being land subject to a local environmental plan prepared in accordance with the principles of a direction issued in conjunction with this Part and made under section 117 of the Act, or

(b) land less than 18 kilometres from the Siding Spring Observatory within the meaning of clause 5.14 of the standard local environmental planning instrument prescribed by the Standard Instrument (Local Environmental Plans) Order 2006.

The subject site is located outside the Sydney region and is land to which this Part applies.

Section 120 Relationship to other environmental planning instruments

(1) In the event of an inconsistency between this Part and any other environmental planning instrument whether made before or after this Part, this Part prevails to the extent of the inconsistency.

(2) Nothing in Chapter 3, Part 9 prevents development consent from being granted pursuant to this Part for the use of land for the purposes of a manufactured home estate.

Noted.

Section 121 Definitions

(1) Words and expressions used in this Part that are defined in Schedule 7 have the meanings set out in that Schedule.

(2) Notes appearing in this Part are intended to assist understanding of this Part only and are not part of this Part.

Noted.

Section 122 Where development for the purposes of a manufactured home estate may be carried out

Development for the purposes of a manufactured home estate may be carried out pursuant to this Part on any land on which development for the purposes of a caravan park may be carried out, except—

(a) land within one or more of the categories described in Schedule 6, or

(b) land dedicated or reserved under the National Parks and Wildlife Act 1974, or

(c) land within a Crown reserve.

MLEP 2011 Amendment No 38, gazetted on 28 March 2025, introduces several key changes to land use planning in Maitland, particularly the omission of 'caravan parks' from the land use table under RU2 Rural Landscape zone. Despite this, a savings clause has been added to ensure that development applications made but not finally determined before the commencement of Amendment No 38 are assessed under the previous provisions. The subject application was lodged 23 October 2023, as such the savings provisions apply.

The site is zoned RU2 Rural Landscape in which 'caravan parks' were permissible under the RU2 Rural Landscape zone of MLEP 2011 and is not any land that is described under subsections a, b or c.

Section 123 Development consent required for manufactured home estates

(1) Development for the purposes of a manufactured home estate permitted to be carried out by this Part may be carried out only with the development consent of the council.

(2) A council must not consent to any such development unless it imposes, as a condition of the consent, a requirement that an approval to operate a manufactured home estate on the land on which the development is to be carried out must be obtained under Part 1 of Chapter 7 of the Local Government Act 1993.

(3) Nothing in this Part requires a separate development consent to authorise the placing of each manufactured home within a manufactured home estate.

The proposed development seeks Council consent, however, as the recommendation is for refusal conditions are not required.

Section 124 Subdivision of manufactured home estates

(1) Land on which development for the purposes of a manufactured home estate may be lawfully carried out (whether or not because of a development consent granted pursuant to this Part) may be subdivided—

(a) under section 289K of the Local Government Act 1919 for lease purposes, or

(b) under the Community Land Development Act 1989,

only with the development consent of the council.

(2) A council must not grant a development consent for such a subdivision if any of the lots intended to be created by the proposed subdivision would contravene a requirement of the Local Government (Manufactured Home Estates) Transitional Regulation 1993.

(3) Any prohibition or restriction on the subdivision of land imposed by any other environmental planning instrument (whether made before or after this Part) does not apply to such a subdivision.

(4) This Part does not allow the subdivision of land within a Crown reserve.

This section permits individual dwelling sites in a MHE to be subdivided for lease purposes on the land under either section 289K of the *Local Government Act 1919* or under the *Community Land Development Act 1989,* notwithstanding any minimum lot size standards that exist under the MLEP 2011. Development consent is sought for subdivision of the land for lease purposes under Division 3B in the *Conveyancing Act 1919* which specifically refers to subdivision for lease purposes under the *Local Government Act 1993* for a period not exceeding 20 years. Generally, a condition of consent can be included on any development consent issued, however, as this recommendation is for refusal conditions are not required.

Section 125 Matters to be considered by councils

(1) A council may grant a development consent pursuant to this Part allowing development for the purposes of a manufactured home estate only if it is satisfied—

(a) that each of the sites on which a manufactured home is or will be installed within the manufactured home estate is or will be adequately provided with reticulated water, a reticulated sewerage system, drainage and electricity, and

The proposed development is supported by a Preliminary Servicing Summary (*Northrop, 25/11/2024)* which provides preliminary options to connect to Hunter Water Corporation reticulated sewer and water network. The servicing strategy has in-principal support from Hunter Water Corporation, dated 22 March 2024. The servicing strategy provides three connection options for both sewer and water connections. Based on topography, all sewer options involve pumping from an internal pump station at RL29m AHD to a discharge manhole at the frontage to Wollombi Road at RL62m AHD. Wollombi Road generally grades downhill and therefore a gravity main is proposed to connect the discharge manhole to existing networks. The strategy provides options to connect to both WWPS Farley 1 and Rutherford 2 depending on the capacity requirements of each site. With regards to water connection, there is an existing 150mm water main on Wollombi Road approximately 150m to the east of the site and an existing 300mm main approximately 560m east of the site. A water booster pump station is recommended to service the site.

The site has been divided into three stormwater catchments, with similar management strategies applied to Catchments A and B, while Catchment C is expected to bypass treatment and storage. The overall stormwater strategy involves grading the site to direct surface runoff to road centrelines, where stormwater pits collect flows and convey them via underground pipes to two combined biofiltration and on-site detention (OSD) basins. Major storm events will be managed through a mix of underground infrastructure and overland flow paths along roads, discharging into detention basins designed to maintain pre-development flow rates. Minor events will pass through a gross pollutant trap (GPT) before entering the biofiltration basins and discharging to natural watercourses. A small

area, including the southern fire trail and access driveway, will bypass this stormwater infrastructure. Council's Senior Development and Subdivision Engineer has reviewed the proposed stormwater management and deemed the proposal satisfactory subject to the following: stormwater from the western cutoff-swale (to collect runoff from Wollombi Road) must not be drained onto the neighbouring lot and instead be directed to the internal pipe system and discharge into the downstream creek. While this matter is considered resolvable, as the recommendation is for refusal no further amendments are required.

The application was referred to Ausgrid for comments. A response was provided, dated 05/12/2023, which raises no objection to the proposed electricity servicing to the site subject to connection and construction methods in line with Ausgrid practices. It is also noted that existing overhead 11kV powerlines currently traverse the northern portion of the site located within an easement benefitting Ausgrid. As part of the development, these powerlines are proposed to be relocated and undergrounded. Ausgrid provided a response to the proposed works to their service on 22/08/2024. In this response, Ausgrid have accepted the proposed relocation works in principle subject to a Contestable ASP3 design prepared at detailed design stage.

(b) that the manufactured home estate is or will be provided with adequate transport services, and

The TIA (*TTPP, dated 31/01/2025*) submitted with the application notes that the development site is significantly compromised by poor access to public transport and a lack of pedestrian and bicycle infrastructure. The closest bus stop is located approximately 2.2km away on Regiment Road, making it impractical for regular use by residents without private vehicles. This stop is serviced by bus route 183, which operates infrequently, with buses arriving only every 30 to 60 minutes. Train access is similarly inconvenient, with the nearest stations, Telarah and Lochinvar, located 4.4km and 5.5km away respectively, both only accessible by car. Although these stations are on the Hunter Line, the service frequency is limited and does not offer a reliable alternative.

Pedestrian infrastructure is also lacking, with no dedicated footpaths along Wollombi Road near the site. While some footpaths exist in the adjacent subdivision to the east, they do not extend far enough to connect the site to key services or transport options. This absence of safe and continuous pedestrian pathways poses a risk to residents and discourages walking as a mode of transport. Additionally, there is no cycling infrastructure in the immediate vicinity of the site. The nearest cycleways are located further east along Green Street, Regiment Road, Wollombi Road, and the New England Highway, making cycling an inconvenient and potentially unsafe option. These combined deficiencies contribute to a heavily car-dependent environment, limiting accessibility and reducing the viability of more sustainable and active modes of transport.

See comments in the Executive Summary above regarding additional information provided by the applicant in relation to transport options proposed for resident's use.

(c) that sufficient community facilities and services, whether situated within or outside the estate, are or will be available and reasonably accessible to the residents of the manufactured home estate, and

As discussed previously under the objectives of Chapter 3 Part 8 of SEPP (Housing) 2021, a SIS prepared for the proposal notes the site is 4km from amenities and the nearest bus stop 1.5km away. The development site has footpaths and road grades exceeding 12% in several areas, and there are no dedicated pedestrian footpaths along Wollombi Road. The steep grades of the land make it unsuitable for retirement targets and poses challenges for residents without cars. Further, the development is not close to local amenities, medical facilities, shops, or transport nodes, making access reliant on car travel. Residents without private transport will struggle to access services, affecting their quality of life in the long term.

The SIS provides limited information as to whether essential services in adjoining suburbs have the capacity to provide for the additional population. This includes the expected residents and their needs, how the facility will be managed and what services it will provide, and what measures have/will be implemented to mitigate any negative impacts and enhance the social benefits. The MHE is expected to cater for the more socially disadvantaged members of the community, (as it will provide an affordable housing option), particularly those aged over 55 years.

A community facility is therefore an essential requirement. The facility would be necessary to ensure that there is adequate space for the residents to gather, interact, socialise, and cater for the delivery of the various programs and activities that would need to be provided to meet the residents' needs. The proposed development provides a community building within Stage 1 which includes a lounge, dining, bar, multi-use function room, theatre, gym and toilet and shower facilities. The proposed development also provides indoor and outdoor swimming pools, bowling green and pickle ball courts as well as general open space. While these community facilities are considered to enhance the lives of future residents, the site's location and lack of transport infrastructure, other than vehicle dependency, makes the site unsuitable for the proposed development and is considered to create a negative social impact. As such, this forms a reason for refusal.

See comments in the Executive Summary above regarding additional information provided in relation to the community facilities and the new hobby shed.

(d) that the development will not have an adverse effect on any—
- *conservation area*
- *heritage item*
- *waterway or land having special landscape, scenic or ecological qualities,*

which is identified in an environmental planning instrument applicable to the land concerned.

Heritage is discussed under clause 5.10 of MLEP 2011 and deemed satisfactory.

(2) A council may grant a development consent pursuant to this Part allowing development for the purposes of a manufactured home estate only after it has considered the following—

(a) the cumulative impact of the proposed development and other manufactured home estates in the locality,

There are no other MHEs in the locality.

(b) any relevant guidelines issued by the Director,

There are no relevant guidelines issued.

(c) the provisions of the Local Government (Manufactured Home Estates) Transitional Regulation 1993.

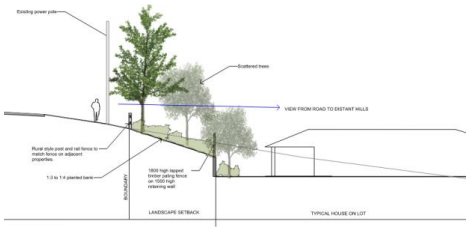
The *Local Government (Manufactured Home Estates) Transitional Regulation 1993* was repealed and replaced with the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005* which was also repealed on 31 August 2021 and replaced by the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* on 1 September 2021. The application has been assessed against the Regulation 2021 in Table 3 below:

Table 2: Assessment against relevant provisions under Part 2 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021

Division 1 Application of Part	
5 Application of Part This Part applies to— (a) the operation of manufactured home estates, and (b) the installation of manufactured homes in manufactured home estates.	Noted
Division 2 Approvals and exemptions	
Subdivision 1 Operation of manufactured home estates	
6 Factors for consideration before approval is granted (1) The council must not grant an approval unless satisfied the manufactured home estate will be designed, constructed, maintained and operated in accordance with Division 3.	Refer to Division 3 discussion below. A section 68 has not been lodged with the application to operate the MHE. This is subject to a further process. Any approval would include a condition of consent requiring that a section 68 be obtained. As the recommendation is refusal conditions are not required.
(2) Before approving the operation of a manufactured home estate on flood liable land, the council must consider the principles in the Floodplain Development Manual.	The site is not mapped within the flood planning area.
7 Matters to be specified in approval An approval must specify, by reference to a plan, the number, size and location of the dwelling sites allowed by the approval.	A section 68 has not been lodged with the application to operate the MHE. This is subject to a further process. Any approval would include a condition of consent requiring that a section 68 be obtained. As the recommendation is refusal conditions are not required.
8 Conditions of approval An approval is subject to the condition that the manufactured home estate is designed, constructed, maintained and operated in accordance with Division 3.	Refer to Division 3 discussion below.
Subdivision 2 Installation of manufactured homes and associated structures in manufactured home estates	

9 Conditional exemption (1) A person may, without an approval— (a) install a manufactured home on land within a manufactured home estate if the home is— (i) designed, constructed and installed in accordance with Division 4, and (ii) not occupied by a person until a certificate of completion has been issued, or (b) install an associated structure on land within a manufactured home estate if the structure is designed, constructed and installed in accordance with Division 4. (2) The installation must be carried out by, or with the consent of, the holder of the approval. (3) This section does not apply— (a) if the council has given the holder of the approval written notice that the land is flood liable land—to the installation of a manufactured home on flood liable land, or (b) to the installation of a manufactured home or associated structure exceeding 1 storey.	Noted. As discussed above, any approval, would include a condition of consent requiring that a Section 68 be obtained. As the recommendation is refusal conditions are not required.
10 Installation on flood liable land (1) Before approving the installation of a manufactured home or associated structure on flood liable land, the council must consider the principles in the Floodplain Development Manual. (2) It is a condition of an approval to install a manufactured home or an associated structure on flood liable land that the manufactured home is designed, constructed and installed in accordance with Division 4.	The site is not mapped within the flood planning area.
11 Installation of manufactured home or associated structure of more than 1 storey Before approving the installation of a manufactured home or associated structure exceeding 1 storey, the council must consider the likely impact on the amenity of— (a) occupiers of adjoining manufactured homes, and (b) occupiers of land adjoining the manufactured home estate.	This division is not applicable as no more than one storey proposed.
Division 3 Manufactured home estates	
Subdivision 1 Land and dwelling site requirements	
12 Minimum size of estate A manufactured home estate must not have an area of less than— (a) 1 hectare, or	The proposed MHE has a total site area of 32.8ha.

(b) if a lesser area is permitted on the land by an environmental planning instrument, the lesser area.	
13 Community amenities (1) A minimum of 10% of the total land area of a manufactured home estate must be reserved for recreation or other communal activities. (2) The council may allow a lower percentage, not less than 6% of the total land area of the manufactured home estate, to be reserved for recreation or other communal activities. (3) Before allowing a lower percentage, the council must consider— (a) the type and range of amenities to be provided, and (b) other matters the council considers relevant.	The proposed development provides a community building which includes a lounge, dining, bar, multi-use function room, theatre, gym and toilet and shower facilities. The proposed development also provides indoor and outdoor swimming pools, bowling green and pickle ball courts as well as general open space. The community facilities and open space within the dwelling sites as well as the retention of bushland provides a total area greater than 10% of the total land area.
14 Size of dwelling sites A dwelling site must have an area of at least 130 square metres.	The proposed dwelling sites have a minimum site area of 228m^2.
15 Site identification (1) A dwelling site must be numbered or identified with its site boundaries clearly outlined. (2) The site identification must be easily recognised.	Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
Subdivision 2 Setbacks	
16 Dwelling sites to have road frontage A dwelling site must have vehicular access to an access road.	All dwelling sites have direct frontage to internal access roads. No dwelling site will be allowed to be accessed directly from Wollombi Road.
17 Setbacks of community buildings (1) A community building must not be located closer than 10 metres to the boundary of a manufactured home estate or dwelling site. (2) The council may allow a lesser distance of at least 2 metres if satisfied the community building has been or will be properly screened, fenced, enclosed or otherwise treated.	A new community building is proposed. The plans show setbacks of the community building in accordance with this requirement, being a minimum 18.4m from a dwelling site. The community building is located central to the site, more than the prescribed minimum distances to boundaries.
18 Setbacks of dwelling sites from road frontages (1) A dwelling site must not be located closer than— (a) 10 metres to a public road, or (b) 3 metres to another boundary of the manufactured home estate. (2) The council may allow a lesser distance if satisfied the dwelling site has been or will be properly screened, fenced, enclosed or otherwise treated.	There were 32 dwelling sites that are less than 10m from the Wollombi Road frontage. The lot minimum setback proposed is 4m. Due to the fall of the site away from Wollombi Road frontage, the dwelling sites sit below the height of Wollombi Road. Rural style fencing, landscaping screening and 1.8m timber lapped paling fence on top retaining walls are provided at the rear of these dwelling lots (refer to Figure 7). A Noise Impact Assessment was requested to assess the potential noise impact of Wollombi Road on the proposed dwelling sites. This has now been provided. While the screening treatment was considered acceptable, and the impact of road noise upon these lots is satisfactory, this

	requirement should be complied with to protect the character of the RU2 zone.  *Figure 6: typical section plan of Wollombi Road setback* The amended plans now has 31 dwelling sites backing onto Wollombi Road, 22 of them within the RU2 zoning. As noted above, these lots when benched will be up to 4 metres below the street level. The setback was opposed on acoustic concerns, which have now been addressed with the submission and consideration of an Acoustic Report (April 2025). However, to improve the rural character of the area Council could seek the 10m setback to the lot boundary, as this a regulatory control for MHE, noting that for a proposal for a dwelling/building in this zone, a 20m building setback would be sought under the Maitland DCP, helping to keep rural character, as well as providing acoustic and vibration protection.
19 Use of buffer zones Nothing in this Part prevents land within a required setback from being used for— (a) community amenities, access roads, car parking spaces, footpaths or landscaping, or (b) a similar purpose allowed by the council.	Buffer zones are proposed to be landscaped or form part of the required perimeter roads for bushfire purposes.
Subdivision 3 Roads	
20 Entrance and exit roads (1) A road forming an entrance to or exit from a manufactured home estate must be at least 8 metres wide. (2) For a divided road, the width of the sealed portion of the road on either side of the median strip must be at least 5 metres. (3) The council may specify, in an approval, the way in which an entrance or exit road must meet the sealed portion of other access roads.	The proposed entrance/exit via Wollombi Road achieves 8m width. However, Council's Senior Development and Subdivision Engineer has reviewed the revised internal access arrangements, as follows: • The NSW Rural Fire Service General Terms of Approval require all roads within the development site to have a minimum inner curve radius of 6m. The latest civil plans indicate a geometric radius of 5m at several corners and intersections. This matter can be

	addressed through a condition of consent. • The revised intersection location and the increased traffic generated by the proposed development have resulted in a combined CHR/AUL (Channelised Right Turn/Auxiliary Left Turn) configuration, replacing the originally proposed CHR treatment. The recently approved Bevhill subdivision on the opposite side of Wollombi Road also requires an AUL treatment and a central median, which restricts right-turn movements into and out of that subdivision. While the Bevhill median can terminate before the existing access to 304 Wollombi Road, the addition of a closely spaced second intersection as part of the current development will completely restrict right-turn entry/exit to the existing access for this property. Parallel access could have been considered for 304 Wollombi Road, however, the combined CHR/AUL design and the Bevhill AUL configuration limit this option. As a result, the only feasible solution is to provide a U-turn Bay on the neighbouring property frontage at 319 Wollombi Road. This U-turn Bay may also be used by multiple road users, which could create potential safety concerns on the curved section of the road. If the development is to be approved, a condition will require left-in/left-out access to the site at the main entrance, with a central median restricting right-turn entry and exit movements, consistent with the Bevhill subdivision. This approach is intended to improve safety, particularly regarding vehicle movements on horizontal curves, and to assist with parallel access to 304 Wollombi Road by removing the CHR lane. It is noted that the AUL and central median required for this development will restrict right-turn entry/exit to the existing driveway at 304 Wollombi Road, however, right-turn entry and exit movements to Wollombi Road for 304 will be possible via the new parallel access, where the required median at the MHE access terminates. In addition, secondary access to the MHE

	development via the Ravensfield subdivision could be explored to facilitate eastbound exit movements from the development and eastbound entry movements to the site. These matters remain unresolved and the proposed entrance and exit road to Wollombi Road cannot be supported. These matters form a reason for refusal.
21 Width of roads (1) The width of the road reserve must be at least— (a) 8.5 metres for a major access road, and (b) 6 metres for a minor access road. (2) The width of the sealed portion of an access road must be at least— (a) 6 metres for a major access road, and (b) 4 metres for a minor access road. (3) If a minor access road exceeds 80 metres in length, a passing bay must be provided within the road reserve. (4) Passing bays must be provided at intervals of no more than 100 metres. (5) The width of the sealed portion of an access road at a passing or parking bay must be at least— (a) 8.5 metres for a major access road, and (b) 6 metres for a minor access road.	The proposed internal road network now meets the minimum width requirements. However, Council's Senior Development and Subdivision Engineer has noted the additional concern as follows: • Site access and internal roads are required to be designed and constructed with adequate width, grade (including appropriate transitions), and turning radii in accordance with *AS2890.2 – Off-Street Commercial Vehicle Facilities*, to accommodate the largest anticipated vehicle accessing the site, i.e. a semi-trailer for the delivery of manufactured homes. The current civil design does not achieve compliance with the relevant Australian Standards, which would likely restrict the ability for manufactured homes to be delivered and instead necessitate on-site construction. a) A minimum turning radius of 12.5m is required for HRV and semi-trailer vehicles. Compliance with this requirement has not been demonstrated, as a swept path analysis for the largest anticipated vehicle (i.e. semi-trailer vehicles) at the development access and along all internal roads has not been provided. b) A maximum grade change of 6.25% is required in accordance with AS2890.2 for MRV, HRV, and semi-trailer vehicles. The proposed road design exceeds this limit at several locations. c) A minimum carriageway width of 6.5m is required in accordance

	with AS 2890.2 to accommodate the largest expected vehicle. Several sections of the proposed internal road have pavements with a width of 6m. • Note: The proposed road widths satisfy the minimum requirements of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021*, however, they do not fully comply with the relevant Australian Standards for the largest vehicles expected on the site, including waste and service vehicles (HRV), as well as semi-trailers delivering manufactured homes. These concerns are included in reasons for refusal – no 6.
22 Speed restrictions as part of road design Access roads must be designed to limit the speed at which vehicles may travel on the roads to— (a) 30 kilometres per hour for major access roads, and (b) 15 kilometres per hour for minor access roads.	A 10km/h shared zone is proposed for internal roads. Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
23 Visitor parking (1) A manufactured home estate must contain at least the following number of visitor parking spaces— (a) for a manufactured home estate containing no more than 35 sites—8 spaces, (b) for a manufactured home estate containing more than 35 sites, but no more than 70 sites—12 spaces, (c) for a manufactured home estate containing more than 70 sites, but no more than 105 sites—16 spaces, (d) for a manufactured home estate containing more than 105 sites—20 spaces plus 1 additional space for every 7 sites above 140 sites. (2) Each parking space must have minimum dimensions of— (a) for angle parking—5.4 metres by 2.5 metres, or (b) otherwise—6.1 metres by 2.5 metres. (3) Visitor parking spaces must be clearly identified.	36 spaces are now required. Parking proposed on the site includes: • 53 x standard spaces • 3 x accessible spaces • 12 x caravan parking spaces. All parking spaces measure 5.4m x 2.5m and will be clearly identified for visitor parking purposes.
24 Visitor parking for people with disabilities	3 accessible spaces are provided which complies.

(1) A manufactured home estate must contain— (a) at least 1 visitor parking space for people with a disability (a *disabled parking space*), or (b) if the manufactured home estate contains 100 sites or more—at least 1 additional disabled parking space for— (i) the first 100 sites, and (ii) every further 100 sites, and (iii) a remaining part, if any, of 100 sites. (2) A disabled parking space must be— (a) provided in accordance with AS/NZS 2890.1:2004*, Parking facilities, Part 1: Off street car parking*, and (b) clearly identified as a disabled parking space. (3) A disabled parking space may be counted as a visitor parking space.	
25 Road surfaces All access roads, including all passing and parking bays, must— (a) have an all-weather sealed or other surface finish specified in the approval, and (b) be adapted to the land to enable adequate drainage and remove excessive grades.	All proposed roads and parking areas are to be sealed. Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
26 Lighting All access roads must be adequately lit between sunset and sunrise.	Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
Subdivision 4 Utility services	
27 Water supply (1) A manufactured home estate must be— (a) connected to a mains water supply, or (b) provided with an alternative water supply service as specified in the approval. (2) A dwelling site must be— (a) connected to the water supply service for the manufactured home estate, and (b) provided with— (i) a separate water meter, and (ii) a separate water service isolating valve. (3) The water supply service must comply with— (a) the *Plumbing and Drainage Act 2011* and the regulations made under that Act, and (b) the requirements of a relevant statutory body. (4) The water supplied for human consumption or domestic purposes must comply with the *Australian Drinking Water Guidelines 6* published in October 2011 by the National Health and Medical Research Council.	This has been discussed under Section 125 of SEPP (Housing) 2021 above.
28 Sewerage (1) A manufactured home estate must be— (a) connected to a main sewer, or	This has been discussed under Section 125 of SEPP (Housing) 2021 above.

(b) provided with an alternative sewage disposal system as specified in the approval. (2) A dwelling site must be connected to the sewage disposal system for the manufactured home estate. (3) The sewage disposal system must comply with— (a) the *Plumbing and Drainage Act 2011* and the regulations made under that Act, and (b) the requirements of a relevant statutory body.	
29 Drainage (1) A manufactured home estate must be provided with a stormwater drainage system as specified in the approval. (2) A dwelling site must be— (a) connected with the stormwater drainage system for the manufactured home estate, or (b) provided with an on-site stormwater drainage system. (3) A stormwater drainage system must comply with— (a) the Plumbing Code of Australia, and (b) the requirements of a relevant statutory body.	This has been discussed under Section 125 of SEPP (Housing) 2021 above.
30 Electricity supply (1) A dwelling site must be supplied with electricity from a reticulated electricity service by an electrical circuit connected to a separate electricity meter. (2) The electrical circuit must be installed in accordance with the Australian/New Zealand Wiring Rules. (3) The maximum capacity of the electrical circuit supplying a dwelling site is not required to be more than 32 amperes if the site is provided with gas, whether by a reticulated gas service or on-site gas containers. (4) If a dwelling site is provided with electricity otherwise than by a direct connection to the local electricity supply authority's electricity main, the occupant of the dwelling site may only be charged reasonable charges for the supply of the electricity.	This has been discussed under Section 125 of SEPP (Housing) 2021 above.
31 Telephone lines Telephone services, if available, must be provided by a telephone connection that is available to each dwelling site within the manufactured home estate.	Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
32 Common trenches A common trench may be used for the installation of services in accordance with guidelines provided in AMCORD.	Noted.

Subdivision 5 General	
33 Garbage removal Arrangements specified in an approval must be implemented and maintained— (a) for the removal of garbage, and (b) to keep garbage receptacles in a clean and sanitary condition.	The proposal sought waste services to be provided by Council. However, the proposed internal roads do not permit this. A private waste service including FOGO/food waste service would be necessary in the event that the DA is determined as approved. Council's Development Engineer made these updated comments: • Following a verbal consultation with Council's Operations Manager Waste Services on 27/8/25, it was confirmed that Council cannot service the development site due to the narrow road. The current Council waste vehicle requires a minimum turning diameter of 18.2m for the outer wheels and 15.9m for the inner wheels. The applicant has provided swept path analysis for fire trucks within the internal road but has not provided analysis for Council's HRV side-loaded waste vehicles, which has been previously requested. An engineering condition will be imposed requiring the internal road to accommodate private waste service and collection where details of the private-sized vehicle (SRV or MRV) are to be provided at the construction approval stage, in accordance with Australian Standard AS2890.2. Note: A HRV swept path analysis has been provided for the main entrance however it has not been checked for the internal roads.
34 Fire hydrants (1) No part of a dwelling site or community building within a manufactured home estate may be located more than 90 metres from a fire hydrant. (2) A fire hydrant located within a manufactured home estate must be— (a) a double-headed pillar-type fire hydrant, and (b) maintained to the standard specified in the approval.	Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
35 Buildings (1) A building must not be erected on a manufactured home estate unless the approval allows the erection of the building. (2) An approval may allow only the following kinds of buildings to be erected on the manufactured home estate—	Community buildings are proposed to be erected under this application. All moveable dwellings are subject to separate approval under a section 68 approval.

(a) community buildings, (b) brick or masonry walls to erect— (i) separating walls between adjoining manufactured homes, or (ii) external facades to manufactured homes. (3) The approval may allow the erection of a brick or masonry wall to erect an external facade to a manufactured home only if— (a) the dwelling site on which the manufactured home is located is a neighbourhood lot, and (b) the owner of the manufactured home is the owner of the neighbourhood lot.	
36 Use of manufactured home estates (1) A manufactured home estate must not be used— (a) for a commercial purpose other than a manufactured home estate or an associated purpose, or (b) for the manufacture, construction or reconstruction of moveable dwellings. (2) A manufactured home may be used for exhibition purposes. (3) A manufactured home installed in a manufactured home estate may be renovated, maintained and repaired.	Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
37 Community map The holder of an approval must provide the council with a copy of the community map for the manufactured home estate— (a) as soon as practicable after an amendment is made to the map, and (b) at other times reasonably required by the council.	The installation of dwellings on to the site are subject to separate approval under a section 68 approval. Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
38 Access to approval and community map The holder of an approval must ensure that copies of the following documents are available for inspection, free of charge, by an occupant of the manufactured home estate— (a) the approval for the manufactured home estate, (b) the current community map, (c) this Regulation.	The installation of dwellings on to the site are subject to separate approval under a section 68 approval. Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.
Division 4 Manufactured homes and associated structures	
This division relates to specifications for design, construction and installation of manufactured homes and structures. Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.	
Division 5 Miscellaneous	
Subject to approval, this can be conditioned. However, as the recommendation is refusal conditions are not required.	

State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 – Remediation of land

Section 4.6 provides that prior to granting consent to the carrying out of any development on land the consent authority is required to give consideration as to whether the land is contaminated and, if the land is contaminated, whether the land is suitable for the purpose of the development or whether remediation is required.

A Preliminary Site Investigation (PSI) Report was undertaken *(CHEC, June 2023)* to provide a preliminary assessment of the contamination status of the site and to assess the suitability of the site for the proposed residential development. The process included a desktop study and targeted sampling of 16 locations to investigate 10 Areas of Environmental Concern (AECs), which were identified due to previous structures, waste stockpiles, and agricultural use. The key findings and recommendations included:

- Minor remediation is required to make the site suitable for residential use.
- Contaminated soils near power poles (AEC-7, 10, 11, 14): Approx. 4m² to 0.2m depth should be excavated and disposed of off-site, followed by validation of excavation.
- Soils near the old shed (AEC-1): 30m² to 0.1m depth (about 3m³) to be excavated and disposed of as general solid waste; suitable for recycling.
- Soils near eastern boundary building remnants (AEC-2): Approx. 150m² to 0.2m depth (about 30m³) to be excavated for aesthetic reasons; may be relocated, sorted, or disposed of.

The PSI determined that the site required remediation to make it suitable for the intended land use.

The PSI was assessed by Council's land contamination officer who requested the cleanup areas and volumes be formalised into a Remediation Action Plan (RAP). As such, a RAP (*CHEC, October 2024)* was submitted with the application which outlines proposed actions to each AEC identified each of which comply with the NSW EPA Contaminated Sites Guidelines (2017).

State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 – Infrastructure

- Section 2.48 'Determination of development applications -other development'

The development application was referred to Ausgrid as the proposed development occurs within or immediately adjacent to an easement for electricity purposes and within 5m of an exposed overhead power line. The proposal also includes the relocation of Ausgrid assets contained within an easement that intersects the sites at the northern portion. Preliminary relocation plans have been provided and a letter of support from Ausgrid as also been submitted. The application was subsequently referred to Ausgrid with a response received 5 December 2023 stating Ausgrid has no objections to the proposed development subject to compliance with NSW Safework practices for works in proximity to existing network assets as well as compliance with Ausgrid requirements for relocation and undergrounding of service lines.

- Section 2.122 'Traffic-generating development'

The proposal is not traffic-generating development in accordance with the SEPP, however, the application was referred to Transport for NSW (TfNSW), given that the development site lies within and adjacent to the west of the Farley URA and has potential to impact the traffic network on the New England Highway/Wollombi Road signalised intersection. TfNSW reviewed the traffic impact assessment provided by the applicant and identified the following matters for further consideration:

- The cumulative traffic generation, including SIDRA Modelling, needs to be updated to reflect the approved trip generation rate of 0.85vtph for all developments within the Farley Urban Release Area (noting Maitland City Council engaged SECA Solutions in 2014 to undertake SIDRA Modelling and Intersection Analysis for Farley URA).
- TfNSW considers the suitability of the 2 surveyed sites for development traffic generation as unreasonable comparisons and recommends the TfNSW Guide to Traffic Generating

Developments trip generation rate for Medium Density Residential Flat Building (up to 2 bedrooms), being 0.4 per dwelling, be applied. This is consistent with nearby proposed Manufactured Home Estate (DA18/1952) trip generation rates used and is in-line with Maitland City Councils previous recommendation to the developer.

- TfNSW recommends that an updated Transport Impact Assessment, and a revised SIDRA model, addressing all matters raised above and in the supporting spreadsheet is submitted.

The application was re-referred to TfNSW on 7 August. As noted above, TfNSW noted that as there is, *no statutory trigger for referral to TfNSW and there is no direct nexus between the proposed development and signalised intersection of New England Highway / Wollombi Road, the second referral was rejected.*

They did note that, *active transport connections and access to public transport are critical in the assessment of the proposal.* These concerns form part of the reasons for refusal.

Maitland Local Environmental Plan 2011
Part 2 – Permitted or prohibited development

2.3 Zone objectives and Land Use Table
MLEP 2011 Amendment No 38, gazetted on 28 March 2025, introduces several key changes to land use planning in Maitland, particularly the omission of 'caravan parks' from the land use table under RU2 Rural Landscape zone. Despite this, a savings clause has been added to ensure that development applications made but not finally determined before the commencement of Amendment No 38 are assessed under the previous provisions. The subject application was lodged 23 October 2023, as such the savings provisions apply.

The subject land is partly zoned R1 General Residential and partly RU2 Rural Landscape (refer to Figure 8 below) under the MLEP 2011. The proposed development is located across both the R1 and RU2 portions of the site.

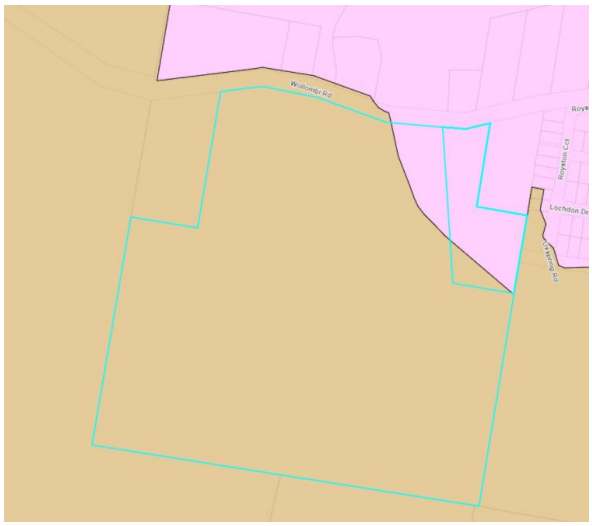


Figure 7: *MLEP 2011 zoning map, pink indicating R1 zoning and light brown indicating RU2 zoning*

RU2 Rural Landscape zoning
The MLEP 2011 does not specifically define an MHE. However, a caravan park is defined as follows:

> ***caravan park*** *means an area of land, with access to communal amenities, used for the installation or placement of caravans, or caravans and other moveable dwellings, but does not include farm stay accommodation.*

A moveable dwelling is defined as follows:

> ***moveable dwelling*** *means—*
> *(a) any tent, or any caravan or other van or other portable device (whether on wheels or not), used for human habitation, or*
> *(b) a manufactured home, or*
> *(c) any conveyance, structure or thing of a class or description prescribed by the regulations (under the Local Government Act 1993) for the purposes of this definition.*

In accordance with Part 8 Section 122 of the SEPP (Housing) 2021 development for the purposes of a manufactured home estate may be carried out on any land on which development for the purposes of a caravan park may be carried out. The site is zoned RU2 under the MLEP 2011 which 'caravan parks' are permitted with consent and consequently the SEPP confirms the permissibility of the proposed manufactured home estate in the RU2 zone.

The objectives of the RU2 zone are:

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To maintain the rural landscape character of the land.*
- *To provide for a range of compatible land uses, including extensive agriculture.*
- *To provide for a range of non-agricultural uses where infrastructure is adequate to support the uses and conflict between different land uses is minimised.*

The applicant states in their Statement of Environmental Effects:

The combined parcel of land is 32.796 ha in size, with 29.5 ha available for grazing cattle. At completion of the development, the 11.8 ha will be available for grazing animals and 5 ha will be available for green space and nature reserves, with a total combined area of 16.8 ha, which is over 50% of the site area to be retained. The combined parcel of land is not considered high value agricultural land and is only suitable for grazing animals due to reliance on rainfall to grow the native pasture grasses. This results in the land not maintaining a high agricultural output economic value. An Agricultural Lands Capability Assessment has been prepared and. The assessment summary comprises the following:

- *The combined parcel of land is not considered high value agricultural land and is only suitable for grazing animals, due to a reliance on rainfall to grow the native pasture grasses. This results in the land not having a high agricultural output economic value. Retaining these areas on the property will retain the rural landscape look and feel of the property and allow for the grazing of animals. Grazing animals will assist with pasture management, fuel load and bushfire risk management and support the mental wellbeing of the estate residents and the wider community.*
- *The highest agricultural return for the retained area is for paid horse agistment, where a gross margin of up to $10,651.20/year can be earned. This figure is $4,529.07 higher than the calculated current agricultural economic output being earned by the landholder. If the treed area is not able to be grazed for biodiversity and ecological reasons, a total gross margin of $3,170.00/year can be earned by agisting horses only on the greenspace and nature reserve area. The proposed development will result in the best part of the land being retained in its current condition. These retained areas are 51 percent of the total land area of the combined parcel of land.*

On this basis, it is considered that the proposal will meet the objectives of the RU2 zone.

The objectives of the RU2 Rural Landscape zone are a matter to which the consent authority must have regard when determining a development application. A key objective is to maintain the rural landscape character of the land, while also encouraging sustainable primary industry production and allowing for compatible non-agricultural uses where infrastructure is adequate and land use conflicts are minimised.

The impacts of the proposed development are considered unacceptable and contrary to the primary objectives of the RU2 zone. Specifically:

- The type, location, scale, and intensity of the development is not appropriate within a rural zone and fails to maintain the rural character of the land.
- The proposed form of development is more akin to medium-density residential development, consistent with the intent of Part 8 of SEPP (Housing) 2021, which seeks to facilitate the establishment of manufactured home estates as a contemporary form of urban housing. This form and character is incompatible with the existing rural landscape and surrounding land uses.
- While it is acknowledged that adjoining land to the east is zoned for low-density residential development, the RU2-zoned portion of the site has not been identified, intended, or strategically planned for medium-density residential development of this scale.
- The applicant's justification rests heavily on the argument that the site is not commercially viable for agriculture, due to its reliance on rainfall and low economic output. However, the RU2 zone objectives do not require land to be economically productive, the objectives aim to maintain the rural landscape character and allow for compatible land uses. Incompatibility with high-yield agriculture does not in itself justify urban development.

On balance, the proposal fails to demonstrate consistency with the key objectives of the RU2 zone and would result in a significant departure from the intended rural landscape character, setting an undesirable precedent for future development. These matters form a reason for refusal.

In response to matter e) of the deferral the applicant has provided additional information which was discussed above in the Executive Summary.

R1 General Residential

The portion of the site zoned R1 is seeking consent for multi-dwelling house which is permitted with consent within the zone. Council requested the applicant clarify the permissibility of the multi-dwelling component of the development particularly with regards to the dwelling type consisting of moveable dwellings. The response from the applicant states *"A manufactured home is a form of dwelling; therefore, multi-dwelling housing can comprise manufactured homes on the R1 zoned land*". Council concurs with this response.

The objectives of the R1 zone are:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

While the proposed manufactured home estate delivers a large number of dwellings, including a form of more affordable housing that contributes to overall housing supply, the lack of integration with the existing residential context and overextension into the RU2 zoned land reflects an unplanned form of development that fails to align with the broader planning intent of the R1 zone.

2.5 – Additional permitted uses for particular land

The site is not described or referred to in Schedule 1 of the MLEP 2011.

2.6 – Subdivision – consent requirements
Clause 2.6 provides that the subdivision of land, other than exempt or complying subdivision, requires development consent. Subdivision is proposed for lease purposes under Division 3B of the *Conveyancing Act 1919*. Each manufactured home will be privately owned, with the dwelling site leased according to a Residential Agreement. Subdivision of the dwelling sites for lease purposes is permissible under Clause 8 of SEPP 36 without consideration of the Clause 2.6 or 4.1 of the MLEP 2011.

2.7 – Demolition requires development consent
The proposal includes demolition works to the existing dwelling and ancillary structures on the site. Conditions would normally be recommended to require that demolition works, and the disposal of material is managed appropriately and in accordance with relevant standards. However, as the application is recommended for refusal conditions are not provided.

Part 4 – Principal development standards
4.1 – Minimum subdivision lot sizes
Subdivision is proposed for lease purposes under Division 3B of the *Conveyancing Act 1919*. Each manufactured home will be privately owned, with the dwelling site leased according to a Residential Agreement. Subdivision of the dwelling sites for lease purposes is permissible under Clause 8 of SEPP 36 without consideration of the Clause 2.6 or 4.1 of the MLEP 2011.

4.3 – Height of buildings
The site is not mapped on the Height of Buildings Map. Therefore, there are no statutory height of buildings restrictions that are applicable to this proposal.

4.4 – Floor Space Ratio
The site is not mapped on the Floor Space Ratio Map. Therefore, there are no statutory floor space ratio restrictions that are applicable to this proposal.

Part 5 – Miscellaneous provisions
5.10 – Heritage conservation
The site is not:

- heritage item of State significance
- heritage item of Local significance
- within a heritage conservation area
- identified archaeological site
- within an Aboriginal place of heritage significance
- within the vicinity of a heritage item

An Aboriginal Due Diligence Assessment (*McCardle Cultural Heritage Pty Ltd, 26 May 2023*) was submitted with the application. This assessment has determined the available environmental and archaeological information for the site, the land condition and the nature of the proposal to develop a MHE . The results of the AHIMS searches and visual inspection revealed no Aboriginal sites within the site. Standard conditions would be included outlining procedures for unexpected finds of Aboriginal objects in any approval.

5.21 – Flood Planning
The site is not mapped as flood prone land.

Part 6 – Urban release areas
The site is partly located within the Farley URA (refer to Figure 9). This relates to the R1 portion of the site.

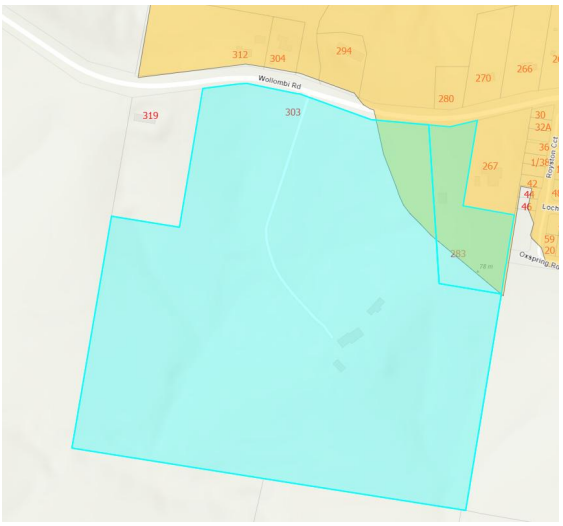


***Figure 8**: MLEP 2011 urban release area map, urban release area highlighted in yellow*

6.2 – Public utility infrastructure
Clause 6.2(1) Public utility infrastructure requires that development consent must not be granted on land in a URA unless satisfactory public utility infrastructure is available or adequate arrangement has been made. A letter of in-principal support from Hunter Water Corporation for the development was provided to Council on 22 March 2024. The letter confirms that connection is available, or can be made available, to reticulated systems subject to a detailed servicing strategy (post-DA).

Other public infrastructure (electricity, telecommunications) is required to be extended into the development site and confirmation that all services are available to individual lots is also required prior to the release of each stage. However, as the recommendation is refusal conditions are not required.

6.3 Development Control Plan
This clause requires that development consent must not be granted unless a Development Control Plan ("DCP") that provides the logical and strategic development of the land has been prepared. The Maitland DCP 2011, Chapter F.11 – Farley Area Plan has been prepared for the land subject of this application.

Part 7 Additional local provisions
Clause 7.1 Acid Sulfate Soils
The land is identified as Class 5 land. Given the scale of earthworks and site features at the RL its unlikely that acid sulfate soils ("ASS") will be disturbed, exposed or drain acid sulfate soils and is not considered to be at risk of causing environmental damage and an ASS Management Plan is not required in this instance.

Clause 7.2 Earthworks
Development consent is not required under this clause as the earthworks are ancillary to the proposed development and is considered as part of the overall assessment. Extensive earthworks associated with completion of the proposed new roads, levelling dwelling sites and associated drainage works will be undertaken onsite given the topographic nature of the site. All the earthworks are generally conditioned to comply and tested as per AS3798-2007 *Guidelines on Earthworks for Commercial and Residential Developments.* However, as the recommendation is refusal conditions are not required.

Section 4.15(1)(a)(ii) - Any draft environmental planning instrument that is or has been placed on public exhibition

There are no draft environmental planning instruments applicable to this proposal.

Section 4.15(1)(a)(iii) - Any development control plan

Maitland Development Control Plan 2011 (DCP)

The Maitland DCP 2011 applies to the proposed development but has limited relevance for this application as the design of the MHE is prescribed under the *Local Government (Manufactured Homes, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021*. Residential design provisions in the DCP are not relevant in this instance.

- The following chapters of the Maitland DCP are relevant to the assessment of the proposal:
    - A.4 Notification
    - F.11 Farley Urban Release Area

A.4 Notification
The application was placed on public exhibition for a period of 28 days from 6 November 2023 to 4 December 2023 in accordance with the EP&A Act, EP&A Regs and Maitland Development Control Plan ("DCP") 2011. During this time four (4) submissions of objection were received and are discussed further on in the report under Section 4.15(d) of EP&A Act below.

F.11 Farley Urban Release Area
This chapter does not specify residential density requirements, as these are already governed by lot size under the MLEP 2011. Given that the proposal is not a residential subdivision, the chapter has limited relevance to this application. However, a key concern remains proposed intersection with Wollombi Road and the absence of a road connection between the portion of the subject site located within the Farley URA and the adjoining sections of the Farley URA to the east.

It is also noted that Clause 1.2 *Transport and Movement* states:

> Section D ('The Bends')
>
> Maintain consistent road pavement configuration (excluding service roads) as for Sections B and C along with table drain treatment. No new subdivision access permitted.

Consideration could be given to a left in – left out, given the already approved left in – left out access to the Bevhill subdivision to the north.

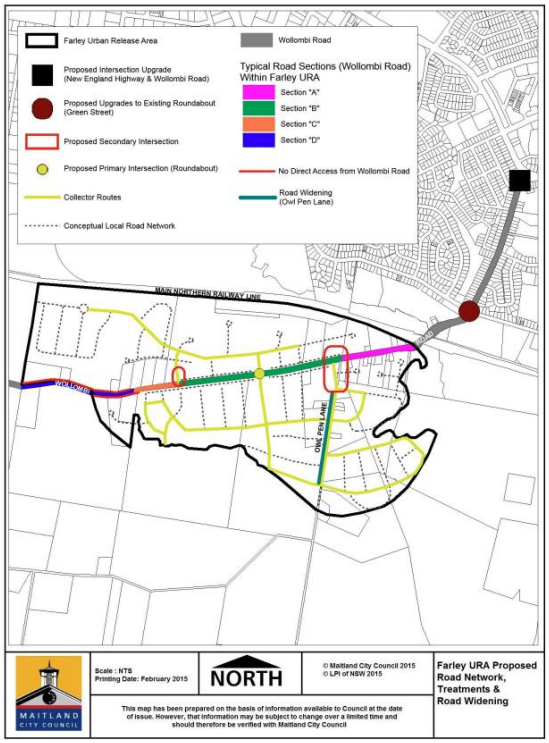


Figure 10 – Area Plan figure showing Section D ' The Bends' – No new road access

The proposal shows a future pathway linking the R1 zoned land to neighbouring Ravensfield Estate. This could be provided as a road connection to reduce safety impacts on Wollombi Road and the access impacts to neighbouring properties.

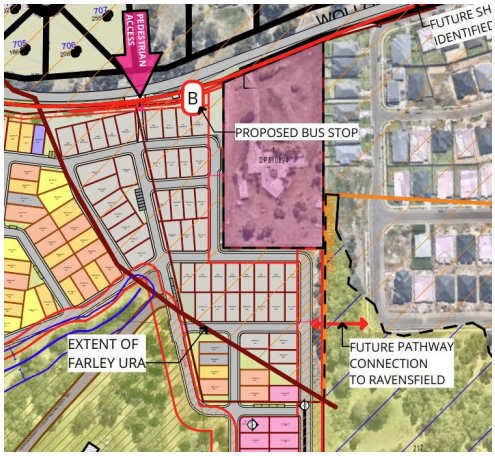


Figure 11: Future pedestrian connection shown in road reservation

Section 4.15(1)(a)(iiia) – Any planning agreement that has been entered under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4

There are no planning agreements, or draft planning agreements applicable to the proposal.

Section 4.15 (1)(a)(iv) - The regulations (to the extent that they prescribe matters for the purposes of this paragraph)

There are no regulations prescribed under the *Environmental Planning and Assessment Regulation 2021* which apply to this proposal.

Relevant Matters as Prescribed Under the EPA Regulation 2021			
Prescribed Matter	Is the matter relevant to the proposal?		Comment
	Yes	No	
The provisions of Australian Standard AS2601-1991 – "The Demolition of Structures"	X		Subject to approval, a condition will be imposed to ensure compliance with AS2601-1991. However, as the recommendation is refusal conditions are not required.

Section 4.15 (1)(b) - The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

The following table identifies and discusses the relevant matters for consideration in relation to environmental, social and economic impacts associated with the proposal.

Matters for Consideration	Comments
Natural environment	<u>Bushfire</u> The subject site is bushfire prone land, and the development is classified as integrated development under the *Rural Fires Act 1997*. The NSW Rural Fire Service (RFS) has now issued General Terms of Approval (GTAs). <u>Ecology</u> An updated Biodiversity Development Assessment Report (BDAR) was submitted and reviewed by Council's Biodiversity & Resilience Officer. While the site does not contain mapped threatened species or high biodiversity values, it includes areas of Lower Hunter Spotted Gum Ironbark Forest, a threatened ecological community, that will be directly impacted by proposed clearing. Mitigation and offset measures are proposed, and Council's Biodiversity & Resilience Officer has now provided conditions for any approval.
Built environment:	The proposed access issues creates an unsafe built environment that would pose risks during operation. Council's Development Engineer detailed comments have been noted above.
Social impacts	• The location of site is not well serviced, with limited access to public transport (nearest bus stop 2.2 km away) and

	limited pedestrian or cycling infrastructure, leading to car dependency. • Road gradients exceeding 12% and lack of footpaths compromise accessibility, especially for elderly residents and those without private vehicles. • While the development includes on-site community facilities (clubhouse, recreational areas), the lack of external access to essential services (medical, shopping, transport) reduces social cohesion and liveability. The development, while purporting to deliver affordable housing, is ill-suited to the needs of vulnerable and aged populations, creating a potentially isolating and inequitable environment.
Economic impacts	The development is proposed on RU2 Rural Landscape zoned land, which seeks to: • Maintain rural character. • Encourage sustainable primary production. • Permit non-agricultural uses only where compatible and adequately serviced. Although the applicant argues the land is not high-value agricultural land, the RU2 zone does not require economic viability, only that the rural character be retained and conflicts minimised. The development's urban scale and intensity are inconsistent with the RU2 zoning and risk undermining the rural character, potentially setting a negative precedent for future development. The economic viability of the development appears contingent on car dependency and private transport solutions, which do not reflect sustainable or inclusive growth.

The proposed development presents significant environmental, social, and economic impacts, which are unacceptable when assessed under Section 4.15(1)(b) of the EP&A *1979*. The poor accessibility, unsuitability for future use and occupation, inconsistency with zone objectives, and failure to provide adequate supporting infrastructure collectively warrant refusal of the application.

Section 4.15 (1)(c) - The suitability of the site for the development

The site is not considered suitable for the proposed MHE due to several unresolved issues. The site lacks adequate access to public transport, essential services, and pedestrian or cycling infrastructure, rendering it unsuitable for the intended future occupants, particularly those without private vehicles. Furthermore, the primary access point is located in an area designated in the Farley URA Plan as, "No new subdivision access permitted". The scale and form of the proposal are inconsistent with the rural zoning and fail to maintain the existing rural landscape character, contrary to the objectives of the RU2 Rural Landscape zone. Collectively, these factors demonstrate that the site is not suitable for the proposed development.

Section 4.15 (1)(d) - Any submissions made in accordance with this Act or the regulations

Public Submissions

The application was placed on public exhibition for a period of 28 days from 6 November 2023 to 4 December 2023 in accordance with the EP&A Act, EP&A Regs and MDCP" 2011. During this time four (4) submissions of objection were received. A summary of the submissions is provided in the following table:

Review of Submissions	
Issue	Comment
Incompatibility with Zoning and Planning Objectives	The development is inconsistent with the objectives of the RU2 Rural Landscape zone, and contrary to Council's Rural Land Strategy (RLS) and Local Housing Strategy (LHS). The assessment report highlights that the RU2 portion is not intended for medium-density development and the application is recommended for refusal.
Impact on Rural Landscape	The proposal is considered to have an unacceptable impact on the rural character. The scale, form, and density are incompatible with the surrounding rural landscape and fail to maintain the intended rural amenity. As such, the application is recommended for refusal.
Inadequate Infrastructure and Services for Proposed Residents	The site is 4km from essential services, with no safe pedestrian or public transport access. Steep grades and lack of infrastructure pose challenges, especially for elderly residents or those without cars. This contradicts the intent of SEPP (Housing) 2021 for accessibility. As such, the application is recommended for refusal.
Strategic Planning Conflicts	The development conflicts with key strategies: • Rural Land Strategy (RLS): discourages MHEs in rural areas • Local Housing Strategy (LHS): site not earmarked for urban expansion • MLEP 2011 Amendment No. 38: recently prohibited caravan parks in RU2 zones, reflecting Council's planning intent.
Traffic and Access Concerns	The amended access creates additional traffic/access issues for neighbouring properties. TfNSW also raised concerns regarding the lack of public transport and impacts on the intersection of Wollombi Road and the New England Highway.
Impact on Local Vegetation and Biodiversity	The development will impact areas of Lower Hunter Spotted Gum Ironbark Forest, a threatened ecological community. Mitigation and offsets are proposed, that are now considered to be comply with the relevant considerations.

Government Agency Submissions

General terms of approval (GTA's) have been provided by the following government agencies on the basis that the development is classified as integrated development under Section 4.46 of the EP&A *Act 1979*.

NSW Rural Fire Service
The subject site is mapped as bushfire prone land and MHE's are a special fire protection purpose under section 100B(6)(i) of the *Rural Fires Act 1997* and section 47(a) of the *Rural Fires Regulation 2022*. As such, the development is integrated development and was referred to NSW Rural Fire Service ("RFS") under section 100B of the *Rural Fires Act 1997*.

GTAs have now been issued by the NSW RFS. The development can comply with the RFS GTAs and have been amended to show road widths and turning radii can comply.

NSW Department of Planning & Environment (Water)
The development is also nominated Integrated Development as it is located within 40 metres of a watercourse and the applicant integrated the development with the Department of Planning and Environment (DPE) (Water). GTAs has been issue by the DPE (Water).

NSW Department of Primary Industries (Fisheries)
The development was also referred to the Department of Primary Industries (Fisheries), however, GTAs were not required as the watercourse within the site has been assessed as not being key fish habitat.

Comments with respect to the proposal have been provided by the following government agencies:

Ausgrid
The application was referred to Ausgrid for comments. A response was provided dated 05/12/2023 which raises no objection to the proposed electricity servicing to the site subject to connection and construction methods in line with Ausgrid practices. It is also noted that existing overhead 11kV powerlines currently traverse the northern portion of the site located within an easement benefitting Ausgrid. As part of the development, these powerlines are proposed to be relocated and undergrounded. Ausgrid provided a response to the proposed works to their service on 22/08/2024. In this response, Ausgrid have accepted the proposed relocation works in principle subject to a Contestable ASP3 design prepared at detailed design stage.

Section 4.15(1)(e) - The public interest

Approval of the proposed development is not considered to be in the public interest due to its failure to meet key planning and infrastructure requirements. The development site has poor accessibility, a lack of transport options, and insufficient pedestrian infrastructure, which reduce the development's suitability for its intended demographic, particularly older or disadvantaged residents. Additionally, the proposal conflicts with the objectives of the RU2 Rural Landscape zone and risks setting a precedent for inappropriate intensification of rural land. These shortcomings raise significant environmental, social, and planning concerns, indicating the development would not serve the broader public interest.

OTHER APPROVALS

Development consent is not requested as part of this application to operate the manufactured home estate under section 68 of the *Local Government Act 1993*. This forms a separate consent.

REFERRALS

- Building
- Development Contributions
- Ecology
- Engineering
- Environment and Health
- Landscape Design
- Strategic Planning
- Waste

All referrals are discussed in relevant sections of the report.

ASSESSMENT CONCLUSION

An assessment of the application as it stands has been undertaken against Section 4.15(1) of the EP&A Act *1979 as amended*. The proposed development is considered not to be acceptable in terms of the relevant matters for consideration under the Act and is accordingly recommended for refusal.

Original Reasons for Refusal No 3 has been amended and the then No 7 (NSW RFS GTAS) is now not applicable.

Further amendments to the proposal around vehicular access points, lot setbacks to Wollombi Road and additional external and internal paths could lead to a suitable proposal.

RECOMMENDATION AND DETERMINATION

The updated application be refused for the reasons outlined below:

DA/2023/842 – Recommended Reasons of Refusal

1. The development fails to satisfy the aims of Section 118 of the State Environmental Planning Policy (Housing) 2021, in particular aims (d) and (e), which seek to ensure manufactured home estates are situated only in suitable locations and are adequately serviced with access to essential community facilities and services. [Section 4.15(1)(a)(i) and Section 4.15(1)(c) Environmental Planning and Assessment Act 1979].

2. The proposed access from Wollombi Road fails to achieve a safe design, with adverse access impacts on neighbouring properties~~,~~ indicating the site is not suitable for the proposed development. [Section 4.15(1)(c) Environmental Planning and Assessment Act 1979]

3. The proposed development fails to demonstrate that the manufactured home estate will be provided with adequate transport services or have sufficient access to community facilities and services, as required under Section 125(b) and (c) of the State Environmental Planning Policy (Housing) 2021. [Section 4.15(1)(b) and Section 4.15(1)(c) Environmental Planning and Assessment Act 1979.

4. The development fails to maintain the rural landscape character of the land and is inconsistent with the objectives of the RU2 zone under the Maitland Local Environmental Plan. [Section 4.15(1)(a)(i) Environmental Planning and Assessment Act 1979]

5. The development fails to satisfy the requirements of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021, as the proposed dwellings do not meet the definition of a 'manufactured home'. As such, the proposal cannot be properly characterised as a Manufactured Home Estate. [Section 4.15(1)(a)(i) Environmental Planning and Assessment Act 1979].

6. The proposed development is not in the public interest. [Section 4.15(1)(e) Environmental Planning and Assessment Act 1979]

City Planning

Maitland Residential Density Guide 2025 - for Adoption

Submissions (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 2

Number of Pages: 21

Outlook

Feedback for Draft Maitland Residential Density Guide (February 2025)

From [redacted]
Date Tue 25/3/2025 5:54 PM
To Pathum Gunasekara [redacted]
Cc [redacted]

Submission to Maitland City Council
Re: Draft Maitland Residential Density Guide (February 2025)
[redacted]
[redacted]*Horseshoe Bend, Maitland NSW 2320*

Dear Councillors and Planning Team,

Thanks for the opportunity to comment on the **Draft Residential Density Guide**. We live in [redacted] **Horseshoe Bend**, and recently came into Council where we had the pleasure of speaking with **Strategic Planner Pathum Gunasekara**. We really appreciated his time and insight into the intent behind this new strategy. It's nice to have someone on the team who's lived in the area for over 7 years — that local knowledge really matters.

Horseshoe Bend Isn't Just Another Suburb
Horseshoe Bend isn't just a postcode — it's the **first residential subdivision in Maitland**, with real historical and cultural value. Bella Street and the surrounding streets still hold glimpses of that charm, even though some homes have been lost or replaced with buildings that don't quite reflect the character of the area.
We're not against progress — but this is a street and neighbourhood that deserves to be **protected**, not pushed into standard infill models.

Look Back to Go Forward
Maitland doesn't need to reinvent the wheel — it just needs to **remember its roots**.
Back in the early 1900s, **over 5,000 people lived and worked around High Street**. There were **steam trams running from East to West Maitland**, department stores, pubs — real civic life. You didn't need to drive 15 minutes to get a coffee or see a show — it was all right there in the heart of town.
Bring that energy back! **Bring back the trams** and give the city a real lifeline that connects people. Run it down High Street — make it something iconic again. Not just a new modern trrams like Newcastle's — **dig up an old steam tram** and put it back into service. **Make it a destination.** Make Maitland *special*.
Today, the city centre is quiet. The population is gone. The core — if we're honest — is a dead zone after hours. That's where **density belongs**. Bring people back into town. Build upwards there. Make the city centre liveable again.

Don't Push Density Where It Doesn't Fit
We understand the need for more housing — but **Horseshoe Bend isn't where you start stacking people**. Not yet. Maybe not ever.
The **riverwalk currently stops at our street**. There's **no real livability infrastructure**, no finished open spaces, no cohesive heritage strategy in place. Why increase density in a precinct that still lacks the basics?
We're open to **well-designed dual occupancies**, and maybe the right kind of townhouse in time — but **not terraces, manor houses, or block-style infill**. Not here. Not now.

Planning Rules — What's in Place vs What's Proposed

Topic	Current LEP / DCP	Draft Density Guide
Zoning	R2 Low Density	Suggests upzoning near centres like Horseshoe Bend

Topic	Current LEP / DCP	Draft Density Guide
Heritage	Clause 5.10 – Heritage Conservation Area	Heritage referenced, but not clearly integrated
Amenity	Riverwalk incomplete; public realm not well developed	Focus is more on density targets than infrastructure
Housing Type	Detached + dual occupancy (with consent)	Push for higher-yield types (terraces, manor houses, etc.)

The current LEP provides critical safeguards — especially for heritage areas. The Draft Guide has strong ideas, but Council needs to **tread carefully in historically significant areas like ours**….once we are gone we are gone for good.

✅ **Our Position**

- **Protect Bella Street and Horseshoe Bend** as a **low-scale, heritage-driven precinct**
- **Hold off on upzoning** until proper public realm, walkability, and a heritage-led strategy are in place
- **Refocus higher-density growth on Maitland's city centre**, where the infrastructure and history support it
- **Finish the riverwalk**, invest in green space and uplift basic livability before any planning changes happen

This plan should be about **bringing the past into the present** — using **Maitland's own history** to guide where and how we grow.

Thanks again to **Pathum Gunasekara** for the time and thoughtfulness, and to Council for opening this up to the community.

We want to see Maitland **thrive** — but we want to see it done **the right way, with the right history in mind.**

Yours sincerely,

[redacted]
Horseshoe Bend NSW 2320

Outlook

Draft Maitland Residential Density Guide: Reference number 103/170/2

From [redacted]
Date Sun 27/4/2025 12:52 PM
To Maitland City Council <info@maitland.nsw.gov.au>

1 attachment (227 KB)
Disclosure Statement of Political Donations and Gifts.pdf;

Good Afternoon

Thank you for the opportunity to provide a submission on the proposed/draft Residential Density Guide.

To begin with, I think this is a fantastic piece of work and something that is desperately needed in the LGA. As a planner and someone who works in the land development/property industry (as well as a long-term resident here in Maitland), to watch a sea of single-lot 450m2 blocks with homes built as far as the eye can see is a disappointing outcome and something that can be done better in this LGA to facilitate a more diverse social & housing mix, improved sustainability and environmental outcomes as well as make better use of our natural resources / beauty in the area.

I do strongly support the Density Guide as written, however have a few suggestions and comments that can hopefully be of use or help for the final guide.

1. While it is not specifically addressed, I do support the need to amend the current DCP and LEP to both support this guide as well as give developers more practical guidance in how to demonstrate form, scale and the inclusions required to deliver density well. Some further mention of this would be helpful to give better certainty to developers around the potential changes.
2. While not in the sphere of control for council, applications that support 3 and 4 bedroom apartments in some form should be encouraged as this promotes family growth and aging in place in a different product type to just a detached dwelling.
3. Landscaped percentages in dwelling types should not go below 20% for low density dwellings (ideally 25%). Less than that doesn't promote things like infiltration (water management and heat reduction), increased opportunity for biodiversity (e.g. trees in backyards), reduction in hardstand (which supports decarbonisation) nor provide mental health benefits of having nature in the backyard.
4. Noting the importance of retaining mature vegetation as part of the compact form - leads to much better outcomes (urban heat, enhanced property values, biodiversity, water management).
5. There is a good Medium Density Design Guide put out by the Tasmanian Government that provides a checklist for developers to consider for each section - could be a useful tool here in Maitland.
6. I'm not sure including basements as part of townhomes/villa products should be encouraged. Given the need to provide a more affordable price point, basements might add

too much cost relative to the benefit. It also has a huge embodied carbon cost and big flood risk in and around Maitland.

7. Traffic plan to support diverse road types - this is incredibly challenging to get things like one-way streets, more laneways and shared streets. Usually the swept path of garbage trucks kills these ideas, but this needs to be a focus/enabled by Council, particularly in greenfield estates to encourage this type of development. Doesn't have to be everywhere and does a really good job at promoting those pockets of housing diversity in a larger area.
8. While briefly mentioned, more insight, thought and reference to block orientation needs to be considered. With denser products (particularly in greenfield areas), access to solar for daylight, passive ventilation, heating and cooling as well as to maximise built form for solar PV, once you lock the site orientation in, it makes the rest of the built form process more difficult to achieve sustainable outcomes. I'd suggest the opportunity to set a target (e.g. minimum 70% E-W facing blocks) if possible.

Hopefully these are helpful and/or could be considered. As mentioned, I genuinely think this is a fantastic, forward-looking initiative from Council and I am encouraged to see this potentially be implemented in the near future. I've also attached the Political Disclosure Statement (it wasn't fully clear if this was required, but I've attached anyway).

Many thanks.

[redacted]

Department of Planning, Housing and Infrastructure

Council ref: 103/170/2
DPHI ref: IRF25/796

Mr Matt Prendergast
Director City Planning
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Via email: [redacted]

Dear Mr Prendergast

Draft Maitland City Council Residential Density Guide

Thank you for the opportunity to review the Council's draft Residential Density Guide. It is evident that significant thought has gone into preparing this document, and I appreciate the effort made to provide a comprehensive overview of principles and guidelines for the City's future infill housing.

The following suggestions are provided for Council's consideration in preparing the final Guide:

- Clarifying how the Guide relates to the infill precincts identified in Council's Local Housing Strategy and including relevant mapping could be beneficial, providing stakeholders with a clearer vision of potential development opportunities.
- Infill guideline No 2 (p. 23) mentions preserving opportunities for higher density in strategic locations. Defining these locations, consistent with Council's Local Housing Strategy, could provide clearer direction for future developments.
- Greenfield guideline No 9 (p. 23) relating to locating density away from vulnerable areas such as flood prone land, should also be considered for inclusion in the corresponding infill guidelines.

Council could also consider conducting additional analysis, as a separate body of work, to identify targeted amendments to the Maitland Local Environmental Plan 2011 to encourage infill housing development for specific sites, precincts, and or localities, consistent with Council's Local Housing Strategy 2041. Such amendments would support the Residential Density Guide to assist in delivering the density targets outlined in the Hunter Regional Plan 2041.

I trust these suggestions are of assistance in finalising the Guide for adoption. If you have any questions, please do not hesitate to contact [redacted]

Yours sincerely

[redacted] 23 April 2025

[redacted]
Manger, Hunter and Northern Region
Local Planning & Council Support

60 Stewart Avenue, Newcastle West NSW 2302
PO Box 949, Tamworth NSW 2340
www.dphi.nsw.gov.au

Transport for NSW

16 April 2025

[redacted]
Your Ref: 103/170/2

General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Attention: Pathum Gunasekara

103/170/2 - Review of Draft Maitland Residential Density Guide, Maitland City Council LGA

Thank you for your email providing Transport for NSW (TfNSW) the opportunity to comment on the Draft Maitland Residential Density Guide (the Guide) that commenced public exhibition on 24 March 2025.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

TfNSW note that the preparation of the Guide is a key action identified in Maitland City Councils Local Housing Strategy and Operational Plan 2024 / 2025. The Council resolved to place the Guide on public exhibition at its ordinary meeting held on 18 March 2025.

TfNSW is generally supportive of the Draft Maitland Residential Density Guide and has no additional comments.

Should you require further information please contact Lachy Jones, Development Services Case Officer, on 1300 207 783 or by emailing [redacted]

Yours faithfully

[redacted]

[redacted]
Transport Planning
Planning, Integration & Passenger

Outlook

DoE Response - Maitland Draft Residential Density Guide

[redacted]

Date Fri 13/6/2025 10:33 AM

To Pathum Gunasekara [redacted]

Dear Mr Gunasekara,

The New South Wales Department of Education welcomes the opportunity to provide comments in relation to the Maitland Draft Residential Density Guide. The department would like to thank Council for its collaborative approach to growth planning within the Maitland Local Government Area (LGA).

The department understands the preparation of the guide was an action of Councils Local Housing Strategy 2041 and will inform future planning proposals, development applications and changes to planning controls in the LGA. The department have reviewed the available information and note that there is an opportunity to include social infrastructure provision in sections 4.1 and 4.4 of the draft Guide. Wording to the effect of the following should be included:

> *"Consider opportunities to integrate key social infrastructure (such as schools) within greenfield development. This infrastructure should be located with reference to safe pedestrian, cyclist and vehicle access as well as access to open space".*
>
> *"New development should utilise a road network design that will allow for efficient and reliable public transport service delivery that can be integrated into the broader transport network for the local government area. This should emphasise bus-capable roads that facilitate access to key social infrastructure (such as local schools)".*

Should you require further information about this submission, please contact the departments Strategic Planning Team at [redacted]

Kind Regards,

[redacted]

Manager of Strategic Planning – Service Planning Directorate

[redacted]@education.nsw.gov.au

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NSW GOVERNMENT | Education

I acknowledge the homelands of all Aboriginal people and pay my respect to Country.

*** This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please notify the sender and delete the message. ***

30 April 2025

Mr Pathum Gunasekara
Strategic Planning Policy Lead
Maitland City Council
Via email: pathum.gunasekara@maitland.nsw.gov.au

RE: DRAFT RESIDENTIAL DENSITY GUIDE

Dear Pathum,

Urban Development Institute of Australia NSW (UDIA) is the state's leading development industry body. We represent the leading participants in the industry and have more than 450 members across the entire spectrum of the industry including developers, financiers, builders, suppliers, architects, contractors, engineers, consultants, academics and state and local government bodies. We are proud to count Maitland City Council (Council) as a valued member.

UDIA invests in evidence-based research that informs our advocacy to state, federal and local government, so that development policies and critical investment are directed to where they are needed the most. Together with our members, we shape the places where people will live for generations to come and in doing so, we are city shapers. In NSW alone, the property industry creates more than $581.4 billion in flow on activity, generates around 387,000 jobs and provides around $61.7 billion in wages and salaries to workers and their families.

UDIA welcomes the opportunity to provide feedback on the draft Maitland Residential Density Guide (Guide). We acknowledge and support the intent of the Guide to facilitate greater housing diversity and choice within the Maitland Local Government Area (LGA), aligning with the objectives of the Maitland Local Housing Strategy 2041 (LHS), the *Hunter Regional Plan 2041* (Regional Plan) and the *Greater Newcastle Metropolitan Plan 2036* (GNMP).

UDIA generally supports the guidelines as listed within the draft Maitland Residential Density Guide, noting we have identified some specific concerns related to lifestyle villages, below.

In addition, we have significant concerns regarding the practical implementation of these guidelines overall, based on members' recent experiences with councils in the Hunter region. To genuinely achieve the Guide's objectives and foster greater housing diversity, we believe several key areas require attention by Council and offer the following recommendations. More detail is provided in the body of our submission.

Recommendations Summary:

1. Ensure the density provisions in the Guide are consistent with the *Greater Newcastle Metropolitan Plan* target of 15 dwellings per hectare for land proposed to be rezoned for greenfield suburban development and explicitly reference the applicable provisions from that document within the Guide.

2. Identify the publication of any updated Regional / Metropolitan plan(s) as an explicit trigger for reviewing and updating the Maitland Residential Density Guide, and describe how proposals will be managed during any period of misalignment between State- and Council-level density guidelines.

3. Update the Lifestyle Villages provisions to align with industry standards under the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021.*

4. Acknowledge and actively address the existing implementation barriers within Maitland City Council processes and standards that have historically hindered the delivery of smaller lots and diverse housing typologies and demonstrate a clear commitment to implementing the Guide's principles in Council's assessment processes.

5. Develop and incorporate clear standards for laneways and small lot housing within the Development Control Plan and Manual of Engineering Standards.

6. Consider amendments to the Maitland Local Environmental Plan to reduce minimum lot sizes and introduce more flexible residential zones, drawing inspiration from successful examples in other Hunter LGAs (e.g., Lake Macquarie).

7. Cultivate and foster a consistent pro-density and housing diversity culture within Maitland City Council, which should be evident in pre-lodgement advice, information requests, and development approvals.

8. Monitor and report performance outcomes against the objectives of the Guide.

Dwelling density per hectare provisions

To ensure consistency and facilitate regional planning alignment, the provisions used for density calculations within the Maitland Residential Density Guide must remain in alignment with those established by the NSW Government in the *Hunter Regional Plan* and *Greater Newcastle Metropolitan Plan*. Any discrepancies could lead to confusion and hinder the intended outcomes of the Guide. We strongly encourage Council to review the Guide and ensure all provisions are aligned with the state's approach to local density within its currently adopted Plans.

We note these state strategic Plans are due to be reviewed and updated in the next 1-2 years, which may result in changes to current definitions and benchmarks. We encourage Council to

use those state-level strategic plan updates as a trigger to align this Guide with any changes to adopted definitions.

UDIA has identified a lack of definition for Gross Developable Area (GDA) and Net Developable Area (NDA) in the Regional Plan and GNMP. We note this Guide does not use these terms explicitly, but they would be relevant in discussions around development proposals. The lack of definition is a frustration for industry, as it can create uncertainty in the planning and assessment of proposed projects. We recommend NSW and local government adopt a consistent definition of these terms and we are hopeful the upcoming review of the Regional Plan will resolve this issue and subsequently be incorporated into Council's Guide.

We also acknowledge inconsistencies currently exist between the Regional Plan and GNMP approaches to density. For example, whereas the GNMP seeks to achieve 15 dwellings per hectare for greenfield suburban areas, the Regional Plan to seeks to achieve a minimum of 30 dwellings per hectare in that scenario. We appreciate the flexibility offered in the Guide as Maitland moves in the direction of higher density. UDIA land-use audits indicate that greenfield subdivisions in Maitland are only currently achieving an average 9 dwellings per hectare. Based on the current state, we believe the Regional Plan's aspiration of 30 dwellings per hectare is too ambitious, especially given local infrastructure has already been sized and costed based on 10 dwellings per hectare under the repealed Maitland Urban Settlement Strategy. We believe the GNMP's 15 dwellings per hectare is more achievable in the near term for this type of development.

Apart from Lifestyle Villages as outlined in the next section, UDIA overall supports the Guide's ranges of suggested dwellings per hectare, which offer options to achieve greater housing diversity as a site permits and as market conditions evolve.

Recommendation 1: Ensure the density provisions in the Guide are consistent with the *Greater Newcastle Metropolitan Plan* target of 15 dwellings per hectare for land proposed to be rezoned for greenfield suburban development and explicitly reference the applicable provisions from that document within the Guide.

Recommendation 2: Identify the publication of any updated Regional / Metropolitan plan(s) as an explicit trigger for reviewing and updating the Maitland Residential Density Guide and describe how proposals will be managed during any period of misalignment between State- and Council-level density guidelines.

Align Lifestyle Villages provisions with the Regulations

There are key areas within the 'Lifestyle Village' section of the draft Guide that raise industry concerns. Several proposed provisions are inconsistent with current market practice and the statutory requirements under the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* (Regulation).

As written, the current provisions could severely restrict the practical ability to deliver a local high-quality lifestyle village. We recommend aligning the Guide's provisions with the Regulation to help meet Maitland's growing demand for downsizer homes, with the subsequent benefit of freeing up

existing residential stock for younger families. The table below highlights UDIA's key concerns and recommendations for the Lifestyle Village provisions.

Draft Guide provisions under Diverse Housing - Lifestyle Village (p20)	**Comment**	**UDIA Recommendation**
Density: *25–45 dwellings per hectare.*	This density range is considerably higher than what is currently delivered by high-quality, modern over-50s lifestyle communities in NSW.	Adjust the guideline provision to 15–25 dwellings per hectare. This better aligns with market practice and supports compliance with site coverage (Clause 45) and open space requirements (Clause 46) of the Regulations.
Floor Space Ratio (FSR) - *Usually <0.4:1*	Depending on how this FSR is calculated, it may be too restrictive, particularly if applied on an individual site basis. The key attraction for residents in land lease communities is minimising private garden maintenance (often favouring smaller private spaces and artificial turf), while relying more on shared amenities and communal open spaces.	Rather than using FSR, apply the site coverage and open space controls outlined in Clauses 45 and 46 of the Regulations for consistency.
Typical Height - *8.5m–15m*	Manufactured home communities predominantly deliver single-storey dwellings (~4–5m), although market trends increasingly include two-storey designs (~8–9m) and community buildings (e.g., clubhouses) potentially reaching modestly higher heights.	Revise the height range to 4m–15m. This accommodates single-storey homes, two-storey dwellings, and larger community facilities, providing needed flexibility without overstating the built form scale.
Landscaped Area - *>40% site area*	It is unclear whether this refers to individual dwelling sites or the overall development site. This proposed figure	Council should instead rely on existing regulatory frameworks, specifically:

	significantly exceeds the current requirements of the Regulations, potentially causing unnecessary restrictions on layout and design.	Clause 13 – Community Amenities: (1) A minimum of 10% of the total land area of a manufactured home estate must be reserved for recreation or communal activities.

UDIA and our Land Lease Community members are available to contribute additional expertise and knowledge to Council regarding the development of policy that supports delivery of this diverse housing sector in appropriate areas within the Maitland LGA. Please see Appendix A for further background information.

Recommendation 3: Update the Lifestyle Villages provisions to align with industry standards under the provisions of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* as outlined in our submission.

Addressing historical implementation barriers

UDIA believes these guidelines, in principle, provide a sound framework for achieving greater residential density and housing diversity in Maitland.

However, despite the positive intent of this draft Guide, our members have experienced significant challenges in delivering diverse housing options in Maitland's identified greenfield growth areas, including smaller lots, due to existing Council practices and a lack of clear standards.

Evidence

- **Case Study 1 (Lochinvar):** The protracted and ultimately unsuccessful attempt to include rear-loaded lots in a recent Development Application (DA) at Lochinvar highlights the lack of established standards for laneways within Council's engineering standards and a reluctance by Council to accept "additional road assets". This contrasts with the recent successful approval of a similar approach in the Port Stephens LGA within a significantly shorter timeframe.

- **Case Study 2 (Port Stephens):** A successful DA in Port Stephens, including the creation of super-lots to facilitate rear-loaded lots and a supported Planning Proposal (PP) to reduce the minimum lot size within a MU1 zone from 450sqm to 300sqm under delegation, demonstrates a more enabling approach to density and diversity in a neighbouring LGA.

- **Case Study 3 (current DA in Maitland):** The Joint Regional Planning Panel (JRRP) has requested that the DA be withdrawn by the applicant. One of the key issues cited is the limited policy position by Council on urban design and small lot housing.

These implementation barriers need to be acknowledged and actively addressed at Maitland City Council in order to realise the principles and goals outlined in the Guide.

Recommendation 4: Acknowledge and actively address the existing implementation barriers within Maitland City Council processes and standards that have historically hindered the delivery of smaller lots and diverse housing typologies, and demonstrate a clear commitment to implementing the Guide's principles in Council's assessment processes.

Development of clear standards for laneways and small lot housing

The absence of clear standards for laneways and small lot housing in the current Draft Development Control Plan (DCP) and Manual of Engineering Standards (MOES) creates uncertainty and hinders innovation in housing design and lot configuration. This forces developers towards less efficient density outcomes, such as relying heavily on dual occupancies.

To make the density guidelines possible to achieve, the DCP and MOES need to be amended to include comprehensive and practical standards for the design and construction of laneways. This effort should address issues such as width, access, servicing, and ownership/management.

In addition, clear and flexible standards for small lot housing design should be incorporated into the DCP and MOES, considering factors like setbacks, building envelopes, and private open space to ensure liveability and amenity.

Recommendation 5: Develop and incorporate clear standards for laneways and small lot housing within the DCP and MOES.

Strategic LEP amendments

The current Maitland Local Environmental Plan (LEP) may inadvertently restrict the delivery of diverse housing options through overly restrictive minimum lot sizes and zoning provisions. To alleviate this barrier, Council should proactively consider amendments to the LEP to:

- Reduce minimum lot sizes in appropriate residential zones to facilitate a wider range of housing choices.
- Explore the introduction of more flexible residential zones that encourage a mix of housing types, drawing inspiration from successful LEP amendments in LGAs like Lake Macquarie. This could include zones that explicitly support smaller lot housing and integrated housing options.

Recommendation 6: Consider amendments to the Maitland LEP to reduce minimum lot sizes and introduce more flexible residential zones, drawing inspiration from successful examples in other Hunter LGAs (e.g., Lake Macquarie).

Cultivating a pro-density and diversity culture

Achieving the objectives of the draft Residential Density Guide requires a fundamental shift towards a pro-density and housing diversity culture within Maitland City Council. This approach needs to be reflected in all stages of the development process. UDIA believes this can be accomplished by Council providing clear and consistent advice during pre-lodgement meetings that actively encourage innovative and diverse housing proposals; and by providing more focused information requests during the DA assessment process that avoid imposing unnecessary obstacles to well-designed, higher-density developments.

Ultimately, development approvals should reflect a commitment to the principles outlined in the Residential Density Guide and facilitate the delivery of diverse housing outcomes. To measure performance, Council should regularly evaluate whether the principles of the Guide are being implemented, and report against the delivery of its objectives. This monitoring and evaluation will assist Council with the necessary evidence to appropriately consider any future changes to the guidelines or to the processes, controls and standards Council utilises to implement them.

Recommendation 7: Cultivate and foster a consistent pro-density and housing diversity culture within Maitland City Council, which should be evident in pre-lodgement advice, information requests, and development approvals.

Recommendation 8: Monitor and report performance outcomes against the objectives of the Guide.

Conclusion

UDIA NSW believes that the draft Maitland Residential Density Guide has the potential to positively shape the future of housing in Maitland. However, its success hinges on a genuine commitment from Maitland City Council to address existing implementation barriers, develop clear standards, strategically amend the LEP, and foster a pro-density and diversity culture. We urge Council to consider our feedback and work collaboratively with the development industry to achieve the shared goal of providing a greater range of housing choices for the growing Maitland community. For any follow up, please contact UDIA's Regional Manager Elizabeth York at [redacted]

Kind regards,

[redacted]

[redacted]
Chief Executive Officer

APPENDIX A

Background on Land Lease Sector

The Land Lease sector presently has circa 530 residential communities registered across NSW, with 25,000 homes accommodating over 45,000 residents in NSW. LLC developers in NSW utilise the existing regulatory framework under the *Local Government Act 1993* (LG Act) and the *Residential (Land Lease) Communities Act 2013*.

Many established assets include caravan parks, older manufactured home estates and mixed communities. Traditional parks can broadly be classified as 'Generation 1' and evolved predominantly from caravan parks. However, more recent 'Generation 2' assets comprise lifestyle communities for over 55s that are more akin to traditional medium density housing estates and independent living. See more detail below.

The Land Lease sector is delivering a large volume of new housing supply, attracting significant capital investment, and enabling high quality development in many parts of NSW.

Maitland City Council's State of Our City Report (2022–2024) and Local Housing Strategy 2041 both acknowledge the pressing need for more seniors housing. The State of Our City Report includes the following statement:

> *"By 2041, an additional 14,800 individuals aged 65 and over are projected to reside in the area. This demographic change necessitates enhanced healthcare services, age friendly infrastructure, and accessible housing options for older adults. It also presents opportunities for economic growth in sectors such as healthcare, aged care, and related services. Policies must focus on creating inclusive communities that support the wellbeing and active participation of older residents."*

Under the existing Land Lease Communities model, a homeowner purchases the house within the community but pays a regular site fee to lease the land it sits upon. This means older households are able to release the equity of their family home by downsizing into a well located home with good access to community amenities and services while still retaining ownership of their own home. This model is enabled by the existing regulatory framework, which allows a developer to create communities with new housing supply while attracting capital investment underpinned by recurrent income from site fees. Unlike other sectors, homeowners in LLC communities face no exit fees, they retain the full increase in the value of the home when they choose to sell.

Although Queensland is the dominant market for LLCs in Australia, there is significant opportunity for expansion in NSW to meet growing demand for downsizer homes, with the subsequent benefit of freeing up existing residential stock for younger families. In Maitland, we are aware of members seeking to offer 'Generation 2' lifestyle land lease communities. We have offered recommendations in our submission aimed at ensuring the Guide does not inadvertently impede the delivery of high-quality communities from this sector.

Difference between Generation 1 and Generation 2 homes

Two main types of manufactured homes

Generation One

- Originated in caravan parks as low-cost housing
- Pre-fabricated and delivered to site
- Less accessible as above ground (require stairs or ramp)
- Limited architectural merit and poorer streetscape
- Lower quality
- Less desirable downsize option



Generation Two

- Evolved over the past 20 years with new relocation method
- Constructed on site and engineered to be relocated
- Fully accessible as built on ground
- Higher quality
- Safer as no large transportation
- Very desirable downsize option freeing up family homes



Outlook

RE: Public Exhibition – Draft Maitland Residential Density Guide

From [redacted]
Date Wed 30/4/2025 7:41 PM
To Pathum Gunasekara [redacted]

Hi Pathum,
I had some late member inputs after our letter was approved. These came from ADW Johnson and help to flesh out some of the higher level comments within our letter. I offer them unedited as a supplement, please see below.

Kind regards,
[redacted]

- The Residential Density Matrix does not reflect all of the controls of the Housing Code/ Low & Mid-rise housing policy:
  - The FSR for dwelling houses and dual occupancy are low (0.5:1 and 0.6:1), should be closer to complying/ non-discretionary development: 0.55-0.6:1 for houses and 0.65:1 for dual occ.
  - Rear setback distance is inconsistent with Housing Code (indicating 8m+ when the housing code may allow 3m if single storey).
  - The location for terraces is indicated as 400-800m from centre (train station) where townhouses/villa are up to 1200m. Terraces should be appropriate near areas of high amenity (such as high quality open space, local/neighbourhood shops) and also up to 1200m from a town centre or station.
  - Typical lots for detached houses are stated as 450sqm+ however it is common for smaller housing product down to 300sqm (10x30m) in many areas of NSW.
  - 30% landscape area is also proposed for detached lots which is towards the higher end for detached products, particularly smaller lot products, Housing code is 25%.
  - Mid-rise apartments are indicated to be located up to 600m, where as up to 800m is allowed under Low & mid rise locations.

- Within the principles are some numerical principles including block lengths and open space access requirements.
  - Block lengths are 100-240m which is generally urban design best practice.
  - The open space distances are good for future residents, however may be difficult to achieve in some circumstances particularly access to district/ regional open space.

- The greenfield urban structure principles include '*Create a grid-like urban structure with a range of block lengths from 100m to 240m*' grid structures are shown in numerous diagrams as actual grid with four-way intersections which may be less desirable in certain locations. Reinforcement of grid-like, rather than actual grid, maybe beneficial for future users of the guide.

- While the current density in Hunter Regional is 10–20 Dw/Ha, the greenfield urban structure principles are for distribution of density across the greenfield release area to reach a minimum average gross **density of 30 dwellings/ha** and increasing densities within walking catchment of centres and to plan for higher densities **(45+ dwellings/ha) within 400m** walking catchments of activity centres and transport hubs.

The 30dw/ha would be difficult to achieve with only low-rise housing, there appear to be a disconnect between the housing matrix and the density target in the principles - this feeds into the minimum lot size.

- The infill Movement and Connation principle suggests blocks with an appropriate length can **benefit from laneways** to avoid garage dominance in front streetscape and service access denied lots.
  This may also impact density targets.

From: [redacted]
Sent: Wednesday, 30 April 2025 6:51 PM
To: Pathum Gunasekara [redacted]
Subject: RE: Public Exhibition – Draft Maitland Residential Density Guide

Hi Pathum,
Thank you for the extra time to offer comments to the draft density guide.

Attached please find UDIA's letter.

We would be pleased to discuss in more detail or assist further in any way.

Kind regards,

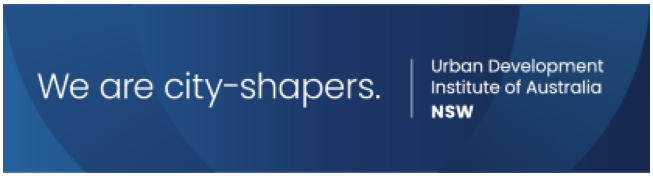
[redacted]

Policy & Regional Manager Hunter and Central Coast
Urban Development Institute of Australia NSW

[redacted]

www.udiansw.com.au

#UDIA NSW @UDIA NSW



[redacted]
Hunters Hill, NSW 2110

Submission Reference: 103/170/2

29 April 2025

Email: info@maitland.nsw.gov.au
Attention: General Manager - Jeff Smith

Re: Submission on Draft Maitland Residential Density Guide (103/170/2)

Dear Mr Smith,

Thank you for the opportunity to provide feedback on *Maitland City Council's Draft Residential Density Guide - February 2025* ("Guide").

As the applicant for a current development application for a manufactured home estate at 34 Wyndella Road, Lochinvar, we are supportive of the inclusion of Lifestyle Villages (Manufactured Home Estates) in the Guide. This housing typology plays an important role in addressing Maitland's growing demand for accessible, age-friendly and community-focused living environments, especially for the over-50s cohort.

This submission outlines a number of matters within the Lifestyle Village section of the Guide that, in our view, would benefit from refinement to better align with:

- Current market practice for high-quality lifestyle communities;
- Established planning frameworks under NSW legislation; and
- The demographic objectives of *Maitland's Local Housing Strategy 2041* and *State of Our City Report (2022–2024)*.

Specific Feedback on Lifestyle Village (MHE) Guidelines

1. **Density**
   - Draft Guideline: 25–45 dwellings per hectare.
   - Comment: This proposed range significantly exceeds the densities typically achieved by well-designed, contemporary lifestyle communities across NSW.
   - Suggested Amendment: We recommend adjusting the density guideline to 15–25 dwellings per hectare, which reflects current best practice and aligns with statutory planning controls.

   Regulatory Alignment:
   Clauses 45 and *46* of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021* ("the *Regulations*") impose site coverage and minimum open space requirements that cannot be reasonably achieved at 45 dwellings per hectare without compromising dwelling size, open space, or streetscape outcomes.

2. **Floor Space Ratio (FSR)**
   - Draft Guideline: Usually <0.4:1
   - Comment: Applying a uniform FSR across the entire site instead of individual home sites may be overly restrictive or duplicative, as the *Regulations* already provide clear, enforceable controls for built form.
   - Suggested Amendment: Consider replacing or qualifying this guideline with direct reference to the *Regulations*:

     Clause 45 – Site Coverage:
     (1) A manufactured home must not be installed if its floor area exceeds 65% of the dwelling site.

     Clause 46 – Minimum Open Space:
     (1) A dwelling site must contain at least 30 square metres of open space.
     (2) At least one open space area must measure a minimum of 3 metres by 3 metres.
     (3) Areas less than 2 metres in width or length must not count toward this requirement.

   This recommendation prevents potential conflicts between the Guide and existing state regulations and provides clear guidance to applicants and Council.

3. **Typical Height**
   - Draft Guideline: 8.5m–15m
   - Comment: The lower end of the proposed range (8.5m) excludes most single-storey dwellings, which typically measure around 4–5 metres in height.
   - Suggested Amendment: Revise the height range to 4m–15m to appropriately cover single-storey dwellings (approximately 4–5m), two-storey dwellings (around 8–9m), and community buildings such as clubhouses or wellness centres, which may require additional height up to 15m.

   This provides practical design flexibility while preserving low-rise character and amenity.

4. **Landscaped Area**
   - Draft Guideline: >40% of site area
   - Comment: The current wording is ambiguous regarding whether this applies to individual home sites or the entire development. This figure significantly exceeds established standards within existing state regulations.
   - Suggested Amendment: Clarify whether the intended application is per dwelling site or estate-wide, or instead reference the existing statutory requirement in the *Regulations:*

     Clause 13 – Community Amenities:
     (1) At least 10% of the total land area must be reserved for communal recreation or amenity purposes.

   Referencing *Clause 13* ensures clarity, avoids duplication, and aligns with statutory controls.

Broader Context – Supporting Council's Strategic Objectives
Maitland City Council's *State of Our City Report (2022–2024)* recognises the importance of planning for an ageing population:

> *"By 2041, an additional 14,800 individuals aged 65 and over are projected to reside in the area. This demographic change necessitates enhanced healthcare services, age friendly infrastructure, and accessible housing options for older adults. It also presents opportunities for economic growth in sectors such as healthcare, aged care, and related services. Policies must focus on creating inclusive communities that support the wellbeing and active participation of older residents."*

We strongly support this direction. Well-designed Over 50 Land Lease Communities encourage residents to live active and social lifestyles, within a resort style setting, while reducing their everyday maintenance burdens. The quality of these newer well designed communities stands in direct contrast to many older-style manufactured home estate that may have unfortunately shaped current perceptions of MHEs within the LGA.

By aligning the Guide with both market delivery and statutory controls, Council can help facilitate better-quality outcomes consistent with its long-term planning objectives.

We appreciate Council's proactive approach in seeking stakeholder input on the *Draft Residential Density Guide*. The suggested refinements will help ensure that the final document is consistent with regulatory frameworks, reflective of market realities, and supportive of Council's long-term strategic vision.

Thank you again for the opportunity to provide this submission. We remain available to provide additional clarification or further input as required.

Kind regards,

[redacted]
[redacted]
AEP Developments
[redacted]
[redacted]

City Planning

Maitland Residential Density Guide 2025 - for Adoption

Maitland Residential Density Guide 2025 (dated September 2025) (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 3

Number of Pages: 34



2025

Residential Density Guide

maitland
CITY COUNCIL



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Appendix: Case studies

Acknowledgement of Country

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

Maitland Residential Density Guide – September 2025

Prepared by Smith & Tzannes in collaboration with Maitland City Council

maitland CITY COUNCIL

1. Introduction

Residential density has been successfully used as an urban planning tool to create vibrant and liveable cities and neighbourhoods across the world. Density can significantly influence the functionality, sustainability and overall quality of city life. To ensure density does not result in congestion or unsympathetic outcomes, it needs to be planned and guided in the right location and supported by appropriate infrastructure.

Planned density helps us to ensure that housing is available for our growing and changing population. It also means households have access to a greater choice of more affordable housing both in existing and new communities located near jobs, schools, parks, shops and other services. These communities are supported by walking, cycling, public and private transport options and the existing infrastructure and services are efficiently used to achieve both economic growth and environmentally sustainable outcomes.

Achieving appropriate residential densities requires a significant level of collaboration between all levels of government, communities, development industry, community housing providers, and utility suppliers.

This Residential Density Guide is the first step in this journey and provides a road map for Maitland to transform its approach to delivering neighbourhoods and homes that better meet the needs of our communities.

1.1 Purpose of this guide

The Maitland Local Housing Strategy 2041 is a forward-thinking plan aimed at transforming the city's housing landscape. This Strategy builds on the long-term vision established in the Maitland Local Strategic Planning Statement and Community Strategic Plan, and is informed by a number of NSW Government plans and strategies including Hunter Regional Plan 2041. All these plans and strategies highlight the need for increasing densities in our neighbourhoods.

Increasing densities in our greenfield release areas and existing urban areas can meet the changing needs of our existing and future communities, providing for greater housing choice, making housing more affordable, situated in the right location and supported by appropriate infrastructure.

There are significant opportunities for increased densities within our established urban areas through urban renewal (commonly known as urban infill housing), particularly around town centres and railway stations. Increased densities can align with, or even strengthen, the character of an area and community ambitions to locate housing within walking distance of shops, services and open spaces.

Planned densities in our greenfield release areas also present an opportunity to maximise development yield while achieving higher standard of amenity. The location of planned densities in greenfield areas should be identified at the early stage of planning and be supported with appropriate infrastructure and land use zoning. This ensures that increased residential densities are supported by walkable neighbourhoods within close proximity to neighbourhood centres, schools, community and recreation facilities and transport nodes.

The purpose of this Density Guide is to:

- Start the discussion between Council, residents, the development industry and other stakeholders about appropriate densities for Maitland.
- Provide a clear framework in defining, determining, and applying densities for the Maitland context.
- Provide guidance and inspiration on suitable forms of density and housing typologies for future urban renewal areas and greenfield release areas in Maitland.
- Inform planning proposals, development applications and future changes to planning controls.

This Guide has five main chapters:

Chapter 1 explains the purpose of the document and offers an overview of Maitland.

Chapter 2 defines what density is and how it is measured.

Chapter 3 offers a dwelling density matrix and a set of criteria to identify appropriate density.

Chapter 4 combines the key learnings and establishes key principles to guide infill and greenfield development.

Appendix A outlines a selection of recently completed residential developments, showing density done well.



1.2 How to use this guide

This Guide has been prepared for both Maitland City Council and applicants planning residential development within the Maitland Local Government Area.

The Guide describes:

- The definitions of different residential density measures and the purpose of each.
- How the different residential measures can be used in the planning for the future growth of Maitland.
- The different housing typologies suitable for the Maitland context.
- Guidance on how to select the appropriate density for selected locations.
- The need for infrastructure and services provisions in support of residential densities.
- Built form controls that enable various densities.

The Guide serves as a practical tool throughout various stages of the planning and development process. It translates strategic concepts of residential density into guidance on appropriate housing forms and provides criteria for assessing proposals.

The Guide supports the preparation of:

Local Area Planning
This guide can be used to inform the preparation of local area plans including precinct plans, master plans, structure plans or any other local area plans on greenfield or infill sites to ensure that appropriate densities, housing typologies and supporting infrastructure are delivered.

Amendments to Planning Controls
This guide can be used to refine the planning controls in the Local Environmental Plan and the Development Control Plan to ensure they deliver the overarching strategies in the Local Housing Strategy.

Development Applications
This guide can be used to ensure that housing typologies, including form and scale, are appropriate for a particular location.

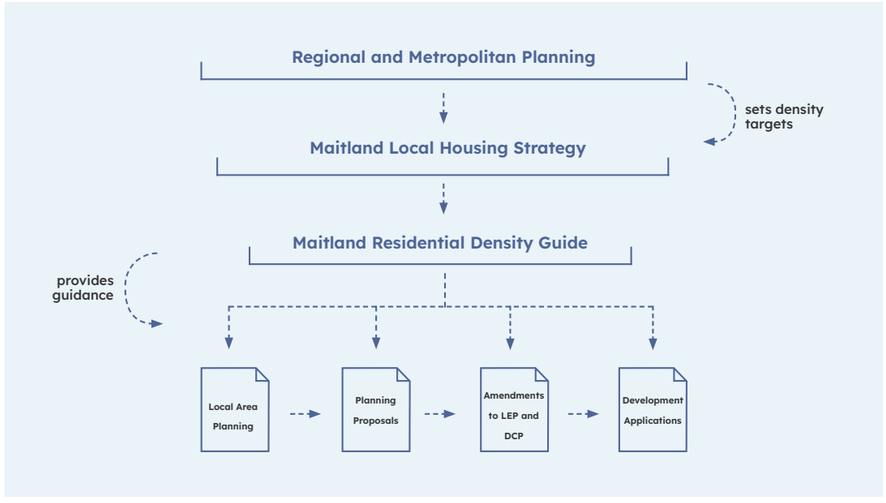


Figure: Policy and strategic context

1.3 Maitland's story

For much of Maitland's history, housing has been provided in a low-density form, often as a house in the middle of a block of land. As a result, our urban footprint is growing, being 3 times that compared to 40 years ago. If we don't adjust our planning approach, it will continue to grow in the coming decades.

Maitland's community is not only growing but is also witnessing a trend of shrinking households and an aging population. It has become evident that the more traditional housing stock, characterised by large single detached houses on the urban fringe, is no longer suitable. In addition, housing affordability concerns, propelled by rising construction material costs and the impact of climate change, further emphasize the need for a diverse and more sustainable approach to housing.

Today, higher density is only a small portion of the overall housing supply. The result is that our residents need to travel longer distances from their home to work - to school- to shop, at greater personal expense. This has various social, economic and environmental implications, from lower productivity to rising greenhouse gas emissions and urban encroachment on valuable agricultural land.

These low density outcomes are facilitated by the current planning and development controls in Maitland (LEP permissibility, DCP controls, and engineering standards) and need refinement to create different outcomes. Maitland can meet the evolving needs of its population and improve liveability to ensure a sustainable and vibrant future for generations to come. For this our planning controls need to support denser, connected, and resilient development in both greenfield and infill areas.

As Maitland's population grows and changes, there is a clear need to rethink housing delivery, in particular what appropriate densities can achieve. The focus should be on:

- Ensuring future homes meet the needs of Maitland's growing and changing population,
- Ensuring that new housing is located in areas that enhance access to essential services, employment and open spaces.
- Offering a variety of housing types and sizes to accommodate different household needs,
- Improving housing affordability and sustainability outcomes
- Minimising environmental impacts and
- Enhancing community well-being.

As the Maitland population grows the infrastructure to support the population also needs to be provided. The best value can be obtained when existing infrastructure is used or upgraded - providing benefit to both existing and future residents. Development in greenfield areas typically has a much higher cost per future resident than embellishment of existing infrastructure.

The planned growth can deliver benefits including diverse housing and jobs, public spaces and public transport, entertainment, health and education services. We need to consider the needs of those who live here now as well as our future residents. Thoughtful planning will help us shape our growth in a positive way, that enhances Maitland's unique natural environment, its scenic beauty, local heritage, and rural outlook.

In the early 1900s, neighbourhoods were typically planned around mixed land uses, with easy pedestrian access to goods and services (walkable neighbourhoods). This approach is visible in more traditional neighbourhoods and towns developed before 1960s around the world and in Maitland.

The invention of automobiles led to a paradigm shift in urban planning, transforming the way cities were planned and developed. The affordability of automobiles and the availability of government-funded infrastructure, such as highways, freeways and carparking, encouraged people to move to suburban areas. These often featured low-density housing, dominated by larger lots and single-family homes, catering for, and at the same time creating car dependent communities.

The combination of low density, separated land uses and car-prioritising infrastructure decisions has consequences in terms of household costs, equity, and choice, as well as public health and infrastructure costs and greenhouse gas emissions and air pollutants etc.

2. What is density?

2.1 What is density?

Density measures are useful tools for planning and development practitioners, helping to ensure a shared understanding of what density is and how it should be measured. This assists all parties in setting and achieving suitable density targets for well-designed places.

The two distinct types of densities are population density and residential (dwelling) density which are outlined below. The focus of this Guide will be on residential density.

Population Density

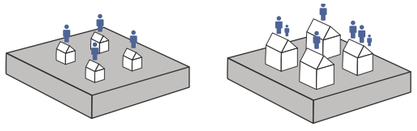
Population density measures the concentration of people over a specified land area. This is different from residential density - as dwellings can contain any number of people.

Residential Density

The most common form of density is known as residential density. Residential density is the concentration of dwellings in a given land area.

Residential vs Population Density

Both these areas have the same number of dwellings - but the number of people in each dwelling varies. The area on the right has a higher population density. It also has larger dwellings and will have a different built form character.



An example: a site with 15 dwelling units per hectare can have a density of 20 people per hectare if the area is full of empty nesters and elderly people, or a density of 40 people per hectare if families with children or extended families live there. Similarly, a tower targeted at couples with no kids can have a lower number of people per hectare than a mid-rise development targeted at families with children. The devil is in the details. This difference can have a huge impact in terms of how many people are available to support community services, transit, and infrastructure. Given that regulating household size is a challenge for governments, policies tend to focus on dwelling unit densities as a surrogate.



Residential density is the concentration of dwellings within a given land area. Increasing density means accommodating more people on less land while locating them closer to shops, schools, jobs and services. This is often achieved by providing a greater diversity of housing choices within neighbourhoods, benefiting communities socially, economically, and environmentally.

2.2 How is density measured?

Density can be expressed in various ways, as it largely depends on the scale at which you are working. The scale could range from a site to a street block or a neighbourhood or an entire city, and the chosen scale will influence the method and approach used to measure residential density. An important factor to consider when measuring residential density is what is included and excluded in terms of land area.

The most common measures include:

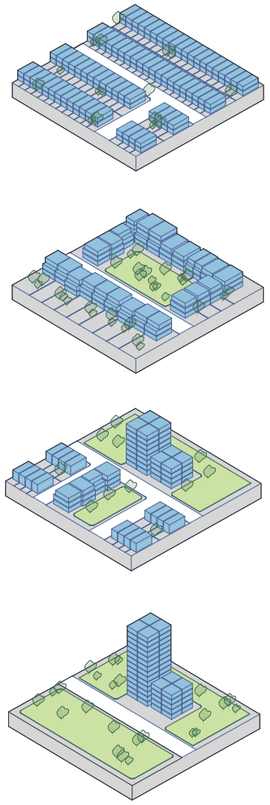
Urban Density is used at the regional/ metropolitan scale to estimate population density for utilities or regional services such as employment, transport and regional open space.

Gross Density is used at the neighbourhood scale - it best reflects the actual human experience of a place. The defined area includes roads, neighbourhood parks and services and infrastructure within a walkable distance from the home.

Net Density is used at the street or precinct scale. It includes roads that service the residential uses. It can be used as an averaging statistic over a larger area when comparing a mix of building types and can assist in ensuring the development of individual precincts meet targets at a neighbourhood or urban level.

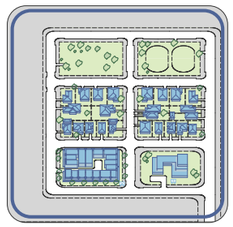
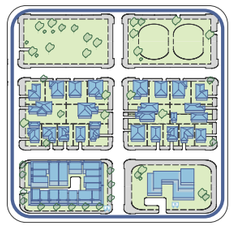
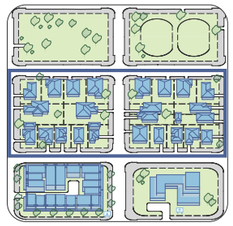
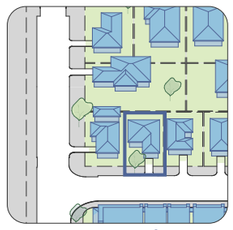
Site Density is used at the lot scale. It includes only the residential component of the land area. It is the most concentrated measure of density.

Diagram 2: Four areas all with 75 dwellings per hectare. The form, scale and open space of each area varies considerably however the density measure remains the same.



Residential Density = Number of Dwellings / Land Area (ha)

(Which land uses are counted in the land area determines the type of residential density being measured)

SCALE	PURPOSE	HOW IS IT CALCULATED	APPLICATION
 URBAN	• Understand density of existing places • Evaluate proposed densities • Estimate population densities • Calculate needs for utilities and services (like education, health)	**URBAN DENSITY** When measuring Urban Density, the land area includes all land included in the Gross Density plus regional uses such as: • Education (University & TAFE) • Open Space (regional parks, environmental protection reserves) • Larger scale commercial (employment, shopping centres) • Transport (railways, arterial roads)	• Regionally Significant Growth Areas • Catalyst Area • Greenfield Release Areas • Large Scale Structure Plans
 NEIGHBOURHOOD	• Meet planning targets at the local level • Estimate local population densities • Meet minimum threshold targets	**GROSS DENSITY** When measuring Gross Density, the land area includes the lots occupied by the dwellings, plus: • Internal public streets • Local open space (like parks, sports fields, drainage reserves landscape buffers) • Local and neighbourhood shops • Primary and secondary schools • Local community services • Local employment areas • Half the width of adjoining roads	• Large scale redevelopment/infill sites • Neighbourhood Subsivisions • Structure Plans • Planning Proposals • Development Control Plans
 PRECINCT OR STREET	• Evaluate street design and built form • Investigate the impacts of development standards	**NET DENSITY** When measuring Net Density, the land area includes the lots the dwellings occupy, plus: • Internal public streets • Half the width of adjoining roads that provide vehicular access to the dwellings.	• Masterplans • Precinct Plans • Planning Proposals • Development Controls Plans • Subdivision Plans • Development Applications
 DEVELOPMENT SITE / LOT	• Comparative tool (e.g for detached housing it correlates strongly with lot size and for apartments it correlates strongly with height) • Estimate lot yield • Typically used to express Floor Space Ratio (FSR)	**SITE DENSITY** When measuring Site Density, the land area includes the lots occupied by the dwellings. Can be expressed as dwellings / ha but typically expressed as floor space ratio - as defined in the Local Environmental Plan.	• Development Applications

2.3 Density, intensity and amenity

Density does not necessarily capture the intensity or 'feel' of a place. While density depends on factors like lot size, floor space ratio, building height, street width and parking requirements, the intensity of a place is influenced by the width of lot frontage, topography, the maturity of trees and landscaping, front setbacks and gardens, street design and traffic. Although density measurements can serve as indicators of intensity, they are never complete descriptors.

Amenity generally means proximity to shops and other services required for daily living, including access to jobs, transport, health, education, leisure services and green spaces. Areas with high levels of amenity are more pleasant and attractive places to live, work or visit.

A higher residential density does not always mean taller buildings. The same type of housing can result in varying net residential densities based on site coverage, dwelling size, and street layout. Residential density does not measure the qualitative factors that affect the feel of a place such as mature trees, landscaping, traffic, or architectural quality.

The density target for an area should serve as long-term goals, not generic "one size fits all" planning controls. A mix of housing types is generally best achieved when density targets are varied within a locality.

Creating intensity is often desired in and around the local centres - this creates the 'buzz' of activities desired to active neighbourhoods and supports the economic development of the area. Intensity brings certain development closer together - it is the combination of the building design, but also the width of streets and the use of the public spaces.

As you get closer to a centre, the balance of private and public domain changes. Streets and lanes take on different uses and need to be designed differently to improve walkability and connectivity.

Increasing density means that we accommodate more people and homes in the space that we have, while at the same time improving liveability. Higher densities offer several advantages. They allow us to create communities where specialised amenities are close to our homes. They also sustain better transport connectivity and creation of high-quality public spaces.



Intensity changing - outer vs inner areas

How does density relate to land use planning

The planning system in NSW regulates land uses by designating different land use zones across the LGA. While the permitted uses in a zone contribute to the overall character and density, there can be considerable variation in density within a single zone.

This guide is not based on the current planning or development controls outlined in the Maitland Local Environmental Plans (LEP) and Development Control Plan (DCP) 2011. It indicates that what is preferred and how it can be achieved through development proposals which may require changes to Maitland LEP and DCP to realise the proposed density outcomes.

Furthermore, this guide highlights the built form, land use intensity, amenity and character outcomes rather than the use. For example, a senior living development could be located in a mid-rise apartment or low-density villa development. The guide indicates the typical land use zones utilized to achieve the desired density, character and intensity of use.

The NSW Department of Planning, Housing and Infrastructure's Standard Instrument LEP sets standard zones that councils may use within their LEPs that include residential uses.

Residential

- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- R5 Large Lot Residential

Rural

- RU1 Primary Production
- RU2 Rural Landscape
- RU5 Rural Village

Other

- MU1 Mixed Use
- E1 Local Centre
- C4 Environmental Living

Way of life

Way of life is about how people live, commute, work, play and interact each day. It directly influences the liveability of our cities (often referred to as quality of life) and determines how well they function.

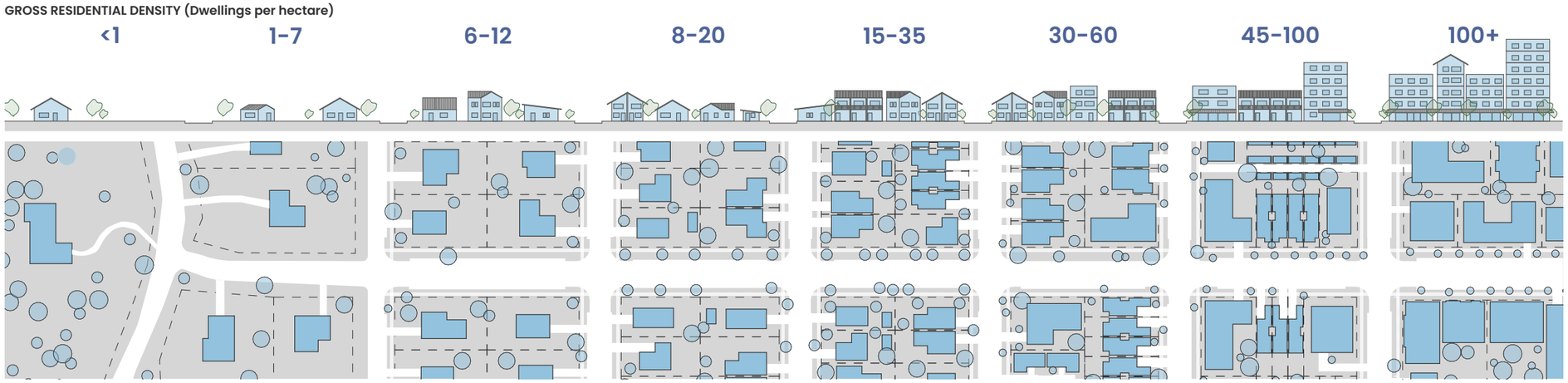
Most people travel from home for work, shopping, or services, often without much choice about the distance, mode of transport, or the necessity of travel. A denser urban environment should facilitate easy commuting by providing accessible public transport and well-planned walking and cycling routes. This reduces traffic congestion, enhances productivity, and contributes to the city's economic growth.

A person's quality of life is affected by their ability to easily fulfil daily needs, such as grocery shopping, school trips, work, and social interactions. A well-planned urban area ensures the proximity of essential amenities, reducing the need for long commutes. Integrating grocery stores, cafes, fuel stations, and other daily necessities into neighbourhoods creates a more sustainable and convenient lifestyle for residents. It also provides opportunities and access to amenities like sports facilities, playgrounds, and art galleries, which are crucial for personal development and cultural experiences.

As Maitland grows it should retain its connection to heritage, rural outlook, and enhance what makes it unique - providing an attractive vibrant river city. Well-designed public spaces, parks, waterways, and green areas within walking and cycling catchments offer opportunities for relaxation, connection with nature and social networks. These spaces play a vital role in fostering mental well-being, community cohesion, and a sense of balance in urban life.

2.4 What does density look like?

GROSS RESIDENTIAL DENSITY (Dwellings per hectare)



	<1	1-7	6-12	8-20	15-35	30-60	45-100	100+
Typical zoning	RU1 - Primary Production RU2 - Rural Landscape	R5 - Large Lot Residential C4 - Environmental Living	R2 - Low Density Residential RU5 - Large Lot Residential	R2 - Low Density Residential	R1- General Residential R3 - Medium Density Residential	R3 - Medium Density Residential	R4 - High Density Residential MU1- Mixed Use	MU1 - Mixed Use E1 - Local Centre
Character	Agricultural and rural landscape character is dominant. Houses are scattered throughout the landscape.	Housing in a rural or semi-rural setting, emphasizing scenic qualities of the landscape. Often used a buffer zone between urban and rural land.	Traditional houses on a block with setbacks to side boundaries and large back gardens. Established areas further away from the major centres.	Single houses with setbacks to the street. Occasional semi-detached dwellings and secondary dwellings.	Housing on smaller lots with reduced front setbacks. Variety of different dwelling types. Small shops, community and childcare centres.	Increased residential densities in a mid-rise form. Smaller front setbacks. Combination of semi-detached, attached, terrace, town house, shoptop, walk up apartments.	Dense urban residential forms. Buildings setback from street. Small scale ground level retail to provide convenient amenities to residents. Terrace, town house, apartments shoptop housing.	Town centres and urban core. Urban streetscapes. Buildings define the street edges. Setbacks at rear provide green space. Apartments, shoptop apartments, mixed use
Public Transport	NONE ←							→ REGULAR BUS AND TRAIN LINE
Cycling Paths	REGIONAL CYCLING ←							→ CYCLING PATHS TO SIDE OF ROAD
Shops	DRIVE TO LOCAL SHOPS ←							→ WALK TO A VARIETY OF SHOPS
Community Facilities	DRIVE TO COMMUNITY FACILITIES ←							→ WALK TO A VARIETY COMMUNITY FACILITIES
Parks	DRIVE TO LOCAL PARKS ←							→ WELL MAINTAINED LARGE PARKS

3. Appropriate density

When appropriate density is planned and managed effectively, it accommodates more people in an area while simultaneously enhancing liveability. Increased densities can offer a wide range of dwelling types and sizes, support better transportation options and provide quality public space closer to homes, contributing to more vibrant and connected communities. It responds positively to its site and context, integrates with various elements of the natural and built environment.

The Residential Density Matrix outlines the typical locations for various housing types within the urban structure and their expected densities. It also provides guidance on design parameters that can achieve good amenity outcomes. The appropriate density for an area evolves over time, and housing choices should consider context, including heritage, existing subdivision patterns and desired local character.

Our shared vision for Maitland is a connected city with thriving communities, supported by affordable and diverse housing options, ensuring that everyone has a place to call home at all stages of life.

3.1 How to choose the best dwelling type

Traditional neighbourhoods have always included a diverse range of housing types, enriching the community by supporting mixed populations and creating visually appealing streets. However, recent developments in Maitland have mostly featured single-family homes, lacking this diversity.

Housing diversity is a crucial factor - it enables neighbourhoods to provide for changing demographics, it helps address housing affordability issues and it provides for different lifestyle choices for different life stages including young families, single people and retirees. Having a wide range of dwellings makes it easier to meet the diverse housing needs of homeowners, renters, investors, families, one or two person households and first home buyers. Diverse housing in local neighbourhoods helps build diverse and socially interesting places and caters to households on a range of income levels.

Here are five key considerations for selecting appropriate housing types for different areas:

Choice

Ensure a variety of housing types and configurations are available at different price points including large lots, small lots, apartments of various sizes, courtyard housing, and homes with gardens to ensure there is a adequate choice for residents at varying stages of life.

Amenity

Amenities should be both internal and external. In areas with access to public amenities like parks, recreational facilities, and shops, private amenity spaces can be smaller. However, each dwelling should still have high-quality amenities, including access to sunlight and well-designed living areas both inside and outside.

Location

The location for each housing typology can vary depending on a number of factors: the width of the site; its location in relation to centres; its local character; the street type and function; and transport options.

Higher-density housing should be located near centres, with easy access to public transport and other services. In greenfield developments, creating new centres can enhance walkability and provide community anchors.

Lot size and character

Retrofitting existing subdivisions can be challenging. Consider the impact of lot orientation, street frontage, and shape. Different housing types suit different lot sizes: for example, dual occupancies are best on long, narrow lots, while apartments work better on wider lots or corner lots. Consideration should be given to retain existing vegetation to preserve the tree canopy and reinforce the area's local character.

Housing mix

A mix of housing types should be distributed throughout an area to meet the different housing needs. It is important that diverse housing forms are not clustered in only one location in a neighbourhood, but that they are dispersed in a variety of locations.

The Residential Density Matrix demonstrates how these factors can be considered to determine the best location for each residential typology.







3.2 residential density matrix

LOW - RISE HOUSING

TYPE	DETACHED HOUSES	SEMI-DETACHED HOUSES - DUAL OCCUPANCIES	TERRACES	TOWNHOUSE / VILLA
DENSITY				
GROSS DENSITY	**<5 - 15**	**10 - 25**	**20 - 30**	**20 - 30**
TYPICAL NET DENSITY	10 - 20	15 - 35	20 - 40	25-35
DISTANCE FROM CENTRE OR TRAIN STATION	> 800m from town centre	400-800m from neighbourhood centre 800-1500m from town centre	400m - 1200m from centre. Near openspaces, schools and other amenities	400 - 1200m from centre.
TYPICAL LOT SIZE	450m²+	300m²+ (Parent lot - 450m²+)	200m²+ (Parent lot - 500-600m²+)	> 20m width (area irrelevant)
FSR	0.5:1	0.65:1	0.7:1	0.5:1 (0.6: 1 with basements)
CHARACTER				
CHARACTER	Single dwelling on lot	Two dwellings on one lot	Multi-dwelling housing where all dwellings face and generally follow the alignment of the street	Multi-dwelling housing with shared driveway and separate entrances.
TYPICAL HEIGHT	1 - 2 storey 8.5 m	1 - 2 storey 8.5 - 9.5 m	1 - 2+ Storey 9.5m	1 - 2 storey 9.5m
LANDSCAPED CHARACTER	• Front gardens presented to the street • Rear garden • Street tree planting	• Front gardens presented to the street • Rear garden • Street tree planting	• Small front garden presented to street • Rear garden or courtyard	• Dwellings in a landscape setting • Ground floor private gardens with landscaped common areas.
LANDSCAPED AREA	30%	25%	15-20%	25%
STREET FRONTAGE	Front street or battle axe for deep blocks	House fronts street 15m min lot width	House fronts street. 18m min lot width	House fronts street and new lanes. 20m min lot width
SETBACKS	Front: 4.5 - 5.5+m Side: 0.9+m Rear: 4 - 8+m	Front: 4.5 - 5.5+m Side: 0.9+m / 0m Rear: 4 - 8+m	Front: 3.5m Side: 0 m Rear: 4 +m	Front: 5.5m Side : 0.9 - 3m Rear: 3m
PARKING	Front	Front	Front or Rear	Within the development
PUBLIC DOMAIN	Landscaped edge / garden style	Landscaped edge / garden style	Fences to street boundary	Landscape edge / gardens style

This matrix is not based on the current Maitland LEP and DCP. It suggests preferred development proposals that may require changes to achieve desired density outcomes.

MID - HIGH RISE HOUSING

TYPE	MANOR HOUSE / APARTMENTS (3-4 DWELLINGS)	LOW RISE APARTMENT BUILDINGS	MID - RISE APARTMENT BUILDINGS	HIGH- RISE APARTMENT BUILDINGS
DENSITY				
GROSS DENSITY	**30 - 40**	**25 - 45**	**40 - 70**	**70+**
TYPICAL NET DENSITY	40 - 50	45 - 55	50 -90	80-150+
DISTANCE FROM CENTRE OR TRAIN STATION	400 - 800m from town centre.	200-600m town centre.	Within 400m of centre	Centre core
TYPICAL LOT SIZE	600m²+ min 15m width	20m width to accommodate services and car parking	min 20m wide	min 25m wide
FSR	0.7:1	0.9 - 1.2:1	1.5 - 2.6:1	2.7:1 (0.3:1 for each floor)
CHARACTER				
CHARACTER	Small low rise apartment buildings - set in a garden setting - setback on all sides. Looks like a big house.	Low rise apartment buildings - define the street edge. Garden / courtyards at the rear and/or centre of block	Mid rise apartments with top floors above the tree canopy. Buildings define the street - courtyard communal gardens.	Towers punctuate the landscape - create identity markers in centres between mid rise street aligned buildings.
TYPICAL HEIGHT	2 - 3 storey 9.5m	3-4 storey 15m	5-8 storey 17-27m	9+ storey 27+m
LANDSCAPED CHARACTER	• Set in landscape setting to match the character of the area	• Landscape areas to rear for tree planting	• Landscape at rear • Enhanced street tree planting.	• Landscape in common courtyards / podium / roof garden • Street tree planting
LANDSCAPED AREA	20%	20%	10% deep soil 25% landscape	7% deep soil 20% landscape
STREET FRONTAGE	Building fronts street. Allow space for tree planting	Building fronts street with ground floor apartments address street	Building fronts street with ground floor apartments address street	Building fronts street with ground floor apartments address street
SETBACKS	Front: 5.5m Side: 1.5m Rear: 6+m	Front: 2.5 - 5.5m Side: 0-1.5m Rear: 9+m	Front: 2.5 - 5.5m Side: 0m Rear: 9+m	Front: 2.5m Side: 0m Rear: 9+m
PARKING	Front or Rear	Rear or basement	Rear or basement	Rear or basement
PUBLIC DOMAIN	Enhanced landscape to street	Tree planting in public domain	Buildings align with street	Buildings align with street

DIVERSE HOUSING

TYPE	LIFESTYLE VILLAGES / MANUFACTURED HOME ESTATES (MHE)	CO - LIVING	SHOP-TOP
	DENSITY		
GROSS DENSITY	**Varies**	**Varies**	**Varies**
TYPICAL NET DENSITY	Varies	Varies	Varies
DISTANCE FROM CENTRE (TRAIN STATION)	• Located within the existing urban areas or greenfield release areas close to centers, public transport, community facilities and other amenities.	• Located close to existing public transport and institutions. Provides housing opportunities for students and workers in hospitals or educational establishment.	• Located and planned within existing urban areas or greenfield release areas to encourage more efficient use of land with greater accessibility to public transport, and other amenities.
TYPICAL LOT SIZE	Greenfield 1ha/ Infill - Varies	>600m²	Varies
FSR	Refer to Note 1 below	0.3:1 for each floor	0.3m for each floor + 0.5:1
	CHARACTER		
CHARACTER	Buildings in a landscape/resort setting	Similar to a small apartment building	Enhance vibrancy of the main street character
TYPICAL HEIGHT	4m -15m	Based on surroundings	2 + storey 9+m
LANDSCAPED CHARACTER	Dwellings and buildings located in a garden setting.	Dependant on context.	Landscape in public domain
LANDSCAPED AREA	Refer to Note 1 below	Dependant on context	N/A
SETBACKS	Internal streets	Dependant on context	Front: 0m Side: 0m Rear: Varies
PARKING	Refer to Note 1 below	Rear or Basement	Rear or Basement
PUBLIC DOMAIN	Extensive public domain	Dependent on context	Improvements to the public domain and footpaths

Note 1: MHEs require to meet the statutory requirements under the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2021 or update.

Note 2: The Maitland Local Housing Strategy 2041 (or its updates) provides a planning framework to guide housing development across Maitland, identifying potential areas for future growth.

Housing diversity

Housing diversity refers to a range of housing types, sizes and tenures available in an area to meet the needs of residents at different stages of their life. It will assist in achieving greater housing choice to meet the social and financial needs of our existing and future residents. In this context, increasing housing diversity will be a key element of addressing housing needs into the future and it needs to be encouraged in both established urban areas and greenfield release areas within the city.

Lifestyle Villages/ Manufactured Home Estates (MHEs)

A Lifestyle Villages/ MHEs often provides singular dwellings amongst a landscaped setting with internal shared pedestrianised roads. These villages provide a variety of shared outdoor and community spaces to facilitate a sense of community within the development.

Right location is a crucial factor for lifestyle villages/ MHEs, because it influences how easily residents can travel within and outside the area, it creates a balanced, functional and socially connected environment where residents have easy access to amenities and services strategically enhancing their quality of life.

- Permit lifestyle villages/manufactured home estates in appropriate zones (subject to NSW planning reforms) and introduce specific controls for site planning and design.
- Ensure adequate access to services and facilities and to enable freedom of movement for residents without the need for a private vehicle.
- Ensure that appropriate measures are implemented to mitigate land use conflict and social impacts.
- Ensure that traffic, stormwater and waste management solutions are an integral part of the design and operation.

Shop top housing

Shop top housing is an opportunity to provide housing in close proximity to services and transport routes whilst helping the economic activity of a centre with additional residents, and enlivening street life with a ground floor active frontage and passive surveillance above.

- Best suited to main streets and centres that require active retail or commercial frontage.
- Reduced car parking enables cost effective development.
- Provide mix of tenure - affordable, co-living and mid size apartments throughout the centre
- Support rear lane access.
- Encourage zero setbacks to side boundary walls to maintain a consistent street frontage.



4. Planning for density

Residential density outcomes are not solely a product of zoning and development controls - but are the result of many complex interactions between built form, natural environments, transport options and networks of roads, open spaces and other services. A holistic approach that balances these factors can lead to vibrant, liveable and sustainable urban environments that accommodate a growing and changing population while maintaining a high quality of life.

This Guide focuses on five key areas that collectively influence density outcomes in an area and establishes clear expectations for future infill and greenfield development:

- Urban Structure
- Movement and Connection
- Natural Systems
- Public Space
- Built Form

The Guide translates regional and local strategic directions relate to residential density into practical planning tool - offering developers, planners and designers a clear and transparent benchmark to inform future planning and development.

*Note: For more information on potential development opportunities, including infill areas near town centres and train stations, refer to the Maitland Local Housing Strategy 2041.

4.1 Urban structure

Urban structure is the arrangement of streets, paths, blocks and lots, public open spaces, activity centres, neighbourhoods, blue-green grid and the interrelationship between all of these elements. The urban structure contributes to an area's function and feel, and creates a sense of place.



Guiding principles

- Compact and diverse neighbourhoods are connected to good amenities and integrated with their surroundings.
- Appropriate densities are planned to support viability of local services and a range of transport option.
- Diverse housing options are provided in the right place and of the right type.
- Place-based risks are mitigated to enable resilient communities.

INFILL GUIDELINES

1. Prioritise infill development adjacent to existing activity centres and transport hubs to take advantage of planned and/or existing infrastructure and amenities.
2. Ensure infill development will not impede longer term opportunities for higher density development in strategic locations.
3. Lot amalgamation is encouraged to give a greater efficiency of scale and better design outcomes.
4. Locate higher densities at block ends – where there are increased street frontages and opposite open space.
5. Direct infill development toward areas with minimal hazard exposure, ensuring that flood-prone or environmentally sensitive areas remain protected from intensified development.

GREENFIELD GUIDELINES

1. Create a subdivision and road layout to enable a mix of low, mid and high-rise housing forms in appropriate locations.
2. Create a network of centres to ensure that each dwelling is within walking catchment of neighbourhood or local centre.
3. Create a grid-like urban structure with a range of block lengths from 100m to 240m.
4. Block patterns and fine-grain street networks define legible, permeable neighbourhoods.
5. Planned densities are supported by appropriately scaled and composed streets, blocks and open spaces.
6. Distribute density across the greenfield release area to reach a minimum average gross density of 30 dwellings/ha* to increase densities within walking catchment of centres.
7. Plan for higher densities (45+ dwellings/ha) within 400m walking catchments of activity centres and transport hubs.
8. A mix of lot types and sizes is provided to support a range of dwelling types.
9. Locate density away from vulnerable areas such as flood prone land.

*Note: The minimum gross density of 30 dwellings/ha is based on the current Hunter Regional Plan 2041. In the event of any inconsistency between this Guide and a future regional plan, that the regional plan prevails.

4.2 Movement and connection

The movement network is the interconnected system of streets, roads and paths that connects our neighbourhoods to activity centres, workplaces, schools, parks and other services. A well-functioning movement network optimises walking and cycling access to these destinations.

Guiding principles

- An integrated transport network supports optimal connections and greater choice to be less reliant on car.
- Walking and cycling are prioritised, and safe and comfortable for people of all aged and abilities.
- Parking is minimised, adaptable and integrated.
- Walking is the natural first choice for local trips.



INFILL GUIDELINES

1. Ensure the road network is maintained and/ or upgraded in conjunction with any change in residential density.
2. Ensure the existing residential streets are upgraded to encourage walking and cycling.
3. Improve the connectivity of the existing street network to increase the attractiveness of non-car related transport.
4. Blocks with an appropriate length can benefit from laneways to avoid garage dominance in front streetscape and service access denied lots.
5. Car parking provision should be minimised and integrated across a precinct with more flexible requirements.
6. Laneways where provided are to be both functional and beautiful spaces - consider waste collection, traffic and pedestrian amenity.

GREENFIELD GUIDELINES

1. Create an interconnected street layout with regular block sizes and provides a choice of routes, allowing people to move easily and efficiently.
2. Provide an interconnected network for walking, cycling, public and private transport options.
3. Provide a finer grain network of pedestrian and cycle networks that link to other precincts and activity hubs like schools, shopping centres, recreation and sports facilities within the neighbourhood.
4. Locate new employment land on or adjacent to main roads
5. Orientate and integrate the street grid towards the blue-green grid, where possible.
6. Identify priority public transport corridors and infrastructure to ensure service reliability and operational efficiency.
7. Provide streets that are suitable in width for the proposed density and increased active transport and vehicle activity.
8. Provide walkable blocks and permeable street patters to accommodate greater amenity and support density over time.
9. Key land uses are co-located along the priority active and public transport corridors including high frequency bus routes.
10. Integrate key social infrastructure (e.g. schools) in locations with safe pedestrian, cyclist, vehicle access and access to open space, supported by efficient and reliable public transport connections.

4.3 Natural systems

The blue-green grid creates an interconnected network of ecological assets, waterways, wetlands and open spaces that supports biodiversity, recreation and waterway health. Natural systems connect our centres and neighbourhoods, and links them beyond our city boundaries into the rural landscape.

Guiding principles

- Blue-green grid is planned to maximise benefits for urban water management and urban greening.
- Key views, vistas and landscape features are optimised.
- Tree canopy supports sustainable, liveable and cool neighbourhoods.
- Water is retained in the landscape and water quality is improved.



INFILL GUIDELINES

1. Plant trees in the public domain to offset potential tree loss in the private domain.
2. Ensure additional street trees and landscaping are provided to improve local character of the area.
3. Retain and celebrate existing mature trees and landscape features.
4. Urban tree canopy is enhanced and supported in accordance with the following targets:

Tree canopy targets

Dwelling types	Canopy target	Street tree target
Dwellings	30-40%	20-30%
Terraces and townhosues	10-20%	40-50%
Apartments	15-25%	40-50%
Urban centres	0-5%	20-30%

Note: Maitland Environmental Sustainability Strategy 2030 seeks a target of 30% tree canopy in residential areas. Lower canopies in the private domain at higher densities is offset with increased tree canopy in the public domain.

GREENFIELD GUIDELINES

1. Apply water sensitive urban design to deliver better urban water management outcomes.
2. Water is retained and water quality is improved in new neighbourhoods with a preference for natural methods of stormwater control.
3. Promote environmentally sustainable outcomes through site layout, lot orientation, streets, public realm, tree planning and integrated water management.
4. Biodiversity corridors and high environmental value areas are protected, retained and enhanced; consider inclusion of suitable passive and active recreational activities.
5. Existing natural systems are retained and additional systems planned for to allow for successful mitigation of the Urban Heat Island effect.
6. Maximise opportunities for tree planting along new and existing streets to facilitate continuous canopy cover.

4.4 Public space

Public spaces are essential for the community wellbeing and provide opportunity for relaxation, recreation and socialising. They contribute to local character and sense of place by accommodating public use or recreation function such as parks and streets.



Guiding principles

- Public open spaces are high-quality, varied and adaptable.
- Streets are safe, active and attractive spaces for people.
- Public spaces are co-located and connected to blue-green grid.
- Higher densities are supported in strategically located public spaces near centres and transport hubs.

INFILL GUIDELINES

1. Identify opportunities for new public space and/or improvements to existing public space.
2. Enhance the quality of the public space, where changes are required to existing streets to manage increased densities.
3. Preserve and enhance the existing public land to maximise community benefits – including upgrades to facilities in existing parks.

GREENFIELD GUIDELINES

1. Provide a variety of public open spaces for active and passive recreation purposes.
2. Provide space within the public domain for large canopy tree planting to shade the street pavement.
3. Allocate focal points for multi-purpose and co-located community facilities such as community centres, sports and recreation facilities, libraries and meeting spaces.
4. New neighbourhood centres to provide attractive, walkable streets centred around a civic space.
5. Provide a network of high quality public open space that connects activity centres, public transport hubs and residential neighbourhoods.
6. Provide public open space that is free of environmental hazards for community use.
7. Co-locate public spaces with complementary uses such as schools or shops, where appropriate.
8. Provide access to a mix of smaller local parks and larger interconnected regional parks as follows or as required by Council's Community Infrastructure Strategy.

Park	Catchment
Local (0.5-2.5ha)	Within 400 m radius / 5 min walk
District (2-5ha)	Within 3km radius / 20 min walk
City-wide (>5ha)	Service across the LGA
Regional (>10ha)	Key destination, attract visitors from outside the LGA

4.5 Built form

Built form refers to the human-made environment and comprises all aspects of our surroundings including buildings, roads, parks, infrastructure and utilities. It is the space in which people live, work, study, recreate and visit on a daily basis.



Guiding principles

- Scale and massing of built form responds to the existing or desired local character.
- Heritage and culturally significance places are protected, conserved and enhanced.
- Sustainable and innovative design responses are addressed the challenges of changing climate and its adverse impacts.

INFILL GUIDELINES

1. Provide positive transitions and interfaces to local character, heritage items or conservation areas.
2. Locate apartments and higher density adjacent to existing open space or within 400m of an existing centre and transport hub.
3. Encourage small and irregular shaped lots to amalgamate with adjacent lots to ensure efficient development.
4. Locate new built form to retain and enhance the existing tree canopy to provide a quality public domain.
5. Locate and orientate buildings to engage with and provide passive surveillance over the public domain.
6. Development in existing centres to enhance the diversity of uses - as a places for retail, employment and housing.
7. Design needs to consider and minimise visual impact of car parking.
8. Recognise and respond to the established local character and setting of an area. Incorporate existing local character and built features into the design, e.g. heritage.

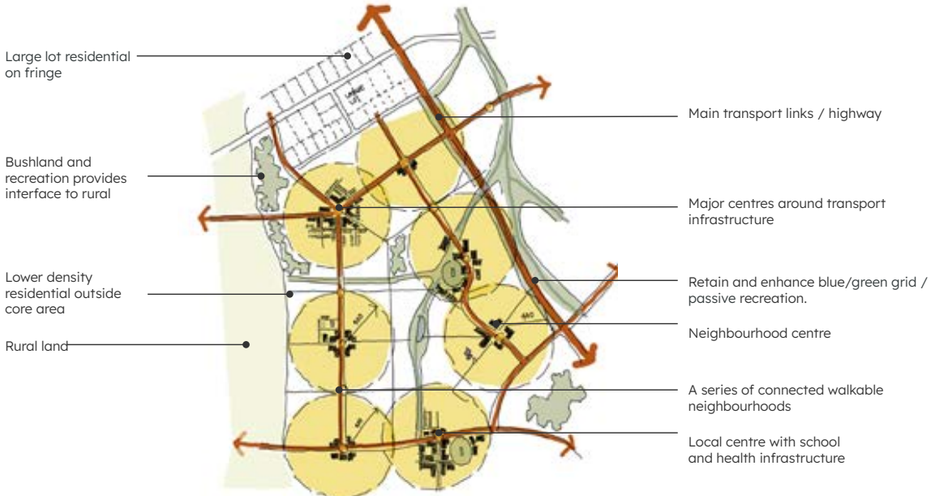
GREENFIELD GUIDELINES

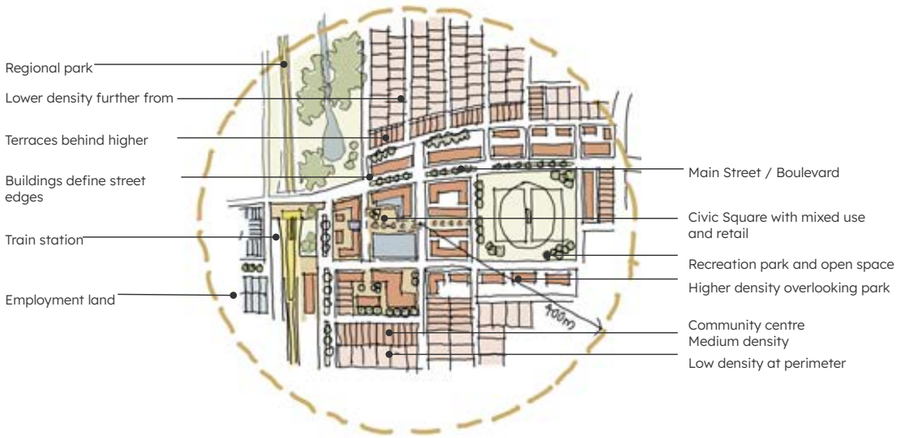
1. Locate higher-density housing, such as apartments, closer to centres and transport hubs.
2. Within low-density neighbourhoods integrate low to mid-rise apartments at key locations (such as corners or adjacent open spaces).
3. Provide for a variety of heights and scales that integrates topography and urban structure.
4. Future higher density areas are identified and secured to develop later stages when the market matures and infrastructure is delivered.
5. Design lots to accommodate the appropriate building type to reinforce the intended density and character.
6. Design lots to facilitate safe and efficient vehicle and pedestrian access without street frontages being dominated by garages and parked cars.
7. Use built form to respond to local conditions – such as views, scenic and rural landscapes.
8. Ensure heritage buildings, cultural landscapes or places are identified and preserved.
9. Incorporate passive design techniques to reduce energy usage, greenhouse gas emissions, minimise waste and support walking, cycling and public transport.

4.6 Creating new places - greenfield

Getting the structure right:

The creation of a new place commences with a relatively blank canvas, setting up the life of future communities that will extend over hundreds of years. The initial urban structure in a greenfield release area presents an enormous opportunity to get the fundamentals right and create a structure that links with its history, surroundings and amenities.

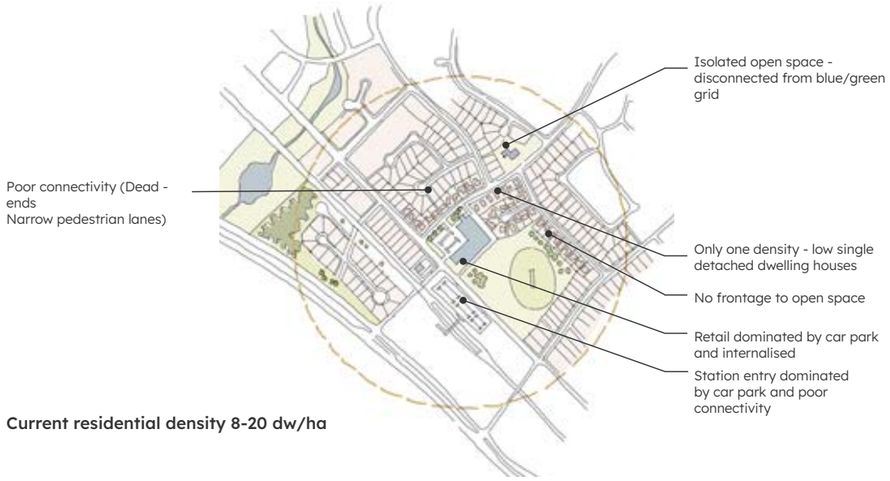




4.7 Re-inventing existing places - infill

Transform the existing urban fabric:

Transitioning to more infill development has many advantages and it needs to be guided in different neighbourhood contexts. Infill developments support compact urban form, more destinations within walking and cycling distance of homes, revitalising town centres, improving housing diversity by providing for greater housing choice, making service provisions more efficient and feasible.



Current residential density 8-20 dw/ha



Proposed net residential density 40-60 dw/ha



Current residential density 12-15 dw/ha



Proposed net residential density 30-60 dw/ha



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5. Appendix

Case studies

This section looks at a selection of recently completed residential developments at different densities relevant to the Maitland context. These include examples of successful developments at different scales and different configurations from dual occupancies, terraces, shop top housing and precinct development for new communities.

Each case study examines its location, context, character, built form, housing typology, density and other design responses to the site constraints and how they are related to Maitland context.



Case study summary

SMALL SCALE DEVELOPMENT **250 – 800 M²**		
	Dual occupancy	1. Woodland Street, Balgowlah NSW
	Shop-top apartment	2. Wickham Street, Newcastle NSW
	Manor house	3. Gen Y Multi, White Gum Valley WA
	Terraces	4. Bailey Street, Newcastle NSW
	Terraces	5. The Flynn Terrace, Port Macquarie NSW
MEDIUM SCALE DEVELOPMENT **800 – 1750 M²**		
	Townhouses	6. Maggie Street, Mayfield East NSW
	Seniors living/ Co-living	7. The Living Quarters, Marsfield, NSW
	Townhouses	8. Darcy on Banks, Maitland NSW
	Shop-top apartment	9. Twenty Hall, Bondi NSW
LARGE SCALE DEVELOPMENT **1750 – 1 HA**		
	Residential flat building	10. The Foundry, Newcastle NSW
	Shop-top apartment	11. Balfe Park Lane Apartments, Brunswick East VIC
	Townhouses	12. The Terrace Green, White Gum Valley WA
	Hybrid	13. Hamilton's Corner, Lindfield NSW
PRECINCT SCALE DEVELOPMENT **1 HA+**		
	Precint Medium	14. The Fettlers, Whitebridge NSW
	Precint Large	15. Edmondson Park, South West Sydney NSW











5.1 Small scale development



DUAL OCCUPANCY

WOODLAND DUAL OCCUPANCY

Traditional Owners: Gadigal People

Location: Balgowlah, NSW

Architect: Smith & Tzannes

Developer: Styleness Properties

Photo: Styleness Properties

DENSITY DATA	
Site Density	31 dw/ha
Site Area	629 m²
Number of Dwellings	2 x 3 Bed
Council	Northern Beaches
Project Year	2022



How does the development fit in its context?

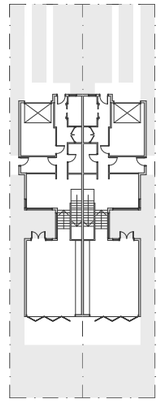
Woodland Street Dual Occupancies fit cohesively into the neighbourhood's streetscape with gable-style roofs, consistent setbacks, and driveways aligned to the streetscape. This design maintains the existing character and density of the surrounding area. The three-bedroom residences both have ample garden space. The development's location ensures a short walk to the local shopping district and access to public transport integrating increased density to the existing neighbourhood.

How does the development provide good amenity?

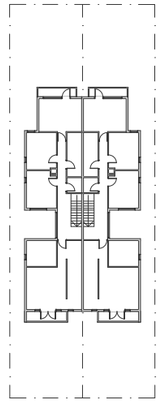
The Dual Occupancies are well-designed, offering spacious three-bedroom homes with terraces and large private gardens. The inclusion of car parking for both residences aligns with the neighbourhood's character. Situated in proximity to public amenities, shops, schools, local parks, and bushland, these residences provide easy access to essential services. Additionally, the convenience of nearby public transport facilitates commuting to the CBD and surrounding areas. With a focus on good internal amenity, these dual occupancies prioritize practical living while seamlessly integrating with the surrounding community.

How does the development relate to Maitland?

Woodland Street Dual Occupancies serve as a model for single-lot development in Maitland, effectively doubling the density of the site. The design responses to the character of the area, showcasing an approach that can be well-utilised in established urban areas with low-rise developments. It allows integration of increased density while maintaining the local character in residential areas.



GROUND FLOOR



LEVEL 1

1:500

Small scale development



SHOP-TOP APARTMENT

WICKHAM PARK APARTMENTS

Traditional Owners: Awabakal People

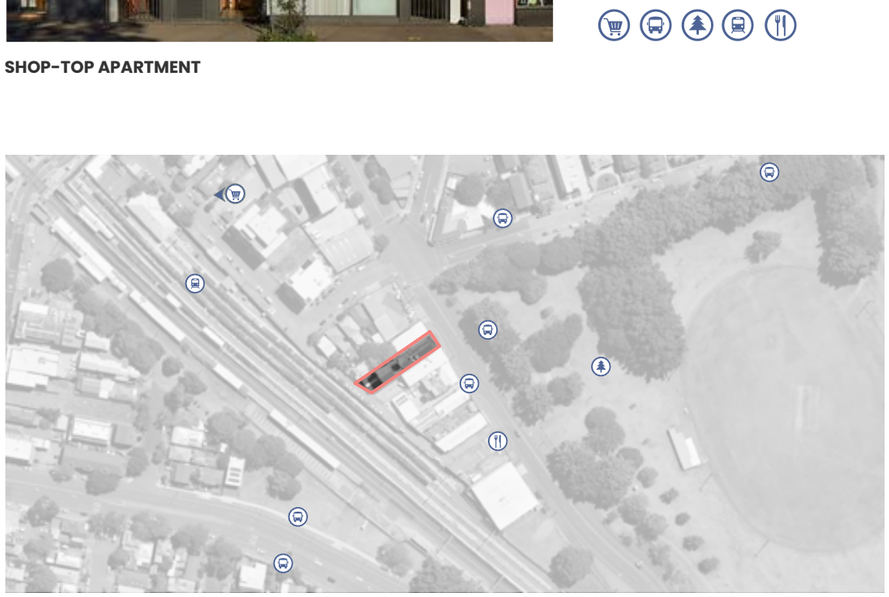
Location: Newcastle, NSW

Architect: Shac Architects

Developer: Foteff Property Group

Photo: Shac Architects

DENSITY DATA	
Site Density	120 dw/ha
Site Area	500 m²
Number of Dwellings	6 x 3 Bed
Council	Newcastle
Project Year	2020



How does the development fit in its context?

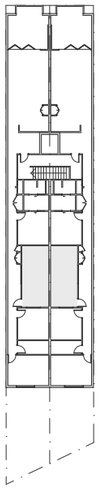
Wickham Street Apartments are visually interesting, adding to the neighbourhood's appeal. Built to the boundary, they facilitate the development of surrounding buildings while maintaining a consistent scale with the neighbourhood. The rear lane provides off-street parking, eliminating driveways from the front-facing aspect and improving the existing public space, contributing to street activation.

How does the development provide good amenity?

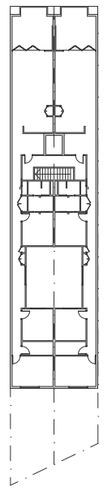
The Apartments offer convenient living with proximity to public transport, including Hamilton Station just a 5-minute walk away. The apartments feature thoughtful design elements, including cross-through layouts for improved ventilation, access to courtyards and north-facing terraces, as well as secure parking. The visually interesting building, constructed to the boundary, not only maximizes space but also allows for potential development of neighbouring sites. With commercial spaces underneath, the apartments overlook Hawkins Oval, offering a pleasant view and emphasizing good access to natural light. An internal lift ensures accessibility, making these spacious three-bedroom apartments a practical and well-connected residential option.

How does the development relate to Maitland?

This development is a good example of a single-site shop-top development. The strategic placement of increased density, complemented by the proximity of parklands and a local shopping district, ensures convenient access to local amenities. Additionally, the use of a rear access lane for car parking not only facilitates practical access but also holds the potential to enhance street activation in the surrounding neighbourhood. Given the diverse streets and laneways in Maitland, such an approach could be tailored to suit various sites within Maitland.



LEVEL 1



LEVEL 2 +

1:500

Small scale development



MANOR HOUSE

GEN Y MULTI

Traditional Owners: Whadjuk People

Location: White Gum Valley, WA

Architect: Cast Studio

Developer: LandCorp

Photo: Robert Firth

DENSITY DATA	
Site Density	120 dw/ha
Site Area	250 m²
Number of Dwellings	3 x 1 Bed
Council	Freemantle
Project Year	2013



How does the development fit in its context?

Gen Y Multi seamlessly integrates with its surroundings through landscaping that fits the existing context. The modern building form is softened by the brick landscaping walls. The building maintains sufficient setback in line with the existing streetscape. The corner site features one driveway per street frontage, ensuring practical access. Despite its single-dwelling appearance, Gen Y Multi cleverly consists of three units.

How does the development provide good amenity?

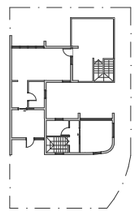
This development offers a compact and sustainable housing solution, providing three well-designed 1-bedroom dwellings within a small site. The sustainable building incorporates solar power, PV cells, battery storage, and a 10,000L rainwater tank, achieving a 'gold medal' level of life cycle analysis by E-tool. Each apartment, ranging from 47 m² to 50 m², features generous private open space, good internal layouts, and natural northern light and cross ventilation. The shared central courtyard fosters a sense of community among residents, encouraging social and ecological interaction. This innovative approach to housing combines functionality, sustainability, and communal living within a small footprint.

How does the development relate to Maitland?

This manor house typology allows for three well-designed dwellings on a small corner lot. Cleverly constructed to appear as a single home addressing both street frontages, the development provides an example for increased density within Maitland's low-rise areas or on sites with area constraints.



GROUND FLOOR



LEVEL 1

1:500

Small scale development



TERRACE HOUSES

BAILEY STREET TERRACE

Traditional Owners: Awabakal People

Location: Newcastle, NSW

Architect: Smith & Tzannes

Builder: SNL Building

Photo: SNL Building

DENSITY DATA	
Site Density	66 dw/ha
Site Area	454 m²
Number of Dwellings	3 x 3 Bed
Council	Newcastle
Project Year	2018

How does the development fit in its context?

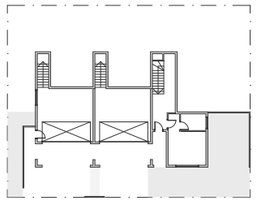
Bailey Street Terraces maintain a consistent setback with the street, adopting a traditional building form that complements the surroundings. Addressing both frontages, these terraces feature front and backyard areas, contributing to the neighbourhood's visual appeal.

How does the development provide good amenity?

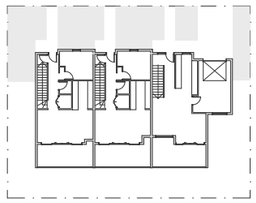
The Terraces development location allows close proximity to schools, a local shopping area, and cafes, providing residents with convenient access to amenities. With Adamstown train station just a 10-minute walk away, the development ensures easy commuting options. Each dwelling features well-designed internal amenities, with internal storage and ample access to natural light. Each dwelling has private garden space and individual open areas. The development features a visually interesting form with variations between the three dwellings allowing good integration into the existing neighbourhood.

How does the development relate to Maitland?

Bailey Street Terraces demonstrate increased density on a small site area and offering decreased dwelling size while maintaining good internal amenities and providing ample private open space. Positioned in a well-connected neighbourhood near schools and local shopping in Adamstown, Newcastle - the development reflects the market desirability within the Hunter Region.



LOWER GROUND



GROUND FLOOR



LEVEL 1

1:500



Small scale development



TERRACE HOUSES

THE FLYNN TERRACES

Traditional Owners: Birpai People

Location: Port Macquarie, NSW

Architect: Chris Jenkins Design

Builder: Robert Newman

Photo: In Situ Studio

DENSITY DATA	
Site Density	58 dw/ha
Site Area	509 m²
Number of Dwellings	3 x 3 Bed
Council	Port Macquarie
Project Year	2023



How does the development fit in its context?

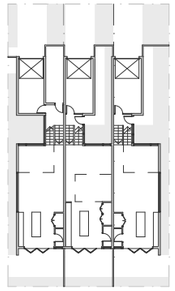
The Flynn Terrace development is in line with the street's setback, mirroring the height and style of neighbouring structures. With a contemporary design, they take cues from nearby buildings for form and scale. Situated on a street with a range of medium development typologies, The Flynn Terraces blend in while contributing to the neighbourhood's varied architectural landscape.

How does the development provide good amenity?

The Terraces feature a practical layout with open-plan living on the lower floor and bedrooms on the upper level. Each dwelling is designed with a focus on natural lighting, with the provision of internal courtyards and voids within the development. The development provides ample private open space within the site with public open space at both Macquarie Reserve and Flynn's Beach at walking distance.

How does the development relate to Maitland?

The Flynn Terraces exemplify efficient use of land, transforming a narrow single lot into three terrace houses. The front parking is mitigated by minimising the building width and introducing landscaping between driveways, a practical solution suitable for areas in Maitland lacking rear lanes for parking.



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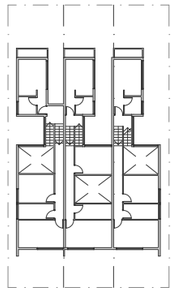


LEVEL 1

1:500

5.2 Medium scale development



MULTI-DWELLING TOWNHOUSES

MAGGIE STREET

Traditional Owners: Awabakal People

Location: Mayfield East, NSW

Architect: Curious Practice

Builder: Built by Eli

Photo: Alex McIntyre

DENSITY DATA	
Site Density	42 dw/ha
Site Area	950 m²
Number of Dwellings	3 x 3 Bed
Council	Newcastle
Project Year	2023



How does the development fit in its context?

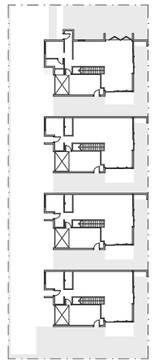
Maggie Street Development respectfully fits into the surrounding suburbs, maintaining the area's heritage and character. It efficiently utilizes one large lot to achieve a fourfold increase in density, replacing a single home. The location of the development supports this increased density through good amenity. Maggie Street adds biodiversity through native planting and permeable surfaces.

How does the development provide good amenity?

The development comprises of four generous two-story houses, each thoughtfully designed to accommodate various occupant needs, including space for a growing family, home office, or guests. Each dwelling maintains a cohesive appearance as four single buildings, featuring ample private open space and designated planting areas. Internally, the well-designed layout includes a lower level with an open dining and lounge area, while the upper level encompasses three bedrooms, a living area, and a study. Additionally, each dwelling provides space for two cars. The replacement of lawns with planting enhances biodiversity and contributes to a more environmentally conscious design

How does the development relate to Maitland?

Maggie Street Townhouses serve as an example for well-designed and viable townhouse developments within the larger, long sites prevalent in Maitland. Featuring smaller, strategically located dwellings with both excellent internal and external amenities, the development reflects the market demand in the Hunter Region.



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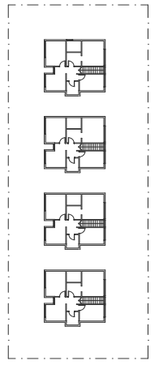


LEVEL 1

1:800

Medium scale development



SENIORS LIVING / CO-LIVING

LIVING QUARTERS

Traditional Owners: Wallumedega People

Location: Marsfield, NSW

Architect: HA Architecture

Builder: Tower Projects

Photo: Clinton Weaver

DENSITY DATA	
Site Density	12 dw/ha
Resident Density	47 dw/ha
Site Area	1700 m²
Number of Dwellings	2 x 4 Bed
Council	Ryde
Project Year	2022



How does the development fit in its context?

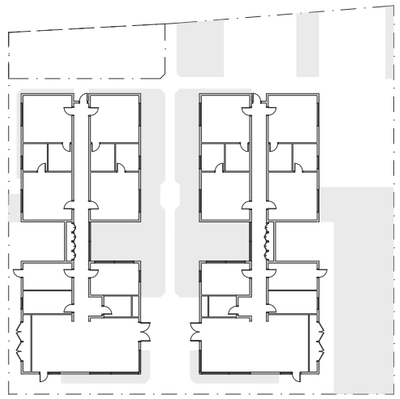
The Living Quarters, located in a retirement village, offers residents easy access to care services and is conveniently close to the local bus routes. With a deliberate setback from the street line, the development maintains a consistent character with the neighbourhood. The Living Quarters development prioritizes practicality, accessibility, and environmental considerations within its surroundings.

How does the development provide good amenity?

The development adopts a well-designed floor plan that provides each resident with access to a private room, ensuite, and shared living spaces—aiming for a personalized 'quarter' for every occupant. This approach fosters a strong sense of community within and between the two buildings. The development prioritizes natural lighting throughout, creating a pleasant living environment. Sustainability is an important factor of the development, with features such as rooftop solar, rainwater tanks, and double-glazed, openable windows. Parking at the front of the development allows for increased greenery on the site, steering away from an abundance of driveways often seen in townhouse style developments and embracing a concept reminiscent of on-street parking, rather than individual garages for each dwelling.

How does the development relate to Maitland?

Living Quarters presents an intriguing typology with potential applications beyond seniors' living, offering possibilities for co-living purposes, particularly appealing for scenarios like housing students near a university or those affiliated with Maitland hospital. The development promotes a strong sense of community through shared central gardens and common spaces, fostering connection among residents. Its scale allows it to fit comfortably into a medium-sized lot within an existing neighbourhood and well-designed floor plan cleverly balances public and private spaces.



GROUND FLOOR

1:500

Medium scale development



TOWNHOUSE

THE DARCY ON BANKS

Traditional Owners: Wonnarua People

Location: Maitland, NSW

Architect: EJE Architects

Developer: East Maitland Bowling Club

Photo: Real Estate

DENSITY DATA	
Site Density	46 dw/ha
Site Area	1714 m^2
Number of Dwellings	6 x 3 Bed 2 x 2 Bed
Council	Maitland
Project Year	2019



How does the development fit in its context?

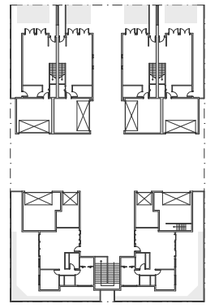
Darcy on Banks integrates well with the street, maintaining the character of the area by following the same roof form and setback as a neighbouring heritage building. The building's setback creates a front garden space and private open areas for the four dwellings at the front. With warm brick material on the lower level and a modern-style top floor, the development subtly contributes to the neighbourhood's aesthetic. It provides density without overpowering the area's scale and strategically relocates parking to a central area for a more sympathetic street frontage with just one driveway.

How does the development provide good amenity?

The development features modern living with open-plan layouts that combine kitchen, dining, and lounge spaces. Its strategic location ensures convenient access to public transport, providing connectivity for residents. Comprising eight spacious 2-3 bedroom apartments, the development prioritizes ample storage and private open spaces. Lower-level apartments feature access to private garden spaces, while upper-level units have oversized outdoor terrace spaces. Situated across from local public open space, including King Edward Park, and near East Maitland train station and local shopping areas, Darcy on Banks provides a well-connected highly dense development.

How does the development relate to Maitland?

The Darcy on Banks highlights a successful townhouse typology within Maitland. The design responds to the existing character of the area and reflects the market demand for increased density within established urban areas. The typology makes use of a large site area providing eight dwellings located in a well-connected neighbourhood providing excellent amenity to each home. Given the depth and width of many existing lots within Maitland, such an approach could be tailored to suit various sites.



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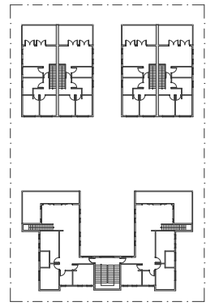


LEVEL 1

1:800

Medium scale development



SHOP-TOP APARTMENT

TWENTY HALL

Traditional Owners: Bidjigal, Birrabirragal and Gadigal People

Location: Bondi, NSW

Architect: Woods Baggot

Photo: Woods Baggot

DENSITY DATA	
Site Density	108 dw/ha
Site Area	918 m²
Number of Dwellings	10 x 1-3 Bed
Council	Waverly
Project Year	Unbuilt



How does the development fit in its context?

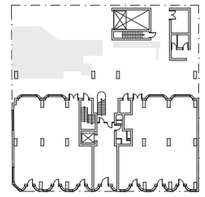
Woods Baggot's 222 Bondi Road development blends old and new seamlessly. Incorporating seven 1933 shopfronts, the design respects the area's history. An existing mature fig tree on site is retained and becomes the focal point of a courtyard, providing shade. The materiality of the new addition allows for a modern architectural style whilst mimicking the existing building's structure, creating a harmonious mix of old and new. Basement parking enhances street appeal and increases public space maximising the potential of the corner site.

How does the development provide good amenity?

The apartment development offers retail spaces on the ground floor, creating an open courtyard that extends the public space. Integrated landscaping enhances the surroundings and resident amenity. The design prioritizes natural ventilation, cross ventilation, solar aspects, and acoustics. It features a diverse range of one, two, and three-bedroom apartments with well-designed floor plans for ample storage and spacious living areas. Basement parking is available. Situated in the main Bondi shopping strip, the building provides easy access to public transport, cafes, grocery stores, and open spaces, supporting increased densification on site.

How does the development relate to Maitland?

Maitland has a strong existing heritage character within many of its local centres. Balancing the preservation of this heritage character whilst increasing density within these areas creates an opportunity for unique architectural typologies. 'Twenty Hall' is a successful example of this type of development. The design integrates seamlessly into the existing heritage building, respecting the original features by setting back from the existing street frontage and maintaining a reasonable scale. The shop-top apartment typology allows for an activated local centre whilst providing increased density to a heritage building, an approach that could be applied to many existing sites within Maitland.



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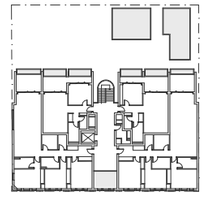

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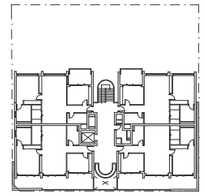

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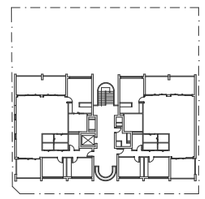


LEVEL 3

1:800

5.3 Large scale development



RESIDENTIAL FLAT BUILDING

THE FOUNDRY

Traditional Owners: Awabakal People

Location: Newcastle, NSW

Architect: Stewart Architecture

Developer: BLOC Constructions

Photo: Domain

DENSITY DATA	
Site Density	197 dw/ha
Site Area	4196 m²
Number of Dwellings	83 x 1-3 Bed
Council	Newcastle
Project Year	2020



How does the development fit in its context?

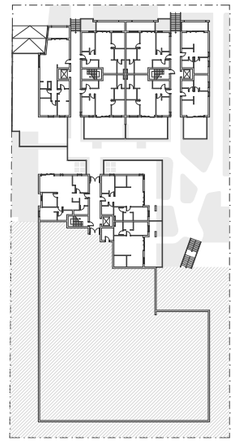
The Foundry Apartments make use of the natural slope of the site, appearing smaller and less imposing in the public space and local shopping district. New street trees on the residential side enhance the surroundings. The five stories feature changes in materiality and facades, along with planting on the front facade. A cross-through link between Brunker Road and Date Street improves walkability and permeability in the neighbourhood. Located for convenient access to local amenities, The Foundry Apartments also contribute to increased neighbourhood density, offering potential for additional business opportunities and improved public infrastructure.

How does the development provide good amenity?

The Apartments adopt a strategic design, splitting the development into three separate buildings to enhance permeability and incorporate central courtyards and planting spaces. Situated with convenient access to various amenities, residents enjoy proximity to local shopping, the beach, bushland, and Newcastle CBD. The exterior features long-lasting materiality, ensuring durability.

How does the development relate to Maitland?

The Foundry apartment building typology spans across six existing lots along the middle of an urban block allowing for dual street frontage. This typology serves as a model that could be applied to sites in Maitland to enable higher density whilst increasing permeability within the existing urban fabric. The development is well located near a local centre and the basement parking enables increased public open space and footpaths across the large site. The typology provides an example of a thoughtful solution to altering an existing urban block, especially applicable to future infill developments.



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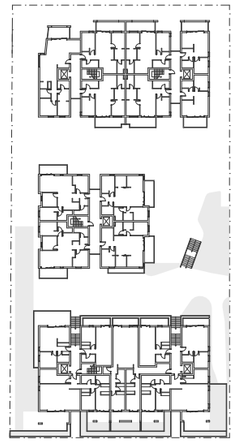


LEVEL 2

1:1000

Large scale development



SHOP-TOP APARTMENTS

BALFE PARK LANE

Traditional Owners: Wurundjeri Woi-Wurrung

Location: Brunswick East, VIC

Architect: Kerstin Thompson

Client: Antipodean Land Developments

Photo: Derek Swalwell, Leo Showell

DENSITY DATA	
Site Density	338 dw/ha
Site Area	2250 m²
Number of Dwellings	77 x 1-4 Bed
Council	Merri-Bek
Project Year	2021



How does the development fit in its context?

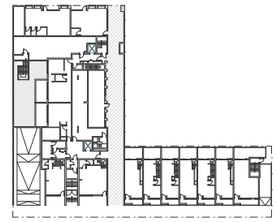
Balfe Park Lane Apartments contribute to the community with a cross-through pedestrian walkway connecting the mixed-use commercial zone to a local park, enhancing accessibility. The development features lower-level commercial tenancies that engage with the streetscape, promoting a vibrant environment. Built to the boundary, it allows for potential future development of neighbouring sites. Offering a variety of dwelling types and apartment sizes, the project prioritizes flexibility and diversity to accommodate different resident needs. Addressing both street and laneway frontage, the design ensures passive surveillance to the street and incorporates a diverse façade for visual interest.

How does the development provide good amenity?

The Apartments prioritise amenity, housing diversity, sustainability, and community for their occupants. Each dwelling features dual aspects, offering outlooks to either Balfe Park or the internal courtyard. The clever design of four long building forms enhances views, daylighting, and cross ventilation throughout the apartments. The development achieves high-level compliance with the Liveable Housing Australia Liveable Design Standards, ensuring a commitment to creating accessible, comfortable, and inclusive living spaces for residents.

How does the development relate to Maitland?

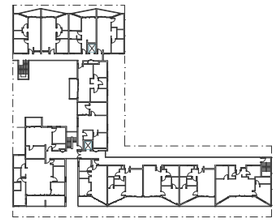
Balfe Park Lane provides an example of a shop-top apartment typology that connects both with the existing streetscape and parkland, providing excellent amenity to a higher density development. The development is successful due to its location, recognising existing amenities within the locality and transforming these parameters into a successful place-based building design. Similar approaches could be used within the Maitland context where higher density developments are located in areas with high existing amenity and access to public open space.



GROUND FLOOR



LEVEL 1



LEVEL 5

1:1000

Large scale development



MULTI-DWELLING TOWNHOUSES

TERRACE GREEN

Traditional Owners: Whadjuk people

Location: White Gum Valley, WA

Architect: MDC Architects

Builder: Bruce Construction Design

Photo: Robert Frith, Acorn

Landscape: Aspect Studios

DENSITY DATA	
Site Density	51 dw/ha
Site Area	5,490 m^2
Number of Dwellings	28 Terrace Houses
Council	Freemantle
Project Year	2023



How does the development fit in its context?

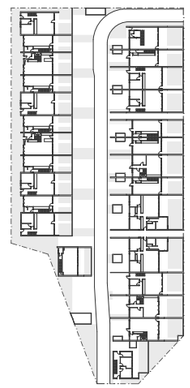
The Terrace Green development aligns its buildings in a stepped form along the street-facing façade. Landscaping is incorporated for both the dwellings and the street façade, integrating into the site and promoting biodiversity. The scale of the development fits well with the existing neighbourhood character. Garden spaces are brought forward with resident parking to the bank to improve the public realm.

How does the development provide good amenity?

The development stands out with its well-designed floor plans and durable building materials, ensuring longevity. Each terrace within the development provides residents with access to private open space and convenient off-street parking. Despite being compact, each dwelling is thoughtfully designed, with an average of 2/3 interior living space and 1/3 exterior garden space, balancing functionality and increased biodiversity.

How does the development relate to Maitland?

This development is a good example of a low scale development applied to a large site area, a typology that could be used successfully within both an infill and greenfield context. The development has a strong focus on affordable materiality, simple well-designed diverse dwellings and increased sustainability in the public domain through substantial landscaping. All factors which are valuable to the context of Maitland where there is a strong focus on increased housing diversity, affordability and sustainability.



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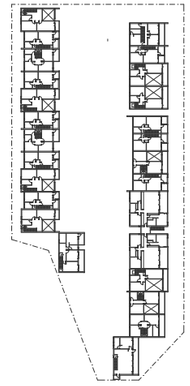


LEVEL 1

1:1500

Large scale development



HYBRID



HAMILTONS CORNER

Traditional Owners: Ku-ring-gai People

Location: Lindfield, NSW

Architect: Bates Smart

Builder: Grindley Construction

Photo: Brett Boardman

DENSITY DATA	
Site Density	58 dw/ha
Site Area	3960 m²
Number of Dwellings	23 x 1-2 Bed
Council	Ku-Ring-Gai
Project Year	2015

How does the development fit in its context?

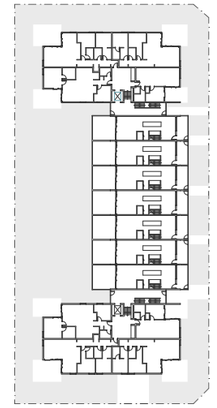
Hamilton's Corner hybrid development is characterised by a low scale yet high density, featuring 23 dwellings across two stories, including 7 terraces and 16 apartments. The setback from the street on all frontages allows for substantial planting in the public space, softening the development. Basement parking is efficiently provided through a single driveway, optimising space. The modern building form is softened by the materiality, with expansive timber roofs providing shading to the development and creating warmth.

How does the development provide good amenity?

The development prioritizes well-designed dwellings, each featuring a spacious floor plate and ample storage. Ensuring a quality living experience, every dwelling enjoys private open space. With a dual aspect design, terraces are cross-through, and each apartment functions as a corner unit, facilitating optimal daylighting and cross-ventilation. Residents benefit from close access to a university and local bushland, providing increased public space. Additionally, the convenience of a local bus line and shopping center in proximity allows the increase in density on the site.

How does the development relate to Maitland?

This development is an example of a hybrid typology suitable for block ends within existing or greenfield neighbourhoods, typically spanning 4 to 5 lots. This typology is advantageous to the Maitland context in its flexibility where the building form and dwelling count can be adjusted according to existing lot availability and building scale requirements. It could be utilised in various sites within Maitland where the apartment aspect of the typology is located facing a local centre and tapers off to the terrace typology as it moves towards a lower scale residential zone.



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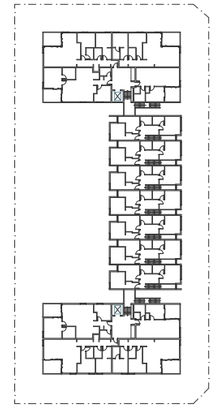


LEVEL 1

1:1000

5.4 Precinct scale development



PRECINCT MEDIUM

FETTLERS WHITEBRIDGE

Traditional Owners: Awabakal People

Location: Whitebridge, NSW

Architect: Smith & Tzannes

Builder: SNL Building

Photo: SNL Building

DENSITY DATA	
Site Density	38 dw/ha
Site Area	2.4 ha (9 lots)
Number of Dwellings	92 x 1-4 Beds
Council	Lake Macquarie
Project Year	2020



How does the development fit in its context?

The Fettlers Lane development in Whitebridge aligns with its surroundings by placing various dwelling types appropriately. Shop-top apartment buildings are located along the existing street frontage, which transition vertically into two stories of apartments and move towards terraces and dual occupancies in the residential area of Whitebridge. A new roadway divides the development into lots, accommodating high density while showing respect for the surrounding bushland. This approach ensures a fitting integration of the Fettlers Lane development into the context of Whitebridge.

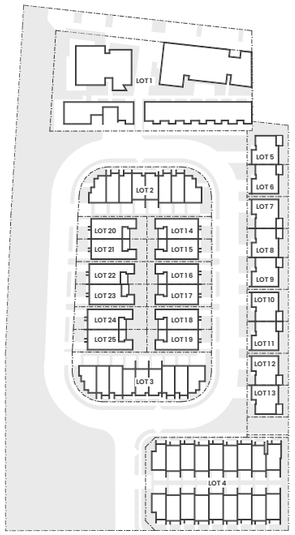
How does the development provide good amenity?

The development in Whitebridge prioritises well-designed dwellings, each featuring either onsite or basement parking for convenience. Residents benefit from access to private open space, ensuring a comfortable living experience. Additionally, the development considers public open space, strategically located within the development area, allowing for footpaths and street trees. This ensures that while the dwellings are compact the residents have access to vital local amenity.

How does the development relate to Maitland?

Fettlers Lane serves as a relevant example of a medium sized precinct development featuring a diversity of dwelling typologies and successful small commercial zone. It is a well-planned precinct with increased density to the street frontage and creation of maintained public open spaces providing additional amenity for its residents.





SITE PLAN

1:2000

Precinct scale development



PRECINCT LARGE

EDMONDSON PARK

Traditional Owners: Darug/Dharug, Dharawal and Gundangara people

Location: Edmondson Park

Developer: Landcom

Client: Landcom

DENSITY DATA	
Site Density	9.9 dw/ha
Site Area	827 m²
Number of Dwellings	8,200
Council	Liverpool & Campbelltown
Project Year	2012 - 2029

How does the development fit in its context?

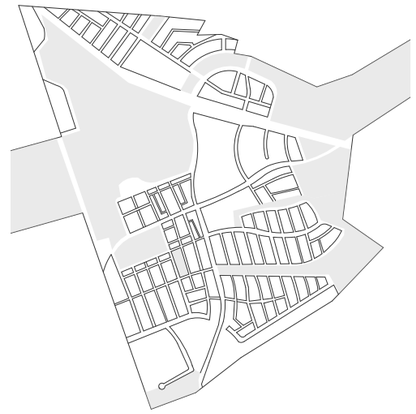
Edmondson Park, a suburban development in south-west Sydney, emerged on land formerly owned by the Ingleburn Army Camp. Positioned 40 km from central Sydney, it stands as the first precinct planned and constructed under the New South Wales Government's South West Priority Growth Area strategy, initiated in 2005 to sustainably manage urban expansion on Sydney's fringes. The development aims to create a distinctive and sustainable community, preserving natural and heritage features while accommodating over 25,000 people. Edmondson Park will feature a combined primary and secondary school, recreational facilities, and 150 hectares of regional open space. Its town centre is strategically designed around a bus and rail interchange.

How does the development provide good amenity?

The development is strategically planned around efficient public transport infrastructure, including a train line and bus services. This forward-thinking development incorporates a diverse range of dwelling types to cater to varied housing needs. With a central commercial core and a focus on creating a diverse range of employment opportunities, Edmondson Park aims to foster a balanced and self-sufficient community. The densities within the development are concentrated around the transport zones, ensuring accessibility and convenience for residents while promoting sustainable urban planning practices.

How does the development relate to Maitland?

Edmondson Park's, with its well-planned town centre and public transport integration, provides an example for future greenfield projects in Maitland. Emphasising diverse dwelling options, the development maintains differing levels of density whilst preserving extensive bushland and parks. Edmondson Park employs a Development Control Plan (DCP) to regulate growth, selling super lots for controlled residential and commercial developments.



SITE PLAN

1:30,000



263 High Street, Maitland NSW 2320
ask@maitland.nsw.gov.au
maitland.nsw.gov.au

maitland
CITY COUNCIL

maitland
CITY COUNCIL

City Services

Local Transport Forum Meeting Minutes (September 2025)

Local Transport Forum Final Minutes (September 2025) (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 16

LOCAL TRANSPORT FORUM

MEETING MINUTES

4 SEPTEMBER 2025

Maitland City Council | Local Transport Forum Meeting Minutes

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LOCAL TRANSPORT FORUM MEETING MINUTES **4 SEPTEMBER 2025**

PRESENT

Cr Warrick Penfold – Councillor (Chairperson)
Giovanna Kozary – State Member's Representative
John Carey – Transport for NSW Representative
Senior Constable Rodney Minter – Maitland Police Representative (from 9.34am)
William Ridley – Hunter Valley Buses
Stephen Smith – Maitland City Council
Chris Pinchen – Maitland City Council
Andrew McAdam – Maitland City Council
Steven Roach – Maitland City Council
Kate Taylor – Maitland City Council (from 9.34am)
Christina Devine – Maitland City Council (minute taker)

COMMENCEMENT

The meeting was declared open at 9:32 am.

1 ACKNOWLEDGEMENT OF COUNTRY

2 APOLOGIES AND LEAVE OF ABSENCE

Sergeant Amber Brown – Maitland Police
Nicholas Trajcevski – Transport for NSW

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

No objection or amendments were received within the two week notification period with regards to the distributed Minutes of the Local Traffic Committee Meeting held 7 August 2025 and the minutes were hereby considered adopted on 21 August 2025.

4 BUSINESS ARISING FROM MINUTES

4.1 (AUGUST 2025 ITEM 6.1) CHANGES TO THE DELEGATIONS FOR LOCAL TRAFFIC COMMITTEE

- Local Traffic Committee (LTC) is renamed Local Transport Forum (LTF).
- Council has assumed greater responsibilities related to traffic and transport matters.
- It was noted that the LTF currently does not hold voting rights.
- A briefing was held last week to inform Councillors about the changes.
- The meetings will continue as usual with similar content, subject to gradual adjustments over time.

- Council will be kept informed of traffic-related items through the Local Traffic Forum (LTF).
- The information shared is considered to be of high value to Council operations.
- The General Manager will provide formal sign-off on key matters, and items requiring Council approval must be presented at Council meetings.

4 SEPTEMBER 2025

5 LOCAL TRANSPORT FORUM REPORTS

5.1 134 STATION LANE- PROPOSED SIGNAGE AND LINEMARKING FOR STAGE 1 KALUDAH

FILE NO:	**DA/2022/511**
ATTACHMENTS:	**1. Signage and Linemarking Plans - 134 Station Lane LOCHINVAR**
AUTHOR:	Senior Subdivision & Development Engineer Operations Manager Transport & Infrastructure Engineering Traffic Management Officer

EXECUTIVE SUMMARY

A Torrens Title Subdivision located at 124 Station Lane Lochinvar approved 336 lots and 16 roads. The development for Stage 1 includes 28 lots, the extension of Terriere Drive, two new roads, the creation of two T-intersections, bus stop facilities and pedestrian refuges. Signage and linemarking are proposed to manage these elements of the development.

OFFICER'S RECOMMENDATION

THAT

1. The regulatory linemarking and signage detailed on C111-0001 to C11-0101 Issue 5 dated 11/08/2025 be approved by Council.

COMMITTEE RECOMMENDATION

THAT

1. The regulatory linemarking and signage detailed on C111-0001 to C11-0101 Issue 5 dated 11/08/2025 as amended in red be approved by Council.

Local Transport Forum Reports

134 STATION LANE- PROPOSED SIGNAGE AND LINEMARKING FOR STAGE 1 KALUDAH

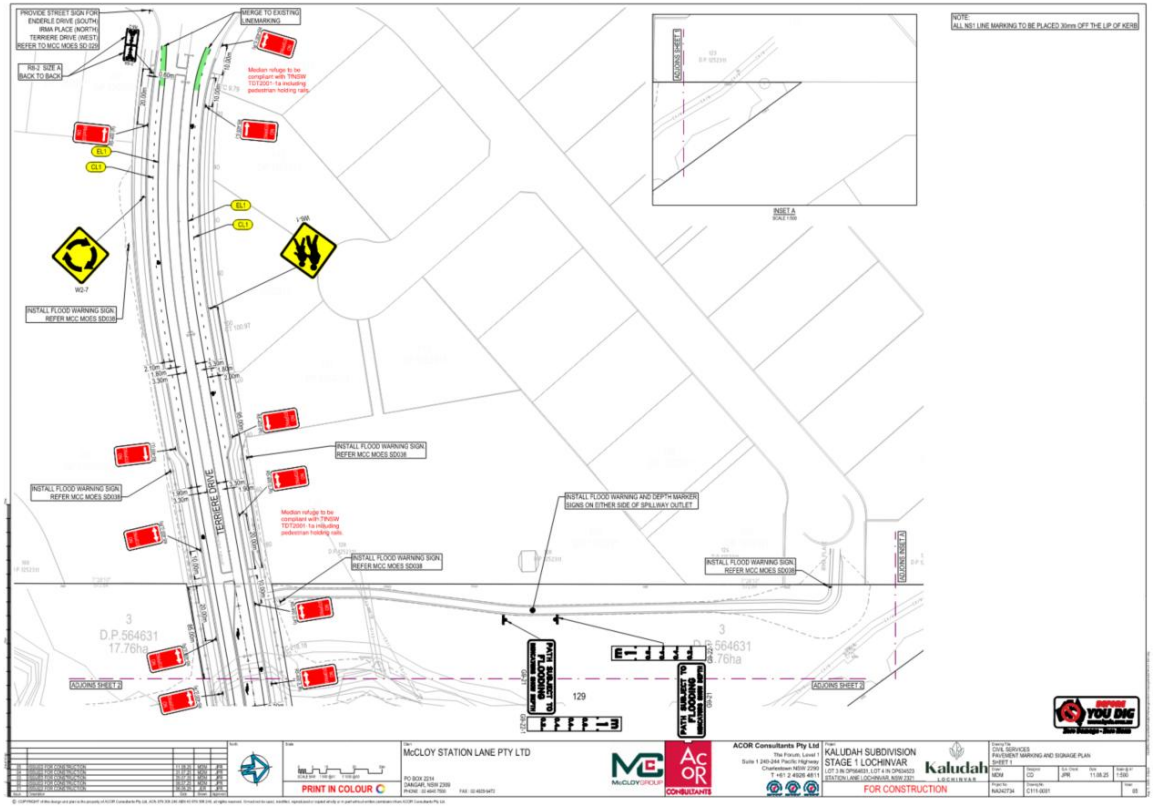
Signage and Linemarking Plans- 134 Station Lane LOCHINVAR

Meeting Date: 4 September 2025

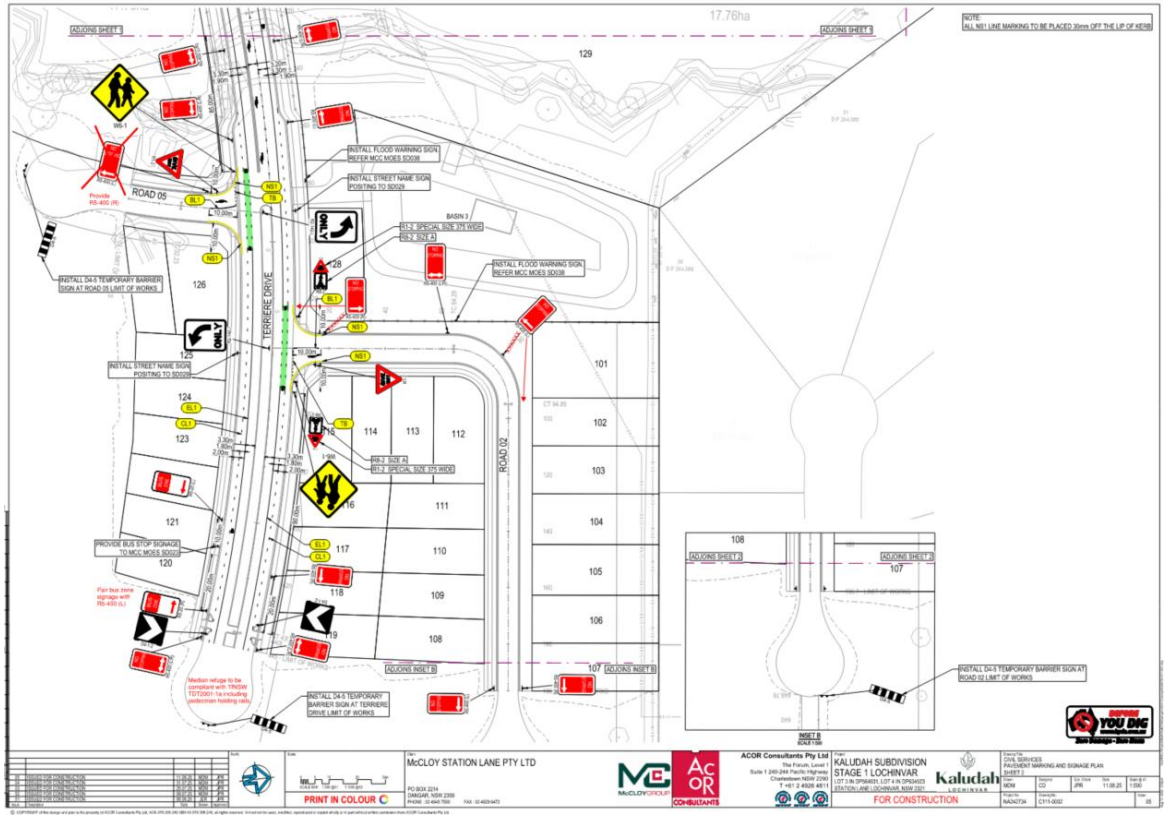
Attachment No: 1

Number of Pages: 3

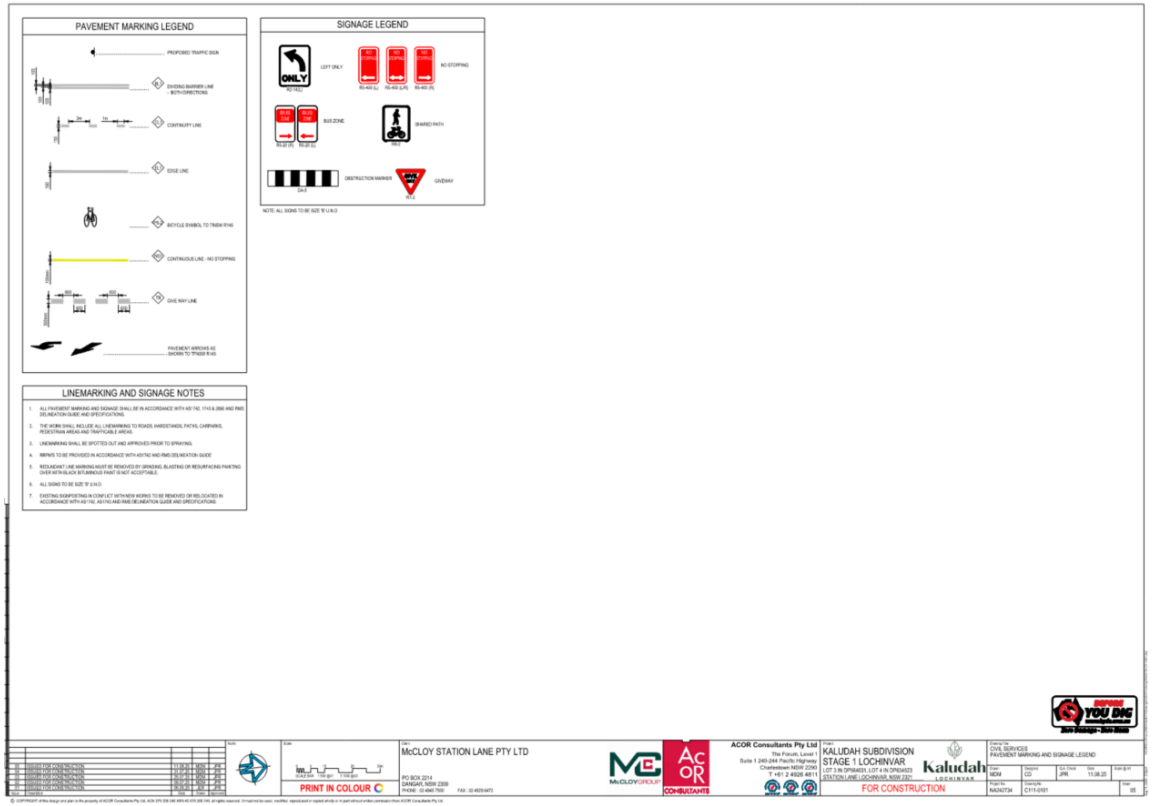
134 STATION LANE- PROPOSED SIGNAGE AND LINEMARKING FOR STAGE 1 KALUDAH (Cont.)



134 STATION LANE- PROPOSED SIGNAGE AND LINEMARKING FOR STAGE 1 KALUDAH (Cont.)



134 STATION LANE- PROPOSED SIGNAGE AND LINEMARKING FOR STAGE 1 KALUDAH (Cont.)



4 SEPTEMBER 2025

5.2 201 RAYMOND TERRACE ROAD EAST MAITLAND - TURN RESTRICTIONS OUT OF BERYL HUMBLE STOCKPILE ACCESS ROAD

FILE NO:	**P29865**
ATTACHMENTS:	**Nil**
AUTHOR:	Operations Manager Transport & Infrastructure Engineering

EXECUTIVE SUMMARY

The installation of R2-14(L) "Left Turn Only" signage is sought at the exit point of the Beryl Humble stockpile access road following an accident between a vehicle travelling straight on Metford Road and a truck exiting from the access road.

OFFICER'S RECOMMENDATION

THAT

1. **R2-14(L) "Left Turn Only" signage be installed at the exit point of the Beryl Humble stockpile access road.**

COMMITTEE RECOMMENDATION

THAT

1. **R2-14(L) "Left Turn Only" signage be installed at the exit point of the Beryl Humble stockpile access road to Metford Road.**
2. **R1-2 "Give Way" signage and associated TB & TB1 linemarking be installed at the exit point of the Beryl Humble stockpile access road to Metford Road.**

6 GENERAL BUSINESS

FILE NO: 140/5

ATTACHMENTS: Nil

AUTHOR: Support Officer Engineering & Design
Operations Manager Transport & Infrastructure Engineering

6.1 CLOSEBOURNE VILLAGE – SAFER CROSSING POINTS AT SWAN AND TANK STREET INTERSECTION, MORPETH

QUERY/ DETAILS

- The Local State MP representative raised correspondence from the Chairperson of the Closebourne Village Residents Committee and Closebourne residents, requesting safer pedestrian crossing points at the intersection of Swan and Tank Streets, Morpeth.

ACTION/ OUTCOME

- Council advised that investigations are underway into road and pedestrian safety in the vicinity of Closebourne Village and the intersection of Swan and Tank Streets.
- As part of the investigation, Council is considering the creation of a High Pedestrian Activity Area (HPAA). However, there are complexities due to Morpeth's status as a heritage precinct.

6.2 NEW YEAR'S EVE TRAFFIC – PARKING AND CONGESTION

QUERY/ DETAILS

- The Local State MP representative raised a resident's request for additional parking options to reduce congestion during New Year's Eve, particularly around Hannan Street and Sempill Street, Maitland.
- The resident suggested allowing parking at the NSW Resources car park for the event.

ACTION/ OUTCOME

- Council confirmed that it is currently investigating parking and congestion issues to identify potential solutions to help alleviate congestion in the area on New Year's Eve.

6.3 ILLEGAL E-BIKE ACTIVITY – BALLYDOYLE DRIVE, ASHTONFIELD

QUERY/ DETAILS

- The Local State MP representative raised concerns from an Ashtonfield resident regarding illegal e-bike usage on Ballydoyle Drive.

ACTION/ OUTCOME

- The NSW Police representative advised that enforcement is challenging under current legislation. Tickets or vehicle seizures can only occur under certain conditions (e.g. rider over 16, modified e-bike exceeding 25km/h, repeat dangerous behaviour).
- The Local State MP representative advised they will continue encouraging residents to report incidents directly to NSW Police.

6.4 PEDESTRIAN CROSSING – MAITLAND HIGH SCHOOL, HIGH STREET, EAST MAITLAND

QUERY/ DETAILS

- The Local State MP representative raised a request from Maitland High School P&C for a pedestrian crossing on High Street.
- Several near-miss incidents have been reported.
- The School Principal is actively engaging with Council.
- Discussion points included:
    - Trial installation of pedestrian fences on Hunter Street to guide student movement.
    - Directing students heading to the train station through a designated school gate.
- School Infrastructure NSW has visited the site and provided recommendations.

ACTION/ OUTCOME

- Council recommended the request be referred to the Office of the General Manager for consideration.
- A formal response will be issued following internal review.

6.5 ACCESS TO NEW EDUCATION FACILITIES – GILLIESTON HEIGHTS

QUERY/ DETAILS

- The Local State MP representative conveyed residents' concerns regarding future access to new education facilities in Gillieston Heights:
    - *The Heights Learning Community* on Cessnock Road.

- Redevelopment of Gillieston Public School and a new public preschool on Gillieston Road.

- TfNSW has developed a long-term strategic plan for Cessnock Road, which includes traffic light installation at Gillieston Road to facilitate access.
- Council is liaising with Transport for NSW and the Department of Education for a coordinated solution.

ACTION/ OUTCOME

- Council recommended the request be referred to the Office of the General Manager for consideration.
- A formal response will be provided following Council's internal review.

6.6 BELMORE ROAD HIGH PEDESTRIAN ACTIVITY AREA (HPAA)

QUERY/ DETAILS

- Transport for NSW representative advised that the Belmore Road HPAA 40km/h speed limit is nearing approval and awaiting final comments from NSW Police.

Action / Outcome:

- Transport for NSW will notify Council upon approval of the 40km/h speed limit.

6.7 ANAMBAH ROAD SPEED LIMIT

QUERY/ DETAILS

- Transport for NSW representative noted that the Anambah Road speed limit is in draft completion and currently under consultation with Council and NSW Police.
- A proposed change to reduce the speed limit from 100km/h to 80km/h has been recommended.

ACTION/ OUTCOME

- Transport for NSW will inform Council when the speed limit is approved.

6.8 EAST MALL, RUTHERFORD

QUERY/ DETAILS

- Council provided an update on previously discussed improvements to East Mall, Rutherford.
- Work orders are in progress for installation of bollards and additional pedestrian crossing signage.

ACTION/ OUTCOME

- Council will update the Local Transport Forum on the progress of this project.

6.9 EVENTS – HUNTER VALLEY RODEO AND CINEMA UNDER THE STARS

QUERY/ DETAILS

- Council advised of two events occurring on 10 October:
    - Hunter Valley Rodeo at Maitland Showground
    - Cinema Under the Stars at Maitland Park
- Noted that Louth Park Road and surrounding streets are expected to experience significant congestion.

ACTION/ OUTCOME

- Council will coordinate with NSW Police to manage traffic impacts.
- NSW Police will monitor both events.

6.10 ACTIVE TRANSPORT PLAN

QUERY/ DETAILS

- Council is currently developing an Active Transport Plan, with public consultation set to commence next week.

ACTION/ OUTCOME

- Council encouraged interested parties to visit the Council website to view the plan and provide feedback.

6.11 MORPETH TO WALKA SHARED PATHWAY

QUERY/ DETAILS

- Council advised that the preferred route for the Morpeth to Walka shared pathway is currently on public exhibition.

ACTION/ OUTCOME

- Council invited interested parties to visit the Council website for further information and to submit feedback.

7 CLOSURE

The meeting was declared closed at 10.22am.

Finance

Financial Statements for the Year Ended 30 June 2025

Financial Statements 2024/25 (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 55



For the year ending 30 June 2025

Financial Statements

maitland CITY COUNCIL

Maitland City Council

Financial statements
for the year ended 30 June 2025

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Maitland City Council

General purpose financial statements
for the year ended 30 June 2025 (Section 1)

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Maitland City Council

General purpose financial statements
for the year ended 30 June 2025

Statement by Councillors and Management
Made pursuant to Section 413 (2c) of the Local Government Act 1993 (NSW)

The attached general purpose financial statements have been prepared in accordance with:

* The *Local Government Act 1993* and the Regulations made thereunder
* The Australian Accounting Standards issued by the Australian Accounting Standards Board
* The Local Government Code of Accounting Practice and Financial Reporting

To the best of our knowledge and belief, these Statements:

* Present fairly the Council's operating result and financial position for the year, and
* Accord with Council's accounting and other records

We are not aware of any matter that would render the Statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 21/10/2025.

Philip Penfold
Mayor
21/10/2025

Mike Yarrington
Deputy Mayor
21/10/2025

Jeff Smith
General Manager
21/10/2025

Michael Burfitt
Responsible Accounting Officer
21/10/2025

Maitland City Council

Income Statement
For the year ended 30 June 2025

Original unaudited budget 2025 $'000		Notes	Actual 2025 $'000	Actual 2024 $'000
	Income from continuing operations			
113,721	Rates and annual charges	B2-1	**114,151**	107,192
10,086	User charges and fees	B2-2	**13,051**	11,986
2,689	Other revenues		**2,262**	5,316
12,536	Grants and contributions provided for operating purposes	B2-3	**11,156**	18,022
42,191	Grants and contributions provided for capital purposes	B2-3	**64,582**	77,506
8,844	Interest and investment income		**12,386**	11,587
1,243	Other Income		**1,429**	1,301
191,310	**Total income from continuing operations**		**219,016**	232,910
	Expenses from continuing operations			
62,320	Employee benefits and on-costs	B3-1	**64,466**	61,626
49,080	Materials and Services	B3-2	**57,227**	73,035
2,527	Borrowing costs		**3,710**	2,521
10,045	Other expenses		**11,477**	10,385
-	Net loss from the disposal of assets		**288**	786
123,972	**Total expenses from continuing operations excluding depreciation and amortisation**		**137,168**	148,353
67,338	**Operating result from continuing operations excluding depreciation and amortisation**		**81,849**	84,557
31,952	Depreciation, amortisation and impairment of non-financial assets	B3-3	**32,828**	31,097
35,386	**Operating result from continuing operations**		**49,021**	53,461
35,386	**Net operating result for the year attributable to Council**		**49,021**	53,461
(6,805)	**Net operating result for the year before grants and contributions provided for capital purposes**		**(15,562)**	(24,046)

The above Income statement should be read in conjunction with the accompanying notes.

Maitland City Council

Statement of Comprehensive Income
for the year ended 30 June 2025

	Notes	2025 $'000	2024 $'000
Net operating result for the year - from income statement		**49,021**	53,461
Other comprehensive income			
Amounts which will not be reclassified subsequently to operating result			
Gain (loss) on revaluation of infrastructure, property, plant and equipment	C1-5	**64,936**	113,267
Total other comprehensive income for the year		**64,936**	113,267
Total comprehensive income for the year attributable to Council		**113,957**	166,728

The above Statement of comprehensive income should be read in conjunction with the accompanying notes.

Maitland City Council

Statement of Financial Position as at 30 June 2025

	Notes	2025 $'000	2024 $'000
ASSETS			
Current assets			
Cash and cash equivalents	C1-1	**14,448**	26,093
Investments	C1-2	**122,191**	134,343
Receivables	C1-4	**12,712**	11,157
Contract assets and Contract cost assets		**2,422**	2,133
Inventories		**619**	648
Total current assets		**152,392**	174,373
Non-current assets			
Investments	C1-2	**103,988**	76,025
Infrastructure, property, plant and equipment (IPPE)	C1-5	**2,150,214**	2,040,012
Intangible assets		**-**	61
Right of use assets		**1,124**	996
Total non-current assets		**2,255,326**	2,117,094
Total assets		**2,407,718**	2,291,467
LIABILITIES			
Current liabilities			
Payables	C2-1	**16,347**	17,750
Contract liabilities	C2-2	**17,672**	14,022
Lease liabilities		**519**	440
Borrowings	C2-3	**8,780**	8,098
Employee benefit provisions	C2-4	**15,345**	14,484
Provisions	C2-5	**1,012**	2,147
Total current liabilities		**59,675**	56,941
Non-current liabilities			
Lease liabilities		**668**	585
Borrowings	C2-3	**69,977**	72,234
Employee benefit provisions	C2-4	**412**	322
Provisions	C2-5	**34,339**	34,750
Total non-current liabilities		**105,396**	107,891
Total liabilities		**165,071**	164,832
Net assets		**2,242,647**	2,126,636
EQUITY			
Accumulated surplus		**1,222,778**	1,173,758
Revaluations reserves	C3-1	**1,019,869**	952,878
Total equity		**2,242,647**	2,126,636

The above Statement of Financial Position should be read in conjunction with the accompanying notes.

Maitland City Council

Statement of Changes in Equity
for the year ended 30 June 2025

	2025 $'000			2024 $'000		
	Accumulated surplus	**IPPE revaluation reserve**	**Total Equity**	Accumulated surplus	IPPE revaluation reserve Restated	Total Equity Restated
Opening balance at 1 July	**1,173,757**	**952,878**	**2,126,636**	1,120,297	839,611	1,959,908
Net operating result for the year	**49,021**	**-**	**49,021**	53,460	-	53,461
Other comprehensive income:						
Gain (loss) on revaluation of infrastructure, property, plant and equipment	**-**	**66,990**	**66,990**	-	113,268	113,267
Total comprehensive income	**49,021**	**66,990**	**116,011**	53,461	113,268	166,728
Closing balance 30 June	**1,222,778**	**1,019,869**	**2,242,647**	1,173,757	952,878	2,126,636

The above Statement of changes in equity should be read in conjunction with the accompanying notes.

Maitland City Council

Statement of Cash Flows
for the year ended 30 June 2025

Original unaudited budget 2025 $'000		Notes	Actual 2025 $'000	Actual 2024 $'000
	Cash flows from operating activities			
	Receipts:			
113,721	Rates and annual charges		**113,687**	106,449
10,086	User charges and fees		**13,980**	12,929
8,844	Interest received		**11,677**	10,135
54,727	Grants and contributions		**52,054**	57,845
3,932	Other		**2,360**	9,281
	Payments:			
(62,320)	Payments to employees		**(63,528)**	(61,951)
(49,678)	Payments for materials and services		**(61,297)**	(54,919)
(2,527)	Borrowing costs		**(2,641)**	(2,548)
(9,447)	Other		**(11,570)**	(10,388)
67,338	**Net Cash flows from operating activities**	**F1-1**	**54,722**	66,835
	Cash flows from investing activities			
	Receipts:			
(10,534)	Net (purchase)/redemption of investments		**(15,163)**	(7,513)
-	Proceeds from sale of IPPE		**1,934**	1,469
	Payments:			
(64,652)	Payments for IPPE		**(51,097)**	(57,978)
(75,186)	**Net Cash flows from investing activities**		**(64,326)**	(64,021)
	Cash flow from financing activities			
	Receipts:			
6,300	Proceeds from borrowings		**7,105**	7,799
	Payments:			
(11,377)	Repayment of borrowings		**(8,680)**	(9,242)
-	Principal component of lease payments		**(466)**	(466)
(5,077)	**Net Cash flows from financing activities**		**(2,041)**	(1,909)
(12,925)	**Net change in cash and cash equivalents**		**(11,645)**	904
26,093	**Cash and cash equivalents at beginning of year**		**26,093**	25,189
13,168	**Cash and cash equivalents at end of year**	**C1-1**	**14,448**	26,093

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

Maitland City Council

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Maitland City Council

Notes to the financial statements 30 June 2025

A1-1 Basis of preparation

These financial statements were authorised for issue by Council on 21 October 2025. Council has the power to amend and reissue these financial statements in cases where critical information is received from public submissions or where the OLG directs Council to amend the financial statements.

The material accounting policy information related to these financial statements are set out below. Accounting policies have been consistently applied to all the years presented, unless otherwise stated.

These general purpose financial statements have been prepared in accordance with Australian Accounting Standards and Australian Accounting Interpretations, the *Local Government Act 1993 (Act)* and Local Government (General) Regulation 2021 (Regulation), and the Local Government Code of Accounting Practice and Financial Reporting. Maitland City Council is a not for profit entity.
The financial statements are presented in Australian dollars and are rounded to the nearest thousand dollars.

Historical cost convention
These financial statements have been prepared under the historical cost convention, as modified by the revaluation of certain infrastructure, property, plant and equipment and investment property.

Significant accounting estimates and judgements
The preparation of the financial statements requires the use of certain critical accounting estimates. It also requires management to exercise its judgement in the process of applying the Council's accounting policies. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that may have a financial impact on Council and that are believed to be reasonable under the circumstances.

Critical accounting estimates and assumptions
Maitland City Council makes estimates and assumptions concerning the future. The resulting accounting estimates will, by definition, seldom equal the related actual results. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year include:

(i) Fair values of infrastructure, property, plant and equipment - refer Note C1-5 and D2-1
(ii) Waste Site remediation provisions - refer Note C2-5
(iii) Employee benefit provisions - refer Note C2-4

Significant judgements in applying the Council's accounting policies

(i) Impairment of receivables - refer Note C1-4
(ii) Determination of whether performance obligations are sufficiently specific and whether the contract is within scope of AASB 15 *Revenue from Contracts with Customers* and / or AASB 1058 *Income of Not-for-Profit Entities* - refer to Notes B2-3 .

Monies and other assets received by Council

The Consolidated Fund
In accordance with the provisions of Section 409(1) of the *Local Government Act 1993* , all money and property received by Council is held in the Council's Consolidated Fund unless it is required to be held in the Council's Trust Fund.

The Consolidated Fund has been included in the financial statements of Maitland City Council.

Maitland City Council

Notes to the financial statements 30 June 2025

A1-1 Basis of preparation (continued)

The Trust Fund
In accordance with the provisions of Section 411 of the *Local Government Act 1993* , a separate and distinct Trust Fund is maintained to account for all money and property received by the Council in trust which must be applied only for the purposes of or in accordance with the trusts relating to those monies. Trust monies and property subject to Council's control have been included in these reports.

New accounting standards and interpretations issued but not yet effective

i. Issued but not yet effective

AASB 18 Presentation and Disclosure in Financial Statement (AASB 18) has not been applied and is not yet effective. AASB 18 aims to improve how entities communicate in their financial statements, with a particular focus on information about financial performance in the statement of profit or loss. AASB 18 will replace AASB 101 Presentation of Financial Statements.

The key presentation and disclosure requirements established by AASB 18 are:

- the presentation of newly defined subtotals in the statement of profit or loss;
- the disclosure of management-defined performance measures; and
- enhanced requirements for grouping information (i.e. aggregation and disaggregation).

For not-for-profit public sector entities, AASB 18 applies to annual reporting periods beginning on or after 1 January 2028. The impact of AASB 18 is yet to be determined by council.

There are other standards and amendments issued but not yet effective, the impacts of which are not anticipated to be material.

New accounting standards adopted during the year

ii. Effective for the first time in 2024-25

The accounting policies applied in 2024-25 are consistent with those of the previous financial year except as a result of new or revised Australian Accounting Standards.

The impact of these standards has not materially affected the financial statements of the council.

B. Financial Performance

B1. Functions or activities

B1-1 Functions or activities - income, expenses and assets

	Income, expenses and assets have been directly attributed to the following functions or activities. Details of those functions or activities are provided in Note B1-2.									
	Income		Expenses		Operating results		Grants and Contributions		Carrying Amount of Assets	Carrying Amount of Assets
Functions / Activities	**2025 $'000**	2024 $'000	**2025 $'000**	2024 $'000	**2025 $'000**	2024 $'000	**2025 $'000**	2024 $'000	**2025 $'000**	2024 $'000
Liveable Maitland	**57,009**	65,741	**72,832**	64,906	**(15,823)**	836	**62,318**	77,486	**452,587**	407,532
Sustainable Maitland	**26,512**	25,150	**32,839**	50,306	**(6,327)**	(25,157)	**581**	818	**12,780**	15,360
Vibrant Maitland	**8,425**	7,999	**18,923**	23,861	**(10,498)**	(15,863)	5,629	8,276	**1,516,950**	1,416,057
Achieving Together	**127,070**	134,021	**45,402**	40,375	**81,668**	93,645	**7,210**	8,949	**425,400**	452,518
Net operating result for the year	**219,016**	232,910	**169,995**	179,449	**49,021**	53,461	**75,739**	95,528	**2,407,717**	2,291,467

B1-2 Components of functions or activities

Details relating to the council's functions or activities as reported in Note B1-1 are as follows:

Liveable Maitland

Working together to foster strong connections, great places to live, and efficient mobility, enhancing how we connect with people and place.

Sustainable Maitland

Working together to commit to environmental stewardship and community resilience, centred around strong connections to nature and ensuring our communities thrive.

Vibrant Maitland

Working together to create opportunities for growth, work, and involvement.

Let's Lead Together

Working together to foster a culture built on trust, empowering an engaged workforce that embraces change.

Maitland City Council

Notes to the financial statements 30 June 2025

B2 Sources of income

B2-1 Rates and annual charges

	2025 $'000	2024 $'000
Ordinary rates		
Residential	**69,637**	65,156
Farmland	**2,746**	2,754
Mining	**497**	505
Business	**17,001**	16,041
Less: Pensioner rebates	**(958)**	(955)
Rates levied to ratepayers	**88,923**	83,502
Pensioner rate subsidies received	**518**	518
Total ordinary rates	**89,441**	84,019
Special rates		
Maitland CBD / Mall	**530**	504
Total special rates	**530**	504
Annual charges *(pursuant to s.496, 496A, 496B, s.501 & s.611)*		
Domestic waste management services	**22,430**	20,987
Stormwater management services charge	**847**	830
Waste management services (not domestic)	**1,030**	984
Less: Pensioner Rebate	**(307)**	(314)
Annual Charges levied	**24,000**	22,486
Pensioner annual charges subsidies received	**180**	182
Total annual charges	**24,180**	22,668
Total rates and annual charges	**114,151**	107,192

Council has used 1 July 2022 valuations provided by the NSW Valuer General in calculating its rates.

Material accounting policy information
Rates and annual charges are recognised as revenue at the beginning of the rating period to which they relate. Prepaid rates are recognised as a financial liability until the beginning of the rating period.

Pensioner rebates relate to reductions in rates and certain annual charges for eligible pensioners' place of residence in the local government council area.

Pensioner rate subsidies are received from the NSW Government to provide a contribution towards the pensioner rebates and are recognised within the underlying revenue item based in their substance.

Maitland City Council

Notes to the financial statements 30 June 2025

B2-2 User charges and fees

	2025 $'000	2024 $'000
User charges		
Waste management services (not domestic)	**2,816**	2,473
Total user charges	**2,816**	2,473
Fees		
Private works - S67	**468**	346
TfNSW works (State roads not controlled by Council)	**1,029**	1,565
Building services - Other	**333**	315
Planning and building - Regulatory	**3,286**	2,810
Inspection fees	**127**	104
Section 10.7 certificates (EP&A Act)	**386**	348
Section 603 certificates	**274**	221
Registration fees	**459**	479
Swimming facilities	**2,360**	2,168
Cemeteries	**176**	147
Other	**1,337**	1,010
Total fees	**10,235**	9,513
Total user charges and fees	**13,051**	11,986
Timing of revenue recognition for user charges and fees		
User charges and fees recognised over time	**1,030**	1,565
User charges and fees recognised at a point in time	**12,021**	10,421
Total user charges and fees	**13,051**	11,986

Material accounting policy information

Revenue arising from user charges and fees is recognised when or as the performance obligation is completed and the customer receives the benefits of the goods/services being provided.

The performance obligation relates to the specific services which are provided to the customer and generally the payment terms are within 30 days of the provision of the service or in some cases the customer is required to pay a deposit in advance. There is no material obligation Council in relation to refunds or returns.

Where up front fee is charged such as swimming pool admission, the fee is recognised at time of admission.

Licences granted by Council are all either short term or low value and all revenue from is recognised at the time that the licence is granted rather than over the term of the licence.

Maitland City Council

Notes to the financial statements 30 June 2025

B2-3 Grants and contributions

	Operating		Capital	
	2025	2024	**2025**	2024
General purpose grants and non-developer contributions (untied)	**$'000**	$'000	**$'000**	$'000
Financial Assistance Grant				
- Relating to current year	**1,343**	375	**-**	-
- Prepayment received in advance for subsequent year	**4,578**	7,408	**-**	-
Total amount recognised as Income	**5,921**	7,783	**-**	-
Special purpose grants and non-developer contributions (tied)				
Cash Contributions				
Transport for NSW contributions	**497**	487	**3,612**	185
Roads to recovery	**-**	-	**403**	873
Environmental programs	**470**	717	**61**	-
Recreation and culture	**1,095**	1,307	**4,412**	6,930
Storm/flood damage	**1,653**	3,517	**-**	-
Rural Fire Service	**50**	101	**-**	-
OHS Incentive Payment	**129**	192	**-**	-
Sporting groups	**15**	39	**108**	-
Staff - Motor vehicle lease payments	**721**	688	**-**	-
Other roads & bridges	**255**	2,905	**6,257**	7,802
Other	**350**	286	**89**	-
Total special purpose grants and non-developer contribution (tied)	**5,235**	10,239	**14,941**	15,790
Total grants and non-developer contributions	**11,156**	18,022	**14,941**	15,790
Comprising:				
- Commonwealth funding	**5,921**	7,783	**1,454**	4,826
- State funding	**3,961**	8,968	**13,380**	10,964
- Other funding	**1,274**	1,271	**108**	-
	11,156	18,022	**14,941**	15,790
Developer contributions (s7.4 and s7.11 - EP&A Act, s64 of the LGA):				
Cash contributions				
S 7.11 / S 7.12	**-**	-	**21,335**	22,776
Non-cash contributions				
Roadworks (other than by s.711)	**-**	-	**22,389**	24,376
Drainage (other than by s.711)	**-**	-	**4,613**	12,653
Land (other than by s.711)	**-**	-	**838**	1,026
Other	**-**	-	**466**	885
Total developer contributions	**-**	-	**49,641**	61,716
Total grants and contributions	**11,156**	18,022	**64,582**	77,506
Timing of revenue recognition				
Grant & contributions recognised over time	**1,233**	1,213	**14,773**	15,790
Grant & contributions recognised at a point in time	**9,923**	16,809	**49,810**	61,716
Total grants & contributions	**11,156**	18,022	**64,582**	77,506

Maitland City Council

Notes to the financial statements 30 June 2025

B2-3 Grants and contributions (cont.)

Certain grants and contributions are obtained by Council on the condition they be spent in a specified manner or in a future period, but which are not yet spent in accordance with those conditions are as follows:

	Note	Operating		Capital	
		2025	2024	**2025**	2024
		$'000	$'000	$'000	$'000
Unspent funds at 1 July		**4,141**	4,912	**141,215**	129,936
Add: Funds recognised as revenue in the reporting year but not yet spent in in accordance with the conditions		**343**	2,323	**28,327**	28,938
Add: Funds received and not recognised as revenue in the current year		**3,058**	-	**4,643**	8,381
Less: Funds recognised as revenue in previous years that have been spent during the reporting year		**(2,435)**	(3,094)	**(12,825)**	(19,971)
Less: Funds received in the prior year but revenue recognised and funds spent in the current year.		**-**	-	**(3,978)**	(6,069)
Unspent funds at 30 June		5,107	4,141	157,382	141,215

Material accounting policy information

Grants and contributions
Where grant and contribution revenue arises from an agreement which is enforceable and contains sufficiently specific performance obligations then the revenue is recognised when control of each performance obligation is transferred.
The performance obligations are varied according to the agreement. Payment terms vary depending on the terms of the grant, cash is received upfront for some grants and on achievement of certain milestones for others.
Each performance obligation may be satisfied at a point in time or over time and this is reflected in the revenue recognition patten. Point in time recognition occurs when the beneficiary obtains control at a single time, where as over time recognition is where control is ongoing throughout the project.
Where control is transferred over time, generally the input methods being either costs or time incurred are deemed to be the most appropriate methods to reflect the transfer of benefit.

Capital grants
Capital grant received to enable Council under an enforceable contract for the acquisition or construction of infrastructure, property, plant and equipment to identified specifications which will be under Council's control on completion are recognised as revenue as and when the obligation to construct or purchase is completed.
For acquisitions of assets, the revenue is recognised when the asset is acquired and controlled by the Council.

Developer Contributions
Council has obligations to provide facilities from contributions revenues levied on developers under the provisions of sections 7.4,7.11 & 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).
While Council generally incorporates these amounts as part of a Development Consent Order, such developer contributions are only recognised as income on receipt due to the possibility that individual development consents may not be acted upon by the applicant and, accordingly would not be payable to Council.

Developer contributions may only be expended for the purposes for which the contributions were required, but the Council may apply contributions according to the priorities established in work schedules for the contribution plan.

Other grants and contributions
Assets, including cash, received from other grants and contributions are recognised at the assets fair value when the asset is received. Council considers whether there are any related liability or equity items associated with the asset which is recognised in accordance with the relevant accounting standard.
Once the assets and liabilities have been recognised then income is recognised for any remaining asset value at the time that the asset is received.

Maitland City Council

Notes to the financial statements 30 June 2025

B3. Costs of providing services

B3-1 Employee benefits and on costs

	2025 $'000	2024 $'000
Salaries and wages	**50,926**	47,544
Employee leave entitlements	**10,415**	9,169
Superannuation	**6,583**	5,930
Workers' compensation insurance	**1,059**	1,020
FBT	**333**	264
Other	**113**	170
	69,429	64,097
Less: Capitalised costs	**(4,963)**	(2,471)
Total employee costs expensed	**64,466**	61,626

Material accounting policy information

Employee benefit expenses are recorded when the service has been provided by the employee.

Labour and associated on costs are capitalised once the decision has been made to invest in infrastructure.

All employees of the council are entitled to benefits on retirement, disability or death. Council contributes to various defined benefit plans and defined contribution plans on behalf of its employees.

Contributions to defined contribution plans are recognised as an expense as they become payable. Prepaid contributions are recognised as an asset to the extent that a cash refund or a reduction in the future payments is available.

Council participates in a defined benefit plan under the Local Government Superannuation Scheme, however, sufficient information to account for the plan as a defined benefit is not available and therefore council accounts for its obligations to defined benefit plans on the same basis as its obligations to defined contribution plans, i.e. as an expense when it becomes payable – refer to Note D3-1 for more information.

Maitland City Council

Notes to the financial statements 30 June 2025

B3-2 Materials and services

	2025 $'000	2024 $'000
Raw materials and consumables	**30,805**	44,890
Cost of Sales	**454**	475
Insurance	**2,330**	2,341
Telephone	**191**	177
Street lighting	**2,405**	2,691
Electricity and heating	**980**	1,040
Election expenses	**717**	-
Contractor Costs	**1,580**	1,077
Contractor and consultancy costs		
- Recycling services	**3,424**	3,161
- Organics collection & processing	**1,902**	1,505
- Waste disposal costs	**313**	714
- Other contractor and consultancy costs	**10,564**	13,762
Legal fees	**1,014**	670
Other	**548**	532
Total materials and contracts	**57,227**	73,035

Maitland City Council

Notes to the financial statements 30 June 2025

B3-3 Depreciation and amortisation

	Note	2025 $'000	2024 $'000
Intangibles - Software		**62**	70
Plant and equipment	**C1-5**	**2,634**	2,194
Office equipment	**C1-5**	**117**	125
Furniture and fittings	**C1-5**	**116**	115
Infrastructure	**C1-5**	**28,038**	26,812
Other assets	**C1-5**	**179**	183
Tip asset	**C1-5**	**1,087**	1,087
Right of use assets		**595**	511
Total depreciation and amortisation costs		**32,828**	31,097

Material accounting policy information

Depreciation and amortisation are calculated using the straight-line method to allocate their cost, net of their residual values, over their estimated useful lives.

Maitland City Council

Notes to the financial statements 30 June 2025

B4. Performance against budget

B4-1 Material budget variations

Council's original budget was adopted by the Council on 11 June 2024 and is not required to be audited.
The original projections on which the budget was based have been affected by a number of factors. These include State and Federal Government decisions including new grant programs, changing economic activity, environmental factors, and by decisions made by the Council.
While these general purpose financial statements include the original budget adopted by Council, the Local Government Act requires Council to review its financial budget on a quarterly basis so it is able to manage the variation between actuals and budget that invariably occur during the year.

Material variations of more than 10% between original budget and actual results or where the variance is considered material by nature are explained below:

Revenues

1. **User Charges & Fees**
   Actual amounts of User Charges & fees exeeded budget by $2.9M (29%) and reflects increases in TfNSW maintenance fees $458K, swimming pool income $632K from increased attendances and waste Management fees $597K from increased use of the waste site by customers.

2. **Other Revenue**
   Other revenue lower than budget by $427K (16%) from the cancelled Bitter & Twisted event.

3. **Grants and contributions provided for operating and capital purposes**
   Actual capital grants and contributions received exceeded budget by $22.4M (53%).
   Non cash dedications were received for infrastructure ($28M) are not budgeted as they are not reliably estimated. Capital grants received for roads & recreation infrastructure were down ($14.7M) as deferred to 2026.
   Cash contributions from developers exceeded budget by $7M due to development activity.

   Actual operating grants and contributions received were lower than budget by $1.4M (11%).
   Flood funding of $1.4M was received not budgeted but was offset by lower Financial Assistance Grant of $2.9M.

4. **Interest**
   Actual interest received exceeded budget by $3.5M (40%). Council's return on investment was above expectations due to the increase in rates achieved in the market and capital held over this period.

5. **Other Income**
   Other income exceeded budget by $0.2M from increases in facilities being leased.

Expenses

1. **Materials & Services**
   Materials & Services exceeded budget by $8M (16%).
   Unbudgeted items include prior year operating grants received spent in the current year $3.4M including Walka grants $1.1M, road repair program $0.7M and, expenditure on non Council asset $3.3M.

2. **Borrowing Costs**
   Borrowing costs exceeded budget by $1.2M (47%).
   Unbudgeted unwinding of the present value calculation on the rehabilition provision impacting the result by $1M.

3. **Other Expenses**
   Other expenses exceeded budget by $1.4M (14%) from increases in the State Government (EPA) waste disposal levy.

Statement of cash flows

1. **Cash flows from operating activities**
   Total Net Cash flows from operating activities were unfavourable to budget by $12.6M (18.7%). Increases in materials & services from grant expenditures and expenses on a non council asset contributed to the variance.

2. **Cash flows from investing activities**
   Total Net Cash flows from investing activities were impacted by additonal capital available for investments ($4.6M) and lower than expected payments for infrastructure ($13.5M).

3. **Cash flows from financing activities**
   Total Net Cash flows from financing activities were favourable to budget by $3.0M (60%). Lower payments on borrowings compared to budget contributed to the variance.

Maitland City Council

Notes to the financial statements 30 June 2025

C. Financial Position

C1. Assets we manage

C1-1 Cash and cash equivalents

	Note	2025 $'000	2024 $'000
Cash at bank and on hand		**10,448**	18,093
Deposits at call		**4,000**	8,000
		14,448	26,093

Maitland City Council

Notes to the financial statements 30 June 2025

C1-2 Financial investments

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Debt securities at amortised cost.				
- Term Deposits	**110,768**	**8,125**	111,753	-
- FRNs	**5,241**	**91,315**	20,578	65,430
- Bonds	**6,182**	**4,548**	2,012	10,595
	122,191	**103,988**	134,343	76,025

Material accounting policy information

Financial instruments are recognised initially on the date that the Council becomes party to the contractual provisions of the instrument.

On initial recognition all financial instruments are measured at fair value plus transaction costs except for instruments measured at fair value through profit or loss where transaction costs are expenses as incurred.

Financial Assets

All recognised financial assets are subsequently measured in their entirety at either amortised costs or fair value depending on the classification of the financial assets.

Classification

On initial recognition, Council classifies its financial assets into the following categories - those measured at:

- amortised cost
- fair value through profit and loss (FVTPL)
- fair value through other comprehensive income - equity instrument (FVOCI - equity)

Financial assets are not reclassified subsequent to their initial recognition.

Amortised Cost

Council's financial assets measured at amortised cost comprise trade and other receivables, term deposits and cash and cash equivalents in the statement of financial position. Term deposits with an initial term of more than 3 months are classified as investments rather than cash and cash equivalents.

Subsequent to initial recognition, these assets are carried at amortised cost using the effective interest rate method less provision for impairment.

Interest income, impairment and gains or loss on de-recognition are recognised in the profit and loss.

Maitland City Council

Notes to the financial statements 30 June 2025

C1-3 Restricted and allocated cash, cash equivalents and investments

	2025 $'000	2024 $'000
Total cash, cash equivalents and investments	**240,627**	236,460
Less: Externally restricted cash, cash equivalents & investments	**173,069**	155,580
Cash, Cash equivalents & Investment not subject to external restrictions	**67,558**	80,880

	2025 $'000	2024 $'000
External restrictions		
General fund		
Developer contributions	**142,683**	127,198
Domestic waste management	**10,596**	10,225
Specific purpose unexpended grants	**19,790**	18,157
Total external restrictions	**173,069**	155,580

Cash, cash equivalents & investments subject to external restrictions are those which are only available for specific use by Council due to a restriction placed by legislation or third party contractual agreement.

Internal allocations		
Employee leave entitlements	**3,939**	3,741
Economic development	**210**	694
Plant	**353**	353
Waste disposal site construction	**71**	2,101
Technology	**66**	2,258
Carry over works	**6,124**	10,931
Capital Works	**5,332**	5,545
Environmental works	**892**	829
Workers compensation	**1,038**	1,038
Asset management	**2,250**	2,195
General purpose reserve	**2,997**	6,292
Waste disposal site rehabilitation	**15,422**	13,416
Transfer station construction	**9,919**	10,582
Financial Assistance Grant advance payment	**4,578**	7,408
Election cost reserve	**83**	662
Disaster Resilience & Recovery reserve	**899**	899
Unexpended loans	**4,743**	4,424
Total internal allocations	**58,916**	73,368

Cash, cash equivalents and investments not subject to external restrictions may be internally allocated by resolution or policy of the elected Council.

Maitland City Council

Notes to the financial statements 30 June 2025

C1-4 Receivables

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Rates and annual charges	**8,031**	**-**	7,231	-
Interest and extra charges	**953**	**-**	893	-
User charges and fees	**169**	**-**	179	-
Government grants and subsidies	**233**	**-**	1,010	-
Contributions	**674**	**-**	195	-
Net GST Receivable	**981**	**-**	1,376	-
Property rentals	**124**	**-**	285	-
Other	**1,665**	**-**	106	-
Total	**12,830**	**-**	11,275	-
Less: Provision for impairment				
- Rates and annual charges	**-**	**-**	-	-
- Interest and extra charges	**-**	**-**	-	-
- User charges and fees	**-**	**-**	-	-
- Other	**(118)**	**-**	(118)	-
Net receivables	**12,712**	**-**	11,157	-

Material accounting policy information

Receivables are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method, less provision for impairment. Receivables are generally due for settlement within 30 days.

Impairment

Impairment of financial assets measured at amortised costs is recognised on a expected credit loss (ECL) basis.
When determining whether the credit risk of a financial assets has increased significantly since initial recognition, and when estimating ECL, the Council considers reasonable information that is relevant and available without cost or effort. This includes both quantitative and qualitative information and analysis based on council's historical experience and informed credit assessment, and including forward-looking information.
Council uses the simplified approach for trade receivables where the expected lifetime credit losses are recognised on day 1.
When considering the ECL for rate and annual charges debtors, Council takes into account that unpaid rates represents a charge against the rateable property that will be recovered when the property is sold.
Credit losses are measured as the present value of the difference between the cash flows due to the entity in accordance with the contract, and cash flows expected to be received. This is applied using a probability weighted approach. The Council writes off a trade receivable when there is information indicating that the debtor is in severe financial difficulty and there is no realistic prospect of recovery, or when the receivables are over 2 years past due, which ever occurs first.
Where council renegotiates the terms of receivables due from certain customers, the new expected cash flow are discounted at the original effective interest rate and any resulting difference to the carrying amount is recognised in profit or loss.

C1-5 Infrastructure. property, plant and equipment

By aggregated asset class	At 1 July 2024			Movements during year						At 30 June 2025		
	Gross carrying amount $'000	Accumulated Depreciation $'000	Net carrying amount $'000	Renewals [1] $'000	New assets $'000	Carrying value of disposals $'000	Depreciation $'000	Transfers $'000	Revaluation increments/ (decrements) $'000	Gross carrying amount $'000	Accumulated Depreciation $'000	Net carrying amount $'000
Capital WIP	32,482	-	32,482	**11,164**	**9,681**	**-**	**-**	**(23,691)**	**-**	**29,639**	**-**	**29,639**
Plant, equipment, furniture and fittir	31,663	18,622	13,041	**-**	**6,256**	**(772)**	**(2,867)**	**-**	**-**	**29,892**	**14,234**	**15,659**
Land	252,970	-	252,970	**-**	**1,444**	**-**	**-**	**-**	**-**	**254,413**	**-**	**254,413**
Infrastructure												
- Buildings & other structures	289,265	127,453	161,812	**299**	**232**	**-**	**(4,167)**	**690**	**6,935**	**303,213**	**137,412**	**165,801**
- Roads, bridges & footpaths	1,369,946	267,821	1,102,125	**14,708**	**22,549**	**(740)**	**(18,248)**	**6,631**	**33,368**	**1,448,536**	**288,143**	**1,160,393**
- Bulk earthworks	**-**	**-**	**-**	**3,052**	**-**	**-**	**-**	**15,308**	**-**	**18,361**	**-**	**18,361**
- Storm water drainage	436,534	78,399	358,135	**1,091**	**4,613**	**-**	**(3,309)**	**607**	**18,874**	**465,729**	**85,718**	**380,011**
- Open space / recreational assets	119,505	29,148	90,357	**-**	**3,010**	**(535)**	**(1,999)**	**453**	**5,748**	**126,825**	**29,791**	**97,035**
- Other infrastructure (waste depot)	6,670	2,987	3,683	**715**	**-**	**-**	**(315)**	**-**	**-**	**7,385**	**3,301**	**4,083**
Other assets	16,837	1,215	15,622	**-**	**669**	**-**	**(179)**	**-**	**10**	**17,162**	**1,040**	**16,122**
Tip asset	19,296	9,511	9,785	**-**	**-**	**-**	**(1,087)**	**-**	**-**	**19,296**	**10,598**	**8,698**
Totals	**2,575,167**	**535,155**	**2,040,011**	**31,029**	**48,454**	**(2,046)**	**(32,171)**	**-**	**64,936**	**2,720,452**	**570,237**	**2,150,214**

1. Renewals are defined as replacements of existing assets as opposed to the acquisition of new assets.

C1-5 Infrastructure. Property, plant and equipment (Cont)

By aggregated asset class	At 1 July 2023			Movements during year						At 30 June 2024		
	Gross carrying amount $'000	Accumulated Depreciation $'000	Net carrying amount $'000	Renewals (1) $'000	New assets $'000	Carrying value of disposals $'000	Depreciation $'000	Transfers $'000	Revaluation increments/ (decrements) $'000	Gross carrying amount $'000	Accumulated Depreciation $'000	Net carrying amount $'000
Capital WIP	26,874	-	26,874	18,455	4,947	-	-	(17,794)	-	32,482	-	32,482
Plant, equipment, furniture & fittin	28,498	19,649	8,849	-	6,871	(245)	(2,434)	-	-	31,663	18,622	13,041
Land	249,979	-	249,979	-	2,991	-	-	-	-	252,970	-	252,970
Infrastructure:												
- Buildings & other structures	279,065	123,991	155,074	3,124	622	-	(4,270)	1,772	5,490	289,265	127,453	161,812
- Roads, bridges & footpaths	1,255,146	259,395	995,751	11,183	24,376	(765)	(17,041)	11,341	77,280	1,369,946	267,821	1,102,125
- Storm water drainage	400,060	71,754	328,306	2,967	12,648	-	(3,118)	496	16,836	436,534	78,399	358,135
- Open space / recreational assets	105,843	35,365	70,478	-	5,707	(1,113)	(2,094)	4,185	13,194	119,505	29,148	90,357
- Other infrastructure (waste depo	6,121	2,699	3,422	549	-	-	(287)	-	-	6,670	2,987	3,683
Other assets	15,458	1,203	14,255	-	1,082	-	(183)	-	468	16,837	1,215	15,622
Tip asset	18,161	8,424	9,737	-	-	-	(1,087)	-	1,135	19,296	9,511	9,785
Totals	**2,385,205**	**522,480**	**1,862,725**	**36,278**	**59,244**	**(2,123)**	**(30,514)**	**-**	**114,403**	**2,575,168**	**535,155**	**2,040,012**

Maitland City Council

Notes to the financial statements 30 June 2025

C1-5 Infrastructure. Property, plant and equipment (Cont.)

Material accounting policy information
Initial recognition of infrastructure, property, plant & equipment (IPPE)

IPPE is measured initially at cost. Cost includes the fair value of the consideration given to acquire the asset (net of discounts and rebates) and any directly attributable cost of bringing the asset to working condition for its intended use.

When infrastructure, property, plant and equipment are acquired by council at significantly below fair value the assets are initially recognised at their fair value at acquisition date.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to Council and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the Income Statement during the financial period in which they are incurred.

Useful lives of IPPE
Land is not depreciated. Depreciation on other assets is calculated using the straight-line method to allocate their carrying amount, net of their residual values, over their estimated remaining useful lives as follows:

Asset Class			
Office furniture & equipment	5 - 10 years	Flood control structures	100 - 200 years
Vehicles	5 - 6 years	Roads - Surface	15 - 100 years
Plant and equipment	5 - 15 years	Roads - Structure	50 - 200 years
Buildings	30 - 150 years	Footpaths	40 - 150 years
Parks & Community improvements	5 - 125 years	Kerb and gutter	120 - 200 years
Drains & Culverts	140-200 years	Road furniture	20 - 50 years
Bulk earthworks	Infinite	Bridge Components	25 - 140 years

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at each reporting date.

Revaluation Model
Infrastructure, property, plant and equipment are held at fair value. Comprehensive valuations are performed at least every five years, however the carrying amount of assets is assessed by Council at each reporting date to confirm that it is not materially different from current fair value.

Increases in the carrying amounts arising on revaluation are credited to the revaluation reserve. To the extent that the increase reverses a decrease previously recognising profit or loss relating to that asset class, the increase is first recognised as profit or loss. Decreases that reverse previous increases of assets in the same class are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the class; all other decreases are charged to the Income Statement.

Land under roads
Land under roads is land under roadways and road reserves including land under footpaths, nature strips and median strips.
Council has elected not to recognise land under roads acquired before 1 July 2008. Land under roads acquired after 1 July 2008 is recognised in accordance with the IPPE accounting policy.

Crown reserves
Crown reserves under Council's care and control are recognised as assets of the Council. While ownership of the reserves remains with the Crown, Council retains operational control of the reserves and is responsible for their maintenance and use in accordance with the specific purposes to which the reserves are dedicated.
Improvements on Crown reserves are also recorded as assets, while maintenance costs incurred by Council and revenues relating to the reserves are recognised within Council's Income Statement.

Maitland City Council

Notes to the financial statements 30 June 2025

C2. Liabilities of Council

C2-1 Payables

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Payables				
Goods and services	**10,189**	**-**	12,072	-
Accrued wages and salaries	**1,698**	**-**	1,594	-
Accrued expenses - Other	**688**	**-**	648	-
Prepaid rates	**3,772**	**-**	3,436	-
Total payables	**16,347**	**-**	17,750	-
Current payables not expected to be settled within the next 12 months	**-**	**N/A**	-	N/A

Maitland City Council

Notes to the financial statements 30 June 2025

C2-2 Contract liabilities

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Funds to construct Council controlled assets	**17,672**	**-**	14,022	-
Total contract liabilities	**17,672**	**-**	14,022	-

Council has received funding to construct assets including sporting facilities and other infrastructure. The funds received are under an enforceable contract which require Council to construct an identified asset which will be under Council's control on completion. The revenue is recognised as Council constructs the asset and the contract liability reflects the funding received which cannot yet be recognised as revenue. The revenue is expected to be recognised in the next 12 months.

Revenue recognised that was included in the contract liability balance at the beginning of the period	**2025**	2024
	$'000	$'000
Funds to construct Council controlled asset	**4,120**	6,069
	4,120	6,069

Material accounting policy information

Contract liabilities are recorded when consideration is received from a customer / fund provider prior to Council transferring a good or service to the customer. Council presents the funds which exceed revenue recognised as a contract liability.

Maitland City Council

Notes to the financial statements 30 June 2025

C2-3 Borrowings

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Loans - Secured	**8,208**	**68,314**	7,596	70,991
Equipment Loans	**572**	**1,663**	502	1,243
Total borrowings	**8,780**	**69,977**	8,098	72,234

(a) Changes in liabilities arising from financing activities

	2024	**Cash flows**	**Non-cash movements**		**2025**
	$'000s	**$'000s**	**$'000s**		**$'000s**
			Acquisition	**Other**	
Loans - Secured	78,587	(2,065)	-	-	**76,522**
Equipment Loans	1,745	490	-	-	**2,235**
Total liabilities from financing activities	80,332	(1,575)	-	-	**78,757**

	2023	**Cash flows**	**Non-cash movements**		**2024**
	$'000s	**$'000s**	**$'000s**		**$'000s**
			Acquisition	**Other**	
Loans - Secured	81,321	(2,733)	-	-	**78,588**
Equipment Loans	454	1,290	-	-	**1,744**
Total liabilities from financing activities	81,775	(1,443)	-	-	**80,332**

Maitland City Council

Notes to the financial statements 30 June 2025

C2-3 Borrowings (Cont.)

(b) Financing Arrangements	**2025**	2024
	$'000	$'000
Total facilities		
Total facilities available to council at the reporting date is:		
Asset finance facility	**2,000**	2,000
Corporate credit cards	**250**	140
	2,250	2,140
Drawn facilities		
Financing facilities drawn down at the reporting date is:		
Asset finance facility	**-**	-
Corporate credit cards	**68**	59
	68	59
Undrawn facilities		
Undrawn financing facilities available to council at the reporting date is:		
Asset finance facility	**2,000**	2,000
Corporate credit cards	**182**	81
	2,182	2,081

Breaches and defaults

During the current and prior year, there were no defaults or breaches on any of the loans.

Security over loans

Loans are secured over the revenue of Council.

Covenants

Loans from Treasury Corporation outstanding $28.2M ($33.2M 2024), contain or include covenants which have been met for this year and prior year.

Maitland City Council

Notes to the financial statements 30 June 2025

C2-4 Employee benefit provisions

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Annual leave	**5,640**	**-**	5,155	-
Sick leave	**302**	**-**	400	-
Long service leave	**8,738**	**412**	8,292	322
RDO / Time in Lieu	**665**	**-**	637	-
Total provisions	**15,345**	**412**	14,484	322
Current provisions not expected to be settled within the next 12 months	**10,973**	**N/A**	10,721	N/A

Material accounting policy information

Other long-term employee benefit obligations

The liability for long-service leave and annual leave that is not expected to be wholly settled within 12 months after the end of the period in which the employees render the related service is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the end of the reporting period using the projected unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures, and periods of service. Expected future payments are discounted using market yields at the end of the reporting period on national government bonds with terms to maturity and currency that match, as closely as possible, the estimated future cash outflows.

Maitland City Council

Notes to the financial statements 30 June 2025

C2-5 Provisions

	2025		2024	
	Current	**Non-current**	Current	Non-current
	$'000	**$'000**	$'000	$'000
Waste Site remediation	**1,012**	**34,339**	2,147	34,750
Total provisions	**1,012**	**34,339**	2,147	34,750

Movements in provisions

	Asset remediation	**Other Provision**	**Total**
	$'000	**$'000**	**$'000**
At beginning of year	36,897	-	36,897
Changes to provision:			
Revised life & costs to remediate	(3,248)	-	(3,248)
Revised discount rate	674	-	674
Amounts used	-	-	-
Unwinding of discount	1,028	-	1,028
Total	**35,351**	**-**	**35,351**

Nature and purpose provisions

Asset remediation
The asset remediation provision represents the present value estimate of future costs Council will incur to restore, rehabilitate and reinstate the tip as a result of past operations.

Material accounting policy information

Provisions are recognised when Council has a present legal or constructive obligation as a result of past events, it is probable that an outflow of resources will be required to settle the obligation, and the amount has been reliably estimated.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one item included in the same class of obligations may be small.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the reporting date. The discount rate used to determine the present value reflects current market assessments of the time value of money and the risks specific to the liability. The increase in the provision due to the passage of time is recognised as borrowing costs.

Asset remediation - Waste Sites
Close-down and restoration costs include the dismantling and demolition of infrastructure, and the removal of residual materials and remediation of disturbed areas. Estimated close-down and restoration costs are provided for in the accounting period when the obligation arising from the related disturbance occurs, whether this occurs during the development or during the operation phase, based on the net present value of estimated future costs. Provisions for close-down and restoration costs do not include any additional obligations which are expected to arise from future disturbance. The costs are estimated on the basis of a closure plan. The cost estimates are calculated annually during the life of the operation to reflect known developments, e.g. updated costs estimates and revisions to the estimated lives of operations, and are subject to formal review at regular intervals.

The ultimate cost of environmental remediation is uncertain and cost estimates can vary in response to many factors, including changes to the relevant legal requirements, the emergence of new restoration techniques, or experience at other locations The expected timing of expenditure can also change, for example in response to changes in quarry reserves or production rates. As a result, there could be significant adjustments to the provision for close down and restoration and environmental clean-up, which affect future financial results.

Other movements in the provisions for close-down and restoration costs, including those resulting from new disturbance, updated cost estimates, changes to the estimated lives of operations, and revisions to discount rates, are capitalised within property, plant and equipment. These costs are then depreciated over the lives of the assets to which they relate.

Maitland City Council

Notes to the financial statements 30 June 2025

C3. Reserves

C3-1 Nature and purpose of reserves

(a) Nature and purpose of reserves

Infrastructure, property, plant and equipment revaluation reserve

The infrastructure, property, plant and equipment revaluation reserve is used to record increments and decrements on the revaluation of Infrastructure, property, plant & equipment.

Maitland City Council

Notes to the financial statements 30 June 2025

D. Risks and accounting uncertainties

D1-1 Risks relating to financial instruments held

Council's overall risk management program focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the financial performance of the council.

Council's objective is to maximise its return on cash and investments whilst maintaining an adequate level of liquidity and preserving capital. The finance section manages the cash and investments portfolio with the assistance of independent advisers. Council has an investment policy which complies with the Local Government Act and Ministerial Investment Order 625. The policy is regularly reviewed by Council and a monthly investment report is provided to Council setting out the make-up and performance of the portfolio as required by local government regulations.

Council does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by the finance Section under policies approved by the Councillors.

The fair value of receivables, loans, investments and financial liabilities approximates the carrying amount.

The risks associated with the financial instruments held are:

* Market rate risk - interest rate risk - the risk that movements in interest rates could affect returns.

* Liquidity risk - the risk that Council will not be able to pay its debts as and when they fall due.

* Credit risk - the risk that a contracting entity will not complete its obligations under a financial instrument resulting in a financial loss to Council.

Council manages these risks by diversifying its portfolio and only purchasing investments with high credit ratings or capital guarantees. Council also seeks advice from its independent advisers before placing any cash and investments.

(a) Market risk - interest rate and price risk

The impact on the result for the year and equity of a reasonably possible movement in the price of investme held and interest rates is shown below. The reasonably possible movement was determined based on historical movements and economic conditions in place at the reporting date.

	2025	2024
	$'000	$'000
Impact of a 1% (2024: 2%) movement in price of Bonds (investments):		
- Equity / Income statement	**107**	252
Impact of a 1% (2024: 2%) movement in interest rates:		
- Equity / Income statement	**2,227**	1,579

Maitland City Council

Notes to the financial statements 30 June 2025

D1-1 Risks relating to financial instruments held (Cont.)

(b) Credit risk

Council's major receivables comprise rates, annual charges, user charges and fees. Council manages the credit risk associated with these receivables by monitoring outstanding debt and employing stringent debt recovery policies. Council also encourages ratepayers to pay rates by the due date through incentives.

The credit risk for liquid funds and other short-term financial assets is considered negligible since the counterparties are reputable banks with high quality external credit ratings.

There are no significant concentrations of credit risk. Benchmarks are set and monitored for acceptable collection performance.

The maximum exposure to credit risk at the reporting date is the carrying amount of each class of receivable in the financial statements.

There are no material receivables that have been subject to a re-negotiation of repayment terms.

Credit risk profile
Receivables - Rates and Annual Charges
Credit risk on rates and annual charges is minimised by the ability of Council to recover these debts as a secured charge over the land; that is, the land can be sold to recover the debt. Council is also able to charge interest on overdue rates and annual charges at higher than market rates, which further encourages payment.

	Not yet due	Overdue debts		Total
		< 5 year	> 5 years	
	$'000	$'000	$'000	$'000
2025	-	**7,963**	**68**	**8,031**
2024	-	8,055	69	8,124

Receivables - non-rates and annual charges and contract assets
Council applies the simplified approach for non-rates and annual charges and contract assets to provide for expected credit losses, which permits the use of the lifetime expected loss provision at inception. To measure the expected credit losses, receivables have been grouped based on shared credit risk characteristics and the days past due.
The loss allowance provision is determined as follows.

		Not yet due	Overdue debts				
			< 30 days	30 - 60 days	60 - 90 days	> 90 days	Total
2025	**Gross carrying amount ($'000)**	**3,232**	**1,205**	**31**	**65**	**266**	**4,799**
	Expected loss rate (%)	0.45%	2.90%	5.26%	12.28%	21.50%	2.42%
	ECL provision ($'000)	**15**	**35**	**2**	**8**	**57**	**116**
2024	Gross carrying amount ($'000)	3,320	557	14	30	123	4,044
	Expected loss rate (%)	1.84%	3.72%	7.43%	17.71%	24.41%	2.92%
	ECL provision ($'000)	61	21	1	5	30	118

Maitland City Council

Notes to the financial statements 30 June 2025

D1-1 Risks relating to financial instruments held (Cont.)

(c) Liquidity risk

Payables, lease liabilities and borrowings are both subject to liquidity risk - that is the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due. Council manages this risk by monitoring its cash flow requirements and liquidity levels, and maintaining an adequate cash buffer. Payment terms can be extended and overdraft facilities drawn upon in extenuating circumstances.

Borrowings are also subject to interest rate risk: the risk that movements in interest rates could adversely affect funding costs. Council manages this risk through diversification of borrowing types, maturities and interest rate structure.

The finance team regularly reviews interest rate movements to determine if it would be advantageous to refinance or renegotiate part or all of the loan portfolio.

The timing of cash flows presented in the table below to settle financial liabilities reflects the earliest contractual settlement dates. The timing of expected outflows is not expected to be materially different from contracted cashflows.

The amounts disclosed in the table are the undiscounted contracted cash flows for non-lease liabilities and therefore the balances in the table may not equal the balances in the statement of financial position due to the effect of discounting.

2025 $'000	**Weighted Average Interest rate %**	**Due within 1 Year $'000**	**Due between 1 and 5 years $'000**	**Due after 5 years $'000**	**Total Contractual cash flows $'000**	**Carrying values $'000**
Payables	**0.00%**	**16,347**	**-**	**-**	**16,347**	**16,347**
Borrowings	**3.40%**	**11,383**	**40,262**	**44,689**	**96,334**	**78,757**
		27,730	**40,262**	**44,689**	**112,681**	**95,104**

2024 $'000	Weighted Average Interest rate %	Due within 1 Year $'000	Due between 1 and 5 years $'000	Due after 5 years $'000	Total Contractual Cash flows $'000	Carrying Values $'000
Payables	0.00%	17,750	-	-	17,750	17,750
Borrowings	3.19%	11,061	40,527	46,685	98,273	80332
		28,811	40,527	46,685	116,023	98,082

Maitland City Council

Notes to the financial statements 30 June 2025

D2-1 Fair value measurement

The Council measures the following assets and liabilities at fair value on a recurring basis.

* Infrastructure, property, plant and equipment

Fair value hierarchy

All assets and liabilities measured at fair value to be assigned to a level in the fair value hierarchy as follows:

Level 1	Unadjusted quoted prices in active markets for identical assets or liabilities that the council can access at the measurement date.
Level 2	Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly.
Level 3	Unobservable inputs for the asset or liability.

The table below shows the assigned level for each asset and liability held at fair value by the Council:

	Note	Level 2 ($000's) Significant observable inputs $'000		Level 3 ($'000s) Significant unobservable inputs $'000		Total ($'000s)	
Recurring fair value measurements		**2025**	2024	**2025**	2024	**2025**	2024
		$'000	$'000	**$'000**	$'000	**$'000**	$'000
Infrastructure, property, plant and equipment	C1-5						
Plant, equipment, furniture and fittings		**-**	-	**15,659**	13,041	**15,659**	13,041
Land		**118,833**	118,227	**135,580**	134,743	**254,413**	252,970
Buildings and other structures		**-**	-	**165,801**	161,812	**165,801**	161,812
Roads, bridges and footpaths		**-**	-	**1,160,393**	1,102,125	**1,160,393**	1,102,125
Bulk Earthworks		**-**	-	**18,361**	-	**18,361**	-
Storm water drainage		**-**	-	**380,011**	358,135	**380,011**	358,135
Open space / recreational assets		**-**	-	**97,035**	90,357	**97,035**	90,357
Other infrastructure assets (waste depot)		**-**	-	**4,083**	3,683	**4,083**	3,683
Other assets		**-**	-	**16,122**	15,622	**16,122**	15,622
Tip asset		**-**	-	**8,698**	9,785	**8,698**	9,785
Total infrastructure, property, plant & equipment		**118,833**	118,227	**2,001,743**	1,889,303	**2,120,576**	2,007,530

Maitland City Council

Notes to the financial statements 30 June 2025

D2-1 Fair value measurement

Level 3 Measurements

The following table summarises the quantitative information relating to the significant unobservable inputs used in deriving the various Level 3 asset class fair values with no changes to valuation techniques during the period.

Class	Valuation techniques	Unobservable inputs
Plant, equipment, furniture, fittings and office equipment	Cost appoach	Current replacement cost of modern equivalent asset, asset condition, useful life and residual value
Operational land	Market approach	Price per square metre
Land Under Roads	Market-based direct comparison	Extent and impact of use, market cost of land per square metre, restrictions. The market value of land varies significantly depending on the location of land and current market conditions.
Community / Crown Land	Market approach. Land values obtained from the NSW Valuer-General	Land value, land area, level of restriction
Buildings	Cost approach	Current replacement cost of modern equivalent asset using componentisation, asset condition, remaining lives, residual value. Unit rates per m2
Roads, bridges, footpaths, stormwater drainage	Cost approach	Asset condition, remaining lives using componentisation Unit rates per m2 or m3
Swimming pools	Cost approach	Current replacement cost of modern equivalent asset, asset condition, useful life and residual value
Other open space / recreational assets	Cost approach	Current replacement cost of modern equivalent asset using componentisation, asset condition, remaining lives, residual value.
Other infrastructure assets (waste depot)	Cost approach	Current replacement cost of modern equivalent asset using componentisation, asset condition, remaining lives, residual value.
Art works	Market approach	Market approach if information readily available. The level of appreciation of the asset, current replacement/ replication cost of equivalent asset, asset condition
Tip asset	Cost approach	Environmental legislation, timing of expected cash outflows, asset condition

Reconciliation of Movements

A reconciliation of the movements in recurring fair value measurements allocated to Level 3 of the hierarchy by class of assets is provided below:

	2025	2024
	$'000	**$'000**
Balance at 1 July	**1,889,302**	1,719,589
Total gains or losses for the period		
Recognised in profit or loss - Realised (Refer Note B4-1)	**(288)**	(786)
Recognised in other comprehensive income - Revaluation	**64,936**	114,402
Other movements		
Purchases	**81,723**	87,948
Sales	**(1,758)**	(1,336)
Depreciation	**(32,171)**	(30,514)
Balance at 30 June	**2,001,744**	1,889,303

Highest and best use

All assets valued at fair value in this note are being used for their highest and best use.

Maitland City Council

Notes to the financial statements 30 June 2025

D3-1 Contingencies

Contingent liabilities

(a) Defined benefit plan

Council is party to an Industry Defined Benefit Plan under Active Super - Pool B (the Scheme) which is a defined benefit plan that has been deemed to be a "multi-employer fund" for the purposes of AASB119 Employee Benefits. for the following reasons:
- assets are not segregated within the sub-group for each sponsoring employer;
- contribution rates are the same for all sponsoring employers. That is, contribution rates have not varied for each sponsoring employer according to the experience relating to the employees of that sponsoring employer;
- benefits for employees are determined according to the same formulae and without regard to the sponsoring employer; and
- the same actuarial assumptions are currently used for each employee.

Given the factors above, each sponsoring employer is exposed to the actuarial risks associated with current and former employees and hence shares in the associated gains and losses (to the extent that they are not borne by members.

Description of the funding arrangements
Pooled employers are required to pay standard employer contributions and additional lump sum contributions to the fund.
the standard employer contributions were determined using the new entrant rate method under which a contribution rate sufficient to fund the total benefits over the working lifetime of a typical new entrant is calculated. The standard employer contribution rates are:

Division B	1.9 times for non -180 point members & Nil for 180 point members
Division C	2.5% salaries
Division D	1.64 times member contributions

The additional lump sum contribution for each pooled employer is a share of the total additional contributions of 20.0M for 1 January 2022 to 31 December 2024. Given the funding position of the Fund as at 30 June 2024, it was recommended to cease these past service contributions effective 1 January 2025. The adequacy of contributions is assessed at each actuarial investigation which will be conducted annually, the next of which is due effective 30 June 2025.

Description of Council's liability and obligations
The last valuation of the Scheme was performed by the Actuary, Mr Richard Boyfield, FIAA on 30 June 2022.
The expected contributions to the Fund by Council for the 2025/26 financial year is $66,336.
It is estimated that there are $15,336 past service contributions remaining.
The estimated employer reserves financial position for the pooled employees as at 30 June 2025 is:

Employer reserves only	$M	Asset Coverage
Assets	2,197.6	
Past Service Liabilities	2,092.0	105.5%
Vested benefits	2,130.4	103.2%

Council's share of that deficiency cannot be accurately calculated as the scheme is a mutual arrangement. For this reason no liability for the deficiency is recognised in the accounts. Council has a possible obligation that may arise should the scheme require immediate payment to correct the deficiency

An investment return of 6.0%, salary inflation of 3.5% and CPI increases of 2.5% are the key long term assumptions for the calculated present value of accrued benefits.

(b) Bank guarantees / loan guarantees

Council is guarantor of a bank loan obtained by the Maitland Hockey Association. The loan, in the amount of $350,000 was redrawn in 2018/19.

Maitland City Council

Notes to the financial statements 30 June 2025

E. People and relationships

E1. Related party disclosures

E1-1 Key management personnel (KMP)

The aggregate amount of KMP compensation included in the Income Statement is:

Compensation	**2025 $'000**	2024 $'000
Short-term benefits	**2,461**	2,530
Post-employment benefits	**177**	2,259
Total	**2,638**	4,789

Other transactions with KMP and their related parties

Council has determined that transactions at arm's length between KMP and Council as part of KMP using council services (e.g. access to library or Council swimming pool) will not be disclosed.

Nature of the transaction	**Transactions during the year ($'000s)**	**Outstanding balances, including commitments ($'000s)**	**Terms and conditions**	**Impairment provision on outstanding balances ($'000s)**	**Impairment expense ($'000s)**
2025					
Payments made for recycling services[1]	**3,362**	**-**	30 days	**-**	**-**
Payments made for services received[2]	**151**	**-**	30 days	**-**	**-**

Maitland City Council

Notes to the financial statements 30 June 2025

E1-1 Key management personnel (KMP) (Cont.)

Other transactions with KMP and their related parties (continued)

Nature of the transaction	Transactions during the year ($'000s)	Outstanding balances, including commitments ($'000s)	Terms and conditions
2024			
Payments made for recycling services[1]	3,076	-	30 days
Payments made for services received[2]	148	-	30 days

[1] Relates to payments to Hunter Resource Recovery, a company in which Council has an interest, to provide recycling services. The contract was awarded through a competitive tender process based on market rates for these services. Amounts are payable on a monthly basis for the term of the contract.

[2] Council uses Arrow Collaborative Services Limited, a company in which Council has an interest, for a variety of services, including legal services, records storage, training and Environment Management.

Maitland City Council

Notes to the financial statements 30 June 2025

E1-2 Councillor and mayoral fees and associated expenses

The aggregate amount of Councillor and mayoral fees and associated expenses included in the Income statement is:

	2025	2024
	$'000	$'000
Mayoral fee	**109**	104
Councillor fees	**467**	465
Councillors' (including mayor) expenses	**53**	13
Total	**629**	582

E2 Other relationships

E2-1 Audit fees

	2025	2024
	$'000	$'000
Auditors of the Council - NSW Auditor-General:		
Audit of financial statements	**120**	115
Total fee paid or payable to the Auditor-General	**120**	115

Maitland City Council

Notes to the financial statements 30 June 2025

F. Other matters

F1-1 Statement of cash flows information

(a) Reconciliation of net operating result to cash provided from operating activities

	2025	2024
	$'000	$'000
Operating result	**49,021**	**53,461**
Add / (less) non-cash items		
(Gain) / loss on disposal of assets	**288**	**786**
Depreciation and amortisation	**32,828**	**31,097**
Non -cash contributions and dedications	**(28,306)**	**(38,939)**
Impairment of receivables	**27**	**70**
Changes in assets and liabilities		
Movement in operating assets and liabilities		
(Increase) / decrease of receivables	**(1,555)**	**552**
(Increase) / decrease of Inventories	**29**	**(6)**
(Increase) / decrease of contract asset	**(287)**	**(504)**
Increase / (decrease) in trade payables	**(1,403)**	**3,830**
Increase / (decrease) in contract liabilities	**3,651**	**2,317**
Increase / (decrease) in employee benefit provision	**951**	**(442)**
Increase / (decrease) in other provisions	**(522)**	**14,614**
Net Cash Flows from operating activities	**54,722**	**66,835**

(b) Non-cash financing and investing activities

Asset contributions		
- Roads Bridges and footpaths	**22,389**	24,376
- Drainage	**4,613**	12,653
- Land	**838**	1,026
- Other	**466**	885
	28,306	38,940

Maitland City Council

Notes to the financial statements 30 June 2025

F2-1 Capital commitments

	Actual 2025 $'000	Actual 2024 $'000
(a) Capital commitments (exclusive of GST)		
Capital expenditure committed for at the reporting date but not recognised in the financial statements as liabilities:		
- Plant and equipment	**736**	2,427
- Roads, bridges & footpaths	**18,999**	18,832
- Drainage assets	**1,094**	64
- Recreational assets	**978**	2,949
- Buildings	**3,917**	110
- Other	**3,951**	4,256
Total	**29,675**	28,638

The Council has committed to completing various road, bridge and footpath works and replacing various items of major plant.

F3-1 Events occurring after reporting date

No matters have arisen subsequent to balance date that would require these financial statements to be amended.

F4. Statement of developer contributions as at 30 June 2025

F4-1 Summary of developer contributions

Purpose	Balance At 1 July 2024 ($'000)	Contributions Received Cash ($'000)	Non Cash Land ($'000)	Non Cash Other ($'000)	Interest & investment income earned ($'000)	Amount Expensed ($'000)	Held as restricted asset At 30 June 2025 ($'000)	Cumulative balance of internal borrowings (to) / from ($'000)
Drainage	1,149	261	-	-	65	-	1,475	-
Roads	469	33	-	510	27	-	529	-
Traffic facilities	52,839	12,396	-	-	2,863	10,069	58,029	-
Parking	1	-	-	-	-	-	1	-
Open space	35,330	4,287	-	-	1,959	1,527	40,049	-
Community facilities	34,696	2,924	-	-	1,923	407	39,136	-
Other	1,633	493	-	- 510	90	404	1,812	-
S7.11 under plans	126,117	20,394	-	-	6,927	12,407	141,031	-
S7.12 levies	1,082	941	-	-	64	435	1,652	-
Total Contributions	127,199	21,335	-	-	6,991	12,842	142,683	-

Under the Environmental Planning and Assessment Act 1979, local infrastructure contributions, also known as developer contributions, are charged by councils when new development occurs.They help fund infrastructure like parks, community facilities, local roads, footpaths, stormwater drainage and traffic management. It is possible that the funds contributed may be less than the cost of this infrastructure, requiring council to borrow or use general revenue to fund the difference.

F4-2 Developer contributions by plan

Contribution plan no. 1 - 2006 City Wide Plan

Purpose	Balance At 1 July 2024 ($'000)	Contributions Received Cash ($'000)	Non Cash Land ($'000)	Non Cash Other ($'000)	Interest & investment income earned ($'000)	Amount Expensed ($'000)	Held as restricted asset At 30 June 2025 ($'000)	Cumulative balance of internal borrowings (to) / from ($'000)
Drainage	-	-	-	-	-	-	-	-
Roads	469	32	-	-	9	-	510	-
Traffic facilities	5,790	1,434	-	-	357	490	7,091	-
Parking	1	-	-	-	-	-	1	-
Open space	5,829	146	-	-	303	928	5,350	-
Community facilities	12,774	84	-	-	689	36	13,511	-
Other	119	115	-	- 510	8	72	- 340	-
Total	24,982	1,811	-	- 510	1,366	1,526	26,123	-

F4-2 Developer contributions by plan (Cont.)

Contribution plan no. 2 - 2006 Thornton North Plan

Purpose	Balance At 1 July 2024 ($'000)	Contributions Received Cash ($'000)	Non Cash Land ($'000)	Non Cash Other ($'000)	Interest & investment income earned ($'000)	Amount Expensed ($'000)	Held as restricted asset At 30 June 2025 ($'000)	Cumulative balance of internal borrowings (to) / from ($'000)
Drainage	-	-	-	-	-	-	-	-
Roads	-	-	-	-	-	-	-	-
Traffic facilities	23,453	4,662	-	-	1,239	4,410	24,944	-
Parking	-	-	-	-	-	-	-	-
Open space	15,971	1,379	-	-	888	-	18,238	-
Community facilities	7,883	461	-	-	424	371	8,397	-
Other	461	118	-	-	20	291	308	-
Total	47,768	6,620	-	-	2,571	5,072	51,887	-

Contribution plan no. 3 - 2014 Lochinvar Plan

Purpose	**Balance At 1 July 2024 ($'000)**	**Contributions Received Cash ($'000)**	**Non Cash Land ($'000)**	**Non Cash Other ($'000)**	**Interest & investment income earned ($'000)**	**Amount Expensed ($'000)**	**Held as restricted asset At 30 June 2025 ($'000)**	**Cumulative balance of internal borrowings (to) / from ($'000)**
Drainage	1,149	261	-	-	65	-	1,475	-
Roads	-	-	-	-	-	-	-	-
Traffic facilities	5,416	1,372	-	-	309	66	7,031	-
Parking	-	-	-	-	-	-	-	-
Open space	5,541	1,475	-	-	320	-	7,336	-
Community facilities	2,874	639	-	-	164	-	3,677	-
Other	602	146	-	-	34	-	782	-
Total	15,582	3,893	-	-	892	66	20,301	-

F4-2 Developer contributions by plan (Cont.)

Contribution plan no. 4 - 2016 City Wide Plan

Purpose	Balance At 1 July 2024 ($'000)	Contributions Received: Cash ($'000)	Contributions Received: Non Cash Land ($'000)	Contributions Received: Non Cash Other ($'000)	Interest & investment income earned ($'000)	Amount Expensed ($'000)	Held as restricted asset At 30 June 2025 ($'000)	Cumulative balance of internal borrowings (to) / from ($'000)
Drainage	-	-	-	-	-	-	-	-
Roads	-	1	-	510	18	-	529	-
Traffic facilities	15,218	3,744	-	-	826	3,516	16,272	-
Parking	-	-	-	-	-	-	-	-
Open space	2,894	743	-	-	164	599	3,202	-
Community facilities	9,777	1,487	-	-	564	-	11,828	-
Other	161	28	-	-	9	41	157	-
Total	28,050	6,003	-	510	1,581	4,156	31,988	-

Contribution plan no. 5 - 2015 Farley Plan

Purpose	Balance At 1 July 2024 ($'000)	Contributions Received: Cash ($'000)	Contributions Received: Non Cash Land ($'000)	Contributions Received: Non Cash Other ($'000)	Interest & investment income earned ($'000)	Amount Expensed ($'000)	Held as restricted asset At 30 June 2025 ($'000)	Cumulative balance of internal borrowings (to) / from ($'000)
Drainage	-	-	-	-	-	-	-	-
Traffic facilities	2,962	1,184	-	-	132	1,587	2,691	-
Open space	5,095	544	-	-	284	-	5,923	-
Community facilities	1,388	253	-	-	82	-	1,723	-
Other	290	86	-	-	19	-	395	-
Total	9,735	2,067	-	-	517	1,587	10,732	-

End of Audited Financial Statement

Attachments Under Separate Cover

P439

maitland CITY COUNCIL

21 OCTOBER 2025

Maitland City Council

Special Schedules
for the year ended 30 June 2025

Contents

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Special Schedules		
Special Schedule 1	Permissible income calculation	B2
Special Schedule 2	Report on infrastructure assets (not audited)	B3

Maitland City Council

Special Schedule 1
Permissible Income for General Rates

		2025-26 $'000	2024-25 $'000
Notional General Income Calculation[1]			
	Last year notional income yield	**90,779**	84,566
	Plus / minus adjustments[2]	**1,113**	1,890
	Notional general income	**91,892**	86,456
Permissible income calculation			
	Special variation percentage[3]	**0.00%**	0.00%
OR	Rate peg percentage	**5.80%**	5.00%
OR	Crown land adjustment incl. rate peg percentage	**-**	-
	Less expiring special variation amount	**-**	-
	Plus special variation amount	**-**	-
OR	Plus rate peg amount	**5,330**	4,323
OR	Plus crown land adjustment and rate peg amount	**-**	-
	Sub total	**97,222**	90,779
	Plus or minus last year's carry forward total	**-**	1
	Less valuation objections claimed in the previous year	**-**	(1)
	Sub total	**-**	-
Total permissible income		**97,222**	90,779
	Less notional general income yield	**97,218**	90,779
	Catch-up or (excess) result	**4**	-
	Plus income lost due to valuation objections claimed [4]	**-**	-
	Less unused catch-up [5]	**-**	-
	Carry forward to next year [6]	**4**	-

Notes

1. The notional general income will not reconcile with rate income in the financial statements in the corresponding year. The statements are reported on an accrual accounting basis which include amounts that relate to prior years' rates income.
2. Adjustments account for changes in the number of assessments and any increase or decrease in land value occurring during the year. The adjustments are called "supplementary valuations" as defined in the *Valuation of Land Act 1916 (NSW).*
3. The 'special variation percentage' is inclusive of the Rate Peg percentage and where applicable crown land adjustment.
4. Valuation objections are unexpected changes in land values as a result of land owners successfully objecting to the land value issued by the Valuer-General. Councils can claim the value of the income lost due to valuation objections in any single year.
5. Unused catch-up amounts will be deducted if they are not caught up within 2 years. Usually councils will have a nominal carry forward figure. These amounts can be adjusted for in setting the rates in a future year.
6. Carry forward amounts which are in excess (an amount that exceeds the permissible income) require Ministerial approval by order published in the NSW Government Gazette in accordance with section 512 of the *Local Government Act 1993.* The OLG will extract these amounts from councils' Special Schedule 2 in the Financial Data Return (FDR) to administer this process. Please check data is transferred accurately to the Special Schedule 2 of the Financial

Maitland City Council

Special Schedule No. 2: Report on infrastructure assets as at 30 June 2025

Asset class	Asset category	Estimated cost to bring to a satisfactory standard	Estimated cost to bring to the agreed level of service set by Council	2024-25 Required maintenance	2024-25 actual maintenance^	Net carrying amount	Gross replacement cost (GRC)	Assets in condition as a % of Gross Replacement Cost				
		$'000	$'000	$'000	$'000	$'000	$'000	1	2	3	4	5
Buildings *		90,554	53,865	2,457	3,492	165,801	303,213	18.4%	15.8%	26.7%	12.6%	26.6%
Other structures *		-	-	-	-	-	-	-	-	-	-	-
Roads *	Sealed Roads	40,730	14,842	4,784	9,885	757,640	926,393	58.2%	33.4%	5.8%	2.2%	0.4%
	Unsealed Roads	410	383	15	484	871	1,288	60.0%	31.3%	5.9%	2.6%	0.2%
	Other Roads Assets	43,831	16,585	1,459	730	197,127	261,265	44.6%	20.3%	26.0%	5.6%	3.5%
	Bridges	5,644	16	662	57	55,056	64,256	62.6%	28.6%	8.8%	0.0%	0.0%
	Footpaths	20,774	2,246	1,069	1,250	149,698	195,333	49.1%	32.4%	17.1%	1.2%	0.2%
	Sub total	111,389	34,072	7,989	12,406	1,160,393	1,448,536					
Stormwater drainage *		20,803	8,430	3,309	1,798	380,011	465,729	67.8%	24.8%	5.2%	1.0%	1.2%
Open space / recreational assets *												
	Other open space / recreational assets	- 19,957	10,339	2,427	6,206	97,035	126,825	55.0%	20.0%	15.0%	9.0%	1.0%
	Sub total	19,957	10,339	2,427	6,206	97,035	126,825					
Total classes	**Total - all assets**	**242,703**	**106,707**	**16,182**	**23,902**	**1,803,240**	**2,344,304**					

Infrastructure Asset Condition Assessment

Level	Condition	Description
1	Excellent / Very good	No work required (normal maintenance)
2	Good	Only minor maintenance work required
3	Satisfactory	Maintenance work required
4	Poor	Renewal required
5	Very poor	Urgent renewal / upgrading required

* Reconciles with Note C1-5

^ Required maintenance is the amount identified in Council's asset management plans.

Maitland City Council

Special Schedule No. 2 (continued)

Report on infrastructure assets
30 June 2025

Infrastructure asset performance indicators *

		Amounts $'000	Current year indicators	2024	Benchmark
1. Building & infrastructure renewals ratio					
Asset renewals (renewals **only** for Infrastructure Assets)	**$**	**31,029**	**110.7%**	135.3%	**>100%**
Depreciation, amortisation and impairment	**$**	**28,038**			
2. Infrastructure backlog ratio					
Estimated cost to bring assets to a satisfactory condition	**$**	**242,703**	13.5%	13.0%	**<2%**
Net carrying amount of infrastructure assets	**$**	**1,803,240**			
3. Asset maintenance ratio					
Actual asset maintenance	**$**	**23,902**	147.7%	164.1%	**>100%**
Required asset maintenance	**$**	**16,182**			
4. Cost to bring assets to agreed service level					
Estimated cost to bring assets to an agreed level of service set by Council	**$**	**106,707**	4.6%	5.9%	
Gross replacement cost	**$**	**2,344,304**			

* All indicators are calculated using the asset classes identified in the table in Special Schedule 2



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Finance

Adoption of the Partnerships and Advocacy Strategy 2025-2026

Draft Partnerships and Advocacy Strategy 2025-2026 (Under Seperate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 90



City Shaping: Maitland's Future

Draft Partnerships and Advocacy Strategy

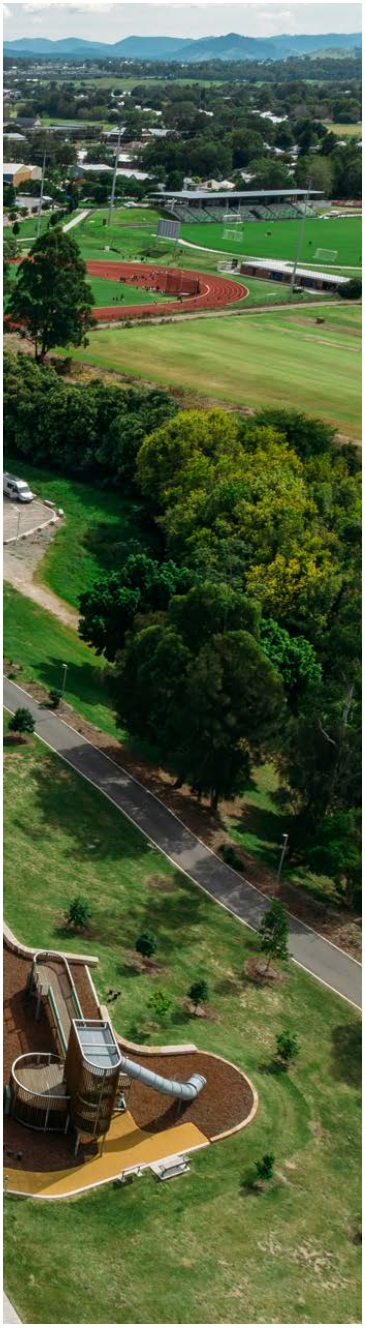
2025–2026

maitland CITY COUNCIL



Acknowledgement of Country

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



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Mayor Philip Penfold



General Manager Jeff Smith

A message from our Mayor and General Manager

Maitland is a city evolving — family-friendly, welcoming, and proud of its heritage. Centrally located in the heart of the Hunter region, we offer the perfect blend of city convenience with a warm country charm.

Our Community Strategic Plan, Maitland's Future outlines our shared vision for achieving a connected city with thriving communities. Our commitment to this process ensures Maitland not only remains a great place to live but evolves into a thriving, connected city where everyone can contribute to and benefit from our collective success.

As we move towards achieving our shared vision, we aim to work closely with our community, industry and other levels of Government to partner on the actions, projects and services we need. We embrace new opportunities and growth, making Maitland a dynamic place to live, work, enjoy and succeed.

We are a busy and productive community, and we have a thriving local economy diversified across health, construction, service and knowledge industries. Maitland supports more than 35,000 jobs and has an annual economic output of over $15 billion.

Maitland is one of the fastest growing cities in Australia with an annual growth rate consistently above 2.5 per cent. The city's continued population growth is a significant strength for the local economy, providing industries and businesses with access to a broad workforce from both within Maitland and neighbouring areas, thanks to our central location in the Hunter region.

This growth, along with the lifestyle benefits our city offers, helps attract people to support the key industries that drive our economy.

At the same time, our growing population brings both opportunities and challenges. It places pressure on the environment, transport corridors and on a range of services and amenities.

The importance of this Partnerships and Advocacy Strategy document is to identify how we intend to prioritise and deliver infrastructure and services to achieve Maitland's Future. Working together, partnering with different levels of government and private industry we can create a connected city with thriving communities.

While there is plenty to love about Maitland today, we always need to keep our focus on tomorrow, and on how our growing, evolving community can continue to enjoy this place we love, well into the future.



"Working together, partnering with different levels of government and private industry we can create a connected city with thriving communities."

Introduction to our strategy

Purpose

This strategy aims to identify and prioritise the future planning and delivery of infrastructure and services for the city, which is fundamental to fully capture our population growth potential and is critical for liveability and economic resilience.

- **Maitland's Future:** Outlines our shared vision for achieving a connected city with thriving communities.
- **Delivering Maitland's Future:** Our delivery Program and Operational Plan outlines how we will work to achieve our shared vision within the funding and resources we have available.
- **Partnerships and Advocacy Strategy:** Illustrates how we can work together to create opportunities for growth, work and participation. Identifying the City Shaping partnerships and advocacy priorities needed to achieve Maitland's Future.

Maitland: Local Government Area (LGA)
Maitland City Council (MCC): Organisation
Council: Elected body

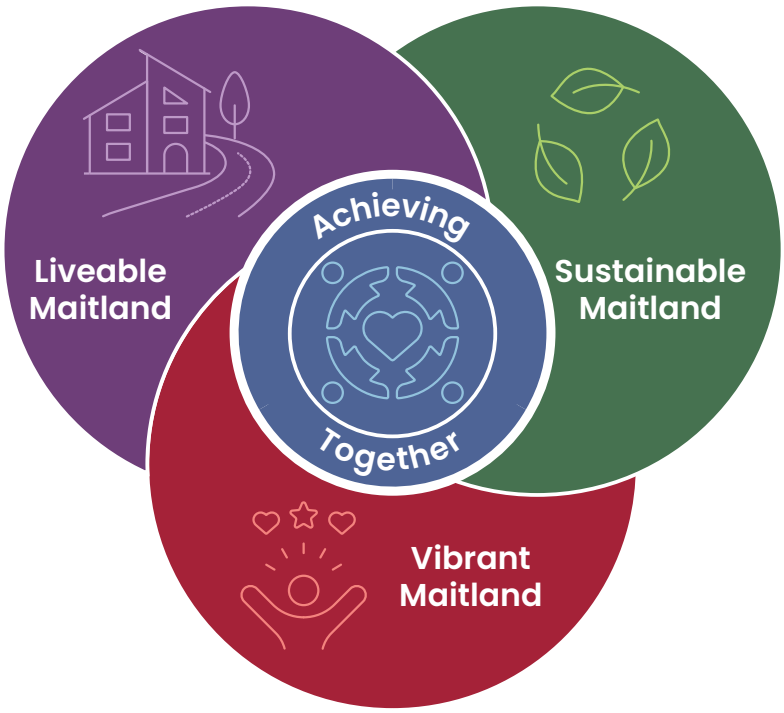
As we move towards achieving our shared vision, we will work closely with our community, private industry and other levels of government to partner on the actions, projects and services we need to deliver to bring our plan to life.

The objective of this document is to identify how we intend to prioritise, partner and advocate over this term of Council.

Our strategy identifies how we aim to:

- **Partner** on key projects within Council's control that require funding assistance to deliver priority infrastructure and,
- **Advocate** for key priorities for our community that are outside of Council's control but help to deliver Maitland's shared vision for the future.

Our shared vision: A connected city with thriving communities



Vibrant Maitland

Working together to create opportunities for growth, work and involvement.

3.1 Diverse local economy

- Investment attraction
- Strengthened and diversified precincts
- Future skill

3.2 Welcoming communities

- Celebrate diversity and culture
- City activation and presentation
- Aboriginal and Torres Strait Islander connections
- Community connections

3.3 City shaping partnerships

- Growth opportunities
- Advocacy and partnerships

The heart of the Hunter

Who we are

Maitland is a city evolving – family friendly, welcoming, and proud of its heritage. Centrally located in the heart of the Hunter region, we offer the perfect blend of city convenience with a warm country charm.

We embrace new opportunities and growth, making Maitland a dynamic place to live, work, enjoy and succeed.

Almost 96,000 people call Maitland home, and we welcome around 2,000 new people each year. By 2041, we expect about 145,000 people to call our city home.

The Wonnarua and Guringai Peoples are the Traditional Keepers and Custodians of the lands within the Maitland LGA.

It is one of the oldest regional centres in Australia, built on the banks of the Hunter River. The Hunter River winds its way through the countryside and the city, offering a beautiful backdrop to our daily lives.





9.4% speak a language other than English at home

6.7% people with a disability



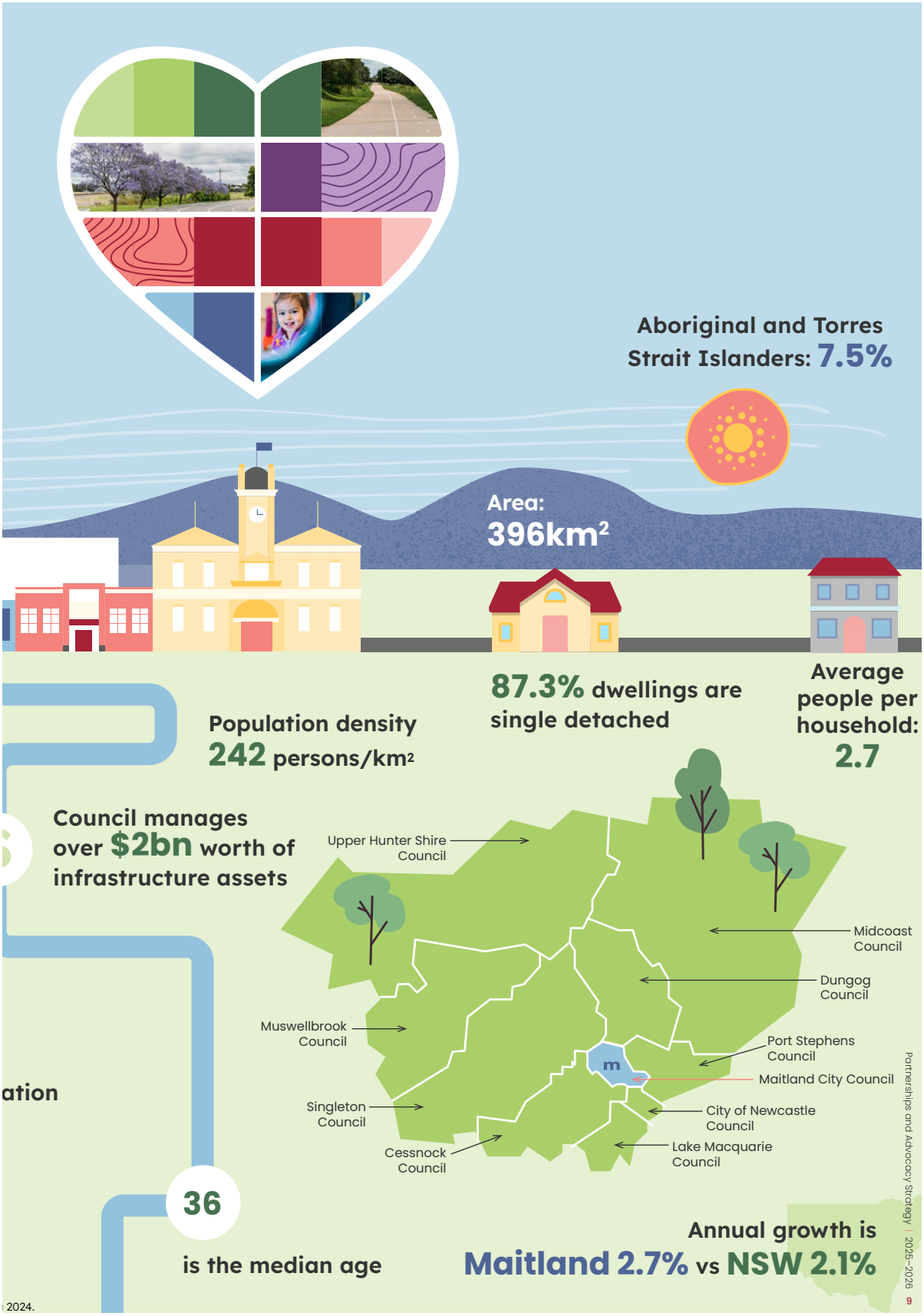


95,957 is the estimated pop

144,536 is the projected 2041 population



Source data: Planning NSW 2023 population projections, Census data 2021 and Remplan


Aboriginal and Torres Strait Islanders: 7.5%
Area: 396km²
87.3% dwellings are single detached
Average people per household: 2.7
Population density 242 persons/km²
Council manages over $2bn worth of infrastructure assets
Upper Hunter Shire Council
Midcoast Council
Dungog Council
Muswellbrook Council
Port Stephens Council
Maitland City Council
Singleton Council
City of Newcastle Council
Cessnock Council
Lake Macquarie Council
ation
36
is the median age
Annual growth is Maitland 2.7% vs NSW 2.1%
2024.
Partnerships and Advocacy Strategy | 2025–2026
9

Maitland: The heart of the Hunter

Our economic identity

Maitland is emerging as one of the most dynamic and fastest-growing economies in regional New South Wales. As the heart of the Hunter, Maitland combines heritage and innovation to create a distinct economic profile, one built on strong population growth, infrastructure investment, diverse industry sectors, and a thriving local business community. This growth is not just about numbers, it's about enabling a better quality of life for our community.

Driving local growth

Maitland's economy is built on a foundation of established and emerging industries. Sectors such as construction, healthcare, retail, professional services, advanced manufacturing, and education continue to expand in response to strong population growth and demand for local services. New and expanding employment precincts are unlocking investment potential, while the city's accessible location, lifestyle appeal, and infrastructure pipeline are attracting a new wave of entrepreneurs, employers, and workers.

The future economy

Our city is ready to evolve into a centre of innovation, creative industries, and knowledge-based jobs. As we grow, we are focused on supporting a future-ready workforce, enabling small business success, encouraging investment, and ensuring local employment opportunities keep pace with community needs. Our economic development priorities are tied to creating liveable, connected places and a resilient economy that supports both productivity and wellbeing.

Education and skills

Maitland is well-positioned to foster the skills and talent needed to meet the demands of a changing economy. With access to nearby tertiary institutions like the University of Newcastle and strong connections with TAFE NSW, our city supports pathways for lifelong learning, vocational training, and workforce development. Local schools and business partnerships help shape the future workforce and foster a culture of learning and innovation.

Strategic connectivity

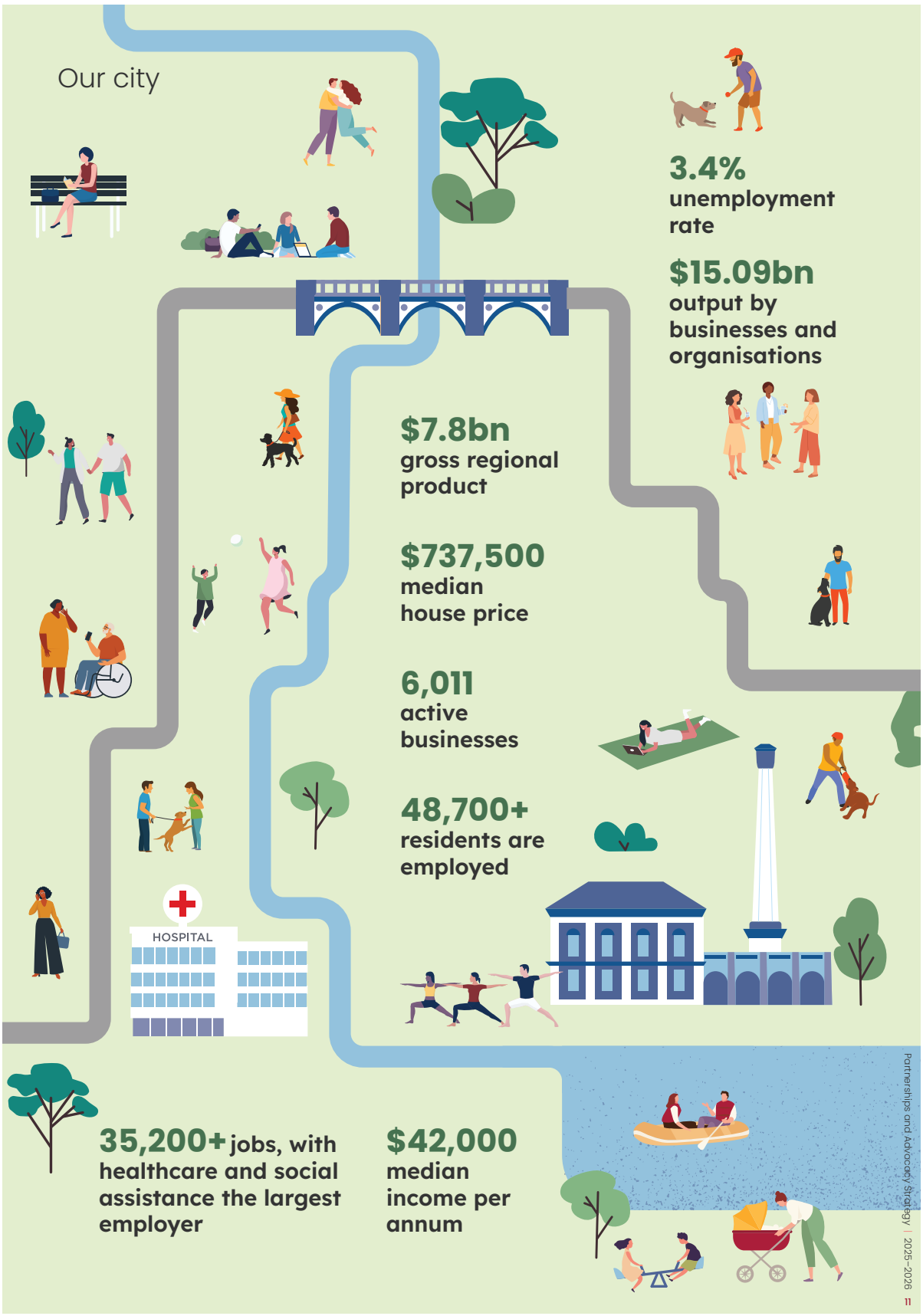
Maitland boasts strong connections with major road and rail infrastructure linking our economy to neighbouring centres, ports, and airports. These connections support freight movement, commuting, and economic exchange, making Maitland a highly sought-after location for business and investment. Within the city, investments in precinct development, active transport, and digital connectivity are shaping the conditions for economic success and ensuring that growth contributes to daily liveability and wellbeing.

A place for business and community

Our direction for Maitland's economy is inclusive and forward focused. We are creating a city where businesses thrive alongside vibrant communities; where jobs are local and diverse; and where economic development supports quality of life. As the heart of the Hunter, Maitland is not just keeping pace with regional change, we are helping to lead it, ensuring that growth goes hand-in-hand with the wellbeing of our people.

Liveable city

Maitland is a liveable city, with a population growth rate of 2.7 per cent, showing that people are choosing to live here for the lifestyle it offers. When residents have access to parks, entertainment, shops and services within walking distance of their homes and workplaces, they are more likely to engage directly with the local economy. Liveability fosters a sense of community, stability and belonging, and helps to support a strong visitor economy. Businesses and companies are more likely to invest in places that offer a high standard of living, places that reflect their values and attract the workforce they need.


Our city
3.4%
unemployment rate
$15.09bn
output by businesses and organisations
$7.8bn
gross regional product
$737,500
median house price
6,011
active businesses
48,700+
residents are employed
HOSPITAL
35,200+ jobs, with healthcare and social assistance the largest employer
$42,000
median income per annum
Partnerships and Advocacy Strategy | 2025–2026
11



Our Councillors

Maitland City Council has a popularly elected Mayor and 12 Councillors elected by residents in four wards which changed before the 2024 election.

Ward One


Cr Amelia Atkinson


Cr Sally Halliday


Cr Ken Jordan

Ward Two


Cr Race Barstow


Cr Kristy Flannery


Cr Mitchell Griffin

Ward Three


Cr Bill Hackney


Cr Ben Whiting


Cr Ben Worth

Ward Four

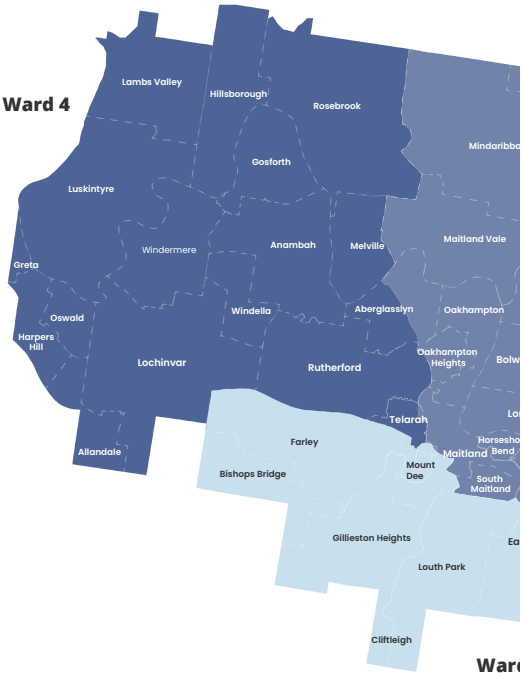

Cr Don Ferris


Cr Warrick Penfold


Cr Mike Yarrington

Electoral wards

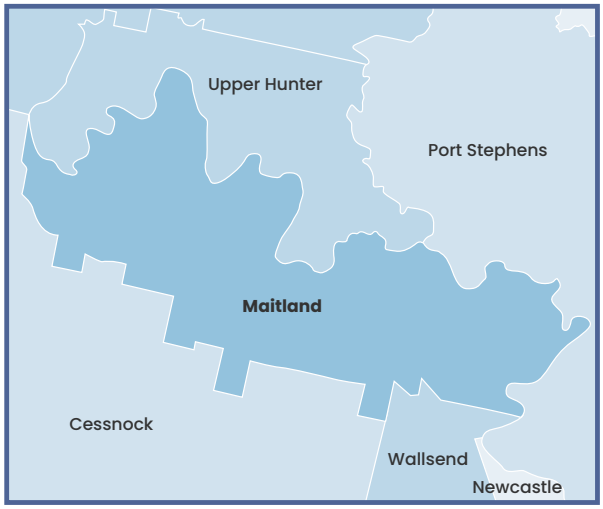
Local wards



about Maitland today, we always need
ow, and on how our growing, evolving
enjoy this place we love, well into the future."



State electoral boundaries



Federal electoral boundaries



Our organisation

Maitland City Council is a diverse organisation employing over 610 employees across a range of services. As one of the largest employers in the Maitland area, our structure is designed to meet the community's vision for the city.

Maitland City Council has a focus on business improvement with our newly refined executive team and organisational structure which establishes clear lines of accountability and responsibility to ensure we achieve the outcomes our community expects.

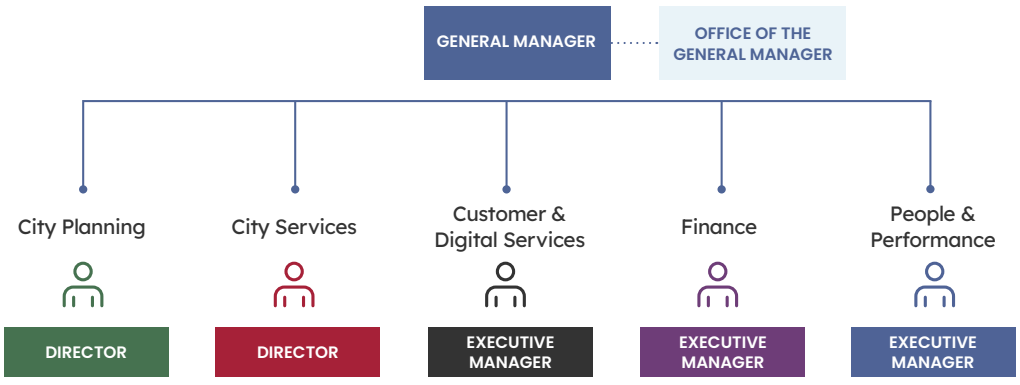
Our Integrated Planning and Reporting (IPR) framework allows us to plan resources and maintain accountability and transparency through regular reporting.

Our Long-Term Financial Plan (LTFP) is updated annually. The LTFP ensures that Maitland maintains financial sustainability into the future and effectively mitigates financial impacts and challenges as they occur, including population growth and the changing needs across our city. The project's scope of works is well within Council's delivery experience.

Council manages $2.1B worth of infrastructure and assets. In addition to rates, fees and charges and other income, and has a track record of delivering grant funded projects.

Alongside the recent delivery of the $45M Maitland Administration Centre some of the recent projects Council have delivered with the help of State and Federal funding include:

- The Maitland Regional Sports Complex ($35.6M) including the $7M Harold Gregson Playspace upgrade
- An intersection upgrade at Government Road and Raymond Terrace Road, Thornton ($26M)
- The Riverlink Building in The Levee Central Maitland ($10M)
- Melville Ford Timber Bridge replacement underway ($8.2M)
- Cooks Square Park sporting upgrades ($1M)
- Maitland Netball Courts reconstruction ($1M)
- A new skate park and playspace at Roy Jordan Oval, Gillieston Heights ($500K).



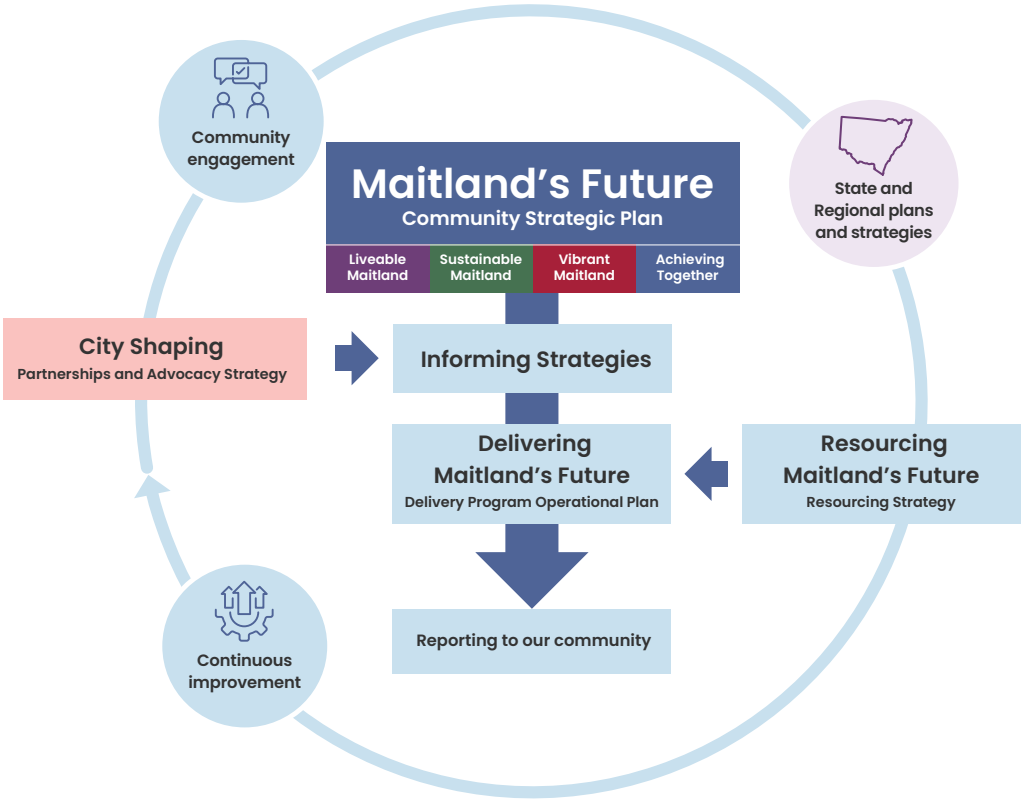


How we plan

This strategy ensures the effective planning of Maitland's economic development to enable delivery of the community's priorities and objectives as identified in Maitland's Future, our Community Strategic Plan. It is a critical part of the Integrated Planning and Reporting (IPR) Framework.

Integrated Planning and Reporting (IPR) Framework

The NSW Government requires local councils to work with their communities to plan for the future. This involves creating long, medium, and short-term plans that reflect the community's vision and priorities. These plans are shaped by community input and supported by informed planning around finances, assets, and resources. This approach under the *Local Government Act 1993*, called the Integrated Planning and Reporting (IPR) Framework, helps councils across NSW to make thoughtful, sustainable decisions for a brighter future.



Strategic alignment

This strategy forms part of Council's broader strategic framework. While it aligns most closely with one focus area, it cannot be delivered in isolation. The success of Maitland relies on how all focus areas — liveability, sustainability, vibrant and achieving together — connect, overlap and support each other.

A city that is truly thriving depends on more than any single effort. Our approach is integrated and future-focused. By achieving together across teams, functions and priorities, we can deliver on our shared vision for a connected city with thriving communities.



Liveable Maitland

Working together to foster strong connections, quality infrastructure, and efficient mobility. Enhancing how we live, move, and connect with people and place.

1.1 Great neighbourhoods

- Quality open space network
- Connected living
- Housing diversity
- Inclusive public places and spaces

1.2 Integrated movement

- Efficient and sustainable movement
- Connected active transport
- Safe and efficient road networks



Sustainable Maitland

Working together to commit to environmental stewardship and community resilience, centred around strong connections to nature and ensuring our communities thrive.

2.1 Valuing our natural environment

- Functional biodiversity corridors
- Natural spaces
- Environment engagement
- Waterway management

2.2 Sustainable and resilient communities

- Sustainable leadership
- Living sustainably
- Prepared communities
- Circular economy



Vibrant Maitland

Working together to create opportunities for growth, connection, and participation, shaping a city where people belong and thrive.

3.1 Diverse local economy

- Investment attraction
- Strengthened and diversified precincts
- Future skill

3.2 Welcoming communities

- Celebrate diversity and culture
- City activation and presentation
- Aboriginal and Torres Strait Islander connections
- Community connections

3.3 City shaping partnerships

- Growth opportunities
- Advocacy and partnerships



Achieving Together

Working together to foster a culture built on trust, empowering an engaged workforce that embraces change.

4.1 Trusted services

- Meaningful consultation and engagement
- Trusted customer experience
- Transparent decision making

4.2 Engaged workforce

- Excellence in leadership
- Collaborative organisation
- Development and growth of our people

4.3 Resilient future

- Informed planning
- Culture of improvement and innovation
- Leverage technology and data

Guiding principles

Our guiding principles help guide us to live and breathe customer centric behaviours that our customers value. We embrace these principles in everything we do, whether we're planning a new road, designing a new policy or interacting directly with our community.

GUIDING PRINCIPLES	HOW WE WILL APPLY THEM IN THIS STRATEGY
Make things easy 	**Apolitical** – Our partnership and advocacy priorities are apolitical; we aim to work with all levels of government and sides of politics to achieve strong outcomes for our community.
Be welcoming 	**Collaborate** – We aim to work collaboratively with partners, community and other organisations to deliver on our shared vision in Maitland's Future.
Be open minded 	**Achieving together** – We aim to present a unified and coordinated approach to our partnership and advocacy priorities to ensure the messaging is clear, consistent and resonates with a broader audience. **Focused on the future** - We aim to continue to look forward and work towards achieving positive long-term outcomes and benefits for our city.
Keep your promises 	**Open** – We will continue to report on the outcomes against our partnership and advocacy priorities via our Integrated Planning and Reporting processes. **Evidence based** - Our partnership and advocacy priorities are developed based on community, councillor, and organisational input and alignment to Regional, State and national strategies and priorities.
Look out for me 	**Community centred** – Our partnership and advocacy priorities reflect the needs, aspirations and expectations of our community and feedback gathered through ongoing community engagement and the development of our shared vision - Maitland's Future. **Transparent** - Our partnership and advocacy priorities are to be regularly monitored and reviewed each year in line with our Integrated Planning and Reporting process to ensure we deliver the best outcomes for our community.




Cattle Team

Our role

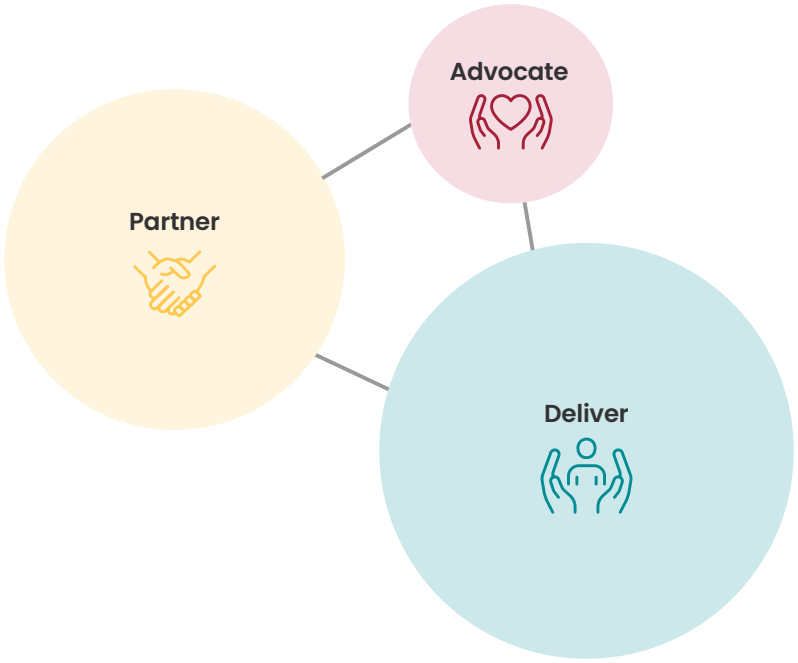
As Maitland continues to grow, Council, our stakeholders and our community need to work together to invest in our individual and collective wellbeing.

While Council has a custodial role in initiating, preparing and delivering **Maitland's Future** on behalf of the community, it is not solely responsible for its implementation.

Many of the issues and concerns facing Maitland are complex and beyond the direct control and influence of us, such as public transport, health, education, housing, planning and employment.

To deliver our shared vision, Council works with various stakeholders and partners, including other levels of government and their affiliated agencies, local businesses and industry, educational institutions, community groups, and other service providers.

Depending on the activity, Council's role is to deliver, partner and/or advocate. By building partnerships, taking a strong leadership role and delivering on its commitments, Council plays an important role in shaping our city and making Maitland a place for everyone.



Deliver

We deliver a wide range of programs and services, including waste collection, libraries, maintenance of local roads and public spaces, recreation facilities and programs, community support, special events and regulatory functions.

Partner

There are areas in which we have partial or shared responsibility or influence. We build strategic partnerships with federal and state government agencies, the private sector, and a range of other stakeholders whose work will contribute to delivering our long-term priorities.

Advocate

Many issues important to the community are outside Council's control. Council gives a voice to the needs and aspirations of the community by advocating for changes in policy and action at relevant levels of government and industry.

Our priorities for Maitland

A connected city with thriving communities

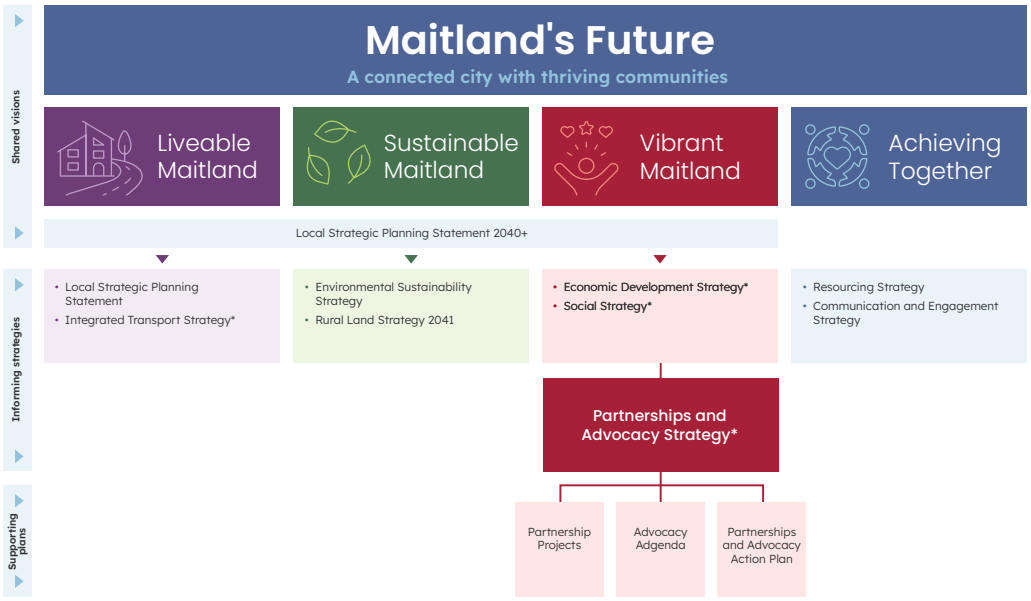
Our shared vision for a connected city with thriving communities focuses on creating vibrant neighbourhoods, centres, and towns. These areas will blend timeless charm with modern design and practical features, resulting in beautiful and functional spaces. We aim to foster a strong sense of community while maintaining close connections to nature. Our shared vision strikes the perfect balance between country outlook and the convenience of city living.

Improved transport connectivity will make it easier for residents to interact and for businesses to thrive, ensuring that people have access to a wider choice of housing in both existing and new communities, located close to jobs, shopping, and services, and supported by public transport, walking, and cycling options.

The natural environment will enrich the living experience by valuing open space, local bushland, wetlands, flood plains, and biodiversity. By building resilient and sustainable communities, promoting sustainable leadership, and supporting circular economy initiatives, we ensure an adaptable future for all communities.

By fostering a diverse local economy and promoting vibrant community life, we aim to shape a thriving city. Our shared vision creates opportunities for work, personal growth, and engaging activities, enriching daily experiences and overall wellbeing. Through city-shaping partnerships, building trust, and cultivating an engaged workforce, we will ensure Maitland remains resilient and prosperous for future generations.



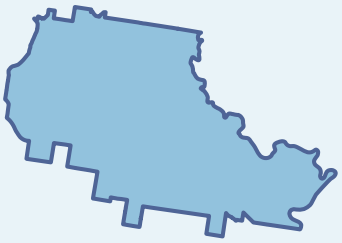


*in development or under review



Strategic alignment from local to global

How **Maitland's Future** fits in with other strategies and plans.



Delivered at the local level

Includes: local roads, parks, waterways, waste, libraries, events, community wellbeing and facilities, development

- Integrated Planning and Reporting Framework (featuring **Maitland's Future** Community Strategic Plan)
- Maitland's informing strategies
- Maitland's policies, strategies and plans.









Delivered at the regional level

Includes: regional planning, health and wellbeing, and water catchment management.

- Hunter Regional Plan 2041
- Greater Newcastle Metropolitan Plan 2036
- The Hunter New England Health District Strategic Plan 2021-2026
- Hunter Joint Organisations Strategic Plan 2032
- Greater Hunter Regional Water Strategy 2018
- Hunter Regional Economic Development Strategy update 2023
- Destination Sydney Surrounds North Destination Management Plan 2030
- Greater Newcastle Future Transport Plan 2056.



Delivered at the state level

Includes: health, care (aged, child, disability), transport, education, employment, police, development

- State Plan NSW Housing
- NSW State Infrastructure Strategy 2022-2042
- NSW Disability Inclusion Action Plan 2021–2025
- NSW Net Zero Plan 2020-2030
- Transport for NSW: Smart NSW Roadmap 2022-2027
- Future Transport Strategy 2056
- NSW State Health Plan: Future Health 2022-2032
- NSW Government Visitor Economy Strategy 2030
- NSW State Emergency Service Strategic Plan 2021-2041
- NSW Waste and Sustainable Materials Strategy 2041
- NSW Circular Economy Policy Statement 2019
- Biodiversity Conservation Investment Strategy 2018
- NSW Flood Prone Land Policy within the NSW Flood Risk Management Manual.



Delivered at the national level

Includes: defence, immigration, taxation, communications, and trade.

- Australian Modern Manufacturing Strategy 2020
- National Agreement on Closing the Gap 2020
- Thrive 2030 Strategy - The re-imagined Visitor Economy
- Australia's Biodiversity and Conservation Strategy 2010-2030
- National Digital Economy Strategy 2030
- Infrastructure Australia Strategy 2021
- National Climate Resilience and Adaptation Strategy 2021-2025
- National Urban Policy 2024
- National Waste Policy and Action Plan 2019.



Delivered at the global level

Includes: environmental and social issues; political, health or economic crises.

- United Nations Sustainable Development Goals (SDG)
- Paris Climate Agreement
- Global Biodiversity Framework.

"We are committed to ensuring no voice goes unheard in our rapidly growing and evolving community."



Engagement and key drivers from our community

We all have an important role to play in Maitland's Future. Together, we have developed an ambitious long-term vision that sets out our priorities for the future. Our community is passionate about Maitland, and they love where they live. This willingness to engage has helped shape our city's future.

Building on what we have heard

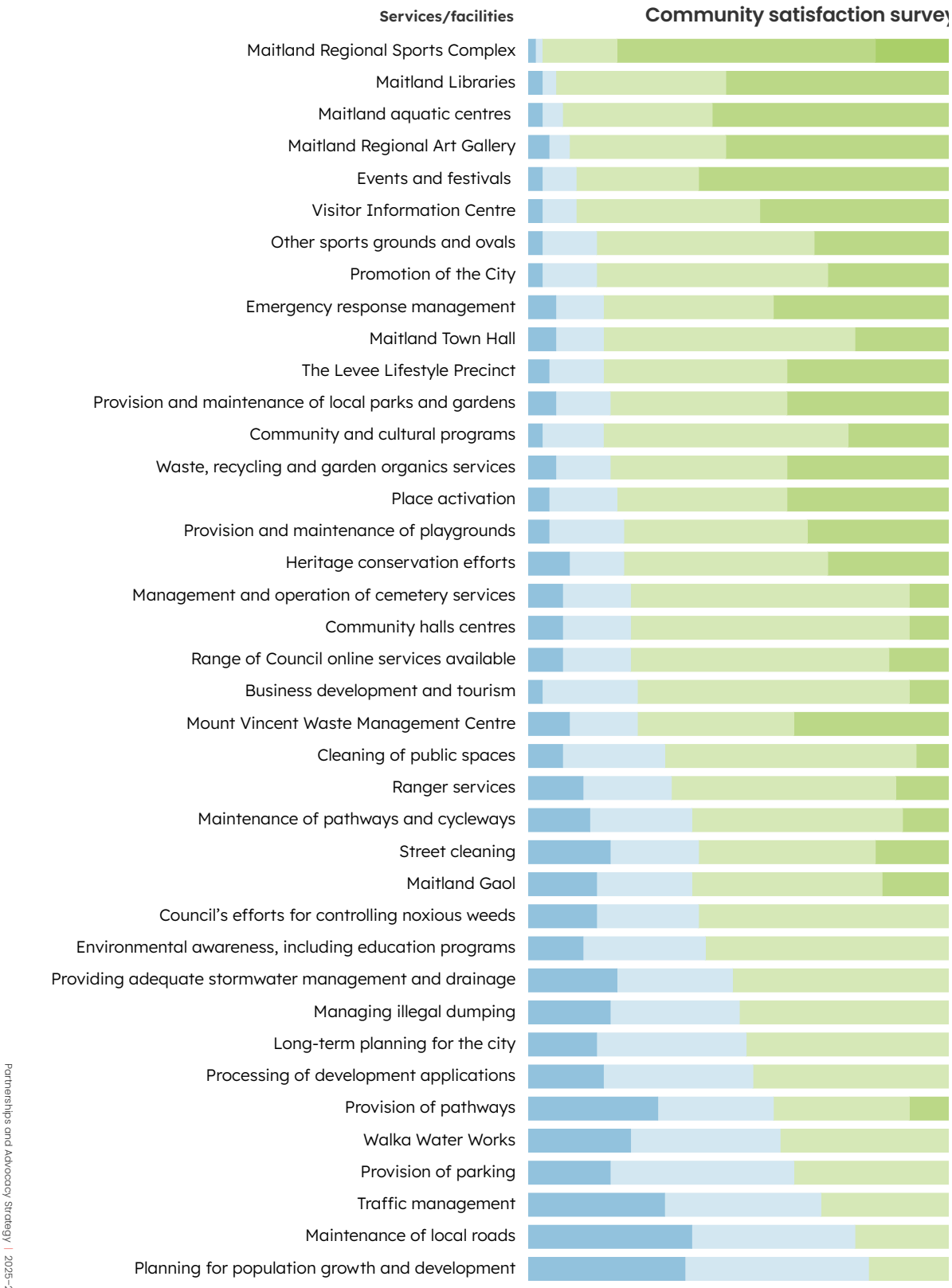
Before we go out and ask more questions, Maitland City Council believes it is important to reflect on what the community has already shared with us. This ensures we acknowledge past insights, identify recurring themes, and build on existing feedback to guide meaningful conversations moving forward.

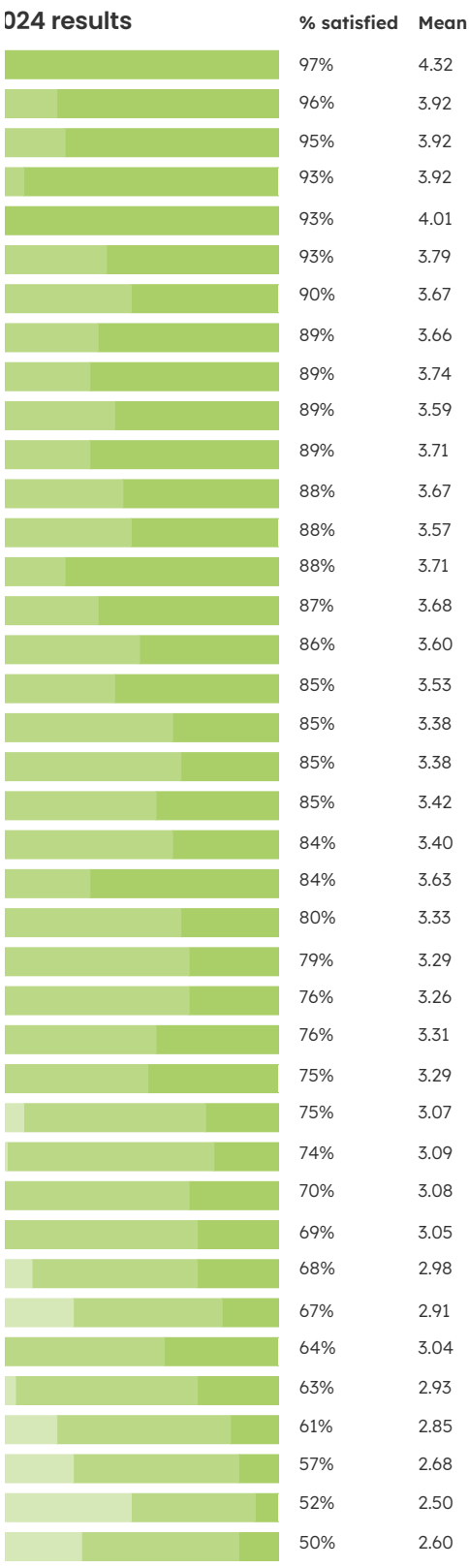
Our ongoing conversation with community engagement considered as part of the development of Maitland's Future included:

- Local Strategic Planning Statement 2019: 8,277 interactions across all channels
- Community Satisfaction Survey 2022 (May 2022): 600 surveys completed
- Disability Inclusion Action Plan (May 2022): 300 surveys completed and 27 interviews with people with lived experience
- Environmental Attitudes Research (July – August 2022): 501 surveys completed
- Environmental Sustainability Strategy (November – December 2022) – 500 phone surveys completed and 2338 responses to an online survey
- Australian Liveability Census (March – June 2023): 927 surveys completed
- Economic Development Strategy engagement (May - July 2023): 1061 people engaged
- Community Satisfaction Survey 2024 (May 2024): 500 surveys completed
- Maitland Aquatics Strategy engagement (August 2023): 1796 participants via online surveys, focus groups, meetings and pop ups
- Maitland's Future – Our Shared Vision (2024): 3,745 contributions.

What is most important to the community




Services/facilities
Community satisfaction survey
Maitland Regional Sports Complex
Maitland Libraries
Maitland aquatic centres
Maitland Regional Art Gallery
Events and festivals
Visitor Information Centre
Other sports grounds and ovals
Promotion of the City
Emergency response management
Maitland Town Hall
The Levee Lifestyle Precinct
Provision and maintenance of local parks and gardens
Community and cultural programs
Waste, recycling and garden organics services
Place activation
Provision and maintenance of playgrounds
Heritage conservation efforts
Management and operation of cemetery services
Community halls centres
Range of Council online services available
Business development and tourism
Mount Vincent Waste Management Centre
Cleaning of public spaces
Ranger services
Maintenance of pathways and cycleways
Street cleaning
Maitland Gaol
Council's efforts for controlling noxious weeds
Environmental awareness, including education programs
Providing adequate stormwater management and drainage
Managing illegal dumping
Long-term planning for the city
Processing of development applications
Provision of pathways
Walka Water Works
Provision of parking
Traffic management
Maintenance of local roads
Planning for population growth and development



Community Satisfaction Survey

One of the ways we engage with our community is through a citywide community survey, conducted every two years, with the most recent one completed in mid 2024. The survey revealed that satisfaction with Council's level of communication with the community was a top priority for residents and had a substantial impact on overall satisfaction with the performance of Council. One of the top areas of concern for residents was having access to diverse housing options as well as planning for the long-term growth of our LGA, including planning for population growth and development.

By identifying our community's satisfaction with the services we provide, we can address community priorities and areas for improvement.

90%

rated their quality of life living in the Maitland LGA as good to excellent

28/39

services/facilities received a satisfaction score of 75% or more

86%

of residents were at least somewhat satisfied with council's performance over the 12 months prior

- Not at all satisfied
- Not very satisfied
- Somewhat satisfied
- Satisfied
- Very satisfied

Mean figure represents the average rating of all responses received.

Satisfied percentage is the total percentage rated somewhat satisfied, satisfied and very satisfied.

"A strategy to identify, prioritise and deliver infrastructure and services of the city is fundamental to fully capture our population growth potential, and is critical for liveability and economic resilience of Maitland into the future."

Opportunities and challenges

Our growing population brings both opportunities and challenges. The population increase will support growth in the local economy, creating diverse employment opportunities and reinforcing Maitland's role as a major regional strategic centre, servicing the hinterland and rural areas of the Hunter Region and beyond. It also places pressure on our existing infrastructure, environment, rural land, transport corridors, community services and facilities.

Council aims to identify, prioritise and deliver the required housing and fundamental infrastructure to capitalise on our growth potential. It is also critical for liveability and economic resilience for the city to remain an attractive place to live, work, and to raise a family.

Recent growth has seen around 1,000 new dwellings built each year. Such high growth presents our council with some very distinct challenges, including increased demand for essential services and infrastructure to accommodate the expanding community.

Expected population growth rates influence our strategic and recreational planning to ensure an adequate mix of land release for housing and community infrastructure for the expected increase in families with young children.

Rapid population growth is expected to continue, with an additional 54,800 residents within 25,200 dwellings. Maitland is forecast to grow from 93,497 in 2021 to at least 144,550 by 2041, representing a forecast population growth of 61 per cent over the next 20 years.

This increase in population will drive growth in the local economy, creating new and diverse employment opportunities. As the population grows, it needs to be supported by adequate infrastructure, services and amenities.

Our aim is to ensure this growth is managed in a sustainable way – socially, economically and environmentally.

OPPORTUNITIES	CHALLENGES
Location	
Our city is located at the geographical centre of the Hunter region, approximately 32km northwest of Newcastle and 163km north of Sydney. Maitland is well connected with a 90-minute freeway drive to Sydney, 30-minute drive to the Hunter vineyards, Newcastle, Port Stephens and the airport, shipping terminals and freight rail access.	Maitland covers a relatively small geographical area and has a total area of 396-km2, from Woodberry in the east to Lochinvar in the west, Mindaribba in the north and Gillieston Heights in the south.
Population growth	
Today, our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. The growth of our city has been driven by our locational advantages, our road and rail connections to Newcastle, Sydney and the broader Hunter region, our access to the Hunter River and our proximity to both Newcastle and the mining activities further north in the Hunter region. Maitland also provides relatively affordable housing options and diverse employment opportunities. As a high growth metropolitan area, we continue to attract residents and businesses to the city. The growing population and economy further reinforces our role as a major regional centre, servicing the hinterland and rural areas of the Hunter Region and beyond.	Our city is growing by just over six people every day bringing around 2,000 new residents each year. Maitland's population is forecast to grow from 93,497 in 2021 to at least 144,550 by 2041. Our growing population brings both opportunities and challenges. It places pressure on the environment, transport corridors, community and sporting infrastructure and on a range of services and amenities. While Maitland is rich in many things, like community spirit, pride and river frontage, unlike our surrounding regional neighbours, we do not possess the abundance open natural spaces like parks, beaches and lakes – with our residents driving outside of area to access these.
The Hunter River	
The Hunter River meanders through our urban and rural areas and adds a unique character to our city and sets out a scenic backdrop to our everyday lives. The same river system responsible for the floods also has a significant benefit to our natural environment, including delivery of water to flood dependent ecosystems and improving soil nutrients for agricultural land	Maitland has been built on the banks of the Hunter River and has a long history of destructive flood events. The recent 70th anniversary of the 1955 flood reminds us of the devastating cost of flooding to our local community and economy. The river and its extensive floodplain provides a natural boundary for urban growth and urban development potential is generally limited to areas south of the Hunter River.
History	
Maitland, situated on Wonnarua land in the heart of the Hunter region is one of the oldest regional centres in Australia dating back to the early 1800s.	Maitland's rich history and heritage can also be reflected by ageing infrastructure with an asset strategy heavily reliant on grants to replace or upgrade these facilities. Heritage places can include buildings and areas with special historical, cultural, social, architectural, archaeological or natural value.
Lifestyle	
From a lifestyle perspective, Maitland offers many advantages including, good local services, natural amenities within the city and in surrounding regions. There are a range of experiences and things for locals and visitors to see and do. A great place to live, could be a great place to work and invest. It is Council's aim to identify, prioritise and deliver required housing and fundamental infrastructure to capitalise on our growth potential.	Maitland's social demographics highlight the need to ensure we have access to the right mix of services and facilities for our evolving population. It is also critical for liveability and economic resilience of the city to remain an attractive place to live and work, and to raise a family.

Maitland's demographics:

- The annual population growth rate for Maitland from 2016 to 2021 was 3.1 per cent, compared to 1.07 per cent for the Hunter Region.
- The single largest cohort is people aged 30 to 34 years, representing 7.4 per cent of Maitland's population.
- The largest life stage group in Maitland is 'workers' (35 to 49 years) representing 19.5 per cent of the overall population.
- 64 per cent of the community participate in the labour force.
- The top two largest industry sectors are health care and social assistance (16.4 per cent) and retail trade (13.2 per cent) have remained consistent with 2016 statistics, while construction (11.5 per cent) replaced mining as the third largest.
- Maitland is a diverse and growing multicultural community with Irish the most common ancestry and cultural background at 10.7 per cent.
- The percentage of residents who identify as Aboriginal and/or Torres Strait Islander in the Maitland LGA (7.5 per cent) ismore than double the NSW state average (3.4 per cent).
- Maitland has higher rates of health risks than NSW Primary Health Network in a number of categories.For every 100 adults in 2017 - 2018 (Primary Health Network 2021):
  - 17.9 smoked tobacco (14.4 in NSW)
  - 18.3 consumed alcohol at high risk (15.5 in NSW)
  - 44.7 were obese (30.9 in NSW)
  - 24.0 had high blood pressure (23.1 in NSW)
  - 48.4 ate adequate fruit (52.5 in NSW)
  - 69.4 undertook low or no exercise (65.3 in NSW)

(*ABS 2021a, REMPLAN 2021)



Levels of partnerships and advocacy

WHAT IT LOOKS LIKE	RESPONSIBILITY
Local	
On a local level partnerships with our community are essential to delivering on Maitland's Future. Vitally important local networks, committees and informal community connections can involve a range of contacts with members of organisations. They provide a means to gather and distribute information and ensure we continue to capture our community input. Examples include our business community, sporting clubs, school groups or local Landcare initiatives.	Mayor and Councillors Executive Team Council staff
Regional	
On a regional level Maitland is actively involved in regional planning and joint advocacy on issues and opportunities that relate to the Hunter. For example, Maitland is part of the Hunter Joint Organisation. A collaborative body that brings together the 10 councils in the region to provide a united and local voice for our communities. As the hub for local intergovernmental collaboration, the statutory mandate for the Hunter JO includes identifying key regional strategic priorities, advocating for these priorities, and building collaborations around these priorities with other levels of government, industry and community. Some examples include – disaster resilience, connecting to Shiraz to Shore and enabling housing infrastructure.	Mayor and Councillors General Manager Executive Team Council staff
State	
At a state level, Maitland City Council dedicates significant effort in advocating to state members to ensure the delivery of important infrastructure and services for Maitland. Some examples of past partnerships and grant projects include the Maitland Regional Sporting Complex, Maitland Regional Athletics Centre, Harold Gregson Park and the Raymond Terrace Road and Government Road intersection upgrade. It is also Council's role to advocate on behalf of our community and this strategy looks to identify areas outside of Council's control and ability to deliver on Maitland's Future.	Mayor and General Manager
Federal	
Many grant and funding opportunities relate to Australian Government policy, infrastructure and services. There are many Maitland priorities and projects that align strategically at a federal level and help to deliver on Federal priorities. Some examples of past partnerships and grant projects include Cooks Square Park Stage 1 upgrades. It is also Council's role to advocate on behalf of our community and this strategy looks to identify areas outside of Council's control and ability to deliver on Maitland's Future.	Mayor and General Manager
Collaboration	
Council plays a strong leadership role connecting partnerships and advocacy activities across these levels. For example, when advocating to the NSW and Australian Government to fund a particular project, Council plays a pivotal role in bringing all parties together to discuss a unified way forward.	Mayor and General Manager Executive Team

Identifying our partners

We continue to work towards identifying and developing partnerships to deliver Maitland's Future. Listed below are just some of the ongoing partnerships we have identified.

MAITLAND'S FUTURE 'A CONNECTED CITY WITH THRIVING COMMUNITIES'			
LIVEABLE MAITLAND	SUSTAINABLE MAITLAND	VIBRANT MAITLAND	ACHIEVING TOGETHER
People who live in Maitland (residents)	Landcare Groups	People employed in our area	Council staff
Community groups	Environmental volunteers	People who visit our area	Mindaribba Local Aboriginal Land Council
Sporting clubs and groups	Local special interest groups, such as Slow Food Hunter Valley, Hunter Bird Observers Club, Renew - Hunter Region Branch	Local business community	University of Newcastle
School groups		Local business associations and service providers i.e. Maitland Business Chamber, It Must be Morpeth Incorporated, Maitland Liqour Accord	NSW TAFE
Maitland Park Run	Historical society		Volunteers
	Utility services such as Ausgrid and Hunter Water	Social service providers	Population groups
NSW Public Libraries Association	National Emergency Management Agency	It Must be Morpeth Incorporated	Local Government NSW
Australian Library Information Association	LGNSW Planning Network	Arts and cultural organisations	Local Government Professionals
Urban Development Institute of Australia NSW	Country Mayors Association	Hunter Defence Task Force	Local Government Internal Audit Network
Property Council of Australia	Regional Australia Institute	Newcastle Tourism Industry Group (NTIG)	Hunter Integrated Planning and Reporting Network
Australian Water Association	RSPA	Destination Sydney Surrounds North (DSSN)	Hunter Inwards Grants Network
Transport for NSW	NSW Police	Port Authority of NSW (Cruise industry)	Hunter Regional Council Safety Group
	Tocal College (DPIRD)	Committee for the Hunter	Hunter Councils Risk Management Team
	NSW Food Authority	Business Hunter	Australian Local Government Association
	Active transport community groups such as Maitland Cycling Infrastructure Group	Hunter iF (Innovation Festival)	
		Destination NSW	Hunter JO
	NRMA	Department of Primary Industry and Regional Development (DPIRD)	
		Tourism Australia (TA)	
		Australian Regional Tourism (ART)	
		Hunter Regional Economic Development Professionals	

City shaping partnerships

Maitland City Council understands the only way to move forward is to develop and strengthen our relationships. Working together with various partners is vital to achieving our shared vision.

We will advocate and build strong partnerships. By actively engaging with stakeholders, aligning shared goals, leveraging grant funding, and driving collaborative initiatives to enhance connectivity within our city and across the region.

We will look to work collaboratively. Whether those relationships are with other levels of government, individuals, industry, community organisations and our our Local Aboriginal Land Council Mindaribba. We have some work to do to create and develop partnerships that support our city and ensure decision-making considers the needs of past, current and future generations.

We will work to optimise growth opportunities. By leveraging grant funding, fostering regional collaboration, and aligning with our shared vision of a connected city, ensuring sustainable development that enhances community connectivity and regional integration.

We will look to our community. Our community and business groups, our sporting clubs, our residents and visitors have told us what is important to them we need to work together to deliver.

We will continue to work collaboratively with our neighbours. Maitland is part of the Hunter Joint Organisation which brings together the ten councils in the region to provide a united and local voice for our communities. As the hub for local intergovernmental collaboration, the role of the Hunter Joint Origination includes identifying key regional strategic priorities, advocating for these priorities, and building collaborations around these priorities with other levels of government, industry and community.

Government partners

Regional

Hunter Joint Organisation includes:

- Cessnock City Council
- Dungog City Council
- Lake Macquarie City Council
- Maitland City Council
- Mid Coast Council
- City of Newcastle
- Muswellbrook Shire Council
- Port Stephens Council
- Singleton Council
- Upper Hunter Shire Council

State

NSW Government:

- Premier's Department
- The Cabinet Office
- The Department of Climate Change, Energy, the Environment and Water
- The Department of Communities and Justice
- The Department of Creative Industries, Tourism, Hospitality and Sport
- The Department of Customer Service
- The Department of Education
- The Department of Health
- The Department of Planning, Housing and Infrastructure
- The Department of Primary Industries and Regional Development
- Transport for NSW (TfNSW)
- NSW Treasury

Federal

Australian Government departments:

- Department of Agriculture, Fisheries and Forestry
- Department of Climate Change, Energy, the Environment and Water
- Department of Defence
- Department of Education
- Department of Employment and Workplace Relations
- Department of Finance
- Department of Foreign Affairs and Trade
- Department of Health and Aged Care
- Department of Home Affairs
- Department of Industry, Science and Resources
- Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- Department of Social Services

Our priorities

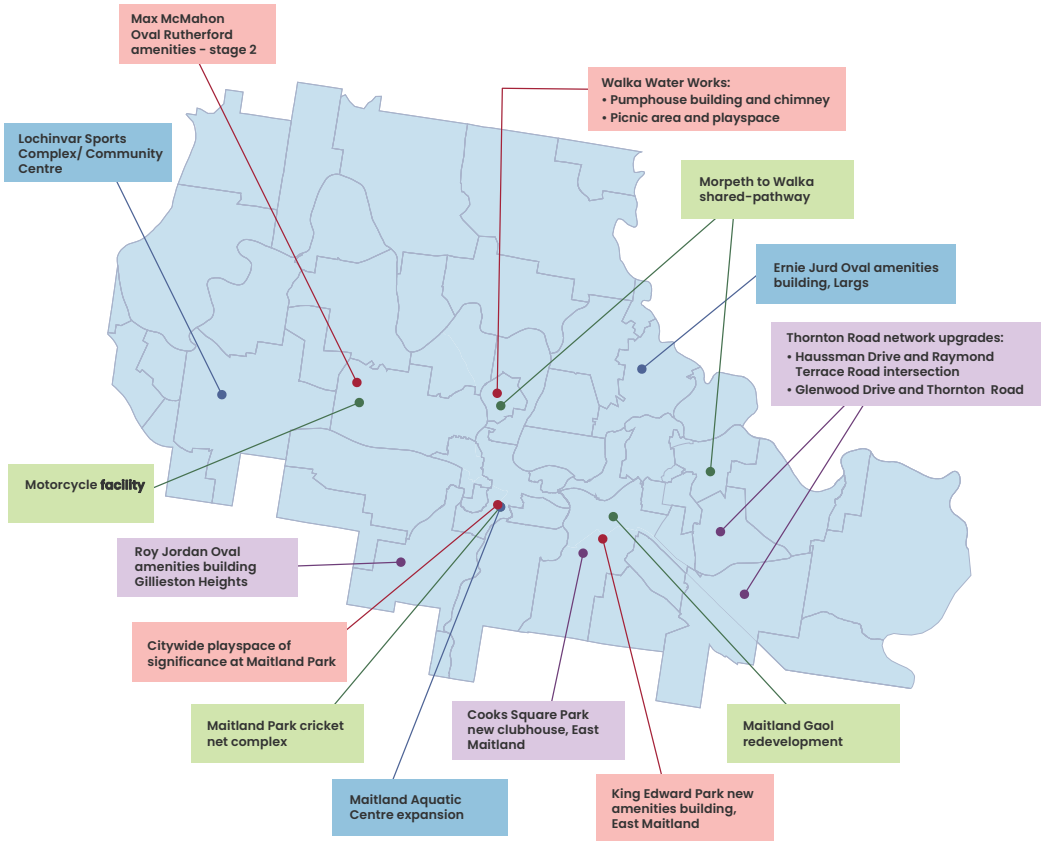
Partnership projects – are key infrastructure priorities for our community. These projects are within the capability of Council to deliver if funding/ grants become available.

Advocacy agenda – covers key improvement areas for our community. These areas are outside of Council's control and ability to deliver but help to deliver Maitland's shared vision for the future.

Partnership Projects

Map of key priority infrastructure partnership projects

These are key infrastructure priorities for our community. These projects are within the capability of Council to deliver if funding/grants becaome available.



Partnership projects – top priority **unfunded** infrastructure projects

	PROJECT ESTIMATE	ANTICIPATED CO-CONTRIBUTION	GRANT REQUIRED
Recreation and open spaces (State owned asset)			
Citywide playspace of significance at Maitland Park	$13,500,000	$3,500,000	$10,000,000
Roads, transport and drainage			
Thornton Road network upgrades: Haussman Drive and Raymond Terrace Road intersection	$36,700,000	$10,000,000	$26,700,000
Thornton Road network upgrades: Glenwood Drive and Thornton Road	$87,100,000	$12,500,000	$74,600,000
Active transport			
Morpeth to Walka shared-pathway	$13,000,000	$3,000,000	$10,000,000
Major venues and facilities (State owned asset)			
Walka Water Works redevelopment: Pumphouse building and chimney	$10,000,000	$2,000,000	$8,000,000
Walka Water Works redevelopment: Picnic area and playspace	$2,500,000	$1,000,000	$1,500,000
Maitland Gaol redevelopment	$30,000,000	$1,200,000	$28,800,000
Aquatics (State owned asset - pending)			
Maitland Aquatic Centre expansion	$60,000,000	$5,000,000	$55,000,000
Sporting and community facilities			
Lochinvar Sports Complex/Community Centre	$25,000,000	$12,500,000	$12,500,000
Cooks Square Park new clubhouse	$7,000,000	$2,000,000	$5,000,000
Motorcycle facility	$3,000,000	$1,500,000	$1,500,000
Maitland Park cricket net complex	$800,000	$300,000	$500,000
King Edward Park new amenities building	$3,500,000	$1,500,000	$2,000,000
Ernie Jurd Oval Largs amenities building	$4,000,000	$2,000,000	$2,000,000
Roy Jordan Oval Gillieston Heights amenities building	$4,000,000	$2,000,000	$2,000,000
Max McMahon Oval Rutherford amenities - stage 2	$2,500,000	$1,000,000	$1,500,000
Total	**$302,600,000**	**$61,000,000**	**$241,600,000**

Project costs are current estimates and subject to change based on further design, investigations and cost escalation.

Advocacy agenda – top priorities areas

TOP 15 PRIORITIES	WHAT THAT LOOKS LIKE FOR MAITLAND?
Great neighbourhoods	
Housing	• Supporting diverse and affordable housing options to meet the needs of our growing population.
Integrated movement	
Roads and traffic management (and road reclassification)	• A solution for a westbound flyover at the Cessnock Road and New England Highway roundabout in Maitland. • Multi-modal infrastructure upgrades to support the Anambah to Branxton corridor and Kurri Kurri to Maitland corridor upgrades. • Ensuring roads are classified appropriately to secure better funding and maintenance that reflects their usage and importance.
An integrated public transport network	• Advocating for a seamless transport network that connects our community with safe, efficient, and accessible options. Including place-based transport planning (East Maitland and Metford), and upgrades to Lochinvar Train Station.
Valuing our natural environment	
Green infrastructure	• Expanding green spaces, tree canopies, and sustainable urban design to enhance liveability and environmental outcomes. • Biodiversity reforms, improved health of the Hunter River, local wetlands and waterways.
Sustainable and resilient communities	
Environmental sustainability	• Securing sustainable water resources to support our community, environment, and future growth. Net zero emission community targets and a circular economy.
Prepared communities - disaster resilience	• Flood evacuation route for Central Maitland and Lorn as well as flood free access for Gillieston Heights. • Strengthening our city's ability to withstand and recover from natural disasters through proactive planning and infrastructure investment.
Diverse local economy	
Investment attraction	• Attract investment by positioning Maitland as an innovative, well-connected city that is easy to do business.
Strengthened and diversified precincts	• Increase employment opportunities for our growing population.
Welcoming community	
Destination development	• Growing our agri-tourism sector to support local producers, attract visitors, and boost the regional economy.
Healthcare	• Quality healthcare services, facilities, and specialist care close to home. • Unlocking the economic potential of the old Maitland Hospital site.
Education	• Adequate funding for new and existing primary and secondary schools to accommodate our growing population.
Cost of living for our residents	• Addressing financial pressures by pushing for fairer service costs, energy affordability, and local support programs.
Social support	• Enhancing community safety through increased policing, crime prevention and social services.
A resilient future	
Long-term financial viability	• Seeking financial flexibility for councils to set rates that reflect local needs and service expectations.
Grant programs simplification	• Advocating for streamlined grant processes to ensure funding is accessible and efficiently delivered to communities.

Advocacy Agenda



These are key priorities for our community that are outside of Council's control but help to deliver Maitland's shared vision for the future.

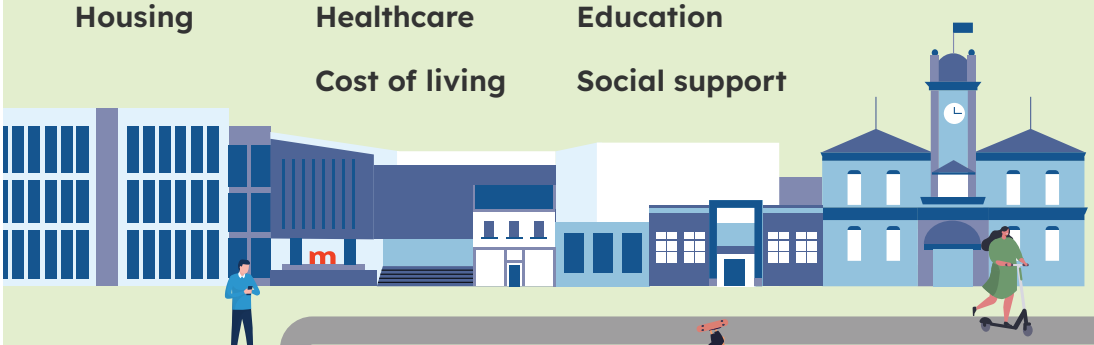
Housing

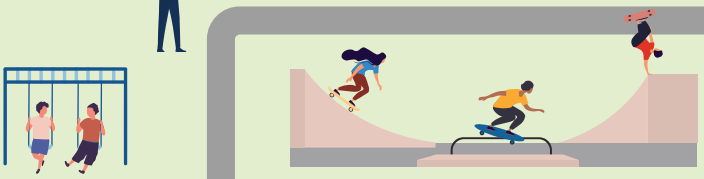
Healthcare

Education

Cost of living

Social support





Financial sustainability - grants reform

Integrated public transport network

Roads and traffic management



Green infrastructure

Disaster resilience (flood free access)

Investment attraction

Environmental sustainability

Diversified precincts

Destination development



Our plan



Our action plan – how will we get there?

PLAN, DELIVER, IMPROVE	TOP 10 – ACTIONS FOR 2025–26	RESPONSIBILITY	MAITLAND'S FUTURE ALIGNMENT	Y1	Y2	Y3	Y4
PLAN	Align Council's strategic priorities to appropriate regional, state and federal government priorities.	People and Performance	Achieve together				
PLAN	Progress partnership priority projects to ensure they are 'grant ready' to apply for grant opportunities as they arise.	City Services	Achieve together				
PLAN	Identify potential funding opportunities for identified key infrastructure and non-infrastructure projects to provide prioritised new infrastructure, programs or events for the city.	People and Performance/ City Services	Achieve together				
DELIVER	Advocate on behalf of Maitland through regular meetings with identified partners (local, regional, state and federal levels).	Executive Leadership Team	Achieve together				
DELIVER	Proactive media on key priorities for Council throughout the year based on a communications and engagement plan and regular conversations with Maitland's Mayor.	People and Performance	Achieve together				
DELIVER	Report as part of Council's quarterly performance report and annual report on partnership and advocacy actions throughout the year.	People and Performance	Achieve together				
IMPROVE	Empower and build staff capacity across the organisation in grant application and management.	People and Performance	Achieve together				
IMPROVE	Continue to grow and develop the Partnerships and Advocacy Strategy.	People and Performance	Achieve together				
IMPROVE	Review key priorities annually in line with Integrated Planning and Reporting timelines.	Executive Leadership Team	Achieve together				
PLAN	Develop and mature Council's partnership policy to ensure appropriate governance of existing and future partnerships.	Office of the General Manager	Achieve together				

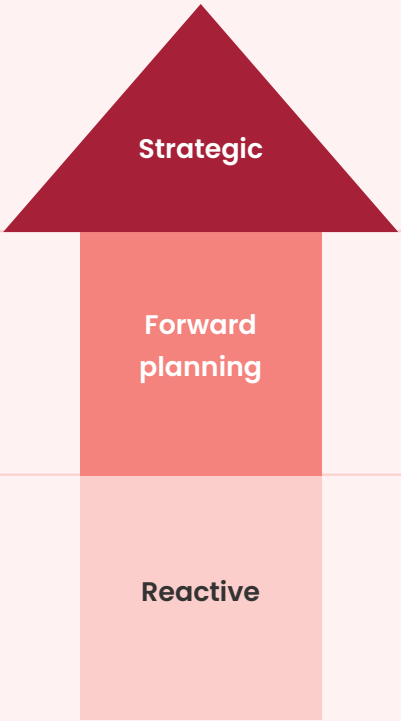
Our roles and responsibilities – who is going to do it?

ROLES	RESPONSIBILITIES
Mayor	• Is the principal spokesperson and representative for Council • Identifies key priority projects for the term • Attends regular meetings with state and federal members • Attends regular meetings with the Hunter Joint Organisation and other local Councils to advocate on behalf of Maitland • Proactively and reactively advocates to the media on key projects and priorities for Maitland
Councillors	• Maintain networks with community partners, organisations, industry groups and key contacts • Identifies key priority projects for the term • As elected officials advocate for key priorities • Attend relevant conferences and events to advocate on behalf of Maitland, for example the Australian Local Government Association conference
General Manager	• Is the principal spokesperson and representative for the organisation • Identifies key priority projects for the term • Attends regular meetings with state and federal members • Attends regular meetings with the Hunter Joint Organisation and other local Councils to advocate on behalf of Maitland • Proactively and reactively advocates to the media on key projects and priorities for Maitland
Executive Team	• Identifies key priority projects for the term • Advocates for Maitland's key priorities with community partners, organisations, industry groups and key contacts • Maintains memberships to networks and private industry • Attend conferences, relevant industry meetings and professional networks • Seek key speaking opportunities to advocate for Maitland's priorities • Present at key stakeholder meetings • Proactively and reactively advocates to the media on key projects and priorities for Maitland
Council staff	• Maintaining partnerships, networks and professional memberships with community partners and relevant industries • Attend conferences, relevant meetings, professional networks • Seek key speaking opportunities to advocate for Maitland's priorities • Create consistent messaging for key projects • Develop collateral for key projects • Develop business cases and progress relevant planning and project material for key projects to ensure they are ready for funding and delivery • Identify and apply for grant funding opportunities for the identified key priority projects.

Our alignment to grant opportunities

Working together with key partners is vital to deliver on our key infrastructure and community requirements to move towards our shared vision for Maitland's Future. As an organisation we will continue to identify and apply for grants and funding opportunities to progress these priority projects.

Partnerships and Advocacy Strategy



Strategic (new) - major

Larger unfunded key priorities for Council and our community over the term of Council and outlined in this strategy document. This list is reviewed annually in line with our Integrated Planning and Reporting processes.

Forward planning (new) - moderate

Smaller infrastructure projects identified in:

- Delivery program
- Forward capital works planning

Reactive (business as usual) - minor

Identified in:

- Operational Plan
- Capital Works Program

Measuring success

How do we know we are there?

Status key

✓ Complete ▲ Improvement

Performance measures and success

INDICATOR	BASELINE DATA	ROLE (DELIVERY/ PARTNER /ADVOCATE)	TARGET	TREND DIRECTION	REVIEW SCHEDULE
Number of submitted grant applications	37 submitted (2023-2024)	Delivery	38	▲	Annual survey
Number of successful grant applications	33 successful (2023-2024)	Delivery	34	▲	Quarterly reporting schedule
Amount of grant Funding received	$27,000,000 (2023-2024)	Delivery	$28,000,000	▲	Quarterly reporting schedule
Maitland Council social media posts on key priority projects	N/A	Advocate	Baseline to be developed	▲	Quarterly reporting schedule
Media articles and media mentions for key priority projects	N/A	Advocate	Baseline to be developed	▲	Quarterly reporting schedule
Community satisfaction survey (biennial) quality of life question	N/A	Advocate	Baseline to be developed	▲	Biannual survey
Completed reporting on our achievements against the action plan in Cascade	N/A	Delivery, partner	Reporting completed	✓	Quarterly reporting schedule
Completed annual reporting against each of the key priorities/ projects	N/A	Delivery, partner	Reporting completed	▲	Annual report

Review Strategy documentation

REVIEW TIMEFRAME	ACTIVITIES	OUTCOME
Annual review **Report to:** ELT, GRIP, PREP, ARIC, Councillors	Annual report against action achievements against the action plan in Cascade. Annual report against each of the key priorities/ projects prepared. Review of the strategy and included priorities annually to align with the development of the Delivery Plan and Operational Plan.	Ability to adjust the strategy as a result of any outcomes or completed initiatives. Celebrate achievements or positive outcomes.
Quarterly monitoring **Report to:** ELT, GRIP, PREP, ARIC, Councillors	Reporting on our achievements against the action plan in Cascade.	Enable proactive intervention, adjust and intervene with proactive media opportunities. Advocacy meetings held.
Four-year comprehensive review **Report to:** ELT, Councillors, community	Review the Strategy and align with strategic priorities, the development of the new Community Strategic Plan and future service needs of the community for the incoming Council.	Alignment to new Community Strategic Plan priorities.



Appendix



Glossary

ADVOCACY The act of speaking or arguing in favour of something, such as a cause, idea, or policy. In the context of the strategic priorities, it refers to another sphere of government or organisation delivering a service or outcome for the city.

AEP: Annual Exceedance Probability (AEP) is a term which expresses the likelihood of a flood of a given size or larger occurring in a given year. AEP is expressed as a percentage (%).

ARIC: Audit, Risk and Improvement Committee.

BIODIVERSITY: The variety of all living things including plants, animals and microorganisms, their genes and the ecosystems which they are a part

CIRCULAR ECONOMY: A model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible.

MCC: Maitland City Council.

COMMUNITY: A community is a diverse and dynamic network encompassing residents, businesses, sporting groups, cultural organisations, and other stakeholders who live, work, and engage in shared activities within Maitland.

COMMUNITY ENGAGEMENT: The process of involving the community in decision-making, planning, and feedback to ensure that the services provided align with their needs and expectations.

COMMUNITY PRIORITIES: The needs and goals identified by the community that guide decision making and service delivery. These include infrastructure, services, and other resources that support the quality of life for residents.

DELIVER: To successfully provide or complete a task, service, or outcome according to set expectations, timelines, and standards.

DEVELOPMENT APPLICATION (DA): A merit-based assessment conducted directly through MCC.

ELT: Executive Leadership Team

FINANCIAL SUSTAINABILITY: The ability for Maitland City Council to generate sufficient revenue to meet its ongoing obligations and investments without relying on unsustainable borrowing or depleting reserves.

FOCUS AREAS: Core focus areas that support and guide the achievement of our vision.

GRIP: Governance Risk Internal Panel.

IPR: Integrated Planning and Reporting.

INTEGRATED PLANNING: The coordination of different planning areas, such as workforce, asset, and financial planning, to make certain that resources are allocated effectively to meet community needs.

LOCAL GOVERNMENT AREA (LGA): Maitland LGA covers an area of 392sqkm.

MAITLAND'S FUTURE: This is our integrated Community Strategic Plan which provides clear strategic direction for the long term, and identifies the main priorities, aspirations and shared vision of the community.

MINDARIBBA: The traditional name of the Maitland area, acknowledging the cultural and historical significance of the land to the Wonnarua people, the Traditional Custodians.

OBJECTIVE: A specific and measurable outcome that supports the achievement of a priority, providing clear direction for actions and initiatives. PARTNERING A structured approach to working together with other parties to achieve a mutually beneficial outcome.

PREP: Project Request Evaluation Panel

PRIORITY: A key area of focus within a focus area that defines what needs to be addressed to drive progress and deliver meaningful outcome.

RAPID GROWTH: The fast increase in population, infrastructure demands, and service requirements that challenges Maitland City Council to scale and deliver effectively.

RISK MANAGEMENT: A discipline for developing appropriate procedures to reduce the possibility of adverse effects from future events.

SES: State Emergency Services

TfNSW: Transport for New South Wales

WE/OUR/US: Refers collectively to the community of Maitland and Maitland City Council.

Maitland: Local Government Area (LGA)
Maitland City Council (MCC): Organisation
Council: Elected body

Strategic alignment - document links

Maitland's Future	Maitland Local Strategic Planning Statement 2040+	Maitland's Environmental Sustainability Strategy 2030	Maitland Social Profile
Maitland's Disability Inclusion Action Plan 2023-2026	Maitland Local Housing Strategy 2041	Maitland Rural Land Strategy 2041	Waste Services Management Plan
Maitland Destination Management Plan 2030	Draft Maitland Economic Development Strategy (in development)	Draft Maitland Community Infrastructure Strategy (in development)	Draft Maitland Social Strategy (in development)
Thornton North Master Plan 2003	Thornton North Section 94 Contributions Plan 2008	Walka Water Works Plan of Management	Walka Water Work Master Plan (in development)
Hunter Regional Plan 2041	Draft Hunter Regional Transport Plan 2041	Greater Newcastle Metropolitan Plan 2036	Crown Land Strategic Plan 2031
Cricket NSW Infrastructure Strategy – Greater Hunter	Office of Sport Strategic Plan	Hunter Regional Economic Development Strategy	Destination Sydney and Surrounds North Destination Management Plan
NSW Visitor Economy Strategy	LG NSW Advocacy Principles	Hunter JO Advocacy Strategy	



Types of partnerships and how they are managed

A partnership is a joint initiative coordinating a strategic approach to achieve a common vision, goal, or outcome.

Partnerships and collaboration bring a variety of benefits to Council and can enhance our ability to deliver projects and services for our community.

Our partnerships need to align to Council's vision and guiding principles.

Council has a responsibility to fulfil its statutory obligations under the Local Government Act 1993 and to manage its resources effectively and efficiently; this includes its management of partnerships. To do this, Council will ensure partnerships promote accountability using the most appropriate formal or informal mechanism. The table below outlines the tools available to Council.

TYPE	EXPLANATION	MECHANISM OF PARTNERSHIP
Local networks	Networks are established informal relationships and can involve a range of contacts between members of organisations. They provide a means to gather and disseminate information not commonly shared through more formal means.	Informal - can be managed via an agreed terms of reference/ meeting agendas
Committees	Local committees between Council and the community. This structure is governed by the Committees Structure and Terms of Reference for special purpose and strategic committees.	Office of the General Manager Terms of reference for special purpose and strategic committees
Reference panels	Reference panels are developed as needed on a project basis and are governed by the Communications and Engagement Policy and Strategy.	Communications and Engagement team
Strategic partnership	A strategic alliance is an ongoing partnership with no or limited, defined parameters and no fixed conclusion date. Strategic alliances are formed when it becomes evident to partners that they could benefit from sharing information or supporting each other to deliver shared objectives. A strategic alliance is typically recognised through a letter of intent co-signed by each partner. The mechanism for this type of partnership is a Memorandum of Understanding.	Memorandum of understanding
Formal partnership agreement	A formal partnership agreement is a clearly defined partnership with a definitive end date. Formal partnership agreements are signed agreements such as a contract or a memorandum of understanding. Such a document can cover multiple projects or activities, if it is appropriate to do so.	Formal partnership agreement such as a memorandum of understanding
Funding arrangements	Funding arrangements are grant-funded or financially sponsored projects or activities and include a formal agreement. Equally shared resources and decision-making do not characterise these arrangements. The budget is provided by one party, although on occasions it may be provided on the condition that the other party contribute funding.	Funding agreements - contracts
Sponsorships	Council provides a number of sponsorship opportunities to our community to help deliver local projects, priorities and events. These are governed by ... and are managed via formal funding agreements.	Funding agreements – contracts managed by MCC Community Planning team
Public-private partnerships	Not addressed.	Legal contract

Partner Maitland Heart of the Hunter







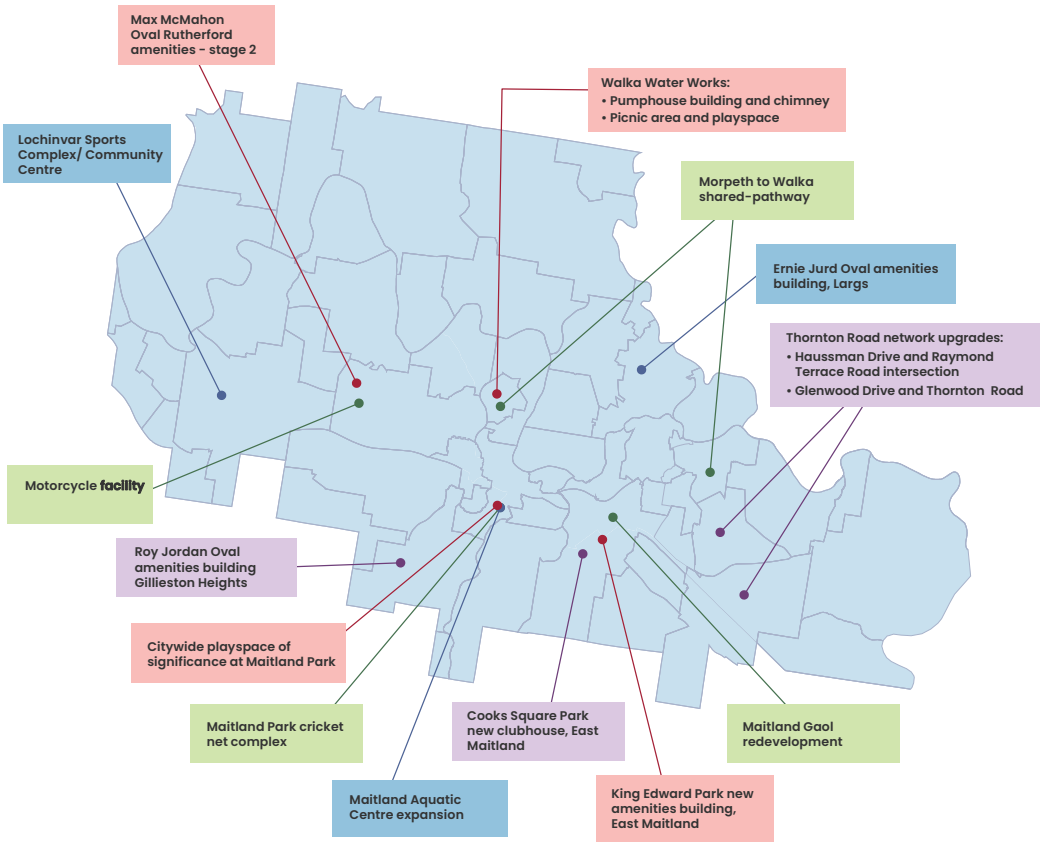
maitland
CITY COUNCIL

02 4931 2816 | gm@maitland.nsw.gov.au | maitland.nsw.gov.au

Our priorities

Map of key priority infrastructure partnership projects

These are key infrastructure priorities for our community. These projects are within the capability of Council to deliver if funding/grants becaome available.



Partnership projects – top priority unfunded infrastructure projects

UNFUNDED	PROJECT ESTIMATE	ANTICIPATED CO-CONTRIBUTION	GRANT REQUIRED
Recreation and open spaces (State owned asset)			
Citywide playspace of significance at Maitland Park	$13,500,000	$3,500,000	$10,000,000
Roads, transport and drainage			
Thornton Road network upgrades: Haussman Drive and Raymond Terrace Road intersection	$36,700,000	$10,000,000	$26,700,000
Thornton Road network upgrades: Glenwood Drive and Thornton Road	$87,100,000	$12,500,000	$74,600,000
Active transport			
Morpeth to Walka shared-pathway	$13,000,000	$3,000,000	$10,000,000
Major venues and facilities (State owned asset)			
Walka Water Works redevelopment: Pumphouse building and chimney	$10,000,000	$2,000,000	$8,000,000
Walka Water Works redevelopment: Picnic area and playspace	$2,500,000	$1,000,000	$1,500,000
Maitland Gaol redevelopment	$30,000,000	$1,200,000	$28,800,000
Aquatics (State owned asset - pending)			
Maitland Aquatic Centre expansion	$60,000,000	$5,000,000	$55,000,000
Sporting and community facilities			
Lochinvar Sports Complex/Community Centre	$25,000,000	$12,500,000	$12,500,000
Cooks Square Park new clubhouse	$7,000,000	$2,000,000	$5,000,000
Motorcycle facility	$3,000,000	$1,500,000	$1,500,000
Maitland Park cricket net complex (state asset)	$800,000	$300,000	$500,000
King Edward Park new amenities building	$3,500,000	$1,500,000	$2,000,000
Ernie Jurd Oval Largs amenities building	$4,000,000	$2,000,000	$2,000,000
Roy Jordan Oval Gillieston Heights amenities building	$4,000,000	$2,000,000	$2,000,000
Max McMahon Oval Rutherford amenities - stage 2	$2,500,000	$1,000,000	$1,500,000
Total	**$302,600,000**	**$61,000,000**	**$241,600,000**

Project costs are current estimates and subject to change based on further design, investigations and cost escalation.

CITYWIDE PLAYSPACE OF SIGNIFICANCE:
Maitland Park



The site: Maitland Park is a significant greenspace in the heart of Maitland, and a regional recreation destination supporting organised events, leisure, and play.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. Maitland's continued high population growth rates will continue to influence strategic and recreational planning to ensure adequate mix of housing and community infrastructure for the expected increase in population. We aim to ensure that Maitland grows in a sustainable way – socially, economically and environmentally. As the population grows, it needs to be supported by adequate infrastructure, services and amenities. If not, this growth can lead to pressure on existing infrastructure and services.

The opportunity:

PROJECT NAME: Maitland Park citywide playspace of significance	
Project details	The project is to redevelop the existing playspace, increasing its size from 0.2ha to 0.6ha to create an inclusive and accessible playspace of significance for our growing community. The inclusive concept design seeks to provide a range of play experiences for different ages, as well as being challenging, accessible, intergenerational, creative, robust, while minimising impact on the natural environment. Community consultation has been undertaken on the concept design with plans to triple the size of the current Maitland Park playspace. The community engagement highlighted the community was supportive of the design with the inclusion of water play, a focus on shade, disability inclusion and additional parking. The concept design retains all existing canopy trees that are fundamental to the existing significant character of Maitland Park.
Project stage	Concept design and community consultation complete. Due diligence reports underway. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	To provide a playspace of significance for our growing city. Redevelopment of the existing playspace, increasing its size from 0.2ha to 0.6ha.
Community engagement	The 2025 Maitland Park Playspace Expansion Project received a 70 per cent community approval rating on the proposed concept design for an expanded play space. Recent engagement results reflect a growing community sentiment for the need for an expanded play space in Maitland and to be similar quality to other major play ground facilities that families travel outside the LGA to access. Source: yoursay.maitland.nsw.gov.au/maitland-park-playground-concept-design
Community benefits	This project provides a citywide playspace, a large inclusive/all abilities playspace, diverse play equipment servicing the families of Maitland. It allows for intergenerational play opportunities and improves outdated asset (addressing potential safety risks). The principles intrinsic to the playspace concept design are inclusive, accessible, intergenerational, sustainable and include cultural and environmental theming.
Strategic alignment	• Maitland's Future – creating a Liveable Maitland by providing inclusive public spaces and places • Maitland Park Master Plan • Draft Community Infrastructure Strategy • Disability Inclusion Action Plan • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $13,500,000	**ANTICIPATED CO-CONTRIBUTION:** $3,500,000	**GRANT REQUIRED:** $10,000,000

ROADS AND TRAFFIC MANAGEMENT:
Thornton North Road Infrastructure



The site: Thornton North (Chisholm), is a key growth area and the fastest growing area within Maitland's eastern sector.

The challenge: A funding cap imposed on the Thornton North Section 94 Contributions Plan in 2011, limited the amount that could be levied per new lot. This significantly reduced the funds collected from developers leading to a major funding shortfall which has hampered ongoing development of land in area and has caused delays in the construction of key infrastructure including vital road upgrades. Further funding is critical to address these issues.

The opportunity:

PROJECT NAME: Haussman Drive and Raymond Terrace Road Intersection, Thornton	
Project details	This project will see traffic control signals at Haussman Drive and Raymond Terrace Road Intersection, Thornton with lane duplication of Raymond Terrace Road between Settlers Boulevard and Harvest Boulevard. (TN36, 37 and 45).
Project stage	Ready for construction **INITIATE** **DESIGN** DELIVER COMPLETE
Purpose (why is it important?)	The Haussman Drive intersection is considered a critical link for traffic passing through the area, connecting to the existing facilities including Thornton Primary School and the shopping complex as well as the regionally significant employment precincts of Thornton and Beresfield. The project would facilitate housing growth and road safety for over 10,000 vehicles and road users on a daily basis. This site is identified as providing significant employment and economic opportunities to support the rapid population growth. Immediately to the west the road infrastructure upgrades will support the development of the regionally significant Brickworks Employment Precinct.
Community engagement	There is a long history of community and political lobbying to improve this intersection. In ten years to June 2018, there were eight recorded crashes at or in the close vicinity of the intersection. (parliament.nsw.gov.au) A community petition in 2018 was undertaken for funding for the intersection upgrade. 48 per cent of all Maitland residents in 2024 are not satisfied with maintenance of local roads (CSS 2024) In 2019, Council received 151 comments related to intersection upgrades in Thornton, specifically Government Road, Haussmann Drive and Raymond Terrace Road.
Community benefits	Improved safety between state and arterial road corridors, reduced accidents, reduced congestion, reduced wait times. These important transport linkages, allow access to unlock future housing and economic land.
Strategic alignment	• Maitland's Future - Creating a Liveable Maitland by ensuring safe and efficient road networks • Thornton North Master Plan 2003 and Thornton North Section 94 Contributions Plan 2008 • Maitland Local Housing Strategy 2041 • Maitland's Local Strategic Planning Statement 2040+ • Hunter Regional Plan 2041 • Greater Newcastle Metropolitan Plan 2036 • The Draft Hunter Regional Transport Plan.

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $36,700,000	**ANTICIPATED CO-CONTRIBUTION:** $10,000,000	**GRANT REQUIRED:** $26,700,000

THORNTON	**CHISHOLM**
• **10,690** people	• **4,577** people
• Most households have **two** motor vehicles	• Most households have **two** motor vehicles
• **64 per cent** use cars as preferred transport method	• **60 per cent** use cars as preferred transport method
• **0.8 per cent** of working population walk or ride a bike	• **0.5 per cent** of working population walk or ride a bike
• **1.1 per cent** use public transport to travel to work	• **0.6 per cent** use public transport to travel to work
• **56 per cent** of people have a long-term health condition	• **40 per cent** of people have a long-term health condition

ROADS AND TRAFFIC MANAGEMENT:
Thornton North road infrastructure



The site: Thornton North (Chisholm) area, is a key growth area within Maitland's eastern sector.

The challenge: Further funding is critical for the delivery of this project. A funding cap imposed on the Thornton North Section 94 Contributions Plan in 2011, limited the amount that could be levied per new lot. The cap significantly reduced the funds that could be collected from developers leading to a major shortfall. The funding shortfall has hampered the ongoing development of land in area and caused delays in the construction of key infrastructure including vital road upgrades.

The opportunity:

PROJECT NAME: Glenwood Drive and Thornton Road, Thornton	
Project details	This project outlines the next stages of works required for the Thornton North Road Infrastructure upgrade which comprises of: • Thornton Road and Glenwood Drive, lane duplications - preliminary works including detailed design, land acquisition and service relocations (TN41, 52 and 53) • Glenwood Drive and Thornton Road intersection - traffic control signals including lane duplication of Glenwood Drive from Thornton Road to Weakleys Drive (TN53) • Thornton Road lane duplication including Huntingdale Drive intersection - traffic control signals and lane duplication of Thornton Road from rail bridge to Glenwood Drive (TN41 and 52) • Glenwood Drive and Weakleys Drive intersection - traffic control signals to replace roundabout intersection control.
Project stage	Design underway — **INITIATE** **DESIGN** DELIVER COMPLETE
Purpose (why is it important?)	These works will support the provision of essential infrastructure and allow for further development to be realised within the rapid growth area. The works will improve access for the residents of Thornton and Chisholm to the New England Highway. Commuter traffic from these two areas has increased significantly in the last 10 years and congestion is experienced most weekdays.
Community engagement	Long history of community and political lobbying to improve road congestion in the area.
Community benefits	Improved safety, reduced accidents, reduced congestion, reduced wait times. Important transport linkages between state and arterial road corridors.
Strategic alignment	• Maitland's Future - Creating a Liveable Maitland by ensuring safe and efficient road networks • Thornton North Master Plan 2003 and Thornton North Section 94 Contributions Plan 2008 • Maitland Local Housing Strategy 2041 • Maitland Local Strategic Planning Statement • Hunter Regional Plan 2041 • Greater Newcastle Metropolitan Plan 2036 • The Draft Hunter Regional Transport Plan

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $87,100,000	**ANTICIPATED CO-CONTRIBUTION:** $12,500,000	**GRANT REQUIRED:** $74,600,000

THORNTON	**CHISHOLM**
• **10,690** people	• **4,577** people
• Most households have **two** motor vehicles	• Most households have **two** motor vehicles
• **64 per cent** use cars as preferred transport method	• **60 per cent** use cars as preferred transport method
• **0.8 per cent** of working population walk or ride a bike	• **0.5 per cent** of working population walk or ride a bike
• **1.1 per cent** use public transport preferred to travel to work	• **0.6 per cent** use public transport to travel to work
• **56 per cent** of people have a long-term health condition	• **40 per cent** of people have a long-term health condition

ACTIVE TRANSPORT:
Morpeth to Walka shared pathway



The site: A shared pathway connection between Maitland's tourism destinations Morpeth, The Levee and Walka Water Works.

The challenge: Funding is required for the construction of new dedicated active transport infrastructure to create a safe network along priority routes between Maitland's main tourism destinations. The cycleway network needs to be expanded beyond Maitland, with a focus on safe, direct routes connecting employment hubs and residential areas.

The opportunity:

PROJECT NAME: Morpeth to Walka shared pathway	
Project details	The creation of a pathway connection between Maitland's key tourism destination including Morpeth, The Levee and Walka Water Works, including completing connection from Morpeth Bridge to Queens Wharf.
Project stage	Project in planning stages. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	• Active transport opportunities for residents and visitors. • A connected footpath and cycleway network supports the health and wellbeing of our residents by providing opportunities to be physically active, • Access to local facilities to engage in shared activity and foster stronger community connections. • A pathway connection provides access between tourism destinations Morpeth / The Levee / Walka Water Works. • Facilitation of cycle tourism around the Hunter vineyards and connecting strategic cycle routes to the coast. This project also represents a connection to a relevant regional project, the Shiraz to Shore cycle trail.
Community engagement	• Engagement completed for the 2019 Maitland Destination Plan, linking of Morpeth with Walka Water Works and Central Maitland through a network of shared pathways with way finding and interpretative signage was a key opportunity identified from the 1,100 community suggestions. • A 2019 product gap analysis of Maitland's tourism product offering showed poor connectivity between anchor destination points.
Community benefits	• Investing in infrastructure that helps people get to school, work and local services safely without needing to jump in the car is vital for connecting our community, helping our community to thrive. • Health benefits for residents and the growing population. A complete footpath network also helps achieve social equity goals. The most physically and economically disadvantaged groups tend to rely more on walking including walking to public transport stops. People who cannot drive and must use public transport and need a footpath for mobility, are seriously disadvantaged. • Safe and accessible active transport options, like walking and cycling, help boost social connection, promote healthy choices and make our cities and regions more vibrant places to live.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring integrated movement through connected active transport • Disability Inclusion Action Plan • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • Maitland Destination Management Plan 2030 • Hunter Joint Organisation - Advocacy priority – Shiraz to Shore Project • Draft Hunter Strategic Regional Integrated Transport • Queens Wharf Plan of Management and Master Plan

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $13,000,000	**ANTICIPATED CO-CONTRIBUTION:** $3,000,000	**GRANT REQUIRED:** $10,000,000

WALKA WATER WORKS REDEVELOPMENT:
Pumphouse and chimney



The site: Walka Water Works is a much-loved site for the Maitland community, a heritage-listed complex set on 64 hectares of reserve. The former industrial site, owned by Crown Lands, has been managed by Maitland City Council since 2007. The complex features its pumphouse with a striking chimney and ornate brickwork and is one of the largest and most intact 19th Century industrial complexes in the Hunter Valley. The Pumphouse building was added to the NSW State Heritage Register in 1999 and has National Engineering Significance putting it alongside the likes of the Sydney Harbour Bridge.

The challenge: The historic pumphouse remains closed for public safety. Heritage restoration is required for the 1887 Pumphouse building as well as improvements to the Eastern Annex for it to be able to reopen for weddings and functions. Conservation works are necessary to the Pumphouse Building and chimney, to bring the external areas back to original condition maintaining historic elements for future generations. Stabilisation of the chimney structure is required to preserve the aesthetics of the site.

The opportunity:

PROJECT NAME: Walka Water Works: Pumphouse building revitalisation and chimney intervention	
Project details	This project will remediate the Pumphouse and chimney making it safe for community use, thereby protecting this valuable example of State significant heritage. The project will create additional employment opportunities for local business both existing and new through the first stage of reopening the building as a function and wedding venue.
Project stage	The project is currently in pre-planning with the delivery of the draft Plan of Management and a Master Plan being developed for the site. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	• Heritage restoration of the significant 1887 Pumphouse building • Preservation of the historical aesthetics of the site • Stabilisation of the chimney structure to make the site safe for community use • Improvements to the Eastern Annex to reopen for weddings and functions
Community engagement	In 2024, a survey of over 500 respondents indicated a strong desire for historical engagement at Walka Water Works, and a resorted pumphouse was the number one improvement area identified, with 76 per cent of all respondents supporting this.
Community benefits	***The vision:*** *Walka Water Works is the heart of healthy Maitland – a revitalised open space and community destination promoting wellness and connection to history and nature, attracting both locals and visitors.* A protected State significant heritage building maintained for future generations, additional employment opportunities created, the function and wedding venue reopened. .
Strategic alignment	• Maitland's Future - Creating a Vibrant Maitland by ensuring a diverse local economy through investment attraction and vibrant community life • Walka Water Works Plan of Management and Master Plan • Maitland Destination Management Plan 2030 • Draft Maitland Economic Development Strategy • Maitland Local Strategic Planning Statement 2040 • Crown Land Strategic Plan 2031 • Hunter Regional Economic Development Strategy • NSW Visitor Economy Strategy • Destination Sydney and Surrounds North Destination Management Plan • Draft Community Infrastructure Strategy

STATE SEAT:	**FEDERAL SEAT:**	**PROJECT ESTIMATE:**	**ANTICIPATED CO-CONTRIBUTION:**	**GRANT REQUIRED:**
Maitland	Paterson	$10,000,000	$2,000,000	$8,000,000

WALKA WATER WORKS REDEVELOPMENT:
Picnic area and playspace



The site: Walka Water Works is a unique 64ha parcel of land, including a lake and heritage buildings, in government ownership. A valuable community asset and visitor attraction. The nature reserve offers extensive lawn and picnic areas that border the lake and surrounding bushland with its native fauna and flora. The large lake area with over 140 species of birdlife and approximately 12km of trails for walkers and cyclists surround the lake. The site is steeped in history, making it a special place in the Lower Hunter.

The challenge: Council was appointed the Reserve Trust Manager in August 2007. In 2022, asbestos contamination was discovered in areas between the pumphouse and reservoir, leading to the site's complete closure in February 2022. While the site was partially reopened in December 2022, several areas remain closed for public safety reasons, alongside the historic pumphouse. Remediation works are needed to remove the asbestos and will require the removal of existing assets.

The opportunity:

PROJECT NAME: Walka Water Works redevelopment: Picnic area and playspace (post remediation).	
Project details	This is a project to revitalise the picnic area and playspace at Walka Water Works to renew the community recreation space on the site. Following the remediation of the contaminated areas (assumed to have been completed as a precursor to these works). This project will reinstate community use facilities such as shade structures, barbecues, seating, tables and basic play facilities to improve usage following the extended closure.
Project stage	The project is currently in pre-planning with the delivery of the draft Plan of Management and a Master Plan being developed for the site. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	This investment will have long lasting accumulative positive impacts on the community, being a place that they can be proud of, connect through and use as a vehicle towards a healthy lifestyle. Improved site attendance following the extended closure on the site and the return of community organised events, Replacement of the aged infrastructure at the site will see enhancements to existing infrastructure and nature-based opportunities.
Community engagement	73 per cent and 57 per cent of those surveyed in 2024 from a sample size of over 500 indicated a desire to improve picnic areas and play areas respectively at Walka Water Works.
Community benefits	***The vision:*** *Walka Water Works is The Heart of Healthy Maitland – a revitalised open space and community destination promoting wellness and connection to history and nature, attracting both locals and visitors.* While Maitland is rich in many things, like community spirit, pride and river frontage, unlike our surrounding regional neighbours, we do not possess the abundance open natural spaces like parks, beaches and lakes, with our residents driving outside of area to access these. This makes Maitland, and the Walka Water Works asset specifically, poised as a prime opportunity for investment to make long-term positive impacts to a large number of people. A revitalised recreation space, the largest public green space available in Maitland.
Strategic alignment	• Maitland's Future - Creating a Liveable Maitland by ensuring great neighbourhoods and quality open space networks • Walka Water Works Plan of Management and Master Plan • Maitland Destination Management Plan 2030 • Draft Maitland Economic Development Strategy • Maitland Local Strategic Planning Statement 2040 • Crown Land Strategic Plan 2031 • Draft Community Infrastructure Strategy

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $2,500,000	**ANTICIPATED CO-CONTRIBUTION:** $1,000,000	**GRANT REQUIRED:** $1,500,000

COMMUNITY AMENITIES:
Maitland Gaol redevelopment



The site: Maitland Gaol is a state heritage item and the longest continuously operating gaol in New South Wales, being open from 1848 until its closure in 1998. The different policies and social changes that occurred over the Gaol's history contribute strongly to its historic and cultural value.

The challenge: The Gaol, which is managed by Council on behalf of the NSW Government as a tourist attraction, is currently closed following an independent safety review of the site including the fire and electrical systems. As a 170-year-old heritage site, Maitland Gaol has always required ongoing specialist maintenance, but it became clear that the site's safety issues posed a risk to staff and visitors.

PROJECT NAME: Maitland Gaol redevelopment	
Project details	Major redevelopment works at Maitland Gaol look to transform the historic site into a vibrant precinct and iconic destination for the Hunter, driven by its unique heritage, connection to the community and innovative experiences. Through the NSW Government, Australian Government and Council funding, over $11.7 million has been allocated for the redevelopment. However, Maitland City Council has developed a scope of works, timeframe and budget required to remediate and rejuvenate the site, revealing a cost of over $30 million for essential and high priority works with a $20 million shortfall required to bring the site up to standard.
Project stage	**INITIATE** **DESIGN** DELIVER COMPLETE
Purpose (why is it important?)	Major redevelopment works planned for Maitland Gaol look to transform the historic site into a vibrant precinct and iconic destination for the Hunter, driven by its unique heritage, connection to the community and innovative experiences. The Maitland Gaol Development Plan and associated Site Master Plan and Plan of Management provide a comprehensive guide for the future development and management of the Maitland Gaol site.
Community engagement	The Maitland Gaol Development Plan was shaped by input from the community, with two engagement periods run from November 2018 to February 2019, and July 2020 to August 2020 and adopted by Council at its meeting on 8 September 2020. Maitland Gaol is one of five identified 'priority destinations' in Maitland Destination Management Plan 2020-2030 which is currently under review.
Community benefits	Through the NSW Government, Australian Government and Council funding, over $11.7 million has been allocated for the next stage of the Maitland Gaol redevelopment – which includes investment in boutique accommodation, a new activity hub, innovative interpretation of the site and the provision of new event infrastructure. Access to the Gaol site will be opened up through the existing walls, allowing for improved community access to the activity hub and internal courtyard area. However, the current funding does not cover the entirety of the project.
Strategic alignment	• Maitland's Future - Creating a Vibrant Maitland by ensuring we leverage our city's connections, to attract investment • Maitland Gaol Development Plan and associated site Master Plan and Plan of Management • Maitland Destination Management Plan 2030 • Draft Maitland Economic Development Strategy • Maitland Local Strategic Planning Statement 2040 • Crown Land Strategic Plan 2031 • Draft Community Infrastructure Strategy

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $30,000,000	**ANTICIPATED CO-CONTRIBUTION:** $1,200,000	**GRANT REQUIRED:** $28,800,000

AQUATICS:
Maitland Aquatics Centre expansion



The site: Maitland Aquatics Centre plays an important role in the leisure and recreation services offering to the Maitland community.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. Maitland's continued high population growth rates will continue to influence strategic and recreational planning to ensure adequate mix of housing and community infrastructure for the expected increase including families with young children.

Rapid population growth for Maitland is expected to continue, with Maitland forecast to grow from 93,497 in 2021 to at least 144,550 by 2041 representing a forecast population growth of 61 per cent over the next 20 years. We aim to ensure that Maitland grows in a sustainable way – socially, economically and environmentally. As the population grows, it needs to be supported by adequate infrastructure, services and amenities. If not, this growth can lead to pressure on existing infrastructure and services.

The opportunity:

PROJECT NAME: Maitland Aquatic Centre expansion	
Project details	Upgrades to Maitland Aquatic Centre to become a contemporary citywide aquatic centre. The project includes redeveloped changerooms and amenities, a health and fitness centre, warm water program pool and spa, an upgraded entrance, foyer and cafe providing improved connection to Maitland Park and a redeveloped toddler pool and adventure water zone.
Project stage	The project is at the strategic concept phase to understand the aquatic needs of the whole city. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	• Maitland is growing and will continue to grow, and as such there is a need to balance the facilities available with current and future demands of our population growth • Appropriate infrastructure for the expected increase in families with young children • Given the central location within Council's citywide parkland, Maitland Aquatic Centre is well placed to be further developed as Council's citywide aquatic facility • Geographically, no open natural spaces for swimming – with our residents driving outside of area to access these.
Community engagement	In the 2023 'Aquatic Strategy' engagement which heard from over 1700 respondents, over half of all respondents (58 per cent) indicated they visited aquatic facilities outside of Maitland due to aquatic facilities in Maitland not meeting user needs. In the same engagement, the expansion of Maitland Pool was the fourth priority cited for area for investment. 95 per cent of residents in Maitland LGA refer to swimming pools as an indicator of satisfaction. (CSS 2024)
Community benefits	• Central location within the local government area with good public transport connections. • Population catchment of over 86,326 residents, which is forecast to grow over the next 20 years. • Synergies with other sport and recreation facilities of Maitland Park.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Draft Maitland Aquatics Plan • Hunter Regional Plan 2041 • Greater Newcastle Metropolitan Plan 2036 • Maitland Park Master Plan • Disability Inclusion Action Plan

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $60,000,000	**ANTICIPATED CO-CONTRIBUTION:** $5,000,000	**GRANT REQUIRED:** $55,000,000

SPORTING FACILITIES:
Lochinvar sports/community centre



The site: A sporting complex and community centre for Lochinvar Town Centre (planned) - a new town centre to support the significant planned growth within the Lochinvar urban release area.

The challenge: Maitland is also home to fast growing, regionally significant strategic centres, which service the hinterland and rural areas which are significant contributors to the supply of greenfield housing for the Greater Newcastle area. Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent.

Maitland's continued high population growth rates will continue to influence strategic and recreational planning to ensure adequate mix of housing and community infrastructure for the expected increase in population. As the population grows, it needs to be supported by adequate infrastructure, services and amenities.

The opportunity:

PROJECT NAME: Lochinvar Sports Complex/Community Centre	
Project details	The current sports fields are used for cricket, and football (soccer). Based on the development of a preferred concept plan the new sporting hub for the growing area could include a community centre, amenities building, two additional fields including irrigation, lighting and fencing, playspace, two netball courts, skate parks and a new carpark
Project stage	Concept plan options developed. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Maitland's western precinct contains established communities including Rutherford and Telarah, existing urban release areas such as Aberglasslyn and future urban release areas at Lochinvar, Anambah and Farley. This precinct is home to around 23,000 residents and is expected to grow to over 40,700 residents, with an additional 17,700 residents between now and 2040. The proposed local centre at Lochinvar (together with Rutherford Town Centre), will be the future employment and residential lands in the western precinct will form a strong relationship with Maitland's rural areas, the Upper Hunter region and beyond.
Community engagement	• Major venues and facilities clubs audit in 2024. Community Infrastructure Strategy draft in development.
Community benefits	• Co-location of recreational and community facilities • Health and wellbeing improvements for current and future residents.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $25,000,000	**ANTICIPATED CO-CONTRIBUTION:** $12,500,000	**GRANT REQUIRED:** $12,500,000

LOCHINVAR

- 1,095 people
- 426 houses and 10 units
- Most households have two motor vehicles
- 1.9 per cent of working population walk or ride a bike
- 61 per cent use cars as preferred transport method
- No residents use public transport as their preferred transport method to travel to work
- The most common long-term health conditions in Lochinvar are mental health condition (including depression or anxiety), arthritis, asthma, any other long-term health condition(s), and diabetes (excluding gestational diabetes)
- 52 per cent of people have a long-term health condition
- Lochinvar is identified as a greenfield residential area – priority housing release area to accommodate future growing population.

SPORTING FACILITIES:
Cooks Square Park – new clubhouse



The site: Cooks Square Park located in East Maitland has been home to Maitland Football Club (FC) since 1968. It is one of only two city-wide football facilities within Maitland's eastern precinct.

The challenge: The club has recently experienced strong growth, increasing from three teams (2014) to 23 teams (2021). Without funding, delivery of enhanced facilities will be significantly delayed.

The opportunity:

PROJECT NAME: Cooks Square Park – New clubhouse	
Project details	This project includes the delivery of a new regional level clubhouse located on the western side of main field one, including grandstand seating, large function areas and commercial kitchen, four gender inclusive changerooms and associated amenities, storage spaces and toilets.
Project stage	Project in planning stages. Concept plan options are in development. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	• East Maitland was identified as a catalyst area in the Hunter Regional Plan 2041, and will attract an additional 25,000 people by 2041. • The club has recently experienced significant growth, increasing from three teams to 23 teams • The club has over 300 elite registered players, and a rapid increase in female membership • Facility is one of only two citywide football facilities within the eastern precinct of Maitland • Maitland's sportsgrounds are at carrying capacity, overuse causes high cases of ground damage and general wear and tear, which leads to increased maintenance cost and downtime
Community engagement	Football (soccer) is the most commonly played sport in New South Wales, and girls football in particular is currently experiencing record community participation rates.
Community benefits	• This project represents recreational and sporting opportunities, general health and wellbeing improvements for current and future residents. Contemporary facilities, gender inclusive upgrades and regional level facilities appealing to larger sporting events. • East Maitland is a diverse, young suburb with a high proportion of families with children, this project encourages healthy lifestyles and a liveable Maitland.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • Hunter Regional Plan 2041 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $7,000,000	**ANTICIPATED CO-CONTRIBUTION:** $2,000,000	**GRANT REQUIRED:** $5,000,000

EAST MAITLAND

- 11,860 people
- 3,955 houses and 1,435 units
- Most households have one motor vehicle
- 1.5 per cent of working population walk or ride a bike
- 60 per cent use cars as preferred transport method
- 1.2 per cent use public transport preferred transport method to travel to work
- 67 per cent of people have a long-term health condition
- The most common long-term health conditions in East Maitland are mental health conditions (including depression or anxiety), arthritis, asthma, any other long-term health condition(s), and diabetes (excluding gestational diabetes).
- As with any growing centre, the accelerated delivery of new or upgraded community infrastructure is needed to support a changing population and meet demand for services.

SPORTING FACILITIES:
Motorcycle facility



The site: A Motorcycle facility within the Local Government area will form a strong relationship with Maitland's rural areas, the Upper Hunter region and beyond.

The challenge: The illegal use of community bushland for motorcycles within the LGA needs to be addressed and people should be encouraged to learn to ride in a safe and more responsible way. Maitland's continued high population growth rates will continue to influence strategic and recreational planning to ensure adequate mix of housing and community infrastructure for the expected increase in population. We aim to ensure that Maitland grows in a sustainable way – socially, economically and environmentally.

The opportunity:

PROJECT NAME: Motorcycle Track Rutherford	
Project details	A competitive and recreational motocross riding facility within the Hunter Valley, where members and community can ride in a safe and controlled environment.
Project stage	Project in planning stages. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Maitland's high population growth will continue to influence strategic and recreational planning. Maitland's location can bring together local clubs, community members and community members from Cessnock, Dungog and Newcastle, creating a valuable opportunity to share ideas and provide feedback on motorcycling across our region.
Community engagement	A major venues and facilities clubs audit was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	• This project represents recreational and sporting opportunities for current and future residents, • The existing Maitland District Motorcycle Club, Rutherford has approximately 500 club members, both male and female, aged from four to over 50 years old. Their aim is to provide a family orientated motocross riding facility within the Hunter Valley, where members can ride in a safe and controlled environment. • Prevent the illegal use of community bushland within the LGA and encourage people to learn to ride in a safe and more responsible way.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028 • Maitland Destination Management Plan 2030

STATE SEAT:	**FEDERAL SEAT:**	**PROJECT ESTIMATE:**	**ANTICIPATED CO-CONTRIBUTION:**	**GRANT REQUIRED:**
Maitland	Paterson	$3,000,000	$1,500,000	$1,500,000

SPORTING FACILITIES:
Maitland Park Cricket Net Complex



The site: Maitland Park is a significant greenspace in the heart of Maitland, and a regional recreation destination supporting organised events, leisure, and play.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent.

As our population grows, there will be increased demand on existing facilities and services and, additional infrastructure will be required to meet the needs of our community and to enhance the liveability of our city. If not, this growth can lead to pressure on existing infrastructure and services.

The opportunity:

PROJECT NAME: Maitland Park Cricket Net Complex	
Project details	This project is to design and construct fully enclosed eight-lane cricket net complex at Maitland Park.
Project stage	Project in planning stages. Is within the Maitland Park Masterplan. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Council provides a range of community facilities and services across the city including sporting fields, aquatic centres, parks and libraries to meet our community needs. This project is to cater to the area's growing population and Maitland's increasing demand for outdoor sporting facilities. Our community infrastructure provides space and opportunity for our community to come together to share, learn and celebrate. Access to good quality and adequate community infrastructure is key to the health and wellbeing of our residents.
Community engagement	Feedback on the Maitland Park Master Plan and a major venues and facilities clubs audit that was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	• A cricket hub within Maitland Park, training facility for Maitland Park clubs and surrounding clubs. • An enclosed facility will reduce current conflict between existing nets and other sporting codes and all of community. • This project represents recreational and sporting opportunities, general health and wellbeing improvements for current and future residents. • Our community want to see existing sporting and community facilities upgraded, and for more opportunities to be active and healthy.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces. • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028 • Cricket NSW Strategic Plan • Cricket NSW Infrastructure Strategy – Greater Hunter • Maitland Park Master Plan

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $800,000	**ANTICIPATED CO-CONTRIBUTION:** $300,000	**GRANT REQUIRED:** $500,000

MAITLAND

- Maitland has higher rates of health risks than NSW in a number of categories – of every 100 adults (2017-18) Primary Health Network 2021:
- 17.9 smoked tobacco (NSW 14.4)
- 18.3 consumed alcohol at high risk (NSW 15.5)
- 44.7 were obese (NSW 30.9)
- 24.0 had high blood pressure (NSW 23.1)
- 48.4 ate adequate fruit (NSW 52.5)
- 69.4 undertook low or no exercise (NSW 65.3).

COMMUNITY AMENITIES:
King Edward Park (East Maitland)



The site: King Edward Park is located in East Maitland, a diverse, young suburb with a high proportion of families with children expected to attract an additional 25,000 people by 2041.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. As our population grows, there will be increased demand on existing facilities and services and, additional infrastructure will be required to meet the needs of our community and to enhance the liveability of our city. If not, this growth can lead to pressure on existing infrastructure and services.

The opportunity:

PROJECT NAME: King Edward Park - new amenities building, East Maitland	
Project details	The current sports fields are used for cricket and rugby league. This project is to design and construct a new amenities building. Including a function area and commercial kitchen, four gender inclusive changerooms, associated amenities, storage spaces and toilets.
Project stage	Project in planning stages. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Currently the facilities and amenities are in a poor condition and do not meet the requirements or needs of its users. Our community infrastructure provides space and opportunity for our community to come together to share, learn and celebrate. Access to good quality and adequate community infrastructure is key to the health and wellbeing of our residents. East Maitland was identified as a catalyst area in the Hunter Regional Plan 2041, as it will attract an additional 25,000 people by 2041.
Community engagement	A major venues and facilities clubs audit was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	• This project represents recreational and sporting opportunities, general health and wellbeing improvements for current and future residents • A much-needed contemporary facility with gender inclusive upgrades • Our community want to see existing sporting and community facilities upgraded, and for more opportunities to be active and healthy
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • Hunter Regional Plan 2041 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $3,500,000	**ANTICIPATED CO-CONTRIBUTION:** $1,500,000	**GRANT REQUIRED:** $2,000,000

EAST MAITLAND

- 11,860 people
- 3,955 houses and 1,435 units
- Most households have one motor vehicle
- 1.5 per cent of working population walk or ride a bike
- 60 per cent use cars as preferred transport method
- 1.2 per cent use public transport preferred transport method to travel to work
- 67 per cent of people have a long-term health condition
- The most common long-term health conditions in East Maitland are mental health condition (including depression or anxiety), arthritis, asthma, any other long-term health condition(s), and diabetes (excluding gestational diabetes)
- As with any growing centre, the accelerated delivery of new or upgraded community infrastructure, is needed to support a changing population and meet demand for services and facilities.

COMMUNITY AMENITIES:
Ernie Jurd Oval (Largs)



The site: Largs is a developing township adjacent to Bolwarra Heights, the historic town of Largs is located north of Morpeth.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. As our population grows, there will be increased demand on existing facilities and services and, additional infrastructure will be required to meet the needs of our community and to enhance the liveability of our city. If not, this growth can lead to pressure on existing infrastructure and services.

The opportunity:

PROJECT NAME: Ernie Jurd Oval (Largs) amenities building	
Project details	The current sports fields are used for cricket and football (soccer). This project is to design and construct a new amenities building. Replacement and upgrade of existing amenities building based on standardised gender inclusive design. Modern sports facilities underpin local sporting clubs which are essential to encouraging healthy lifestyles for Maitland's residents. Access to quality community infrastructure makes our neighbourhoods better and our residents happier and healthier.
Project stage	Project in planning stages. Concept masterplan options developed, including a standardised amenities design appropriate for LGA wide application/upgrades. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Currently the facilities and amenities are in a poor condition and do not meet the requirements or needs of its users. Our community infrastructure provides space and opportunity for our community to come together to share, learn and celebrate. Access to good quality and adequate community infrastructure is key to the health and wellbeing of our residents. Outdoor recreation encourages our community to gather, socialise and build relationships, creating a sense of belonging. Strong community clubs support the health and wellbeing of our residents by providing places to be physically active and to engage in shared activity and foster stronger community connection.
Community engagement	A major venues and facilities clubs audit was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	• This project represents recreational and sporting opportunities, general health and wellbeing improvements for current and future residents • A much-needed contemporary facility with gender inclusive upgrades • Facilities to cater for a population growth-area • Our community want to see existing sporting and community facilities upgraded, and for more opportunities to be active and healthy
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Lyne	**PROJECT ESTIMATE:** $4,000,000	**ANTICIPATED CO-CONTRIBUTION:** $2,000,000	**GRANT REQUIRED:** $2,000,000

LARGS

- 1,962 people
- 643 houses and 78 units
- Most households have two motor vehicles
- 0.3 per cent of working population walk or ride a bike
- 62 per cent use cars as preferred transport method
- 0.4 per cent use public transport preferred transport method to travel to work
- 55 per cent of people have a long-term health condition
- The most common long term health conditions in Largs are mental health conditions (including depression or anxiety), asthma, arthritis, other long-term health condition(s), and diabetes (excluding gestational diabetes)

COMMUNITY AMENITIES:
Roy Jordan Oval (Gillieston Heights)



The site: Gillieston Heights, an established suburb that provides critical links between Central Maitland and Cessnock to the south. The suburb is home to 4,796 residents with this projected to increase to 11,337 by 2041.

The challenge: Our city is one of the fastest growing inland cities in Australia with an annual growth rate consistently above 2.5 per cent. As our population grows, there will be increased demand on existing facilities and services and, additional infrastructure will be required to meet the needs of our community and enhance the liveability of our city.

The opportunity:

PROJECT NAME: Roy Jordan amenities building, Gillieston Heights	
Project details	The current sports fields are used for cricket, baseball and football (soccer). This project is to design and construct a new amenities building. Replacement and upgrade of existing amenities building based on standardised gender inclusive design. Modern sports facilities underpin local sporting clubs which are essential to encouraging healthy lifestyles for Maitland's residents. Access to quality community infrastructure makes our neighbourhoods better and our residents happier and healthier.
Project stage	Project in planning stages. Concept masterplan options developed, including a standardised amenities design appropriate for LGA wide application/upgrades. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Currently the facilities and amenities are in a poor condition and do not meet the requirements or needs of its users. Our community infrastructure provides space and opportunity for our community to come together to share, learn and celebrate. Access to good quality and adequate community infrastructure is key to the health and wellbeing of our residents. Outdoor recreation encourages our community to gather, socialise and build relationships, creating a sense of belonging. Strong community clubs support the health and wellbeing of our residents by providing places to be physically active and to engage in shared activity and foster stronger community connection.
Community engagement	A major venues and facilities clubs audit was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	• This project represents recreational and sporting opportunities, general health and wellbeing improvements for current and future residents • A much-needed contemporary facility with gender inclusive upgrades • Facilities to cater for a population growth-area • Our community want to see existing sporting and community facilities upgraded, and for more opportunities to be active and healthy
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $4,000,000	**ANTICIPATED CO-CONTRIBUTION:** $2,000,000	**GRANT REQUIRED:** $2,000,000

GILLIESTON HEIGHTS

- 4,796 people
- 1,520 houses and 145 units
- Most households have two motor vehicles
- 0.4 per cent of working population walk or ride a bike
- 65 per cent use cars as preferred transport method
- 0.7 per cent use public transport to travel to work
- 53 per cent of people have a long-term health condition
- The most common long term health conditions in Gillieston Heights are mental health conditions (including depression or anxiety), asthma, any other long term health condition(s), arthritis, and diabetes (excluding gestational diabetes)

SPORTING FACILITIES:
Max McMahon (Rutherford) Stage 2



The site: Max McMahon Oval, Rutherford.

The challenge: The Rutherford Town Centre, together with the proposed Local Centre at Lochinvar, and the future employment and residential lands in the Western Precinct will form a strong relationship with Maitland's rural areas, the Upper Hunter Region and beyond. Maitland is growing and will continue to grow. It is important to balance the facilities available with current and future demands of our population growth,

The opportunity:

PROJECT NAME: Max McMahon Rutherford amenities building Stage 2	
Project details	The current sports fields are used for cricket and AFL. The project involves the delivery of stage two of the amenities building redevelopment.
Project stage	Stage 1 works are currently underway this project would see the Delivery of stage 2 of the redevelopment project. **INITIATE** DESIGN DELIVER COMPLETE
Purpose (why is it important?)	Maitland's Western Precinct contains established communities including Rutherford and Telarah, existing urban release areas such as Aberglasslyn and future urban release areas at Lochinvar, Anambah and Farley. This precinct is home to around 23,000 residents and is expected to grow to over 40,700 residents, with an additional 17,700 residents between now and 2040.
Community engagement	A major venues and facilities clubs audit was conducted in 2024. The Community Infrastructure Strategy draft is currently in development.
Community benefits	Our community infrastructure provides space and opportunity for our community to come together to share, learn and celebrate. Access to good quality and adequate community infrastructure is key to the health and wellbeing of our residents. Outdoor recreation encourages our community to gather, socialise and build relationships, creating a sense of belonging. Strong community clubs support the health and wellbeing of our residents by providing places to be physically active and to engage in shared activity and foster stronger community connection.
Strategic alignment	• Maitland's Future – Creating a Liveable Maitland by ensuring a welcoming community with inclusive public places and spaces • Draft Community Infrastructure Strategy • Maitland Local Strategic Planning Statement 2040 • Maitland Environmental Sustainability Strategy 2030 • NSW Office of Sport Strategic Plan 2024-2028

STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**PROJECT ESTIMATE:** $2,500,000	**ANTICIPATED CO-CONTRIBUTION:** $1,000,000	**GRANT REQUIRED:** $1,500,000

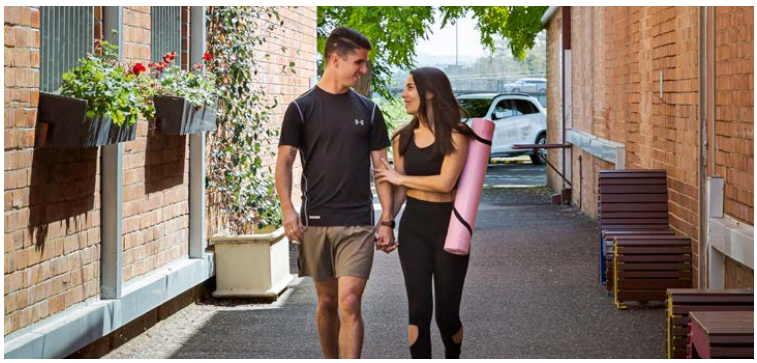
RUTHERFORD

- 13,091 people
- 4,536 houses and 702 units
- Most households have one motor vehicles
- 1.5 per cent of working population walk or ride a bike
- 68 per cent use cars as preferred transport method
- 1.4 per cent use public transport preferred transport method to travel to work
- 72 per cent of people have a long-term health condition
- The most common long term health conditions in Rutherford are Mental health condition (including depression or anxiety), Asthma, Arthritis, any other long term health condition(s), and Diabetes (excluding gestational diabetes)
- Rutherford Town Centre has significant potential to be a vibrant centre, providing retail, community, recreational and other supporting land uses to support forecast residential growth in the western precinct over the next 20 years.

Advocate Maitland
Heart of the Hunter







maitland
CITY COUNCIL

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Advocacy agenda – top priorities areas

TOP 15 PRIORITIES	WHAT THAT LOOKS LIKE FOR MAITLAND?
Great neighbourhoods	
Housing	• Supporting diverse and affordable housing options to meet the needs of our growing population.
Integrated movement	
Roads and traffic management (and road reclassification)	• A solution for a westbound flyover at the Cessnock Road and New England Highway roundabout in Maitland. • Multi-modal infrastructure upgrades to support the Anambah to Branxton corridor and Kurri Kurri to Maitland corridor upgrades. • Ensuring roads are classified appropriately to secure better funding and maintenance that reflects their usage and importance.
An integrated public transport network	• Advocating for a seamless transport network that connects our community with safe, efficient, and accessible options. Including place-based transport planning (East Maitland and Metford), and upgrades to Lochinvar Train Station.
Valuing our natural environment	
Green infrastructure	• Expanding green spaces, tree canopies, and sustainable urban design to enhance liveability and environmental outcomes. • Biodiversity reforms, improved health of the Hunter River, local wetlands and waterways.
Sustainable and resilient communities	
Environmental sustainability	• Securing sustainable water resources to support our community, environment, and future growth. Net zero emission community targets and a circular economy.
Prepared communities - disaster resilience	• Flood evacuation route for Central Maitland and Lorn as well as flood free access for Gillieston Heights. • Strengthening our city's ability to withstand and recover from natural disasters through proactive planning and infrastructure investment.
Diverse local economy	
Investment attraction	• Attract investment by positioning Maitland as an innovative, well-connected city that is easy to do business.
Strengthened and diversified precincts	• Increase employment opportunities for our growing population.
Welcoming community	
Destination development	• Growing our agri-tourism sector to support local producers, attract visitors, and boost the regional economy.
Healthcare	• Quality healthcare services, facilities, and specialist care close to home. • Unlocking the economic potential of the old Maitland Hospital site.
Education	• Adequate funding for new and existing primary and secondary schools to accommodate our growing population.
Cost of living for our residents	• Addressing financial pressures by pushing for fairer service costs, energy affordability, and local support programs.
Social support	• Enhancing community safety through increased policing, crime prevention and social services.
A resilient future	
Long-term financial viability	• Seeking financial flexibility for councils to set rates that reflect local needs and service expectations.
Grant programs simplification	• Advocating for streamlined grant processes to ensure funding is accessible and efficiently delivered to communities.

Advocacy Agenda



These are key priorities for our community that are outside of Council's control but help to deliver Maitland's shared vision for the future.

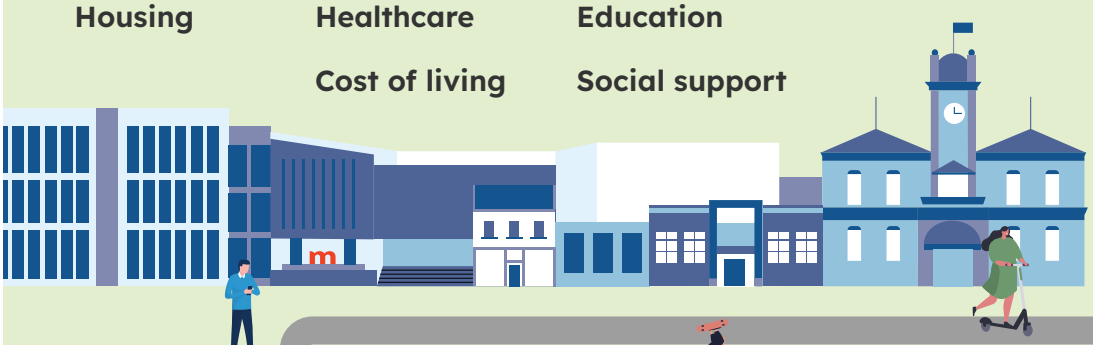
Housing

Healthcare

Education

Cost of living

Social support





Financial sustainability - grants reform

Integrated public transport network

Roads and traffic management



Green infrastructure

Disaster resilience (flood free access)

Investment attraction

Environmental sustainability

Diversified precincts

Destination development





Advocacy agenda – areas

Liveable Maitland

Great neighbourhoods

We are committed to creating great neighbourhoods that thrive on connectivity by offering a mix of housing, accessible open spaces, and essential services. Together, we aim to ensure a high quality of life for everyone.

What does this look like for Maitland?

The **Maitland Local Strategic Planning Statement 2040+** sets out a 20-year vision for land use. The statement identifies the challenges the local area will face in coming years and outlines how growth and change will be managed into the future, working with the community and other stakeholders.

The statement also informs how we plan our land use for a Sustainable and Vibrant Maitland. It outlines how state and regional plans, such as the Hunter Regional Plan 2036, the Greater Newcastle Metropolitan Plan 2036, and Council's strategic plans will be implemented in the Maitland local government area.

Housing diversity

The Maitland Local Housing Strategy 2041 sets out a framework to guide future growth and change of our residential areas over the next 20 years. It recognises and responds to evidence about what types of housing will be needed for our growing and changing population, where it can be best located and how Council will deliver better housing outcomes, together with community and other stakeholders.

Demand for housing in Maitland has grown significantly over the past decades, driven by growing population, lifestyle attractors, relative affordability and locational advantages. Maitland has a relatively young population, with the median age of residents being 36 years. Families with children, living in separate houses, represent 45 per cent of total households. Population projections indicate an increase of 54,800 residents by 2041 (DPE 2022). This translates to a requirement for approximately 25,200 additional dwellings over the next 20 years.

Future housing supply in Maitland is guided by the Hunter Regional Plan 2041, the Greater Newcastle Metropolitan Plan 2036 and the Maitland Local Strategic Planning Statement 2040+. Delivering the existing urban release areas and investigation for infill development opportunities in urban areas have been identified in the regional and metropolitan plans as key priorities for Maitland.

We aim to facilitate affordable and diverse housing options to ensure everyone has a place to call home in all stages of life.

We will advocate for:

- Diverse and affordable housing options to meet the needs of our growing population.
- Redevelopment of existing housing stock to meet the changing needs of our population.
- Encourage provision of small lot housing, senior housing, social and community housing opportunities in appropriate location of urban release areas.
- Work with relevant stakeholders to ensure the timely delivery of enabling infrastructure and services.
- Work in collaboration with the relevant NSW Government agencies for planning and development of East Maitland Catalyst Area.
- Work with the relevant NSW Government agencies to prepare place strategy for the Branxton to Anambah regionally significant growth area.
- Work with the Mindaribba Local Aboriginal Land Council to identify how their landholdings can be planned and developed for culturally appropriate housing and address the housing needs of Aboriginal communities.
- Work with the relevant government agencies, nongovernment agencies, development industry and service providers to address the housing needs of low-income households and homelessness.
- Explore potential opportunities to deliver affordable housing on public land in strategic locations to catalyse redevelopment.



Integrated movement

We all have an important role to play in Maitland's Future. Our community is passionate about Maitland, and they love where they live. They have consistently told us that traffic management is important in creating a Liveable Maitland. Therefore, it is our priority to advocate for an efficient and sustainable transport network, connecting people through well-maintained roads, planned traffic management, reliable public transport, and safe infrastructure for active movement. An Integrated Transport Strategy is currently being developed to inform future planning.

Roads and traffic management

What does this look like for Maitland?

Ensuring safe, efficient, functional and connected roads that facilitate seamless travel and connectivity throughout our community.

We will advocate for:

- **A solution for a westbound flyover at the Cessnock Road and New England Highway roundabout in Maitland.** Since the delivery of an eastbound flyover near Maitland Station in 2016, traffic queues on the other side have been remained unaddressed with continued congestion during the morning and evening commutes for motorists.
- **A solution for upgrades to the Thornton Bridge, including potential upgrades along Thornton Road to address congestion and access to the Thornton rail station.** Funding should be a priority for the duplication of the road and bridge to improve access for the residents of Thornton and Chisholm to the New England Highway. Commuter traffic from these two areas has increased significantly in the last 10-years and congestion is experienced most weekdays. This road and bridge duplication needs transport planning combined with upgrades to Thornton Train Station for bus and pedestrian access and vehicle parking. These works should be planned and delivered in conjunction with current and proposed funding for works between Thornton Road and the Weakleys Drive roundabout and Hausmann Drive.
- **Multi-modal infrastructure upgrades to support the Anambah to Branxton corridor.** The Anambah to Branxton Regionally Significant Growth Area (RSGA) is identified in the Hunter Regional Plan 2041 and the Draft Hunter Strategic Regional Integrated Transport Plan. Strategic transport planning is required to consider future population growth against the capacity of the New England Highway and the Hunter Expressway. Such planning needs to identify opportunities for improved public transport like rapid bus transport services and higher frequency passenger train services.
- **New England Highway Corridor Study within Maitland LGA**.
  - The increasing traffic congestion along the New England Highway is of key concern to the community and Council. The existing road network relies heavily on the New England Highway and is under significant pressure from traffic growth from new urban development in and around Maitland. The majority of Councils new urban release areas are located away from the existing public or active transport options such as railway stations, bus interchanges or cycleways. Therefore, there is a heavy reliance on private vehicles and direct access to the New England Highway to connect to Maitland and the wider region.
  - There are concerns that the New England Highway western corridor is reaching capacity in the Rutherford and Telarah area from Denton Park Drive to the High Street roundabout. Recent planning proposals have highlighted the capacity issues of the New England Highway and associated intersections. Any future proposals will be increasingly difficult to achieve acceptable service levels on the transport network and immediate network planning is required to identify opportunities for increased capacity.
  - The New England Highway is the primary east–west transport corridor between Maitland, Newcastle and the Hunter Valley for commuters and freight. Capacity constraints of the New England Highway are expected to become a significant impediment to unlocking future housing in the medium to long term.
  - To meet the projected population growth, a Corridor Study for the New England Highway from Thornton to Lochinvar is a key priority for Maitland. This study is required to understand the utilisation levels (volume and capacity) of the New England Highway and to identify diverse and integrated infrastructure and service improvements along its corridor across the whole Maitland LGA.

- **Road reclassification. We will advocate to ensure roads are classified appropriately to secure better funding and maintenance that reflects their usage and importance.**

  The reclassification of Mount Vincent Road. The reclassification of Mount Vincent Road to a state road and increased funding would also ensure that this main road, which forms part of the connection from the Hunter Expressway to East Maitland, is provided to a safe standard for the travelling public.

  An upgrade to address traffic congestion at the Raymond Terrace Road and Metford Road intersection. This would improve accessibility to the new Maitland Hospital site and surrounding Metford Road employment area, whilst improving traffic circulation and active transport connection to East Maitland and Chisholm.
  As Metford Road is a key connection between two state roads, the New England Highway and Raymond Terrace Road, we will advocate for Metford Road to be reclassified as a state road. This is required to acknowledge its critical connection and to ensure road infrastructure upgrades meet the road service levels required both now and in the future.



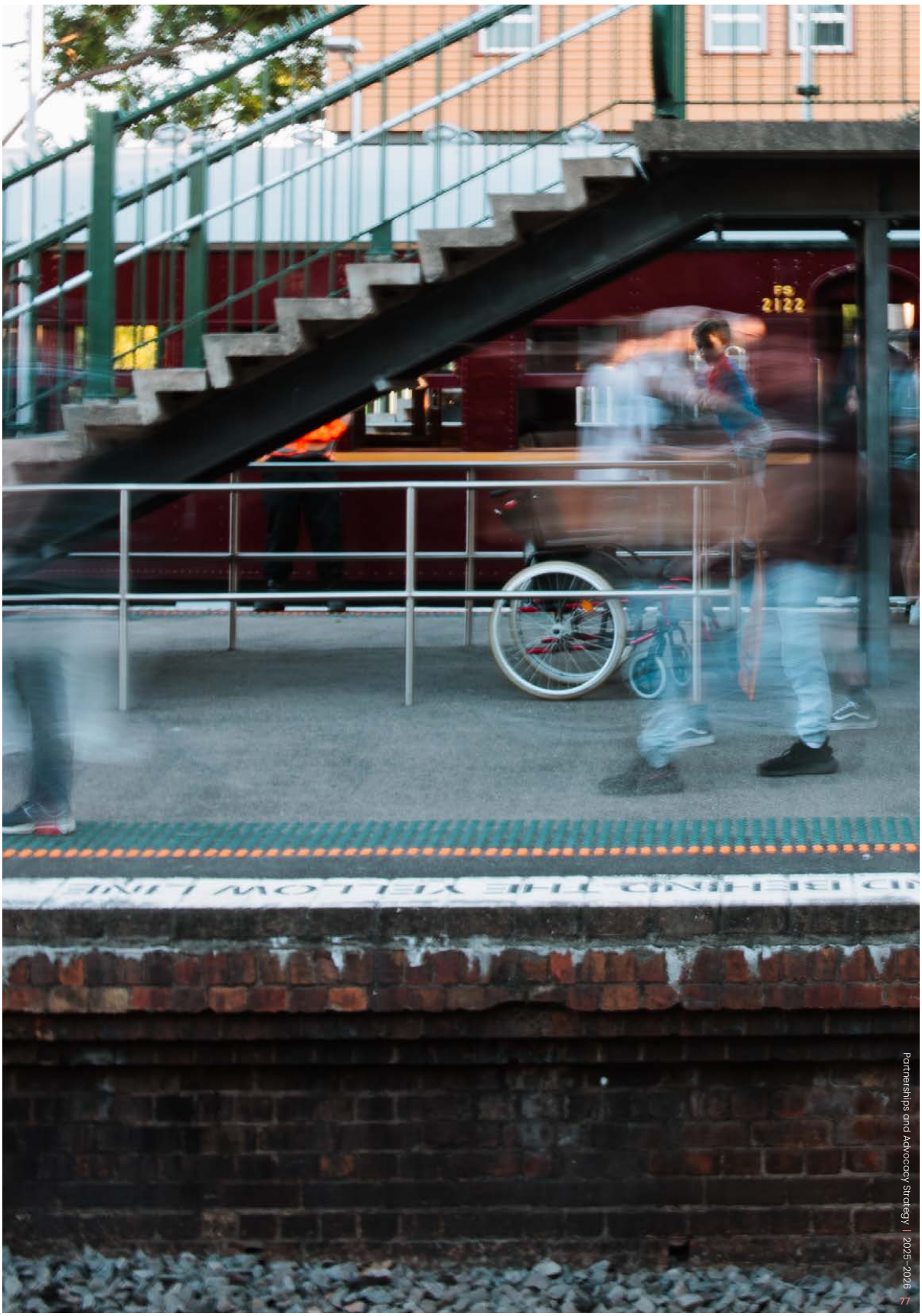
An integrated public transport network

What does this look like for Maitland?

A seamless transport network that connects our community with safe, efficient, and accessible options.

We will advocate for:

- **Place-based transport planning for the East Maitland Catalyst Area (EMCA):** The EMCA is an identified regionally significant growth area within the Hunter Regional Plan 2041, and a Catalyst Area within the Greater Newcastle Metropolitan Plan 2036. The area has undergone State and Local Government collaboration since 2018. Transport planning has already undertaken by TfNSW and Council within the East Maitland to Thornton Integrated Transport Plan (ITP). We will advocate to ensure the recommended high priority transport directions within the East Maitland to Thornton ITP priorities are linked within the TfNSW strategic policy framework.
- **Upgrades to the Metford Train Station:** A northern access to this station has long been advocated for improving passenger rail access for Chisholm residents and this will alleviate traffic on Raymond Terrace Road and Thornton Road. This will provide a transport option which is walkable for residents of Chisholm.
- **Upgrades to the Lochinvar Train Station:** upgrades to Lochinvar train station to facilitate increased passenger services and provide appropriate travel choice to the surrounding residential growth areas in Lochinvar.
- **The Kurri Kurri to Maitland corridor** connects the suburbs of Heddon Greta, Cliftleigh and Gillieston Heights and is anticipated to accommodate a further 5,000 dwellings across the next 20 years. Combined with the traffic growth on the corridor as a result of the opening of the Hunter Expressway, there is a clear need to invest in infrastructure and services to manage increasing trips in the future. Already, Transport has invested significant funds along the corridor including increasing the flood resilience of Testers Hollow and improving traffic signals at the intersection of Main Road and Heddon Street. New investments in the area may include active transport connections between the suburbs and across to Kurri Kurri and faster, more frequent and direct bus services between Cessnock and Maitland. Transport will work with relevant planning authorities including Cessnock and Maitland Councils and DPHI to improve access points into surrounding residential catchments and to ensure the connecting road between Gillieston Heights and the Hart Road interchange is delivered in a timely manner.
- **Increasing Passenger Rail Transport on the Hunter Line and North Coast Line:** Whilst the draft Hunter SRITP outlines options for rail improvements, more frequent and reliable services are needed to encourage use of passenger rail services. Early planning for the Anambah to Branxton Regionally Significant Growth Area (RSGA) is required to understand how transport infrastructure and services can meet future demand. Planning for the improvement, upgrade, relocation or introduction of new train stations in the RSGA is required to support and relieve the New England Highway. Opportunities for improved accesses to the existing rail corridor at Metford and Aberglasslyn/ Oakhampton should be investigated. The Aberglasslyn and Oakhampton area, which continues to expand east to the North-Coast line, would benefit from a new railway station and passenger rail service. Historically, the Oakhampton Train Station was located on this line, and a train station at the same location as the old location would require extending regular passenger rail services on the Hunter Rail Service by only one stop.
- **The electrification of the passenger rail services on the Hunter Line to service major greenfield release areas to maximise growth potential for the city:** upgrades to Lochinvar rail station to facilitate increased passenger services and provide appropriate travel choice to the surrounding residential growth areas in Lochinvar. Bus Network Improvements: implement bus and coach service improvements to better connect regional communities to key health and employment hubs and Newcastle Airport. Increasing Passenger Rail Transport on the Hunter Line and North Coast Line.
- **Bus Network Improvements:** New urban growth areas require regular bus services to offer alternative transport options for residents to access town centres and transport hubs, especially train stations. Council seeks to work closely with Transport for NSW to review and identify such bus service routes that would also improve capacity on the State Road network. For example, the Aberglasslyn urban release area is placing increasing pressure on the New England Highway, and local bus services could initiate a modal shift.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Advocacy agenda – areas

Sustainable Maitland

Valuing our natural environment

We value and enhance our natural environment to ensure a thriving community and resilient ecosystems. By nurturing our bushlands, wetlands, and waterways we support biodiversity, improve public health, create economic opportunities and maintain the natural beauty of our surroundings.

What does this look like for Maitland?

Environmental Sustainability Strategy 2030 - The Environmental Sustainability Strategy 2030 is a strategy for a more liveable and sustainable Maitland.

Green infrastructure

We will advocate for:

Functional biodiversity corridors:

- To establish and maintain functional biodiversity corridors to support wildlife movement, enhance ecosystem health, and promote a balanced natural environment. Bioidiversity corridors are connections across the landscape that link up areas of habitat. They support natural processes that occur in a healthy environment, including the movement of species to find resources like food, water and shelter. In 2023 Council made a commitment to deliver functional biodiversity corridors within our city and adopted a green and blue grid map which sets out a hierarchy of biodiversity corridors. The map provides a high level, strategic direction for biodiversity corridors and preservation and enhancement of bushland, wetlands and waterways within Maitland.
- To enable us to deliver functional biodiverity corridors within our city across public and private land:
  - Widen areas of existing pinch points to connect vegetation and to provide more suitable habitat for species within the corridor.
  - Create new 'stepping stones' along corridors to reduce interpatch distances between existing core habitats.
  - Improve functional connectivity through multi-layered vegetation plantings, log placement and habitat resources (e.g. leaf litter, artificial hollows) that can be used by multiple faunal groups with the aim to create a mosaic of habitat types across the landscape.
  - Reduce road barriers (in targeted, priority areas) through implementation of crossings in conjunction with other mitigation measures of plantings, fencing, speed control (subject to review) and adaptive management protocols. (Source: Ecological Australia, 2025 p.53)
- Deliver wildlife crossings across key infrastructure barriers owned by other entities within Maitland's adopted biodiversity corridors (for example underneath New England Highway at Four Mile Creek). It is recommended that:
  - Where known populations for target species occur, existing culverts and bridges should be assessed for their ability to provide safe access under roads.
  - Consider the installation of microbat roosting habitat within large culverts and under bridges.
  - Use vegetation to funnel fauna into culverts. This can increase the likelihood of fauna utilising culverts rather than crossing roads/ railways.
  - Deliver squirrel glider connective infrastructure including glider poles and rope bridges across priority areas in Thornton, Chisholm, East Maitland, Rutherford and Lochinvar.
    Source: Ecological Australia (2025, pp.62,66)
- Advocate for biodiversity reforms to enable biodiversity restoration outcomes through the Biodiversity Offset Scheme including opportunities to create Biodiversity Stewardship Agreement sites with private landholders.

Climate resilient neighbourhoods:

- Increase tree canopy cover through broad scale park and street tree planting to improve resilience to urban heat.
- Council has adopted a target to aim for 30 per cent canopy cover target in residential areas.

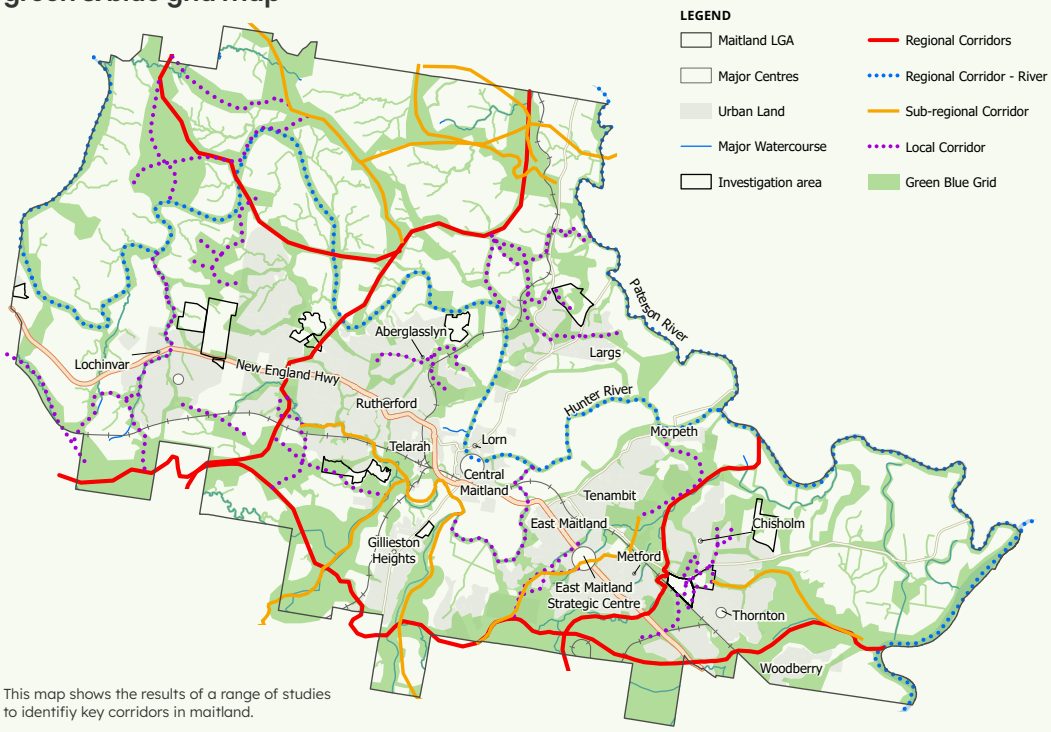
Good urban tree canopy cools cities, provides shade and protects against over exposure to sunlight, which can result in skin cancer. Strategically placed trees can reduce home air conditioning needs and energy bills.

- Baseline data captured in 2021 indicates that approximately 75 per cent of the canopy cover in residential areas comes from trees on private land. In addition to undertaking our own planting program within public parks and streets we need to advocate to both protect existing and plant new shade trees on private land, for example in backyards, private carparks, school playgrounds, landscaped areas of shopping centres etc.
- Getting from an average canopy cover in residential areas of 15.6 per cent in 2021 to 30 per cent is achievable, however it will take sustained investment from Council, developers and other funding sources such as State government.

Waterway management:

- We will manage and maintain comprehensive waterways that include stormwater drainage, floodplains, wetlands, and our river, aiming to protect the environment, enhance community safety, and support the overall wellbeing of our community.
- Work with our neighbours and state government to improve the health of the hunter river and local wetlands and waterways which extend beyond the Maitland LGA.
- We will advocate for improvement in waterway health through the implementation of appropriate construction site management practices on private construction sites, litter prevention initiatives

green & blue grid map



This map shows the results of a range of studies to identifiy key corridors in maitland.

Sustainable and resilient communities

Sustainable and resilient communities We build sustainable, resilient communities by reducing reliance on non-renewable energy, improving resource efficiency, embracing a circular economy, and empowering residents to create vibrant, green neighbourhoods that enhance wellbeing.

Environmental sustainability

What does this look like for Maitland?

Our Environmental Sustainability Strategy sets out a pathway to improve community health and wellbeing and economic opportunity through improving the health of our local environment.

We will build sustainable, resilient communities strengthening our city's ability to withstand and recover from natural disasters through proactive planning and infrastructure investment.

We will advocate for:

Sustainable leadership

- Champion sustainable practices and set a precedent for environmental responsibility and climate change mitigation. We inspire and guide others through actions and plans to foster a culture of sustainability and achieving enhanced resilience. Net zero emission community targets.

Living sustainably

- Foster practices that reduce environmental impact and promote resource efficiency across all aspects of daily life, including the development of a sustainable built environment. Our outcome is a community that embraces sustainable habits, designs, and opportunities, leading to improved ecological health and a higher quality of life for all communities. Water resilience program – Securing sustainable water resources to support our community, environment, and future growth.

Circular economy

- Contribute to a shift towards a circular economy, conserving resources, maximising the value of materials, and creating markets for reused, recycled and recovered resources and products.
- We will advocate for our residents and business community to divert waste from landfill and provide information and education to encourage increased use of recycled products.



Prepared communities – Disaster resilience

What does this look like for Maitland?

Maitland has been built on the banks of the Hunter River and has a long history of destructive flood events. The recent 70th anniversary of the 1955 flood reminded us of the devastating cost of flooding to our local community and economy.

However, the same river system responsible for the floods also has a significant benefit to our natural environment, including delivery of water to flood dependent ecosystems and improving soil nutrients for agricultural land.

The Hunter River travels through our urban and rural areas and adds a unique character to our city and sets out a scenic backdrop to our everyday lives. The river and its extensive floodplain provide a natural boundary for urban growth and urban development potential is generally limited to areas south of the Hunter River.

DISASTER RESILIENCE:
Central Maitland and Lorn suburbs



The site: Central Maitland and Lorn suburbs

The challenge: An increased population in Central Maitland has been supported through various local and regional plans. However, Central Maitland is surrounded by high-hazard floodways. Higher ground in Central Maitland provides refuge for a one per cent Annual Exceedance Probability (AEP) flood, but this area diminishes in larger floods.

The current primary evacuation route - the Long Bridge is not overtopped in a five per cent AEP flood or similar and, is unlikely to remain serviceable during extreme flood events. Further, structural concerns over the Long Bridge also underscores the urgent need for a safer, flood-immune alternative route for the city.

Without a high-level flood evacuation route, further residential development in Central Maitland will compound existing vulnerabilities, placing more lives at risk and undermining emergency response capabilities. Securing this route is a pre-requisite for sustainable urban growth and effective floodplain management.

The opportunity:

PROJECT NAME: Flood Evacuation Route for Central Maitland and Lorn			
Project details	Planning and delivery of a high-level, flood evacuation route for Central Maitland and Lorn		
Project stage	**INITIATE** DESIGN DELIVER COMPLETE Project in planning stages.		
Purpose (why is it important?)	Central Maitland is situated within a high-hazard floodway, making it extremely vulnerable during major flood events. The absence of a reliable evacuation route for major floods represents a critical gap in the city's future growth and infrastructure. The planning and delivery of a high-level evacuation route for Central Maitland and Lorn is critical to ensuring the safety and resilience of the community during flood events. Without a high-level evacuation route, further development in Central Maitland will compound existing vulnerabilities, placing more lives at risk and undermining emergency response capabilities. Securing this route is a pre-requisite for sustainable urban growth and effective floodplain management.		
Community benefits	A high-level, flood evacuation route will: • significantly reduce risk to life by ensuring residents of Central Maitland and Lorn have reliable access to safety during major flood events. • enhance the capacity of emergency services to better access to flood prone areas when existing infrastructure is compromised. • unlock residential and commercial development potential of Central Maitland by addressing a critical barrier to intensification of land use in line with local and regional strategic plans.		
Strategic alignment	***Hunter Regional Plan 2041*** (page 101) identifies that additional residential development and urban renewal must consider flood mitigation infrastructure and initiatives. ***Greater Newcastle Metropolitan Plan 2036*** (page 35) indicates that the Department will work with MCC to investigate and develop safe evacuation for Central Maitland. ***Maitland Local Strategic Planning Statement 2040+*** identifies flood resilient infrastructure as a prerequisite for further residential and commercial development in Central Maitland. ***Central Maitland Structure Plan 2009*** sets out an ambitious vision, aiming for 'residential led recovery' and setting a target to return to its pre-1955 population by 2030. ***NSW Flood Risk Management Framework 2023*** encourages integrated and risk-based planning approaches to floodplain development.		
STATE SEAT: Maitland	**FEDERAL SEAT:** Paterson	**ESTIMATED PROJECT COST:**	
		PLANNING AND APPROVALS: $2,000,000	**DESIGN AND CONSTRUCTION:** $75,000,000*

Building Lifelines: Gillieston Heights permanent flood-free access road

The Building Lifelines project for Gillieston Heights will seek funding to create a permanent flood-free access road connecting Gillieston Heights to Cliftleigh.

This critical infrastructure will prevent community isolation during flooding events, which have affected 4,796 residents six times in the past 15 years and are unfortunately becoming more frequent. With the population projected to increase to 11,337 by 2041, completing this project would ensure emergency access, protect vulnerable community members, and provide a reliable evacuation route during severe flooding events. Gillieston Heights becomes isolated when Cessnock Road is inundated during a flood event of five per cent (one in 20) Annual Exceedance Probability. Completing this infrastructure project will ensure emergency access, protect vulnerable community members, and provide a reliable evacuation route during severe flooding events.

This project will provide a permanent flood free access road to Gillieston Heights during the one per cent (1/100) AEP in the short term and to the Probable Maximum Flood (PMF) in the long term when the wider road network is constructed as part of the project known as Regrowth – Kurri Kurri.

A partnership opportunity has been identified with the proposed solution to seek funding to bring forward the delivery of a road connection that would provide flood-free access for Gillieston Heights residents. This project also represents a funding model for effective public-private partnerships in disaster risk reduction, demonstrating the collaborative approach advocated in the State Disaster Mitigation Plan. Following the implementation of a formal agreement between Councils and developers. The funding would be returned to Council to create a funding pool for future disaster preparedness projects. These outcomes represent a transformational approach to disaster risk reduction that provides immediate protection and long-term community benefits.





Advocacy agenda – areas

Vibrant Maitland

Diverse local economy

What does this look like for Maitland?

Our Economic Development Strategy 2025 - 2035 has been prepared to enhance the economic viability, liveability and growth of Maitland. The strategy outlines the key programs, policies and activities that we will deliver to improve the economic wellbeing and quality of life of Maitland.

By fostering a diverse local economy and promoting vibrant community life, we aim to shape a city that thrives. Our shared vision creates opportunities for work, personal growth, and engaging activities, enriching the daily experiences and overall wellbeing.

By cultivating partnerships and creating an attractive environment for business and investment, we ensure that our community remains a vibrant hub for innovation. Our commitment to providing a rich array of activities and amenities enhances the quality of life, making Maitland a place where people can live, work and thrive.

This strategy will assist to achieve our city vision through investment in:

- People and future skills
- Thriving and connected places
- Innovative and diverse economy
- Productive and equitable partnerships



Investment attraction

To attract investment by positioning Maitland as an innovative, well-connected city that is easy to do business. Driving economic growth, enhance infrastructure, and create opportunities that benefit both investors and the broader community.

Strengthened and diversified precincts

What does this look like for Maitland?

Strengthen and expand our existing business precincts by empowering local providers and developing new strategic areas, ensuring that our community has access to diverse and meaningful job opportunities to support its growth.

We're advocating for business and investment in eight target sectors including:

- Agricultural technology
- Circular economy
- Clean energy
- Advanced manufacturing
- Health
- Defence
- Tourism
- Knowledge industries

Our advocacy will primarily be focused on four economic precincts including:

- Central Precinct: Maitland, Telarah, Lorn
- Eastern Precinct: East Maitland, Thornton, Chisholm, Tenambit
- Western Precinct: Rutherford, Lochinvar, Aberglasslyn
- Hinterland Precinct: Tocal, Morpeth, Largs, Luskintyre

We're also forward planning for two Regionally Significant Growth Areas including:

- Four Mile Creek, National Pinch Point
- Anambah to Branxton

Dalmore Park Business and Innovation Precinct

Dalmore Park Business and Innovation Precinct is a 150-hectare site in the Western Precinct, located to the west of the established Rutherford Industrial Park. The site is zoned both E3 Productivity Support and C3 Environmental Management, enabling a diverse mix of business, warehouse and light industrial. A key focus is attracting investment from industries including renewable energy, circular economy, high technology manufacturing, defence, education and healthcare. A key focus is drawing upon the principles of Ecologically Sustainable Development to value add and provide a high-end precinct attracting local, state and national business, investment and talent to the region.

The site has significant strategic merit with 1.5km exposure to the New England Highway and Maitland Airport located immediately opposite. There's direct rail access to the south, ready access to existing and emerging population catchments and limited development constraints – all within 190km of Sydney.



Prior to the site being developed, a Development Control Plan (DCP) is required and will be prepared in the short term to provide detailed guidelines for the planning, design and assessment of proposed developments within the precinct.

Timing: Short term

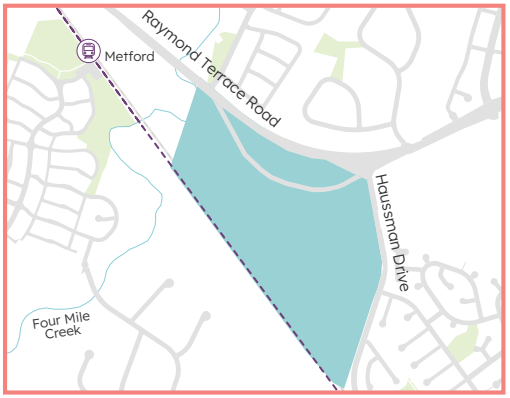
- Key consideration – New England Highway intersection
- DCP to be prepared in 2025
- Development application expected 2026

Thornton Brickworks Employment Precinct

Thornton Brickworks Employment Precinct is a 48-hectare site in the Eastern Precinct, adjoining the growing residential areas of Chisholm and Thornton. Formerly the Thornton Clay Quarry and Brickmaking Facility, the site was rezoned in 2023 to E3 Productivity Support and C3 Environmental Management, enabling a mix of business, warehouse, and specialised retail uses while preserving biodiversity and vegetation.

With proximity to the East Maitland Catalyst Area and key transport links, the site is strategically positioned to support employment opportunities for the local and regional community.

Prior to the site being developed, a Development Control Plan (DCP) is required and will be prepared in the short term to provide detailed guidelines for the planning, design and assessment of proposed developments within the precinct.



Timing: Short term

- DCP currently being finalised
- Key consideration - biodiversity corridors
- Development application expected 2026

Destination development

What does this look like for Maitland?

As outlined in our draft Economic Development Strategy, Maitland is emerging as one of the most dynamic and fastest-growing economies in regional New South Wales.

As the heart of the Hunter, Maitland combines heritage and innovation to create a distinct economic profile, one built on strong population growth, infrastructure investment, diverse industry sectors, and a thriving local business community. This growth is not just about numbers, it's about enabling a better quality of life for our community.

The community values the city's natural assets, so identifying, protecting, and managing the rural and environmental land is a key priority identified in the Maitland Rural Land Strategy. It recognises the important contribution of rural land to the local and regional economy and supports its diversification, particularly employment opportunities.

The Maitland Rural Land Strategy 2041 provides an evidence-based framework for guiding and managing of our rural land over the next 20 years. It aims to support and protect agricultural land in the long term, facilitate investment and open opportunities for local economic growth and diversification.

Maitland has a unique position in terms of agricultural production, being located in the Lower Hunter region just adjacent to the cities of Newcastle and Lake Macquarie, and easily accessible to Sydney, providing a market of over five million people. The benefits for both farmers and the urban population are evident through reduced food miles and provenance, and also amenity, research and tourism opportunities. (NSW DPI, 2020).

The agricultural economy is important to the Maitland local government area and to the Lower Hunter, particularly because of its proximity to transport and markets. In 2020-2021, the estimated 'gross value' of total agricultural production for the Maitland LGA was estimated at almost $33 million, while Maitland was in the 'top 10' LGAs in the state for the value of the following products (ABS, 2022):

- Cultivated turf: second highest value of production in the state
- Commercial egg production: tenth highest value of production in the state
- Pumpkins: tenth highest value of production in the state.

Maitland's recent and expected future strong population growth is resulting in ongoing pressures on rural land to accommodate for new urban development. This has the potential to have significant impact on high value agricultural land, scenic landscapes, waterways and potentially introduce land use conflicts.

Therefore, rural and environmental land needs to be appropriately identified, protected, and managed for the future as the city grows. It is particularly important for the Lower Hunter region to retain agricultural production in a local setting. There are also many types of rural land uses and key infrastructure that need protecting from encroaching development.

We will advocate for:

- Growing our agri-tourism sector to support local producers, attract visitors, and boost the regional economy.
- Attracting investment from green industries, supporting sustainable economic development and environmental responsibility.

We aim to strengthen and expand our existing business precincts by empowering local providers and developing new strategic areas, ensuring that our community has access to diverse and meaningful job opportunities to support its growth.

We will advocate to enhance Maitland's identity and awareness, to position it as the destination of choice for investors, developers, employers and visitors.

Welcoming community

Create and maintain neighbourhoods where residents can connect to essential facilities and community infrastructure, fostering a sense of community, enhancing convenience, and improving overall quality of life.

What does this look like for Maitland?

The Maitland Social Profile 2021-2025 provides a snapshot of our community, gauging key social indicators to provide insights into wellbeing and disparities across precincts and neighbourhoods. It also facilitates comparison with state and national averages.

This document helps narrate the demographic story of the Maitland community, offering an understanding of the evolving characteristics of its residents. Additionally, it provides information to support grant applications. A Social Strategy is currently in development.

We are developing a Social Strategy to support initiatives and services promoting social inclusion, provide lifelong learning opportunities and connect our community to information, knowledge and ideas.

We will advocate for:

Community connection

- Ensuring people of all abilities can connect safely and fully enjoy our public places and spaces by promoting accessibility, inclusivity, and a sense of belonging for everyone in our community.
- Enhancing community safety though increased community partnerships, crime prevention, social services and where necessary, policing
- Addressing local safety issues. Funding for neighbourhood watch, similar initiatives and place-based partnerships.

Healthcare

- Improving access to quality healthcare services, facilities, and specialist care close to home.
- Adequate staffing and service levels at Maitland Hospital.
- Reduced emergency wait times at Maitland Hospital.
- Unlocking the economic potential of the old Maitland Hospital site.

Education

- Advocating for better schools, training facilities, and lifelong learning opportunities for all residents
- Work with the NSW Government to ensure that our existing educational facilities are expanded, and new facilities are constructed in a timely manner to support planned growth.

Cost of living for our residents

- Addressing financial pressures by pushing for fairer service costs, energy affordability, and local support programs.
- An increase to the pensioner rates rebate.

Aboriginal and Torres Strait Islander connections

Respecting the deep connection of Aboriginal people to the land and honouring the rich cultures of both Aboriginal and Torres Strait Islander peoples by actively supporting reconciliation, acknowledging their diverse histories, and building stronger relationships.

Multicultural community

Continuing to support, acknowledge and celebrate our diverse communities by embracing all forms of heritage and culture. Through inclusive experiences and connections such as the Maitland Riverlights Festival.



Advocacy agenda – areas

Achieving Together

A resilient future

What does this look like for Maitland?

We create a resilient future through informed planning, leveraging innovation, technology and data to foster change.

Long-term financial viability

We will advocate for:

- Ensuring long-term financial viability of Councils.
- Financial flexibility for councils to set rates that reflect local needs and service expectations.
- The removal of rate pegging, and reform of the rating system (including removal of inequitable rate exemptions) to allow greater autonomy and flexibility.
- Financial Assistance Grants to be restored to one per cent of Commonwealth taxation revenue.

Grant programs simplification

We will advocate for:

- A streamlined grant processes to ensure funding is accessible and efficiently delivered to communities.
- The simplification of grant application processes along with milestone reporting and payments.
- Improvements and consistency in grants program management.







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CITY COUNCIL

maitland
CITY COUNCIL

Items for Information

Audit Risk & Improvement Committee (ARIC) Meeting Minutes - 1.4.25

ARIC Minutes - 1 April 2025 (Under Separate Cover)

Meeting Date: 21 October 2025

Attachment No: 1

Number of Pages: 30

Audit Risk and Improvement Committee Minutes

1 April 2025

maitland CITY COUNCIL

1 APRIL 2025

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1 APRIL 2025

Present

Dave Pendleton, Chair
Jennifer Leslie, Independent Member
Ben Lawson, Independent Member (via teams)

Acting General Manager, Jason Linnane
Chief Audit Executive, Tiffany Allen

External Representatives
Prosperity, Alex Hardy (via teams 10.33am – 12 noon)
PKF, Martin Matthews
PKF, David Hutchison
PKF, Steve Meyn (11.24am – 12.24pm)

Council representatives
Executive Manager Finance, Mary O'Leary
Manager Financial Reporting, Michael Burfitt
Manager Enterprise Risk, Health & Safety, Leisa Tate
Senior Risk & Audit Officer, Donna Morris
Manager Financial Services, Annette Peel
Manager Corporate Planning & Performance, Kelly Arnott
Manager Capital Works Delivery, Todd Stanley
Manager Asset Strategy & Engineering, Stephen Smith
Executive Manager Customer & Digital Services, Mark Margin
Manager ICT Operations, Adam McCarthy
Manager Enterprise Architecture, Ned Scopulovic
Manager Organisational Development, Janet Lee
Manager Human Resources, Ben Cook

1 Acknowledgement of Country

The Chair, Dave Pendleton, read the Acknowledgement of Country.

2 Governance

2.1 Apologies, Leave of Absence and Remote Attendance

COMMITTEE RESOLUTION

THAT the apology received for the unavoidable absence of General Manager Jeff Smith, Cr Sally Halliday and Amy Daley (PKF) be accepted and leave of absence granted.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

COMMITTEE RESOLUTION

THAT the remote attendance of Ben Lawson and Alex Hardy be accepted.

Moved: Jennifer Leslie Seconded: Ben Lawson

2.2 Disclosure of Interest

Acting General Manager, Jason Linnane, advised the Committee whilst he does not have a working relationship with Steve Meyn, he does have a personal relationship, which does not affect on the TechOne Implementation audit.

1 APRIL 2025

3 Committee Workplan

3.1 Workplan 2025

File No:	**81/26**
Attachments:	**1. Workplan 2025**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Senior Risk and Audit Officer**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

ITEM SUMMARY

Attached is the 2025 Workplan. The workplan can also be found on the ARIC Hub.

COMMITTEE RESOLUTION

Noted.

1 APRIL 2025

4 Minutes of the Previous Meeting

4.1 Minutes of the February 2025 Meeting

File No:	**81/26**
Attachments:	**1. Minutes of the meeting - 11.2.25**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Senior Risk and Audit Officer**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

ITEM SUMMARY

Minutes of the February 2025 meeting provided for endorsement by ARIC.

COMMITTEE RESOLUTION

THAT the minutes from the meeting of 11 February 2025 be endorsed.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

5 Actions Arising

5.1 Actions Arising

File No:	**81/26**
Attachments:	**1. Aric Actions**
Responsible Officer:	**Manager Enterprise Risk, Health & Safety**
Author:	**Senior Risk and Audit Officer**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

ITEM SUMMARY

The Actions Arising report for On Track and Overdue Actions is attached.

COMMITTEE RESOLUTION

Noted.

1 APRIL 2025

6 Confidential Reports

6.1 External Audit - Update

File No:	**13/7**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager Finance**
Author:	**Manager Financial Reporting**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.2. Ensure council is financially sustainable and meets required levels of performance**

EXECUTIVE SUMMARY

No specific agenda items identified for this update. Representatives of the external auditors will be in attendance to provide any further information.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC note the report.**

COMMITTEE RESOLUTION

THAT

1. **ARIC noted the report.**
2. **ARIC noted that the statements should be reviewed by the Committee prior to going to the external auditor in September and would need to be provided out of session prior to the September meeting.**

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.2 Budget Review - 2nd Qtr 2024/2025 - Period Ended 31 Dec 2024

File No:	**2/8**
Attachments:	**1. Quarterly budget review statement dec 2004**
Responsible Officer:	**Executive Manager Finance**
Author:	**Manager Financial Reporting**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.2. Ensure council is financially sustainable and meets required levels of performance**

EXECUTIVE SUMMARY

This report has been provided to Council and is customized for the ARIC. The recommendations have been changed and the technical information is unchanged.

The Quarterly Budget Review Statement (QBRS) presents a summary of Council's financial position at the end of each quarter. It is a mechanism whereby Councillors and the community are informed of Council's progress against the Operational Plan (original budget) and the latest revised budget, along with recommended changes and reasons for major variances.

The second quarter review for 2024/25 reports a decrease of $0.2M in the operating result and a projected reduction in capital expenditure of $21.7M.

The $0.2M reduced operating result (before capital) primarily reflects projected additional income from investments of $1.8M offset by projected additional expenditure for project Galileo $1.2M, legal costs $0.4M and Waste Collection & Disposal costs $0.3M.

The $21.7M reduction in capital expenditure reflects a series of adjustments to facilitate the planned delivery of works for 2024/25, and the reallocation of works to 2025/26. A detailed review of capital expenditure for the remainder of 2024/25 has been undertaken and reported. The changes proposed are being used to inform the development of the 25/26 capital works program.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC notes the requirement for a second quarter budget review has been met, as presented and adopted by Council on the 25 February 2025.**

1 APRIL 2025

COMMITTEE RESOLUTION

THAT

1. **ARIC noted the update provided on Capital Works, and requested a further report at the September 2025 meeting.**

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.3 Internal Audit - Update

File No:	**81/17/6**
Attachments:	**Nil**
Responsible Officer:	**Manager Enterprise Risk, Health & Safety** **Executive Manager People and Performance**
Author:	**Senior Risk and Audit Pfficer**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

Internal audit (IA) is an independent, objective assurance and consulting activity designed to add value and improve Council's operations. The IA program supports Council in accomplishing its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control and governance processes.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC consider and note the IA program update from PKF/MCC;**
2. **ARIC consider and note the IA2024 Fees & Charges report.**
3. **ARIC consider the request to extend the due date for a number of actions in the IA2024 Contract Management and IA2024 Payroll audits.**
4. **ARIC consider and note the IA2025 TechOne Implementation audit update.**

1 APRIL 2025

COMMITTEE RESOLUTION

THAT

1. **ARIC considered and noted the IA program update from PKF/MCC, and that the report from the 2025 Property audit will be provided to ARIC out of session.**
2. **ARIC considered and noted the IA2024 Fees & Charges report.**
3. **ARIC considered the request to extend the due date for actions 2.1.2, 2.2.2 and 2.4.3 in the IA2024 Contract Management audit to 30 June 2025.**
4. **ARIC considered and noted the IA2025 TechOne Implementation audit update, and requested more dashboard reporting on the 7 workstreams of the project and data migration in future reporting, along with an out of session update in June/July 2025.**

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.4 Delivery Program 2025-2029 And Operational Plan 2025-2026 Update

File No:	**35/33/18/12**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Corporate Planning and Performance**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.3.1. Monitor and report progress against the delivery of projects and services, as identified in the community strategic plan, delivery program and annual operational plan**

EXECUTIVE SUMMARY

This report provides ARIC with a progress on the development of our new Delivery Program and Operational Plan. The documents will be placed on public exhibition during April and May 2025. The Delivery Program and Operational Plan is the How and What we will do to ensure we are delivering against our priorities and objectives in Maitland's Future.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the report.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the report.

Moved: Ben Lawson Seconded: Jennifer Leslie

1 APRIL 2025

6.5 Community Strategic Plan

File No:	**81/26**
Attachments:	**1. Maitland's future - community strategic plan 2025 - 2034**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Corporate Planning and Performance**
Maitland +10	**Outcome 14. To have elected leaders that look out for us**
Council Objective:	**14.1.1. Increase opportunities for all members of our community to have their say in decision making**

EXECUTIVE SUMMARY

Maitland's Future is the highest-level plan that we prepare. Its purpose is to identify the community's main priorities and aspirations for the future and plan strategies for achieving these goals. Maitland's Future guides all other strategies and plans and must be developed with and on behalf of the community.

We all have an important role to play in Maitland's Future. Together, we have developed an ambitious long-term vision that sets out our priorities for the future. Our community is passionate about Maitland, and they love where they live. This willingness to engage has helped shape our city's future.

Our engagement began in February 2024 at local community events and was followed by workshops, stakeholder meetings, surveys, online discussions and local neighbourhood conversations. We wanted to make sure we heard from all of Maitland – young and old, from Woodberry to Luskintyre and everywhere in between.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note Maitland's Future - Community Strategic Plan 2025-2034

COMMITTEE RESOLUTION

THAT

1. ARIC noted Maitland's Future - Community Strategic Plan 2025-2034, as adopted by Council at the meeting held on 18 March 2025.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.6 Asset Management - Update

File No:	**81/26**
Attachments:	**1. Aric - Asset Update Presentation - April 2025**
Responsible Officer:	**Director City Services**
Author:	**Manager Asset Strategy and Engineering**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.2. Ensure council is financially sustainable and meets required levels of performance**

EXECUTIVE SUMMARY

The Manager Assets, Strategy and Engineering will provide an update on Asset Management as per s403(2) of the Local Government Act.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the update provided.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the update provided.

Moved: Jennier Leslie Seconded: Ben Lawson

1 APRIL 2025

6.7 Service Presentation - Capital Works Delivery

File No:	**81/26**
Attachments:	**1. Capital works delivery**
Responsible Officer:	**Director City Services**
Author:	**Manager Capital Works Delivery**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.2. Ensure council is financially sustainable and meets required levels of performance**

EXECUTIVE SUMMARY

Manager of the Capital Works Delivery will provide a presentation to ARIC.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the presentation on Capital Works Delivery.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the presentation on Capital Works Delivery.

2. ARIC suggested that Council capture what was achieved last year as a benchmark against the current year.

Moved: Ben Lawson Seconded: Jennifer Leslie

1 APRIL 2025

6.8 Service Presentation - Digital Information & Security Services

File No:	**TBA**
Attachments:	**1. Aric Induction - Digital Information & Security Services**
Responsible Officer:	**Executive Manager Customer & Digital Services**
Author:	**Manager ICT Operations**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

The Customer and Digital Services team will provide a presentation to ARIC.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the presentation on Digital Information & Security Services.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the presentation on Digital Information & Security Services.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.9 IT Disaster Recovery

File No:	**81/26**
Attachments:	**1. Disaster Recovery Plan Runsheet - 1 March 2025** **2. Disaster Recovery Exceptions - 1 March 2025**
Responsible Officer:	**Executive Manager Customer & Digital Services**
Author:	**Manager ICT Operations**
Maitland +10 Council Objective:	**Outcome 15. To have an effective and efficient council** **15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

In 2024 Council's ICT team completed building a disaster recovery capability within the Microsoft Azure platform. A detailed step by step plan on how to restore systems has been created. The first test of this plan was successfully completed on 11 May 2024.

The annual test for the plan was completed on 1 March 2025, the testing was mostly successful, however there were key findings from this testing. The largest finding, for the Microsoft SQL Server restoration, impacted the ability to restore this service using the documented method and infrastructure configuration improvements will be implemented to resolve this issue. Other findings were minor and will result in some process refinements within the plan.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the response to the disaster recovery process and testing at the meeting of 1 April 2025.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the response to the disaster recovery process and testing at the meeting of 1 April 2025.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.10 Cyber Security Framework - Update

File No:	**81/26**
Attachments:	**1. Cyber NSW - E8 Health Check Report Dec 2024** **2. MCC - E8 Health Check Roadmap**
Responsible Officer:	**Executive Manager Customer & Digital Services**
Author:	**Manager ICT Operations** **Coordinator Cyber Security**
Maitland +10 Council Objective:	**Outcome 15. To have an effective and efficient council** **15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

The past three months have been incredibly productive as we've diligently worked on enhancing our cyber security measures and increasing cyber awareness across Council.

Quarter Cyber Attack Summary

- *Two major email campaigns attempted to breach our systems; the first originated in Latvia and impersonated the NRMA, targeting 31 users with more than 300 phishing emails. The second was launched from Japan and Korea and targeted 80 users with more than 340 phishing emails. The Cyber team were able to lock down the harmful sites to prevent further attempts to breach MCC systems.*
- *Business email compromise: A company working with the Council experienced email hijacking, with attackers sending fraudulent emails to trick our staff into downloading harmful files. The Cyber team promptly locked down all emails from the company and coordinated with the affected Council team. The block was lifted once the company resolved the issue.*
- *A council website is experiencing a potential DoS (Denial-of-Service) attack, with nearly 250,000 requests in the past 7 days, originating from 3 IP addresses in Hong Kong. The Cyber team has proactively blocked these IPs and is monitoring traffic for similar patterns. This traffic accounts for almost a quarter of all website requests in the last week.*

OFFICER'S RECOMMENDATION

THAT

1. **ARIC note the response to the cyber security framework as requested at the meeting of 1 April 2025;**
2. **Implementation of identified actions continues to be actively monitored, with regular reports to ARIC.**

1 APRIL 2025

COMMITTEE RESOLUTION

THAT

1. ARIC noted the update.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.11 Data Management

File No:	**81/26/3**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager Customer & Digital Services**
Author:	**Manager Enterprise Architecture**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.2.2. Improve customer experience through new front and back office technology**

EXECUTIVE SUMMARY

In response to the audit findings regarding personal information management, the Council has undertaken a structured approach to enhance data governance, classification, and security measures.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the report.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the report.

Moved: Ben Lawson Seconded: Jennifer Leslie

1 APRIL 2025

6.12 Workforce Management Planning

File No:	**130/50**
Attachments:	**1. Workforce management strategy**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Organisational Development** **Manager Human Resources**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.2.3. Foster an engaged workforce that is skilled, collaborative and focused on our customer**

EXECUTIVE SUMMARY

The Workforce Management Strategy (WMS) outlines the key actions we will take over the next four years to ensure our workforce is engaged, capable and adaptable.

The WMS has been developed in alignment with the Asset Management Strategy and Long-Term Financial Plan which form our resourcing strategy as part of the IP&R framework. This ensures Council has all the resources required for the fulfillment of the community's current and future needs.

The strategy is anchored in our corporate vision and guiding principles, which emphasise collaboration, trust and a commitment to positive change.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the information contained in the report and presentation.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the information contained in the report and presentation on the draft Workforce Management Strategy, which will go to Council for approval for public exhibition.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.13 ARIC - Annual Report 2024

File No:	**81/26**
Attachments:	**1. Aric - Annual Report 2024**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Senior Risk and Audit Officer** **Manager Enterprise Risk, Health & Safety**
Maitland +10 Council Objective:	**Outcome 15. To have an effective and efficient council** **15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

The Annual Report provides commentary on the operations and activities of the Audit, Risk & Improvement Committee for 2024.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC endorse the 2024 ARIC Annual Report.**

COMMITTEE RESOLUTION

THAT

1. **ARIC endorsed the 2024 ARIC Annual Report.**

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.14 Enterprise Risk Management Program

File No:	**81/17/6**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Enterprise Risk, Health & Safety**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

Maitland City Council understands it's requirements to plan for and manage growth and change, deliver on its objectives within the context of significant population, climate and urban change as well as increased legislative and regulatory compliance obligations and financial accountability.

With changes to the Local Government Act 1993 (4)s382, the Local Government (General) Regulation 2021 and the Guidelines for Risk Management and Internal Audit for Local Government in NSW, now require each Council in NSW to have a robust risk management framework that accurately identifies and mitigates the risks facing Council with its operation by 1 July 2024.

Maitland City Council is committed to taking a structure innovative approach to the management of risk throughout the organisation to promote and demonstrate good corporate governance, to minimise loss and maximise opportunities and to improve service provision.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC note Council's continued implementation of the Enterprise Risk Management Program.**

1 APRIL 2025

COMMITTEE RESOLUTION

THAT

1. **ARIC noted Council's continued implementation of the Enterprise Risk Management Program and requested further update at the September 2025 meeting.**

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.15 Safety Management Framework - Update

File No:	**130/50**
Attachments:	**1. WHS Safety Management Framework**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Enterprise Risk, Health & Safety**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.2.3. Foster an engaged workforce that is skilled, collaborative and focused on our customer**

EXECUTIVE SUMMARY

The WHS Team continues to follow a process of continuous improvement for the WHS Management system, progress is demonstrated I the attached presentation.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note the Safety Management Framework presentation.

COMMITTEE RESOLUTION

THAT

1. ARIC noted the Safety Management Framework presentation.

Moved: Jennifer Leslie Seconded: Ben Lawson

1 APRIL 2025

6.16 WHS Update - 3rd Qtr

File No:	**130/50**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Manager Enterprise Risk, Health & Safety**
Maitland +10	**Outcome 15. To have an effective and efficient council**
Council Objective:	**15.2.3. Foster an engaged workforce that is skilled, collaborative and focused on our customer**

EXECUTIVE SUMMARY

The WHS Quarterly Report provides an overview of safety actions, incidents and workers compensation claims relevant to each area of Council for the quarter as well as information on annual workers compensation premium calculations.

OFFICER'S RECOMMENDATION

THAT

1. ARIC note that the 3rd Quarter report will be shared with ARIC via the ARIC Hub.

COMMITTEE RESOLUTION

THAT

1. ARIC noted that the 3rd Quarter report will be shared with ARIC via the ARIC Hub once completed, due to the timing of the April meeting.

Moved: Ben Lawson Seconded: Jennifer Leslie

1 APRIL 2025

6.17 Risk, Insurance & Incident Update - 3rd Qtr

File No:	**81/2**
Attachments:	**Nil**
Responsible Officer:	**Executive Manager People and Performance**
Author:	**Senior Risk and Audit Officer** **Manager Enterprise Risk, Health & Safety**
Maitland +10 Council Objective:	**Outcome 15. To have an effective and efficient council** **15.1.4. Implement and maintain a contemporary governance, audit and risk framework**

EXECUTIVE SUMMARY

This report has been prepared to provide an overview of significant activities undertaken in the areas of risk management, including insurance during the quarter, and ensuring an appropriate focus and resourcing of Council's risk and insurance function falls within the remit of ARIC.

The report is being improved to identify trends, potential corrective actions.

OFFICER'S RECOMMENDATION

THAT

1. **ARIC note the information contained in the report, and note that the Claims & Incident report will be provided via the ARIC Hub once completed.**

COMMITTEE RESOLUTION

THAT

1. **ARIC noted the information contained in the report, and noted that the Claims & Incident report will be provided via the ARIC Hub once completed, due to the timing of the April meeting.**

Moved: Jennifer Leslie Seconded: Ben Lawson

7 General Business

8 Next Meeting

The next meeting will be held on 9 September 2025.

9 Closure

The meeting was declared closed at 1.06pm.

[redacted]

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Chairperson