Attachments
Under Separate Cover

19 May 2026

maitland
CITY COUNCIL

Table of Contents

ITEM	SUBJECT	PAGE NO
10.1	**Adoption of the East Maitland Catalyst Area Structure Plan**	
Attachment 1	Response to Submissions and Redacted Submissions Report (Under Separate Cover)	2
Attachment 2	East Maitland Catalyst Area Structure Plan (Under Separate Cover)	133
Attachment 3	Draft Infrastructure Needs Analysis (Under Separate Cover)	201
Attachment 4	Draft Social Infrastructure Assessment (Under Separate Cover)	291
10.2	**Exhibition of Draft Development Control Plan - Aberglasslyn Precinct 4**	
Attachment 1	DRAFT Aberglasslyn Development Control Plan - Eastern Precinct - For Exhibition (Under Separate Cover)	332
11.2	**Local Transport Forum Minutes (April 2026)**	
Attachment 1	Local Transport Forum Minutes 2 April 2026 (Under Separate Cover)	350
Attachment 2	Proposed Traffic Management Plan Haussman Drive - Background and Context (Under Separate Cover)	419
12.2	**New Monument and Memento Policy**	
Attachment 1	Monument and Memento Policy (Under Separate Cover)	432
14.1	**Quarter Three Report - Operational Plan And Budget 2025-26 Progress Report End 31 March 2026**	
Attachment 1	Community Progress Report January to March 2026	444
Attachment 2	Q3 Mayoral Minutes and Notices of Motion - Report (Under Separate Cover)	479
15.1	**Strategic Advisory Committee Meeting Minutes**	
Attachment 1	Culture & Community Meeting 28 January 2026 (Under Separate Cover)	497
Attachment 2	Sport, Recreation & Leisure Meeting 4 February 2026 (Under Separate Cover)	500
Attachment 3	City Planning, Heritage & Design Meeting 4 February 2026 (Under Separate Cover)	505
Attachment 4	Environment & Sustainability Meeting 25 February 2026 (Under Separate Cover)	510
Attachment 5	Culture & Community Meeting 25 February 2026 (Under Separate Cover)	516

City Planning

Adoption of the East Maitland Catalyst Area Structure Plan

Response to Submissions and Redacted Submissions Report (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 130

Response to Submissions Report

East Maitland Catalyst Area Structure Plan

maitland CITY COUNCIL

Contents

Executive Summary 3
Introduction 4
Engagement Activities 4
Pre-exhibition 4
Public exhibition engagement methods 5
Communication methods 6
Register of Submissions and Response - Draft East Maitland Catalyst Area Structure Plan 9
Public Submissions - Draft East Maitland Catalyst Area Structure Plan 9

Executive Summary

This report provides a detailed summary of the formal submissions made during the public exhibition period for the East Maitland Catalyst Area (EMCA) Structure Plan and supporting Infrastructure Needs Analysis and Social Needs Analysis (known as the EMCA Structure Plan).

This report is to accompany a Council report recommending that the EMCA to be adopted by Council. The public exhibition period for the EMCA commenced on 27 October 2025 and concluded on 24 November 2025, a total of 28 days. A total of 34 submissions were received. The report includes a summary of the exhibition methods and materials used, a description of each of the formal submissions raised during the exhibition period and Council's response to each of the submissions.

Introduction

The EMCA Structure Plan has undergone extensive engagement and consultation from 2018 to 2025. This engagement and consultation have included a number of key Government agencies, internal Council staff working groups, major EMCA stakeholders, and the community.

The public exhibition of the EMCA Structure Plan commenced public exhibition on 27 October and concluded on 24 November 2025. A wide range of engagement methods were undertaken via mail, newspaper, TV, radio and social media networks, which reached a potential audience of 118,509 people.

Feedback from the community throughout the exhibition period was generally positive with in-principle support given to a strategically planned outcome for infill development with coordinated infrastructure delivery.

Engagement Activities

Pre-exhibition

Between 2018 and 2023, an intergovernmental working group comprising Council, the Department of Planning, Housing and Infrastructure (DPHI), Transport for NSW (TfNSW), Health NSW, Homes NSW and the Hunter and Central Coast Development Corporation (HCCDC) progressed a number of strategic initiatives. Key initiatives included:

- Delivery of the new Maitland Hospital and preliminary master planning of surplus land within the hospital site.
- Review of social housing assets and renewal opportunities.
- Preparation of the TfNSW East Maitland to Thornton Integrated Transport Plan.
- Land use analysis of the EMCA.
- Market promotion and government advocacy for the EMCA.

Additional engagement was undertaken throughout February 2025 by consultants Gyde and ADW Johnson, expanding engagement to the below agencies and organisations:

- Ausgrid
- ARTC
- Jemena
- Hunter Water
- Stockland
- Health Care
- Landcom
- Hargreaves Property Group
- Mindaribba Local Aboriginal Land Council
- Hume Housing
- Hunter Land
- Hunter Valley Grammar School

- Maitland Christian School
- Mavid Group
- School Infrastructure NSW

This additional engagement ensured that infrastructure capacity assumptions were aligned with agencies and organisations. In summary, key infrastructure upgrades would be required for water, sewer, one electrical substation and gas network if the medium growth scenario was realised. Understanding what upgrades are required under the medium and high growth scenario will require additional studies, which can be explored during the preparation of future planning proposals and precinct area plans for the EMCA. Detailed information regarding specific infrastructure upgrades can be found in the EMCA Infrastructure Need Analysis (Attachment 3).

Public exhibition engagement methods

METHODS	STAKEHOLDERS	ENGAGEMENT LEVEL	TIMING	REACH AND RESULTS
Maitland engagement platform	Wider community	Consult	27 October to 24 November 2025	• 2,117 views • Project follows: 26 • Submissions: 23
Email submissions	Wider community	Consult	27 October to 24 November 2025	Submissions: 8
Mail/hand in submission	Wider community	Consult	27 October to 24 November 2025	Submissions: 1
Late submissions	Wider community	Consult	After 24 November 2025	Submissions: 2
Community information sessions	Wider community	Inform	Maitland Hospital, Tuesday 4 November 2025 Stockland Green Hills, Thursday 6 November 2025 East Maitland Library, Saturday 15 November 2025	Attendees: 43 across 3 sessions
Q&A forum on Maitland engagement platform	Wider community	Inform	26 May to 4 August 2025	6 contributions

Communication methods

METHODS	STAKEHOLDERS	ENGAGEMENT LEVEL	TIMING	REACH AND RESULTS
Letter box drop	Maitland Community in relevant suburbs	Inform	27 October 2025	• Envelopes distributed to approx. 2,700 properties in Ashtonfield (500), East Maitland (1,800) and Metford (400) • Flyers distributed to approx. 6,250 properties for remaining properties in Ashtonfield, East Maitland and Metford that fell outside of the boundaries
Listed as public exhibition item on Maitland City Council website	Maitland community	Inform	27 October to 24 November 2025	253 page views
Posters at Maitland Administration Building, MRAG, Maitland Visitor Information Centre, Maitland Libraries, Aquatic Centres	Maitland community	Inform	From 27 October 2025	N/A
TV screen advertisement in Maitland Administration foyer	Maitland community	Inform	From 27 October 2025	N/A
Flyers available at Maitland Administration Building and information sessions	Maitland community	Inform	From 27 October 2025	N/A

METHODS	STAKEHOLDERS	ENGAGEMENT LEVEL	TIMING	REACH AND RESULTS
Media release	Local media	Inform	From 27 October 2025	Earned media includes: • 18 radio mentions across 2NUR, ABC Newcastle and 2HD. • 5 online mentions across The Maitland Mercury, Inside Local Government, and inTouch Magazine • 1 print mention in The Maitland Mercury. • 1 TV mention on NBN Evening news Potential reach: 118,509
EDMs				
Maitland Engagement Newsletter May edition	Maitland engagement platform members of all suburbs	Inform	28 October 2025	• 2,693 recipients • 51.3% open rate • 4.3% click rate
Business Matters June edition	Business Matters subscriber list	Inform	19 November 2025	• 7,186 recipients • 36.7% open rate • 1.0% click rate • 19.8% of total clicks
Momentum November eNewsletter	Momentum eNewsletter subscriber list	Inform	26 November 2025	• 1,061 recipients • 60.4% open rate • 9.5% click rate • 1.3% Maitland Your Say link clicks
Social media				

METHODS	STAKEHOLDERS	ENGAGEMENT LEVEL	TIMING	REACH AND RESULTS
Maitland City Council Facebook page	Wider community	Inform	5 November 2025	• 4 posts (3x Facebook 1x LinkedIn) • Avg. reach per post: 7,770 • Impressions: 31,081 • Engagements: 1,912 • Avg. engagements per post: 478 • Avg. engagement rate: 9.7% • Link clicks: 200 • Video views: 9,865

Facebook total engagements refer to the collective total for reactions, comments, shares, post link clicks and other post clicks for each post.

Register of Submissions and Response – Draft East Maitland Catalyst Area Structure Plan

SUBMISSION TYPE	NUMBER OF SUBMISSIONS
Residents/Community Groups	23
Public Authorities and Government Agencies	7
Development industry (inc. developers and consultancies)	4

Public Submissions - Draft East Maitland Catalyst Area Structure Plan

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
Government Agencies		
Mine Subsidence Advisory NSW	The submission identifies that the planned boundary for the EMCA does not raise concerns regarding mine subsidence with the exception of 8 lots on Norfolk Street that are included in the East Maitland Mine Subsidence District. Further consideration of mine subsidence beyond these 8 lots are unnecessary for future development.	**Comment** Based on the feedback received from the Mine Subsidence Advisory, Council does not consider mine subsidence to be an environmental constraint that would significantly impact development in the EMCA boundary. To mitigate the potential impact of subsidence on the 8 lots at Norfolk Street, these sites are proposed to be retained as a low-density zone.
Homes NSW	The submission identifies that Homes NSW is in ownership of 171 lots within the EMCA. Of these 171 lots, approximately 67 of them have been identified within the 'R2 Low Density' and 8 within the 'E1 Local Centre' under the current plan. The submission requests to allow for 'residential flat buildings' to be permissible within the 'R2	**Partially actioned** Homes NSW is seeking that residential flat buildings are permitted for all their assets to ensure renewal can easily occur and is more feasible. The proposed R2 Low Density Residential zone applying to the 67 Homes NSW properties may not permit residential flat buildings. The proposed R2 Low Density Residential zone of the Structure Plan was applied based on a number of factors, such as proximity to services, or clearly defining where appropriate density should occur. Amending the 67 properties to a higher residential

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	Low Density' zone to allow for flexibility in housing typology. Additionally, the submission requests that the 'E1 Local Centre' zone in Metford to allow for 'residential flat buildings' or the proposed 'E1 Local Centre' zone to be replaced with 'Zone R4 High Density' and allow for 'shop top housing' to provide both housing and employment needs for the area.	zone, or enabling an additional permitted use clause will be further considered at the planning proposal stage. The Structure Plan has been amended to remove the proposed E1 Local Centre zone at Metford and replaced with a residential zone permitting residential flat buildings. This was decided due to Homes NSW feasibility modelling outlining little opportunity to realise a local centre. However, an action to the Metford sub-precinct within the EMCA Structure Plan will be included stating: 'investigate a neighbourhood centre or local centre in the Metford area'. This will enable Council to explore options for other sites that could feasibly support a neighbourhood or local centre within Metford.
State Emergency Service (SES)	This submission speaks to the requirements of any proposed development and increase in infrastructure must be compliant with the relevant local and state legislation. As such, the SES would like to be contacted with further information regarding planning proposals/future development in the EMCA area to ensure that any development effectively mitigates emergency, specifically flood-related, risks.	**Comment** Council recognises that land within the EMCA boundary is flood-prone and that an increase in development will impact the associated water infrastructure, run offs and natural creeks that could potentially increase flood risks. Council is preparing a City-wide Flood Risk and Management Plan. This will update the LGA wide effects of flooding and climate change. This will also update flood mapping and information for overland flooding within the One, Two and Three Mile Creeks. This information will then support future planning proposals during implementation stage of the EMCA Structure Plan.
Heritage NSW	The submission outlines a number of heritage conservation recommendations to ensure the EMCA heritage is carefully managed, protected and enhanced. 1. the EMCA contains a State Heritage listed item in 'Victoria Street Railway Station group', and several other local heritage items. The submission requests that all of the heritage sites within the EMCA boundary are identified on the Structure Plan to ensure that they are well-	**Partially Actioned** Council provides the following responses to the recommendations: 1. State and local heritage items are identified within the EMCA Structure Plan – Figure 10 Heritage. Identifying in detail the heritage conservation of state and local items will be considered during the detailed planning proposal and precinct planning process. 2. Council does not support the recommendation to prepare an Aboriginal Cultural Heritage Assessment Report and/or a

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	identified before any further development is undertaken. 2. an Aboriginal Cultural Heritage Assessment Report and a Historical Archaeological Assessment be undertaken to inform any future planning proposals for rezoning to ensure that any heritage items and/or sites found can be adequately protected. 3. the Structure Plan map the curtilage of the State Heritage Register listed area (Victoria Street Station) within the Maitland Catalyst Area, along with: • adequately consider potential impacts on the values of the SHR items (through appropriate heritage assessment) of the draft Structure Plan • identify opportunities to avoid, manage or mitigate impacts on the SHR items • map the SHR curtilages in relation to the proposed areas of rezoning or uplift • identify opportunities for development that avoid or limit potential visual impacts to SHR items • include a Statement of Heritage Impact (SOHI) prepared in accordance with the Guidelines for Preparing a Statement of Heritage Impact for proposed development areas • include a Visual Impact Assessment (VIA) to inform appropriate development. We suggest that the VIA needs to include scaled photomontages	Historical Archaeological Assessment for the entirety of the EMCA. Throughout the EMCA project, consultation has occurred with Mindaribba LALC and will continue to occur throughout the planning proposal process during implementation of the EMCA Structure Plan. Mindaribba LALC has not advised that an Aboriginal Cultural Assessment is required. In addition, most the zoning changes are within heavily disturbed urban and employment areas, which would have significantly impacted any remaining artefacts. This is also the case with the archaeology assessment. Any preparation of an Aboriginal Cultural Heritage Assessment Report and/or a Historical Archaeological Assessment would apply to land that has mainly been undisturbed from urban development, which are the following sites: • 18 Mitchell Drive East Maitland • 51 Metford Road Metford • Historic quarry Metford Road Metford • New Maitland Hospital site Metford Road Metford 3. The State Heritage Register (SHR) item is the Victoria Street Station and is the only SHR within the EMCA. As stated, the Structure Plan is a high-level document and outlining the curtilage of the Victoria Station is more appropriate within the precinct planning and planning proposal phase. It is supported to adequately understand the curtilage of the station. However, this analysis of a visual impact assessment, and statement of heritage impact is better suited during the preparation of future planning proposal and area plans. Additionally, the current R1 General Residential zone already allows all housing types at any height. Therefore, the potential future impact is negligible. 4. Undertaking a statement of heritage impact is not supported for all existing local heritage items at the EMCA Structure Plan stage. It is considered more appropriate to undertake the statement of heritage impact when the local heritage item or neighbouring properties are proposed to be developed. This can be an included provision within a future sub-precinct area plan.

11

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	and massing imagery evidencing the visual impact of development in areas adjoining and within sight lines of the SHR listings • be consistent with the requirements of Local Planning Direction 3.2 Heritage Conservation to facilitate future planning proposals. 4. recommends that a Statement of Heritage Impact is prepared for local heritage items and the heritage conservation area to inform any future redevelopment of the sites identified in the draft structure plan.	
Department of Planning, Housing and Infrastructure	The submission outlines its general support of the EMCA Structure Plan as a positive strategic-led planning outcome for the Maitland community by encouraging residential uplift in areas of high amenity and easy access to existing transport infrastructure. The submission raises a number of specific matters, as follows: 1. any proposed reduction in current employment zones would mainly be to a mixed-use zone in which certain economic activities would be still permitted, it is recommended that the final Structure Plan address any reduction of employment lands and confirm that adequate areas exist elsewhere within the local government area. Consideration of the intent of the Department's Industrial Lands Action Plan should also be undertaken.	**Actioned** Council provides the following responses to the specific matters raised: 1. The study area currently supports 40.6 ha of employment land in the following distribution: E1 - Local Centre 1.3 E2 - Commercial Centre 21.1 E3 - Productivity Support 11.8 E4 - General Industrial 6.5 **Total (ha) 40.6** The EMCA Structure Plan proposes the following broad employment typologies: Commercial/Retail 15.0 Productivity Support 0.2

12

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	2. consider whether land uses table or development standard changes are required to help achieve the intent of the sub precincts. 3. inclusion of additional job numbers (if available) that are likely to result from the proposed planning amendments. 4. recommended that the final Structure Plan remove any references to the Place Delivery Group program as strategic work for Catalyst Areas has moved to a local planning pathway 5. ensure that the precincts are not inconsistent with the DPHI's Low to Mid Rise Planning Reforms in areas such as Molucca Crescent and in supporting and delivering the Government's housing delivery targets 6. the draft Structure Plan confirms that supporting infrastructure plans will be developed for the precinct and that infrastructure will be primarily funded by developers. It is recommended that these plans consider the identification of development trigger points and associated infrastructure need and delivery. 7. confirmation that comprehensive engagement with the appropriate government agencies and departments was undertaken. Agencies include: Australian Rail Track Corporation, Department of Climate Change, Energy, the Environment and Water, Department of Primary Industries and Regional	Mixed Use 18.9 Local Centre 1.0 **Total (ha) 35.1** **Change summary (city wide employment land impact)** • Net loss of 3.8% of the city's total E4 – General Industrial zone • Net loss of 2.1% of the city's total E3 – Productivity Support zone • Net loss of 23.1% of the city's total E2 – Commercial Centre zone • Net loss of 0.7% of the city's total E1 – Local Centre zone • Net gain of 18.6% of the city's total MU1 – Mixed Use zone **Justification for the change in employment land use** • The vision of the EMCA Structure Plan is to create a vibrant metro centre requiring a suitable population density. This requires a transition towards more mixed uses incorporating both suitable employment and residential outcomes. • The relocation of the Maitland Hospital to Metford has catalysed the need for more health-related industries noting that the Old Maitland Hospital was supported by a clustering of other health uses. Maitland has seen an increased demand for these uses in recent years. • The Mitchell Drive commercial centre character is that of a mixture of uses and is better suited to the MU1 Mixed Use Zone rather than the E2 Commercial Centre. This transition will ensure flexibility in land uses while still supporting a commercial function. • The current E4 General Industry zone is underutilised with the largest land area occupied by a self-storage facility. • Council acknowledges the importance of the existing industry located in the EMCA and notes that the document is a long-term strategic vision.

13

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	Development – Agriculture, Department of Education and School Infrastructure, Hunter and Central Coast Development Corporation, Homes NSW, Hunter Water Corporation, NSW Health / Hunter New England Health, NSW Rural Fire Service, and Transport for NSW.	• There is a large portion of undeveloped E3 Productivity Support and E4 General Industrial zoned land in the city being 251ha, with most being located in Rutherford. • Council commissioned a study and land use audit to support the development of our Employment Land Strategy, which is tentatively scheduled for adoption in late 2026. It examined the current and available floor space capacity of each of our employment areas based on undeveloped and redevelopment opportunity for underutilised land. Based on this study and adopting a balanced set of development assumptions, we have additional development capacity across the city of approximately: - 30% + Commercial Floor Space - 30% + Industrial Floor Space - 45% + Retail Floor Space The role of the Employment Land Strategy is to continue to monitor supply and demand factors and adjust as required to respond to changing economic dynamics. Of particular relevance to Council is the mining industry transition and how this may impact our large designated industrial areas in Thornton and Rutherford. The intent of the DPHI Industrial Land Action Plan has also been considered, and the proposed changes to zoning are consistent. The Metford Road sub-precinct is transitioning to a supporting medical service employment area due to the anchor of Maitland Hospital, which requires a MU1 zone to enable this transition. E3 Productivity Support and E4 General Industrial zoned lands will continue to exist within the Maitland LGA in areas, such as Rutherford and Thornton, which are more suited to support these industrial uses. Council will include this information within the Structure Plan analysis 2. One key development standard change which will occur from the land use changes will be introducing a height of building limit to the entirety of the EMCA and this will be support by height of

14

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		building analysis. Sub-precinct area plans will also be prepared to include additional place-based control guidance for development. During the planning proposal stage further consideration will be given to any additional land use table or development standard changes to ensure the intent of sub-precincts are achieved. 3. There are an estimated 6,334 jobs within the EMCA as of 2021 (REMPLAN). Council anticipates steady job growth within the EMCA, in particular to when additional healthcare developments are constructed and operational. However, at this time, Council cannot provide future job numbers resulting from proposed land use changes. This information will become available during the planning proposal stage once the detail of floorspace variation is known and is supported by an economic impact assessment. 4. The EMCA Structure Plan has been updated to remove any reference to the Place Delivery Group, and is now aligned to the current local planning pathway framework. 5. The EMCA Structure Plan is consistent with the DPHI Low to Mid Rise Planning Reforms. Further analysis will be undertaken at the planning proposal phase, which may result in areas such as Molucca Crescent remaining as a R1 General Residential zone to ensure ongoing flexibility for different housing typologies which are in 400-800m walkable proximity to services, such as the Maitland Private Hospital. 6. Council will update the EMCA Structure Plan to include information that the funding mechanism for infrastructure delivery will likely to be funded through a mix of development contributions, the Housing and Productivity Contribution, VPAs where appropriate, grant funding and direct government investment. Future infrastructure delivery plans will consider the identification of development trigger points and associated infrastructure need and delivery. Council will prepare the infrastructure delivery plan during the planning proposal stage. Council also seeks guidance from the DPHI on determining the appropriate scope of the delivery plans, population benchmarks, infrastructure inclusions
15		

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		and triggers, along with State agency responsibility of infrastructure delivery. 7. Stakeholder engagement has occurred since 2018, which included NSW Health, NSW Homes, Hunter and Central Coast Development Corporation, Transport for NSW, and the Department of Planning, Housing and infrastructure to coordinate strategic planning and other initiatives for the EMCA. Comprehensive stakeholder engagement occurred with all noted agencies throughout February 2025 to inform the draft Structure Plan. These agencies were again engaged during the public exhibition period with responses only being provided by NSW SES, NSW Mine Subsidence, Department of Climate Change, Energy, the Environment and Water (DCCEEW) and Heritage NSW. In summary, Council has supported DCCEEW's submission to include additional information regarding the location and treatment of High Environmental Value areas and aligning the EMCA Structure Plan objectives with the Hunter Regional Plan 2041 environmental outcomes, such as supporting the NSW Koala Strategy. All other recommendations by DCCEEW and the remaining agencies, such as preparing detailed studies to inform the Structure Plan have been determined by Council more suited to be undertaken during the planning proposal stage. This is because the EMCA Structure Plan is a high-level policy document, with its intent on providing a vision, overarching objectives and framework to implement land use change and infrastructure coordination, planning and delivery. Its purpose is not to comprehensively detail and survey all environmental constraints on a site-by-site basis.
Department of Climate Change, Energy, the	The submission recommends Council undertake additional environmental conservation analysis and research to better inform the impact on environmental land and overall biodiversity from the projected population and housing growth. The	**Partially action and not actioned** Council understands the importance of providing detailed information to comprehensively guide environmental conservation outcomes for the EMCA. However, Council does not support the recommendations to undertake comprehensive studies and analysis

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
Environment and Water	submission recommends that Council undertake this additional work at the Structure Plan stage. This research includes: 1. Consistency with Ministerial Direction 1.1 and Objective 6 of the Hunter Regional Plan 2041 The Structure Plan should provide clear guidance for planning proposals to ensure the biodiversity network is protected within an appropriate conservation zone as defined by the Regional Plan and to ensure that areas of High Environmental Value are adequately identified early in the planning process so that measures to avoid and minimise can be applied. Expand Objective 11 of Structure Plan to include measures to avoid and minimise impacts on identified HEV areas 2. Alignment with the Hunter Regional Plan 2041 Support the NSW Koala Strategy given the newly discovered Koala population at Mount Sugarloaf and surrounds. Consider and demonstrate how, in accordance with the Regional Plan, the Structure Plan will avoid or mitigate impacts on koala habitat, so it is not fragmented or lost. 3. Identification, mapping and protection of threatened ecological communities and threatened species Assessment in accordance with Stage 1 of the Biodiversity Assessment Method (BAM) is recommended for areas of potential	to better inform the impact on environmental lands at the Structure Plan stage. The EMCA Structure Plan is a high-level policy document, with its intent on providing a vision, overarching objectives and framework to implement land use change and infrastructure coordination, planning and delivery. Its purpose is not to comprehensively detail and survey all environmental land on a site-by-site basis. This detailed research is best undertaken during the preparation of a planning proposal during the implementation of the EMCA Structure Plan. Additionally, much of the recommended actions within the submission appear to suggest that Council will be directly impacting known high environmental valued land by enabling possible residential development. This impact is not proposed for majority of the EMCA, with most land use change occurring within existing residential areas to uplift residential zoning to encourage greater density. Only two specific sites that contain vegetation that are proposed to be rezoned to a more intensive use would require some of the recommendations specified by the submission, and appropriate studies will be undertaken for these sites during the planning proposal stage. These sites and proposed zoning include: • 18 Mitchell Drive East Maitland • 51 Metford Road Metford • Historic Quarry Metford Road Metford • New Maitland Hospital Site Metford Road Metford Council provides the following responses to the specific matters raised: 1. Council does support the recommendation to include a map of High Environmental Areas within the Structure Plan. The Structure Plan will be updated. Additional analysis of High Environmental Areas will also be undertaken during the planning proposal phase. Council does support the recommendation to expand Objective 11 of the Structure Plan to include measures to avoid and minimise

17

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	high environmental value likely to be impacted. 4. Watercourses A riparian assessment should be undertaken of all waterbodies that will be subject to direct and indirect impacts from the Structure Plan. Riparian corridors should be established in accordance with the BAM 2020 and WM Act. Provide clear mechanisms for rehabilitation and enhancement of the biodiversity corridor values provided by the three watercourses. Provide clear mechanisms for protection and maintenance of water quality within the three watercourses 5. Country-centred approach Consider integration of Traditional Ecological Knowledge into the East Maitland Catalyst Area Structure Plan through engagement with Aboriginal stakeholders. 6. Consideration of Indirect impacts Consider indirect impacts form the Project, as Council will need to demonstrate how they are being addressed in the Structural Plan. 7. Any future planning proposals will need to demonstrate consistency with the Coastal Management Act 2016 The submission of any future planning proposals covering land within the coastal	impacts on identified High Environmental Valued areas. The Structure Plan will be amended to include the following text: "Council will ensure areas of high environmental value, defined as including key habitat for threatened species and populations and threatened ecological communities, will be protected or enhanced via an avoid and, or minimise framework for any future development". 2. Council does support the better alignment the Hunter Regional Plan's environmental objectives, in particular to support the NSW Koala Plan. This will be included within the environmental analysis within the EMCA Structure Plan. 3. The consideration of a BAM (to areas identified as High Environmental Value areas) will be undertaken during the planning proposal stage. 4. The consideration of riparian assessments and associated buffers will be undertaken during the planning proposal stage. 5. The consideration of TEK will be undertaken during the planning proposal stage. 6. The consideration of indirect impacts (to areas identified as High Environmental Value areas) will be undertaken during the planning proposal stage. 7. Council will investigate any impacts on the coastal zone during preparation of future planning proposals, as per the requirement of the Section 9.1 Ministerial Directions. 8. Council supports this recommendation. Any updated information from the LGA-wide Flood Risk and Management Plan will be incorporated into future planning proposals. 9. Any updated information from the LGA-wide Flood Risk and Management Plan will be incorporated into future planning proposals including overland flooding to inform where appropriate residential density should occur.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	zone will need to demonstrate consistency with the objects of the CM Act 2016. 8. Information related to Hunter River flooding is dated Maitland City Council (Council) is currently developing the new Draft Maitland DCP 2025 and an LGA-wide Flood Risk and Management Plan which will incorporate new flood information and development controls. Any updated flood information should be incorporated as and when it becomes available and has been adopted by Council to inform the strategic planning of the precinct. 9. Overland flooding has not been considered The proponent should obtain understanding of overland flooding risk prior to proposing new developments and increasing population density in the area.	
NSW Rural Fire Service	This submission was received after the exhibition period. The submission raised no objection to the EMCA Structure Plan. Nevertheless, the submission recommends Council undertake a Strategic Bush Fire Study for areas identified as being bush fire prone land that are proposed to be rezoned for more intense development and be compliant against Planning for Bush Fire Protection 2019. The submission also recommends preparing a plan of management (PoM) for current or	**Partially actioned** Council will investigate the preparation of a Strategic Bush Fire Study during the during the preparation of a planning proposal during the implementation of the EMCA Structure Plan for sites identified as bush fire prone land that are proposed for increased residential density. Council has an adopted Generic Plan of Management (PoM) for the Local Government Area (LGA). This PoM will predominantly cover the subject sites that are either currently or proposed for public open space, environmental conservation, environmental management, and areas subject to revegetation within the EMCA. Additional land

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	areas proposed to be rezoned for public open space, environmental conservation, environmental management, and areas subject to revegetation. This will ensure that the land is maintained to an appropriate standard where necessary and that bushfire hazards are mitigated, thereby safeguarding existing and future developments from potential risks.	subject to be rezoned to environmental or recreational that is not identified within the generic PoM is under the ownership of Crown land, with Council not being the operational land manager. Therefore, the PoM would be the responsibility of the Crown. These sites are: • Metford Road METFORD NSW 2323 (Lot 266 DP DP755237) • Metford Road METFORD NSW 2323 (Lot 7313 DP DP1162607)
Development Industry (including developers, consultancies and interest groups)		
Hume Community Housing	The submission details support from Hume Community Housing in Council's commitment to planning for the diverse housing needs of the growing Maitland community and supports the uplift and renewal of social and affordable housing options in the East Maitland area.	**Comment** Continued partnership will continue with Hume Housing throughout future planning phases and general implementation. Council recognises the importance of diverse housing options for the growing population of the LGA, and endeavours to continue its partnership with Hume Housing and other relevant agencies within the future stages of the project to ensure that the provision and renewal of social and affordable housing within the LGA are considered in future planning.
Urban Planning Solutions	The submission commends Council on progressing strategic planning to inform long-term decision making for urban change with the intent ensuring beneficial public interest. The submission provides several considerations to improve the EMCA Structure Plan. These considerations include: 1. Absence of a clear statutory implementation and rezoning pathway: include a detailed statutory implementation schedule with clear	**Partially Actioned and comment** Council provides the following responses to the listed considerations: 1. The EMCA Structure Plan Implementation Plan (p.113) outlines the next steps in the statutory rezoning process. The actions within the implementation plan provide the sub-precinct location of where rezoning will occur, along with the duration of time this process will take and the responsible agency. Providing a detailed implementation plan of the statutory rezoning process at this time is not supported as estimating the duration of the process is difficult due to a number of external factors such as the time to

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	responsibility timeframes and required planning instruments. 2. Infrastructure-first sequencing is not demonstrated. Recommended to publish a Infrastructure Delivery Program outlining scope, timing, funding sources, staging triggers and agency commitments. 3. Lack of development staging, triggers and monitoring. Recommends including within the EMCA Structure Plan staging thresholds, KPIs, monitoring requirements and a clear mechanism for public reporting. 4. Insufficient alignment with transport and Transport Orientated Development Policy. Recommends Establish a joint Council–TfNSW commitment through a Place Delivery Group or equivalent governance mechanism to secure TOD outcomes. 5. No mechanism to deliver affordable or diverse housing. Recommends preparing an Affordable Housing Implementation Plan with measurable targets and tools aligned to future rezoning uplift. 6. Environmental, flooding and stormwater issues unresolved. Recommends finalising precinct-scale flood modelling and green–blue grid strategies prior to any rezoning. The submission also highlights that the Infrastructure Needs Analysis contains notable gaps in information to inform infrastructure planning. The submission seeks that during the planning proposal phase that	under studies, acquiring funding and additional information that may be requested from government agencies. Council will amended the Structure Plan on page.11 to expand the 'Strategic alignment' Figure to better display the next steps of statutory process after the adoption of the EMCA Structure Plan. 2. It is anticipated that the preparation of Infrastructure Delivery Program Plans and studies will be prepared in conjunction with the City-wide development contribution review. These will support the planning proposal and detailed area planning phase. Infrastructure delivery will then be delivered via the revised contributions framework. 3. The infrastructure and social needs analysis are high-level documents which sought to understand the precinct need for infrastructure against the projected growth. Agency feedback to inform these documents was also high-level in nature. Further studies will be undertaken in conjunction with the City-wide development contribution review to better refine benchmarks, triggers, timing, potential cost, cost sourcing and agency commitments. The EMCA Structure Plan will also be monitored via Council's Urban Development Program to track growth and whether population triggers have been met. The EMCA will also be reviewed every 5-years. 4. Council, DPHI and TfNSW have established a working group for the EMCA since 2018 and this will continue into future. All studies and plans have included TOD principles and have sought improvements to accessibility and active transport. 5. Homes NSW and Hume Housing have been engaged throughout this project and are actively preparing developments within the EMCA. The Maitland Local Housing Strategy also actions: 5.2 Investigate the planning mechanisms and their viability to increase affordable housing in Maitland including affordable housing contribution scheme. Implementation of an Affordable Housing Implementation Plan would be better suited at the LGA level to ensure all Homes NSW assets were inclusive of any plan

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	the following studies be undertaken (as recommended by several utility organisations): • Local flood and stormwater modelling (1% AEP + climate change). • Hunter Water Servicing Strategy with upgrade triggers, costs and delivery timelines. • Integrated Transport and Traffic Model (public transport, active transport, intersection capacity, state vs local upgrades). • Electrical Servicing Strategy with staged demand scenarios and cost apportionment. • Infrastructure Funding Report with itemised capital costs, nexus and apportionment. The submission identifies gaps within the Social Needs Analysis that should be corrected to ensure comprehensive planning and delivery of infrastructure. These include: 1. Poor alignment to State / regional strategic priorities and targets. Recommends adding a short section that maps each recommendation to relevant strategic objectives (e.g., SIS directions on schooling, health, active transport; Hunter Plan 15-minute neighbourhood / sequencing objectives; Maitland LSPS goals). Use a 1-page alignment table. 2. Demand modelling and population forecast assumptions are under-	or planning mechanism, rather than within a specific geographical area, such as the EMCA. 6. Council is preparing a city-wide Flood Risk and Management Plan in 2026 and this will assist in improving flood data for the Mile creeks. Council may also undertake a flood study to better inform the data during the planning proposal phase. Responses to the EMCA Infrastructure Needs Analysis: It is acknowledged that there are gaps in the infrastructure identification and what thresholds would trigger infrastructure need. The infrastructure needs analysis is a high-level document which sought to understand the precinct need for infrastructure against the projected growth. Further studies will be undertaken in conjunction with the City-wide development contribution review to better refine benchmarks, triggers, timing, potential cost, cost sourcing and agency commitments. Responses to the EMCA Social Needs Analysis: 1. The Social Needs Analysis document does outline all relevant policy that relates to social infrastructure planning and delivery (pg.11 – 13). This policy is assumed within the recommendations within the Social Needs Analysis and creating an aligned table would not change the outputs of the Social Needs Analysis. 2. Data sources have been noted throughout the Social Needs Analysis in relation to population assumptions and infrastructure need. 3. The Social Needs Analysis has used trigger/benchmark points of when infrastructure is required once a certain population or demographic of the population has been reached. Determining when that population change will precisely occur is uncertain due to external factors. Providing timeframe ranges cannot assist in better aligning infrastructure delivery. Only continual monitoring of population through Council's Urban Development Program can provide this certainty with operational plans being updated 1 – 5

22

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	explained and not tied to official projections. Recommends including a methods appendix that lists data sources (ABS, Council growth figures, Urban Development Program or Local Housing Strategy), shows cohort projections (2021, 2026, 2031, 2041), provides per-capita service ratios used and sensitivity testing (±10–20% scenarios). Reference Council/ State datasets where possible. 3. No clear infrastructure sequencing / triggers / staging linked to development yield. Recommends producing a sequencing matrix (facility / trigger by population or dwellings / lead provider / likely delivery window / funding mechanism). Use standard trigger ranges (short-term: 0–5 yrs, medium: 5–10 yrs, long: >10 yrs). 4. Funding, delivery and governance options are missing or too vague. Recommends adding a short funding options analysis per facility: likely lead agency, typical funding mechanism, precedent examples, feasibility risk and recommended next step (e.g., commence discussions with NSW Health about shared facility funding). 5. Insufficient treatment of state assessment and social impact requirements (and limited use of SIA guidance). Recommends embedding a short SIA scoping section: identify potential social impacts, mitigation measures, stakeholder engagement plan	year basis to ensure that infrastructure is planned and delivered once the population point is reached. 4. The Social Needs Analysis is a high-level document which outlines the infrastructure need to population growth. Further detailed studies will be undertaken in conjunction with the City-wide development contribution review. This work will evaluate funding, governance and progress. 5. The Social Needs Analysis is a high-level document which outlines the infrastructure need to population growth. The Social Needs Analysis's purpose is not to detail the social impact at this Structure Plan level. Any social impact analysis would be undertaken once a site is identified for the social infrastructure and preliminary planning is occurring for its development. 6. The EMCA Structure Plan, Social Needs Analysis and Transport for NSW's East Maitland to Thornton Integrated Transport Plan has undertaken 15-minute neighbourhood analysis, which has informed the proposed active transport network and spatial disparity of public open space. Further analysis will also be undertaken during the area planning process to formally identify active transport links to improve access to public open space and social infrastructure. 7. Climate change and resilience is largely considered within the Structure Plan document. The Social Needs Analysis cannot predict where these new facilities will be located without extensive analysis. It is only at the identification of sites for social infrastructure that detailed planning can occur on climate change factors. 8. Engagement with first nations, agencies and key stakeholders was undertaken throughout February 2025 and again for this exhibition period. The EMCA Structure Plan and supporting documents have all had input from these stakeholders including first nations. Engagement records of meetings and verbal contact are within the Infrastructure Needs Analysis (Attachment 3).

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	and metrics for monitoring. Cross-reference Planning NSW SIA guideline. 6. Limited consideration of equity, accessibility and the 15-minute neighbourhood principles. Recommends adding walk/cycle/public-transport catchment maps for each major facility (400–800m pedestrian isochrones), accessibility metrics and an equity lens (which cohorts are currently underserviced). 7. Climate resilience, flood risk and emergency planning are not prominent (despite local exposure. Incorporating flood maps / climate projections into siting recommendations; flag facilities that must be on flood-free land or require mitigation; include resilient design requirements and continuity-of-services planning. 8. Engagement with service providers and First Nations / community groups is thin or undocumented. Recommends adding add a consultation log (who was approached, date, outcome) and include letters of intent or summaries of provider feedback where possible. Document how consultation outcomes changed the assessment. 9. Monitoring, KPIs and an adaptive management plan are missing. Recommends adding 4–6 KPI examples (e.g., childcare places per 100 children, GP FTEs per 1,000 pop, sqm open space per 1,000 residents), a monitoring	9. Benchmark KPIs are include within the Social Needs Analysis. Council will also be the responsible authority that that monitors population change via its Urban Development Program. This will ensure Council is aware of when population triggers are reached and when infrastructure needs to be planned and delivered, along with being incorporated within its yearly Operational Plans. 10. The final Social Needs Analysis has corrected a number of formatting issues. Most benchmark sources are referenced with the original information source. Further studies will be undertaken to better understand the specific infrastructure need, triggers, costing, sequencing and governance. These will be comprehensive in nature and will further support this Social Needs Analysis.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	timetable (annual), and a named governance body to manage updates. 10. Draft formatting, evidence and referencing weaknesses reduce credibility. Recommends finalising the report text, remove placeholder text, include a bibliography and an appendix with raw data tables and mapping layers referenced to their original sources.	
PM Anderson Consulting	The submission recommends that the site 266 Raymond Terrace Road, East Maitland be amended to a Transit Oriented Development (TOD) Investigation Site within the EMCA Structure Plan, rather than the currently proposed Productivity Support zone. This Investigation Area would allow greater flexibility for the landholder to explore more intensified mixed use development outcomes that also support the northern access for the Metford Train Station. The mixed-use outcome would align with the TOD principles of the NSW Government and resolve the Metford sub-precinct deficit of a local centre and supporting community infrastructure, such as a medical centre and childcare centre. The investment of a mixed-use development may also influence government investment in planning and delivering the northern access to Metford Train Station, along with a possible connector bus service from the new Chisolm local centre, the site, Maitland	**Actioned** Council supports the submissions recommendation for an Investigation Area for site 266 Raymond Terrace Road, East Maitland, subject to the landholder preparing a proponent-led masterplan, which addresses the notable flood liable and bushfire prone land constraints within detailed site studies and investigations. Council will amend the EMCA Structure Plan to identify the site as an 'Investigation Area' addressed in the key as 'Landowner to prepare investigations for a potential Transit Oriented Development (TOD) mixed use precinct in consultation with Council and relevant State agencies, and submit these investigations for review, subject to flooding and bushfire constraints being appropriately addressed'. The submission is supported as further detailed studies and master planning could produce a net public benefit over the currently proposed Productivity Support zone. Not only would the Investigation Area potentially provide a local centre for the Metford sub-precinct, but the private investment may be the business case justification for TfNSW to provide the northern access to the Metford Train Station. This northern connection would provide train commuter services for the entire Chisholm and north Thornton catchment. Contrastingly, if the Investigation Area does not proceed due to the environmental constraints. The site will remain as an RU2 Rural Residential zone and ongoing advocacy will occur with Council and

25

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	Hospital and Greenhills regional shopping centre.	TfNSW to plan, invest and deliver the northern connection for Metford Train Station.
Maitland HealthStays	The submission objects to the extension of Barton Street to Metford Road within the Metford Road Mixed Use sub-precinct. The submission raises that a Development Application is currently being assessed for a hotel or motel accommodation on 34 Turton Street Metford (subject site). The proposed indicative road connection would impact upon the subject site and proposed development. Instead, the submission recommends that instead of a road connection the connection be a shared pedestrian pathway only. This will continue to achieve the active transport connectivity outcomes of the EMCA Structure Plan.	**Actioned** Council supports the submissions recommendation. The EMCA Structure Plan will be amended to remove the road connection to an active transport shared pedestrian pathway only. This outcome is beneficial as it will minimise impact on traffic circulation as any road connection from Barton Street would require an intersection or left in-left out arrangement on Metford Road complicating the traffic impact and congestion. The cost of a shared pedestrian pathway would also be substantially less than that of a local road.
Residents/Community Groups		
Resident 1	This submission raises concerns regarding the increase in development in the Maitland LGA and the impact this has had on flood events occurring in Louth Park, Gillieston Heights and Central Maitland due to outdated AEP flood heights not accounting for increases in urban footprint.	**Comment** The submission is outside the scope and study area of the EMCA project. Council values all feedback provided by the community, however, this submission details issues outside of the scope and study area of the EMCA project, as it refers to the impact of flooding in Louth Park, Gillieston Heights and Central Maitland.
Resident 2	The submission speaks to the necessity for change in the East Maitland area as the population continues to grow. However, the submission highlights that traffic, on-street	**Comment** Any new residential development within the scope of the EMCA boundary will be assessed in accordance with the in-force Maitland

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	parking and overall connectivity of the EMCA area, especially around Stockland Greenhills, will need to be addressed.	Development Control Plan, which will aid in minimising spill-over street parking. Although Council and Stockland's have consulted over the EMCA project and discussed some strategies to address parking demand during peak periods, the decision to expand and/or change the car parking arrangements at Stockland Greenhills is the responsibility of Stockland. Council will continue to work closely with Stockland during the next stages of the project to ensure that any expansion in their private investment aligns with the vision of the Structure Plan. Additionally, Transport for NSW have prepared the East Maitland to Thornton Integrated Transport Plan which accounts for the high-growth projections for the Catalyst Area, and as a result, have committed to funding to upgrades to Thornton Road and a western overpass on the New England Highway at Maitland. This Plan also highlighted the need to update other major roads and intersections, which will continue to be investigated in the next stages of the project.
Resident 3	This submission identifies that the Raymond Terrace Road to East Maitland connection through Metford Road is currently inadequate as the 2 roundabouts do not cope with the traffic volume generated during peak hours. The submission also calls for traffic infrastructure around Thornton to be flood-resilient to avoid the implications experienced during the 2025 flood event.	**Comment** Transport for NSW have prepared the East Maitland to Thornton Integrated Transport Plan which accounts for the growth projections for the Catalyst Area as well as the flood impacts, and as a result, have committed to funding to upgrades to Thornton Road and a western overpass on the New England Highway at Maitland. This Plan also highlighted the need to update other major roads and intersections such as Metford Road and Raymond Terrace Road. Whilst funding has not been allocated at this time, the identification of the need for upgrades and the associated development triggers will improve the future infrastructure delivery either from allocated fundings or grant opportunities. Council will continue to undertake its role in advocating for timely infrastructure delivery.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
Resident 4	This submission raises concerns regarding the increase in development and density, and how this will affect traffic congestion and the local heritage character of East Maitland. The submission identifies the need for more active transport options, along with improved public transport such as more frequent bus and train services in the area to offset the traffic congestion experienced around Melbourne Street, Lindesay Street and Cumberland Street. Additionally, the submission highlights the need for height restrictions, more street trees and nature reserves to be protected in the EMCA to preserve the local character of the suburbs. Further, the submission suggests that the inclusion of the TAFE within the EMCA boundary should be considered to ensure active links between major sites, public transport and the TAFE are achieved.	**Comment** Transport for NSW prepared the East Maitland to Thornton Integrated Transport Plan which modelled the increase in traffic against the baseline to higher growth scenarios occurring from infill residential development within the EMCA. This included modelling and finding upgrade solutions to all major roads, such as Melbourne Street, Lindesay Street and Cumberland Street, along with related intersections. Identification of these upgrades will now establish a more strategic alignment to delivering this infrastructure when population of housing thresholds are reached. Public transportation improvements of routes and increase services have also been identified within the East Maitland to Thornton Integrated Transport Plan. However, the delivery of public transport is a State matter and is not a responsibility of Council. Council will continue to advocate for the improvement of public transport throughout the EMCA. The EMCA Structure Plan seeks to balance neighbourhood amenity with any future residential infill growth by establishing Height Principles to guide Council when undertaking height of building analysis during the planning proposal stage. This methodology will be used to ensure character is retained or enhanced. Older buildings will also undergo an assessment to be considered whether they are suitable for local heritage item listing. However, the property owner must give consent to whether they wish their property to be listed as a local heritage item. Increases in street trees will be delivered under the Maitland Environmental Sustainability Strategy. The boundary of the Catalyst Area had been originally informed by the area set out in the Greater Newcastle Metropolitan Plan 2036, with a particular focus on the new Maitland Hospital and Greenhills shopping centre as anchors. The EMCA boundary was not extended towards the TAFE as the surrounding residential area was constructed relatively recently

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		resulting in limitations in achieving residential infill development. The development opportunities within the TAFE property are not the responsibility of Council. Lastly, the distance from the Metford Train Station to the TAFE was over 1km in walkable distance, which was outside of the walkable catchment to Transport Oriented Development principles.
Resident 5	The submission highlights that the current structure plan map and the online tools provided by Council lacks clarity and is difficult to navigate. The submission identifies the need for more public transport options in the EMCA such as more bus services to major sites in the area and more train services. The submission also calls for upgrades to local parks and the preservation of the nature reserves in the EMCA to increase the liveability of the area. Additionally, the submission suggests that a safer active link is required between Brunswick, Victoria and Newcastle Street for both car, cycle and pedestrian traffic. The submission also suggests that heritage protections should be considered for houses particularly on Victoria Street and Brunswick Street to preserve the local character of East Maitland.	**Actioned** During the public exhibition period the instructions to use the online land use map (social pinpoint) was amended to make it clearer to readers of how to use the platform. Public transport and connectivity to improve public transport access to the major employment hubs of the hospitals, Greenhills shopping centre and the train stations was assessed under the TfNSW East Maitland to Thornton Integrated Transport Plan, which sort to create additional bus services, while exploring a Metford Station bus link to Maitland Hospital. Public transportation is a State matter and is not a responsibility of Council. Council will continue to advocate for the improvement of public transport throughout the EMCA. Open public space or green space and its upgrades are explained in the Structure Plan land use maps and further defined and explained in the sub precincts. The Social Needs Analysis also identified the need to dedicate 18.4ha of additional public open space which could be achieved at the reservoir site on Metford Road. Transport for NSW's East Maitland to Thornton Integrated Transport Plan and EMCA Structure Plan propose active transport links on Rous Street travelling from Brunswick Street to Victoria Street towards Newcastle Street and will be further explored during the planning proposal and sub-precinct area planning phase. Older buildings will also undergo an assessment to be considered whether they are suitable for local heritage item listing. However, the property owner must give consent to whether they wish their

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		property to be listed as a local heritage item. This will be undertaken during the planning proposal phase.
Resident 6	This submission highlights that changes to Raymond Terrace Road and Metford Road will be required in order to facilitate development and not exacerbate existing traffic implications in this area.	**Comment** Transport for NSW's East Maitland to Thornton Integrated Transport Plan analysed and proposed upgrade opportunities for the entirety of the EMCA road network. This included the need for upgrading Raymond Terrace Road, Metford Road, and Thornton Road. This was modelled on both the base growth and higher growth scenarios. This work will now enable the State government to allocate future funding or seek for grants. While Council will continue to advocate for these infrastructure improvements, along with negotiation with TfNSW to classify Metford Road as a State road.
Resident 7	This submission suggests that land should be set aside in the EMCA to accommodate for more public schools as those in the local area are reaching capacity.	**Not Actioned** The identification of land for new schools is the responsibility of School Infrastructure NSW. School Infrastructure NSW was engaged throughout the project and are aware of the potential increase in population. No formal submission was provided by Schools Infrastructure NSW.
Resident 8	This submission suggests that land should be set aside in the EMCA for a new University campus.	**Not Actioned** The identification of land for a new University is the responsibility of a university organisation. Council will continue to uphold their role in investment attraction to wider stakeholders such as university organisations, as well as be an advocate to support the potential addition of a university campus in the EMCA if a university organisation acquires land within the boundary.
Resident 9	This submission suggests that land should be set aside to facilitate the construction of a tram/light rail service using the route of the	**Not Actioned**

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	old Maitland Tramway for future public transport development.	Transport for NSW's East Maitland to Thornton Integrated Transport Plan has analysed public transport need to demand, including the Hunter Railway. The Plan has not identified the need for light rail within the EMCA. Instead, proposed initiatives include increased rail services, station upgrades and electrification of the rail. Council will continue to advocate for an increase in public transport infrastructure with TfNSW to decrease car dependency and ease traffic congestion long-term.
Resident 10	The submission outlines improvements or amendments that could be undertaken within the objectives of the EMCA Structure Plan. This includes: • Objective 1: Prioritise parking for the emerging health precinct. Insert parking area within maps • Objective 6: More detail on what constitutes medium and high-density housing for improved readability. • Objective 8: Ensure any higher density housing within the green hills sub-precinct is not impacted by flooding. • Objective 11: Ensure all areas with high environmental value, such as biodiversity corridors are protected via appropriate environmental zones, particularly areas a the East Leasure Golf Clube, Earth Care Park and Tenambit Oval. • Objective 13: Ensure that a northern connection is created to access Metford Train Station to service the population	**Partially Actioned** The EMCA Structure Plan has been partially amended in response to the submission, as follows: Objective 1: Not supported to specifically identify areas for car parking as the proposed employment zone enables car parking. Additionally, most parking within the Greenhills is privately owned and to create additional parking is a private business decision. Objective 6: Supported. The EMCA Structure Plan has been amended to clearly define what building typologies are anticipated within medium and high density zones: The EMCA Structure Plan now states "This includes medium density dwellings, such as terraces, townhouses, villas or low-rise residential flat buildings, and higher density dwellings, such as residential flat buildings and shop-top housing" (p.69). Objective 8: Any areas identified as flood prone land will not be investigated for denser housing and will remain as the current zone or be considered for an environmental conservation zone. Objective 11: Noted. However, these areas highlighted are outside of the EMCA boundary**.** Nevertheless, when the planning proposal process commences areas immediately outside of the EMCA boundary may be investigated as environmental conservation zones

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	of Chisholm. Improve number of train services at East Maitland Train Station. • Objective 14: the EMCA Structure Plan's focus should be minimising car use. • Objective 15: promote the use of alternative forms of active transport, such as e-bikes and scooters by constructing separated shared cycleways.	if it will result in a strategic outcome for conserving a biodiversity corridor. Objective 13: Transport for NSW's East Maitland to Thornton Integrated Transport Plan and the EMCA Structure Plan proposes a northern connection to Metford Station which would enable vehicles and pedestrians to access the Hunter railway from Chisolm (currently unfunded). TfNSW and Council will continue to advocate for funding and undertake forward planning to enable this outcome in future. Increased train frequency and service is identified within Transport for NSW's East Maitland to Thornton Integrated Transport Plan. However, the delivery of this service is the responsibility of the State. Council will continue to advocate for this improvement. Objective 14: Supported. The East Maitland to Thornton Integrated Transport Plan and EMCA Structure Plan has assessed all transport types with focus on public transport and active transport being the key focus point moving forward in improving connection and liveability of the EMCA. Objective 15: An expanded active transport network for both separated and on-road are proposed throughout the EMCA. Detailed sub-precinct planning will be undertaken to confirm these active transport networks, along with inclusion within any contribution plan to enable a funding mechanism for planning and delivery. The type of active transport mode, such as e-bikes or scooters is not a responsibility of Council, with this type of vehicle regulation falling under State legislation and enforcement.
Resident 11	This submission comments on the importance of preserving the existing green spaces, open spaces and nature reserves in the EMCA area. Additionally, the submission also highlights the importance of adequate infrastructure delivery occurring prior to development.	**Comment** The EMCA Structure Plan highlights the importance of the preservation and provision of open spaces, green spaces and nature reserves in the EMCA. As such, the existing open space, parks, and nature reserves will be retained and improved as part of the EMCA Structure Plan. Additionally, the Structure Plan also identifies that an additional 50ha+ of open space/green space will need to be

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		dedicated for the predicted population growth. The Infrastructure Needs Analysis provides information regarding the level of infrastructure upgrade required to facilitate the population growth. Identifying these needs early through an IFA allows for developmental triggers to be set for infrastructure delivery.
Resident 12	This submission raises concerns regarding the existing traffic difficulties in the East Maitland area, specifically in Lawes Street with congestion, flow and 'rat running'. The submission also addresses concerns regarding how stormwater run-off, drainage and sewerage will be managed if an increase in development is to occur, as the sewerage infrastructure in recent years has had multiple breaks and stormwater drainage has not coped during rain/storm events.	**Comment** Transport for NSW's East Maitland to Thornton Integrated Transport Plan has analysed and proposed upgrade opportunities for the entirety of the EMCA road network. This includes the need for upgrading Raymond Terrace Road, Metford Road, and Thornton Road. This was modelled on the EMCA Structure Plan growth scenarios. This work will enable the State government to understand when future upgrades are required as a result of growth for the State network. Future local road and traffic management improvements will be explored and prepared during the planning proposal and sub-precinct area planning phase. The Infrastructure Needs Analysis has identified the need for stormwater and sewer upgrades in the EMCA. These upgrades will be triggered once population and housing thresholds are reached.
Resident 13	The submission raised the need for an active pedestrian / cycle link over the New England Highway from Blaxland Street to Molly Morgan Drive due to the proposed high density of this area, which will increase the number of pedestrians. Additionally, the Greenhills sub-precinct should also explore a pedestrian over or underpass link at Mitchell Drive connecting to the proposed civic square to Rous Street. Council should also explore building a public car park at Greenhills.	**Comment** Council understands that appropriate active transport links will be required as population grows to support a walkable neighbourhood. Currently, there is already a signalised intersection across the New England Highway from Blaxland St to Mitchell Drive/Molly Morgan Dr. Any detailed options of a pedestrian over or underpass can be further explored during the sub-precinct planning phase during implementation. Regardless. TfNSW has sought no further intersections on the New England Highway due to the existing congestion.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		The Green Hills sub-precinct will undergo further precinct area planning during implementation which will look at detailed connectivity options for the area, particularly at Mitchell Drive. Council would not support delivering additional public car parking due to its cost, and the considerable existing amount of parking within the sub-precinct provided by Stocklands.
Resident 14	The submission broadly supports the EMCA Structure Plan. However, raises some concern about how densification will impact character, the environment, traffic congestion and infrastructure capacity. Key concerns include: 1. Pedestrian connectivity, safety and comfort. Currently, pedestrians face risk at crossings at Lawes Street, King Street and crossing the New England Highway. Pedestrian bridges or the like should be considered as part of the EMCA Structure Plan. Street trees should also be planted on main streets as urban heat is increasing disincentivising pedestrians from using the active transport network. 2. That density should be appropriately designed to ensure character is preserved, solar access, public and private open space is maintained, while making provision for solar and battery electrical infrastructure. 3. Traffic congestion is managed by alternative modes of transit, such as active transport by improving the network and providing pedestrian overpasses, and improving train and bus frequency of services to encourage more	**Comment** Council understands the pressures that could occur from incentivising residential infill development, and its impact on amenity, traffic and infrastructure. This is why the infrastructure needs analysis documents were prepared to ensure that this growth can be adequately undertaken with coordinated sequencing of upgraded or new infrastructure once a population or dwelling threshold has been reached. 1. Transport for NSW's East Maitland to Thornton Integrated Transport Plan does propose opportunities for improved active transport connectivity. Nevertheless, TfNSW have stated that no new intersections should occur on the New England Highway due to the current constrained capacity. However the TfNSW Plan does show 'new crossing corridors over the New England Highway at Brunswick and Victoria Streets. Lawes Street and surrounds are also proposed to improve the safety of the active transport network (currently unfunded). Council will explore these options further when undertaking the detailed sub-precinct area planning phase. Council is aware of the need to manage street trees and this will be delivered on public land under actions within the Maitland Environmental Sustainability Strategy. 2. The proposed higher density will undergo future detailed research during the planning proposal phase to determine the most appropriate heights and building types for each zone. This will undertake an exercise to maximize the land potential while balancing amenity of the area. Councils future Development Control Plan will also have controls that will ensure

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	of the community to travel via this mode of transport. 4. Support for identifying new schools within the Social Needs Analysis. Additionally, the need to maintain and expand trees on private property to improve the urban tree canopy.	overshadowing, solar access, solar power and open, and private open space is suitable for the development outcome and area. 3. Transport for NSW's East Maitland to Thornton Integrated Transport Plan has prioritised that the EMCA transitions to a public transport future, with key opportunities to improve public transport patronage, service and accessibility on buses, trains and active transport networks. 4. A delivery of any public school as identified within the Social Infrastructure Needs Analysis will be the responsibility of School Infrastructure who have been engaged throughout this project. Council will continue to partner and advocate for upgrades or a new school once population of housing thresholds are reached. Retention of private trees are the responsibility of the landowner. A permit system does exist to limit the extent of clearing under Maitland's Development Control Plan.
Resident 15	The submission commends Council on strategically addressing residential infill development within a well serviced area. However, the submission also sought further consideration on flooding and future increased rainfall from climate change particularly one, two, three mile creeks. Also, that these creeks should be appropriately zoned for better conservation and open space. Special attention should also be given to the flying foxes habitat on Murray Street. Lastly, the EMCA Structure Plan should be amended to reflect the correct names of the creeks, i.e. from gullies to creeks.	**Partially Actioned** Council understands the current lack of information for the overland flow of the one – three creeks within the EMCA. Therefore, Council is preparing a Flood Risk and Management Plan (underway as of 2026) which will update flood mapping including the impact of climate change for these creeks to better understand the current and future flood impact. which will be applied to the EMCA. The EMCA Structure Plan is a high-level land use document, which sets the vision and policy framework for the EMCA. The next stage of detailed planning will consider the exact needed biodiversity buffer for the creeks and biodiversity corridors along with the designating appropriate environmental conservation, and public open space zones. Council is aware of the Murray Street flying foxes habitat and this area and its ongoing conservation will be investigated during the planning proposal phase of the EMCA Structure Plan implementation.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		Council supports amending the EMCA Structure Plan to reflect the true name of the one – three-mile creeks.
Resident 16	This submission commends the work of Council in planning for the future of a growing Maitland area that is well serviced instead of taking a reactionary and adhoc approach to urban planning. Additionally, that Council maintains control of the plan to ensure community benefit from future development. The submission also raises several considerations: 5. Concerns regarding how the New England Highway dissects East Maitland separating residential from commercial area and recommends alternative road infrastructure, such as an East Maitland Bypass to ease the congestion of the New England Highway and the surrounding traffic network. Additionally, exploration of pedestrian bridges or the like over the New England Highway to improve pedestrian connectivity. 6. Improving residential amenity and urban climate by reducing localised traffic, improving public transport services, dedicating open space, street trees, and removal of overhead power lines. 7. Lack of parking available around the key sites of the EMCA such as Maitland Hospital and Stockland Greenhills, as well as the increase traffic congestion and lack of active links between these major services and alternative transport options. Thus, the submission reinforces	**Comment** The EMCA Structure Plan is a locally owned and implemented plan, which will be the primary responsibility of Council to deliver the actions in partnership with relevant state agencies. 1. Transport for NSW's East Maitland to Thornton Integrated Transport Plan has undertaken modelling of the future impact of population growth with opportunities proposed to better improve pedestrian and cyclist activity north to east of the New England Highway with identified crossings. There is no plan for an East Maitland Bypass, with focus more on improving the active transport network, and public transport service to incentive residents to commute by this form of transit. The NSW's East Maitland to Thornton Integrated Transport Plan and EMCA Structure Plan also identify opportunity for additional pedestrian crossing across the New England Highway (currently unfunded). 2. During the planning proposal and detailed sub-precinct area planning phase, Council will investigate appropriate building height, zoning and FSR, along with identifying opportunities for traffic calming devices within the local street environment. Improving or expanding open space and public street tree enhancement is actioned within the EMCA Structure Plan and Maitland's Environmental Sustainability Strategy. Ausgrid is the responsible organisation for maintenance of power lines and is not a Council matter. 3. The TfNSW East Maitland to Thornton Integrated Transport Plan has taken a key focus on improving the existing active transport network and seeks to encourage residents to use this or public transport when traveling within the EMCA. Public transport, as for buses, are the responsibility of TfNSW and is not a Council matter. Regardless, TfNSW have investigated more direct routes and

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	the necessity of ensuring that active transport and traffic solutions remain central to the plan. 8. Preserve East Maitland's heritage significance, in particular residential buildings. In addition, the upzoning of land will not result in affordable housing for new residents as dual occupancies or multi-dwellings sell for the same price as a standalone dwelling. 9. Why the Lawes Street Village centre was not included within the EMCA Structure Plan, as it acts as a supporting centre of a large portion of East Maitland. 10. The potential impact infill growth will have on on-street parking, as more density occurs less off-street parking will be provided, which will need to be managed.	additional services connecting from Green Hills, the Hospital and train stations. Victoria Street station has been provided with a direct active transport link to the hospital, with a general bus service. The TfNSW East Maitland to Thornton Integrated Transport Plan has investigated provision of additional bus services, along with creating better active transport links from Metford Station. The Metford Road roundabout is proposed to be signalised in future (but currently has no funding) and is identified within the EMCA Structure Plan. Car parking rates for hospitals is defined within Councils Development Control Plan, while it is the responsibility of the heath provider to adequately manage this parking demand. Any additional parking, or EV initiatives is the responsibility of the organisation. 4. During planning proposal phase of the EMCA Structure Plan implementation. Detailed planning will be undertaken to determine whether individual properties require local heritage protection. However, this can only occur by the consent of the landowner. Housing typology and land size influences housing affordability. However, smaller, denser housing is cheaper than a standard 4-bedroom standalone house. Median statistics from domain.com on November 2025 state that in the area of East Maitland a: 4-bedroom dwelling house is $850k, while a 2-bedroom terrace is $523k. 5. The Structure Plan states: "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 (p.82)". 6. All hosing types have defined off-street parking rates under Maitland Development Control Plan. This reduces the overflow of

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		cars onto a local street and will be applied to all development as it occurs within the EMCA in future.
Resident 17	This submission raises concerns regarding the service delivery of major sites in the EMCA such as the Maitland Hospital, Stockland Greenhills and the local schools, specifically in regards to these services being at-capacity currently and will not be able to withstand an increase in population because of increased development. Maitland Hospital's bed and parking capacity were specifically mentioned as key issues in the EMCA area, as well as the ease of parking and accessing the Greenhills Precinct.	**Comment** The Infrastructure Needs Analysis and the Social Needs Analysis have analysed the existing and future service capacities of the major sites in the EMCA, including the hospital and Stockland Greenhills to better coordinate the expected population growth. Implications of parking, access and service availability are the responsibility of the respective organisations to respond to. However, Council will continue to advocate on behalf of the community and consult with the relevant stakeholders to ensure they remain informed about expected growth and population changes to allow them to respond to the change in service demand.
Resident 18	This submission raises concerns regarding what the increase in density will mean for the social and urban fabric of East Maitland. The submission specifically identifies that the existing infrastructure in East Maitland is not sufficiently coping with the current population and raises concerns over what an increase in people will mean for access to essential services such as Stockland Greenhills and Maitland Hospital. The submission also identifies the need to preserve and enhance the green spaces and nature reserves within the EMCA boundary to ensure that the effects of climate change and negative environmental impacts or mitigated as a result of the development. Additionally, the submission questions whether rate changes will incur as a result of changes in land zoning.	**Comment** Rates are determined by land area, market factors and zone. Council will undertake a high-level analysis on implications to the change from R1 General Residential to the variety of residential and mixed-use zones during the next phase of detailed planning. The EMCA Structure Plan and supporting Infrastructure Needs Analysis has been prepared to better coordinate and facilitate the long-term growth of the EMCA. The implications of vehicle congestion, traffic, environmental degradation and insufficient infrastructure delivery are a result of the historic lack of future strategic planning direction, which may have resulted in the ad hoc development and infrastructure delivery to the area. The Structure Plan aims to reduce and improve the current and historical issues by coordinating and guiding development and infrastructure delivery once the development triggers of population or housing have been reached. Additionally, land rates are determined by multiple factors such as land area, market factors and land zones. As part of the planning

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
		proposal-rezoning process, Council will undertake a high-level analysis on the implications of rezoning from R1 General Residential to the various zones identified in the Structure Plan.
Resident 19	This submission raises concerns regarding how the increase in density will impact East Maitland's amenity, along with the impact on the local heritage character.	**Comment** The EMCA Structure Plan and supporting documentation have been prepared in order to ensure that an increase in density to matched with the appropriate amenity and supporting infrastructure. Detailed sub-precinct master planning will occur at the planning proposal phase to determine appropriate, zones, heights, Floor Space Ratio controls (FSR), along with sub-precinct development control pans to guide place-based controls which will balance the amenity of the area with new development. Older buildings will also undergo an assessment to be considered whether they are suitable for local heritage item listing. However, the property owner must give consent to whether they wish their property to be listed as a local heritage item. This will be undertaken during the planning proposal phase.
Resident 20	This submission raises several considerations such as needing more dedicated off-road car parking from the increase in vehicles around the Greenhills area and Vitoria Street sub-precinct area. Green spaces such as those around Greenhills being better utilised and maintained, including better active transport connectivity. Additionally, better connectivity across the New England Highway to improve active transport and linkages to train stations. Train services should also increase capacity to cater for peak commuter times. Lastly, explore options for a more direct road route around	**Partially actioned** The decision to expand and/or change the car parking arrangements at Stockland Greenhills is the responsibility of Stockland. Council is not considering developing its own off-road car park facilities. Alternatively, Council would explore car parking demand management measures such as parking time limits. The EMCA Structure Plan does action the embellishment of several public green spaces such as that at Stockland Gardens. Active transport connectivity improvements are also identified to better connect residential areas to centres and green spaces, including across the New England Highway.

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	the Brisbane Street area to improve pedestrian safety.	The TfNSW East Maitland to Thornton Integrated Transport Plan has also taken a key focus on improving the existing active transport network and seeks to encourage residents to use this or public transport when traveling within the EMCA. Public transport, as for trains, are the responsibility of TfNSW and is not a Council matter. Regardless, TfNSW have investigated improving and increasing train services to cater for current and future commuter demand.
Resident 21	This submission raised concern about the impact of increased traffic movement along Brisbane Street. The submission highlighted that there is already significant vehicle movement on this road and near misses have occurred, particularly due to there being childcare and age care facilities. Traffic mitigation measures are sought to manage the current and future impact on Brisbane Street.	**Actioned** Council is aware of the existing traffic congestion and safety issues relating to Brisbane Street. During the detailed sub-precinct master planning stage, Council will explore options of traffic mitigation measure to reduce existing and future issues of speeding and rat running of vehicles to transition Brisbane Street to a safer local street.
Resident 22	The submission raised concern that the East Maitland area was at capacity due to the constraints of major roads and suggested several bypass pass options around the immediate area, such as Raymond Terrace Road linking to Tarro and an entire East Maitland and Maitland bypass to reduce throughput traffic. Improved public transport was suggested, along with intensifying development more around retail centres such as Greenhills and Chisolm. The submission also noted that development on the East Maitland fringe was no longer possible due to flooding. However, the submission also was concerned of enabling any density over four storeys. Lastly, for	**Comment** Transport for NSW's East Maitland to Thornton Integrated Transport Plan has analysed and proposed upgrade opportunities for the entirety of the EMCA road network. TfNSW understands the congestion pressure on the New England Highway and is seeking to diversify commuter options by improving public transport services such as trains and buses. TfNSW has not proposed any type of bypass for the East Maitland area. However, TfNSW is investigating improvements for a western overpass upgrade at Maitland on the New England Highway. Council is aware of the riverine and overland flooding constraints of the East Maitland area and will not be directing intensification of development within these areas. Rather, as the submission raises development intensity and densification will be centred around the

SUBMISSION	SUMMARY OF SUBMISSION	RESPONSE
	Council to encourage existing areas to place electrical infrastructure underground.	Greenhills regional shopping centre due to its existing services and infrastructure capacity. Building heights will be determined during the detailed sub-precinct master planning proposal phase. Heights will be place-based which will balance the amenity of the area with new development. In addition, feasibility analysis will be undertaken to ensure selected heights can be delivered by the market. Although Council considers there is merit for placing existing electrical power lines underground in an existing urban area for sustainability and amenity reasons, the responsible agency is Ausgrid. Further, undertaking this practice is cost prohibitive and is outside of Council resources.
Resident 23	The submission raised an objection to increased residential density within the Victoria Street Residential sub-precinct and its impact on their property or for the potential of their property being demolished for new development.	**Comment** The EMCA Structure Plan and supporting documentation have been prepared in order to ensure that an increase in density to matched with the appropriate amenity and supporting infrastructure. Detailed sub-precinct master planning will occur at the planning proposal phase to determine appropriate, zones, heights, Floor Space Ratio controls (FSR), along with sub-precinct development control pans to guide place-based controls which will balance the amenity of the area with new development.

Maitland City Council

Draft EMCA Structure Plan public exhibition Results

Oct 28, 2025 - Nov 25, 2025

Project: East Maitland Catalyst Area Structure Plan

Form: Draft EMCA Structure Plan public exhibition

Tool Type: Form

Activity ID: 291

Exported: 2026-03-12 10:41:04

Exported By: Adam.Kennedy

Filter By: No filters applied.

socialpinpoint

Response No: 1

Contribution ID: 13403
Member ID:
Date Submitted: Nov 25, 2025, 12:31 AM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text Please find enclosed our submission under separate cover.

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1478
https://engage.maitland.nsw.gov.au/download_file/1479

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 45 - 54 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

415 URBAN PLANNING SOLUTIONS

24 November 2025

THE GENERAL MANAGER
MAITLAND CITY COUNCIL
PO BOX 220
MAITLAND NSW 2320

Dear Sir/ Madam

DRAFT EMCA STRUCTURE PLAN FORMAL SUBMISSION

INTRODUCTION

We refer to the request for public submissions on the Draft East Maitland Catalyst Area Structure Plan (the Plan) and wish to make the following comments. Please note that these comments are my own and do not necessarily represent the views of the Planning Institute of Australia, of which the author of this submission is a Member, as well as being both the Hunter and Central Coast Convenor and a member of the NSW Division Committee.

At the outset, we commend Council for seeking to progress the future planning and development of the LGA by:

- Underpinning it with evidence-based strategic planning that provides clear, upfront direction where decisions are made in the long-term public interest.
- Seeking to ensure changes create the minimum necessary regulatory burden.
- Providing integration with infrastructure planning.
- Provide transparent processes that build trust.

It is acknowledged that creating a strategic plan for the development of an urban precinct, particularly in the shadow of imminent planning reforms, can be difficult. The 20-year lifespan of the Plan means that change is to be expected. We also acknowledge that strategic planning, at least at a regional level has in past decades been guided by a range of documents, including:

- the Hunter Regional Environmental Plan (HREP).
- the Hunter Regional Plans (2036 and 2041).
- other relevant NSW strategic plans such as the Lower Hunter Regional Strategy, Hunter Infrastructure & Investment Plan, and Council's own Local Strategic Planning Statement.

[redacted]

PEOPLE | PLACES | PLANNING

All of these plans and documents have attempted to address various local and regional issues and all of these have had their share of faults, some of which appear to have transferred to the Draft Structure Plan, the Infrastructure Needs Analysis and the Social Infrastructure Needs Analysis. It is not the intent of this commentary to denigrate the many long hours of effort, analysis and genuine professionalism put into these documents. Rather, the intent of this commentary is to assist in identifying areas for review and strengthening so that we all reap the benefits of a well-planned, well-resourced, liveable and prosperous East Maitland community.

EAST MAITLAND CATALYST AREA STRUCTURE PLAN

ABSENCE OF A CLEAR STATUTORY IMPLEMENTATION AND REZONING PATHWAY:

The Structure Plan relies heavily on high-level intentions without specifying the statutory mechanisms required to deliver them. There is no detailed roadmap for LEP amendments, DCP changes, or sequencing provisions in the form of planning proposals or precinct plans. As a result, the Structure Plan lacks enforceability and may not achieve the housing, employment or infrastructure outcomes it describes.

Requested amendment: Include a detailed statutory implementation schedule with clear responsibilities, timeframes and required planning instruments.

INFRASTRUCTURE-FIRST SEQUENCING IS NOT DEMONSTRATED:

Key servicing items — sewer upgrades, electrical capacity, traffic network constraints, flood mitigation and stormwater systems — are identified but left unresolved or unfunded. Relying on future investigations risks premature rezoning and development that outpaces essential infrastructure.

Requested amendment: Publish a precinct Infrastructure Delivery Program outlining scope, timing, funding sources, staging triggers and agency commitments.

LACK OF DEVELOPMENT STAGING, TRIGGERS AND MONITORING:

The plan contains no measurable development thresholds linked to infrastructure availability (e.g., caps on dwelling yield until wastewater or substation upgrades are complete). Without these triggers, the plan may result in uncoordinated, ad hoc development.

Requested amendment: Include staging thresholds, KPIs, monitoring requirements and a clear mechanism for public reporting.

415 URBAN PLANNING SOLUTIONS

INSUFFICIENT ALIGNMENT WITH TRANSPORT AND TOD POLICY:

The Structure Plan assumes but does not secure State Government support for transit-oriented development. Station access upgrades, bus network enhancement, active transport corridors and constraints on new highway intersections are not resolved.

Requested amendment: Establish a joint Council–TfNSW commitment through a Place Delivery Group or equivalent governance mechanism to secure TOD outcomes.

NO MECHANISM TO DELIVER AFFORDABLE OR DIVERSE HOUSING:

Despite its references to Housing 2041 and NSW housing reforms, the Structure Plan does not include any practical delivery mechanisms — no inclusionary zoning, targets, incentives or sites identified for social or affordable housing.

Requested amendment: Prepare an Affordable Housing Implementation Plan with measurable targets and tools aligned to future rezoning uplift.

ENVIRONMENTAL, FLOODING AND STORMWATER ISSUES UNRESOLVED:

Much of East Maitland is sensitive to flooding, overland flow and environmental constraints. The Structure Plan defers key flood and stormwater modelling, leaving uncertainty regarding development feasibility and risk mitigation.

Requested amendment: Finalise precinct-scale flood modelling and green–blue grid strategies prior to any rezoning.

EAST MAITLAND CATALYST AREA – INFRASTRUCTURE NEEDS ANALYSIS

Again, I acknowledge the preparation of the *East Maitland Catalyst Area – Infrastructure Needs Analysis* and welcome Council's intention to better coordinate land-use and infrastructure planning. However, the document identifies substantial unresolved infrastructure risks that must be addressed before any rezoning or uplift is progressed.

The report repeatedly highlights its own limitations. For example, it notes that *"engineering judgement has been applied in the absence of detailed modelling"* and that key elements *"will require further detailed technical assessments"* prior to planning decisions. It also confirms that flooding advice relies on "MCC's 2011 Flood Data" pending updated city-wide modelling. This approach does not provide the level of certainty required for precinct-scale land-use change.

Similarly, Hunter Water infrastructure is identified as being at or near capacity, yet the report states that *"Hunter Water have not yet commenced the preparation of the Water and Wastewater Servicing Strategy,"* leaving critical upgrade triggers, costs and sequencing unknown. Transport planning remains incomplete, with the report acknowledging that *"a Traffic and Transport Strategy is yet to be prepared"* and that some

TfNSW information is "confidential," limiting transparency. Electrical servicing is also uncertain, with Ausgrid signalling *"the need for a new $20m zone substation and 30MVA transformer"* without a staging or funding pathway.

Given these acknowledged gaps, we request that Council require the following mandatory pre-rezoning studies:

1. Local flood and stormwater modelling (1% AEP + climate change).
2. Hunter Water Servicing Strategy with upgrade triggers, costs and delivery timelines.
3. Integrated Transport and Traffic Model (public transport, active transport, intersection capacity, state vs local upgrades).
4. Electrical Servicing Strategy with staged demand scenarios and cost apportionment.
5. Infrastructure Funding Report with itemised capital costs, nexus and apportionment.

Finally, these must be embedded within a clear gating framework setting out: required studies, minimum evidence thresholds, staging triggers and the responsible agency for each item. Without these safeguards, the planning framework risks locking in land-use outcomes that outpace infrastructure capacity.

EAST MAITLAND CATALYST AREA – SOCIAL INFRASTRUCTURE NEEDS ANALYSIS

Much like the other two documents on exhibition, we have identified the following matters that should be reviewed and addressed. The draft provides useful baseline material (service categories, some supply/ quantum figures and maps) but it is insufficiently integrated with NSW and regional infrastructure policy and delivery frameworks, lacks rigour in demand modelling and sequencing, omits clear funding/ delivery/ governance mechanisms, and does not adequately address resilience, equity and trigger-based monitoring. Those gaps create risks that the assessment will not support statutory planning approvals, infrastructure sequencing, or funding negotiations with State agencies.

<u>SPECIFIC SHORTCOMINGS (WITH WHY THEY MATTER) AND RECOMMENDED FIXES</u>

1. *Poor alignment to State / regional strategic priorities and targets.*

Shortcoming: the assessment does not clearly reference or align its recommendations to the State Infrastructure Strategy, the Hunter Regional Plan or the Maitland LSPS/ Community Strategic Plan (so it reads as local counts without strategic context).

415 URBAN PLANNING SOLUTIONS

Why it matters: State/regional plans set service standards, sequencing principles and funding priorities that affect approvals and grant eligibility. Without explicit alignment the document will struggle to influence infrastructure budgets or major project approvals.

Suggested Fix: add a short section that maps each recommendation to relevant strategic objectives (e.g., SIS directions on schooling, health, active transport; Hunter Plan 15-minute neighbourhood / sequencing objectives; Maitland LSPS goals). Use a 1-page alignment table.

2. *Demand modelling and population forecast assumptions are under-explained and not tied to official projections.*

Shortcoming: population/service demand figures appear in the draft but the method, sources and assumptions (e.g., dwelling yields, demographic profile changes, age cohorts and employment) are not transparent or benchmarked to NSW/ABS or Council projections.

Why it matters: infrastructure sizing (schools, aged care, health, childcare, open space) depends on cohort projections and yield phasing — non-transparent modelling weakens the case when negotiating with NSW Education, NSW Health, or grant bodies.

Suggested Fix: include a methods appendix that lists data sources (ABS, Council growth figures, Urban Development Program or Local Housing Strategy), shows cohort projections (2021, 2026, 2031, 2041), provides per-capita service ratios used and sensitivity testing (±10–20% scenarios). Reference Council/ State datasets where possible.

3. *No clear infrastructure sequencing / triggers / staging linked to development yield.*

Shortcoming: the draft lists desired facilities but does not set thresholds (triggers) for when each item should be delivered, nor a realistic sequencing plan tied to development staging, funding sources or capital contribution mechanisms.

Why it matters: councils, developers and State agencies need trigger points (e.g., "childcare centre when 500 dwellings occupied" or "primary school when 1,200 new children projected") to manage risk and plan budgets. The State Infrastructure Strategy and Hunter Plan emphasise sequenced infrastructure.

Suggested Fix: produce a sequencing matrix (facility / trigger by population or dwellings / lead provider / likely delivery window / funding mechanism). Use standard trigger ranges (short-term: 0–5 yrs, medium: 5–10 yrs, long: >10 yrs).

4. *Funding, delivery and governance options are missing or too vague*

415 URBAN PLANNING SOLUTIONS

Shortcoming: no robust appraisal of funding pathways (developer contributions, s7.11/s7.12, Voluntary Planning Agreements, State agency investment, grants, PPP, co-funding) and no recommended governance/agency lead for each service type.

Why it matters: without a delivery/funding plan, infrastructure may be delayed or unfunded. The State Infrastructure Strategy emphasises whole-of-government coordination and clear funding pathways.

Suggested Fix: add a short funding options analysis per facility: likely lead agency, typical funding mechanism, precedent examples, feasibility risk and recommended next step (e.g., commence discussions with NSW Health about shared facility funding).

5. *Insufficient treatment of state assessment and social impact requirements (and limited use of SIA guidance).*

Shortcoming: the draft does not explicitly apply NSW Social Impact Assessment guidance nor demonstrate how negative social impacts will be mitigated (amenity loss, displacement, affordability pressures).

Why it matters: major projects and rezoning that trigger State assessments require proper SIA-led analysis; not following the Planning Portal guidance risks requests for more information or conditions.

Suggested Fix: embed a short SIA scoping section: identify potential social impacts, mitigation measures, stakeholder engagement plan and metrics for monitoring. Cross-reference Planning NSW SIA guideline.

6. *Limited consideration of equity, accessibility and the 15-minute neighbourhood principles.*

Shortcoming: while open-space quantum is shown, accessibility, universal design, public transport connectivity and distribution of services to support 15-minute neighbourhoods are not analysed in depth.

Why it matters: Hunter and local plans increasingly prioritise equitable access to services within walkable catchments; funders and authorities expect analysis of walking catchments, public transport access and inclusion (elderly, people with disability, low income).

Suggested Fix: add walk/cycle/public-transport catchment maps for each major facility (400–800m pedestrian isochrones), accessibility metrics and an equity lens (which cohorts are currently underserviced).

7. *Climate resilience, flood risk and emergency planning are not prominent (despite local exposure).*

Shortcoming: the draft largely omits climate resilience, flood risk, heat-resilient open space design and emergency evacuation implications for social infrastructure. Given Maitland's flood history, this is a major gap.

Why it matters: NSW policy and regional planning require resilience-aware infrastructure planning; flood risk affects siting of schools, aged care and emergency services; ignoring it risks approvals and costly redesign.

Suggested Fix: incorporate flood maps / climate projections into siting recommendations; flag facilities that must be on flood-free land or require mitigation; include resilient design requirements and continuity-of-services planning.

8. *Engagement with service providers and First Nations / community groups is thin or undocumented.*

Shortcoming: the report mentions consultation but doesn't present evidence of substantive engagement with NSW Health, NSW Education, local NGOs, or Aboriginal stakeholders — nor does it present their commitments.

Why it matters: service providers' early buy-in influences whether they will invest/operate facilities. First Nations consultation is a statutory and best-practice expectation in NSW planning contexts.

Suggested Fix: add a consultation log (who was approached, date, outcome) and include letters of intent or summaries of provider feedback where possible. Document how consultation outcomes changed the assessment.

9. *Monitoring, KPIs and an adaptive management plan are missing.*

Shortcoming: there are no measurable KPIs, monitoring arrangements, or an adaptive management process to update infrastructure priorities as development and demographics change.

Why it matters: Councils and State agencies expect living strategies with triggers and review windows so investments are responsive and defensible.

Suggested Fix: add 4–6 KPI examples (e.g., childcare places per 100 children, GP FTEs per 1,000 pop, sqm open space per 1,000 residents), a monitoring timetable (annual), and a named governance body to manage updates.

10. *Draft formatting, evidence and referencing weaknesses reduce credibility.*

Shortcoming: the document is labelled DRAFT throughout, contains incomplete references (some links look like placeholders), and lacks a bibliography that cites ABS, Council or State datasets.

415
URBAN PLANNING SOLUTIONS

Why it matters: funding bodies and consent authorities expect clear, sourced evidence. Poor referencing invites RFI (requests for information).

Suggested Fix: finalise the report text, remove placeholder text, include a bibliography and an appendix with raw data tables and mapping layers referenced to their original sources.

CONCLUSION

Again, Council is to be commended for pursuing strategically planned precincts that seek to provide long-term and aspirational outcomes. The Structure Plan provides a useful preliminary framework but requires substantial strengthening to meet the expectations of the NSW strategic planning hierarchy. Incorporating statutory pathways, binding infrastructure sequencing, transport commitments, affordable housing mechanisms and full environmental modelling will ensure the East Maitland Catalyst Area is delivered in a coordinated, resilient and infrastructure-led manner.

Please do not hesitate to contact the author on [redacted] or by email at [redacted] should you wish to discuss anything further.

Yours sincerely

[redacted]

Response No: 2

Contribution ID: 13402
Member ID:
Date Submitted: Nov 24, 2025, 11:40 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

In other parts of the state, cities have had population increases without services, infrastructure or even appropriate housing being proportionately planned.
In Maitland we have reached overcapacity in medical and school facilities. Hunter Water projections show issues with water supply in the near future if the population increases as expected.
The medical facilities in Maitland were mentioned throughout the structure plan as a drawcard. For example, "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." However, the hospital was not designed to service the residents that even now live in the region.
Maitland Hospital is already at overcapacity and some of the issues are;
• There is insufficient parking, with cars needing to park on the nature strip or near the sports oval opposite the hospital. This leads to a congested, potentially unsafe situation.
• It has become normal to treat patients in emergency while others wait to be seen, because there are only eighteen beds in emergency. This means sick people brought in by ambulance sit in emergency if they are deemed able, because there are not enough beds.
• Often there is no bed in a ward for a patient.
Increasing the population, will put a greater strain on facilities and there is already a need for contingency plans to guarantee healthcare for residents.
Similarly the Green Hills Shopping Centre is congested. Parking at the shopping centre is also insufficient, with no possibility to expand.
We could look at Western Sydney as a cautionary of what happens when population dramatically increases without adequate facilities and planning.. High density, multi-storey complexes have not provided long term housing solutions and while impacting the areas around them, are expensive to repair or replace.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 45 - 54 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 3

Contribution ID: 13401
Member ID:
Date Submitted: Nov 24, 2025, 03:48 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text See attached

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1477

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 65 - 74 years

Q10 **Do you identify as?**

Multi Choice None of the above

EMCA Comments **24 Nov 2025**

1. This is a great initiative. Forward planning to ensure better infrastructure and at significantly lower cost compared to a reactive program if government is prepared to make that investment ahead of subsequent development.

2. Greater control of this plan needs to be moved to Maitland Council from Sydney otherwise any plan will be made ineffective by some unsympathetic developers taking advantage of residential rezoning (typically at existing residents' expense) and/or infrastructure decisions delivering half-baked solutions.

3. The East Maitland "Newcastle Rail Problem". A national highway cuts the identified EMCA area into two. Why does a national highway still split a significant residential/commercial centre?
   Additionally, as the traffic flow continues to increase through the EM area carrying traffic for growth both sides of the area, an alternative route to take through - traffic should be considered. The highway now bypasses Maitland, why not East Maitland?

   Pedestrian and cycle transit across the highway via overhead bridges is required either way. An overhead pedestrian bridge can be installed for a few people between Ashtonfield & Metford & near the Thornton turnoff from the highway, so why not overhead crossings at the more significant cross streets?

4. Establish a better residential living environment – greater focus on residents as a priority. Greater priority is required for the residents' environment in traffic decisions ie., the priority is not the vehicle and vehicle flow in residential areas. Initiatives to achieve lower through traffic flow, lower traffic noise and slower traffic speeds in the residential streets that exit the NE highway are needed, particularly as congestion is increasing and through traffic looks for short cuts.

Better living environment also means more greening of public spaces. Overhead power lines restrict tree planting and result in inappropriate lopping of mature trees. As electricity generation becomes more localised and self-contained (eg., black out provisions with batteries), tree lopping for maintaining reliability of supply is a weak argument. Energy Australia needs to have a long term strategy to retrofit underground power to the rezoned EM residential areas.

5. Greater residential density requiring better connectivity for pedestrians and cycle transport. With further uptake of electric powered cycle transport, recognition of bicycles as a valid & growing mode of transport within a more localised community for work, shopping, appointments & recreation etc., is necessary. Infrastructure & developer provisions should also include facilities for cycle parking & security at key hubs.

   Public transport – why are public transport buses so large, noisy and inappropriate for the number of people using them?
   Some cities have free appropriately sized transport running continuously on specific routes, in this case, maybe appropriate between Vic St station, EM village, Metford Hospital and Greenhills?

   With residential density increases, the land for greening becomes significantly less. Combined with hotter summers due to climate change, local environment temperatures place significant importance on more public strip tree planting. Undergrounding of power supply is also a necessary requirement to ensure this.

6. Metford Hospital – a major new hospital is built and the provision for vehicle parking is grossly inadequate even before further hospital expansion. Parking overflows to the side streets at Fieldsend. The same problem also exists for the EM private hospital. Future development needs to be more realistic in terms of vehicle parking needs but not sacrifice public open space for these needs

Victoria St station as a public transport hub requires appropriate direct links via free bus. If by bike or walking, making suitable overhead crossing of (an already extremely busy) Metford Rd to & from the hospital is necessary.

7. East Maitland's historic significance is not just the civil buildings constructed when it was to be a government centre for the region, It also has significant historic & architectural residential housing variety in those residential areas designated for higher density. Preservation of existing residential housing architectural variety and historically significant housing needs to be factored into the rezoning using the lessons of Sydney and other cities ie., it's not just an area with "older houses ripe for re-development".

   There is no valid argument in the claim that rezoning will improve housing affordability. A current observation in the EM precinct is that a house on a larger block is sold and the multiple dwellings built on that land each sell for the same or more than the original house & land price.

8. East Maitland village. Why is the EM village commercial left out of the defined area? This doesn't make sense, since a lot of the residential changes will mean access to these facilities. From personal experience (living in Victoria Street between the highway & Lawes St)), I now travel more to the village or to Maitland for essential shopping than to Greenhills due to the ease of access, the highway congestion & a lack of Greenhills parking (which must get worse with population growth).

   If the EM Discount Chemist sells, develops or closes their customer car park, then an even greater parking problem arises in the surrounding residential areas.
   Hobart and Myra streets are now always parked out, with Hobart St (off Myra) becoming one lane with traffic parked both sides on business days.

9. Residential area rezoning will have significant impact on street parking. This will be a major challenge for council to solve as evidenced by the new residential developments where garages are no longer suitable or useful for off street parking and granny flats in older residential areas may not have a provision.

   Thanks for the opportunity to make comment.

[redacted]

Response No: 4

Contribution ID: 13395
Member ID:
Date Submitted: Nov 23, 2025, 05:34 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text submission uploaded

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1473

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 75 + years

Q10 **Do you identify as?**

Multi Choice None of the above

Submission for the East Maitland Catalyst Plan from [redacted]

We would like to congratulate council for addressing to the redevelopment needs for an otherwise neglected part of East Maitland. Sensitively increasing population density where there is good existing infrastructure is necessary.

However, we feel that there are two major areas that have received insufficient consideration, namely the consideration of floodways and biodiversity corridor.

1. The requirements of future increased rainfall as has been recently experienced in places such Auckland, Lismore and Valencia will occur here in the future. This will be a consequence of humans increasing the concentration of CO_2 in the air from 280ppm to now over 426ppm.
2. The floodways, which are all the natural water courses, must be retained as green/blue grid. This applies especially to the area behind Good Guys which is designated Productivity Support in the plan. The biodiversity corridor should also include the new parkland proposed for the brickworks pit site, west of Metford Road.
3. We understand that the fruit bat camp on Murray Street is protected by both State and Federal Environmental protection laws. Grey headed flying foxes are responsible for pollinating many of our forest tree species and are vital in maintaining thriving forest ecosystems.
4. If we are going to increase the population it is imperative that we preserve our green spaces for the mental health and wellbeing of our population. One Mile, Two Mile, Three Mile and Four Mile Creeks are important to East Maitland because they drain our area and provide green space and habitat. They are not gullies and they require far better management to restore them to thriving natural ecosystems. One Mile and Two Mile Creeks need to be managed with the professional demonstrated for Four Mile Creek at Chisholm and Stoney Creek at Heritage Park, Rutherford.
5. The names of One Mile, Two Mile, Three Mile and Four Mile Creeks should be changed to reflect how they are referred to by the community. They are not referred to as gullies.

Response No: 5

Contribution ID: 13389
Member ID:
Date Submitted: Nov 22, 2025, 01:53 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

I think a pedestrian and cycle link is required from Blaxland St, over/under both the New England Hwy and Molly Morgan drive, to connect to the Green hills retail Precinct. This connection is to the largest concentration of proposed High density areas in the EMCA (in and around Bruce St) in the East maitland residential precinct. It would encorage pedestrian and cycle use allowing the bypassing of 10 lanes of traffic.

The Green Hills retail precinct is split by the 4 lane wide Mitchell drive. So a pedestrian and cycle link over/under Mitchell drive to connect the Shopping centre from the "New main street" (off Alfred close) in the Green Hills retail precinct. As this link connects to the Rous St link it would encourage Pedestrian and cycle use from the Victoria Street Residential precinct. The council should also build a public car park in Green hills precinct North of Mitchel drive, with the "car parkers" then also able to utilise this pedestrian link into the shopping centre.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 55 - 64 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 6

Contribution ID: 13372
Member ID:
Date Submitted: Nov 21, 2025, 04:42 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text Please find attached letter of support for the Draft EMCA Structure Plan from Hume Community Housing.

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1472

Q7 **What suburb do you live in?**

Select Box Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 35 - 44 years

Q10 **Do you identify as?**

Multi Choice None of the above

HUME
Community Housing

[redacted]

21 Nov 2025

To: Maitland City Council
Re: Support for East Maitland Catalyst Area Structure Plan

Dear Mayor and Councillors,

Hume Community Housing acknowledges Maitland City Council's leadership in preparing the East Maitland Catalyst Area Structure Plan. We support the vision for a connected, sustainable and inclusive community.

The objectives outlined in the Structure Plan, including the delivery of diverse housing choices, the strengthening of health and innovation precincts, and the creation of vibrant neighbourhoods, align closely with Hume's growth strategy for the Maitland Local Government Area and the Hunter region. We share Council's commitment to enabling housing that meets the needs of a growing and changing population, including key workers, seniors and households seeking affordable options.

Hume looks forward to working collaboratively with Council, Homes NSW and other stakeholders to achieve the following outcomes:

- Support precinct planning that integrates social and affordable housing within mixed-use and residential areas.
- Contribute to renewal initiatives that diversify housing stock and improve accessibility near employment and transport hubs.
- Partner on community infrastructure projects that foster liveability and social inclusion.

We commend the emphasis on housing diversity and affordability within the Structure Plan. This provides an opportunity to deliver outcomes that reflect both Council's objectives and Hume's mission to provide safe, secure and sustainable homes.

We welcome ongoing engagement in the subsequent planning processes to ensure the East Maitland Catalyst Area achieves its vision and delivers long-term benefits for the Maitland community.

Yours sincerely,

[redacted]

ACKNOWLEDGEMENT OF COUNTRY

Hume Community Housing acknowledges Aboriginal and Torres Strait Islander people as the Traditional Custodians of this land including Dharawal, Cabrogal, Wonnarua, Worimi and Awabakal peoples and the Dharug Nation whose lands Hume operates within. We pay our deep respect to the Elders, past and present, and acknowledge their continuing connection and contribution to the lands and waters.

ABN 66 647 041 988

Response No: 7

Contribution ID: 13371
Member ID:
Date Submitted: Nov 21, 2025, 03:33 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text See attached

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1471

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 45 - 54 years

Q10 **Do you identify as?**

Multi Choice None of the above

Draft EMCA Structure Plan Formal Submission

Maitland City Council

Attn: General Manager

I am a resident of East Maitland and live in the Victoria Street residential zone. I have a 6 year old son who attends East Maitland Public School and enjoy the convenience of walking & cycling to school, parks and shops on a regular basis.

Overall, I am broadly supportive of the aim to increase density within the East Maitland Catalyst Zone as I recognise the close proximity to services and infrastructure. As a society we should be building up rather out when it comes to new homes.

My concerns relate to the how the densification of the area takes place and ensuring that the developments are appropriate for the area, maintaining the character and protecting the environment. It is also vital that infrastructure is built alongside the developments, not afterwards when the area is congested with the increased population and traffic.

Key concerns:

1. Connected pathways and cycleways

The plan envisages increased active transport as a means of getting around the neighbourhood. This would be a great outcome but would require significant uplift of the current paths. I walk my son to school along Lawes Street to EMPS and have to negotiate many intersections, a particular dangerous crossing is at King Street and Lawes street in the morning peak. The paths are good but crossing the many roads make it unsafe for children.

The New England Hwy divides the two sides of the EMCA and is a barrier to walking and cycling across the zone. With families and schools spread across East Maitland, everyone drives to cross the highway for safety and convenience. What is needed is a pedestrian overpass or better still an underpass to allow people to walk and cycle to places across the ECMA rather than driving. It would also enable school kids to travel actively to school and other activities rather than having to be picked up and dropped off all the time. This would also take cars off the road and reduce the local traffic congestion.

East Maitland summers are hot and the paths need to have sufficient shade to keep cool when walking outside. We need to have more street trees that provide a canopy to shade pathways. Planting trees is not expensive and council should accelerate tree planting along footpaths for future enjoyment.

2. Types of allowed development

My neighbourhood has been classified as high density and I am not opposed to that if it is done in such a way to not destroy the amenity of existing homes and character of the neighbourhood.

Building up is good if by doing portions of land are left as greenspace for the communal enjoyment, akin to a shared back yard. This gives future residents outdoor space to enjoy, opportunity to dry washing outside, have a garden, preserve large trees & natural ground for local cooling / water absorption.

The social infrastructure assessment details the 'greener spaces design guide' that promotes public open space in lieu of private open space, but I disagree as small parcels of usable greenspace should be part of the development block for the reasons cited above.

Consideration should also be given to shadowing adjacent properties and impact on solar access. If existing houses are impacted, there should be a requirement for the new development to host the solar infrastructure and provide electricity to surrounding house(s).

For future electricity needs of the area, consideration should also be given to hosting community batteries to help make the EMCA sustainable and reduce our overall carbon emissions. This would support Direction # 'Design and deliver sustainable and efficient communities'

3. Traffic congestion and public transport

Limited information is given on the impact to local roads and intersections. With so many schools in East Maitland, together with the busy New England highway, the roads are already congested during school zone times and heavy AM / PM peaks for workday commuters.

A few key projects have been identified but many others could be added to this list. A pedestrian overpass / underpass (ideally) of the New England Hwy in East Maitland should be high on the infrastructure list.

The main aim should be to give the East Maitland population alternative modes of transport to the car. Create connected pathways and cycleways where we don't have to navigate busy intersections. Thinking of this as a secondary road network rather than a sideline to roads.

The railway is a great mode of public transport but is of limited use to the bulk of the Maitland population. Most people still choose to drive their car for convenience. Bus services regularly cited in the area have very few passengers (outside of school services). Any efforts to better connect communities to the rail line (direct frequent bus services, parking, secure bicycle storage) would be help make better use of the train service.

Other comments;

- Pleased to see recommendation for a new primary school, as EMPS is at capacity and is land locked by private houses and the neighbouring Catholic school.
- The area has been slowly losing its canopy on private land and we should work to preserve the existing mature trees that still exist, as trees take a long time to get this size. Council could work with landholders to help maintain big trees to keep the houses safe and reward landholders that maintain large trees in the interest of amenity and supporting nature.

Thank you for planning for the future and providing opportunity for community feedback. I recognise our local area has a lot of potential. My hope is that it will be done in such a way to maintain the character of the area and protect the environment for everyone to live well in a warming climate.

Regards,

[redacted]

Response No: 8

Contribution ID: 13370
Member ID:
Date Submitted: Nov 21, 2025, 02:23 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Lawes St already has difficulties with traffic flow and congestion.
I'm seeking to understand how the Council plans to manage the extra traffic that high density will bring.
We were told by Council when the second
bridge opened that traffic from Largs etc would be funnelled onto Melbourne St to the New England Highway.
This did not happen and Lawes St is used as a "rat run" for traffic to enter the Highway at Greenhills.
So hoping this time traffic management plan will be carried through.

My other concern is drainage, sewage and run off.
I've noticed as the area continues to develop the drainage and sewage system often is unable to cope.
Lawes St has suffered several sewage pipe breaks in recent years.
I'm curious what the Council plans are to update sewage and drainage infastructure to cope with the high density housing.
Kind Regards
[redacted]
I'm curious if a sewage , drainage update

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 55 - 64 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 9

Contribution ID: 13353
Member ID:
Date Submitted: Nov 20, 2025, 06:24 AM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text I think it's important to be keep open spaces, nature reserves etc and not just utilise the land because it's vacant. More infrastructure should be in place PRIOR to developments etc.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 45 - 54 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 10

Contribution ID: 13347
Member ID:
Date Submitted: Nov 19, 2025, 01:46 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text Please see attached document

Q6 **Upload your submission or supporting documentation.**

File Upload https://engage.maitland.nsw.gov.au/download_file/1470

Q7 **What suburb do you live in?**

Select Box I don't live in Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 25 - 34 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Ref: D25/3313893
19 November 2025

Attention: Adam Kennedy
Senior Strategic Land Use Planner
Maitland City Council
PO Box 220
Maitland, NSW 2320

Via Submission Portal

Re: Draft East Maitland Catalyst Area (EMCA) Structure Plan

Dear Adam,

Homes NSW appreciates the opportunity to review and provide feedback on the draft East Maitland Catalyst Area (EMCA) Structure Plan.

It is noted that Maitland City Council has prepared the Structure Plan to guide development within the East Maitland Catalyst Area to better respond to future anticipated demographic and economic changes.

Homes NSW has reviewed the proposed changes affecting our properties within the catalyst area, and provide the following comments on the proposed zoning changes, for your consideration:

a) R1 General Residential to Low, Medium and High Density zoning

Existing zoning maps indicate R1 General Residential zoning for all identified Homes NSW lots with no specified floor space ratio or building height provisions for the relevant zone.

The proposed Structure Plan introduces low, medium and high density zoning within the Catalyst Area. Approximately 171 Homes NSW lots are rezoned from R1 General Residential to medium and high density, and approximately 67 Homes NSW lots are rezoned from R1 General Residential to low density.

Homes NSW requests that Residential Flat Building permissibility be retained under the proposed zoning changes to maintain or increase the development potential of all Homes NSW properties.

b) R1 General Residential to E1 Local Centre

Homes NSW acknowledges the proposed local centre extension and draws your attention to its impact on 8 x Homes NSW lots namely:

- 46 Schanck Dr Metford
- 48 Schanck Dr Metford
- 19 Cassia Way Metford
- 21 Cassia Way Metford

Homes NSW brings together the housing and homelessness functions of the Department of Communities and Justice (DCJ), the NSW Land and Housing Corporation (LAHC), Aboriginal Housing Office (AHO) and key worker housing functions from across government under one roof. A division within DCJ, Homes NSW leads work to provide safe and secure homes through social and affordable housing while delivering supports and services that minimise experiences of homelessness being repeated.

- 105 Chelmsford Dr Metford
- 107 Chelmsford Dr Metford
- 109 Chelmsford Dr Metford
- 111 Chelmsford Dr Metford

Homes NSW requests Council consider maintaining Residential Flat Building permissibility within the proposed E1 zone for relevant authorities or rezone the land to R4 High Density Residential and not restrict permissibility to shop top housing.

A Residential Flat Building typology is currently permissible and better aligns with Homes NSW's purpose of providing residential development for public use and assists in avoiding capital and ongoing operational expenditures associated with shop top housing.

Homes NSW looks forward to continuing to work with Council to ensure that the proposed changes are effective in achieving Homes NSW and Council's mutual goals of maximising the opportunities for social and affordable housing provision.

Should you have any questions please contact [redacted]

Sincerely,

[redacted]

Response No: 11

Contribution ID: 13294
Member ID:
Date Submitted: Nov 16, 2025, 03:28 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

I cannot see any issues with some higher density areas. However, having lived on Brisbane street for about 14 years now, I have observed the issues with traffic. As Brisbane street is utilised as a secondary main road, an alternative to the highway, it has childcare and aged housing facilities with a significant number of elderly residents, and due to the issues regarding constant speeding and crashes, there should be some form of traffic mitigation or slowing measures. At times, it has been extremely difficult to enter or exit my property. This increased when Stockland Greenhills expanded. I have observed drivers verbally abusing elderly people crossing the road. There are no crossings near the aged housing area. I am not the only tax paying resident who has issues with the road as it currently functions. The residents submitted a petition some time ago but this was palmed off as a policing issue not a council issue. Considering that the council are the ones planning higher density population and therefore car use in this area, I see this as a council concern, and any shift in density should be completed with thoughful consideration of the flow on effects on highly used roads. I believe relatively small, low cost mitigation could be achieved in a successful way. It is clear that this is a must when compared to other areas (Gilleiston Heights, Heddon Greta) where accidents have significantly increased since there has been an increase in housing and population. If you're concerned that slowing the flow of traffic on Brisbane street will negatively impact overall traffic flow through East Maitland, then this is clearly a highway problem and that is where updates are required.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 45 - 54 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 12

Contribution ID: 13293
Member ID:
Date Submitted: Nov 16, 2025, 02:27 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Hi,
My partner [redacted] and I have recently moved into East Maitland (Brisbane Street) and have been enjoying what this LGA has to offer! With the catalyst area plan in draft, we thought it would be best to jump on a few things relating to our Victoria Street precinct.

1. Parking around key areas such as Greenhills Shopping Centre and Maitland Private Hospital can be tricky during busy times, and will only become worse with the increase in higher density residential dwellings. For example, adding underground carparks or parking towers in discrete locations.

2. Green spaces, footpaths and pedestrian crossing all contribute to a safe and comfortable environment, which we feel should be utilised more in this urbanisation. Where there are current green spaces
(such as Greenhills gardens), we would much prefer these are maintained with benches, paths and flowering native trees to encourage bird and insect life.

3. My job requires me to commute into Watt Street in Newcastle. Currently, I get on my bicycle and cycle down Victoria Street to the station, however there is no safe way to cross the highway, unless you go to the set of lights at high street. Once on the train, the services are often overcrowded and with no area for a bicycle! I feel this is a large oversight. Secondary transport is the key for uptake of public transport and this is a big miss (especially from TfNSW who I understand are in control of this).

4. Brisbane Street itself is quite a busy road (particularly at house 84 where we are) and with the likely chance to R3 this will only add to this. Majority of cars treat this street as a through road which adds congestion to areas with increased pedestrians. Can a more direct road be implemented to get cars off the suburban roads and moved onto the highway?

Looking forward to your responses and happy to discuss more.

Cheers,
[redacted]

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 15 - 24 years

Q10	**Do you identify as?**
Multi Choice	None of the above

Response No: 13

Contribution ID: 13283
Member ID:
Date Submitted: Nov 14, 2025, 01:40 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text E/M can only develop down the East corridor H/W to Newcastle and the South corridor to the Hunter Expressway. All other directions are floodways or been developed ! There should be no high rise developments over 4 stories as these have proven disastrous overseas (crime and drug enclaves) . The Bolwarra bypass into Melbourne Street is a disaster ! A new road connecting the old gaol roundabout is needed , directing traffic down Raymond Terrace Road , linking with a new bypass to the East of Thornton (around the edge of the Swamps) and joining the new expressway via the Tarro interchange is needed ! Maximum use of public transport is required in new and old suburbs (preferably light rail or new technology) . Sporting ovals and green spaces are required in new suburbs. Chisholm & Thornton retail areas should be further developed for developments on the East side . The South side development can use Greenhills retail area. New developments should have underground utilities and Council should have a plan to change utilities to underground in old suburbs, where finances allow (due to climate change) . A new Maitland bypass needs to investigated and planed as the Hunter Expressway doesn't help Maitland/East Maitland traffic congestion !

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Morpeth

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 75 + years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 14

Contribution ID: 13256
Member ID:
Date Submitted: Nov 09, 2025, 04:37 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Comments on the East Maitland Catalyst Area Structural Plan 2025

I have had a cursory look over the East Maitland Catalyst Area Structural Plan 2025 (Plan). Please find my comments below:

The Plan with its fifteen objectives provides a good "broad brush" overview of what would constitute good planning and development of the subject area. At first glance it appears to lack detail in some areas, but I assume that is intentional as it is the first stage of planning for the future of the area.

Objective 1: Boost East Maitland's emerging health innovation precinct
Critical to the boosting of this health precedent is the provision of adequate parking. This applies particularly to Maitland Privat Hospital. The word "parking" needs to be included in zoning descriptions of areas around medical facilities. For example Area 4 on Fig 54.

Objective 6: Establish appropriate housing density in strategic locations
Some more details or examples of what constitutes medium and high-density housing would be much more informative and would reduce public alarm.

Objective 8: Grow supply of affordable and accessible housing options
I note in the plan (Area 7 on Fig 56) there is a proposal to look at above shop housing at the Greenhills Centre. Some of the land covered by this proposal is flood prone and a biodiversity corridor.

Objective 11: Strengthen the health of our natural environments
To balance increased housing density, environmental preservation and enhancement is essential. Ther is however limited scope for this within the Plan area. Just outside the Plan footprint there is a 50 Ha area of Crown Land immediately to the east of the Easts Leasure and Golf Club (Figs 24 & 25) where the Earth Care Park (ECP) is located. This ECP area is included in the Environmental zone in Fig 24 and Environmental Management in Fi g 25. Immediately south of the ECP the land is classified Environmental Conservation (Fig 25). This landforms part of a Biodiversity Corridor. Given the high value status of the flora and fauna within the ECP, this area should also be included in the Environmental Conservation area and permanent preservation. There is also a small parcel of high value conservation land to the north of the Golf Club and to the east of Tenambit Oval which should also be earmarked for Environmental Conservation.

Objective 13: Improve public transport access, capacity and connectivity to boost community uptake
Under this objective a very high priority must be given to access to Metford Station form Raymond Terrace Road and the associated provision of parking to the North of the station. The substantial area of urban development in the suburb of Chisholm is effectively cut off from rail transport. Residents from Chisholm inform me that by the time they drive to Thornton or Victoria Street stations they usually just drive to where they were going.

Under proposed transport infrastructure upgrades T2 on Pg 124 mentions trains not stopping at Metford. I have never been on a train that didn't stop at Metford and a cursory look at a timetable confirms this. However, hardly any trains stop at East Maitland station, which is just outside the Plan area. This station is close to two large hotels many restaurants and other businesses plus a major high school.

Objective 14: Support efficient vehicular movement throughout the East Maitland Catalyst Are
Don't just focus on motor vehicles as has been to case with planning throughout Australia for decades.

Objective 15: Deliver an improved pedestrian and cyclist environment to enhance active movement
Delivering this objective is critical to the success of a plan to increase residential housing density in the long term.

The use of bicycles and particularly e-bikes and scooters will grow exponentially in the next few years. These transport devices have the potential to greatly enhance the amenity of an area where housing density will increase, and use of public transport is to be encouraged. They provide so many positives. They:
• are good for the environment,
• reduce traffic and associated pollution,
• reduce parking requirements,
• improve health in a time when people are becoming very sedentary
• easy to store in high density housing
• affordable particularly for young people and low-income earners.

Unfortunately, the whole debate around e-bikes is being driven by people who have never used one. With bikes and scooters there are safety issues for riders when using roads designed for motor vehicles and danger for pedestrian when riders use foot paths. Clearly in order to accommodate this fast-growing transport trend there is an urgent need for separated bike lanes or wide paths that bikes and pedestrians can share. If this involves sacrificing some motor vehicle road space, so be it. Go to almost any city in Europe and have a look.

In order to embrace the future and optimise the use of e-bikes and scooters under T6 Pg124 there is a need include a high-level and urgent strategy of planning for and constructing interconnected safe cycle paths radiating out from the various transport hubs, development enablers and education centres both within and outside to Plan area.

It is noted that there has been some progress in this area around the new Maitland Hospital which is connected to Victoria St Station and Greenhills shopping centre by wide cycleway/pedestrian paths.

Q6 **Upload your submission or supporting documentation.**

File Upload [redacted]

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 65 - 74 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 15

Contribution ID: 13231
Member ID:
Date Submitted: Nov 08, 2025, 04:56 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Though I don't live in the Maitland area, I live right on the border and move in and out of the maitland LGA on a daily basis.

My main thoughts on the plan are the importance of a focus on the non-car transportation networks and how that can influence better land usage and social environments.
As this plan is for the next 20 it will coincide with upgrades to the hunter railway line and even the electrification of the line, allowing it to be used as the primary means of transport for residents in the area if the right kind of densification is provided, fixing the horrifically low transport share percentage in the area. Using the high growth projections provided in the plan should be the goal and infrastructure should be delivered to try and keep up with that plan.

Though drastic my final piece of feedback is that consideration should be given to reserving area around Victoria station to allow for the development of a tram/light rail line using the approximate route used by the 1909 maitland tramway through the center of east Maitland and Maitland, which if built would provide an important transport link through both halves of Maitland for the new developments with less of a dependency on cars, as well as an unprecedented catalyst for renewal and redevelopment around high street in maitland.
This could be as simple as retaining all or most of victoria street stations southern car park as land banking.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box I don't live in Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 25 - 34 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 16

Contribution ID: 13195
Member ID:
Date Submitted: Nov 03, 2025, 03:52 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text The area should be the home of a new state of the art University.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Ashtonfield

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 35 - 44 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 17

Contribution ID: 13186
Member ID:
Date Submitted: Oct 30, 2025, 06:46 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text Setting aside land for public schools. As current local schools are over capacity.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Metford

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 35 - 44 years

Q10 **Do you identify as?**

Multi Choice A person with a disability

Response No: 18

Contribution ID: 13173
Member ID:
Date Submitted: Oct 29, 2025, 03:53 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

all of aep flood heights are out dated as for all development being done since then as i live in gillieston heights - maitland - louth park area farming lands and bad calculations there and i am flooded on only 210mm of rain not even a storm event because you can not look to where water has to run and who else has to pay the price of development . this is other people lively hood you are flooding with out making sure water is removed under control water way to the river , as we was only flooded 1972-2015-2022 and 2025 big gap between 72 and 15 and only thing change was housing and getting bigger and infrastructure to creek not fixed as we have wait to river goes down before flood gates open , with design of creek at flood gates does not help and under train line creates a whirl pool and loses momentum to gates

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Maitland

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 65 - 74 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 19

Contribution ID: 13171
Member ID:
Date Submitted: Oct 29, 2025, 02:00 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Progress is a good thing. The population around East Maitland (particularly) will grow with the 20 Year Plan outlined. The things that I have seen over my lifetime, when it comes to population density increase, are as follows:
- increase in vehicles, meaning parking needs to be taken into account around the residential areas (which always seem to have narrower streets and narrower block widths). Also, places like the Greenhills shopping precinct needs to be expanded. Parking can already be a "nightmare" there on occasions.
- traffic increases on the road will add to the already busy spots (eg: roundabout near Bunnings, main thoroughfares through Lorn, parts of Thornton industrial area, etc). I hope this can somehow be modelled to see the extra congestion and its impact. Long term, I'd love to see over-passes on the west-bound side of the roundabout near Maitland Park and both east and west-bound traffic directions for the roundabout near Bunnings.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Lorn

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 55 - 64 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 20

Contribution ID: 13170
Member ID:
Date Submitted: Oct 29, 2025, 01:32 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Raymond Terrace road from Thornton to East Maitland, proves itself inadequate for use each working day between 8:30 and 9:30 am also From 3:00 to 6:00 pm.
The two roundabouts are inadequate to
9cope with traffic volume.
The 2025 floods were also a wake up call, ALL traffic was funnelled through Thornton, a complete disaster.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Chisholm

Q8 **What is your gender?**

Multi Choice Male

Q9 **What is your age group?**

Multi Choice 65 - 74 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 21

Contribution ID: 13168
Member ID:
Date Submitted: Oct 29, 2025, 12:48 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Transport issues
- I have concerns about the flow-on traffic impacts of increased housing density in the Catalyst Area on congestion along Melbourne Street under the rail bridge that banks up onto Cumberland Street and Lindesay Street. There is a need for more frequent train and bus services to make it more appealing for people to travel by public transport instead of private vehicles, both within and outside of the Catalyst Area.
- Increased train services to/from Newcastle, better air conditioning on trains, and increased bus services to/from local employment centres (like Green Hills and the hospitals) as well as TAFE NSW would help make public transport more appealing for residents

Retaining local character and amenity
- East Maitland has many beautiful old homes and the overall character and amenity of the area should be retained. Council should limit the height and scale of new buildings (to just a few storeys) and ensure that designs and building materials match the local character, including providing ample setbacks from the street and other properties to avoid overshadowing and to maintain large front yards and street appeal
- There is also a need for more street trees and landscaped reserves, and limiting dark roofs on new buildings across the Catalyst Area to address urban heat

Other considerations
- Could Council explore increasing density further south of the Catalyst Area along Ferraby Drive towards TAFE NSW to increase activity in the area and help improve feelings of safety especially when walking alone or after dark

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 35 - 44 years

Q10 **Do you identify as?**

Multi Choice Prefer not to say

Response No: 22

Contribution ID: 13165
Member ID:
Date Submitted: Oct 29, 2025, 09:58 AM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

Submission to Council Regarding EMCA Planning Proposal
Dear MCC
I appreciate the opportunity to provide feedback on the proposed planning for the East Maitland Centre Area (EMCA). The initiative presents a promising vision for the future of the area, and I commend the effort to enhance livability and connectivity. However, I would like to raise several points for consideration to ensure the proposal meets the needs of current and future residents.

1. Map Clarity and Accessibility
The current map lacks clarity in its markings and descriptions. For example, the term “link” is ambiguous—does it refer to a road, a shared pedestrian walkway, or another form of connection? Clearer legends and visual distinctions would greatly improve public understanding and engagement with the proposal.

2. Green and Play Spaces
If the goal is to increase population density within the EMCA, it is essential to also increase green spaces. The current proposal does not appear to show a significant expansion in this area. I recommend:

- Adding new green spaces and enhancing existing ones.
- Upgrading play spaces to be inclusive and accessible.
- Ensuring accessible footpaths on all streets, particularly those connecting major hubs, to support a truly walkable suburb.

3. Public Transport and Connectivity
Given the limitations of existing public transport, I propose the introduction of a regular shuttle service (every 15 minutes) that connects key locations:

- Train stations
- Both hospitals
- Employment and shopping precincts

This would reduce car dependency, alleviate parking pressures, and improve safety and infrastructure longevity.

4. Traffic and Road Safety
The intersections of Newcastle Street with Brunswick Street and Victoria Street require attention. I suggest:

- Removing the option to turn right from Newcastle Street into smaller roads. Instead pushing traffic to existing signalised intersections.
- Upgrading those intersections to improve turning lane length and pedestrian and vehicle safety.

5. Heritage Protection
Brunswick and Victoria Streets feature lovely historical architecture. These properties, due to their larger lot sizes, may be targeted for redevelopment. As the area currently lacks inclusion in a heritage conservation area, I urge the council to consider:

- Implementing planning controls or overlays to protect the significant homes.
- Engaging with the community to identify and preserve culturally significant properties.

Thank you for considering this submission. I welcome further discussion and would be happy to contribute to future community consultations.
Kind regards,

[redacted]

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box East Maitland

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 35 - 44 years

Q10 **Do you identify as?**

Multi Choice None of the above

Response No: 23

Contribution ID: 13148
Member ID:
Date Submitted: Oct 28, 2025, 05:11 PM

Q1 **First Name**

Short Text [redacted]

Q2 **Last Name**

Short Text [redacted]

Q3 **Email**

Email [redacted]

Q4 **Contact number**

Telephone [redacted]

Q5 **Write your feedback here or upload a submission with your written feedback below.**

Long Text

While I appreciate there is an acknowledgement of the amount of traffic that uses Metford Road, I don't see any plans to widen this road, nor any mention of widening Raymond Terrace Road that feeds traffic into Metford Road. Widening of both roads is vital to support the growing populations of Thornton and Chisholm, the traffic that comes from the Raymond Terrace area and the traffic that the planned Metford Road precinct will inevitably produce. At present, Metford Road is bumper to bumper in the mornings and from about 2.30 each afternoon. This traffic will only be exacerbated with the expansion of the hospital, the building of additional medical and allied services, the construction of the Metford Road precinct and the conversion of the old quarry into a recreation area, therefore needing a widening of both roads.

Q6 **Upload your submission or supporting documentation.**

File Upload

Q7 **What suburb do you live in?**

Select Box Chisholm

Q8 **What is your gender?**

Multi Choice Female

Q9 **What is your age group?**

Multi Choice 65 - 74 years

Q10 **Do you identify as?**

Multi Choice None of the above

Outlook

Draft EMCA Structure Plan public exhibition Form Submission

From Maitland Your Say <yoursay@maitland.nsw.gov.au>
Date Sun 16/11/2025 3:29 PM
To Maitland City Council <info@maitland.nsw.gov.au>

maitland CITY COUNCIL

Draft EMCA Structure Plan public exhibition Form Submission

There has been a submission of the form Draft EMCA Structure Plan public exhibition through your Maitland City Council website.



Write your feedback here or upload a submission with your written feedback below.

I cannot see any issues with some higher density areas. However, having lived on Brisbane street for about 14 years now, I have observed the issues with traffic. As Brisbane street is utilised as a secondary main road, an alternative to the highway, it has childcare and aged housing facilities with a significant

number of elderly residents, and due to the issues regarding constant speeding and crashes, there should be some form of traffic mitigation or slowing measures. At times, it has been extremely difficult to enter or exit my property. This increased when Stockland Greenhills expanded. I have observed drivers verbally abusing elderly people crossing the road. There are no crossings near the aged housing area. I am not the only tax paying resident who has issues with the road as it currently functions. The residents submitted a petition some time ago but this was palmed off as a policing issue not a council issue. Considering that the council are the ones planning higher density population and therefore car use in this area, I see this as a council concern, and any shift in density should be completed with thoughful consideration of the flow on effects on highly used roads. I believe relatively small, low cost mitigation could be achieved in a successful way. It is clear that this is a must when compared to other areas (Gilleiston Heights, Heddon Greta) where accidents have significantly increased since there has been an increase in housing and population. If you're concerned that slowing the flow of traffic on Brisbane street will negatively impact overall traffic flow through East Maitland, then this is clearly a highway problem and that is where updates are required.

What suburb do you live in?
East Maitland

What is your gender?
Female

What is your age group?
45 - 54 years

Do you identify as?
None of the above

[redacted]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Maitland City Council.

Outlook

Draft EMCA Structure Plan public exhibition Form Submission

From Your Say <Your.Say@maitland.nsw.gov.au>
Date Fri 14/11/2025 1:41 PM
To Maitland City Council <info@maitland.nsw.gov.au>

maitland CITY COUNCIL

Draft EMCA Structure Plan public exhibition Form Submission

There has been a submission of the form Draft EMCA Structure Plan public exhibition through your Maitland City Council website.

[redacted]

Write your feedback here or upload a submission with your written feedback below.

E/M can only develop down the East corridor H/W to Newcastle and the South corridor to the Hunter Expressway. All other directions are floodways or been developed ! There should be no high rise developments over 4 stories as these have proven disastrous overseas (crime and drug enclaves) . The Bolwarra bypass into Melbourne Street is a disaster ! A new road connecting the old gaol

roundabout is needed , directing traffic down Raymond Terrace Road , linking with a new bypass to the East of Thornton (around the edge of the Swamps) and joining the new expressway via the Tarro interchange is needed ! Maximum use of public transport is required in new and old suburbs (preferably light rail or new technology) . Sporting ovals and green spaces are required in new suburbs. Chisholm & Thornton retail areas should be further developed for developments on the East side . The South side development can use Greenhills retail area. New developments should have underground utilities and Council should have a plan to change utilities to underground in old suburbs, where finances allow (due to climate change) . A new Maitland bypass needs to investigated and planed as the Hunter Expressway doesn't help Maitland/East Maitland traffic congestion !

What suburb do you live in?
Morpeth

What is your gender?
Male

What is your age group?
75 + years

Do you identify as?
None of the above

[redacted]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Maitland City Council.

Outlook

Draft EMCA Structure Plan public exhibition Form Submission

From Maitland Your Say <yoursay@maitland.nsw.gov.au>
Date Sun 16/11/2025 2:28 PM
To Maitland City Council <info@maitland.nsw.gov.au>

maitland CITY COUNCIL

Draft EMCA Structure Plan public exhibition Form Submission

There has been a submission of the form Draft EMCA Structure Plan public exhibition through your Maitland City Council website.

[redacted]

Write your feedback here or upload a submission with your written feedback below.

Hi,

My partner [redacted] and I have recently moved into East Maitland (Brisbane Street) and have been enjoying what this LGA has to offer! With the catalyst area plan in draft, we thought it would be best to jump on a few things relating

to our Victoria Street precinct.

1. Parking around key areas such as Greenhills Shopping Centre and Maitland Private Hospital can be tricky during busy times, and will only become worse with the increase in higher density residential dwellings. For example, adding underground carparks or parking towers in discrete locations.

2. Green spaces, footpaths and pedestrian crossing all contribute to a safe and comfortable environment, which we feel should be utilised more in this urbanisation. Where there are current green spaces
(such as Greenhills gardens), we would much prefer these are maintained with benches, paths and flowering native trees to encourage bird and insect life.

3. My job requires me to commute into Watt Street in Newcastle. Currently, I get on my bicycle and cycle down Victoria Street to the station, however there is no safe way to cross the highway, unless you go to the set of lights at high street. Once on the train, the services are often overcrowded and with no area for a bicycle! I feel this is a large oversight. Secondary transport is the key for uptake of public transport and this is a big miss (especially from TfNSW who I understand are in control of this).

4. Brisbane Street itself is quite a busy road (particularly at house 84 where we are) and with the likely chance to R3 this will only add to this. Majority of cars treat this street as a through road which adds congestion to areas with increased pedestrians. Can a more direct road be implemented to get cars off the suburban roads and moved onto the highway?

Looking forward to your responses and happy to discuss more.

[redacted]

What suburb do you live in?
East Maitland

What is your gender?
Male

What is your age group?
15 - 24 years

Do you identify as?

None of the above

[redacted]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Maitland City Council.

The General Manager
Maitland City Council
PO Box 220
Maitland NSW 2320
Via: ask@maitland.nsw.gov.au
Attachment: Political Disclosures Form

Date 21 November 2025

Submission to the East Maitland Catalyst Area Structure Plan

PM Anderson Consulting represents the owners of **266 Raymond Terrace Road, East Maitland** which is identified as being land within the East Maitland Catalyst Area Structure Plan (EMCA).

PM Anderson Consulting welcomes the opportunity to make a submission on the EMCA and the supporting Social and Infrastructure Needs Analysis which has been placed on public exhibition until 24 November 2025.

The Site

The site we represent is 266 Raymond Terrace Road, East Maitland. The site is located on the northern side of Metford Railway Station and south of Raymond Terrace Road. Existing on the house is a dwelling house, ancillary buildings, horse stables and arena. Access to the site is from Raymond Terrace Road (See Figure 1).

The site is currently zoned RU 2 Rural Landscape under the Maitland Local Environmental Plan 2011 (See Figure 2). The site is identified as Bushfire Prone Lane (Figure 3) and is mapped flood prone land (Figure 4).

Adjoining the site to the south-west is Metford Station. The station only serves the residential community south of the railway line as access across the railway line has not been provided or is possible without coordination with landowners and TfNSW. As the existing local centre for Metford is located along Chelmsford Drive, the opportunity for a local centre at Metford Station would require the redevelopment of Metford Sporting Fields, large scale infill development replacing existing residential housing or an infill town centre located on land to the north of the station at 266 Raymond Terrace Road.

[redacted]



Figure 1: The Site
Source: Google Images

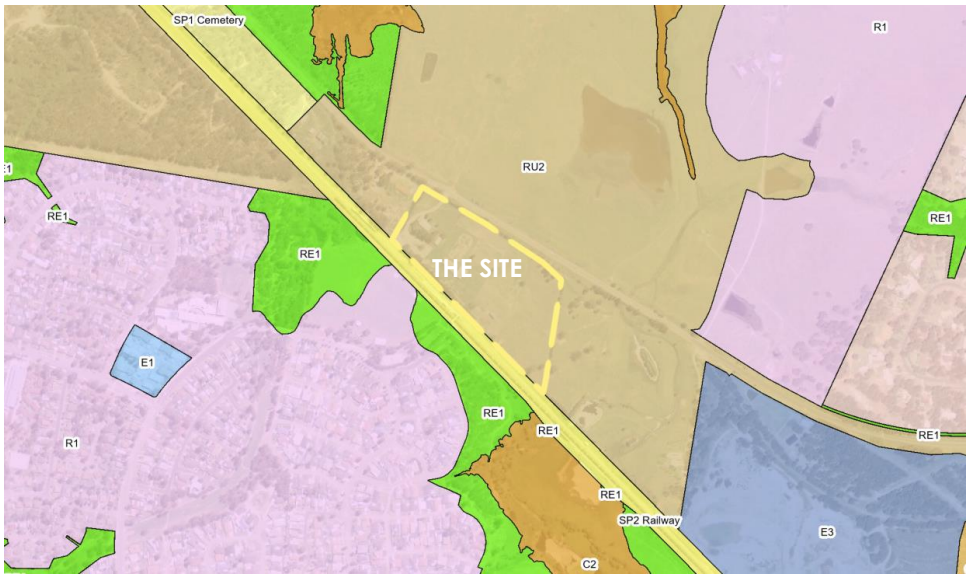


Figure 2: Land Use Zone under the Maitland Local Environmental Plan 2011
Source: NSW Spatial Viewer



Figure 3: Bushfire Prone Land Map
Source: NSW Spatial Viewer

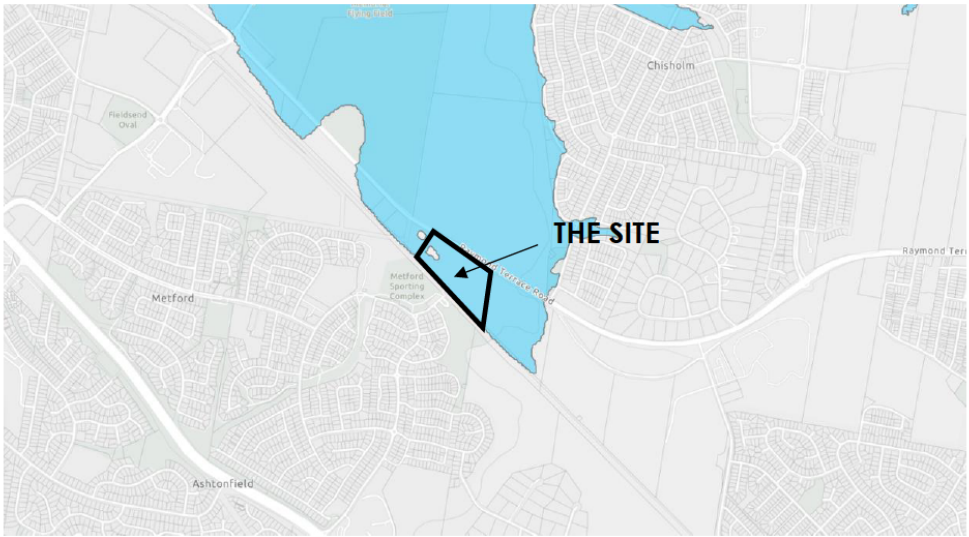


Figure 4: Flood Mapping
Source: Maitland Council

The EMCA Structure Plan

The East Maitland Catalyst Area (EMCA) was established under the Greater Newcastle Metropolitan Plan 2018 and further acknowledged under the Hunter Regional Plan 2041.

The purpose of the EMCA Structure Plan is to provide a strategic framework for housing and employment growth supported by infrastructure and public and private investments. The EMCA extends from Victoria Station in the west through to Metford Station and south-west to Greenhills shopping precinct and Ashtonfield. The EMCA contains large areas of residential neighbourhoods and key services and amenities including Maitland Hospital, Victoria Street Station, **Metford Station**, Greenhills Shopping Centre, Metford Public School and Maitland Private Hospital.

The draft Structure Plan estimates that the EMCA has the potential to deliver approximately 3,000 new homes and accommodate around 6,500 people by 2045. The vision for the draft EMCA Structure Plan is for the area to prosper as an inclusive, liveable, and sustainable community where residential and economic growth is balanced with strong environmental outcomes. This vision is supported by a series of key themes and objectives addressing social, economic, and environmental matters.

Key Objectives of the EMCA include:

- Boost East Maitland's emerging health precinct
- Bolster local centres to support neighbourhood amenity
- Ensure sufficient housing supply for projected population growth
- Establish appropriate housing density in strategic locations
- Improve public transport access, capacity and connectivity to boost community uptake
- Support efficient vehicular movement throughout the east Maitland Catalyst Area
- Deliver an improved pedestrian and cyclist environment to enhance active movement.

The EMCA structure plan is shown in Figure 5.

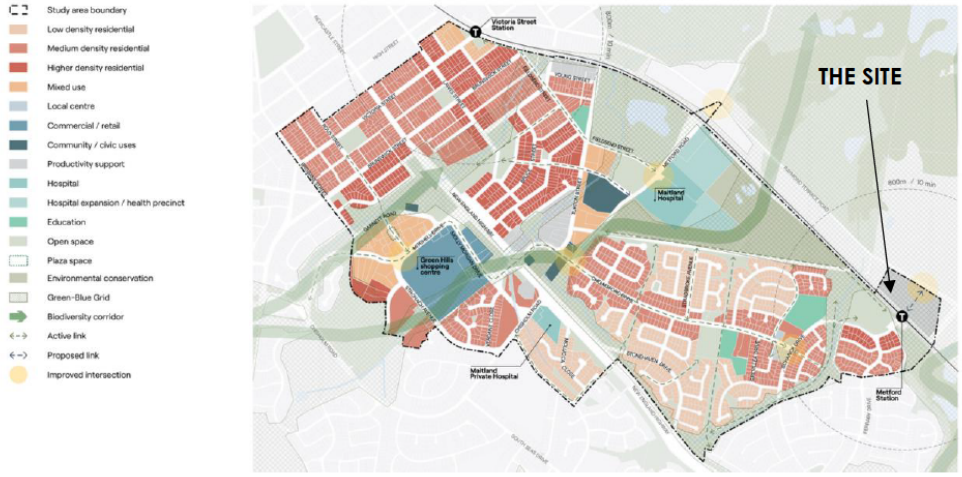


Figure 5: EMCA Structure Plan

Metford Local Centre

This EMCA strategic framework is supported by an overarching land use structure plan and sub precincts which provide the spatial outcomes for the EMCA. The site, 266 Raymond Terrace, sits as the only site on the northern side of the railway line in the EMCA. It is located within the sub precinct known as Metford Local Centre. The EMCA articulates the following key moves that are relevant to 266 Raymond Terrace Road:

- Council will engage with TfNSW to investigate a northern access point for Metford Station. Additionally investigate future opportunities for a new ink to Raymond Terrace Road in the vicinity of Metford Station.
- Linking Maitland Hospital and the Maitland Mixed Use Precinct with Metford Recreational Reserve and Metford Station

In the Metford Local Centre, the site is identified as productivity support within the Metford Local centre (See Figure 6).

The Utilities Needs Assessment and the Social Infrastructure Needs Assessment that supports the EMCA, identify the following key recommendations relevant to 266 Raymond Terrace Road and Metford Station:

- 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.
- Improvements to multi-modal train station access are being considered for Metford Station by TfNSW.



Figure 6: Metford Local Centre

Outcomes of the Exhibited EMCA

The EMCA maps the site as future productivity support. As the EMCA provides the strategic planning framework which would guide future planning proposals, the EMCA as exhibited would have the following impacts:

1. The site 266 Raymond Terrace would as a result of the EMCA be identified by Council as land suitable to be rezoned to productivity support. Under the Maitland Local Environmental Plan 2011, land zoned E3 Productivity Support is as follows:

Zone E3 Productivity Support

1 Objectives of zone

- To provide a range of facilities and services, light industries, warehouses and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day-to-day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To minimise conflict between land uses within the zone and with adjoining zones.

2	**Permitted without consent** Home industries
3	**Permitted with consent** Animal boarding or training establishments; Boat building and repair facilities; Business premises; Centre-based child care facilities; Community facilities; Depots; Food and drink premises; Function centres; Garden centres; **General industries; Hardware and building supplies**; Hotel or motel accommodation; **Industrial retail outlets**; Industrial training facilities; Information and education facilities; Kiosks; Landscaping material supplies; Light industries; Local distribution premises; Markets; Mortuaries; **Neighbourhood shops**; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Research stations; Respite day care centres; Rural supplies; **Service stations**; **Specialised retail premises**; **Storage premises**; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Wholesale supplies; Any other development not specified in item 2 or 4
4	**Prohibited** Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; **Commercial premises**; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations; Home occupations (sex services); Home-based child care; Industries; Jetties; Marinas; Mooring Pens; Moorings; Open cut mining; Registered clubs; **Residential accommodation**; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Tourist and visitor accommodation; Transport depots; Truck depots; Waste disposal facilities; Water recreation structures; Wharf or boating facilities

2. A future rezoning of the site to E3 Productivity Support would significantly affect the opportunity to provide a mixed-use centre and connect the site to the railway station. An E3 Productivity Support zoning would only encourage the future use of the site for specialised retail, storage, hardware and building supplies land uses which provide no opportunity for existing residents and due to the large footprint format of these land uses, no opportunity for connection of the site to the railway station.

Other Council Strategies

1. Draft Partnerships and Advocacy Strategy

   In the Draft Partnerships and Advocacy Strategy Council will advocate to ensure upgrades to the Metford Train Station are undertaken and that a northern access to this station is provided.

2. Maitland Residential Densities Guide

   The Maitland Residential Densities Guide proposes local centres around transport hubs and increased densities to service public transport and support local centres. In the Guide, densities for medium to high rise housing around train stations range from 40-70 dwellings per hectare.

Council Resolutions and State Government Commitments

1. Council at its meeting of 22 September 2020 resolved, as follows:

   THAT Council write to the NSW Departments of Transport for NSW and Regional NSW, to the Deputy Premier and Minister for Regional NSW the Hon. John Barilaro, the Minister for Regional Transport and Roads the Hon. Andrew Constance, and local Member Ms Jennifer Aitchison MP, seeking an investigation of options and preparation of a plan for the provision of parking and access to the Metford Railway Station for the growing community in the areas north of the rail line and Raymond Terrace Road.

2. Council at its meeting of 22 August 2023 resolved, as follows:

   THAT Council writes to the NSW Minister for Regional Transport and Roads to reiterate the council's position from its resolution on 22 September 2020 seeking the provision of northern access to the Metford Railway Station from Raymond Terrace Road, East Maitland. 2. That Council Officers provide an update on any response received by November 2023.

3. On 13 May 2024, Transport Oriented Development planning controls commenced. These controls signal the NSW State Government commitments realising housing growth along key transport routes primarily relating to rail (heavy and light).

Needs Analysis

The needs analysis supporting the EMCA, identifies the following social infrastructure in the Metford Precinct:

- Metford Community Hall
- Hunter River Community School
- Maitland Christian School
- Metford Public School

It is noted that within the Precinct, no childcare, medical centres or health services currently exist.

Opportunities

The site 266 Raymond Terrace, is strategically located to provide the following opportunities which benefit the Council, community and meet the objectives of Councils strategic plans.

1. The development of a new mixed-use transport-oriented development (TOD) centre servicing the residents of Metford, Chisholh and Thornton North.

   This new TOD centre would be centred around an activated main street that provides access from Raymond Terrace Road to Metford Station. At ground level the main street would service local shopping needs and commuter support services. At the upper levels residential living would be provided.

   Commuter and resident parking would be provided at grade and sleeved (hidden) behind street level commercial land uses.

   Figure 7 illustrates a concept layout for a town centre. Figures 8 & 9 are image boards for what development could be in the new mixed-use TOD Centre.

2. The provision of a commuter bus service between Chisholm Town Centre, Metford Station to Maitland Hospital along Raymond Terrace Road and then to Greenhills Shopping Centre, the Maitland Private Hospital and back to Metford Station (Figure 10 Illustrates how this could be achieved).

3. Future expansion and connection of 266 Raymond Terrace Road to the north-west and south-east. This would connect the Metford Station with the new employment development at the former brickworks site along Brickworks Road and Haussman Drive and provide better connection for the continued expansion of Chisholm and Thornton North population.

4. Provide safer active link for the Chisholm and Thornton North residents to the train station and the major shopping centre.

5. The provision of affordable and essential worker housing in close proximity to transport and the Hospitals.

6. Connecting the fast-growing Chisholm urban release area with the Metford Train Station as well as pedestrian linkages for children accessing the schools on the southern side of the railway line.

7. Improvements to Raymond Terrace Road, as part of the planning proposal and development applications processes.

8. The ability to have Maitland Council and the NSW State Government working in partnership with a likeminded landowner to achieve connectivity and provide a TOD centre to meet the needs of existing and future residents.



Figure 7: Illustrative Concept of the town centre.
Source: PM Anderson Consulting



Figure 8: Illustrative Concept of the town centre.
Source: BN Googong



Figure 9: Image Concept of the town centre.
Source: Kings Wharf

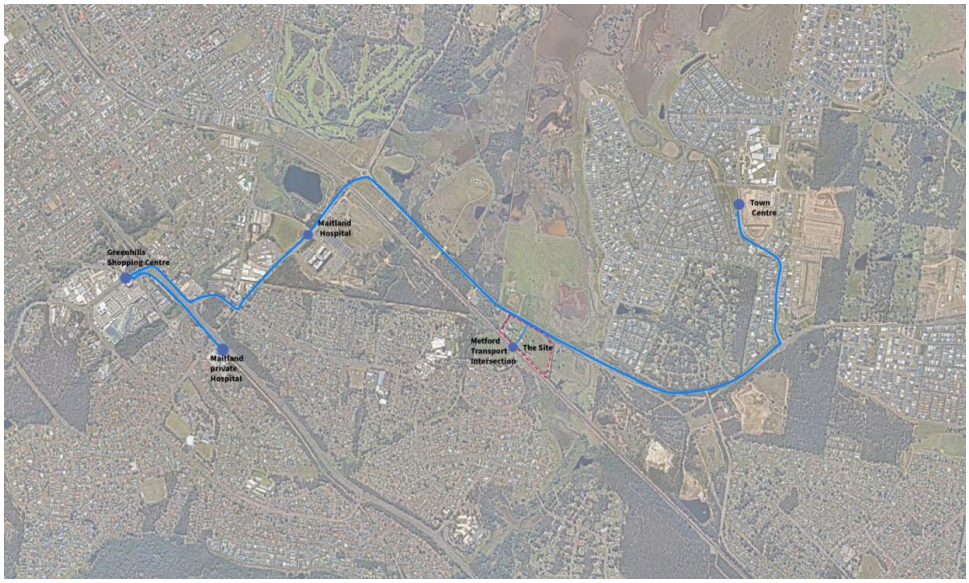


Figure 10: Connectivity (future bus and shuttle bus provision)
Source: PM Anderson

Conclusion

The site being 266 Raymond Road, East Maitland has been identified by Council as a site that can provide meaningful opportunity to the residents of Thornton and Chisholm through access to Metford Station from the north.

The recognition of this opportunity has seen this site discussed at Council meetings and letters written to NSW Parliament advocating for TfNSW to intervene and provide this northern access. The provision of northern access to Metford Station would not only provide convenience to the residents in respect of access to railway services but also reduce the impact on the road network, another issue which faces residents in the Thornton and Chisholm communities.

The current landowner recognises the opportunity and welcomes discussion and collaboration with Maitland City Council, Transport for NSW and Department Planning, Housing and Infrastructure to solve the constraints facing the site and provide opportunity to develop the site as a future mixed-use centre.

The land use table in the EMCA does not automatically rezone land, as that is a separate process, however, it does set a strategic framework that can be used to limit opportunities by landowners to explore alternate development opportunities and land uses that may be possible through a Planning Proposal Process.

The request of the landowner is that the East Maitland Catalyst Area Structure be amended to **not identify the site as productivity support and identify it as a TOD Centre (Investigation)**. This amendment to the EMCA would allow the landowner to undertake the necessary technical studies to review the constraints and propose a future use of the site through the Planning Proposal process.

This request allows open communication between the relevant stakeholders to solve the issues and develop the site to maximise the opportunities that exist for a site strategically located on a major road and rail corridor in the fastest growing region in New South Wales.

Yours faithfully,

[redacted]

Outlook

Draft EMCA Structure Plan Formal Submission

[redacted]

Hi,
I wish to query your draft plan above to understand more fully these proposed changes.

We live in Brunswick St and your proposal is to have higher density residential accommodation from Lawes street to the block beside ours. Our home is listed as medium density in your plan.

Does this mean either we will have two or more storey dwellings beside us, or our home will be bulldozed to build higher density accommodation on our block, or both?

Either way, we strongly oppose this draft plan.

[redacted]

Outlook

FW: East Maitland Catalyst Area [thread::bBfTwwp3IqK5M_obLH8IBAw::]

From Customer Experience | Maitland City Council <cet@maitland.nsw.gov.au>
Date Fri 21/11/2025 1:05 PM
To Maitland City Council <info@maitland.nsw.gov.au>



To the General Manager

Maitland City Council

I refer to the East Maitland Catalyst Area Structure Plan currently on exhibition and thank you for the opportunity to make a submission.

Rotary Clubs of Maitland, HealthStays, is currently undertaking a project to build an accommodation facility for people from away who need to come to Maitland for medical treatment

at 34 Turton Street Metford. Maitland HealthStays will offer convenient, affordable, sustainable, and high-quality accommodation within a caring setting for patients, their families and caregivers, travelling to Maitland for health care.

A fundamental key to success of the project is being located close to the hospital and nearby medical services to maximise value to patients, their families, and carers. Many families, patients, carers and clinicians will benefit from this project.

In August 2025, a two (2) stage development application for Motel Accommodation for 36 units at 34 Turton Street Metford was lodged with Maitland City Council. The site is located in close proximity to Maitland Hospital. The cost of this project is $12,634,661.00. Maitland City Council in their support of the project, waived the DA lodgement fees. The development application is currently under Council's assessment.

The Metford Road Mixed Use Key Moves plan contained within the East Maitland Catalyst Structure Plan, includes the extension of Barton Street. The extension of Barton Street is shown to be located across the land at 34 Turton Street Metford, the site of the proposed motel accommodation. Compare attached Six Maps Street plan with the map on page 87 of the EMCA document (copy highlighted below).



Figure 43. East Maitland Residential precinct

We are opposed to the extension of Barton Street on our land and request that the extension is deleted from the plan in this location.

In order to help achieve the aims of the EMCASP we suggest consideration could be given to constructing a shared pedestrian pathway to the South of our site at 34 Turton St. (Lot 1321) in lieu of the currently proposed Barton Street extension.

This would be particularly useful for individuals with impaired mobility and give quicker pedestrian access to the hospital.

Such a pathway would benefit from better pedestrian access across Metford Road to the main entrance of the hospital. This access to be located a safe distance away from the roundabout That's at the end of Fieldsend Street.

Thanks for giving this submission your consideration.

Happy to discuss further if necessary

Kind regards

[redacted]

****
The views expressed in this email are not necessarily those of the Maitland City Council unless otherwise stated. The organisation does not warrant that this message is free of viruses or any other defect or error. This message and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this message in error please contact the author.
****

thread::bBfTwwp3IqK5M_obLH8IBAw::

Subsidence Advisory

Our Ref: EOTH25-00257
13 November 2025

Adam Kennedy
Maitland City Council
[redacted]

Re: EAST MAITLAND CATALYST AREA STRUCTURE PLAN

Dear Adam Kennedy,

Thank you for the opportunity to provide comment on the East Maitland Catalyst Area Structure Plan as prepared by Gyde Consulting Pty Ltd (dated August 2025).

In accordance with the *Coal Mine Subsidence Compensation Act (2017)*, Subsidence Advisory NSW regulates development within mine subsidence districts to help protect homes, buildings and infrastructure from potential subsidence damage.

The site of the proposed catalyst area at East Maitland is not within a declared mine subsidence district with the exception of a small number of residential lots on Norfolk Street (8 lots total in the East Maitland Mine Subsidence District).

The East Maitland Catalyst Area is not undermined and is not within the zone of influence of any existing underground coal mine workings. The East Maitland Catalyst Area is not within a coal mine exploration or mining lease area.

Consideration or design to account for historic or future coal mine subsidence is not required.

If you have any queries concerning this matter, please contact [redacted].

Sincerely,

[redacted]

[redacted]

[redacted]
www.nsw.gov.au/subsidence-advisory

Our Ref: ID 3461
Your Ref:

21 November 2025

Adam Kennedy
Senior Strategic Planner
Maitland City Council
PO Box 220 MAITLAND NSW 2320

email: [redacted]

Dear Adam,

East Maitland Catalyst Area Structure Plan

Thank you for the opportunity for the NSW SES to provide advice on the East Maitland Catalyst Area Structure Plan. It is understood that the Structure Plan seeks to set out a 20-year blueprint to guide and manage future growth. It will provide a framework for the coordination of land use policy, infrastructure investment, and governance, ensuring that as the population increases, upgrade to utility and social infrastructure is in line with demand. It is anticipated an additional 6,500 residents and 3,000 new houses will be in the precinct by 2045.

We have reviewed the following documents provided as part of the preparation of our advice:

- Gyde Consulting, 2025. East Maitland Catalyst Area Structure Plan
- Gyde Consulting, 2025. Draft East Maitland Catalyst Area Social Infrastructure Needs Assessment
- Gyde Consulting, 2025. Draft East Maitland Catalyst Area Infrastructure Need Analysis

The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunami in NSW. This role includes planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.

The NSW SES understand the Council 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.

In summary, the NSW SES recommend:

- **Ensuring** consistency with the requirements of NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 (the Manual) and

STATE HEADQUARTERS
93 - 99 Burelli Street, Wollongong 2500
PO Box 6126, Wollongong NSW 2500
P (02) 4251 6111
F (02) 4251 6190
www.ses.nsw.gov.au
ABN: 88 712 649 015

NSW STATE EMERGENCY SERVICE

ATTACHMENT A: Principles Outlined in the Support for Emergency Management Planning Guideline[3]

Principle 1 Any proposed Emergency Management strategy should be compatible with any existing community Emergency Management strategy.

Any proposed Emergency Management strategy for an area should be compatible with the strategies identified in the NSW State Flood Plan[4] and the Maitland City Local Flood Plan,[5] where **evacuation** is the preferred emergency management strategy for people impacted by flooding.

During flooding it is likely that there will be a reduced capacity for the relevant emergency service agency to respond in these times. Even relatively brief periods of isolation, in the order of a few hours, can lead to personal medical emergencies that have to be responded to. Emergency services are also exposed to greater risks than if flood-free access was available. This unnecessarily exposes emergency service personnel to flood situations which may lead to the injury or death.

Principle 2 Decisions should be informed by understanding the full range of risks to the community.

Decisions relating to future development should be risk-based and ensure Emergency Management risks to the community of the full range of floods are effectively understood and managed. We recommend that strategic plans for the East Maitland Catalyst Area Structure Plan are underpinned by robust constraints analysis and mapping undertaken by relevant experts, for example through the Flood Risk Management Process. This analysis should inform the suitability of different lands for different uses and thereby ensuring that appropriate statutory controls are in place to protect the community and the environment from adverse impacts such as flooding.

The East Maitland Catalyst Area Structure Plan 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.

NSW SES has responded to flood related requests in this area including along One Mile Gully, Two Mile Creek and Three Mile Gully, and including flood rescues where vehicles were trapped in floodwater in February 2023, and multiple sandbagging requests for property protection in the area.

Principle 3 Development of the floodplain does not impact on the ability of the existing community to safely and effectively respond to a flood.

---

[3] NSW Government. 2023. Principles Outlined in the Support for Emergency Management Planning Guideline

[4] NSW Government. 2024. NSW State Flood Plan. Section 5.1.7, page 34

[5] NSW SES, 2022, Maitland City Local Flood Plan, Volume 1, Section 5.8, page 16.

www.ses.nsw.gov.au

The ability of the existing community to effectively respond (including self-evacuating) within the available timeframe on available infrastructure is to be maintained. It is not to be impacted on by the cumulative impact of new development. The consent authority should consider the cumulative impacts any development will have on risk to life and the existing and future community and emergency service resources in the future.

Risk assessment should have regard to flood warning and evacuation demand on existing and future access/egress routes. Ideally evacuation routes should be designed to be able to provide access and egress up to and including the 1 in 500-year local flooding. This criterion has been adopted in the Hawkesbury Nepean Valley. In addition, to reduce risk to life, development should consider ensuring rising road access to enable safe evacuation away from the flood threat. Consideration should also be given to the impacts of localised flooding on evacuation routes. Evacuation must not require people to drive or walk through flood water.

Development strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES.

Principle 4 Decisions on development within the floodplain does not increase risk to life from flooding.

NSW SES is opposed to development strategies that transfer residual risk, in terms of emergency response activities, to NSW SES and/or increase capability requirements of the NSW SES.

During flooding it is likely that there will be a reduced capacity for the relevant emergency service agency to respond in these times. Even relatively brief periods of isolation, in the order of a few hours, can lead to personal medical emergencies that have to be responded to. Development strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES.

Furthermore, if there is an identified need for emergency services in the area, including NSW SES facilities, these should be located above the PMF, in accordance with the Special Flood Considerations Clause 5.22.

Principle 5 Risks faced by the itinerant population need to be managed.

Any Emergency Management strategy needs to consider people visiting the area or using a development.

Principle 6 Recognise the need for effective flood warning and associated limitations.

An effective flood warning strategy with clear and concise messaging understood by the community is key to providing the community an opportunity to respond to a flood threat in an appropriate and timely manner.

Principle 7 Ongoing community awareness of flooding is critical to assist effective emergency response.

Development in a floodplain will increase the need for NSW SES to undertake continuous community awareness, preparedness, and response requirements.

It is important to note that the NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.

www.ses.nsw.gov.au

Department of Climate Change, Energy, the Environment and Water

Your ref: your email dated 3 November 2025
Our ref: DOC25/942980-4

Adam Kennedy
Senior Strategic Planner, City Planning
Maitland City Council
263 High Street,
Maitland, NSW, 2320

By email: [redacted]
cc: [redacted]

Dear Adam,

Subject: Publicly Exhibited East Maitland Catalyst Area Structure Plan

Thank you for your email request dated 3 November 2025 seeking advice from the Conservation Programs, Heritage & Regulation Group (CPHR) of the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) on the publicly exhibited East Maitland Catalyst Structure Plan.

CPHR has also provided advice relating to investigation of development options for the land identified as being subject to further investigation. This commentary is provided in **Attachment 1**.

If you have any further questions about this issue, please contact our Hunter Central Coast Planning Team [redacted]

Yours sincerely,

[redacted]

22 December 2025

Enclosure: Attachment 1

6 Stewart Ave, Newcastle West NSW 2302 | Locked Bag 1002 Dangar NSW 2309 | dcceew.nsw.gov.au

Attachment 1 - CPHR Comments

East Maitland Catalyst Area Structure Plan

In preparing this advice CPHR has reviewed the following documents:

- *East Maitland Catalyst Area Structure Plan, Maitland City Council, 2025.*

Key Assessment Issues

1.	*Consistency with Ministerial Direction 1.1 and Objective 6 of the Hunter Regional Plan 2041*	Objective 6 of the Hunter Regional Plan 2041 (Regional Plan) requires Local Strategic Plans to: • Demonstrate how impact to areas of High Environmental Value (HEV) will be avoided. • Provide measures to mitigate impacts on biodiversity. • Provide offsets where there are unavoidable impacts. CPHR supports the mapping of HEV within the study area through state mapping and Bionet records. Biodiversity corridors and Green-Blue grid conservation areas have been mapped within the structure plan; however, this mapping may not have identified all areas of HEV within the study area that aligns with NSW criteria. Areas that have not been surveyed, particularly vegetated areas, are considered likely to provide HEV such as habitat for threatened species. HEV and any other biodiversity values identified should be protected through implementation of avoidance and minimisation measures and appropriate zoning in accordance with Ministerial Direction 1.1 and in alignment with Strategies 6.1 to 6.4 of the Regional Plan. Areas of HEV may exist on the site and these should be identified, avoided and rehabilitated as outlined in the Regional Plan. The development of the Opportunity Sites discussed on page 44 of the Structure Plan should avoid any areas of threatened species habitat, remnant vegetation, and other HEV. It is noted that part of the Old Maitland Quarry site is mapped on the Biodiversity Values map, and there are several Bionet records of Squirrel Glider and Koala from near the Green Hills Shopping Centre and new Hospital sites. **Recommended action:** • The Structure Plan should provide clear guidance for planning proposals to ensure the biodiversity network is protected within an appropriate conservation zone as defined by the Regional Plan and to ensure that areas of High Environmental Value are adequately identified early in the planning process so that measures to avoid and minimise can be applied. • Expand Objective 11 of Structure Plan to include measures to avoid and minimise impacts on identified HEV areas
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

2.	*Alignment with the Hunter Regional Plan 2041*	The Structure Plan should align with the Hunter Regional Plan 2041 (Regional Plan) to ensure it is in line with the priorities and objectives. This assists the Structure Plan to further align with the Community Strategic Plan (CSP) and achieve the desired outcome of biodiversity protection. Objective 6 of the Regional Plan includes strategies that identify policy positions and directions that should be incorporated into the Structure Plan. For example, identifying the requirement to maintain and enhance areas of high environmental value as a planning priority. Of importance is the requirement to support the NSW Koala Strategy given the newly discovered Koala population at Mount Sugarloaf and surrounds. **Recommended action:** *Support the NSW Koala Strategy* Planning priorities in relation to the NSW Koala Strategy identified for Maitland are to be adopted in the Structure Plan. These include: • Identifying the importance of Maitland in supporting the Port Stephens, Lower Hunter and Barrington Koala populations • That these populations have been prioritised in the NSW Koala Strategy to fill knowledge gaps and deliver local actions • Identify that many of NSW's coastal koala populations, particularly those that are east of the M1 Pacific Highway are in long term severe and on-going decline. Without significant action, these populations may be extinct within the next 30-50 years. Coordinated and strategic conservation efforts are required at all levels of government to ensure intervention efforts are successful. • Consider and demonstrate how, in accordance with the Regional Plan, the Structure Plan will avoid or mitigate impacts on koala habitat, so it is not fragmented or lost. • The NSW Koala Strategy supports councils undertaking ecological assessment and community engagement to develop koala habitat maps. The maps will guide local strategic planning and ensure councils can strategically conserve habitat and connections using measures like directing growth to urban areas. Through effective planning, impacts to the koala can be avoided.
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

3.	*Identification, mapping and protection of threatened ecological communities and threatened species*	It is noted that several Plant Community Types (PCT) mapped within the study area are associated with one or more NSW threatened ecological communities (TEC) and threatened species. In additional there are a number of Bionet Atlas records of threatened species from the study area including Green and Golden Bell Frog (*Litoria aurea*), Koala (*Phascolarctos cinereus*), Squirrel Glider (*Petaurus norfolcensis*) and a camp of Grey-headed Flying-fox (*Pteropus poliocephalus*) at Chifley Street.

		Recommended action: • Assessment in accordance with Stage 1 of the Biodiversity Assessment Method (BAM) is recommended for areas of potential high environmental value likely to be impacted. A Stage 1 BAM assessment will ensure that areas of High Environmental Value are adequately identified early in the planning process so that measures to avoid and minimise can be applied
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

4.	*Watercourses*	The three watercourses within the study area are mapped as biodiversity corridors in the structure plan but currently provide varying levels of connectivity due to vegetation patchiness and degradation. While the structure plan acknowledges that enhancement is required it would be beneficial if the mechanisms for rehabilitation of the corridors and maintenance of water quality is more clearly explained. It is noted that part of Two Mile Creek (on Lot 269 DP 755237 and Lot 7313 DP1162607) is mapped on the state wide Biodiversity Values Map as 'Biodiverse riparian land'. Additional areas of all three watercourses may provide potential HEV. The Regional Plan states that vegetated riparian corridors help with bank stabilisation, filtering sediment and contaminants from land-based activities and temperature control, while providing habitat and corridors for movement of wildlife. As part of the BAM assessment, adequate assessment of water features will need to be undertaken. Section 3.1.3 of the BAM states that the assessor must map rivers, streams, estuaries, wetlands on, adjacent to, and downstream of, the subject land and within the assessment area. It is of particular importance to identify the top of bank of all watercourses that adjoin development to accurately establish riparian corridors. Vegetated Riparian Zones (VRZ's) should be established either side of the watercourse in accordance with the BAM 2020 and provisions of the Water Management Act 2000 (WM Act). The required width of the VRZ is to be measured from the top of the high bank on each side of the watercourse. The total riparian corridor therefore amounts to the required buffer width either side of the watercourse, plus the total width of the channel. **Recommended action:** • A riparian assessment should be undertaken of all waterbodies that will be subject to direct and indirect impacts from the Structure Plan. The assessment should ground truth, map, provide stream order and details of habitat features in accordance with the BAM. • Riparian corridors should be established in accordance with the BAM 2020 and WM Act. Buffers for Vegetated Riparian Zones (VRZs) are to be measured from the top of the highest bank so the total riparian corridor amounts to the required buffer width either side of the watercourse, plus the total width of the channel. The footprint of the Opportunity Sites should consider the buffers for VRZs.

		• Provide clear mechanisms for rehabilitation and enhancement of the biodiversity corridor values provided by the three watercourses. • Provide clear mechanisms for protection and maintenance of water quality within the three watercourses
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

5.	*Country-centred approach*	Section 1.3 of the Biodiversity Conservation Act 2016 (BC Act), lists the purpose of the Act, which includes the following: (c) to improve, share and use knowledge, including local and traditional Aboriginal ecological knowledge, about biodiversity conservation. Objective 6 of the Regional Plan states that conservation planning must recognise the Aboriginal knowledge of high environmental values, the connection of Aboriginal people to Country, and the right of Aboriginal people to be involved in decision making. Traditional Ecological Knowledge (TEK) is an important component of information on species and ecological communities that needs to be incorporated into conservation assessments. TEK is always evolving and involves many fundamental things about Aboriginal people's philosophy, about their place within and part of nature and Country. Weaving TEK into conservation planning in culturally appropriate ways, is one way in which Aboriginal values can be incorporated. CPHR acknowledges Maitland City Council's commitment to a Country-centred approach, through collaboration with the Mindaribba Local Aboriginal Land Council (Mindaribba LALC) and the Wonnarua Nation Aboriginal Corporation. **Recommended action:** • Consider integration of TEK into the East Maitland Catalyst Area Structure Plan through engagement with Aboriginal stakeholders. This could be both a sharing of knowledge and also a foundation for Aboriginal people to actively engage in applying and (re)vitalising that knowledge in maintaining and (re)vitalising Aboriginal cultural practice..
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

6.	*Consideration of Indirect impacts*	Indirect impacts from changes to hydrological conditions and impacts from edge effects are likely to degrade the condition and integrity of retained and surrounding habitats, reduce the function of important wildlife corridors and impact biodiversity features essential to threatened entities. Edge effects of urbanisation can have significant consequences for habitats including weed invasion, soil nutrient increases, increase in pest animals, micro-climatic changes such as solar radiation, air temperature, humidity, and wind speed, impacts to vegetation composition, light, noise and impacts from unauthorised access.

		Recommended action: • Consider indirect impacts form the Project, as Council will need to demonstrate how they are being addressed in the Structural Plan
	Extent and Timing	*Prior to Finalisation of East Maitland Catalyst Area Structure Plan*

7.	*Any future planning proposals will need to demonstrate consistency with the Coastal Management Act 2016*	Some areas within the East Maitland Catalyst Area are within the coastal zone of New South Wales, therefore any future planning proposals in this area will need to address the objects of the Coastal Management Act 2016 (CM Act). This comment specifically relates to the areas within the Greenhills Retail Precinct which are mapped under the Resilience and Hazards SEPP (2021) as Coastal Use Area and Coastal Environment Area. **Recommended action:** • The submission of any future planning proposals covering land within the coastal zone will need to demonstrate consistency with the objects of the CM Act 2016.
	Extent and Timing	At Planning Proposal stage

8.	*Information related to Hunter River flooding is dated*	The Structure Plan has determined that the study area remains relatively clear of both the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) flood extents. However, this information is based on flood mapping as contained within the Maitland Citywide Development Control Plan (DCP) 2011 and is considered dated. There is risk that future intensification of proposed areas may later prove unsuitable. **Recommended action:** • Maitland City Council (Council) is currently developing the new Draft Maitland DCP 2025 and an LGA-wide Flood Risk and Management Plan which will incorporate new flood information and development controls. • Any updated flood information should be incorporated as and when it becomes available and has been adopted by Council to inform the strategic planning of the precinct.
	Extent and Timing	Pre-determination

9.	*Overland flooding has not been considered*	The Structure Plan has only considered flood risk from the Hunter River flooding. While riverine flooding is expected to be the major contributor to flood in the area, overland flow may also pose local flood constraints and should also be considered for a full understanding of flood risk. **Recommended action:**

		• The proponent should obtain understanding of overland flooding risk prior to proposing new developments and increasing population density in the area.
	Extent and Timing	Pre-determination

Department of Climate Change, Energy, the Environment and Water

Our ref: HMS ID 12399

Adam Kennedy
Maitland City Council
PO BOX 220
MAITLAND NSW 2320

Heritage advice
East Maitland Catalyst Area Structure Plan

Dear Mr Kennedy

Thank you for the opportunity to provide advice on the East Maitland Catalyst Area Structure Plan.

The East Maitland Catalyst Area contains known AHIMS sites, a State Heritage Register item (Victoria Street Railway Station group, SHR No. 01277), and several local heritage items. Development in this area must therefore be carefully managed to protect and enhance heritage values.

These sites and items are not identified within the provided structure plan documents.

New zoning and development standards, and any subsequent development, should respect heritage items and not detract from their cultural significance. Special consideration must be given to avoiding, mitigating and managing adverse impacts on Aboriginal cultural heritage and environmental heritage. To achieve this, heritage sites and items within the Catalyst Area need to be acknowledged and where applicable mapped, so that opportunities and constraints can be identified.

We note that the Maitland Local Strategic Planning Statement (LSPS) supports development that protects and celebrates heritage values. The LSPS states that: "As our city grows, heritage identification, management and interpretation are important to protect them from the potential impacts of future development."

In light of the identified Aboriginal cultural heritage values and local and state environmental heritage values within the Maitland Catalyst Area, we provide the following comments for your consideration.

Aboriginal cultural heritage considerations under the National Parks and Wildlife Act 1974

Heritage NSW recommends that a comprehensive Aboriginal Cultural Heritage Assessment Report be prepared to inform any future planning proposal for rezoning. The Aboriginal Cultural Heritage Assessment Report needs to be prepared in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales and include:

- archaeological investigation

- Aboriginal community consultation, in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents
- impact assessment and appropriate management or mitigation measures for any recorded Aboriginal objects on the land.

An Aboriginal Cultural Heritage Assessment Report, prepared early in the planning process, provides the best opportunity to identify and protect Aboriginal cultural heritage values. It also provides certainty to all parties on Aboriginal cultural heritage constraints and management requirements.

It is important that any management, mitigation and conservation mechanisms are developed at the strategic planning stage to help mitigate the cumulative impact of development in the area on Aboriginal cultural heritage.

State heritage and historical archaeological considerations under the Heritage Act 1977

We recommend that the Structure Plan map the curtilage of the SHR listed areas within the Maitland Catalyst Area.

Heritage NSW recommends that the draft Structure Plan is revised to:

1. adequately consider potential impacts on the values of the SHR items (through appropriate heritage assessment) of the draft Structure Plan
2. identify opportunities to avoid, manage or mitigate impacts on the SHR items
3. map the SHR curtilages in relation to the proposed areas of rezoning or uplift
4. identify opportunities for development that avoid or limit potential visual impacts to SHR items
5. include a Statement of Heritage Impact (SOHI) prepared in accordance with the Guidelines for Preparing a Statement of Heritage Impact for proposed development areas
6. include a Visual Impact Assessment (VIA) to inform appropriate development. We suggest that the VIA needs to include scaled photomontages and massing imagery evidencing the visual impact of development in areas adjoining and within sight lines of the SHR listings
7. be consistent with the requirements of Local Planning Direction 3.2 Heritage Conservation to facilitate future planning proposals.

Historical archaeological assessment is recommended

It appears that a Historical Archaeological Assessment has not been undertaken for land being considered for future development that is located outside the town plan area.

Heritage NSW recommends that a Historical Archaeological Assessment is prepared to inform the Structure Plan and any future development.

Historical Archaeological Assessment's need to be prepared by a suitably qualified and experienced archaeologist in accordance with the following guidelines:

- Archaeological Assessments
- Assessing Significance for Historical Archaeological Sites and Relics
- Historical Archaeology Code of Practice
- Criteria for assessing excavation directors.

This assessment needs to identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential archaeological resource, and identify any management required under the *Heritage Act 1977*.

[redacted]

Where harm is likely to occur, the significance of the relics needs to be considered in determining an appropriate mitigation strategy, including opportunities for *in situ* conservation. If harm cannot be avoided in whole or part, an appropriate Archaeological Research Design and Excavation Methodology needs to be prepared to guide any proposed excavations or salvage program.

Local heritage considerations under the Environmental Planning and Assessment Act 1979

We note that the draft Structure Plan has the potential to impact on local heritage items and heritage conservation areas listed under Council's LEP.

Heritage NSW recommends that a Statement of Heritage Impact is prepared for local heritage items and the heritage conservation area to inform any future redevelopment of the sites identified in the draft structure plan. The Statement of Heritage Impact should be prepared by a suitably qualified heritage professional in accordance with the Guidelines for preparing a Statement of Heritage Impact.

As local heritage is protected under the *Environmental Planning and Assessment Act 1979* and under Council Local Environmental Plans, Council is the consent authority. The assessment and consideration of impacts on local heritage items and heritage conservation areas rests with Council.

We note that the Heritage Council of NSW, and Heritage NSW as its delegate, do not have a role in the assessment or approval of impacts to local heritage, unless those impacts are to archaeological sites or relics, which require management under the *Heritage Act 1977*.

General advice

Heritage NSW also offers a pre-lodgement service to assist Council and proponents understand assessment requirements or provide general advice on:

- Aboriginal cultural heritage under the *National Parks and Wildlife Act 1974*
- for State Heritage Register items and historical archaeology under the *Heritage Act 1977*.

[redacted]

Yours sincerely

[redacted]

[redacted]

Department of Planning, Housing and Infrastructure

IRF25/2452

Mr Jeff Smith
General Manager
Maitland City Council
PO Box 220
MAITLAND NSW 2320

Via email: [redacted]

18 November 2025

Subject: Exhibition of Maitland City Council draft East Maitland Catalyst Area Structure Plan 2025

Dear Mr Smith

Thank you for the opportunity to provide comment on the draft East Maitland Catalyst Area Structure Plan 2025.

I would like to acknowledge the work undertaken by Council to date as well as your continued pursuit to deliver positive strategic-led planning outcomes for the community.

Council's focus of enabling opportunities for diverse infill housing within walking distance of key public transport networks and social infrastructure while strengthening employment anchors is supported. A number of specific matters are identified in Attachment One of this letter for Council's consideration.

When finalising the Structure Plan, Council should ensure that it is consistent with the Hunter Regional Plan 2041, State Environmental Planning Policies and Section 9.1 Ministerial Directions.

[redacted]

Yours sincerely

[redacted]

[redacted]

Department of Planning, Housing and Infrastructure

Attachment One – DPHI comment on the draft East Maitland Catalyst Area Structure Plan 2025

- It is understood that Council commissioned the Maitland Employment Land Study in 2024 to guide the future quantum, form and distribution of employment lands across the local government area and inform the preparation of an Employment Lands Strategy.

  While it is acknowledged that any proposed reduction in current employment zones would mainly be to a mixed-use zone in which certain economic activities would be still permitted, it is recommended that the final Structure Plan address any reduction of employment lands and confirm that adequate areas exist elsewhere within the local government area. Consideration of the intent of the Department's Industrial Lands Action Plan should also be undertaken.
- Council may wish to consider whether land uses table or development standard changes are required to help achieve the intent of the sub precincts (ie. retaining dwelling permissibility in high density residential areas).
- The final Structure Plan would benefit from the inclusion of additional job numbers (if available) that are likely to result from the proposed planning amendments.
- As Council is aware, the State government has transitioned the completion of strategic planning work within the regionally significant growth areas and catalyst areas identified in the Hunter Regional Plan 2041 to local planning pathways. It is recommended that the final Structure Plan remove any references to the Place Delivery Group program.
- The final Structure Plan should ensure that the precincts are not inconsistent with the Department's Low to Mid Rise Planning Reforms in areas such as Molucca Crescent and in supporting and delivering the Government's housing delivery targets.
- It is noted that the draft Structure Plan confirms that supporting infrastructure plans will be developed for the precinct and that infrastructure will be primarily funded by developers. It is recommended that these plans consider the identification of development trigger points and associated infrastructure need and delivery.
- For a comprehensive approach, it is recommended that targeted agency consultation be undertaken by Council to inform the final Structure Plan, particularly with key agencies such as Australian Rail Track Corporation, Department of Climate Change, Energy, the Environment and Water, Department of Primary Industries and Regional Development – Agriculture, Department of Education and School Infrastructure, Hunter and Central Coast Development Corporation, Homes NSW, Hunter Water Corporation, NSW Health / Hunter New England Health, NSW Rural Fire Service, and Transport for NSW.

RFS

NSW GOVERNMENT

Maitland City Council
PO Box 220
MAITLAND NSW 2320

Your reference: N/A
Our reference: SPI20251105000262

ATTENTION: Adam Kennedy

Date: Thursday 9 April 2026

Dear Sir/Madam,

Strategic Planning Instrument
Other – Other

The proposed East Maitland Catalyst Area Draft Structure Plan involves the establishment of medium density residential zones, changes to lot and road layouts, rezoning of open spaces, embellishment and improvement of existing public spaces and establishment of conservation zones in areas of high biodiversity.

I refer to your correspondence dated 03/11/2025 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

The New South Wales Rural Fire Service (NSW RFS) has reviewed the proposal with regard to Section 4.4 of the directions issued in accordance with Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

The objectives of the direction are:

- to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and
- to encourage sound management of bush fire prone areas.

The direction provides that a planning proposal must:

- have regard to *Planning for Bushfire Protection 2019*,
- introduce controls that avoid placing inappropriate developments in hazardous areas, and
- ensure that bushfire hazard reduction is not prohibited within the APZ.

Based upon an assessment of the information provided, NSW RFS raises no objections to the proposal subject to a requirement that development affected by rezoning, subdivision, and changes to open spaces complies with *Planning for Bush Fire Protection 2019*.

With regard to these requirements, the following comments are made in relation to the submitted draft plan:

- Whilst the area within the East Maitland Catalyst Area is predominantly developed, there are a number of areas mapped as Bush Fire Prone Land that affect the zone.

Postal address

NSW Rural Fire Service
Locked Bag 17
GRANVILLE NSW 2142

Street address

NSW Rural Fire Service
4 Murray Rose Ave
SYDNEY OLYMPIC PARK NSW 2127

T (02) 8741 5555
F (02) 8741 5550
www.rfs.nsw.gov.au

RFS

NSW GOVERNMENT

- A Strategic Bush Fire Study must also be considered for the planning proposal in accordance with the principles in Chapter 4 to support ensuring land is suitable for development in the context of bush fire risk; ensuring new development on BFPL will comply with *PBP*; safe evacuation of future residents with regard to the existing access provisions, with consideration of the increase in residential density and the bush fire risk posed by existing/retained bush fire prone vegetation on and off site.

- The plan seeks to open up medium density options near key destinations. Where higher density zoning is applied on bush fire prone land that results in an intensification of the use of the site it must meet the requirements for bush fire protection measures in Chapters 5 - 8 of *PBP 2019*, which requires appropriate APZs that achieve construction bush fire attack levels of <29kW/m^2.

- The residential zoning permits, with consent, certain special fire protection purpose developments (SFPP) identified under the *Rural Fires Act 1997* which need to address the provisions of Chapter 6 of *PBP 2019*. Such developments require the provision of increased APZs to achieve a radiant heat threshold of <10kW/m2 and the preparation of an emergency management and evacuation plans.

- When planning for public open spaces, environmental conservation areas, environmental management, revegetation, or rezoning of open spaces and links, it is essential to prepare a plan of management (PoM) that outlines how these areas will comply with Appendix 4 of PBP 2019. This ensures that the land is maintained to an appropriate standard where necessary and that bushfire hazards are mitigated, thereby safeguarding existing and future developments from potential risks. The PoM should include an overview of compliance requirements, management strategies for conservation and revegetation, maintenance standards, and risk assessment to effectively address these concerns. By doing so, stakeholders can engage in protecting the environment and ensuring safety for the community.

For any queries regarding this correspondence, please contact [redacted]

Yours sincerely,

[redacted]

2

City Planning

Adoption of the East Maitland Catalyst Area Structure Plan

East Maitland Catalyst Area Structure Plan (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 2

Number of Pages: 67



2026

East Maitland Catalyst Area Structure Plan

NSW GOVERNMENT

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

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.

East Maitland Catalyst Area Structure Plan – March 2026

Prepared By: Gyde Consulting Pty Ltd.

Inside cover image: Maitland Hospital.

Contents

Mayor and General Manager message 4

1 Introduction 6
Purpose 6
Structure of the Report 8
Overview 8
How we plan 10
Our role 12

2 Background 14

3 Context 16
Regional context 16
Local context 18
Existing land use planning controls 20
East Maitland Catalyst Area snapshot 22

4 Catalytic growth and change 24
Growth scenarios 30

5 Strategic Planning Context 32

6 Development enablers 42
Maitland Hospital 42
Green Hills shopping centre 44
Opportunity sites 44
Green and open public spaces 46
Transport connectivity 46

7 Site analysis 48
Land use 48
Open space 50
Environmental values 52
Road network 54
Public and active transport 56
Environmental hazard 58
Land ownership 60

8 Future direction 62

9 Structure Plan Objectives 64
Diverse local economy 66
Suitable and sustainable housing 68
Great places and healthy environments 70
Integrated movement 72
Height strategy principles 74

10 East Maitland Catalyst Area Structure Plan and Precinct Plans 76
East Maitland Catalyst Area Structure Plan 78
Victoria Street Residential 82
East Maitland Residential 86
Metford Road Mixed Use 90
Maitland Hospital Precinct 94
Chelmsford Drive Residential 100
Metford Local Centre 102
Ashtonfield Urban Services 106
Green Hills Retail Precinct 110

11 Structure Plan implementation 114
Infrastructure needs 122

Appendix 1 Infrastructure Needs Analysis 130

Appendix 2 Social Infrastructure Assessment 131



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.



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 6,500 people, requiring up to 3,000 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 Analysis and Social Infrastructure 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.

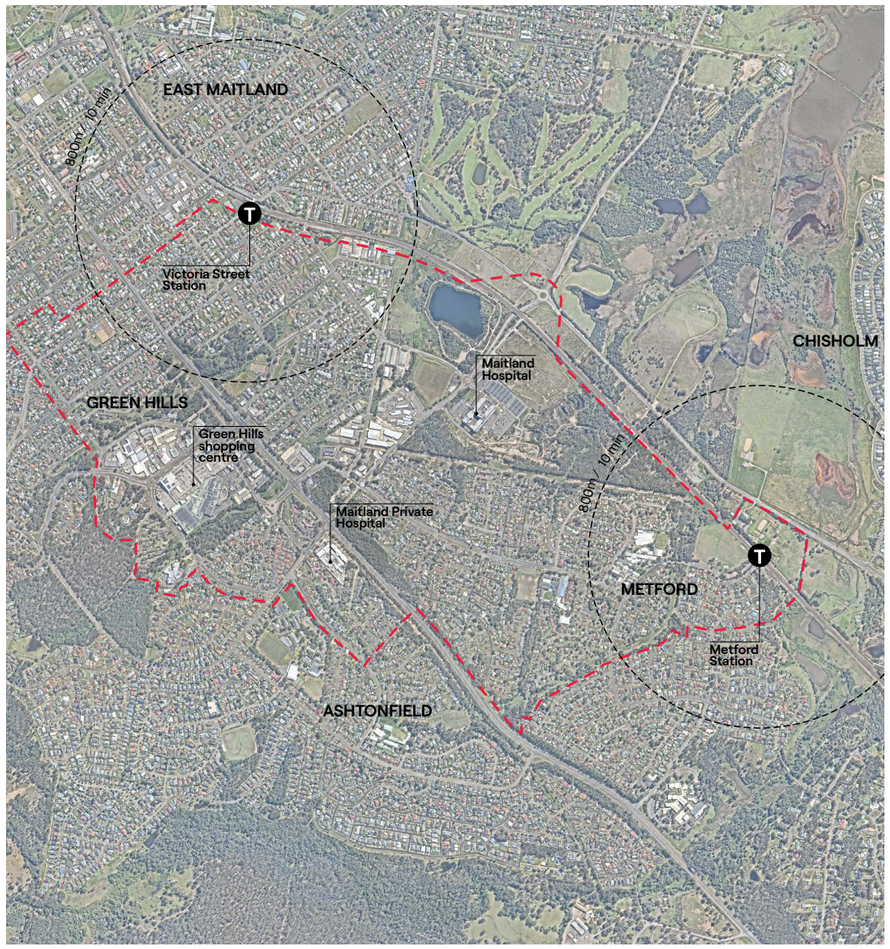


Figure 1. East Maitland Catalyst Area.

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.

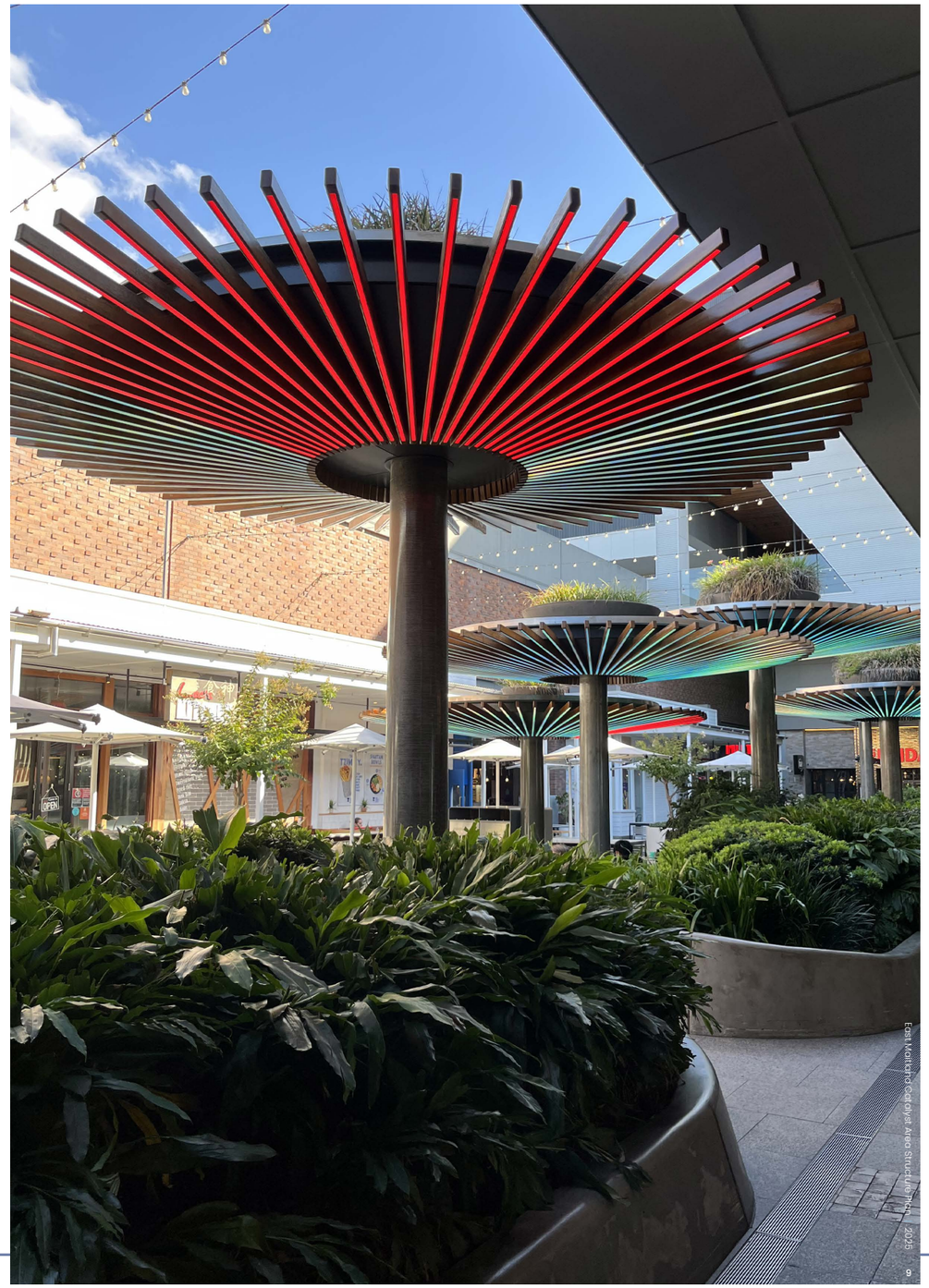


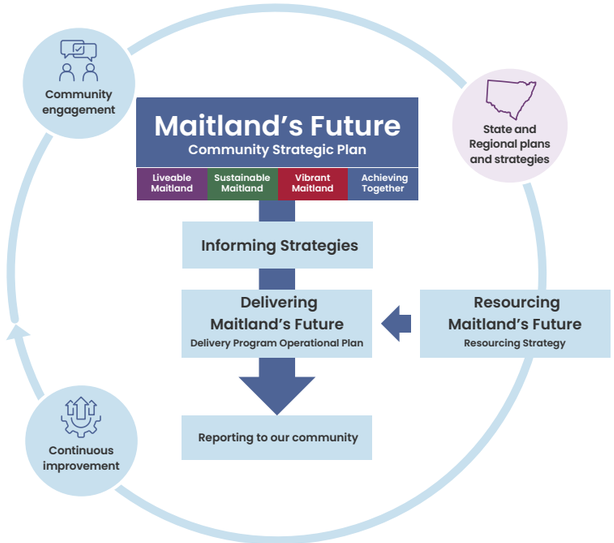
Figure 2. (Right) Green Hills shopping centre.

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.

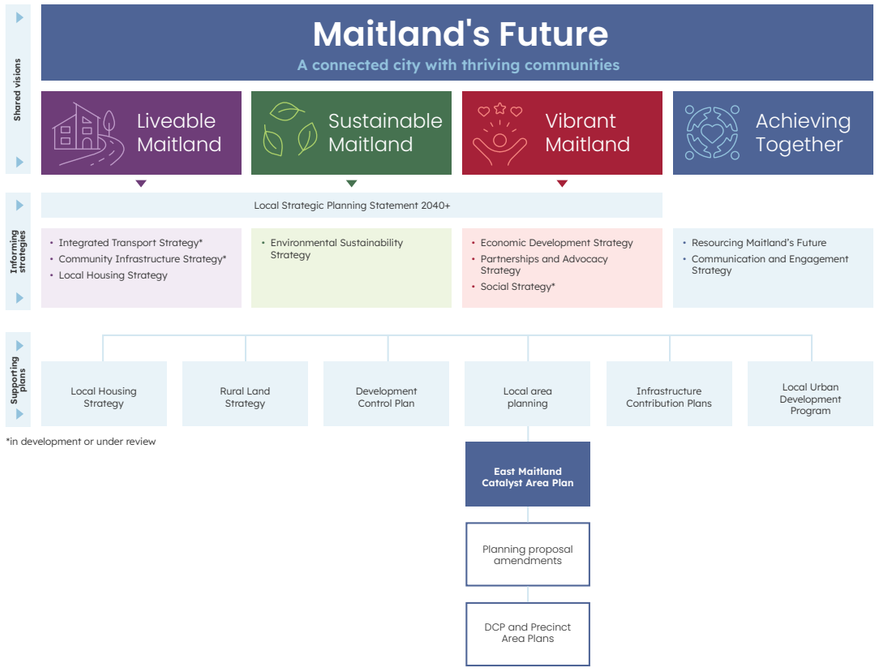
Integrated Planning and Reporting (IPR) Framework

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

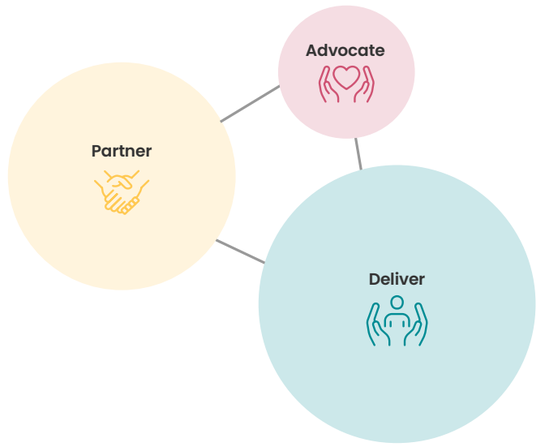
This Structure Plan forms part of Council's broader strategic framework. While it aligns most closely with one focus area, and geographical location, it cannot be delivered in isolation. The success of Maitland relies on how all focus areas — liveability, sustainability, vibrant and achieving together — 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.

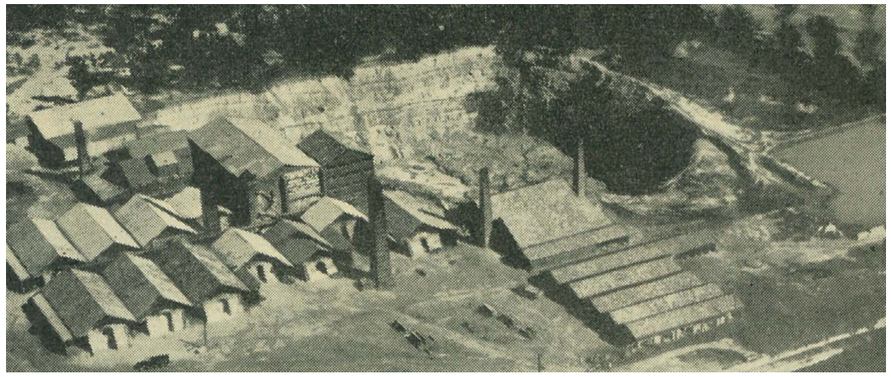


Figure 4. (Top right) East Maitland Brickworks.

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.

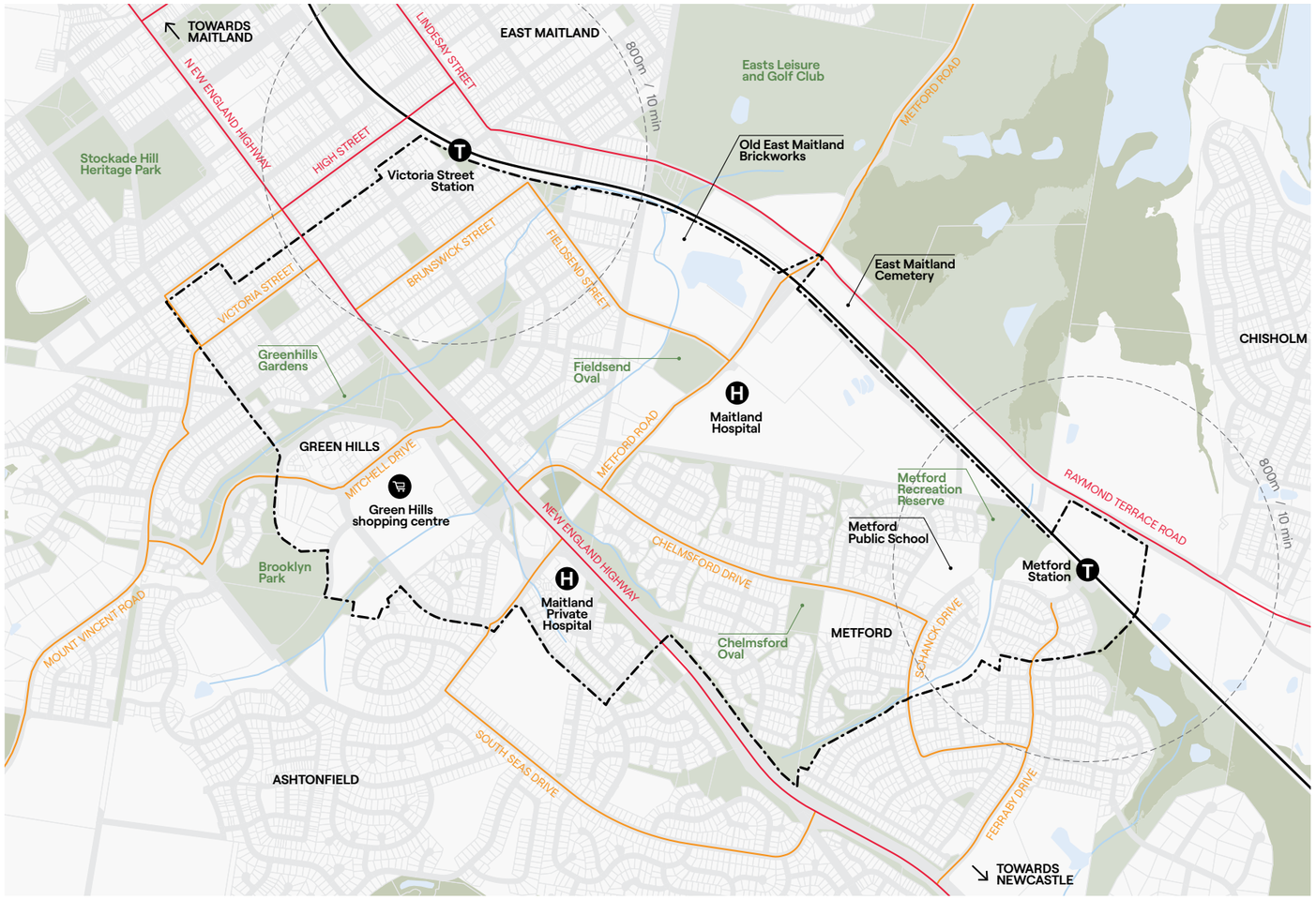


Figure 6. East Maitland Catalyst Area local context.

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.

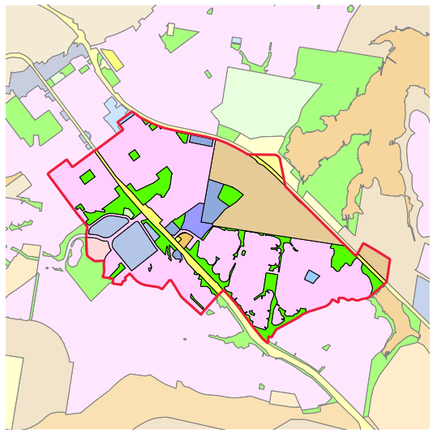


Figure 7. Land zoning.

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

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.

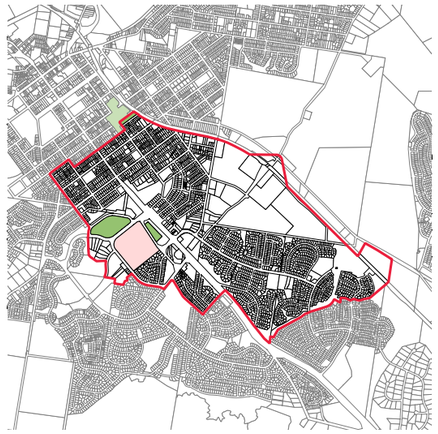


Figure 8. Height of buildings.

- 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.

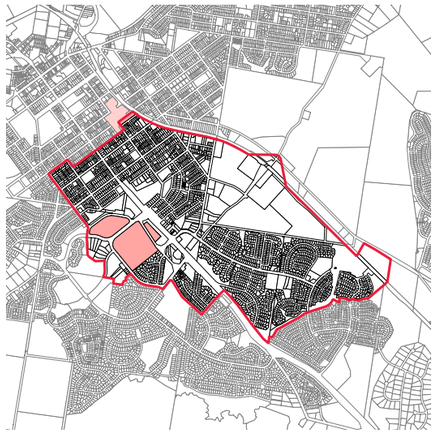


Figure 9. Floor space ratio.

- 2 : 1

Heritage

The Catalyst Area contains four locally listed heritage 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.

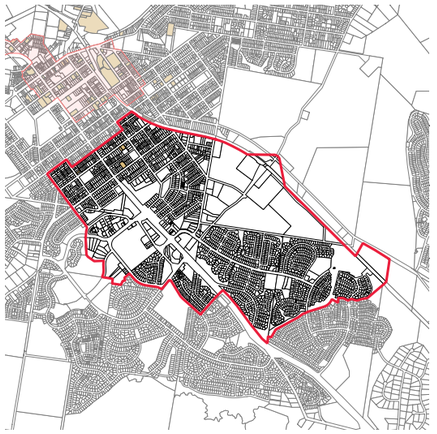


Figure 10. Heritage.

- 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

The East Maitland Catalyst Area is 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.

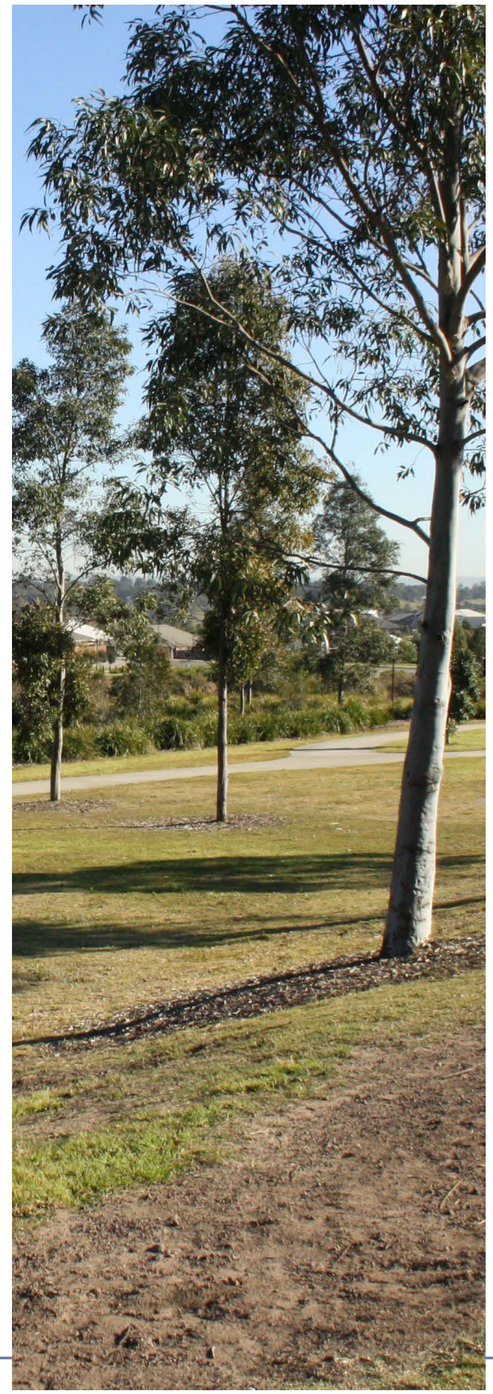


Figure 13. (Right) Whitewater Park, Chisholm.

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 14). 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.

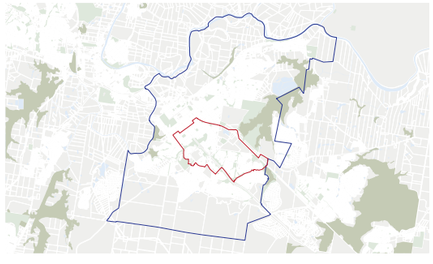


Figure 14. East Maitland Catalyst Area (outlined in red); NSW DPHI 2022 SA2 boundary (blue).

Low, Medium and High-growth scenarios have been developed to inform this Structure Plan and determine future infrastructure needs (refer Figure 15 and Figure 16).

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.

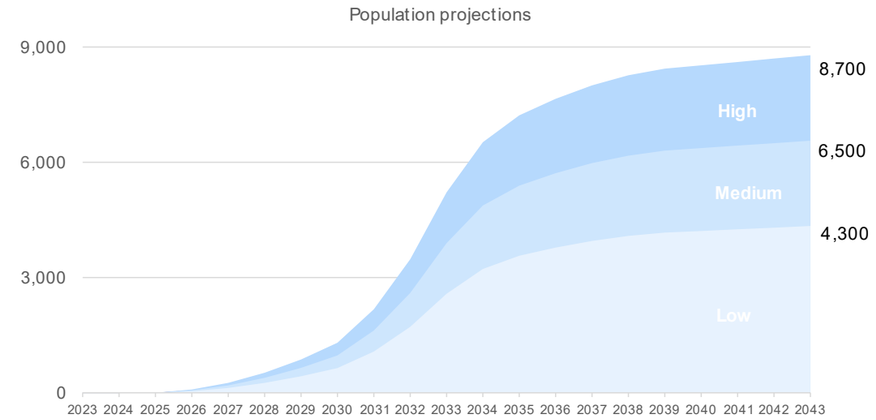


Figure 15. East Maitland Catalyst Area 20-year projected population uplift.

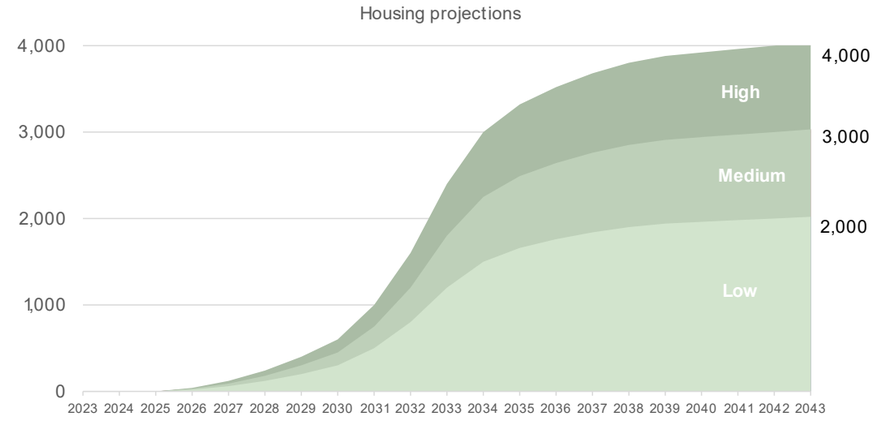


Figure 16. East Maitland Catalyst Area 20-year projected dwelling uplift.

5. Strategic planning context

Hunter Regional Plan 2041

Published in December 2022 by the NSW Department of Planning, Housing and Infrastructure, 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 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.

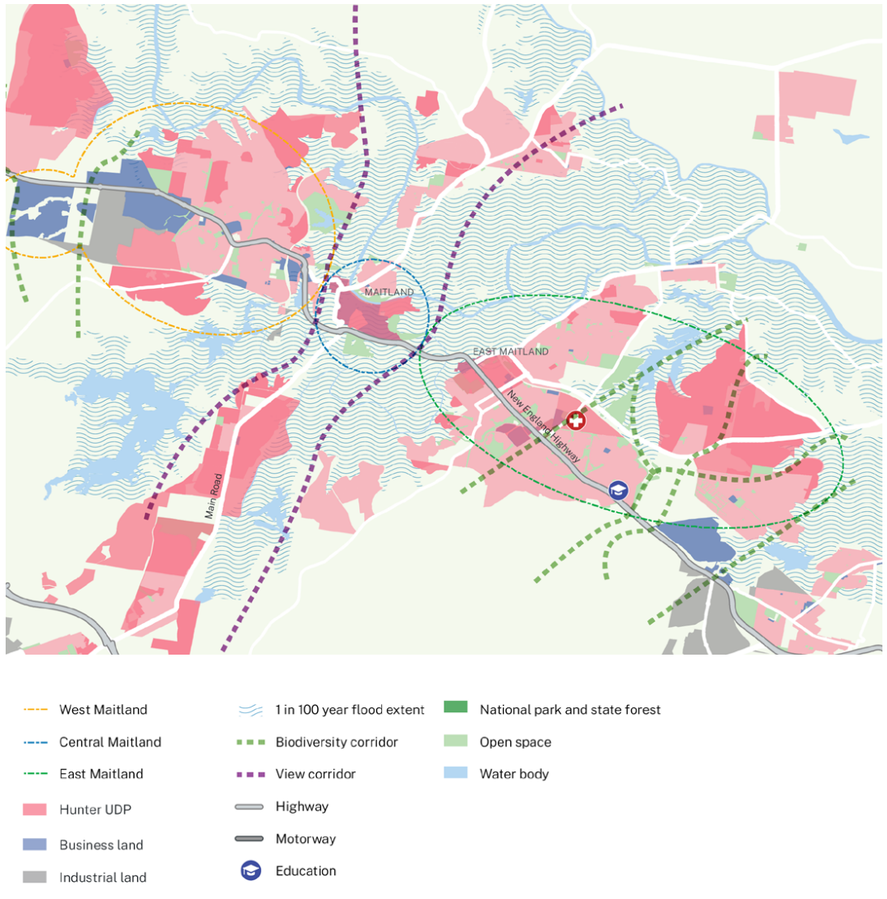


Figure 17. The East Maitland Catalyst Area is located within the New England Growth Corridor.
Source: Hunter Regional Plan 2041.

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, Housing and Infrastructure. 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.

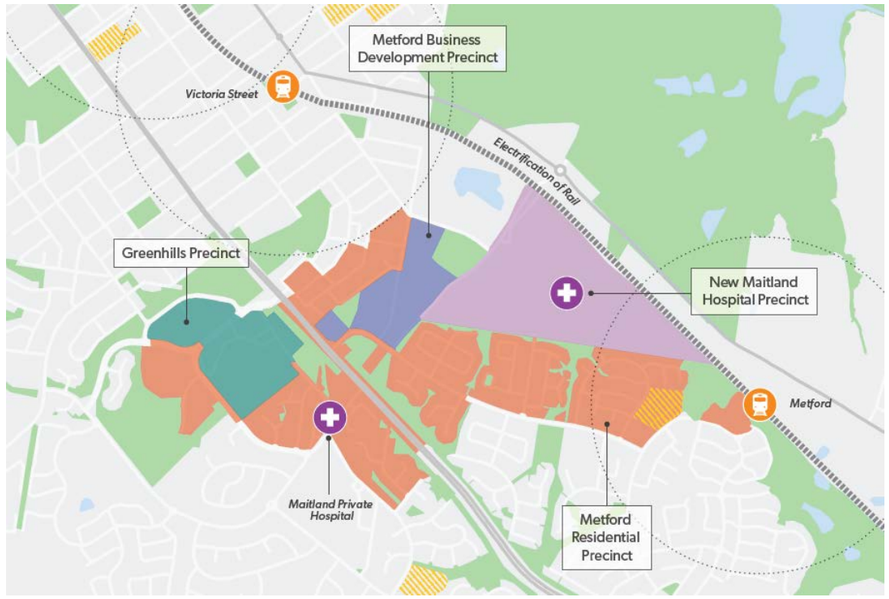


Figure 18. Catalyst Area East Maitland.
Source: Greater Newcastle Metropolitan Plan 2036.

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.

Hunter Strategic Regional Integrated Transport Plan

Prepared by Transport for NSW (TfNSW), the *Hunter Strategic Regional Integrated Transport Plan* (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.

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 Economic Development Strategy 2025

The *Maitland 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 19 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 connect 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

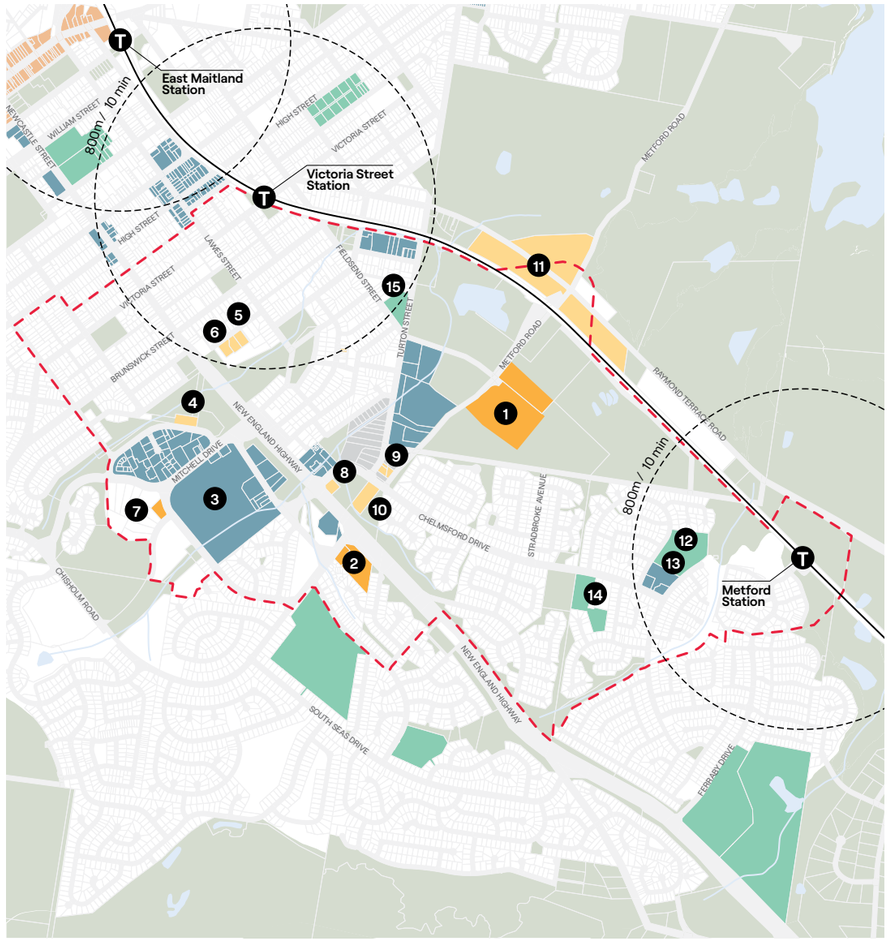


Figure 23. East Maitland Catalyst Area land use.

The East Maitland Catalyst Area currently supports 40.6 ha of employment land in the following distribution:

E1 - Local Centre	1.3
E2 - Commercial Centre	21.1
E3 - Productivity Support	11.8
E4 - General Industrial	6.5
Total (ha)	**40.6**

The Catalyst Area proposes the following broad employment typologies:

Commercial/Retail	15.0
Productivity Support	0.2
Mixed Use	18.9
Local Centre	1.0
Total (ha)	**35.1**

Change summary (city wide employment land impact)

- Net loss of 3.8% of the city's total E4 – General Industrial zone
- Net loss of 2.1% of the city's total E3 – Productivity Support zone
- Net loss of 23.1% of the city's total E2 – Commercial Centre zone
- Net loss of 0.7% of the city's total E1 – Local Centre zone
- Net gain of 18.6% of the city's total MU1 – Mixed Use zone

Justification for the change in employment land use

- The vision of the Catalyst Area is to create a vibrant metro centre requiring a suitable population density. This requires a transition towards more mixed uses incorporating both suitable employment and residential outcomes.
- The relocation of the Maitland Hospital to Metford has catalysed the need for more health-related industries noting that the Old Maitland Hospital was supported by a clustering of other health uses. Maitland has seen an increased demand for these uses in recent years.
- The Mitchell Drive commercial centre character is that of a mixture of uses and is better suited to the MU1 Mixed Use Zone rather than the E2 Commercial Centre. This transition will ensure flexibility in land uses while still supporting a commercial function.
- The current E4 General Industry zone is underutilised with the largest land area occupied by a self-storage facility.
- Council acknowledges the importance of the existing industry located in the Catalyst Area and notes that the document is a long-term strategic vision.
- There is a large portion of undeveloped E3 Productivity Support and E4 General Industrial zoned land in the city being 251ha, with most being located in Rutherford.
- Council commissioned a study and land use audit to support the development of our Employment Land Strategy, which is tentatively scheduled for adoption in late 2026. It examined the current and available floor space capacity of each of our employment areas based on undeveloped and redevelopment opportunity for underutilised land. Based on this study and adopting a balanced set of development assumptions, we have additional development capacity across the city of approximately:
  - 30% + Commercial Floor Space
  - 30% + Industrial Floor Space
  - 45% + Retail Floor Space

The role of the Employment Land Strategy is to continue to monitor supply and demand factors and adjust as required to respond to changing economic dynamics. Of particular relevance to Council is the mining industry transition and how this may impact our large designated industrial areas in Thornton and Rutherford.

The intent of the the Department of Planning, Housing and Infrastructure Industrial Land Action Plan has also been considered, and the proposed changes to zoning are consistent. The Metford Road sub-precinct is transitioning to a supporting medical service employment area due to the anchor of Maitland Hospital, which requires a MU1 zone to enable this transition. E3 Productivity Support and E4 General Industrial zoned lands will continue to exist within the Maitland LGA in areas, such as Rutherford and Thornton, which are more suited to support these industrial uses.



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 Creek, 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

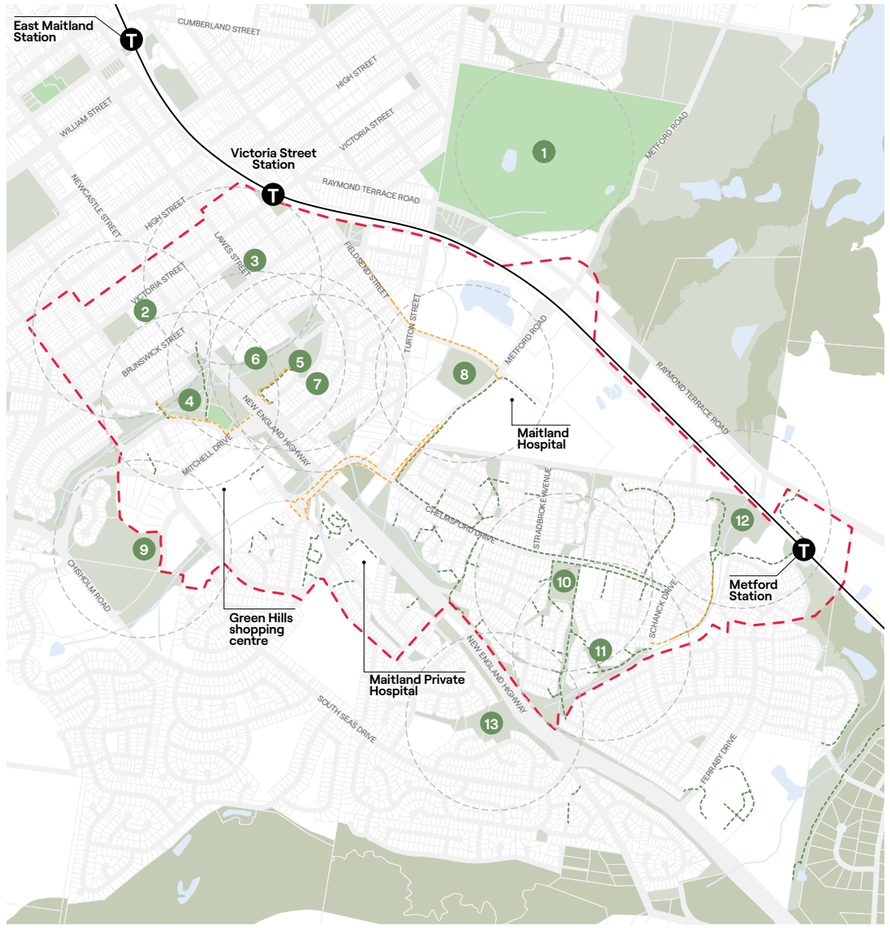


Figure 24. East Maitland Catalyst Area open space.

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.

The Catalyst Area contains parts of One Mile Creek, Two Mile Creek and Three Mile Creek, 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, 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.

- Catalyst Area boundary
- Recreation
- Environmental Conservation
- Environmental Management
- Environmental Living
- Green and Blue Grid
- Riparian land
- Biodiversity corridor
- Contours (2m)
- Ridgeline

Any future development will need to consider indirect impacts from changes to hydrological conditions and impacts from edge effects. These are likely to degrade the condition and integrity of retained and surrounding habitats, reduce the function of important wildlife corridors and impact biodiversity features essential to threatened entities. Edge effects of urbanisation can have significant consequences for habitats including weed invasion, soil nutrient increases, increase in pest animals, micro-climatic changes such as solar radiation, air temperature, humidity, and wind speed, impacts to vegetation composition, light, noise and impacts from unauthorised access.



Figure 25. East Maitland Catalyst Area environmental values.

High Environmental Value land

The Hunter Regional Plan 2041 seeks to identify, map, maintain and enhance areas of High Environmental Value within local strategic plans. The NSW Government has adopted the following criteria to define areas within the state of high environmental value, which include:

- areas protected for conservation including existing conservation areas, national parks and reserves, declared wilderness areas, marine parks, Crown reserves dedicated for environmental protection, and conservation and flora reserves
- important habitat mapping for serious and irreversible impact species
- koala habitat
- native vegetation of high conservation value, including vegetation types that have been over-cleared or occur within overcleared landscapes, old growth forests and rainforests
- key habitat for threatened species and populations and threatened ecological communities
- wetlands, rivers, estuaries and coastal features of high value
- areas of geological significance. High Environmental Value areas are areas that contain significant biodiversity, such as core koala habitats, wetlands, and native vegetation, which are identified through mapping to guide development, avoid land-use conflicts, and prioritize conservation

The Catalyst Area is characterised by High Environmental Value land as shown in the Figure 26.

Any future development proposal that may impact on areas of High Environmental Value and biodiversity corridors will utilise the 'avoid, minimise and offset' hierarchy. While improving the quality of, and access to, information relating to areas of High Environmental Value, and implementing appropriate measures to conserve areas of High Environmental Value.

In additional any proposal should support and be consistent with the NSW Koala Strategy, as follows:

- Identifying the importance of Maitland in supporting the Port Stephens, Lower Hunter and Barrington Koala populations
- That these populations have been prioritised in the NSW Koala Strategy to fill knowledge gaps and deliver local actions
- Identify that many of NSW's coastal koala populations, particularly those that are east of the M1 Pacific Highway are in long term severe and on-going decline. Without significant action, these populations may be extinct within the next 30-50 years. Coordinated and strategic conservation efforts are required at all levels of government to ensure intervention efforts are successful.
- Consider and demonstrate how, in accordance with the Regional Plan, the Structure Plan will avoid or mitigate impacts on koala habitat, so it is not fragmented or lost.
- The NSW Koala Strategy supports councils undertaking ecological assessment and community engagement to develop koala habitat maps. The maps will guide local strategic planning and ensure councils can strategically conserve habitat and connections using measures like directing growth to urban areas. Through effective planning, impacts to the koala can be avoided.

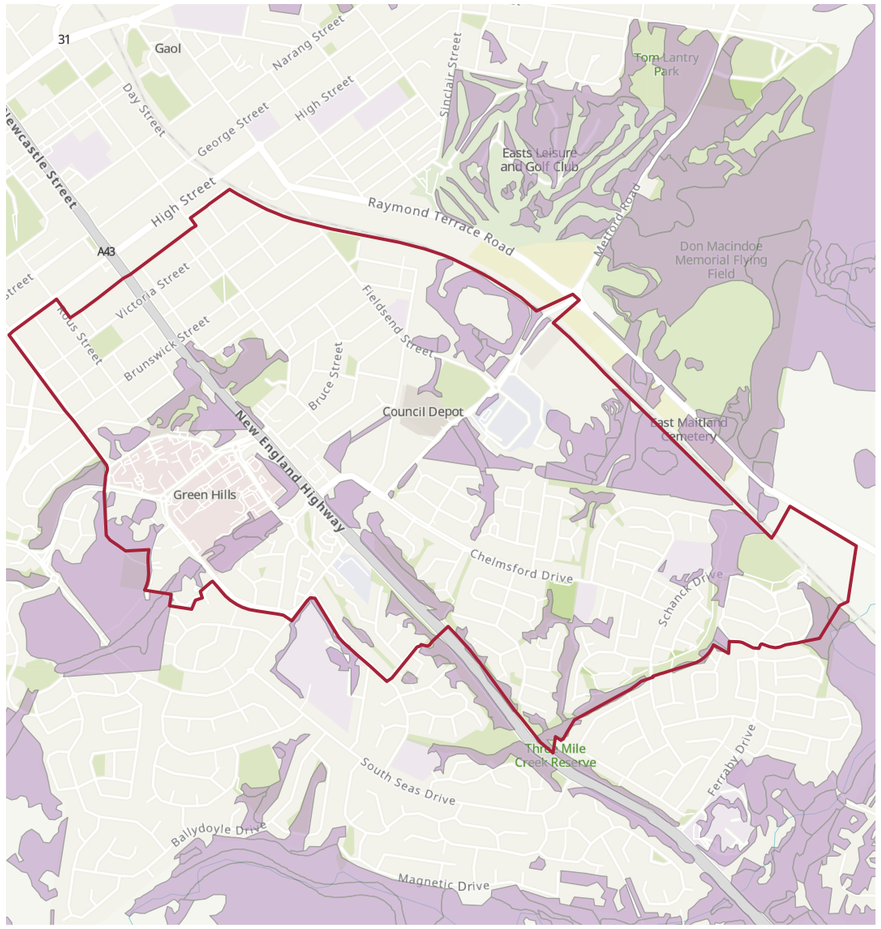


Figure 26. East Maitland Catalyst Area High Environmental Value land

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.

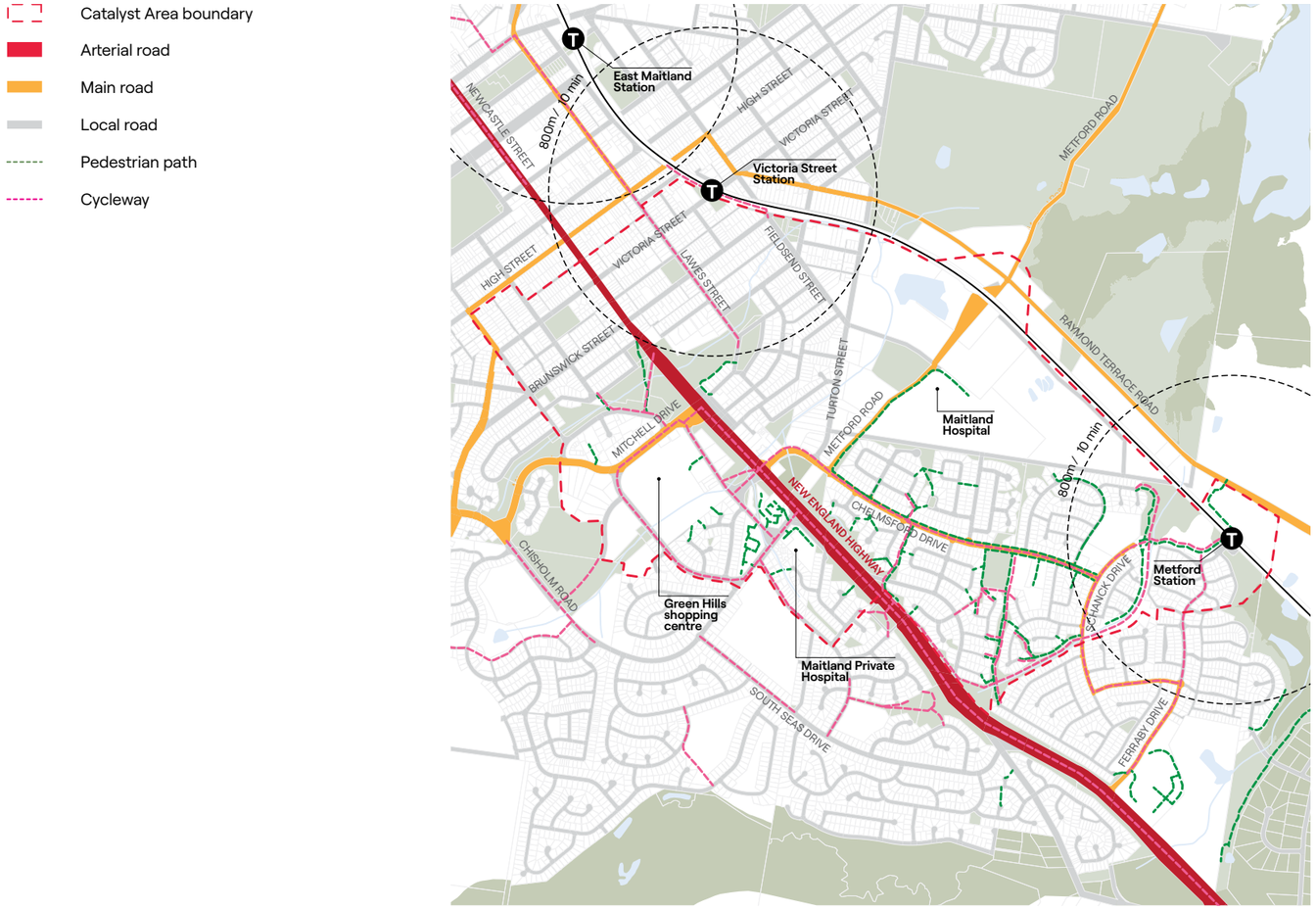


Figure 27. East Maitland Catalyst Area road network.

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.

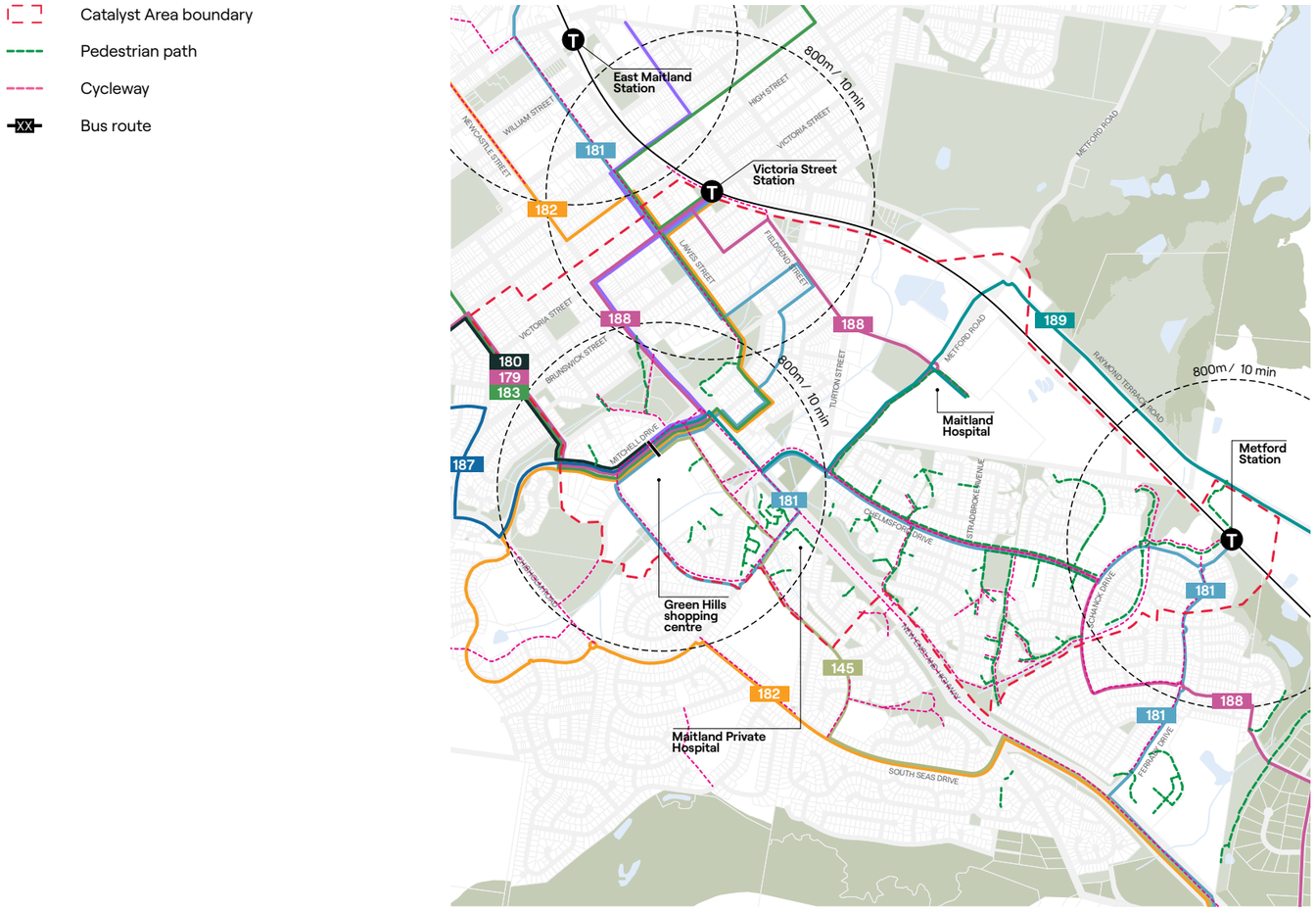


Figure 28. East Maitland Catalyst Area public and active transport.

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 Creek, Two Mile Creek and Three Mile Creek, 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 29. 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.

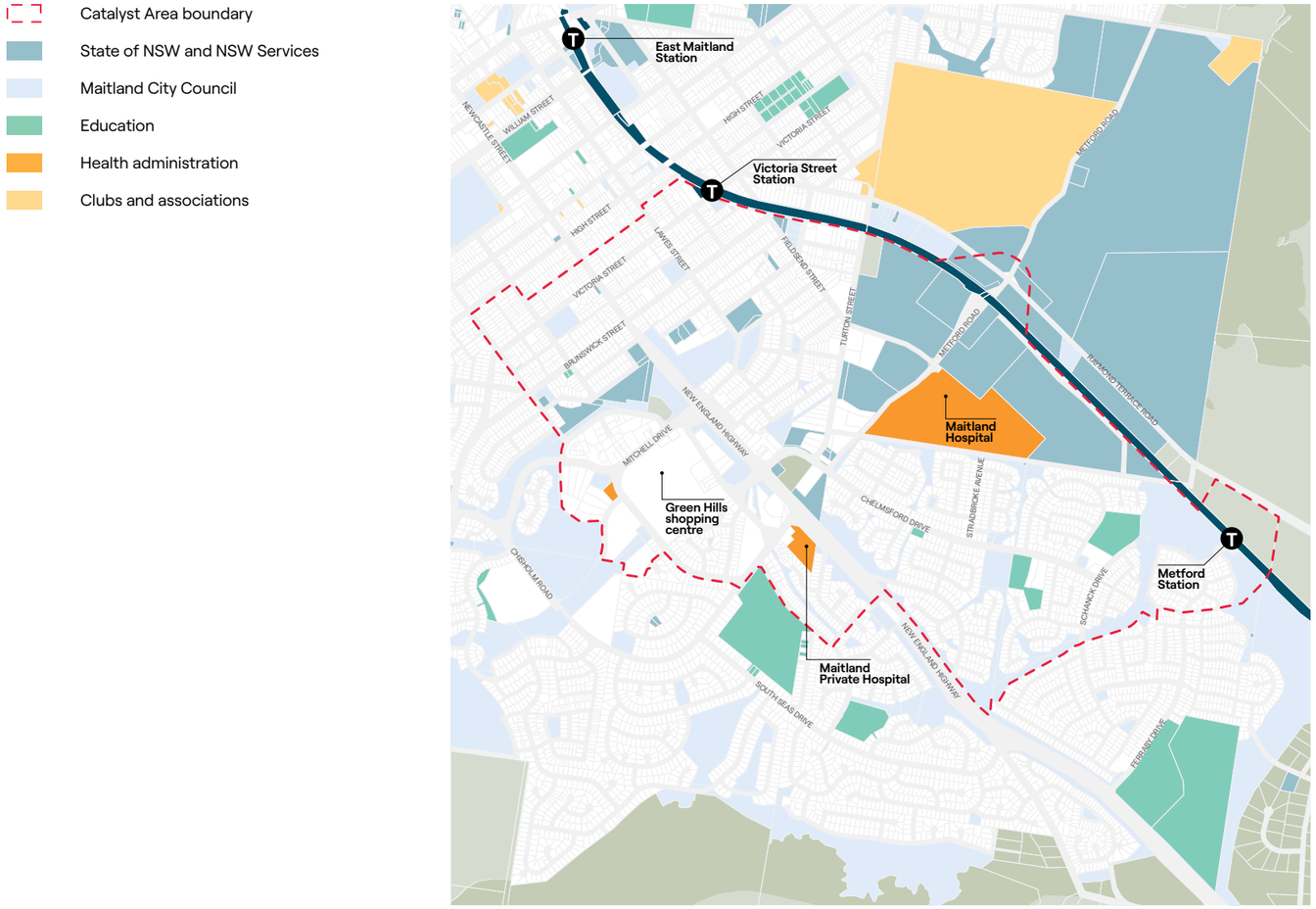


Figure 30. Land ownership.

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 31. (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

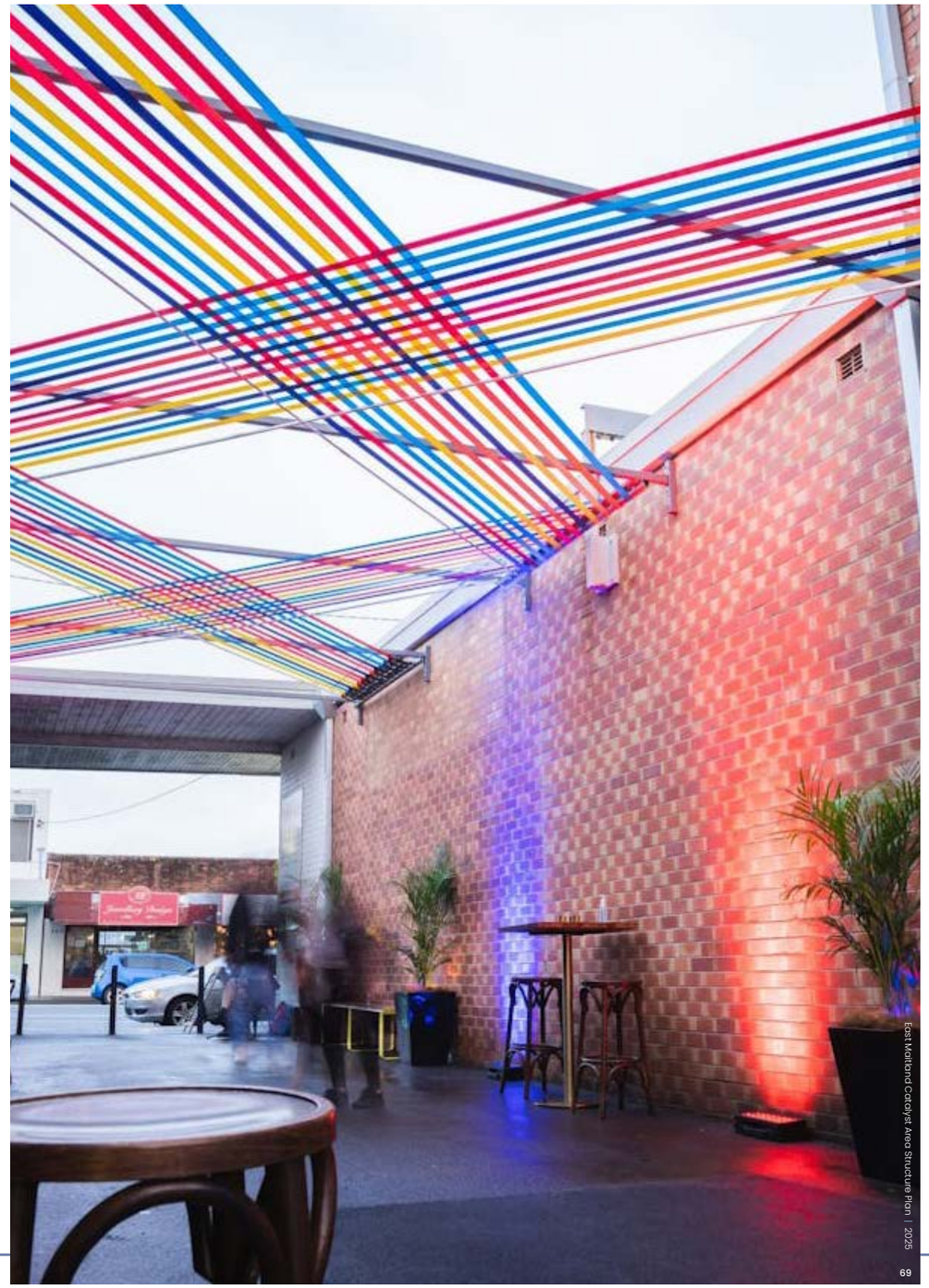


Figure 32. (Right) Lawes Street Laneway, East Maitland.

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 33. (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 to the East Maitland Catalyst Area. This includes **medium density dwellings**, such as terraces, townhouses, villas or low-rise residential flat buildings, and **higher density dwellings**, such as residential flat buildings and shop-top housing.

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.

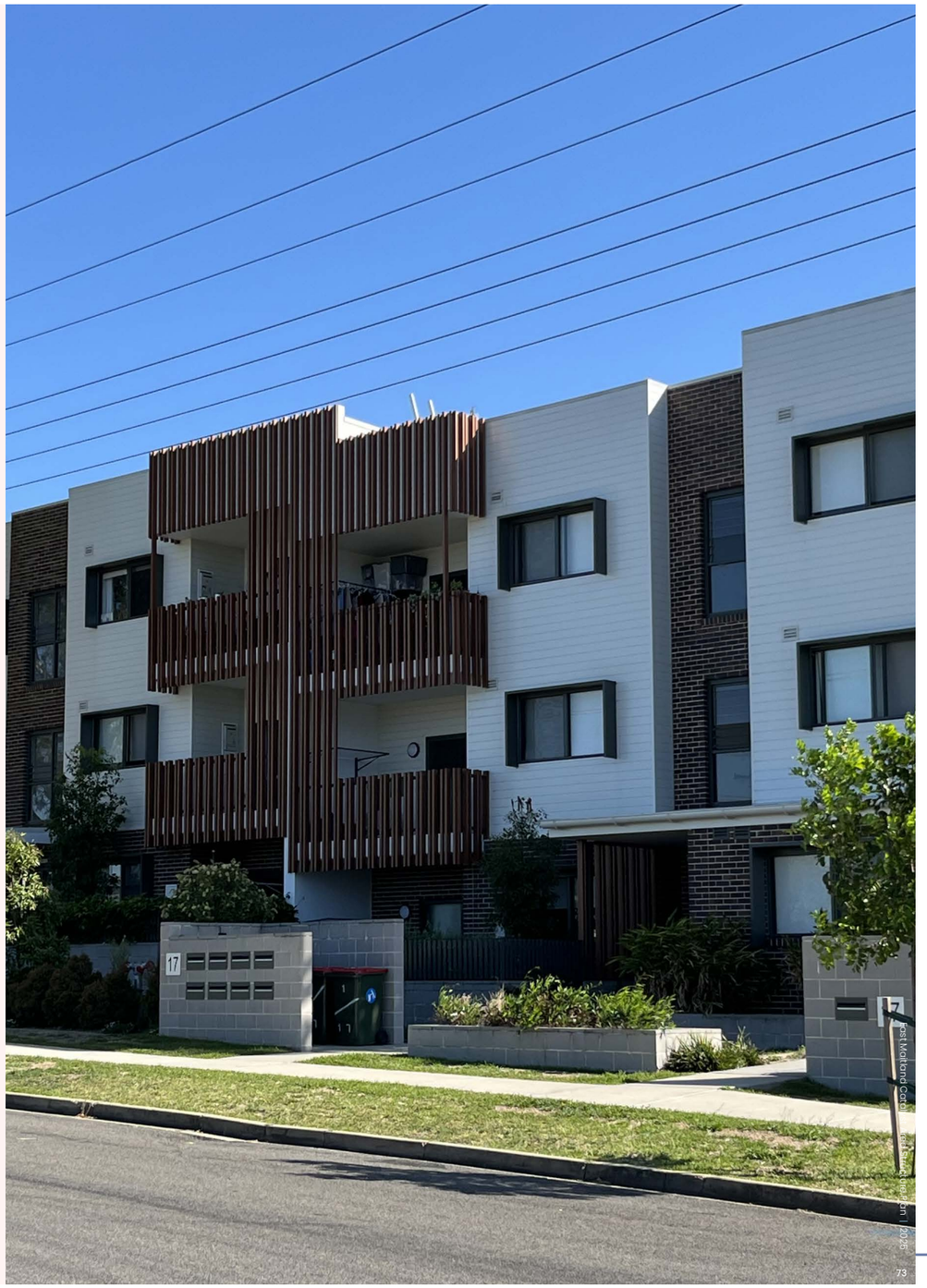


Figure 34. (Right) Victoria Street, East Maitland.

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, and future development of the East Maitland Catalyst Area should be carried out in accordance with the *Maitland Environmental Sustainability Strategy*.

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.

Council will ensure areas of High Environmental Value, defined as including key habitat for threatened species and populations and threatened ecological communities, will be protected or enhanced via an avoid, minimise and offset hierarchy for any future development.

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 35. (Right) Lawes Street, East Maitland.

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 36. (Right) Metford Train Station.

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**



10. East Maitland Catalyst Area Structure Plan and Precinct Plans

- 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
- Investigation area

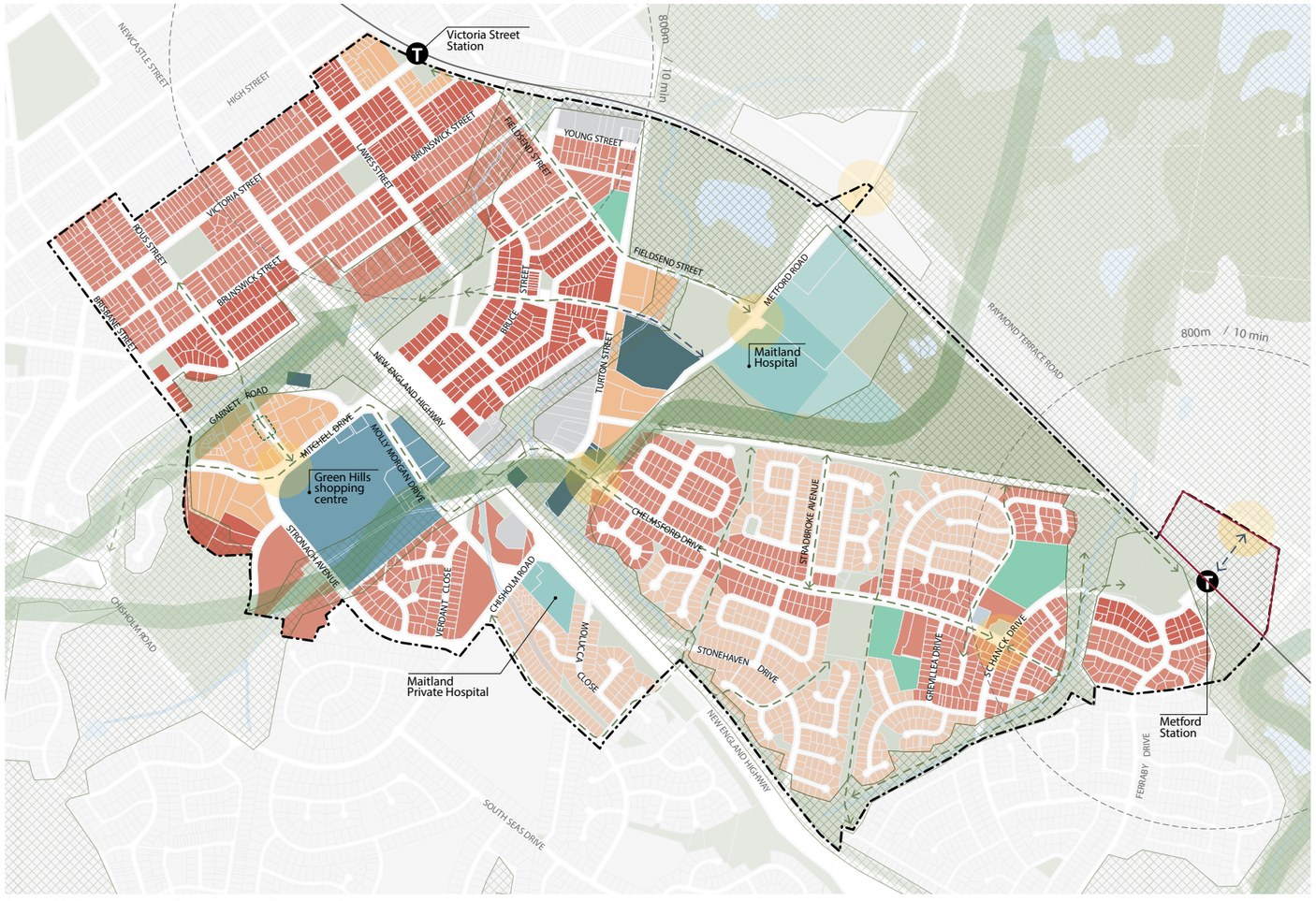


Figure 37. East Maitland Catalyst Area Structure Plan.

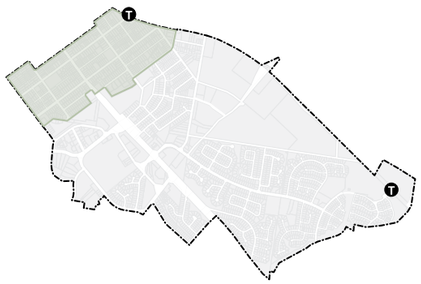
Victoria Street Residential

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 Creek 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.



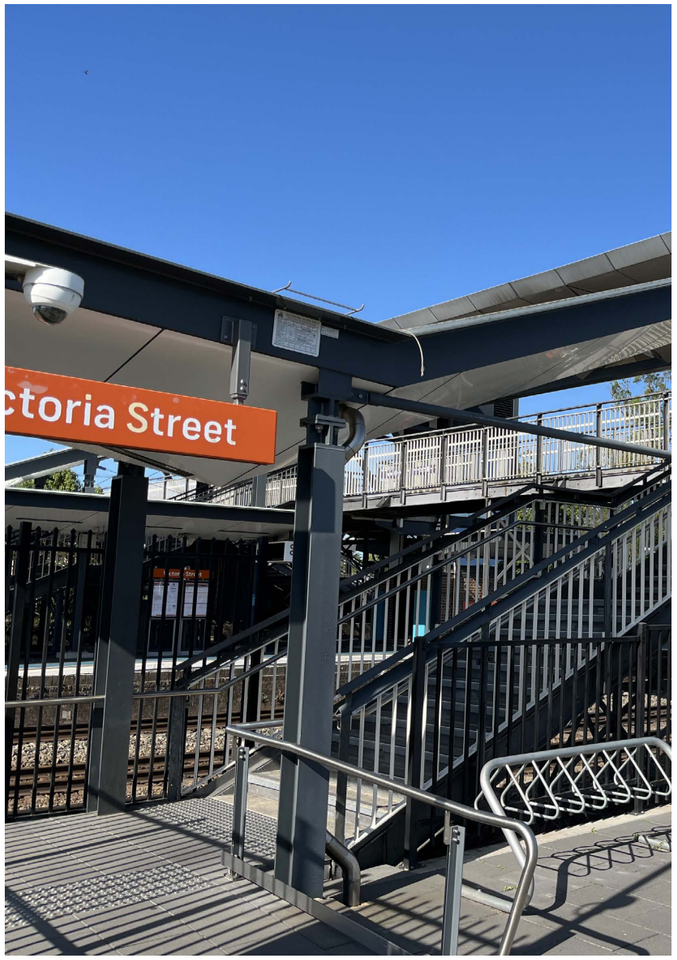


Figure 38. Victoria Street Station.



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
- Indicative site specific precinct planning area

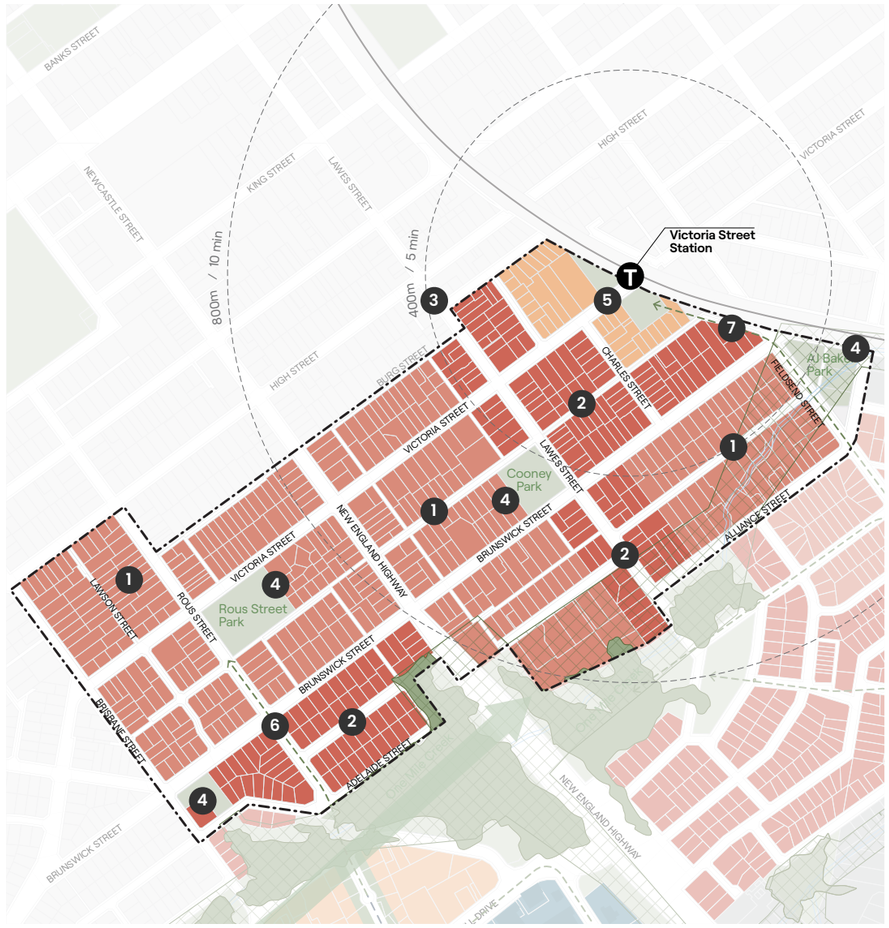


Figure 41. Victoria Street Residential precinct.

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.

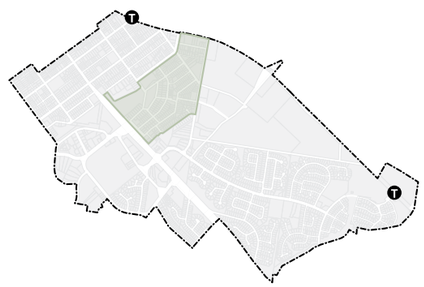




Figure 42. Fieldsend Street, East Maitland.

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 Creek** 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 Creek corridor.
7. **Establish an active link along Quarry Street** to enhance connectivity between Fieldsend Street and the One Mile Creek 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

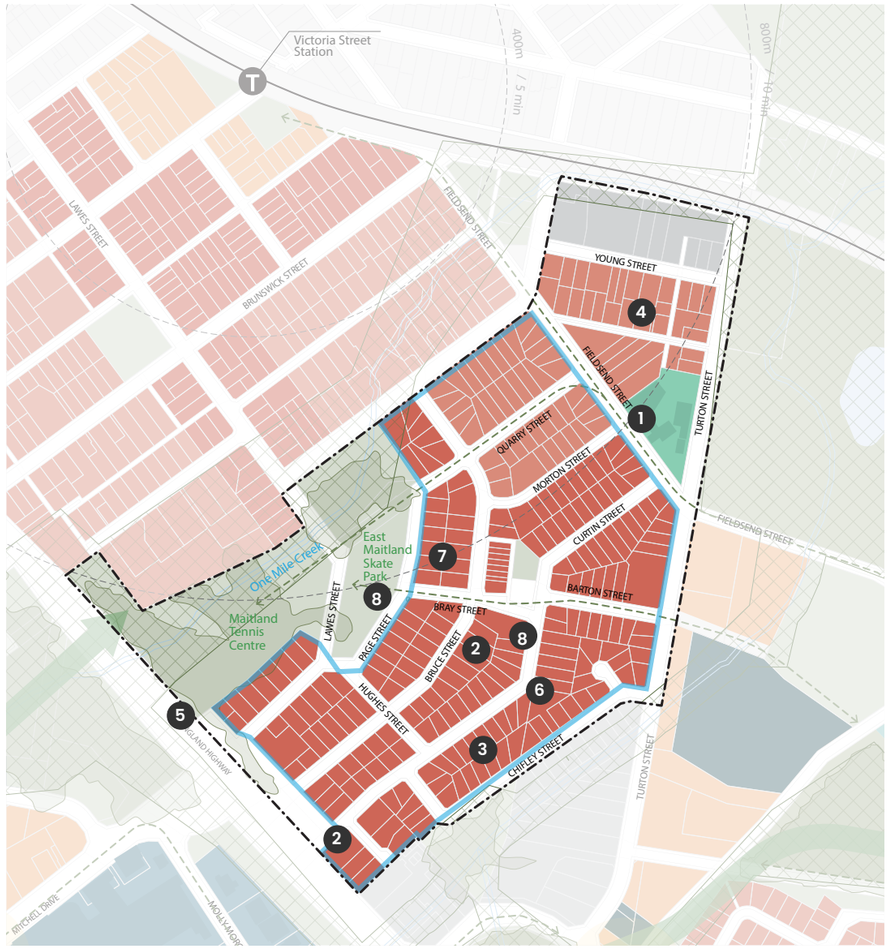


Figure 43 East Maitland Residential precinct

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.

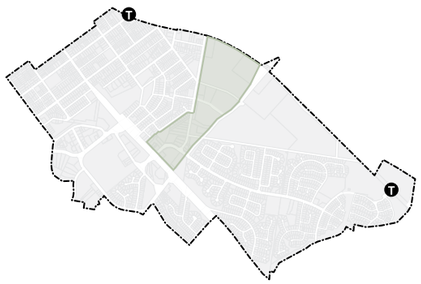




Figure 44. Maitland Council Depot.



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. **Active transport link extension Barton Street** to enhance permeability throughout the precinct and provide connectivity between Maitland Hospital and the One Mile Creek corridor. This is subject to detailed investigations relating to 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.

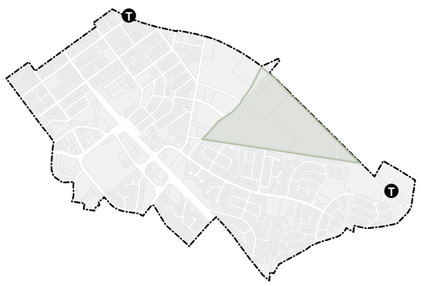




Figure 47. Maitland Hospital.

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
- Indicative site specific precinct planning area

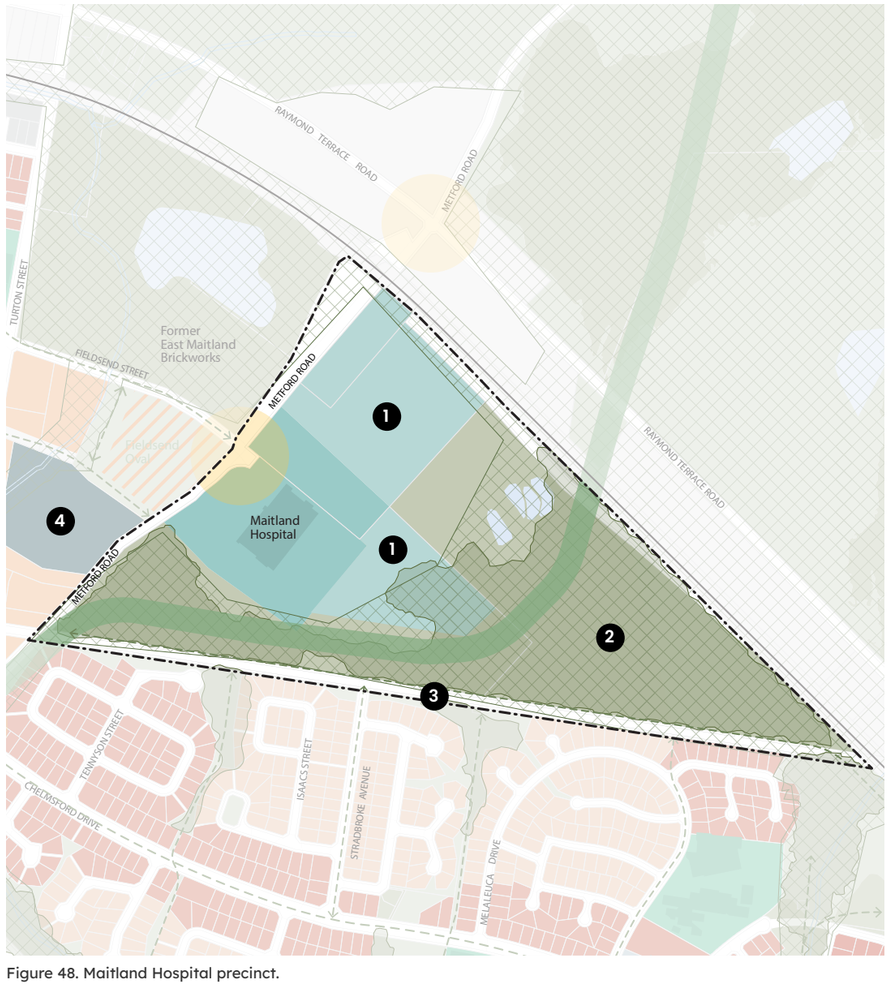


Figure 48. Maitland Hospital precinct.

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.

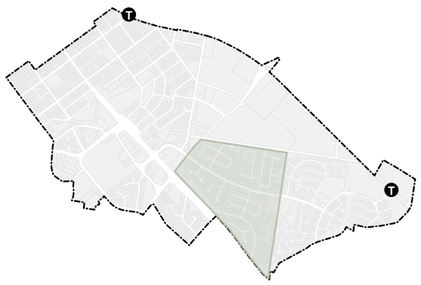




Figure 49. Chelmsford Drive Oval.

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
- Indicative site specific precinct planning area

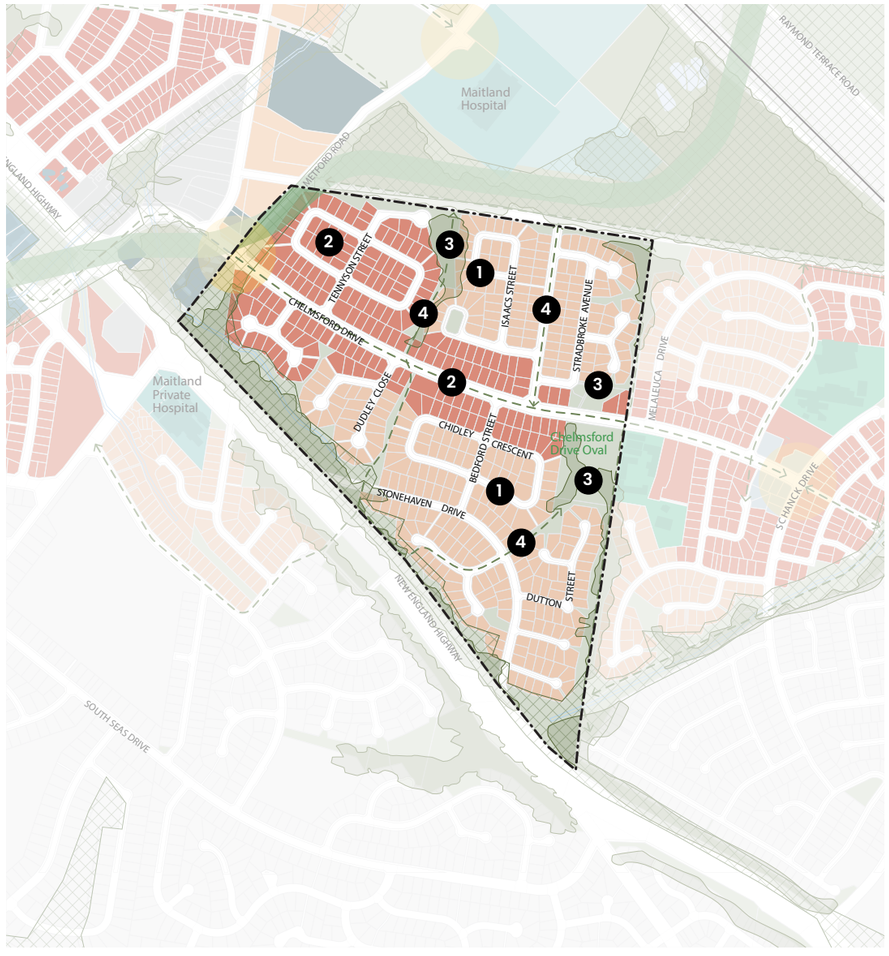


Figure 50. Chelmsford Drive Residential precinct.

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.

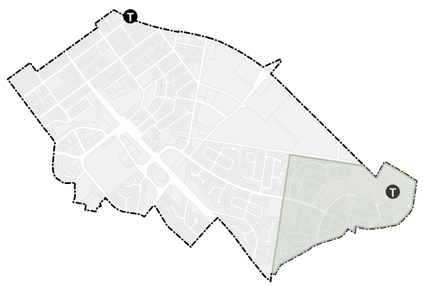




Figure 51. Metford Skate Park.

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. Investigate a **neighbourhood or local centre** in the Metford area.
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 Creek** 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.
10. Landowner to prepare investigations for a potential Transit Oriented Development (TOD) mixed use precinct in consultation with Council and relevant State agencies, and submit these investigations for review, subject to flooding and bushfire constraints being appropriately addressed.

- 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
- Investigation area

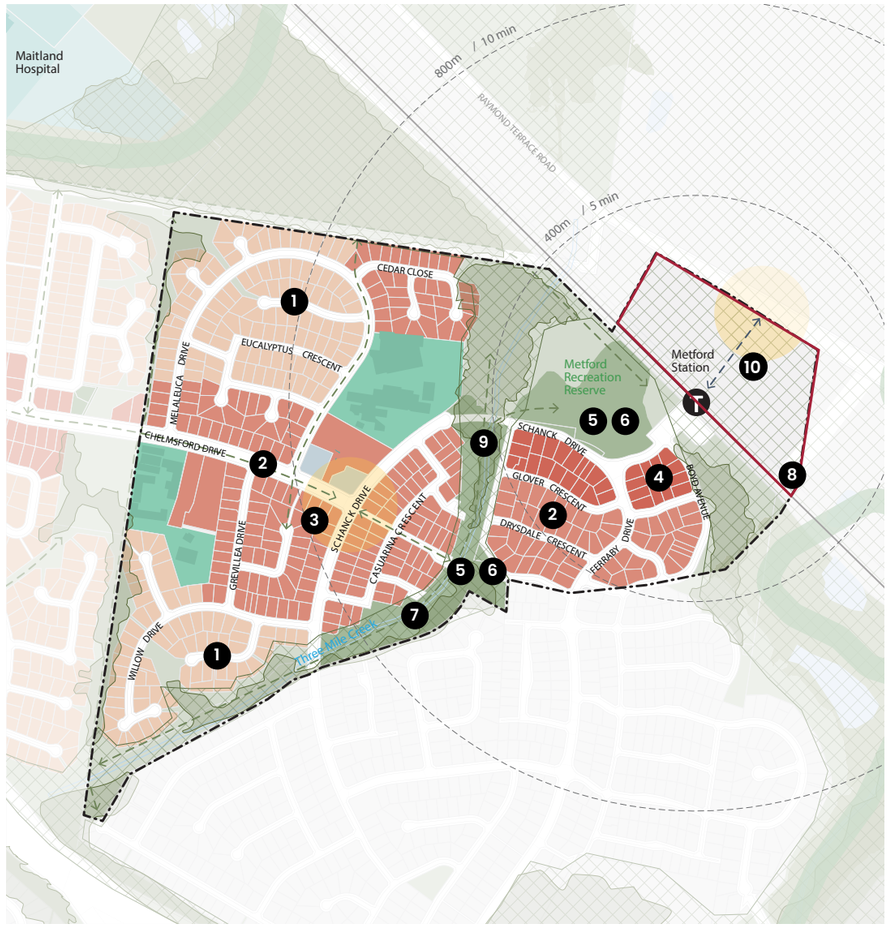


Figure 52. Metford Local Centre.

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.

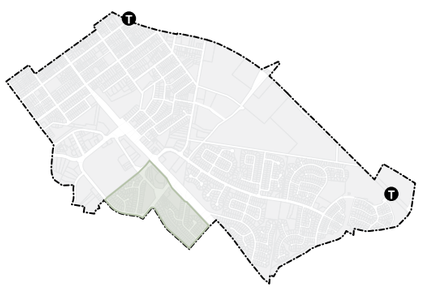




Figure 53. Maitland Private Hospital.

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
- Indicative site specific precinct planning area

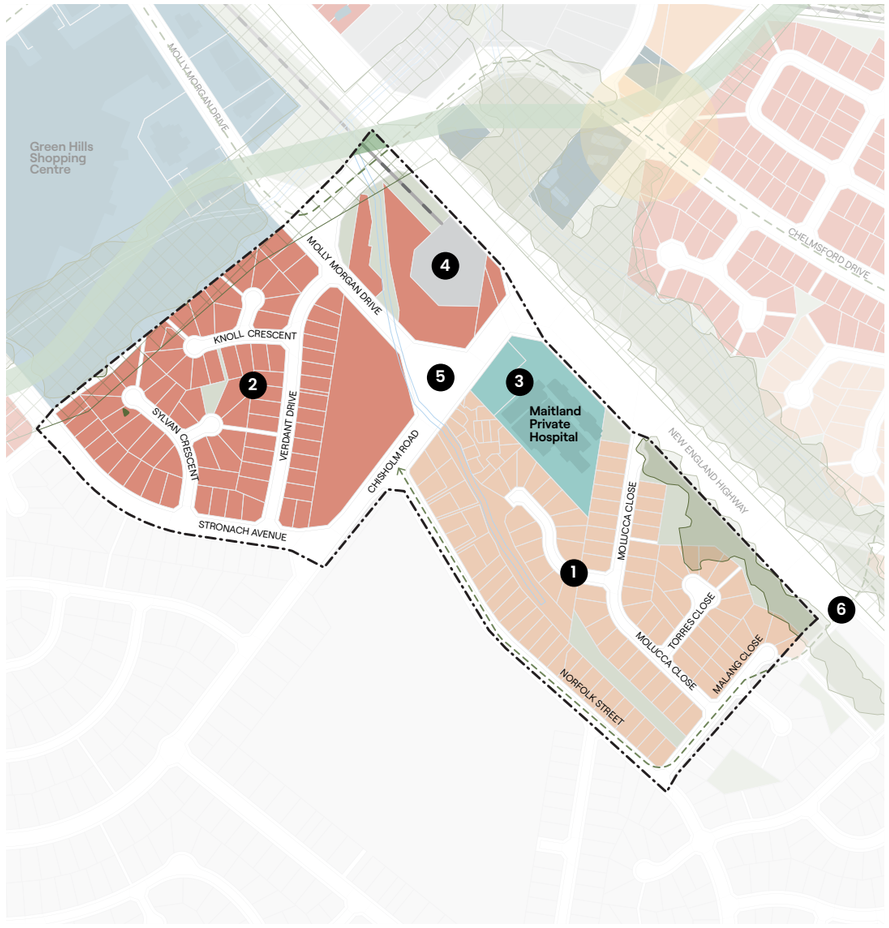


Figure 54. Ashtonfield Urban Services

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.

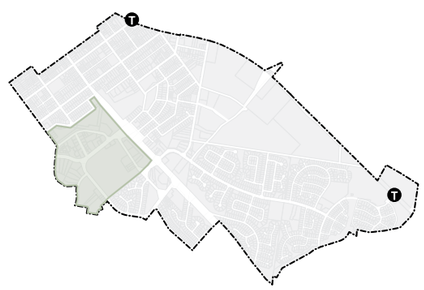




Figure 55. Mitchell Drive, Green Hills.

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 Creek** 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 57**.

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.

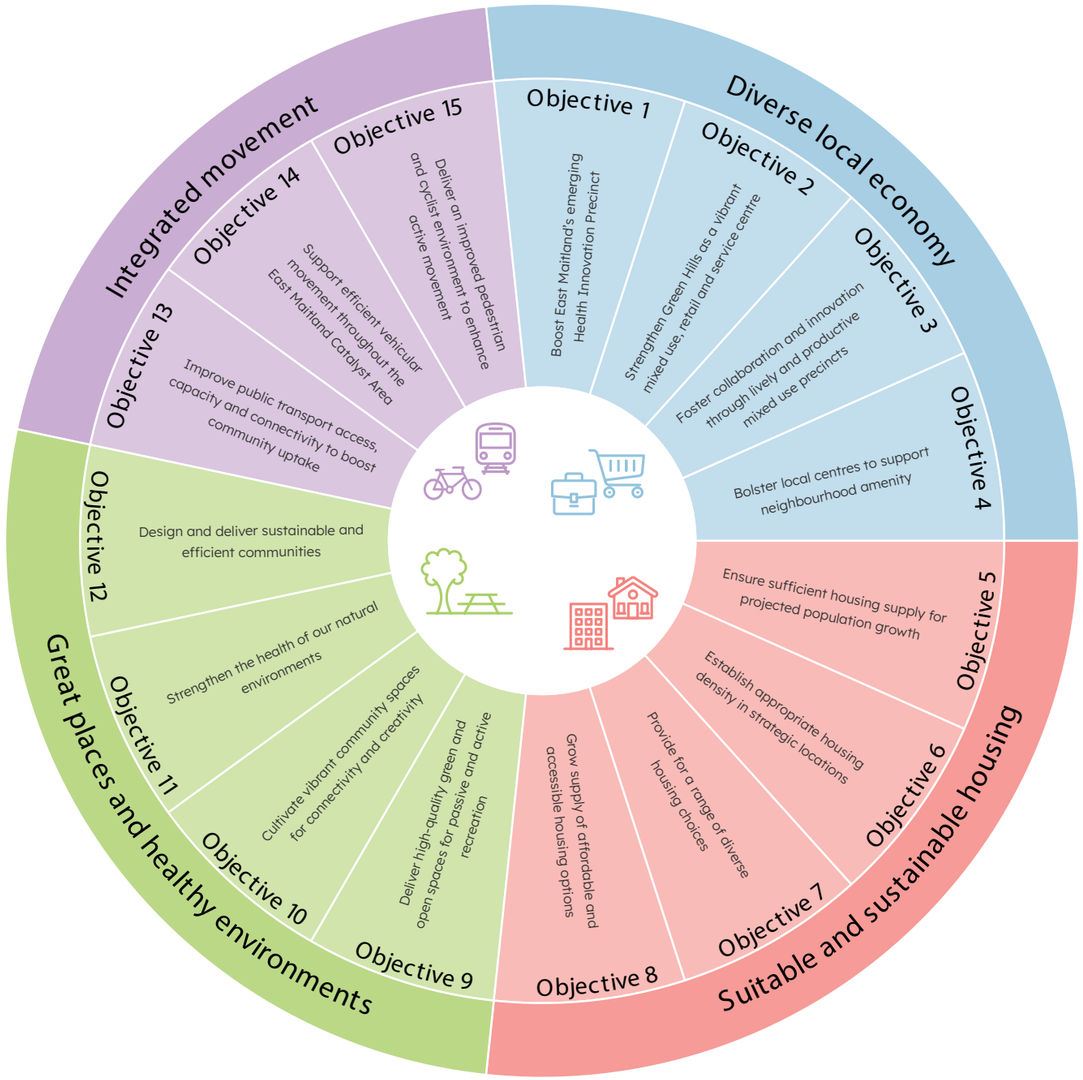
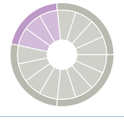
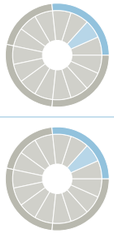
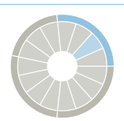


Figure 57. East Maitland Catalyst Area Structure Plan objectives

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 Creek corridor. - Quarry Street between Fieldsend Street and the One Mile Creek 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 Creek - Three Mile Creek.	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.	Medium	✓		
	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 planning with 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 Creek 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.

Funding mechanisms for infrastructure delivery will likely to be funded through a mix of development contributions, the Housing and Productivity Contribution, Voluntary Planning Agreements (where appropriate), grant funding and direct government investment.

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. Council 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 Creek)	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 Creek (immediately upstream of Fieldsend Street)	Given that a constructed section of One Mile Creek 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.

Appendix 1
Infrastructure Needs Analysis

Appendix 2
Social Infrastructure Assessment

263 High Street, Maitland NSW 2320
ask@maitland.nsw.gov.au
maitland.nsw.gov.au

maitland
CITY COUNCIL

maitland
CITY COUNCIL

City Planning

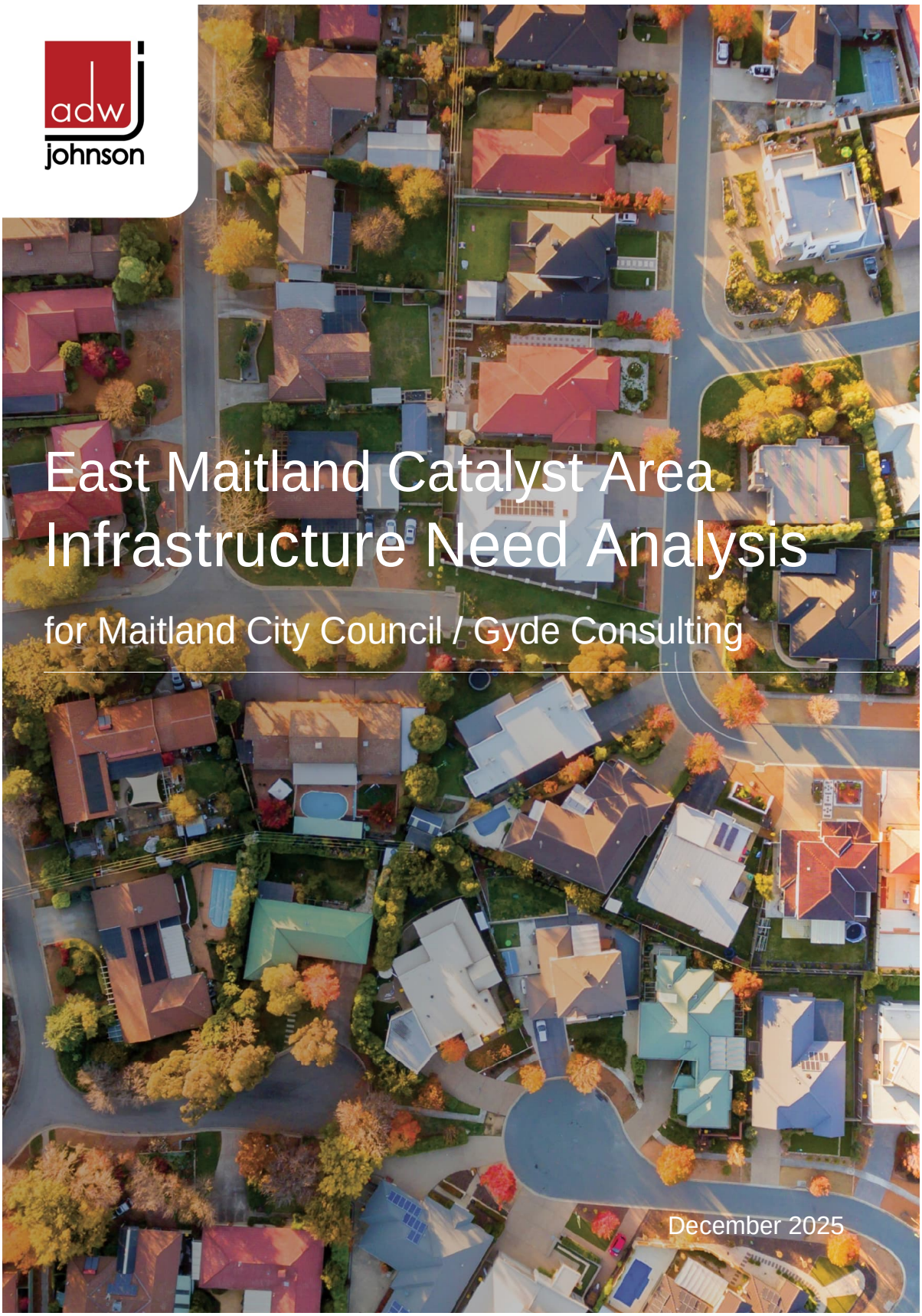
Adoption of the East Maitland Catalyst Area Structure Plan

Draft Infrastructure Needs Analysis (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 3

Number of Pages: 89



East Maitland Catalyst Area Infrastructure Need Analysis

for Maitland City Council / Gyde Consulting

December 2025

Document Control Sheet					
Issue ID.	Amendment	Date of Issue	Prepared By	Reviewed By	Project Ref
A	Draft	4 April 2025	KC	JG	190965
B	Draft	23 April 2025	KC	JG	190965
C	Draft	9 May 2025	KC	JG	190965
D	Draft	14 August 2025	KC	JG	190965
E	FINAL	12 December 2025	KC	JG	190965

S:\190965\Project Management\Documents\Infrastructure Needs Analysis\Infrastructure Needs & Appendices_v6_Dec 2025_FINAL\190965_EMCA_ADWJ Infrastructure Needs Analysis vE_FINAL.docx

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.

This document is solely for the use of the authorised recipient. It is not to be used or copied (either in whole or in part) for any other purpose other than that for which it has been prepared. ADW Johnson accepts no responsibility to any third party who may use or rely on this document or the information contained herein.

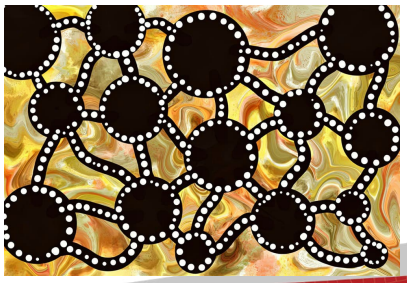
The Client should be aware that this report does not guarantee the approval of any application by any Council, Government agency or any other regulatory authority.

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.



Contents

1. Introduction 4
2. Summary of Works Completed 4
3. Structure Plan Inputs 6
4. Infrastructure Review 7
4.1 Summary 7
4.2 Flooding 8
4.2.1 Existing Infrastructure 8
4.2.2 Proposed Infrastructure 8
4.3 Stormwater Drainage 8
4.3.1 Existing Infrastructure 8
4.3.2 Proposed Infrastructure and Upgrades 9
4.4 Sewerage & Water Infrastructure 12
4.4.1 Existing 12
4.4.2 Proposed 12
4.5 Electrical & Communications Infrastructure 13
4.5.1 Existing 13
4.5.2 Proposed 13
4.6 Gas Infrastructure 14
4.6.1 Existing 14
4.6.2 Proposed 14
4.7 Transportation Infrastructure 15
4.7.1 Existing 15
4.7.2 Proposed 15
5. Developer Contributions and Funding 17
5.1 Existing Development Contributions Plan 17
5.2 Housing Productivity Contribution 19
5.3 Contributions Summary 20
6 Stakeholder Engagement 21
7 Conclusion 22
APPENDIX A Precinct Map 23
APPENDIX B Flooding 24
APPENDIX C Stormwater 25
APPENDIX D Sewerage & Water 26
APPENDIX E Electrical & Communications 27
APPENDIX F Gas 28
APPENDIX G Transport 29
APPENDIX H Stakeholder Feedback 30
APPENDIX I Meeting Minutes 31
APPENDIX J MCC Development Contributions 32

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

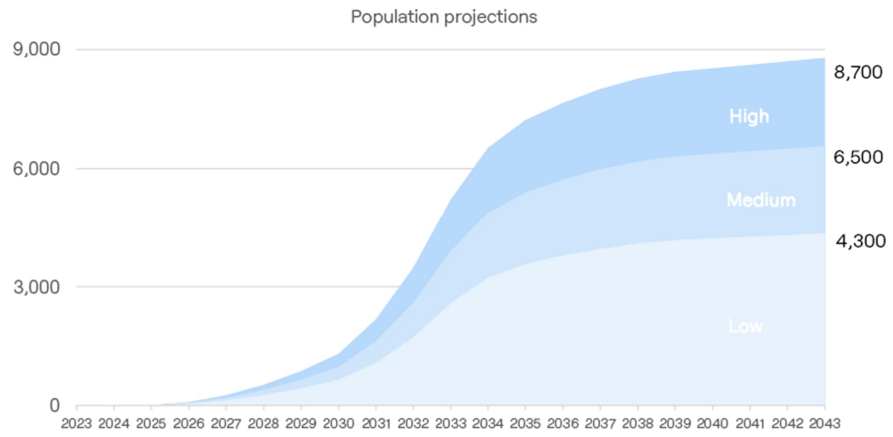
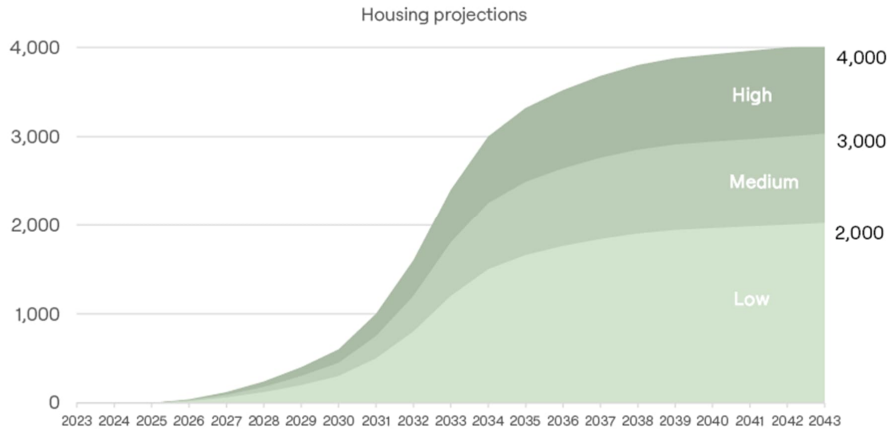


Figure B – East Maitland Catalyst Area 20 year projected dwelling uplift



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.

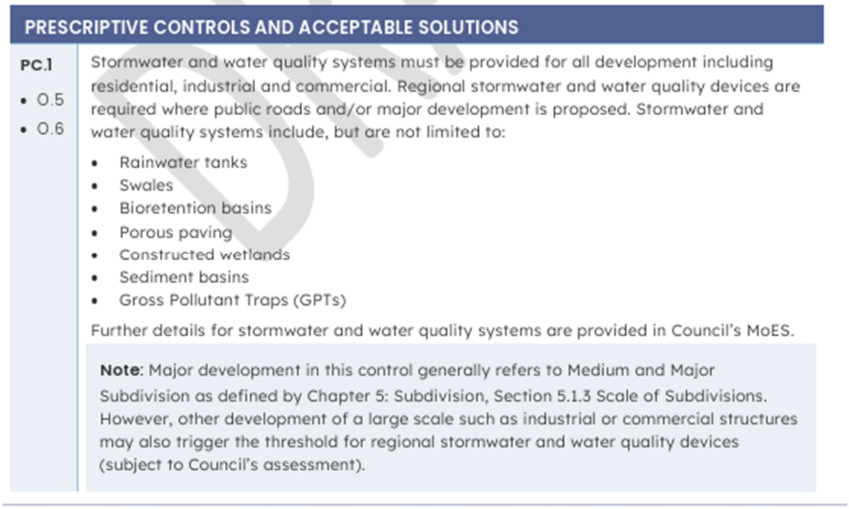
- Main Northern Railway culverts: any locations where flows are conveyed across/under the Main Northern Railway must be suitably managed. It is expected the rail authority would not allow any increase in peak flow arriving at each culvert crossing. Therefore, detention measures upstream of these culverts 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.

DRAFT

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. Funding for these strategies would be determined at a later date.

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.

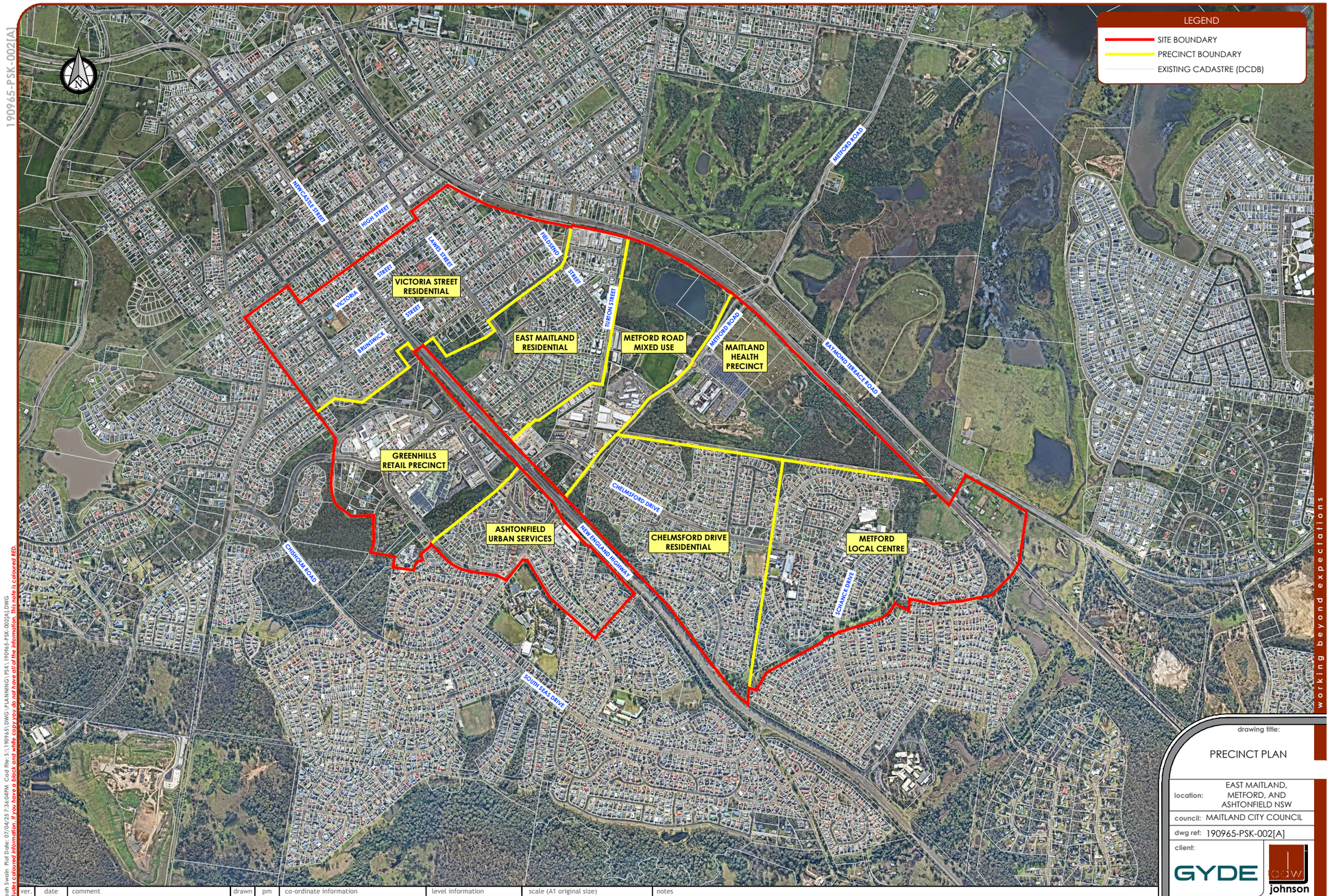
Infrastructure upgrades are essential to ensuring the successful development of the area while maintaining functionality and service standards. Further detailed modelling and consultations with authorities will be necessary to refine these proposals and ensure timely delivery.

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,



APPENDIX A Precinct Map



190965-PSK-002[A]

Plotted By: Leah Sveda Plot Date: 07/04/25 7:36:04 PM Cad File: S:\190965\DWG\PLANNING\PSK\190965-PSK-002[A].DWG
Blue precinct is coloured Metropolitan Red, Yellow precinct is coloured Sandstone and Red boundary is coloured RED.

working beyond expectations

drawing title:

PRECINCT PLAN

location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW

council: MAITLAND CITY COUNCIL

dwg ref: 190965-PSK-002[A]

client: GYDE

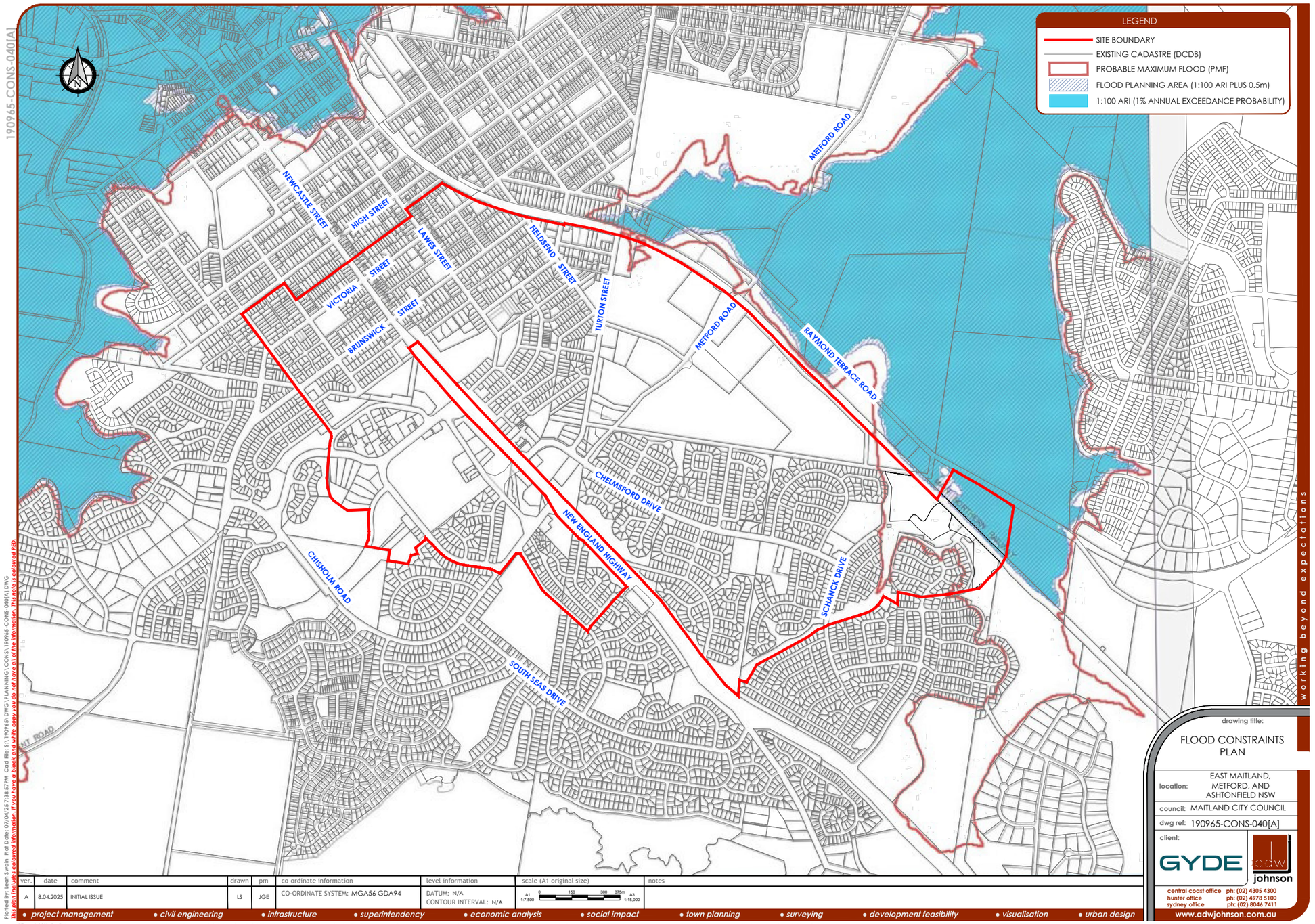
ver.	date	comment	drawn	pm	co-ordinate information	level information	scale (A1 original size)	notes
A	8.04.2025	INITIAL ISSUE	LS	JGE	CO-ORDINATE SYSTEM: MGA56 GDA94	DATUM: AHD (LIDAR) CONTOUR INTERVAL: 5m	A1 1:7,500 · 0 150 300 375m · A3 1:15,000	

• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

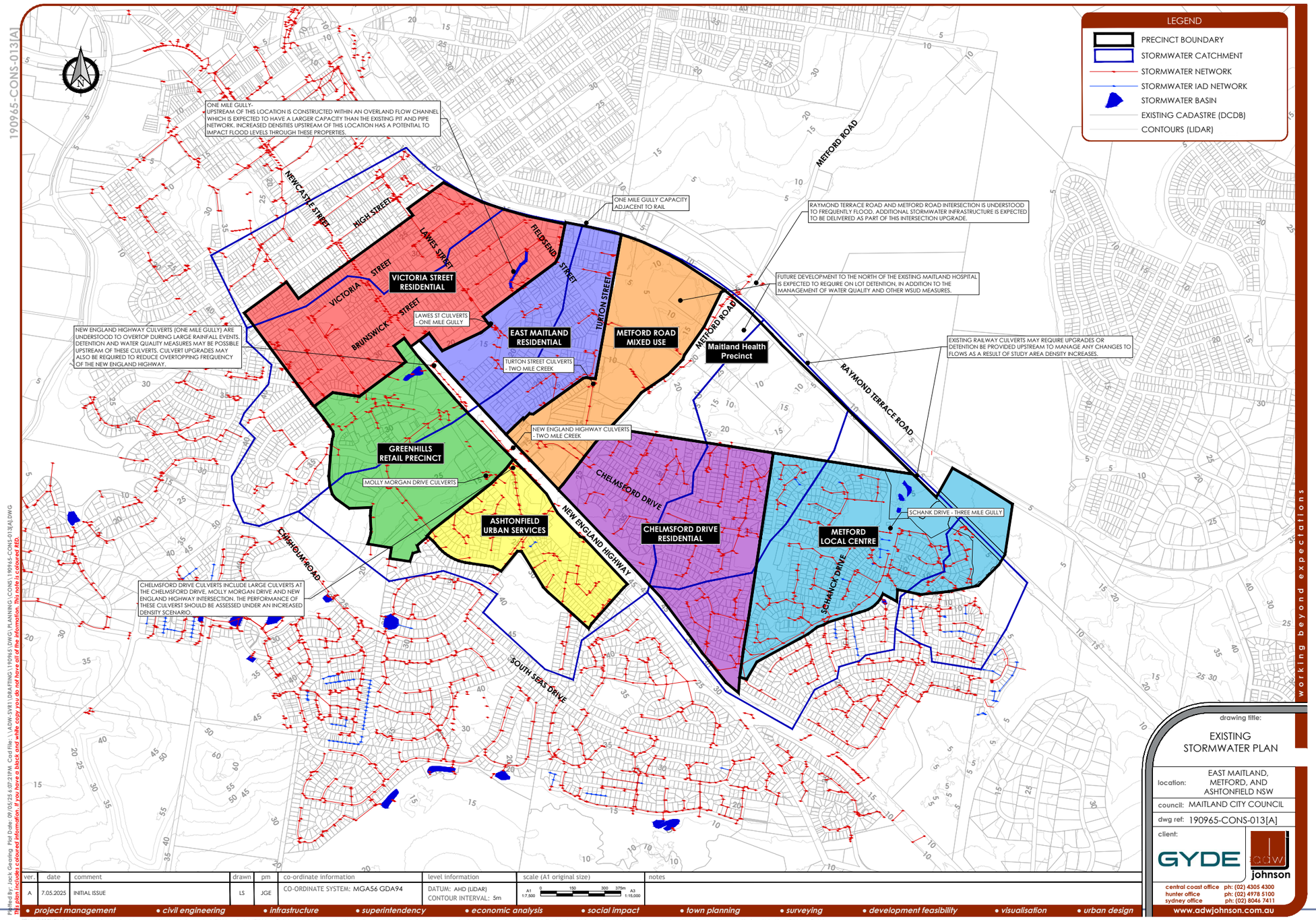
central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411
www.adwjohnson.com.au

COPYRIGHT NOTICE: This plan and the information it contains are copyright and remain the property of ADW Johnson Pty Ltd. ADW Johnson Pty Ltd asserts its moral rights to be identified as the author of this plan under the Copyright Act. Any unauthorised reproduction, adaptation, distribution or publication of this plan will be a breach of these rights.

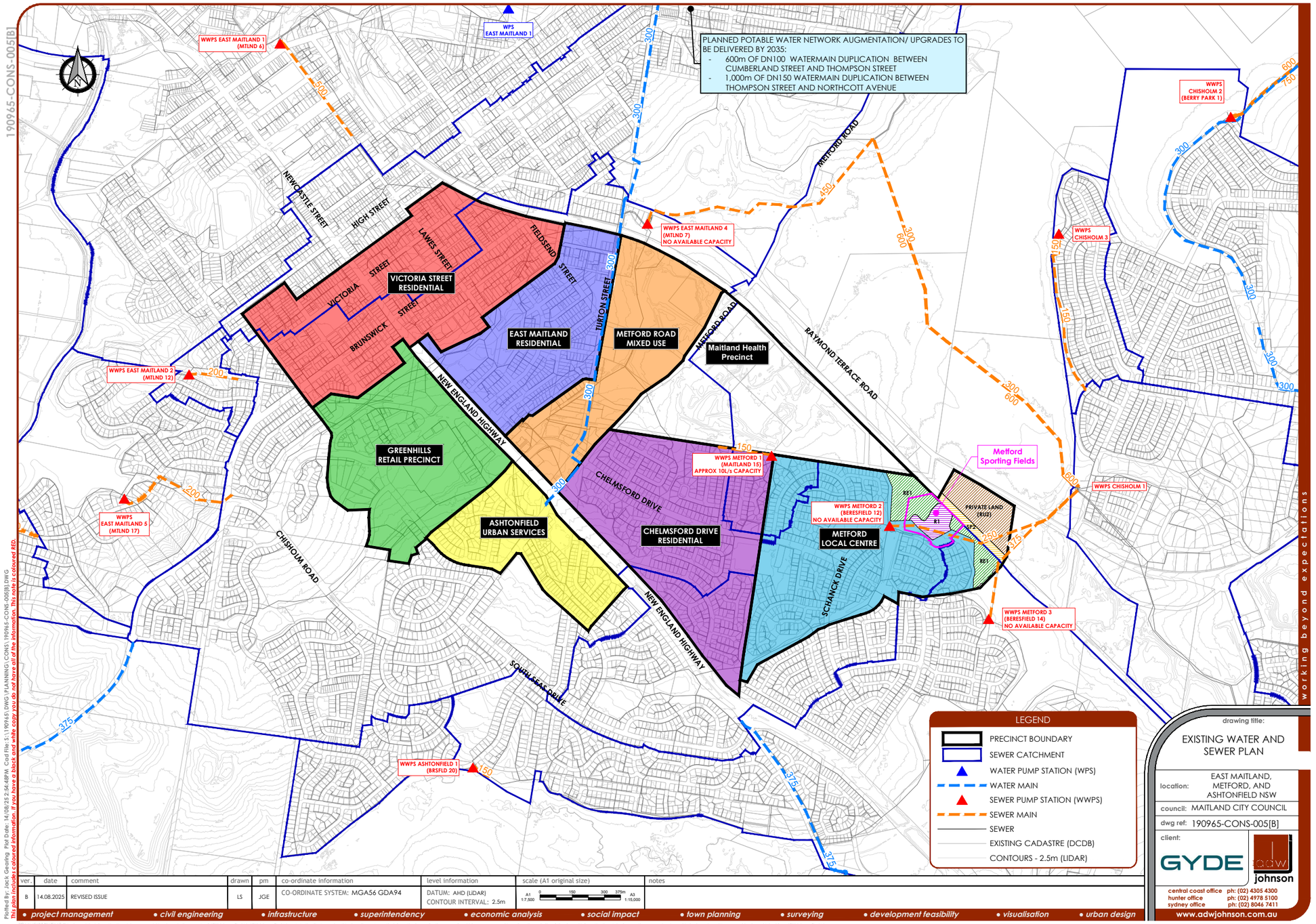
APPENDIX B Flooding


LEGEND
SITE BOUNDARY
EXISTING CADASTRE (DCDB)
PROBABLE MAXIMUM FLOOD (PMF)
FLOOD PLANNING AREA (1:100 ARI PLUS 0.5m)
1:100 ARI (1% ANNUAL EXCEEDANCE PROBABILITY)
190965-CONS-040[A]
NEWCASTLE STREET
HIGH STREET
LAWES STREET
FIELDSEND STREET
TURTON STREET
VICTORIA STREET
BRUNSWICK STREET
METFORD ROAD
RAYMOND TERRACE ROAD
CHELMSFORD DRIVE
NEW ENGLAND HIGHWAY
CHISHOLM ROAD
SCHANCK DRIVE
SOUTH SEAS DRIVE
working beyond expectations
drawing title:
FLOOD CONSTRAINTS PLAN
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-040[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
ver. | date | comment | drawn | pm | co-ordinate information | level information | scale (A1 original size) | notes
A | 8.04.2025 | INITIAL ISSUE | LS | JGE | CO-ORDINATE SYSTEM: MGA56 GDA94 | DATUM: N/A CONTOUR INTERVAL: N/A | A1 1:7,500 0 150 300 375m A3 1:15,000
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

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.
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.
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
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 ROAD
SOUTH SEAS DRIVE
SCHANK DRIVE
drawing title:
EXISTING STORMWATER PLAN
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-013[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
working beyond expectations
ver. | date | comment | drawn | pm | co-ordinate information | level information | scale (A1 original size) | notes
A | 7.05.2025 | 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-013[A]
Plotted By: Jack Gearing Plot Date: 09/05/25 6:07:21 PM Cad File: \\ADW-SVR1\DRAFTING\190965\DWG\PLANNING\CONS\190965-CONS-013[A].DWG
This plan includes coloured information. If you have a black and white copy you do not have all the information. Xrefs: LOGO.JPG

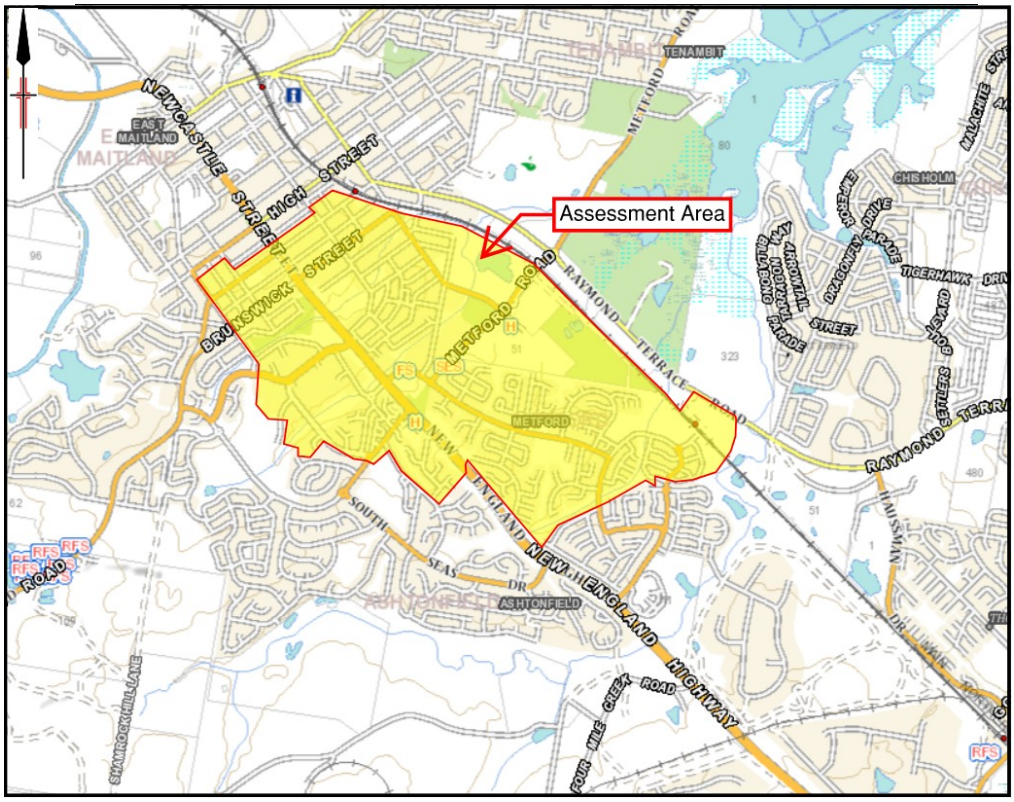
APPENDIX D Sewerage & Water


PLANNED POTABLE WATER NETWORK AUGMENTATION/ UPGRADES TO BE DELIVERED BY 2035:
- 600m OF DN100 WATERMAIN DUPLICATION BETWEEN CUMBERLAND STREET AND THOMPSON STREET
- 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
SQUIRES CRUME
LEGEND
PRECINCT BOUNDARY
SEWER CATCHMENT
WATER PUMP STATION (WPS)
WATER MAIN
SEWER PUMP STATION (WWPS)
SEWER MAIN
SEWER
EXISTING CADASTRE (DCDB)
CONTOURS - 2.5m (LIDAR)
drawing title:
EXISTING WATER AND SEWER PLAN
location: EAST MAITLAND, METFORD, AND ASHTONFIELD NSW
council: MAITLAND CITY COUNCIL
dwg ref: 190965-CONS-005[B]
client:
GYDE
johnson
central coast office ph: (02) 4305 4300
hunter office ph: (02) 4978 5100
sydney office ph: (02) 8046 7411
www.adwjohnson.au
working beyond expectations
ver. B
date 14.08.2025
comment REVISED ISSUE
drawn LS
pm JGE
co-ordinate information CO-ORDINATE SYSTEM: MGA56 GDA94
level information DATUM: AHD (LIDAR) CONTOUR INTERVAL: 2.5m
scale (A1 original size) A1 1:7,500 A3 1:15,000
notes
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design
190965-CONS-005[B]
Plotted By: Jack Gearing Plot Date: 14/08/25 2:56:48PM Cad File: S:\190965\DWG\PLANNING\CONS\190965-CONS-005[B].DWG
Please ensure coloured information if you have a black and white copy, you will not have all of the elements that have been coloured RED.

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

[redacted]

PRINTED: 11/05/2025

1. DOCUMENT CONTROL

Version	Date	Author	Reviewer	Revision Details
A	26/03/2025	[redacted]		Initial Issue
B	08/04/2025	[redacted]	[redacted]	Add Maitland Hospital Area. Add Ausgrid PE response information.
C	10/04/2025	[redacted]		Add NBN review

Contents

1. DOCUMENT CONTROL I
2. EXECUTIVE SUMMARY 1
3. EXISTING ELECTRICAL NETWORK 5
   - 11kV – Ausgrid High Voltage Distribution Network 5
   - 33kV - 132kV – Ausgrid Transmission Network 6
   - Ausgrid Zone Substation Locality 7
4. NBN INFRASTRUCTURE AND SERVICEABILITY 8
5. DEVELOPMENT DEMAND REQUIREMENTS 9
6. AUSGRID PRELIMINARY ENQUIRY RESPONSE 10
7. DEVELOPMENT SERVICING STRATEGY 11
8. INFRASTRUCTURE CONSTRUCTION COST 12
9. CONCLUSION 13
10. APPENDIX A – AUSGRID PRELIMINARY ENQUIRT APPLICATION ..... A
11. APPENDIX B – EXISITNG AUSGRID 11KV NETWORK MAP ..... B
12. APPENDIX C – EXISITNG AUSGRID 33KV NETWORK MAP C
13. APPENDIX D – METFORD ZONE SUBSTATION SCHEMATIC ..... D
14. APPENDIX E – METFORD ZONE SUBSTATION SATELLITE VIEW ..... E
15. APPENDIX F – AUSGRID 11KV FEEDER CAPACITY ..... F
16. APPENDIX G – AUSGRID PRELIMINARY ENQUIRY RESPONSE (08/04/2025) ..... G

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.

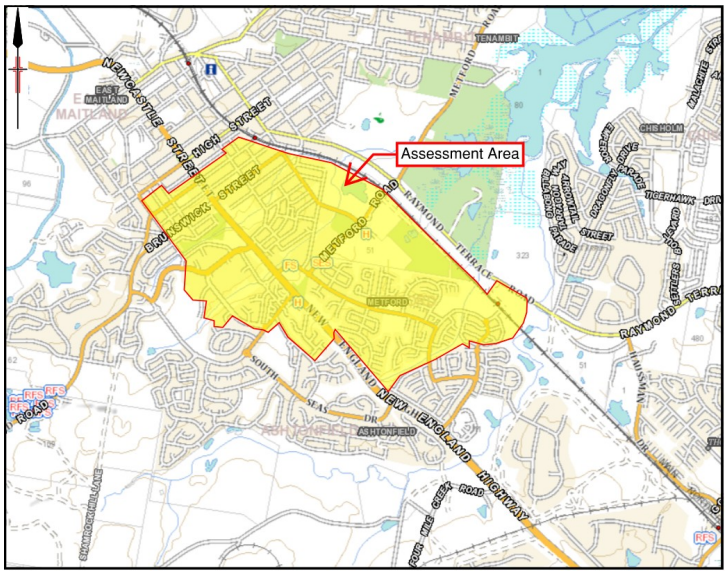


Figure 1 - Assessment area locality

power solutions

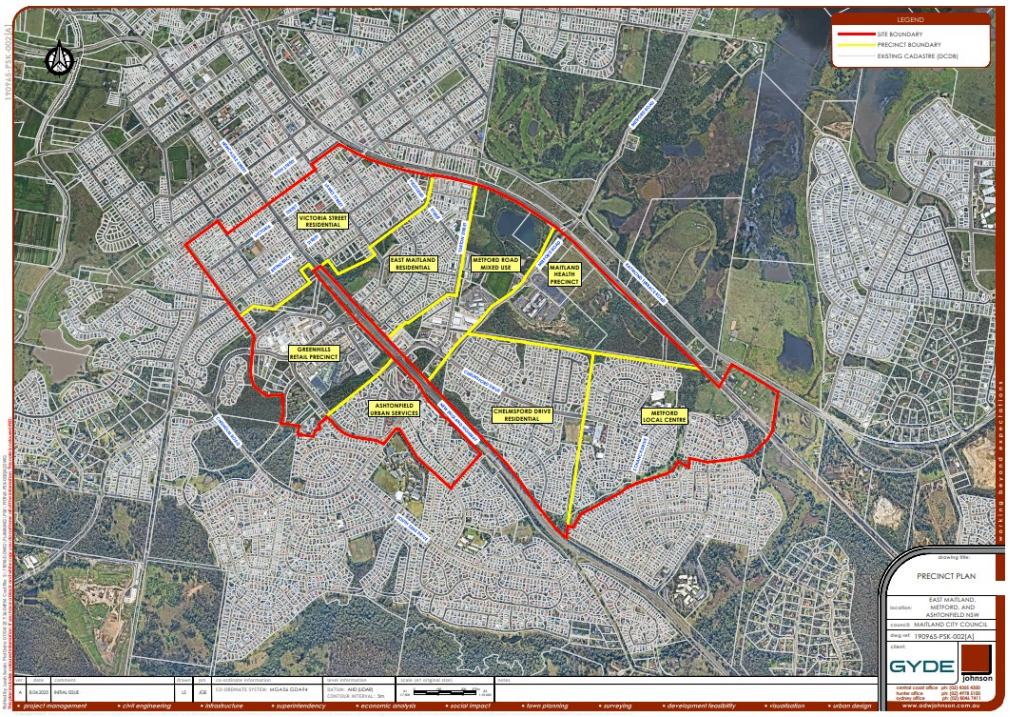


Figure 2 – Precinct Plan

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

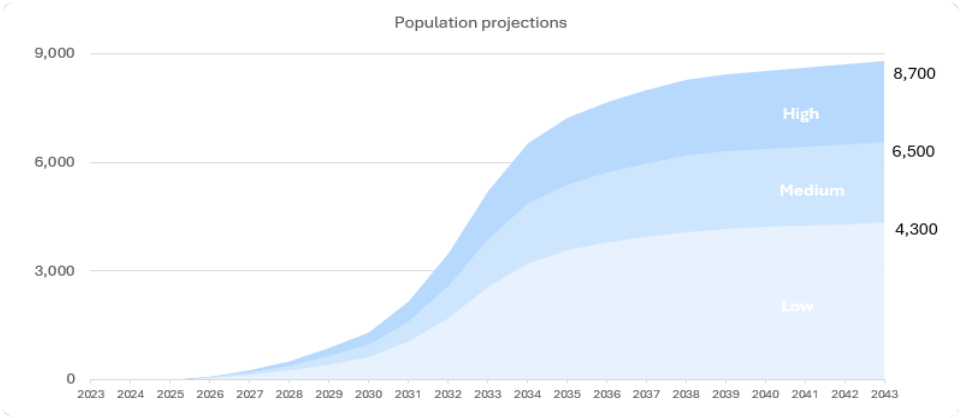
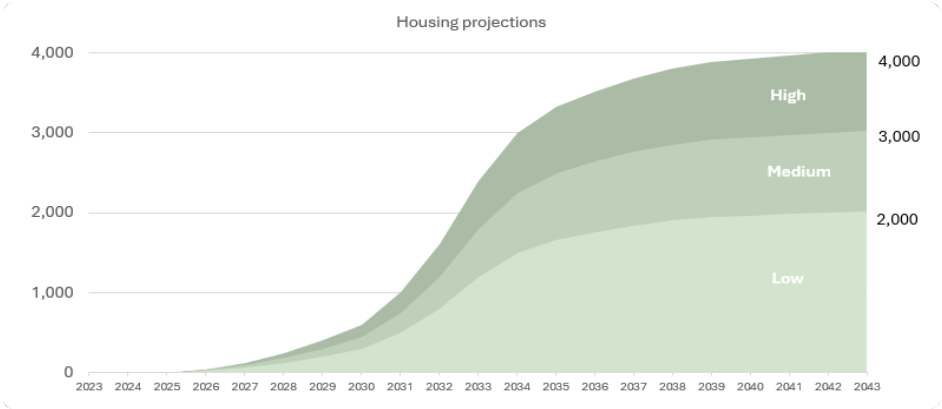


Figure 4 – Housing Projections



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.

power solutions

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.

power solutions

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.

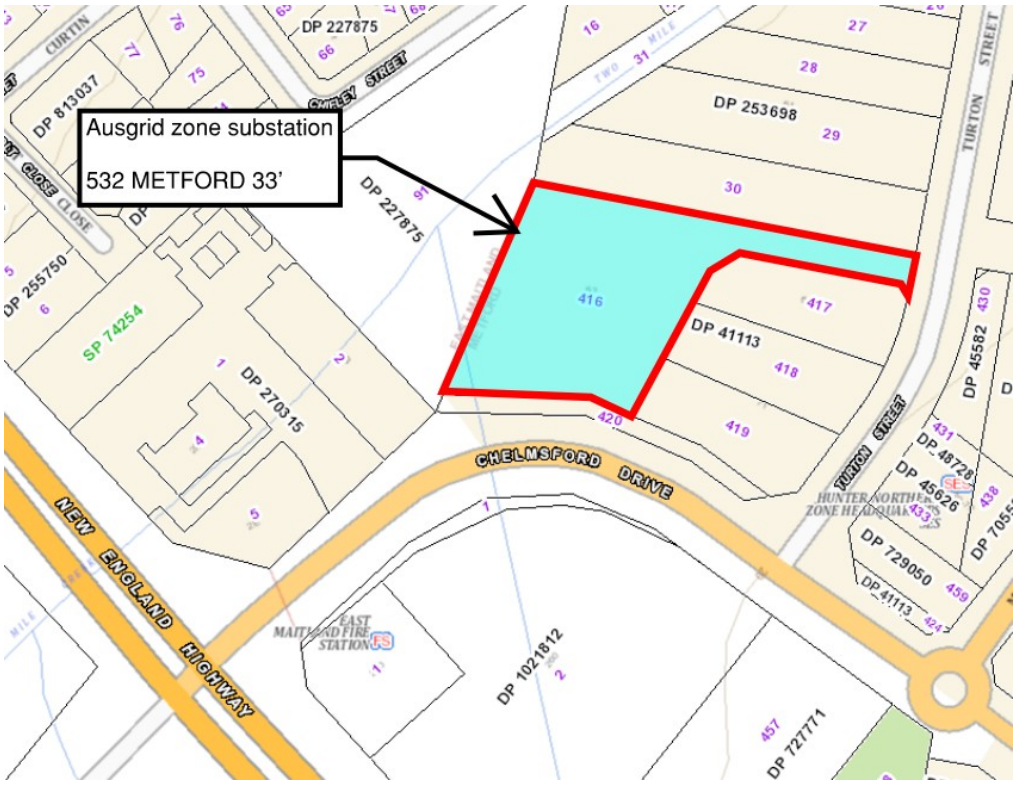


Figure 3 - Metford Zone Substation locality

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.

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.

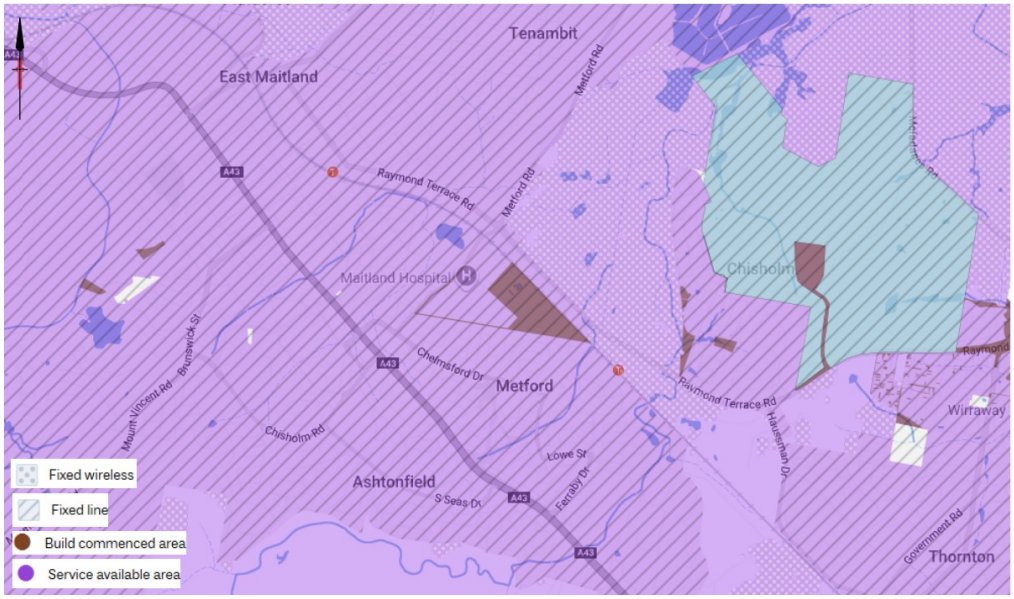


Figure 4 - NBN Infrastructure and Serviceability

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).

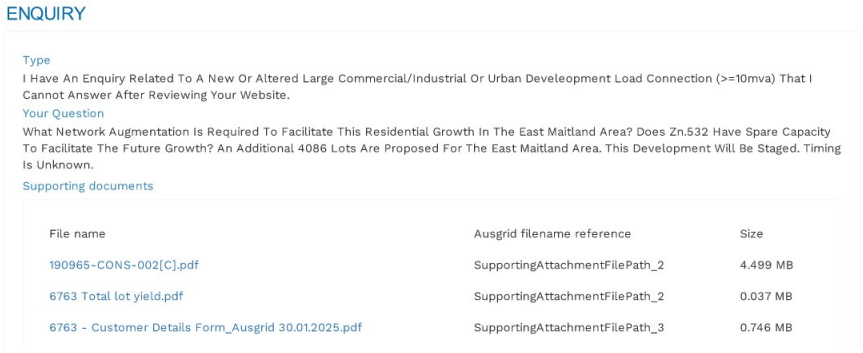
Approximately **1224 of the 4086 dwellings can be supplied by the existing Ausgrid network** before the Metford zone substation requires upgrades. This is subject to confirmation by Ausgrid.

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.

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

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025 PAGE a

power solutions

11. APPENDIX B – EXISITNG AUSGRID 11KV NETWORK MAP

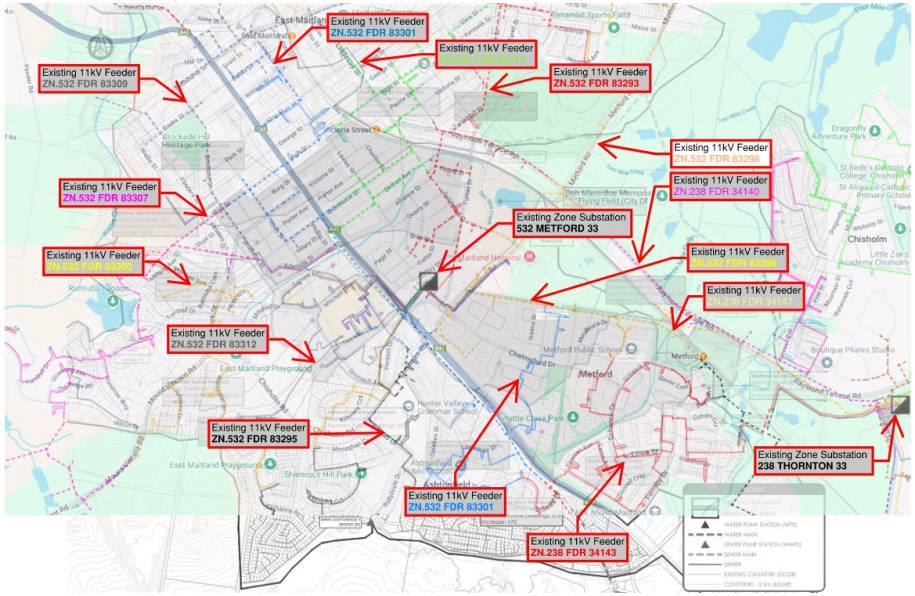


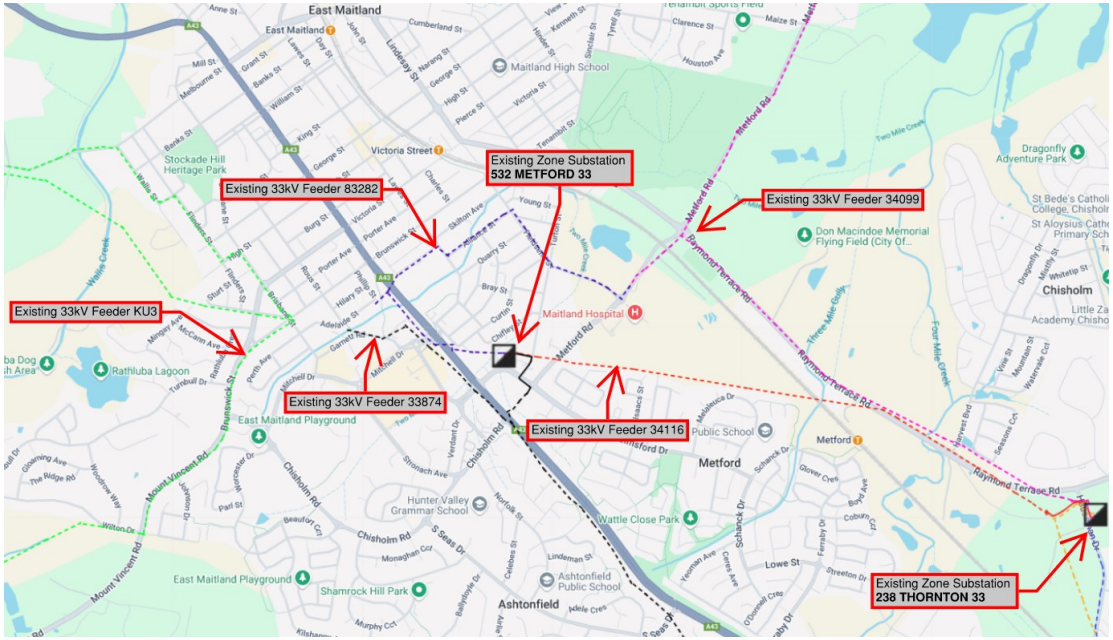
Figure 6 - Existing 11kV feeder locality

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025 PAGE b

12. APPENDIX C – EXISITNG AUSGRID 33KV NETWORK MAP



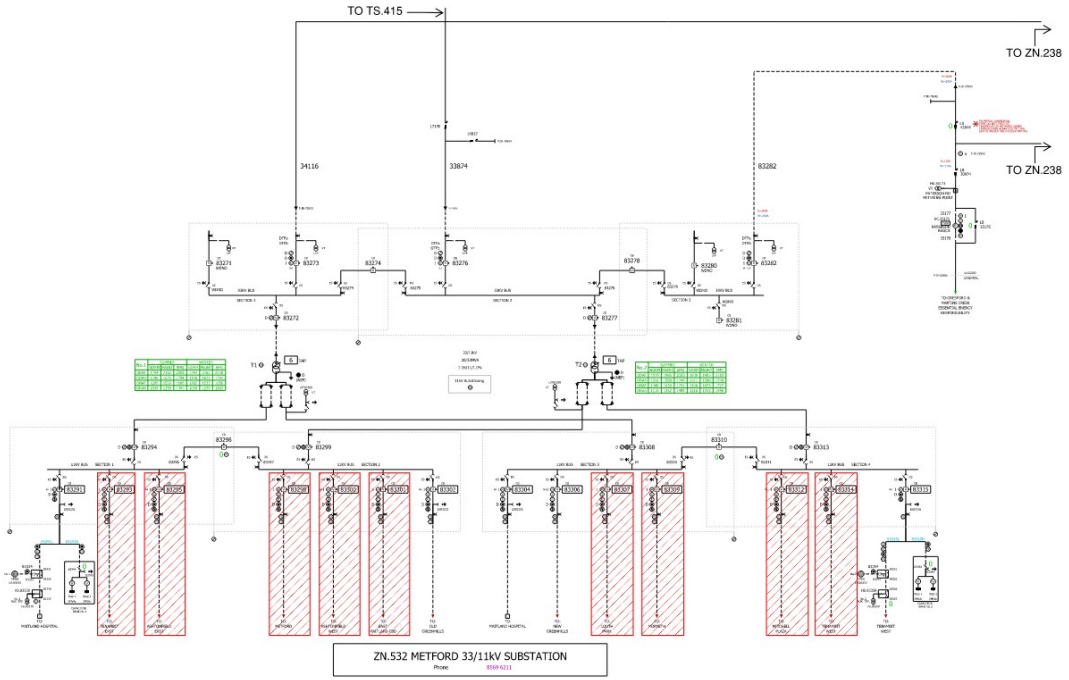
DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025

PAGE c

13. APPENDIX D – METFORD ZONE SUBSTATION SCHEMATIC



DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025

PAGE d

14. APPENDIX E – METFORD ZONE SUBSTATION SATELLITE VIEW



p

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025 PAGE e

power solutions

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.

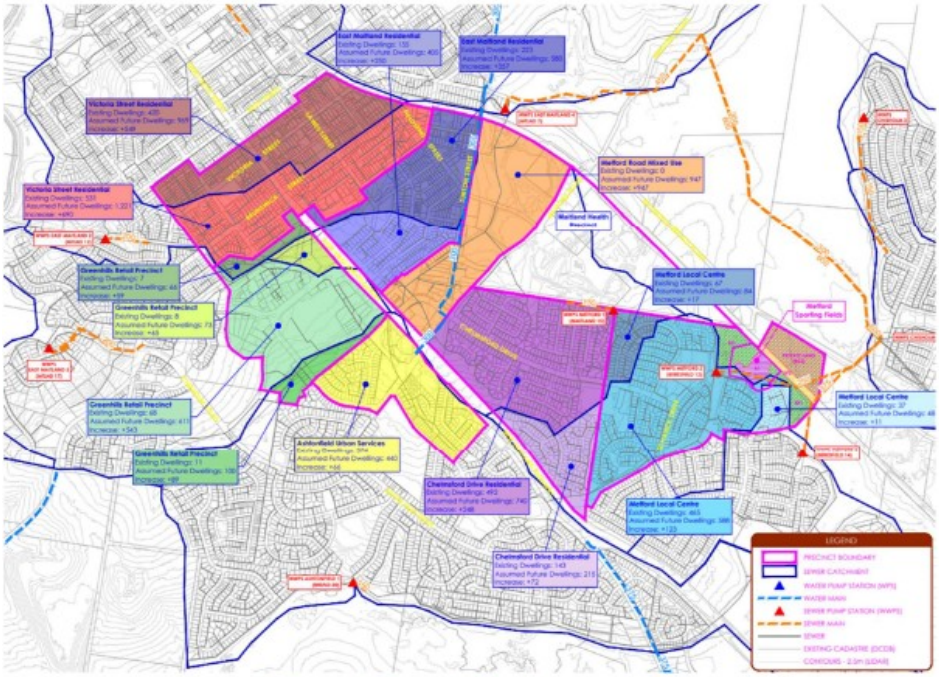


Figure 1: Proposed Development Area

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025 PAGE g

power solutions

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.

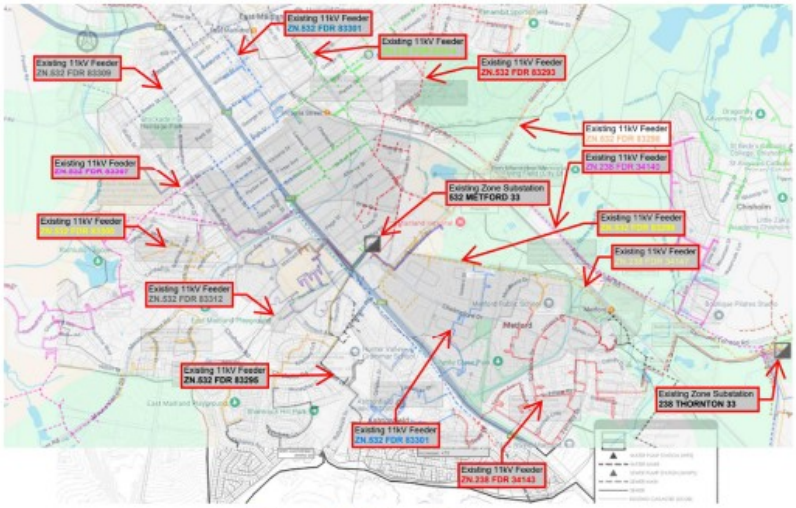


Figure 2: Existing 11kV network

DOCUMENT: 6763 - EAST MAITLAND CATALYST AREA - C.DOC

[redacted]

PRINTED: 11/05/2025 PAGE h

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
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

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.

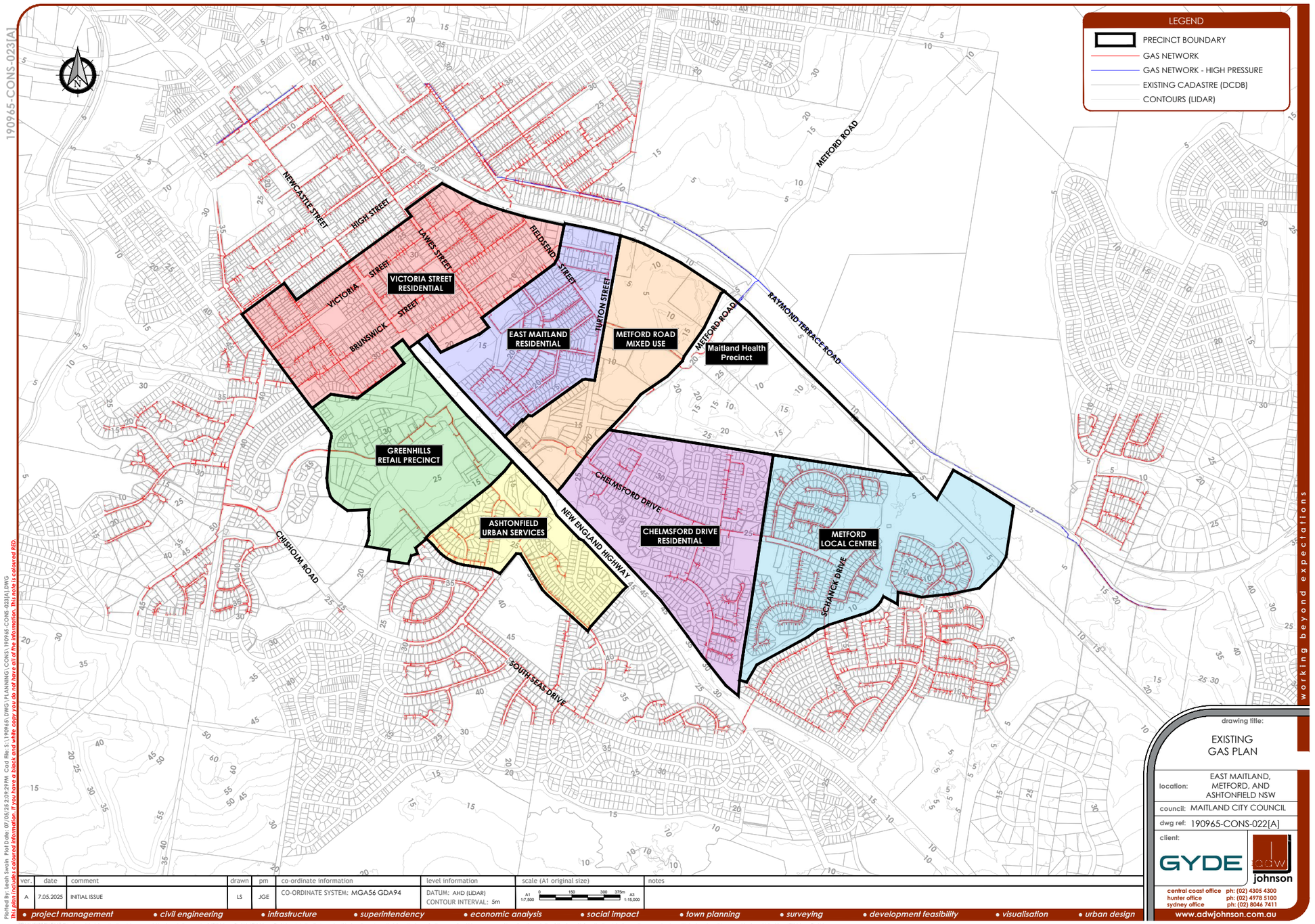
Recommendations

Provide an approximate staging and timing plan for Ausgrid to determine the network augmentation requirements for augmentation including required upgrades to transmission network capacity.

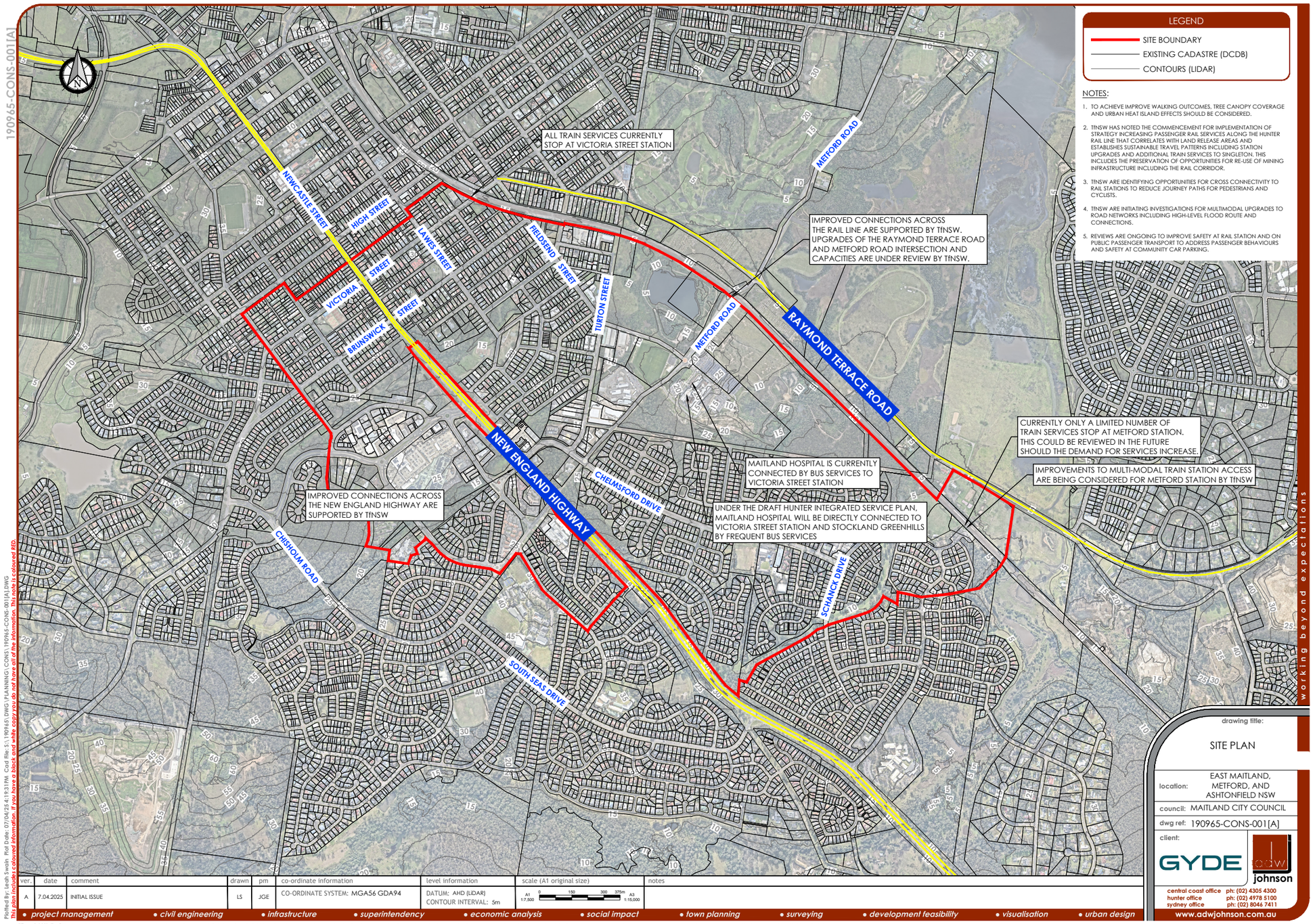
Planning Considerations

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
190965-CONS-023[A].DWG
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 co-ordinate information level information scale (A1 original size) notes
A 7.05.2025 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

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
working beyond expectations
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
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 0 150 300 375m 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
Please note: Unless coloured blue/indicated, if you have a black and white copy you cannot be sure of the accuracy of the information. This plan 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	93 / 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:** [redacted], 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.

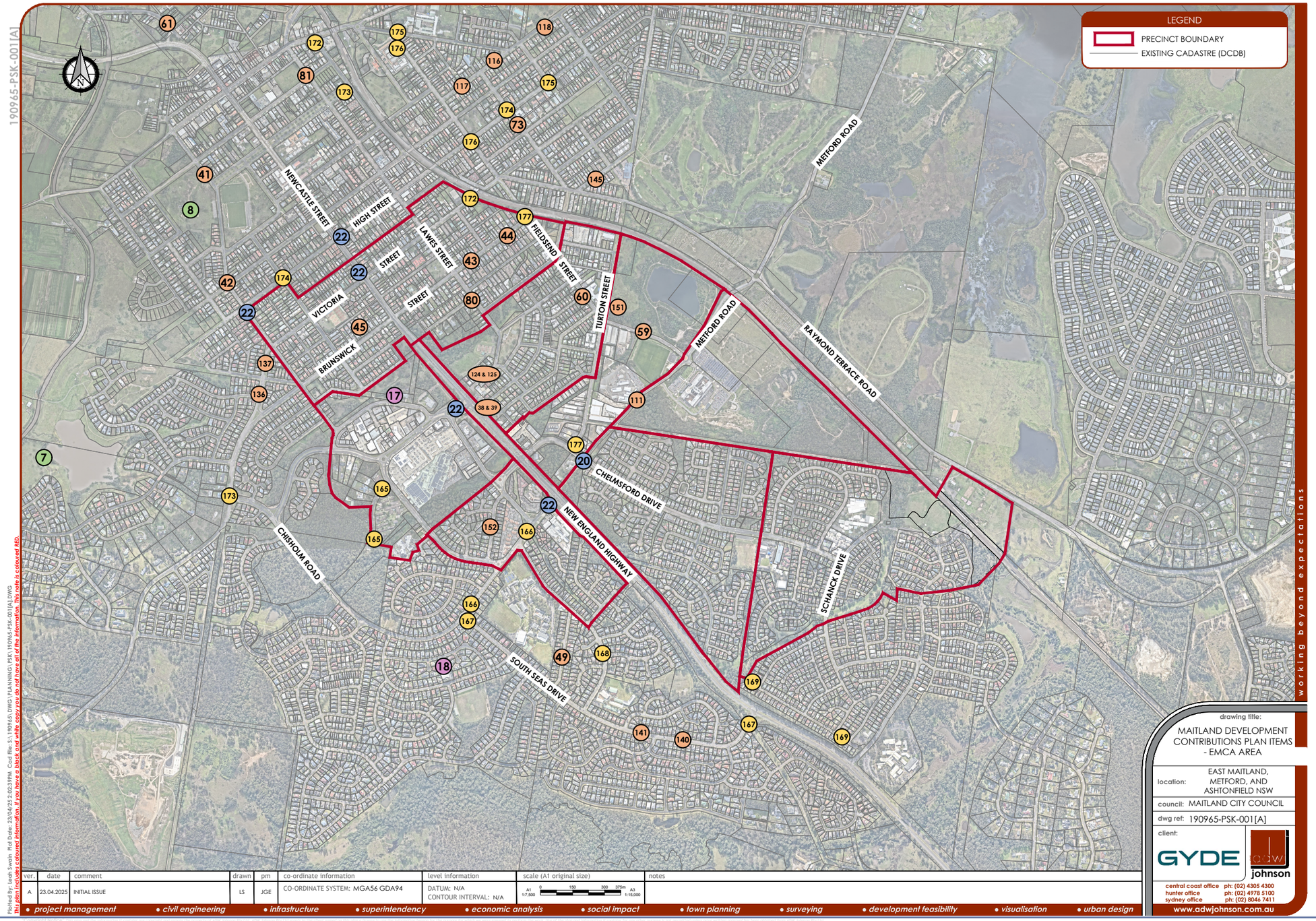
- **EV Charging and Power Capacity**: A partnership with Ampol for EV charging infrastructure is in place, with potential expansion within 12-24 months. Current power capacity is at its limit per Ausgrid feedback, with space allocated for one additional substation. Proposed fast-charging bays (approx. 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



ver.	date	comment	drawn	pm	co-ordinate information	level information	scale (A1 original size)	notes
A	23.04.2025	INITIAL ISSUE	LS	JGE	CO-ORDINATE SYSTEM: MGA56 GDA94	DATUM: N/A CONTOUR INTERVAL: N/A	A1 1:7,500 0 150 300 375m A3 1:15,000	

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

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

• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

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
If green hatch is coloured differently, it is to have a black and white copy you can not trace all of the information. The site is coloured RED.

Copyright Notice This plan and the information it contains are copyright and remain the property of ADW Johnson Pty Ltd. ABN 62 129 445 398. All rights reserved. No part of this plan may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage and retrieval system without the prior written permission of 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

Adoption of the East Maitland Catalyst Area Structure Plan

Draft Social Infrastructure Assessment (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 4

Number of Pages: 40

GYDE

East Maitland Catalyst Area

Social Infrastructure Needs Assessment

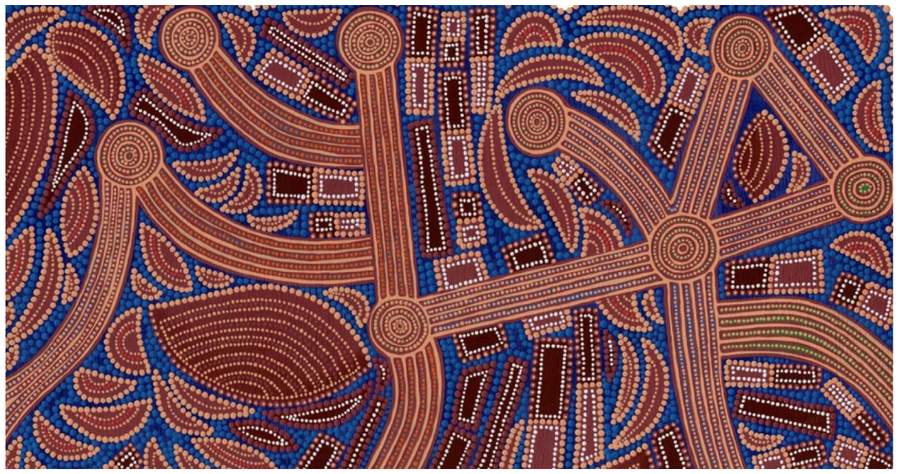
Prepared for **Maitland City Council**

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.



Date: December 2025
Status: Final

This report has been prepared by Gyde with input from a number of expert consultants. To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. Gyde accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance on information in this publication.
Copyright © Gyde Consulting Pty Ltd
ABN 58 133 501 774
All Rights Reserved. No material may be reproduced without prior permission.

Contents

Part A – Introduction **5**
Report Purpose 6
Structure of the Report 6
What is Social Infrastructure 7
Context 8
Structure Plan 9
Part B – Social Infrastructure Context **10**
Policy and Planning Drivers 11
Provision & Participation Trends & Challenges 14
Provision Trends 14
Participation Trends 15
Provision Challenges 16
Demographic Snapshot 17
Existing Social Infrastructure Provision 19
Existing Provision Summary 26
Part C – Social Infrastructure Needs Assessment **27**
Assessment 28
Scenario 1: Medium population growth 30
Scenario 2: High population growth 34
Summary **38**

Part A - Introduction

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.



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.

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.

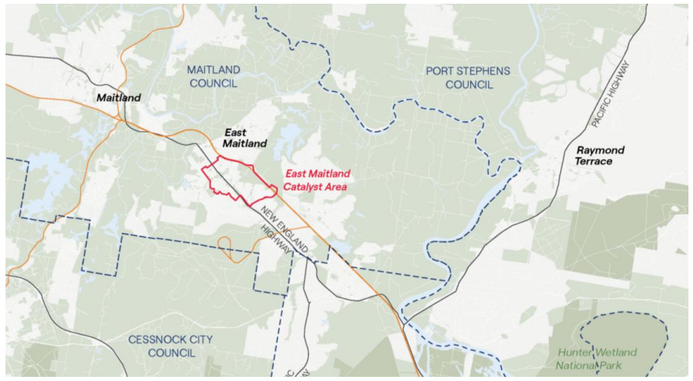


Figure 1: East Maitland Catalyst Area Regional Context.

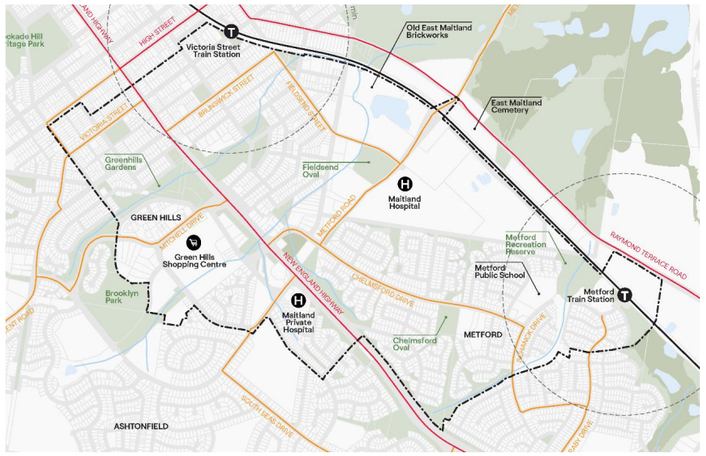


Figure 2: Local Context, East Maitland Catalyst Area outlined in black.

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.

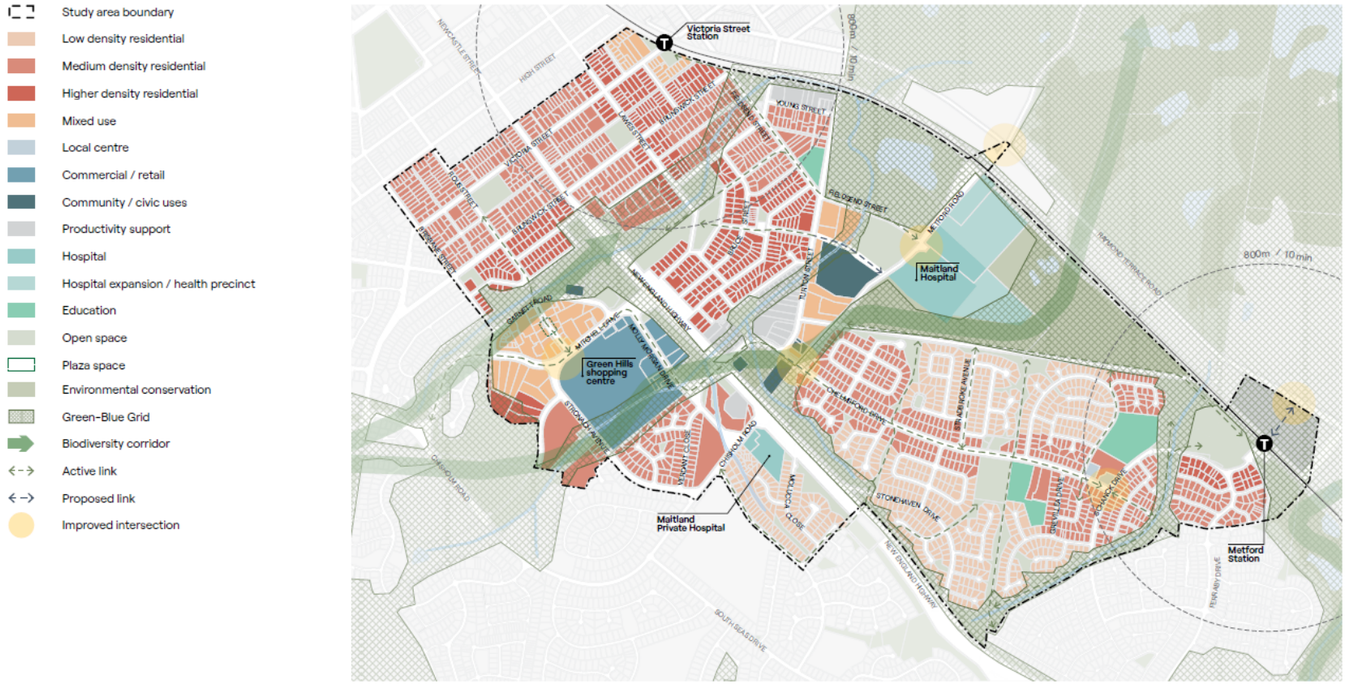


Figure 3: East Maitland Catalyst Area Structure Plan.

Part B – Social Infrastructure Context

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.

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

- 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

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.

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.

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.

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.

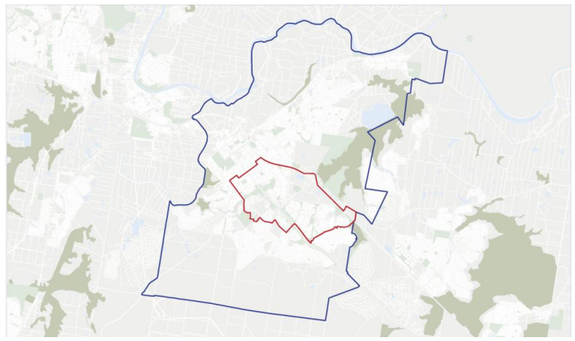


Figure 6: East Maitland – Metford SA2, East Maitland Catalyst Area outlined in red.

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.

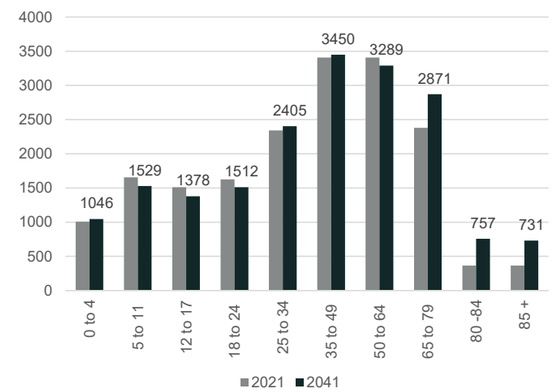


Figure 7: East Maitland Metford SA2 age structure 2021 and 2041. ***Source: DPHI 2024 NSW Common Planning Assumption Projections.***

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.

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.

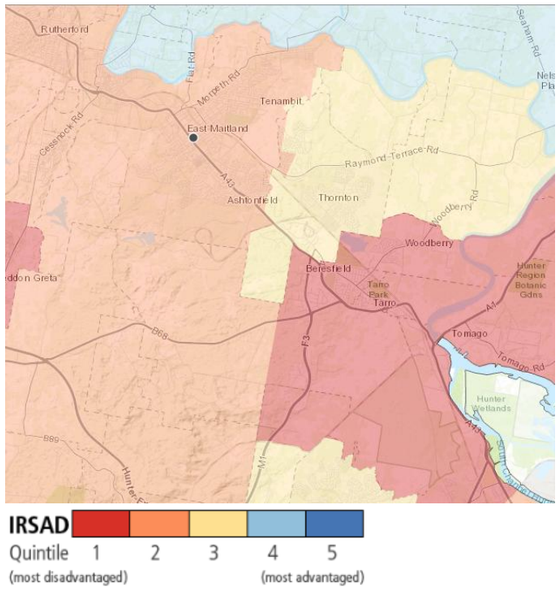


Figure 8: IRSAD SEIFA Map. ***Source: Census of Population and Housing: Socio-Economic Indexes for Areas (SEIFA), Australia, 2016.***

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.

- Catalyst Area Boundary
- Community facilities
- Library
- 1 Maitland Community Men's Shed Inc
- 2 Bruce Street Community Hall
- 3 Metford Community Hall
- 4 Tenambit Community Hall
- 5 East Maitland Community Centre
- 6 Mindaribba LALC
- 7 East Maitland Library
- 2km Catchment



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.

- Catalyst Area Boundary
- Combined school
- Primary school
- Secondary school
- Tafe
- 1 Hunter Valley Grammar School
- 2 Maitland Christian School
- 3 Hunter River Community School
- 4 OneSchool Global NSW - Maitland
- 5 Ashtonfield Public School
- 6 Metford Public School
- 7 Maitland East Public School
- 8 St Joseph's Primary School, East Maitland
- 9 Tenambit Public School
- 10 Maitland Grossmann High School
- 11 Maitland High School
- 12 TAFE NSW – Maitland
- 2km Catchment



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

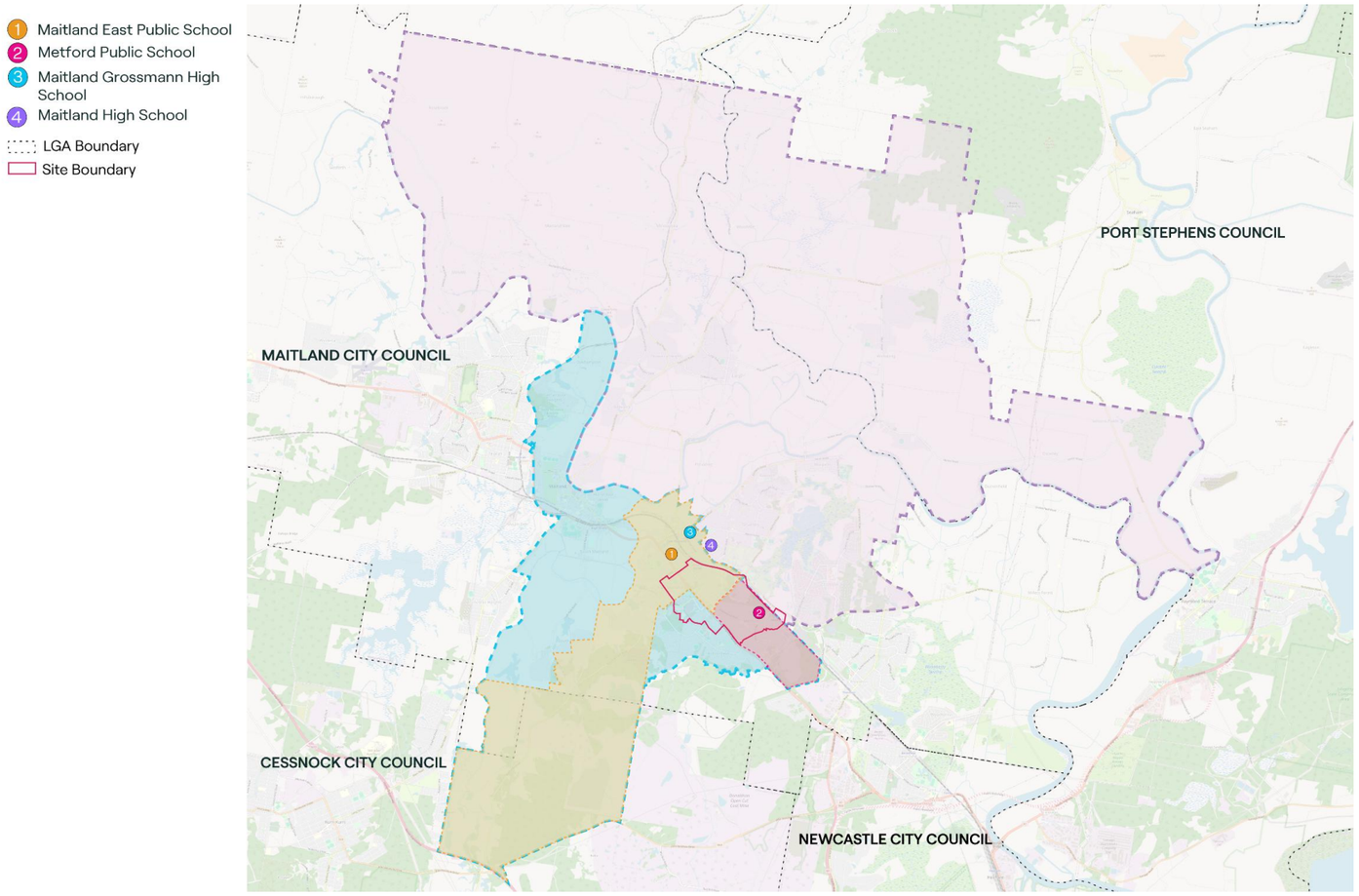
Maitland Grossmann High School takes in a significant proportion of the subject site and is likely to be the public secondary school that services the incoming population. Enrolment numbers for Maitland Grossmann High School from 2019 to 2023 are presented in the table below.

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



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



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



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.

Catalyst Area Boundary
Open Space
Sports and Leisure Centres

1 Easts Leisure & Golf Club
2 Rous Street Park
3 Cooney Park
4 Greenhills Gardens
5 Scouts Hall
6 East Maitland Skate Park
7 Brooklyn Park
8 Wattle Close Park
9 Metford Oval
10 Ron Stewart Sports Area
11 ANZAC Park
12 Stockade Hill Heritage Park
13 Maitland Playground
14 Plantation Reserve
15 Centennial Park
16 Goodhugh Street Park
17 Lena Obrien Park
18 Tom Lantry Park
19 Earthcare Park Landcare
20 Ashtonfield Playground
21 AJ Baker Park
22 Leinster Circuit Park
23 Heron Close Park
24 East Maitland Playground
25 Ashton Grove Park
26 Fern Place Park
27 Worcester Drive Park
28 Cocks Square Park
29 Metford Sporting Fields
30 Chelmsford Drive Oval
31 Shamrock Hill Football fields
32 Fieldsend Oval
33 Beryl Humble Sports Complex
34 Tenambit Sports Field
35 Maitland Tennis Centre
36 East Maitland Aquatic Centre

2km Catchment



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.

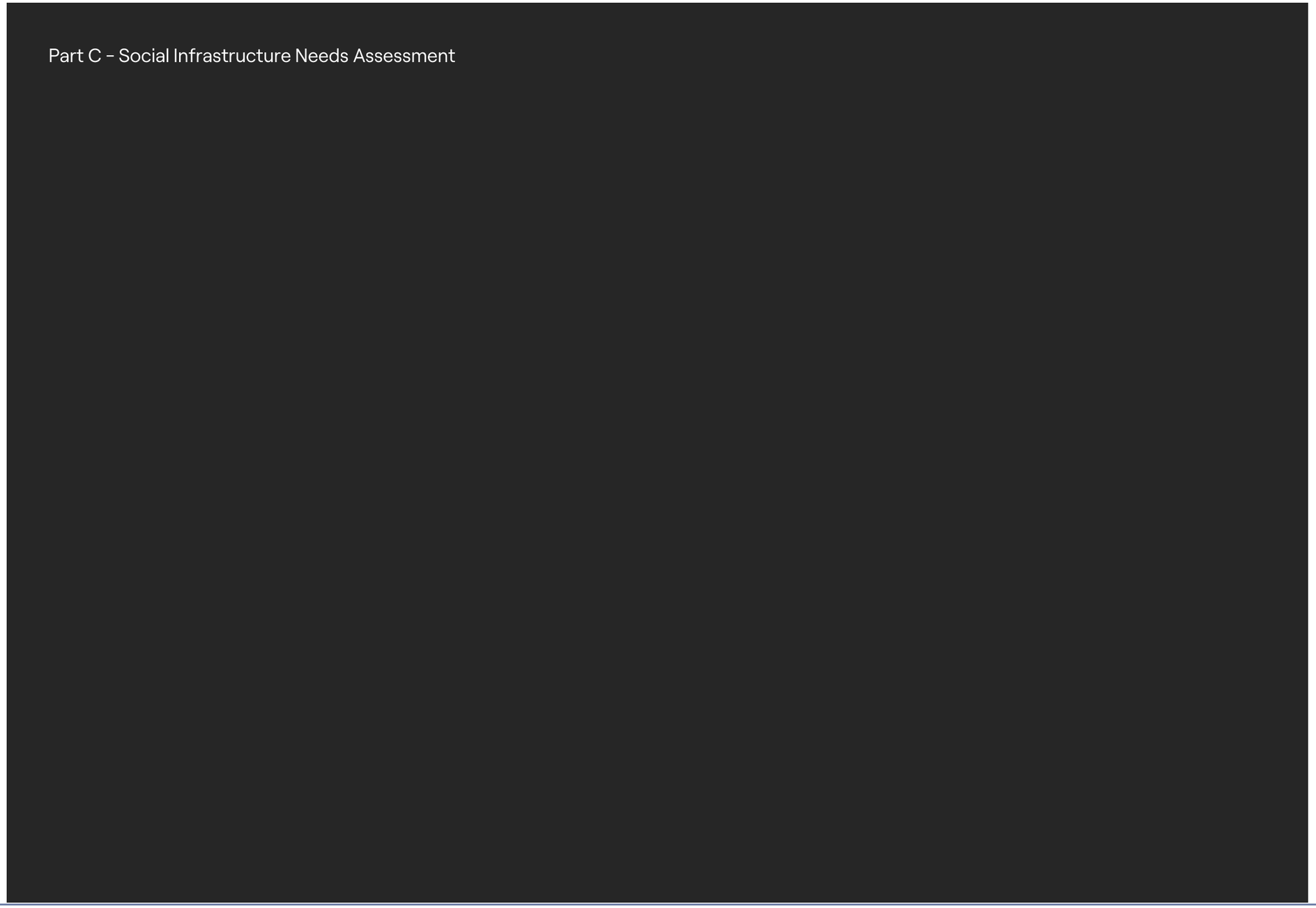
A public and private hospital are centrally located in East Maitland. There is also a medical centre and community health centre. It is likely that existing community members travel to specialist services in other locations but considering the population these would service the East Maitland population 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.



Part C – Social Infrastructure Needs Assessment



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.

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

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.

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*

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*

		>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.*

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.

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*

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.*

Local Skate / BMX Park		50 – 400m^2	3,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
District Skate / BMX Park	500 – 700m^2		5,000m catchment	N/A	*Cessnock City Council Skate and BMX Strategy 2020*
Regional Skate / BMX Park	Minimum 800m^2		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.*

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.

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

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.

City Planning

Exhibition of Draft Development Control Plan - Aberglasslyn Precinct 4

DRAFT Aberglasslyn Development Control Plan - Eastern Precinct - For Exhibition (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 16



May 2026

Draft Aberglasslyn Urban Release Area Precinct 4

maitland CITY COUNCIL

maitland CITY COUNCIL

10.1.1. Aberglasslyn Urban Release Area

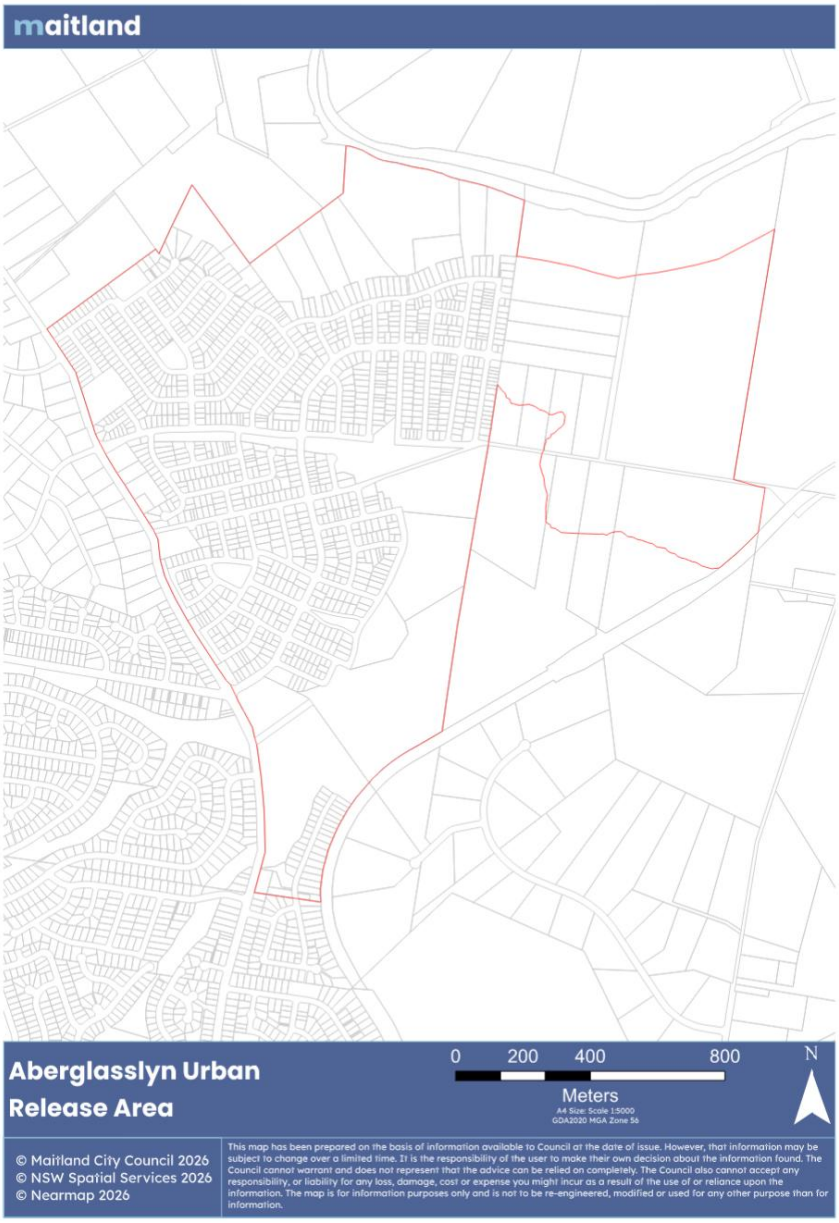


Figure 10-1: Aberglasslyn Urban Release Area

The Aberglasslyn Urban Release Area (URA) includes approximately 200 hectares of land to the north of the existing urban area of Rutherford. Access to the area is via Aberglasslyn and Oakhampton Roads from the New England Highway.

The majority of the land has traditionally been used for grazing. The area adjoins a number of important sites and land uses that required consideration in the strategic planning for this area. In particular, the proximity to Aberglasslyn House, a heritage item of State significance; the adjoining rail corridor, and impacts associated with extractive industries along the Hunter River dictated specific design outcomes for the URA.

Environmental issues associated with flooding and water quality from sub-catchments which flow directly into the Hunter River and the Oakhampton Wetlands required specific development controls.

Infrastructure provision (particularly the extension and augmentation of reticulated water and sewer) influences the orderly staging and sequencing of land. The potential for impacts on the road network leading into Central Maitland also requires consideration in the staging of development. Development of the East Precinct may require upgrading and safety improvements to the Oakhampton Road railway level crossing subject to further investigation at development application stage.

Aberglasslyn Area Plan

The Aberglasslyn Area Plan is comprised of precinct plans as shown in **Figure 10-4**. The provisions of this section apply to the preparation of precincts plans for and staging of the Aberglasslyn Urban Release Area.

DRAFT

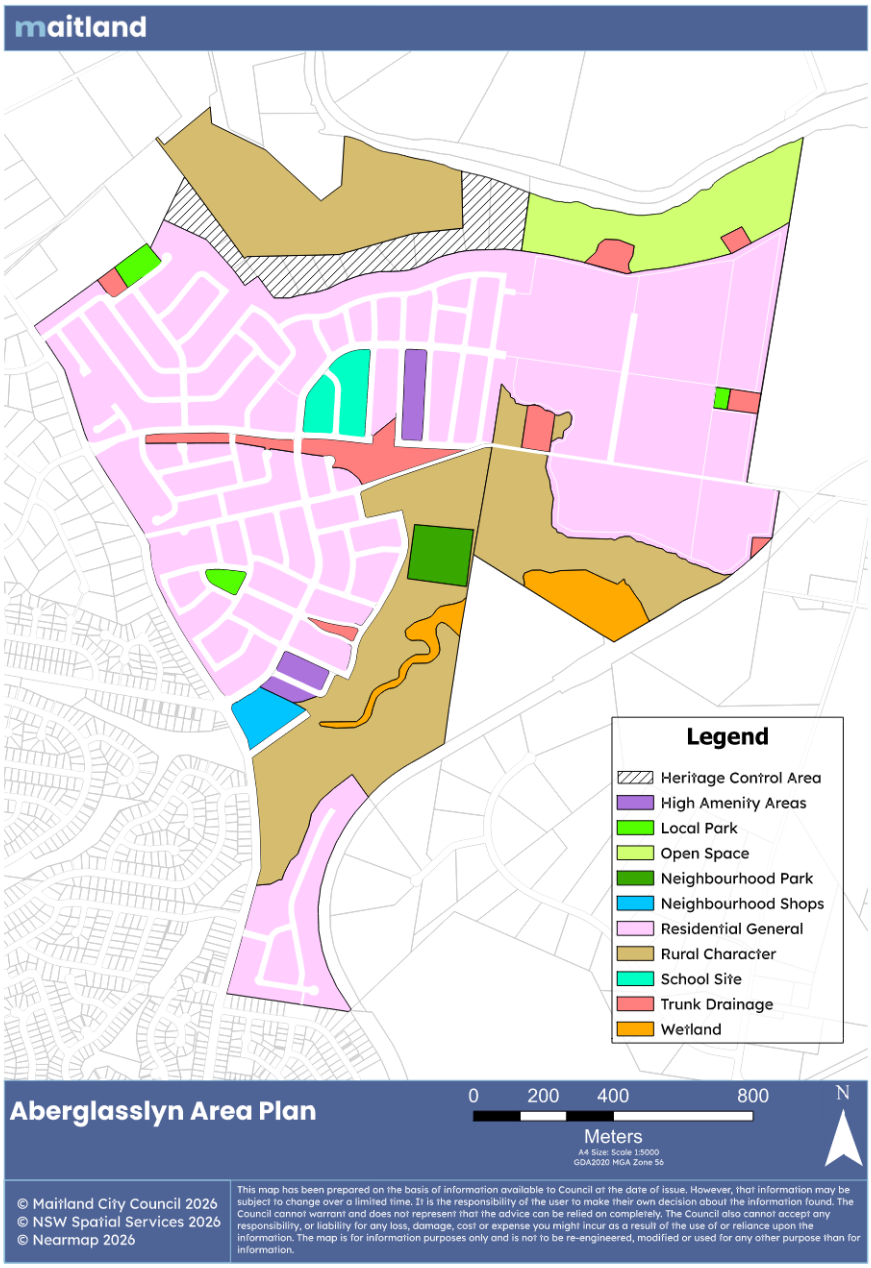


Figure 10-2: Aberglasslyn Area Plan

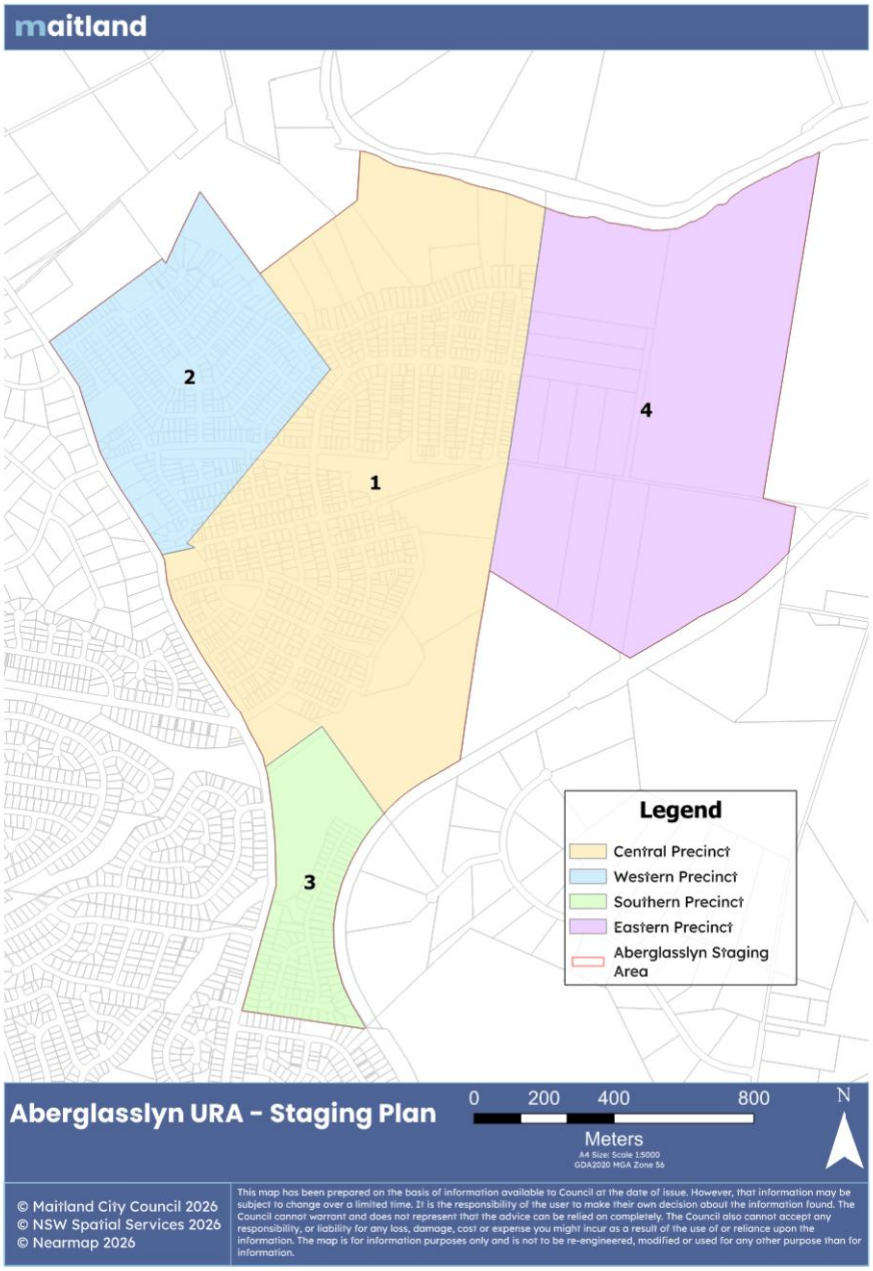


Figure 10-3: Aberglasslyn Staging Plan

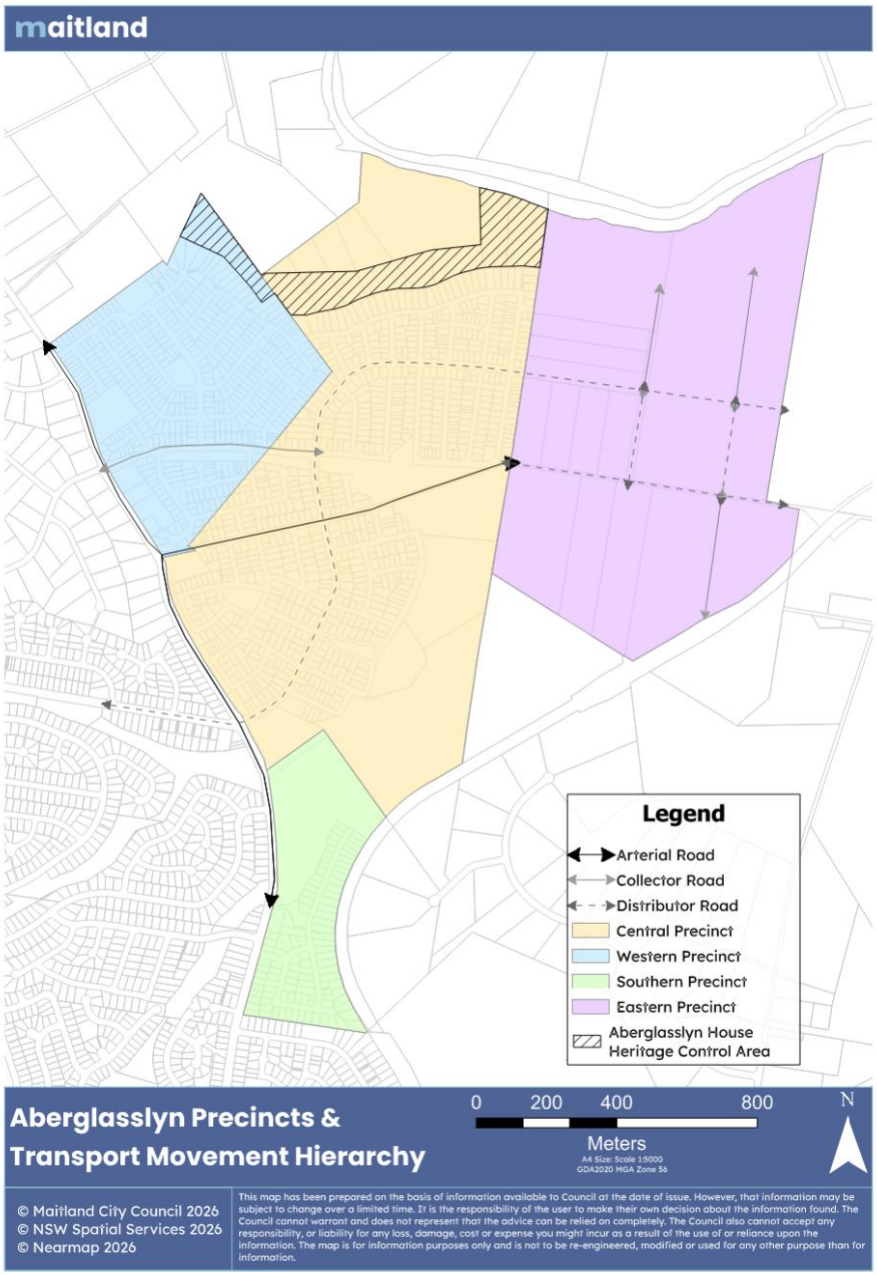


Figure 10-4: Aberglasslyn Precinct Plan & Transport Movement Hierarchy

Development Requirements – General Provisions

No change to current adopted section.

Development Requirements – Aberglasslyn West Precinct

No change to current adopted section.

Development Requirements – Aberglasslyn Central Precinct

No change to current adopted section.

Development Requirements – Aberglasslyn South Precinct

No change to current adopted section.

DRAFT

Development Requirements – East Precinct

The following is the Precinct Plan provisions referred to in the general provisions above that applies to the East Precinct.

No specific requirements have been made for the following matters within the East Precinct as they are already adequately addressed by other relevant provisions within the *Maitland Local Environmental Plan 2011* and the *Maitland Development Control Plan 2026*:

- Neighbourhood Commercial and Retail Uses

10.1.1.1. Staging Plan and Infrastructure Delivery

Objectives

O.1 To provide for the timely and orderly efficient release of the East Precinct, ensuring necessary infrastructure is in place.

O.2 To ensure that infrastructure for the East Precinct is sequenced and provided in a logical and cost-effective manner.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.1 • O.2	The East Precinct comprises three sub-precincts identified in **Figure 10-24.** The development of each sub-precinct (and staging within those) must provide essential infrastructure such as utility, road and drainage infrastructure connections.
PC.2 • O.1 • O.2	Where development is for the purpose of subdivision that is intended to be constructed and released in stages, a staging plan for delivery is to be provided.
PC.3 • O.1 • O.2	Staging and infrastructure delivery are to demonstrate a logical and timely connection with adjoining precincts. Applications for subdivision are to clearly show staging and connection points.
PC.4 • O.1 • O.2	Development must demonstrate that the provision and sequencing of essential infrastructure adequately services the proposed development and are strategically designed to support the continued growth and development of the Aberglasslyn Urban Release Area.
AS.1 • O.1 • O.2	Development should be generally in accordance with the Staging Plan in **Figure 10-24.** Where development is proposed that is inconsistent with the Staging Plan, detailed justification must be provided demonstrating how the proposed staging maintains orderly and economic development and infrastructure provision of water, sewer, electricity and roads.

DRAFT

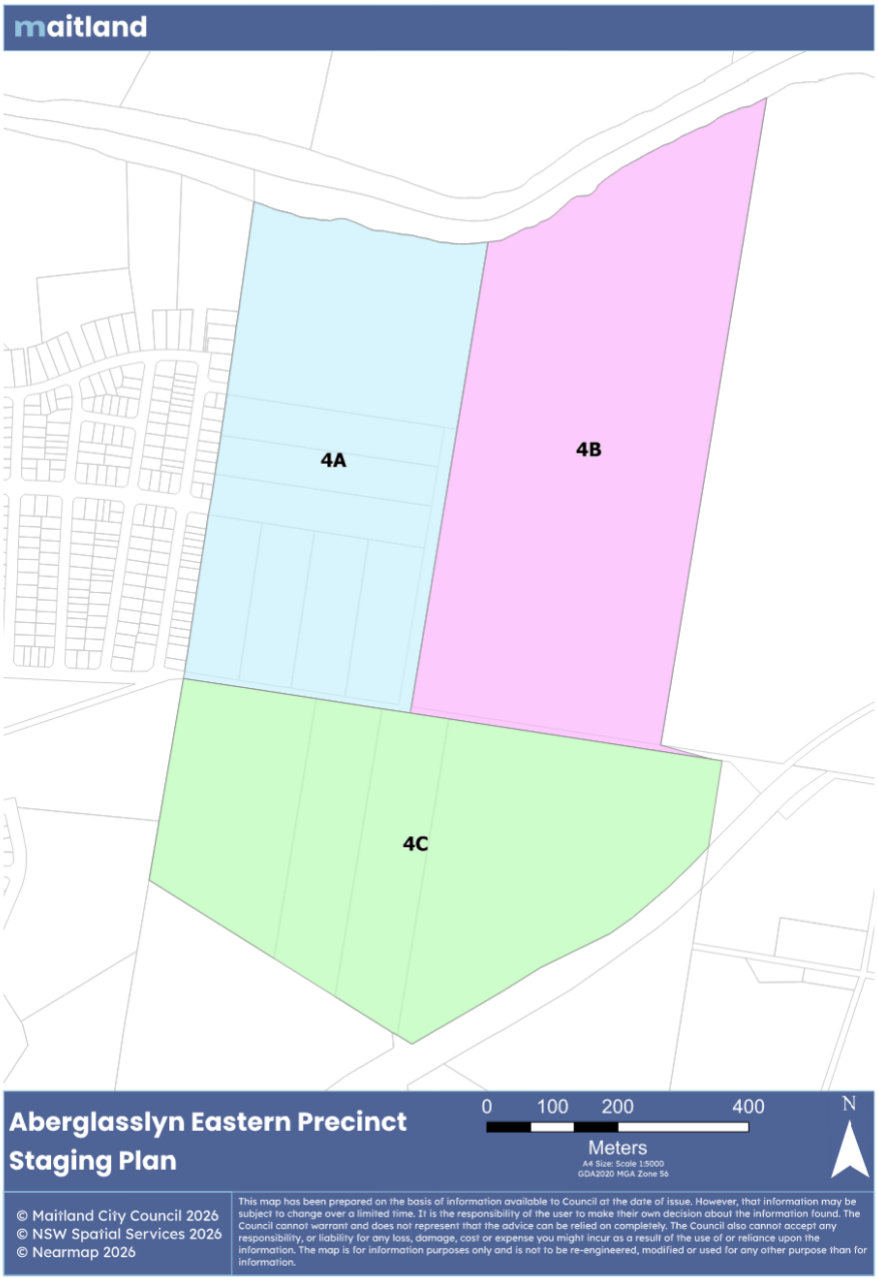


Figure 10-24: Aberglasslyn - East Precinct Staging Plan

10.1.1.2. Transport Movement and Hierarchy

Objectives

O.3 To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
O.4 To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.
O.5 To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
O.6 To facilitate new development which supports the efficiency of public transport systems and provides safe, direct access to the system for residents.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.3 • O.4 • O.5 • O.6	The principal access to the East Precinct must be via an extension of McKeachie Drive from the west. This collector road will link to the main spine/distributor road through the Central Precinct and will accommodate a bus route.
PC.2 • O.3 • O.4 • O.5 • O.6	Secondary access is to be provided via Goshawk Street and Oakhampton Road in accordance with Council and RFS requirements. For each stage of the precinct, the initial subdivision development application must demonstrate that a minimum of two access points are provided from that stage.
PC.3 • O.3 • O.4 • O.5 • O.6	Road layout and street design is to be generally consistent with the adopted East Precinct and Road Hierarchy Plan in **Figures 10-25 & 10-26** and Council's Manual of Engineering Standards.
PC.4 • O.3 • O.4 • O.5 • O.6	Initial subdivision within the precinct must demonstrate that satisfactory traffic and access arrangements can be achieved. This must address any required upgrades to the surrounding road network and interfaces with the State road network and rail corridor, to the satisfaction of Council, Transport for NSW, and the Australian Rail Track Corporation.

DRAFT

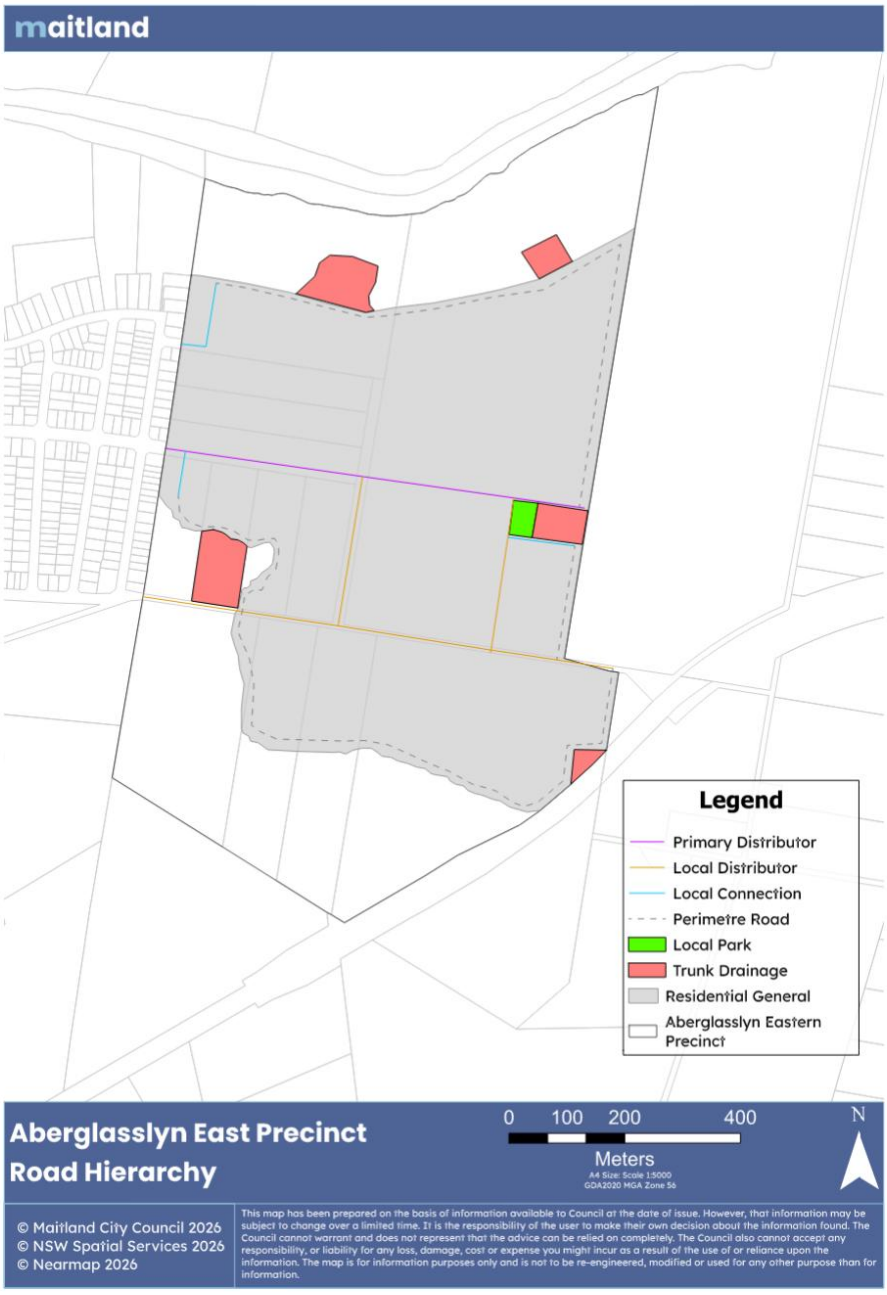


Figure 10-25: Aberglasslyn - East Precinct and Road Hierarchy

10.1.1.3. Overall Landscaping Strategy

Objectives

O.7 To reduce the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.

O.8 To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.7 • O.8	A landscape character and visual impact assessment must accompany development applications for subdivision or development likely to result in visual impacts, including subdivision adjoining key interfaces such as the railway corridor, environmental or rural land. The assessment must identify potential impacts and include appropriate ameliorative measures to be incorporated into the development.
PC.2 • O.7 • O.8	Where bushfire protection requirements allow, landscaping will be required on land adjacent to McKeachie Drive and the North Coast Railway Line.
PC.3 • O.7 • O.8	Existing trees are to be retained within riparian corridors, open space, within and adjacent to the North Coast Railway Line and along allotment boundaries. Removal will only be supported where it is demonstrated, through a suitably qualified arborist's report, that retention is not viable, and where replacement planting or other appropriate mitigation measures are provided.
PC.4 • O.7 • O.8	Re-vegetation proposals must be integrated with landscape plans and be consistent with Appendix D: Canopy Cover Guidelines and Maitland Council's Tree Species List.
PC.5 • O.7 • O.8	Development Applications for subdivision will include detailed landscape plans that identify appropriate street tree species in accordance with Council Guidelines and Tree Species List, fencing treatments for McKeachie Drive, Oakhampton Road, the North Coast Railway Line, and adjoining rural properties to the east, as well as landscape/threshold treatments for key intersections.
PC.6 • O.7 • O.8	Landscaping plans must show the location of open space areas and trunk drainage and details on how these areas are to be landscaped and maintained.

10.1.1.4. Passive and Active Recreation Areas

Objectives

O.9 To provide public open space land that is fit for purpose and meets the recreational needs of residents.

O.10 Neighbourhoods are designed to be conveniently located close to open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.

O.11 To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.9 • O.10	Passive and active recreational space shall be provided generally in accordance with **Figures 10-25 & 10-26.**

DRAFT

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
• O.11	
PC.2 • O.9 • O.10 • O.11	Passive and active recreational spaces are to be designed to include: a. Accessible paths and linkages, b. Areas for play and informal recreation, c. Landscaping, including select tree canopy cover, d. Seating and shade structures, e. Park furniture, and f. Wayfinding signage.
PC.3 • O.9	Passive and active recreation areas are to be designed to promote comfortable microclimates for users, including minimising heat gain and providing adequate shade. This is to be achieved through measures such as the use of light-coloured, low heat-absorbing and durable materials for play equipment and park furniture, and the incorporation of natural or built shade elements.

DRAFT

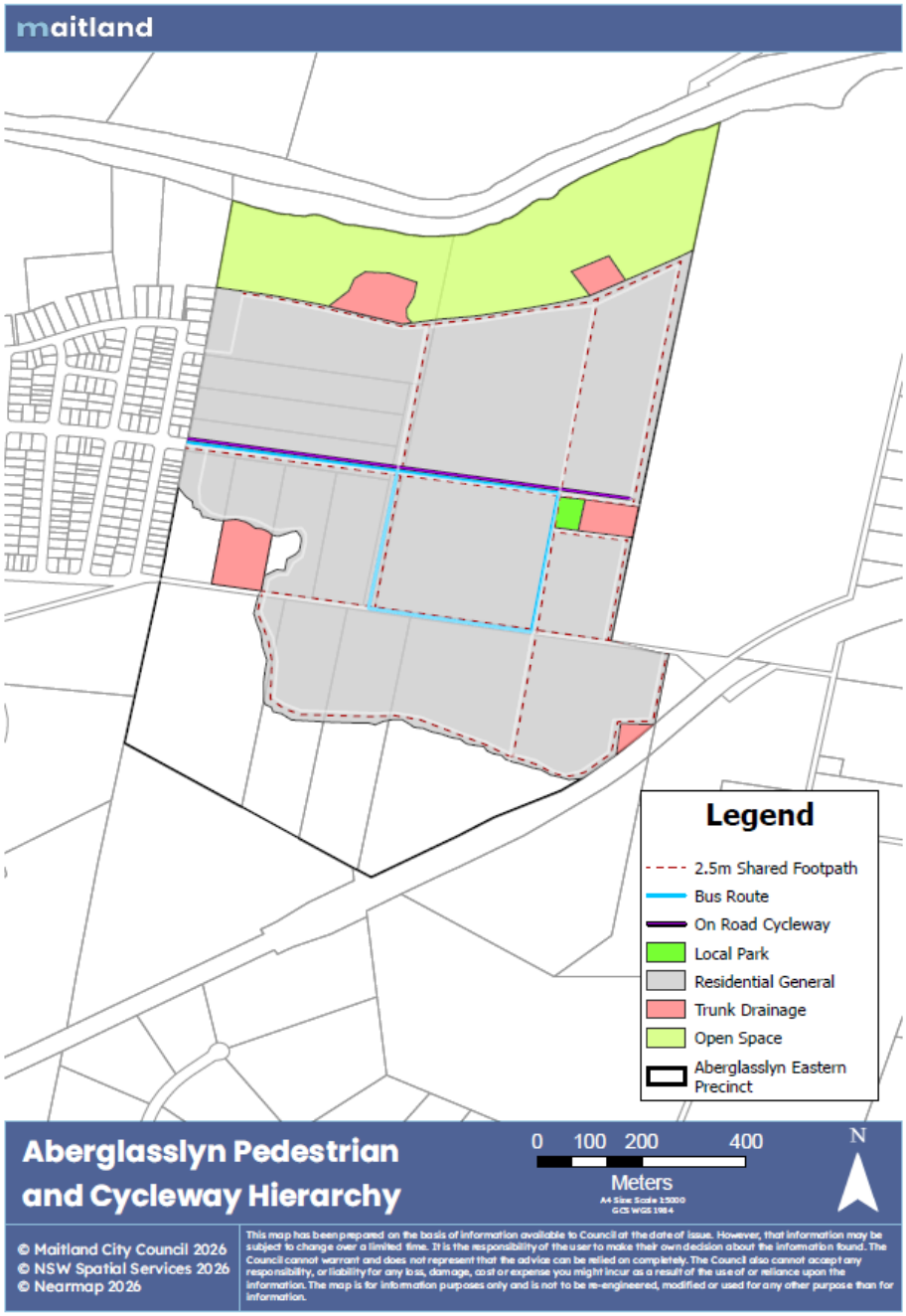


Figure 10-26: Aberglasslyn - East Precinct Pedestrian and Cycle Hierarchy

10.1.1.5. Stormwater and Water Quality

Objectives

O.12 To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
O.13 To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
O.14 To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
O.15 To identify and manage existing natural trunk drainage paths.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.12 • O.13 • O.15	Stormwater management facilities and trunk drainage are to be provided generally in accordance with **Figure 10-25.**
PC.2 • O.12 • O.13 • O.14 • O.15	Wherever possible, existing and identified riparian areas are to form part of the stormwater drainage system, incorporating detention basins and/or wetlands to reduce stormwater peaks and retain pollutants.
PC.3 • O.12 • O.13 • O.14 • O.15	Waterbodies must be reshaped and reconstructed to achieve water quantity (detention) and/or water quality outcomes in accordance with MoES.

10.1.1.6. Amelioration of Natural and Environmental Hazards

Objectives

O.16 Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
O.17 To manage the risk to human life, property, and essential services by ensuring development is compatible with flood behaviour.
O.18 To ensure that development is designed to reduce the risk of bushfire to people and property.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.16	Filling of drainage lines must be limited to that necessary to render all residential land flood free.
PC.2 • O.16	Retained drainage lines/water courses must be rehabilitated through comprehensive replanting with indigenous plant species.
PC.3 • O.16	Subdivision design and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from the North Coast Railway Line.
PC.4 • O.16 • O.17	Land within the flood planning area are to address clause 5.21 of the *Maitland Local Environmental Plan 2011.*

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.5 • O.16 • O.17	Development must comply with the NSW Flood Risk Management Manual 2023.
PC.6 • O.16	All development applications must demonstrate compliance with the requirements of *SEPP (Resilience and Hazards) 2021*.
PC.7 • O.16 • O.17	Each stage of development must demonstrate how flood free access up to and including the 1% AEP flood level will be provided.
PC.8 • O.18	Fire protection measures must be capable of being maintained by owners and users. Asset protection zones must be contained wholly within the subject development site.

10.1.1.7. Key Development Sites

Objectives

O.19 To sustainably maintain and manage the residual rural lands and wetlands.
O.20 To ensure that development adjacent to the North Coast Railway Line is designed to manage rail noise and vibration impacts and maintain acceptable residential amenity.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.19	Dwellings and associated structures adjacent to the rural land must be designed and sited to reflect the rural character whilst appearing visually recessive from the public domain. Dwellings and associated structures are to: • be sited to avoid prominent locations such as ridgelines or exposed areas; • be setback and/or screened to reduce visibility from the public domain; • be designed with building forms and scales consistent with a rural setting; and • use colours and materials that are non-reflective and blend with the surrounding environment.
PC.2 • O.19	Fencing of such allotments shall be of post and rail style (or similar), so as to minimise any visual impacts of development.
PC.3 • O.20	An acoustic and vibration report must support subdivision applications on land adjacent to the North Coast Railway Line.

10.1.1.8. Residential Densities

Objectives

O.21 To encourage appropriate density that responds sympathetically to the natural and physical constraints of the precinct.
O.22 To ensure that new development reflects the desired future scale and density of the precinct, whilst maintaining the amenity of the surrounding residents.
O.23 To ensure the development can be appropriately serviced.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.21 • O.22	Higher residential densities are encouraged in high amenity areas such as sites adjacent to open space and bus routes.

DRAFT

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
• O.23	
PC.2 • O.21 • O.22	Dual occupancy development requires a minimum frontage of 17m at the building line and 10m at the back of the kerb. See **Figure 10-27.**
PC.3 • O.21 • O.22	The parent allotment for an attached or semi-attached dwelling development requires a minimum frontage of 17m at the building line and 10m at the back of the kerb. See **Figure 10-27.**

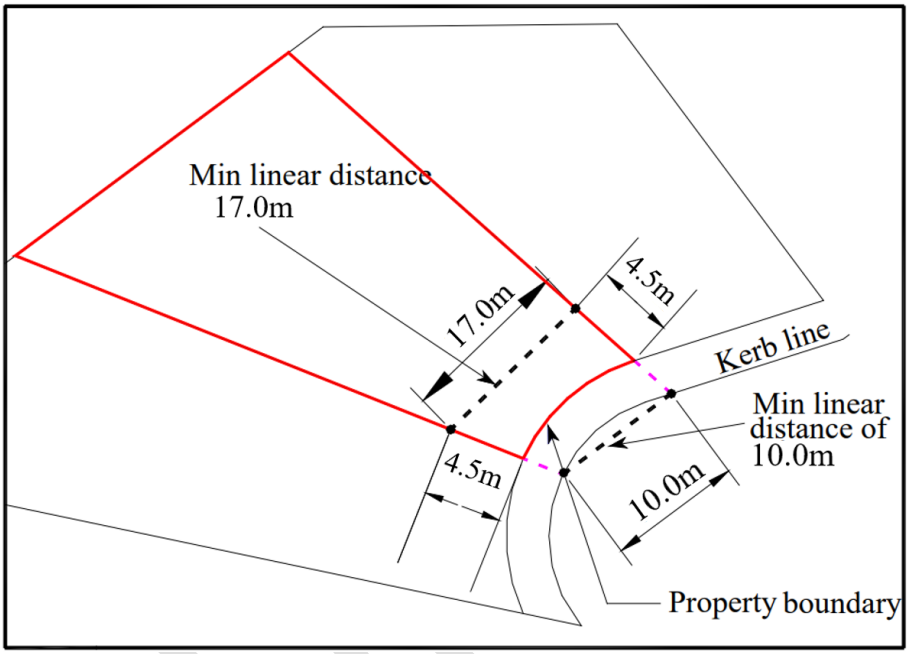


Figure 10-27: Minimum frontages

City Services

Local Transport Forum Minutes (April 2026)

Local Transport Forum Minutes 2 April 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 68

LOCAL TRANSPORT FORUM

MINUTES

2 APRIL 2026

Maitland City Council | Local Transport Forum Meeting Minutes

2 APRIL 2026

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
COMMENCEMENT		1
1	ACKNOWLEDGEMENT OF COUNTRY	1
2	APOLOGIES AND LEAVE OF ABSENCE	1
3	CONFIRMATION OF MINUTES OF PREVIOUS MEETING	1
4	BUSINESS ARISING FROM MINUTES	1
5	LOCAL TRANSPORT FORUM REPORTS	2
5.1	EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN	2
5.2	LAWES AND KING STREETS, EAST MAITLAND - ZEBRA CROSSING	13
5.3	PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE	19
5.4	PROPOSED LINEMARKING AND SIGNAGE FOR A NEW PEDESTRIAN CROSSING ON VINTAGE DRIVE, GILLIESTON HEIGHTS - WITHDRAWN	58
5.5	LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD	59
6	GENERAL BUSINESS	62
6.1	INTERSECTION SAFETY - WATERWORKS ROAD AND RUBY ROAD, RUTHERFORD	62
6.2	TRAFFIC CONTROL IMPROVEMENTS - BRUNSWICK STREET AND RICHARDSON ROAD INTERSECTION	62
6.3	KISS AND RIDE SAFETY - THORNTON PUBLIC SCHOOL, GOVERNMENT ROAD	63
6.4	TAXI ZONE REVIEW UPDATE - MAITLAND LGA	64
6.5	MOTORBIKE PARKING UPDATE - MAITLAND LGA	64
6.6	LTF QUORUM REQUIREMENTS	65
6.7	STEAMFEST TRAFFIC MANAGEMENT PLAN	65
7	CLOSURE	66

PRESENT

Cr Warrick Penfold – Councillor (Chairperson)
John Carey – Transport for NSW Representative
William Ridley – Hunter Valley Buses
Yarry Netluch – Hunter Valley Buses
Stephen Smith – Maitland City Council
Brendan Moran – Maitland City Council
Steven Roach – Maitland City Council
Kate Taylor – Maitland City Council
Kynan Lindus - Maitland City Council
Craig Parsons - Maitland City Council
Christina Devine – Maitland City Council (Minute taker)

COMMENCEMENT

The meeting was declared open at 9.39 am.

1 ACKNOWLEDGEMENT OF COUNTRY

2 APOLOGIES AND LEAVE OF ABSENCE

Giovanna Kozary – Representative for Jenny Aitcheson MP
Zoe Whiting – Representative for Jenny Aitcheson MP
Garry Blair – Representative for Dave Layzell MP
Senior Constable Rodney Minter – Maitland Police Representative
Andrew McAdam - Maitland City Council

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 Transport Forum Meeting held 5 March 2026 and the minutes were hereby considered adopted on 19 March 2026.

4 BUSINESS ARISING FROM MINUTES

2 APRIL 2026

5 LOCAL TRANSPORT FORUM REPORTS

5.1 EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN

FILE NO:	**140/5**
ATTACHMENTS:	**1. River Run Proposed Traffic Guidance Scheme**
AUTHOR:	Traffic Management Officer Operations Manager Transport & Infrastructure Engineering

EXECUTIVE SUMMARY

The Maitland River Run is scheduled to take place on Sunday, 7 June 2026. In a change from last year's event, the run starts and finishes on the Maitland Regional Athletic Centre track. The course includes Odd Street, Hunter Street, the Hunter River Foreshore Path and new segments including High Street and Abbott Street, Maitland and Maitland Park. Temporary traffic management is proposed on public roads that form part of the running course.

OFFICER'S RECOMMENDATION

THAT

1. **The Traffic Guidance Scheme prepared for the proposed 2026 Maitland Running Festival - along the River Walk, Hunter St, Odd St, High Street and Abbot Street, Maitland on Sunday, 7 June 2026 be deemed fit for purpose.**

2. **Signs and devices necessary to affect the proposed traffic management arrangements be approved.**

COMMITTEE RECOMMENDATION

THAT

1. **The Traffic Guidance Scheme prepared for the proposed 2026 Maitland Running Festival - along the River Walk, Hunter St, Odd St, High Street and Abbot Street, Maitland on Sunday, 7 June 2026 be deemed fit for purpose.**

2. **Signs and devices necessary to affect the proposed traffic management arrangements be approved.**

Local Transport Forum Reports

EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN

River Run Proposed Traffic Guidance Scheme

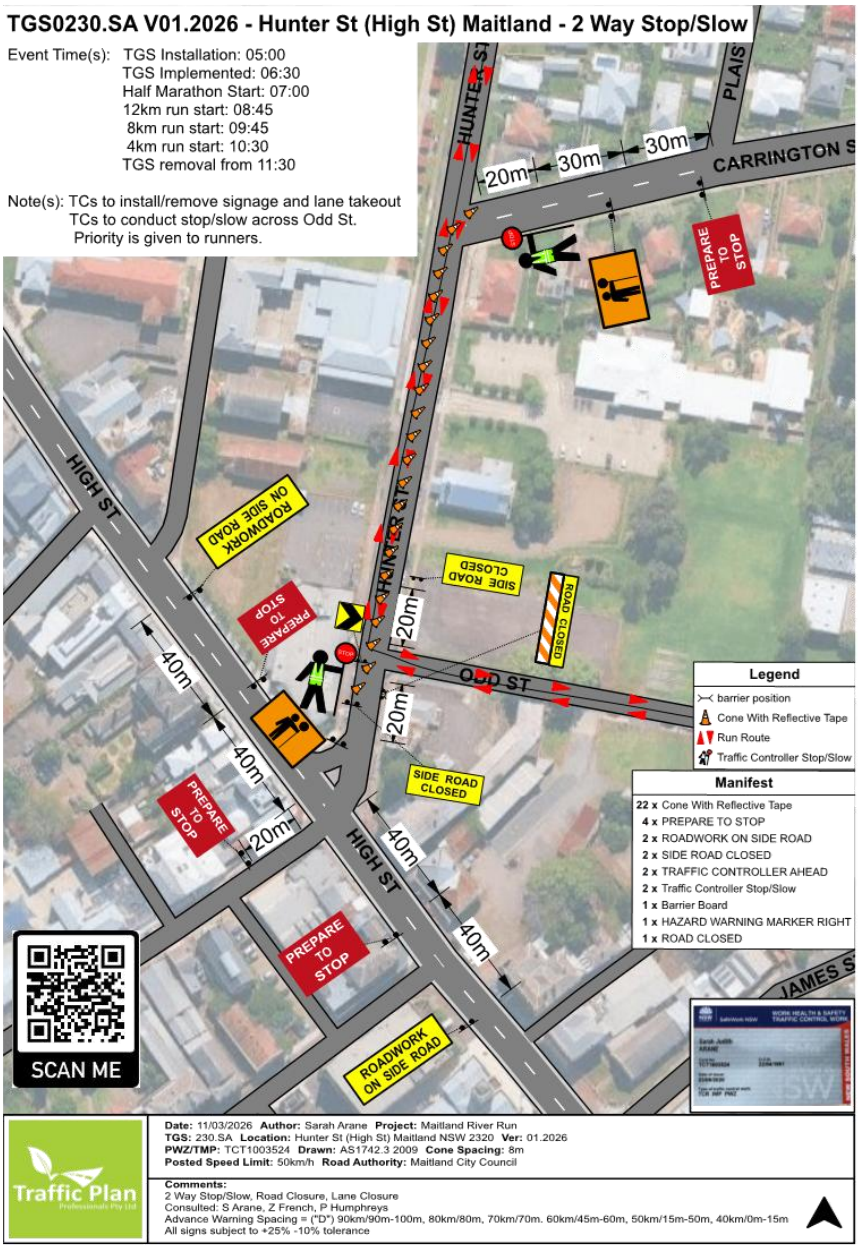
Meeting Date: 2 April 2026

Attachment No: 1

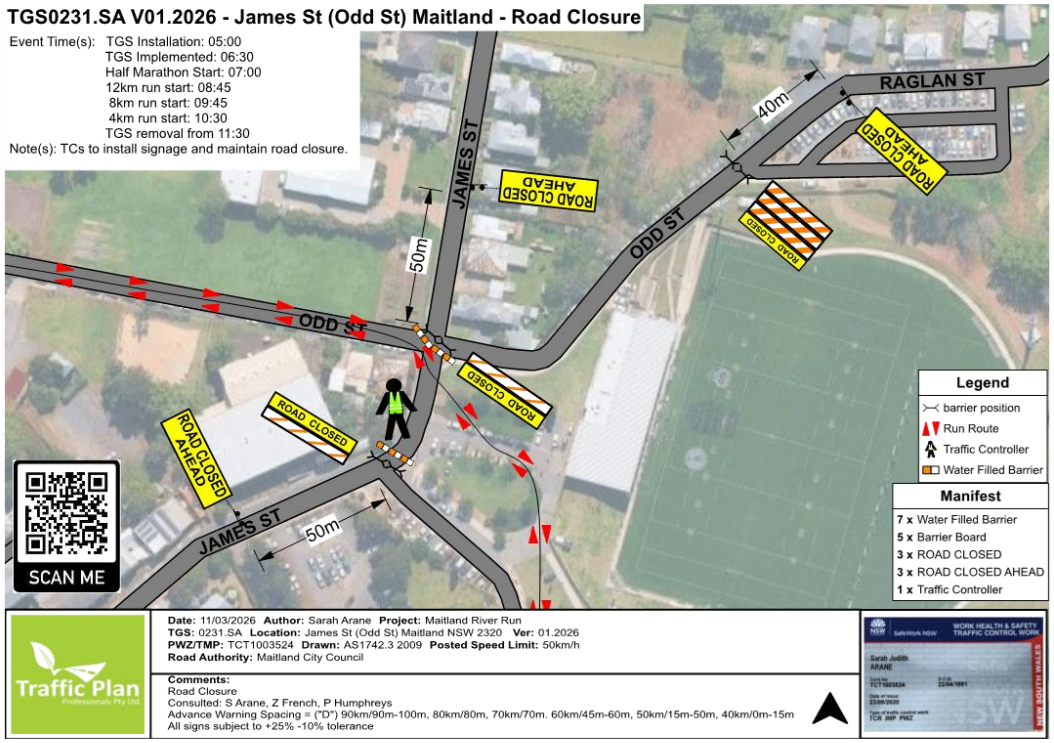
Number of Pages: 9

2 APRIL 2026

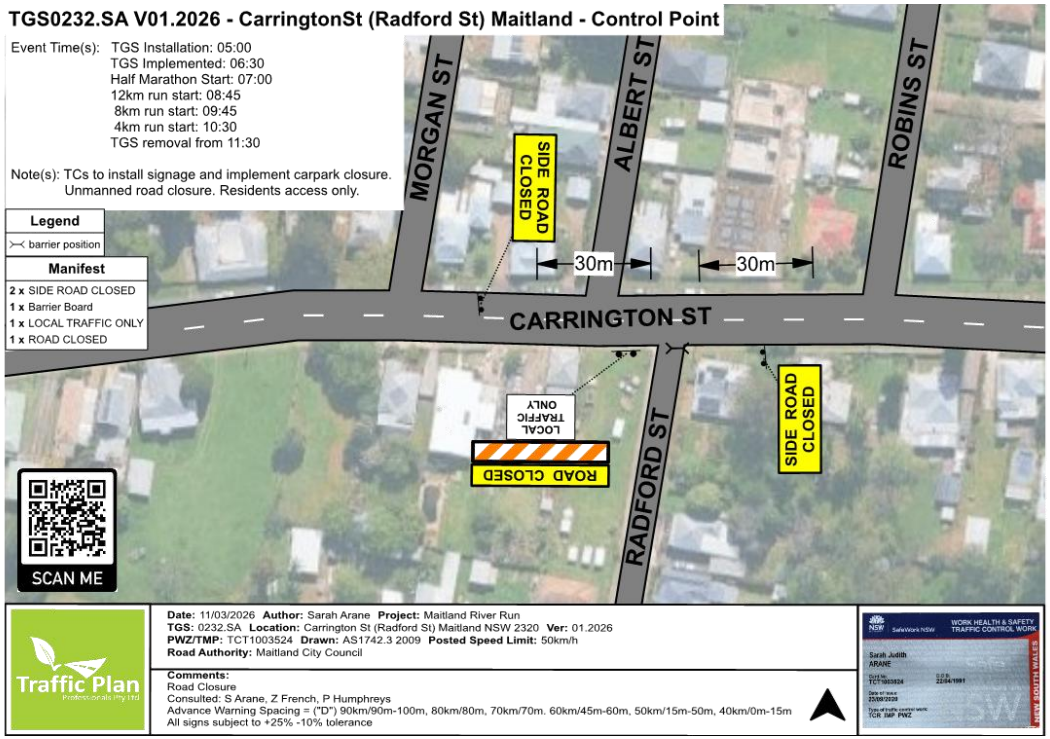
EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)



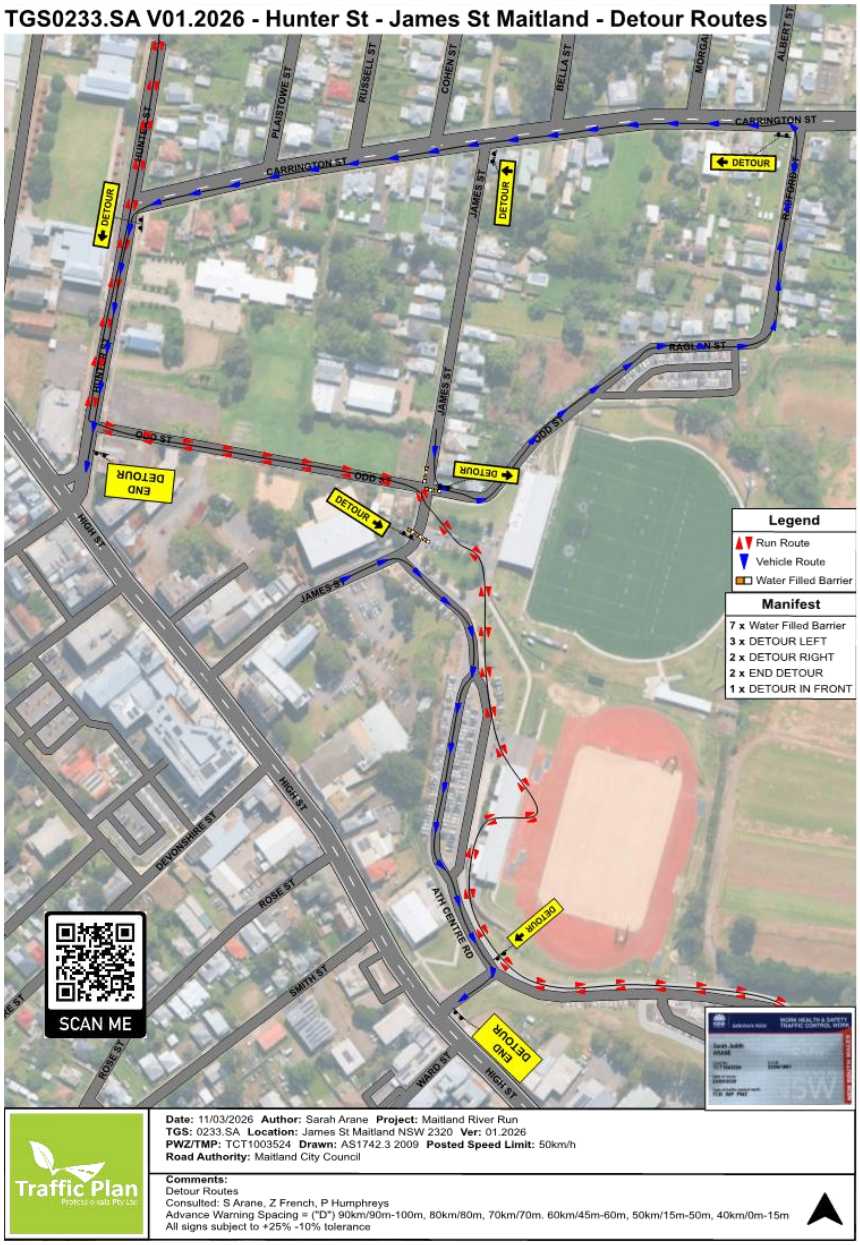
EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)



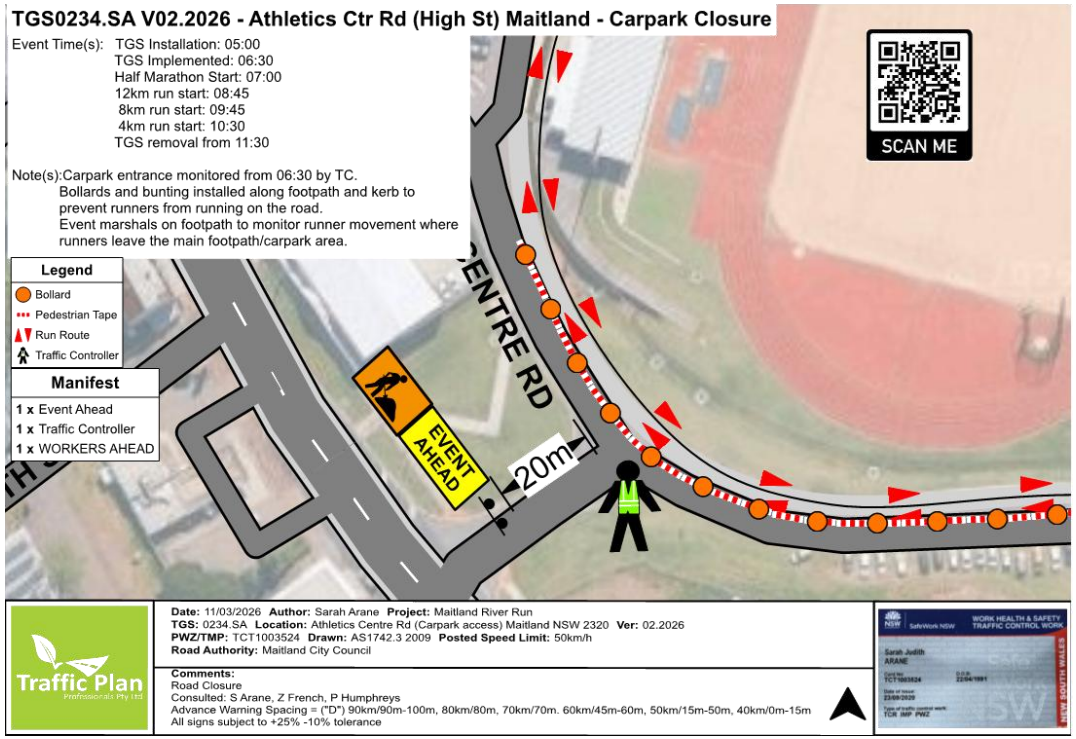
EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)



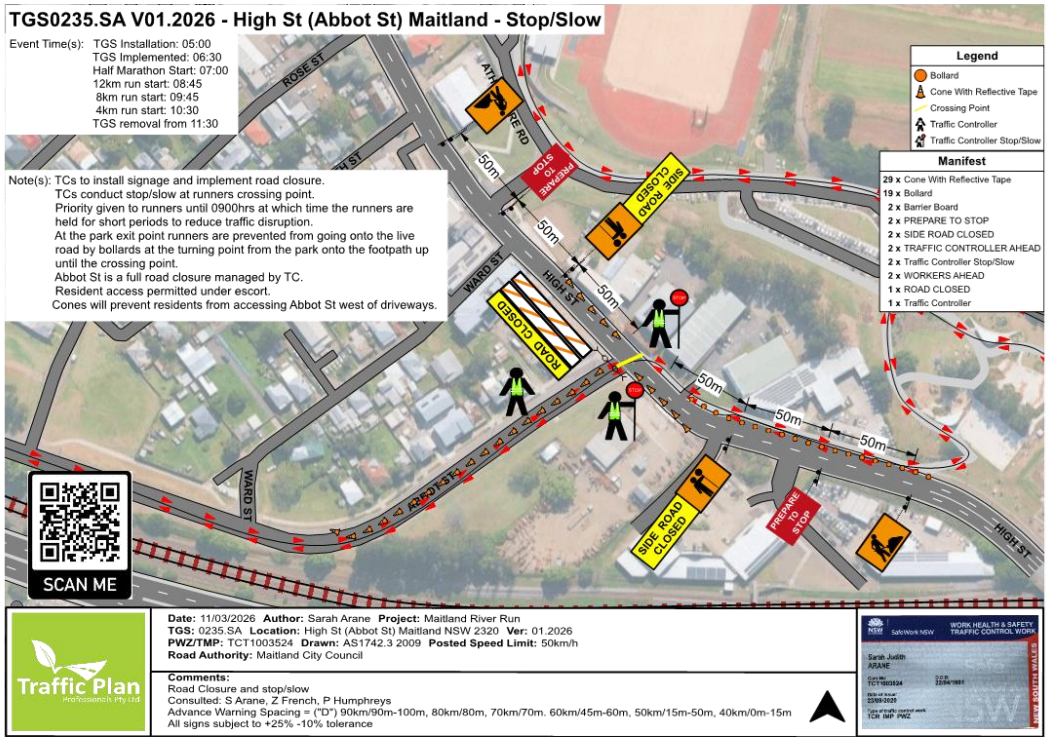
EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)



EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)

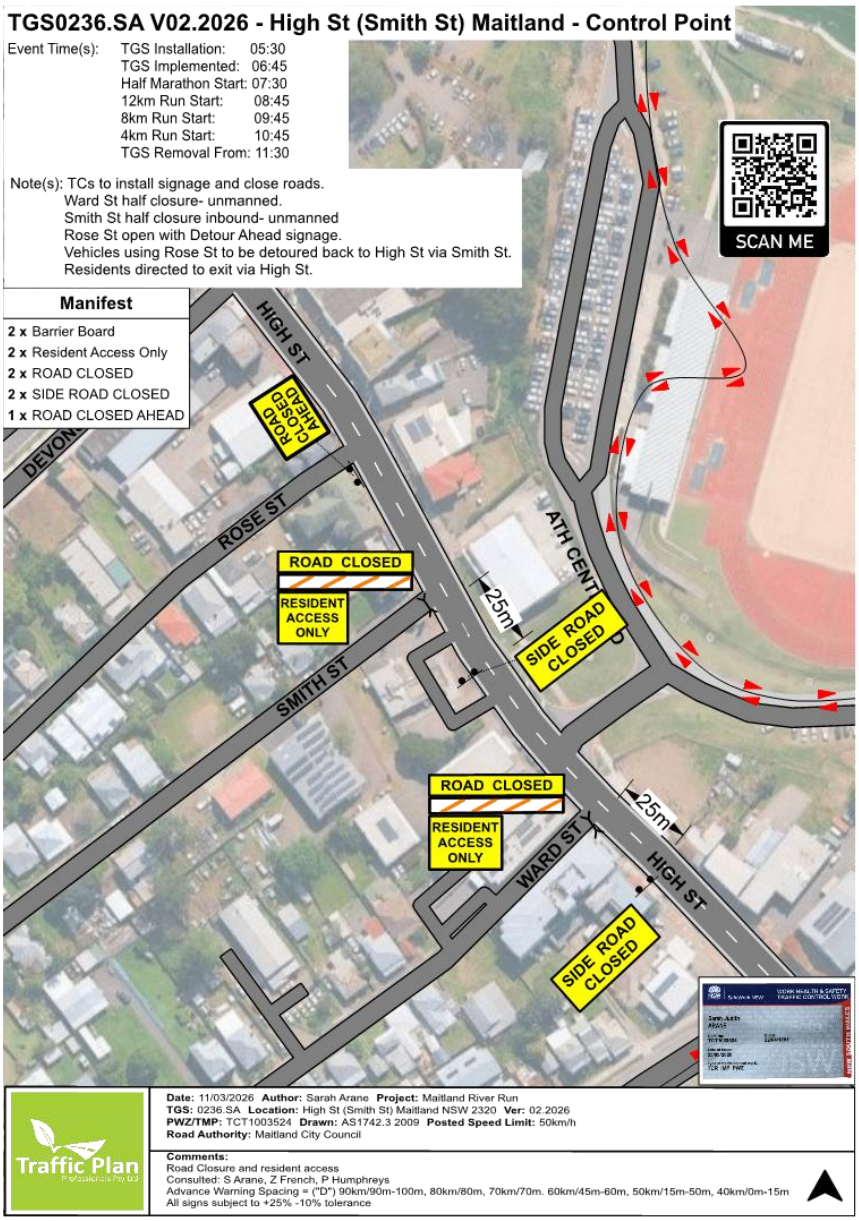


EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)

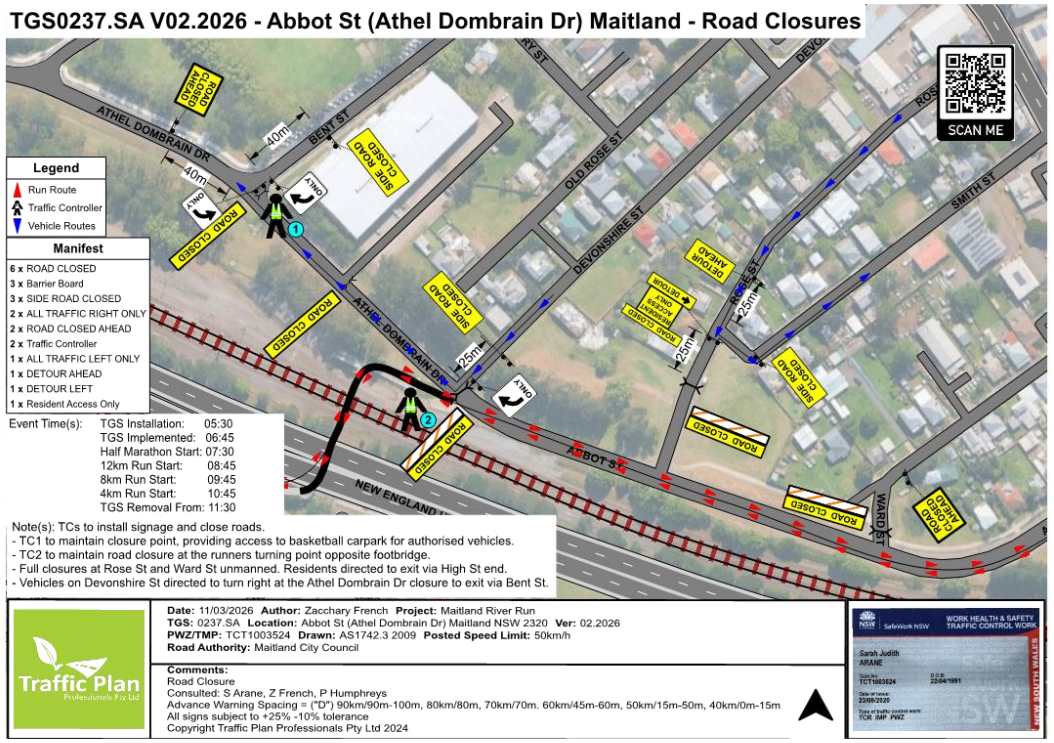


2 APRIL 2026

EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)



EVENT TEMPORARY TRAFFIC MANAGEMENT - 2026 MAITLAND RIVER RUN (Cont.)

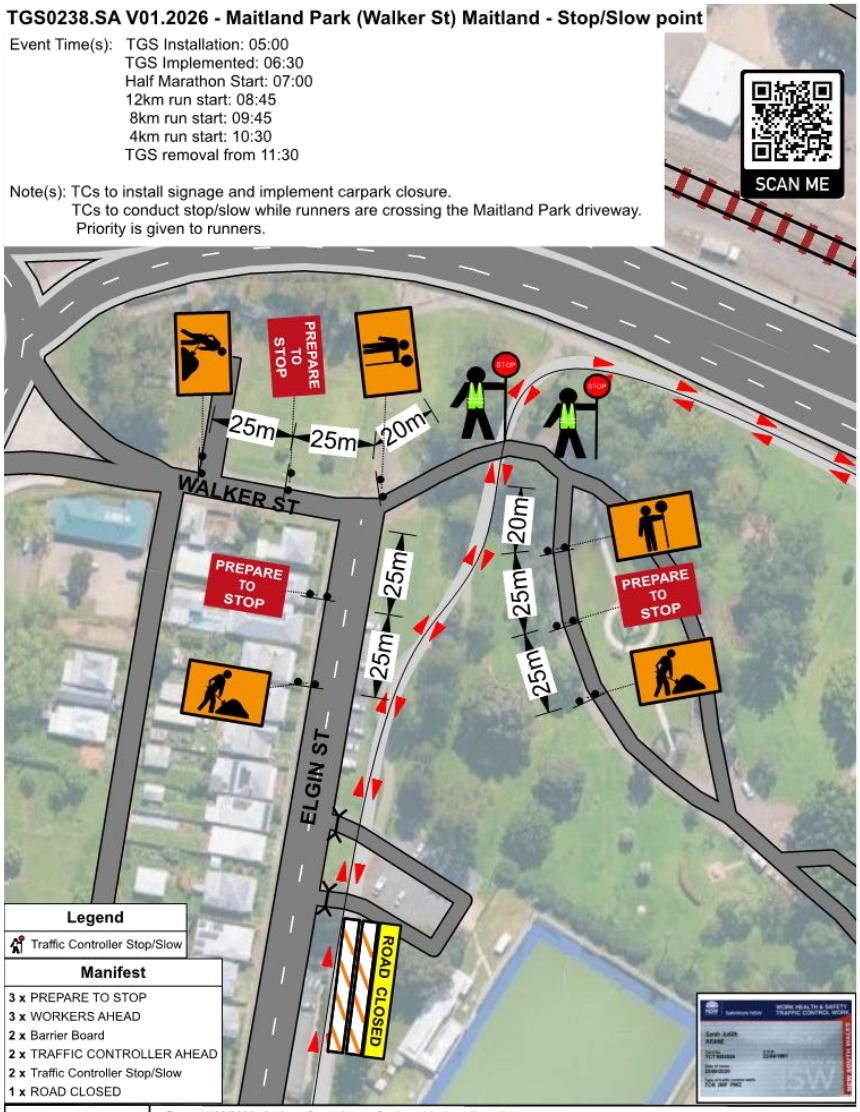


2 APRIL 2026

TGS0238.SA V01.2026 - Maitland Park (Walker St) Maitland - Stop/Slow point

Event Time(s): TGS Installation: 05:00
TGS Implemented: 06:30
Half Marathon Start: 07:00
12km run start: 08:45
8km run start: 09:45
4km run start: 10:30
TGS removal from 11:30

Note(s): TCs to install signage and implement carpark closure.
TCs to conduct stop/slow while runners are crossing the Maitland Park driveway.
Priority is given to runners.



2 APRIL 2026

5.2 LAWES AND KING STREETS, EAST MAITLAND - ZEBRA CROSSING

FILE NO:	**CP00005**
ATTACHMENTS:	**1. 4484-2A**
AUTHOR:	Senior Design Officer Road Safety Officer Operations Manager Transport & Infrastructure Engineering

EXECUTIVE SUMMARY

Pedestrian numbers, safety concerns and traffic volumes have signified the need for an official Pedestrian Crossing (Zebra Crossing) at the intersection of Lawes and King Streets, East Maitland. High traffic numbers and concentrated pedestrian use, especially by school children and parents has warranted more formal arrangements to be established for crossing Lawes Street. This report covers the regulatory line marking and signage associated with the Zebra Crossing.

OFFICER'S RECOMMENDATION

THAT

1. **The regulatory line marking and signage associated with the "Proposed Zebra Crossing – Corner Lawes and King Street, East Maitland" construction plans 4484-2A (Sheet 4) be approved.**

COMMITTEE RECOMMENDATION

THAT

1. **The regulatory line marking and signage associated with the "Proposed Zebra Crossing – Corner Lawes and King Street, East Maitland" construction plans 4484-2A (Sheet 4) as amended in red be approved.**

Local Transport Forum Reports

LAWES AND KING STREETS, EAST MAITLAND - ZEBRA CROSSING

4484-2A

Meeting Date: 2 April 2026

Attachment No: 1

Number of Pages: 4

LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD (Cont.)

maitland city council

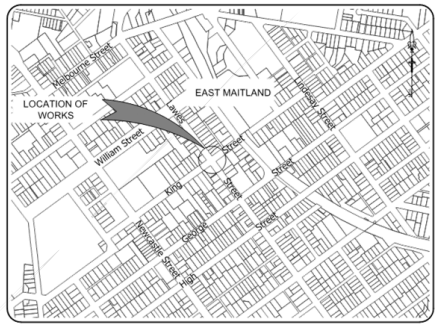
CORNER LAWES & KING STREETS
EAST MAITLAND
PROPOSED ZEBRA CROSSING

SCOPE OF WORKS

- INSTALL SEDIMENT CONTROL
- REMOVE PEDESTRIAN RAMS, KERB SECTIONS AND PATH
- CONSTRUCT PEDESTRIAN RAMPS AND KERB
- CONSTRUCT PATHS
- INSTALL SIGNAGE
- REMOVE LINE MARKING
- INSTALL LINE MARKING

SHEET SCHEDULE

1. COVER SHEET - LOCALITY PLAN
2. SITE PLAN AND CONSTRUCTION NOTES
3. SHEET TITLE
4. SHEET TITLE



LOCALITY PLAN

DOCUMENT CONTROL

	RELEASE DETAILS	By	Ch'k'd	Date
A	FOR COMMENT	TOB	CP	4/03/2026

RELEASE APPROVAL

These Plans comply to the PIB & specified requirements.	Design Officer
These plans satisfy the requirements of the PIB for construction.	Operations Manager Design and Project
Approval is granted for the release of these plans.	Manager Engineering & Design
Approval is granted for the construction of the works in accordance with these plans.	Manager Works

P:\Task Folders 2526\Lawes St and King St East Maitland - Pedestrian Crossing - 4484\02 DESIGN\4484-2A.dwg

COPYRIGHT
Copyright in these drawings, information and data hereon is the property of Maitland City Council and may not be used or reproduced in whole or part for any purpose other than that which it is supplied with out the written consent of Maitland City Council

STATUS: FOR COMMENT

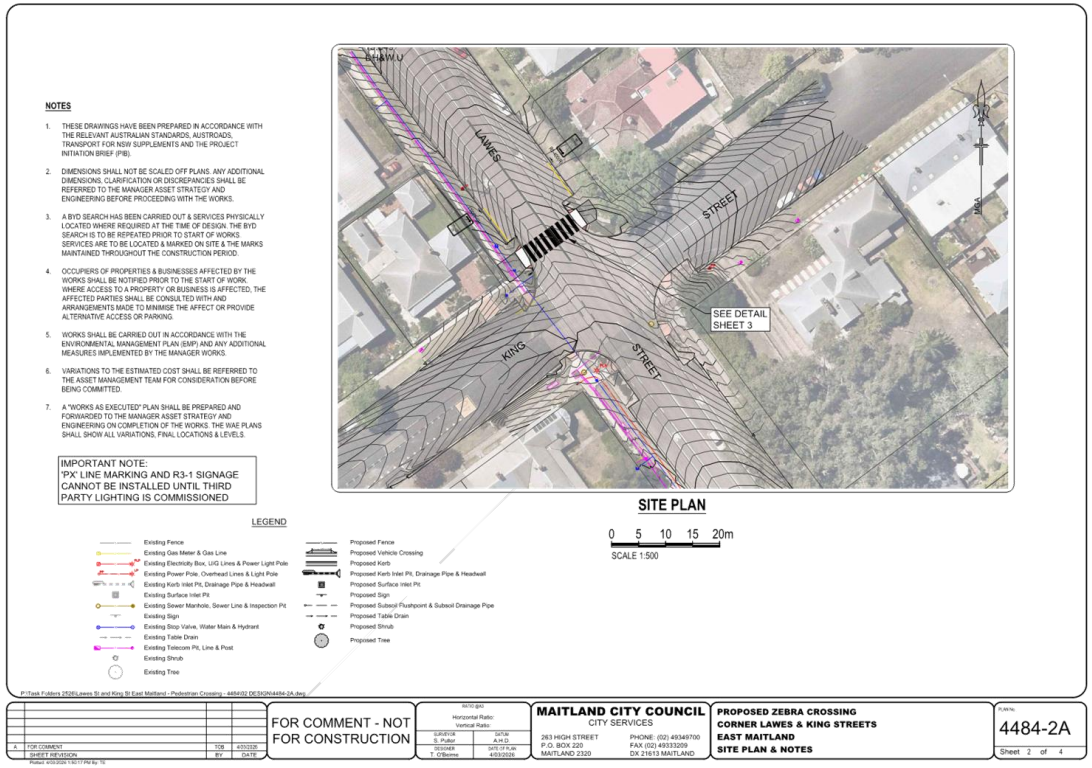
SURVEYOR: S. Pullet
DESIGNER: T. O'Beirne
DATUM: A.H.D.

MAITLAND CITY COUNCIL
CITY SERVICES
263 HIGH STREET
P.O. BOX 220
MAITLAND 2320
PHONE: (02) 49349700
FAX (02) 49333209
DX 21613 MAITLAND

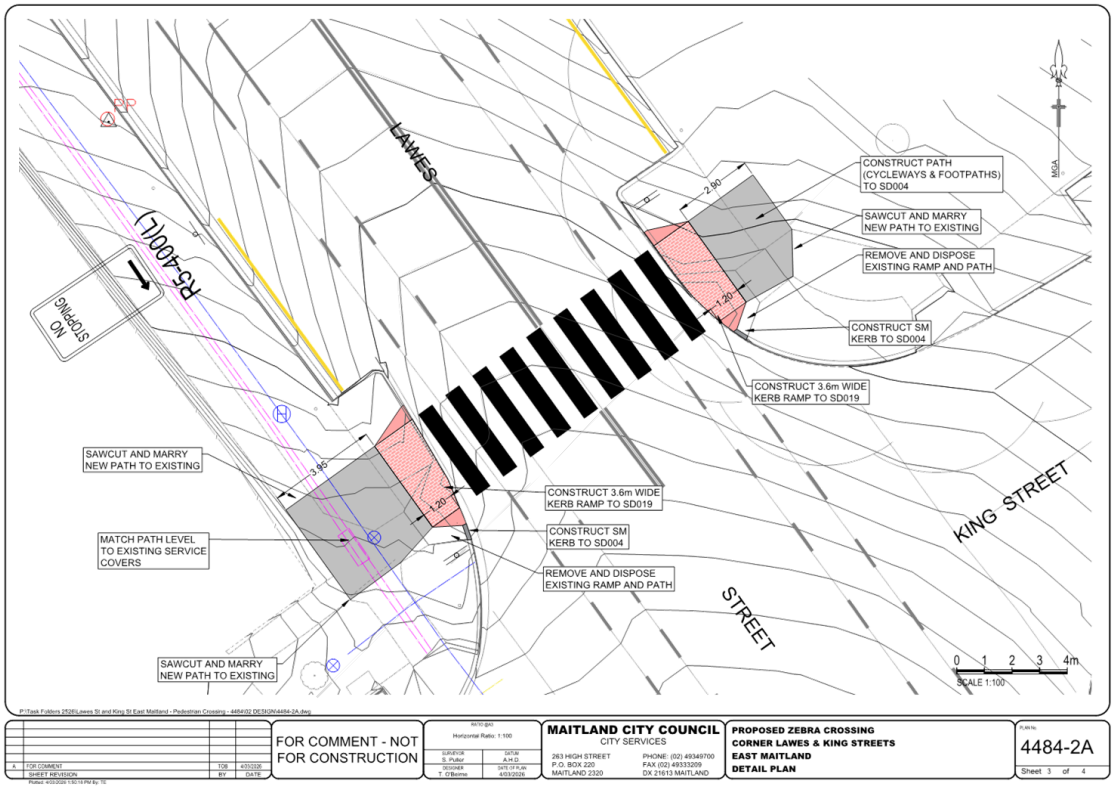
PLAN No. 4484-2A
Sheet 1 of 4

maitland CITY COUNCIL

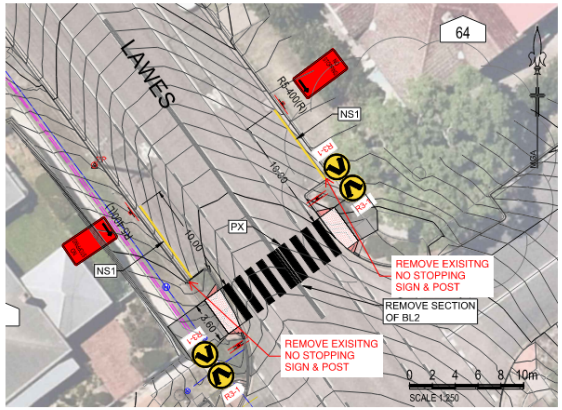
LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD (Cont.)



LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD (Cont.)



LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD (Cont.)



SIGN No.	DESCRIPTION	QUANTITY
R5-400(R)(A)	NO STOPPING	1
R5-400(R)(A)	NO STOPPING	1
R3-1(A)	PEDESTRIAN CROSSING (SYMBOLIC)	4

TYPE OF ROAD MARKING MATERIAL	RECOMMENDED METHODS
WATER-BOURNE PAINT	2,3,4,5 & 6
THERMO PLASTIC	2,3,4,5 & 6
PREFORMED THERMO PLASTIC	2,3,4,5 & 6
COLD APPLIED PLASTIC	5 & 6
TEMPORARY TAPE	1 & 6
PERMANENT TAPE	5 & 6
TYPE OF ROAD SURFACE	**RECOMMENDED METHODS**
CHIPSEAL	2,3 & 6
CONCRETE	1,2,3,4,5 & 6
ASPHALTIC CONCRETE	1,2,3,5 & 6
PAVERS	1,2,3,5 & 6
NOTE: METHOD 6 - BLACKING OUT IS NOT CONSIDERED AS A REMOVAL METHOD AND SHOULD ONLY BE USED AS A TEMPORARY MEASURE	

TABLE 14.2 - RECOMMENDED METHODS OF LINE REMOVAL

REMOVAL OF LINEMARKINGS

THE EXISTING MARKINGS THAT ARE UNWANTED OR NO LONGER DEFINE THE SAFE PATH OF TRAVEL OR >6mm IN THICKNESS, SHOULD BE REMOVED.
THE FOLLOWING POINTS SHOULD BE TAKEN INTO ACCOUNT:

- UNWANTED MARKINGS SHOULD BE REMOVED AND NOT BLACKED OUT.
- BLACKING OUT IS SUITABLE FOR TEMPORARY MEASURE AND IS INDICATED IN SECTION R145 SHOULD BE REMOVED WITHIN 48 HOURS OF APPLICATION
- EVEN 'LONG LIFE' 'BLACK OUT' MATERIAL SHALL WEAR OUT TO REVEAL THE ORIGINAL MARKINGS.
- THE REMOVAL SHOULD BE CARRIED OUT IN A MANNER SO AS TO MINIMISE DAMAGE TO THE ROAD SURFACE.
- SPECIAL EASILY REMOVED PAINTS OR TAPES SHALL BE USED FOR TEMPORARY INSTALLATIONS.
- MARKING WITH DIFFERENT PRODUCTS ON VARIOUS SURFACES MAY REQUIRE DIFFERENT REMOVAL METHODS.

THE FOLLOWING ARE METHODS OF REMOVAL:

1. HEAT LANCE
2. BLASTING
3. HIGH PRESSURE WATER BLASTING
4. CHEMICAL METHOD
5. GRINDING
6. BLACKING OUT (TEMPORARY MEASURE)

THERE IS NO SINGLE METHOD OF LINE REMOVAL THAT WORKS EQUALLY WELL ON DIFFERENT PRODUCTS AND VARYING ROAD SURFACES.

TABLE 14.2 GIVES RECOMMENDED REMOVAL METHOD FOR DIFFERENT MARKINGS.

P:\Task Folders 2526\Lawes St and King St East Maitland - Pedestrian Crossing - 4484\02 DES\2N\4484-2A.dwg

A	FOR COMMENT	TOB	4/03/2026
	SHEET REVISION	BY	DATE

Plotted: 4/03/2026 1:00:20 PM By: TC

FOR COMMENT - NOT FOR CONSTRUCTION

RATIO @A3: Horizontal Ratio: Vertical Ratio:

SURVEYOR	DATUM
S. Puller	A.H.D.
DESIGNER	DATE OF PLAN
T. O'Beirne	4/03/2026

MAITLAND CITY COUNCIL
CITY SERVICES
263 HIGH STREET, MAITLAND 2320
P.O. BOX 220, MAITLAND 2320
PHONE: (02) 49349700
FAX (02) 49333209
DX 21513 MAITLAND

PROPOSED ZEBRA CROSSING
CORNER LAWES & KING STREETS
EAST MAITLAND
LINEMARKING AND SIGNAGE PLAN

PLAN No. 4484-2A
Sheet 4 of 4

2 APRIL 2026

5.3 PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE

FILE NO: **140/5**

ATTACHMENTS:
1. **Appendix 1 - Haussman Drive Road Closure Traffic Guidance Schemes**
2. **Appendix 2 - Taylor Avenue Road Closure Traffic Guidance Schemes**
3. **Appendix 3 –Taylor Avenue Closure Bus Detour Route**
4 **Haussman Drive Upgrade Overview**

AUTHOR: Traffic Management Officer
Operations Manager Civil Projects
Operations Manager Transport & Infrastructure Engineering

EXECUTIVE SUMMARY

Council's 2025/26 Capital Works Program includes the lane duplication of Haussman Drive between Taylor Avenue and Raymond Terrace Road and the installation of a new roundabout at the intersection of Haussman Drive and Taylor Avenue, Thornton.

In order to undertake the works, road closures will be required for a period of 15 to 18 months. It is proposed to stage the road works and associated closures to increase site safety, cost efficiencies and timeline efficiencies, whilst minimising the impact on the community.

The proposed staging consists of the following work arrangements:

Stage One – Shoulder closures of Haussman Drive and Taylor Avenue;
Stage Two – Closure of Haussman Drive travel lanes and a single lane closure in Taylor Avenue;
Stage Three – Closure of Taylor Ave travel lanes.

This report is a mandatory referral to LTF and Council as it affects pre-existing bus stops and restricts the travel of a vehicle for greater than 6 months.

OFFICER'S RECOMMENDATION

THAT

1. **The Traffic Guidance Scheme prepared for the proposed works along Haussman Drive and Taylor Avenue be deemed fit for purpose.**

2. **Temporary signs and devices necessary to affect the proposed traffic management arrangements be approved.**

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

COMMITTEE RECOMMENDATION

THAT

1. **The Traffic Guidance Scheme prepared for the proposed works along Haussman Drive and Taylor Avenue be deemed fit for purpose.**

2. **Temporary signs and devices necessary to affect the proposed traffic management arrangements be approved.**

Local Transport Forum Reports

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE

Appendix 1 - Haussman Drive Road Closure Traffic Guidance Schemes

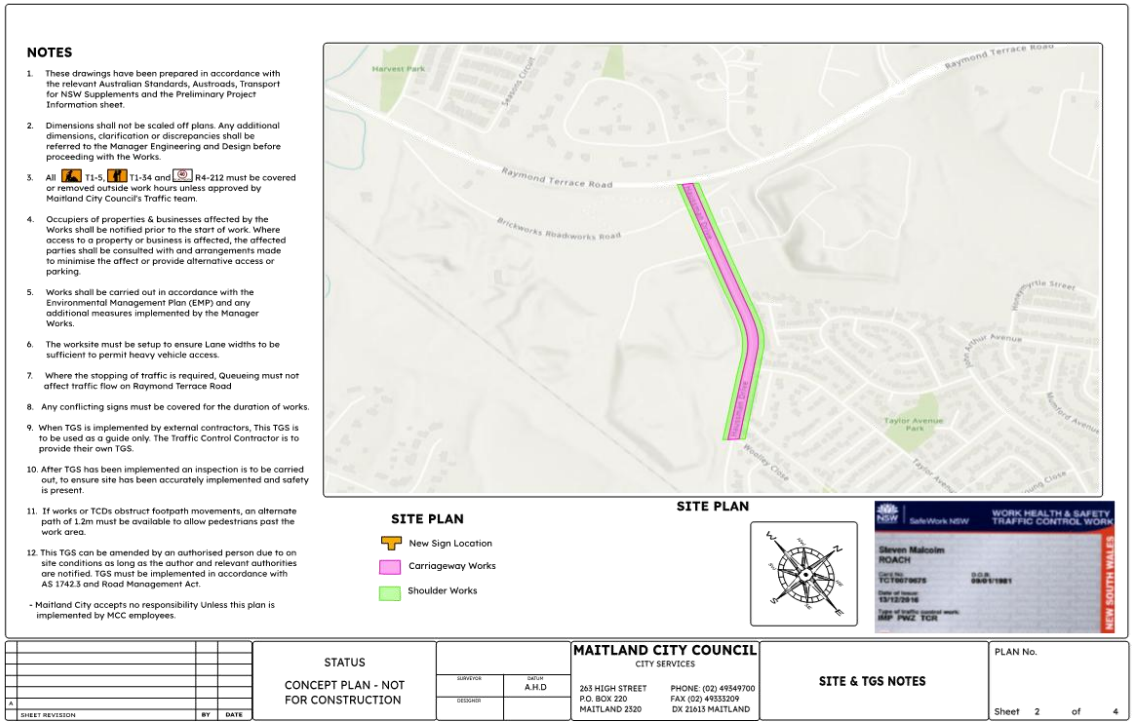
Meeting Date: 2 April 2026

Attachment No: 1

Number of Pages: 15

2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



NOTES

1. These drawings have been prepared in accordance with the relevant Australian Standards, Austroads, Transport for NSW Supplements and the Preliminary Project Information sheet.
2. Dimensions shall not be scaled off plans. Any additional dimensions, clarification or discrepancies shall be referred to the Manager Engineering and Design before proceeding with the Works.
3. All T1-5, T1-34 and R4-212 must be covered or removed outside work hours unless approved by Maitland City Council's Traffic team.
4. Occupiers of properties & businesses affected by the Works shall be notified prior to the start of work. Where access to a property or business is affected, the affected parties shall be consulted with and arrangements made to minimise the affect or provide alternative access or parking.
5. Works shall be carried out in accordance with the Environmental Management Plan (EMP) and any additional measures implemented by the Manager Works.
6. The worksite must be setup to ensure Lane widths to be sufficient to permit heavy vehicle access.
7. Where the stopping of traffic is required, Queueing must not affect traffic flow on Raymond Terrace Road
8. Any conflicting signs must be covered for the duration of works.
9. When TGS is implemented by external contractors, This TGS is to be used as a guide only. The Traffic Control Contractor is to provide their own TGS.
10. After TGS has been implemented an inspection is to be carried out, to ensure site has been accurately implemented and safety is present.
11. If works or TCDs obstruct footpath movements, an alternate path of 1.2m must be available to allow pedestrians past the work area.
12. This TGS can be amended by an authorised person due to on site conditions as long as the author and relevant authorities are notified. TGS must be implemented in accordance with AS 1742.3 and Road Management Act.

- Maitland City accepts no responsibility Unless this plan is implemented by MCC employees.

SITE PLAN

New Sign Location
Carriageway Works
Shoulder Works

SITE PLAN

WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
SafeWork NSW
Steven Malcolm ROACH
TCT0070675
13/12/2016
RIGP PWZ TCR

SHEET REVISION	BY	DATE
A		

STATUS
CONCEPT PLAN - NOT FOR CONSTRUCTION

SURVEYOR
DESIGNER
DATUM A.H.D

MAITLAND CITY COUNCIL
CITY SERVICES
265 HIGH STREET
P.O. BOX 220
MAITLAND 2320
PHONE: (02) 49549700
FAX (02) 49353209
DX 21615 MAITLAND

SITE & TGS NOTES

PLAN No.

Sheet 2 of 4

2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

Project Description

SCOPE OF WORKS



LOCALITY PLAN

SHEET SCHEDULE

1. COVER SHEET - LOCALITY PLAN
2. SITE & TGS NOTES
3. INNITIAL WORKS VMS PLAN
4. CLOSURE WORKS VMS PLAN
5. TGS NOTES
6. TGS NOTES
7. TGS NOTES
8. INITAL WORKS TGS 1 OF 2
9. INITAL WORKS TGS 2 OF 2
10. CLOSURE STOCKPILE ACCESS/ EGRESS PLAN
11. CLOSURE TRAFFIC GUIDANCE SCHEME 1 OF 2
12. CLOSURE TRAFFIC GUIDANCE SCHEME 1 OF 2
13. CLOSURE DETOUR MAP
14. CLOSURE TRAFFIC GUIDANCE SCHEME 1 OF 2 AFTERCARE
15. CLOSURE TRAFFIC GUIDANCE SCHEME 2 OF 2 AFTERCARE

DOCUMENT CONTROL

	RELEASE DETAILS	By	Ch'k'd	Date
A	CONCEPT PLAN - MCC-3736-TGS	SR		07/01/26

RELEASE APPROVAL

These Plans comply to the PIB & specified requirements.	Design Officer
These plans satisfy the requirements of the PIB for construction.	Operations Manager Design and Project
Approval is granted for the release of these plans.	Manager Engineering & Design
Approval is granted for the delivery of the works in accordance with these plans.	Manager Capital Works Delivery
Approval is granted for the construction of the works in accordance with these plans.	Manager Works

COPYRIGHT
Copyright in these drawings, information and data hereon is the property of Maitland City Council and may not be used or reproduced in whole or part for any purpose other than that which it is supplied with out the written consent of Maitland City Council

STATUS
CONCEPT TRAFFIC MANAGEMENT PLAN

SURVEYOR | DATUM A.H.D
DESIGNER

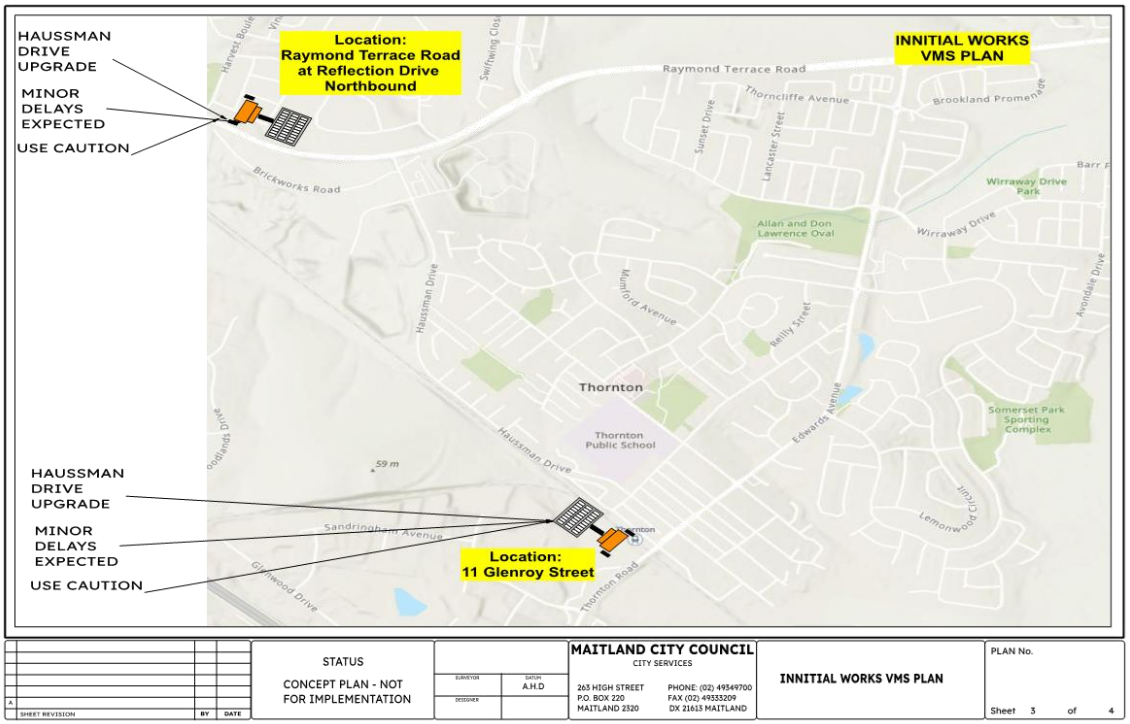
MAITLAND CITY COUNCIL
CITY SERVICES
263 HIGH STREET
P.O. BOX 220
MAITLAND 2320
PHONE: (02) 49349700
FAX (02) 49353209
DX 21613 MAITLAND

PLAN No.

Sheet 1 of 4

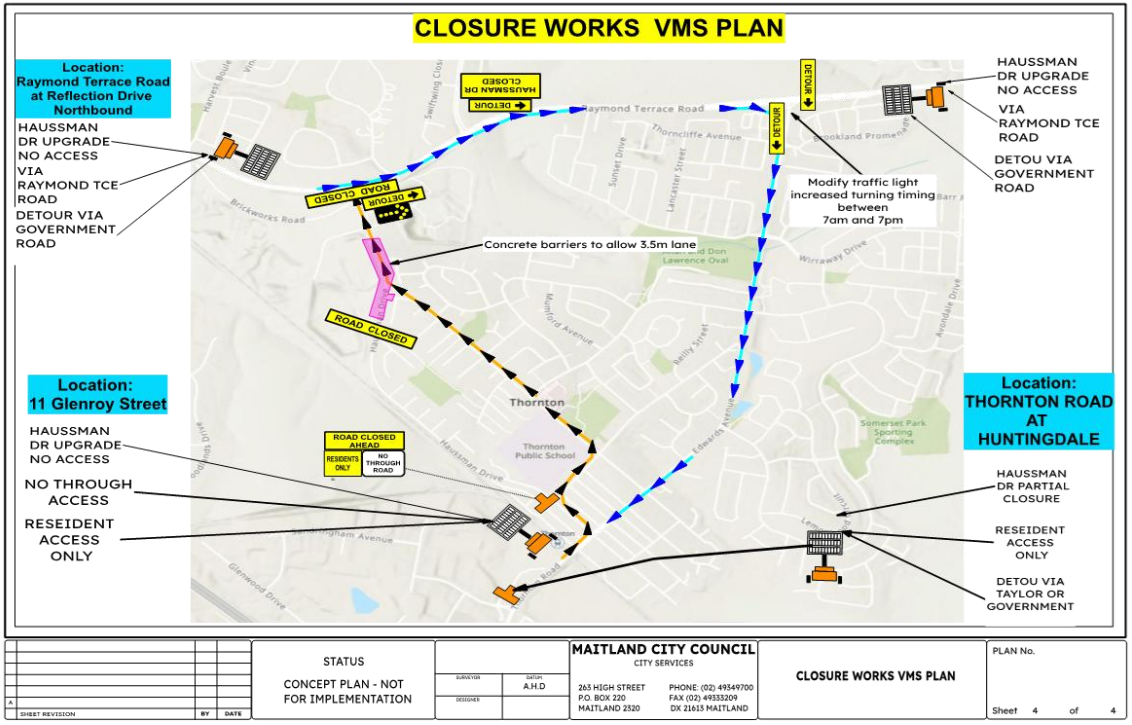
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

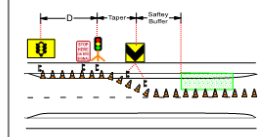


2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

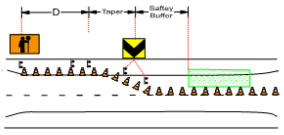
Traffic Control Types

PTCD (Portable Traffic Control Device)



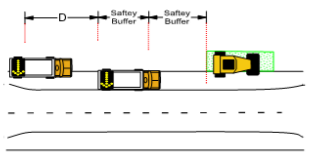
A PTCD must be used instead of a manual traffic controller for all work sites under traffic control when the existing permanent speed limit is above 45km/h. This requirement is not applicable to instances and environments of emergency response.

TC (Manual Traffic Controller)



A TC may be used provided all of the following conditions are met:
- Use of a PTCD is demonstrated to not achieve the safest outcome;
- The decision to use a manual traffic controller instead of a PTCD is documented in the TMP or supporting risk assessment; and
- Approval is granted by the one-up manager of the PWZTMP qualified person responsible for the works relevant TMP

Mobile works



Vehicle placement Dynamic works should be planned so that work vehicles do not need to straddle an edge line,and the placement of the work vehicles does not put at risk vulnerable road users.
REF Table 7.7 TCAWS MANUAL

Saftey Buffer

A safety buffer is the unoccupied space between the taper and work areas, and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30 m must be provided prior to the work area for the safety buffer.Safety buffers are not required on departure, however if road users are able approach the work area from either end, a safety buffer must be provided at both ends of the work area.Roadworks and storage of vehicles, plant, equipment and stockpiled materials must not occur in safety buffers. Road workers must not occupy the safety buffer area except when accessing the work area

Tapers

Recommended Taper Length

REF: *7.3 TCAWS manual*

Existing permanent Speed (km/h)	Traffic Control Taper	Lateral Shift Taper	Merge Taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP

Multiple Tapers:

REF: *7.4 TCAWS manual*

Existing Permanent Speed Limit (km/h)	
45 or less	10
46 to 55	25
56 to 65	70
65 to 75	1.5D

When installing multiple tapers, the minimum distance between each taper.

*** These TGS Guidelines are for reference purposes only & may not be suitable or applicable in all circumstances. If unsure of the setup required, contact your supervisor.**

Spacing of Cones and Bollards

REF: *6.2.5 TCAWS manual*

Purpose and usage	Speed zone of device location (km/h)	Maximum Spaces (m)
On approach to a traffic controller position (Centerlineor edge line)	All cases	4
Merge Tapers	55 to75 Greater than 76	9 12
Lateral Shift tapers	55 to75 Greater than 76	12 18
Protecting freshly painted lines	Less than or equil to 55 56 to 75 greater than 76	24 60
All other purposes	Speed zone of device location (km/h)	4 12 18

A	SHEET REVISION	BY	DATE	STATUS CONCEPT PLAN - NOT FOR CONSTRUCTION	SURVEYOR / DESIGNER	DATUM A.H.D	MAITLAND CITY COUNCIL CITY SERVICES 263 HIGH STREET P.O. BOX 220 MAITLAND 2320 PHONE: (02) 49349700 FAX (02) 49333209 DX 21613 MAITLAND

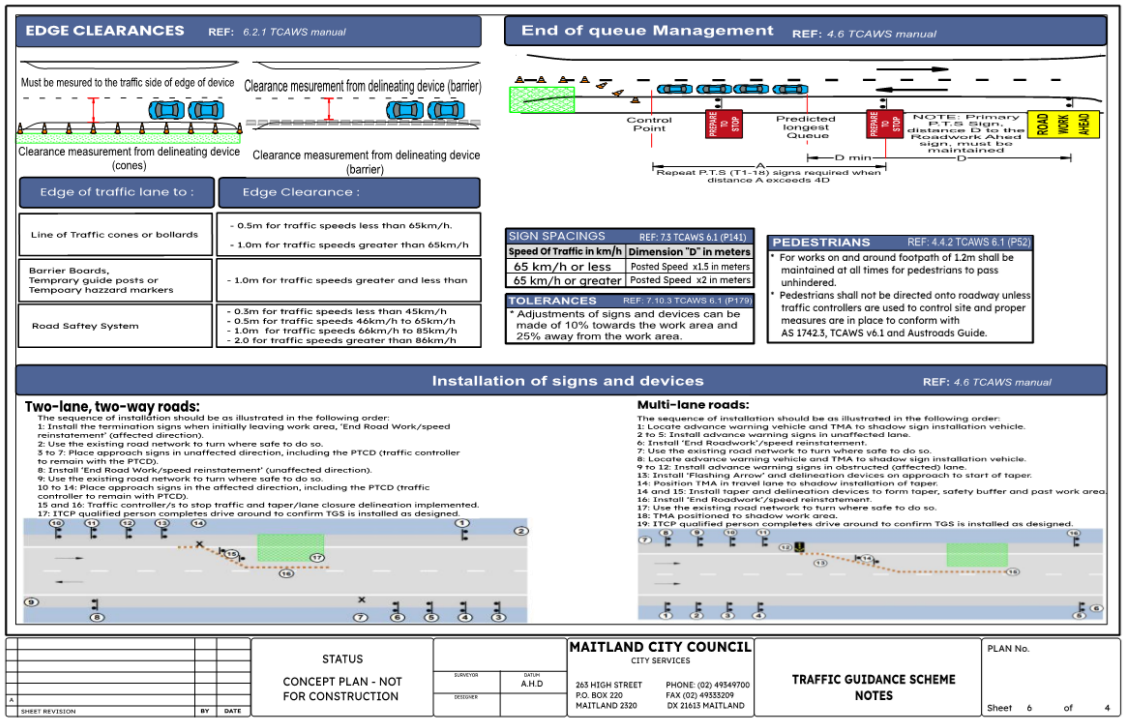
TRAFFIC GUIDANCE SCHEME NOTES

PLAN No.

Sheet 5 of 4

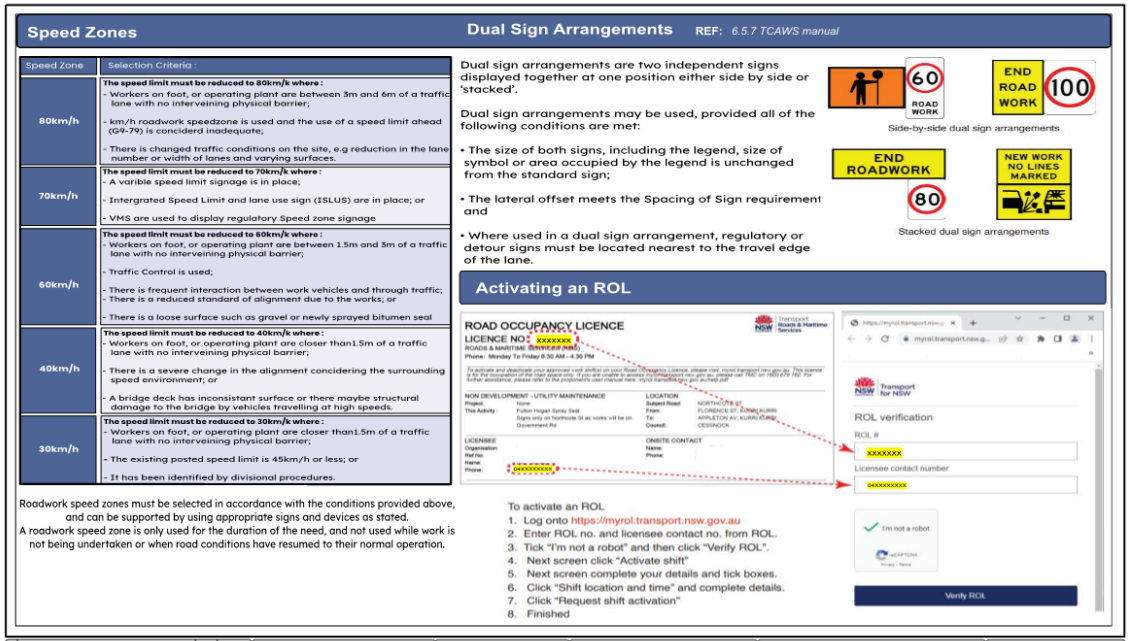
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



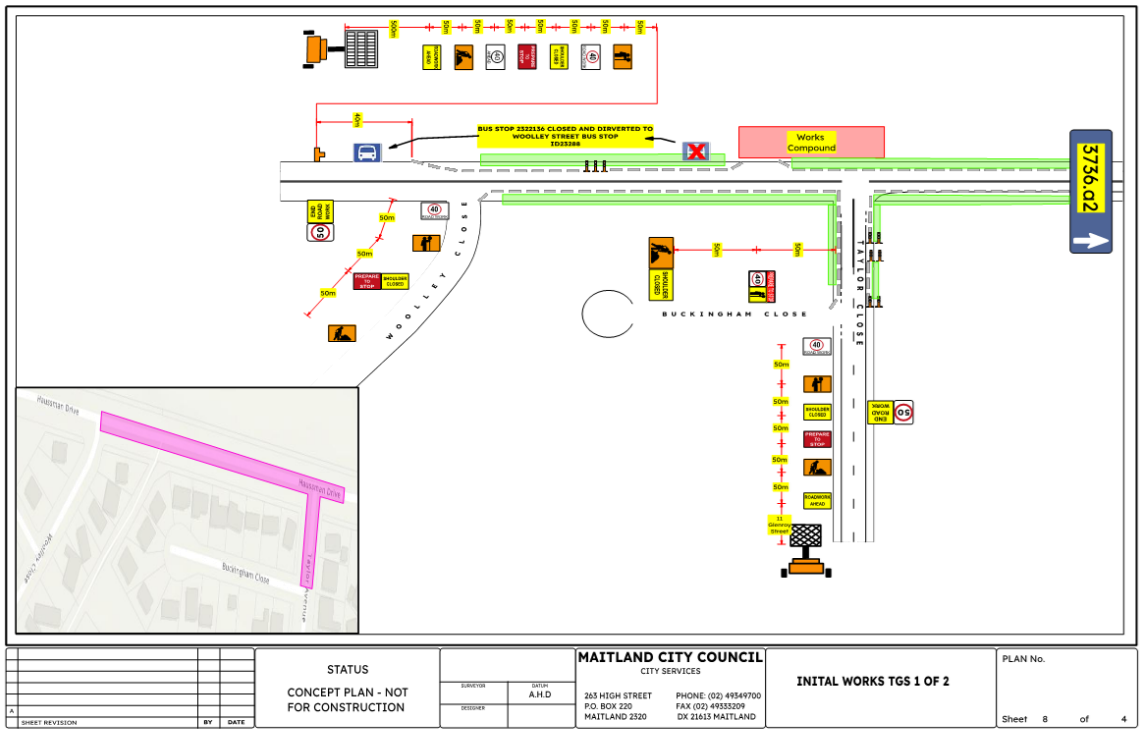
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



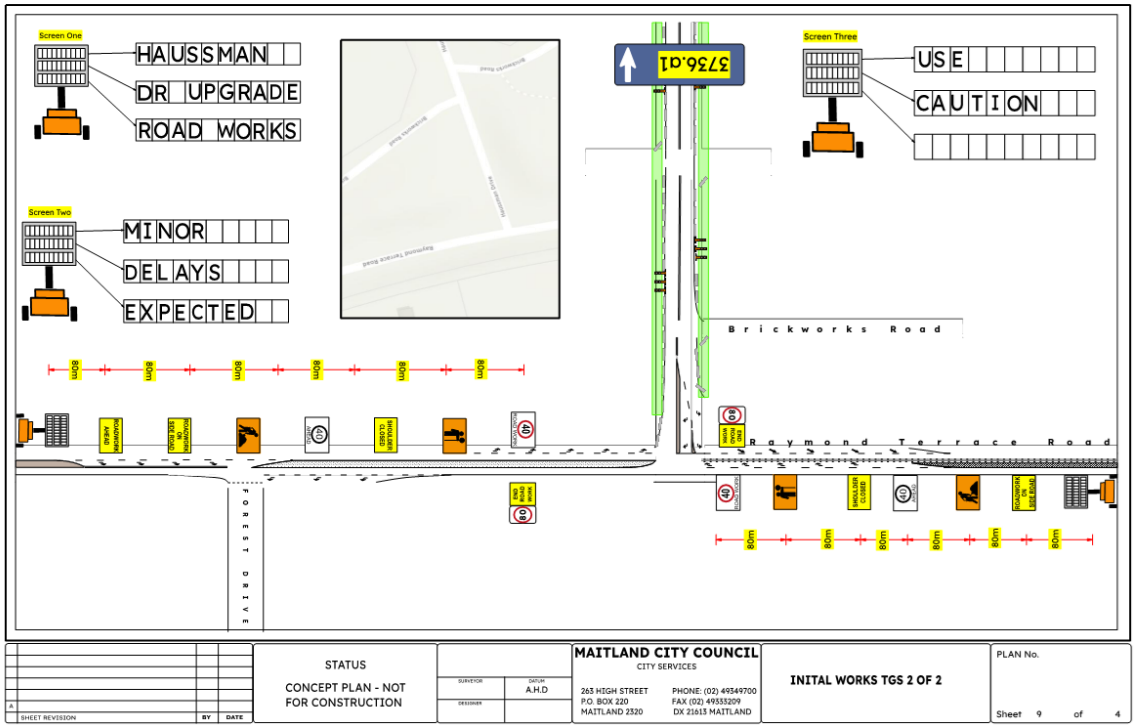
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



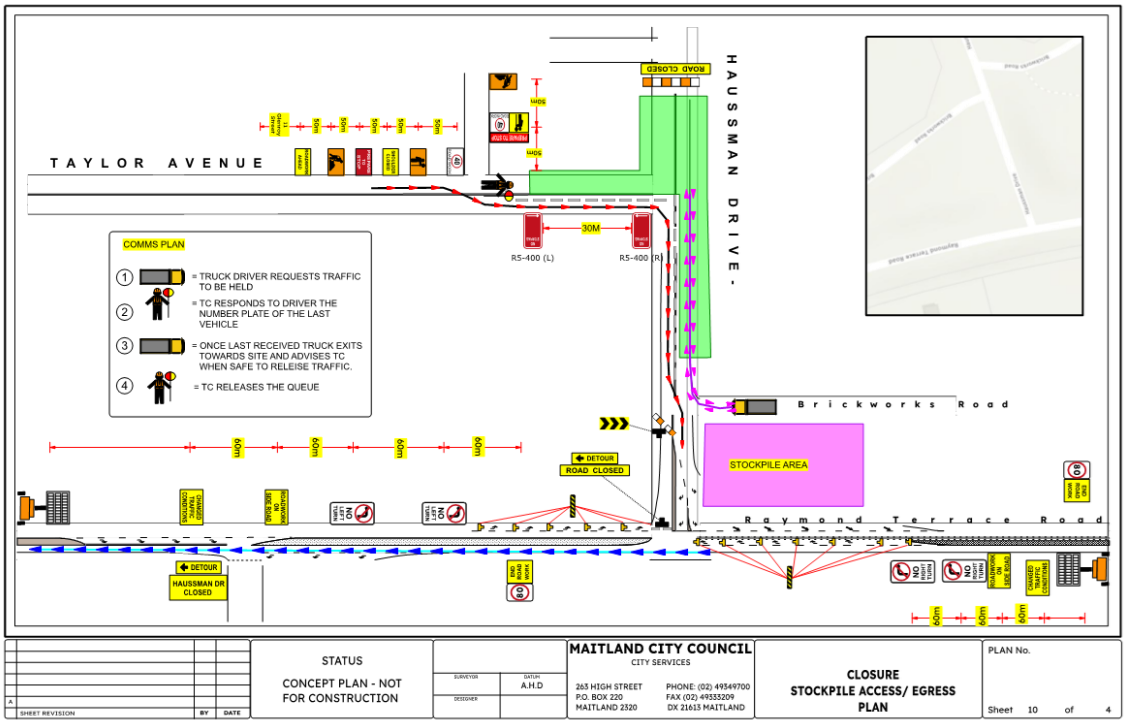
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



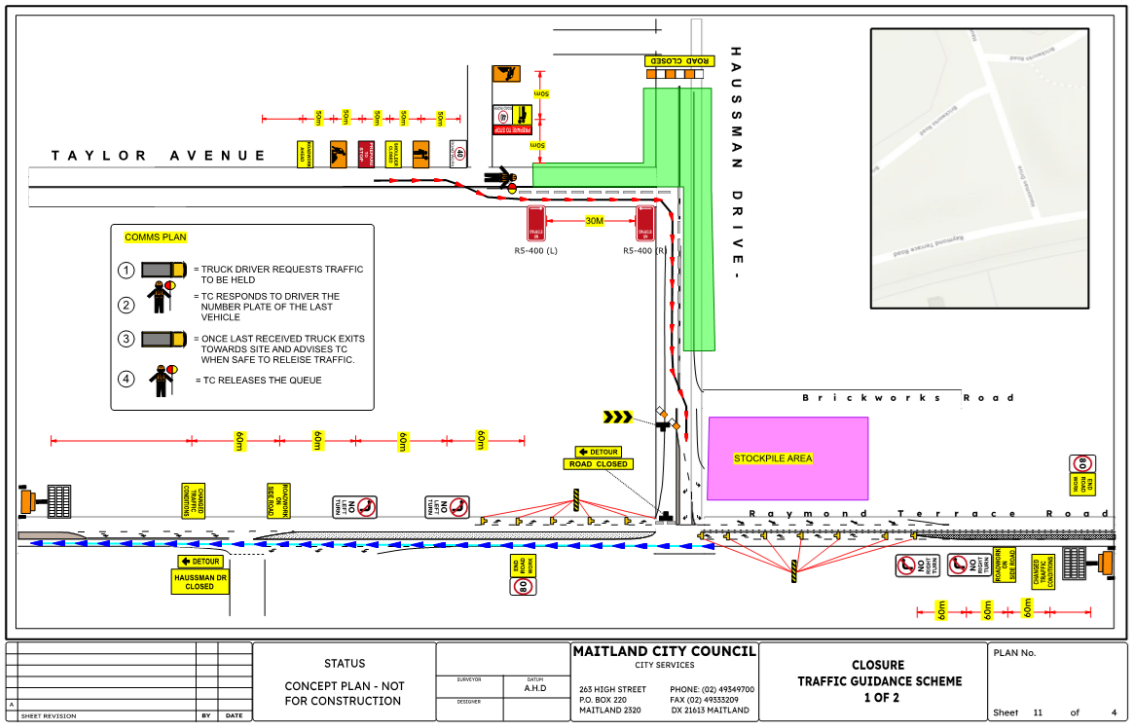
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



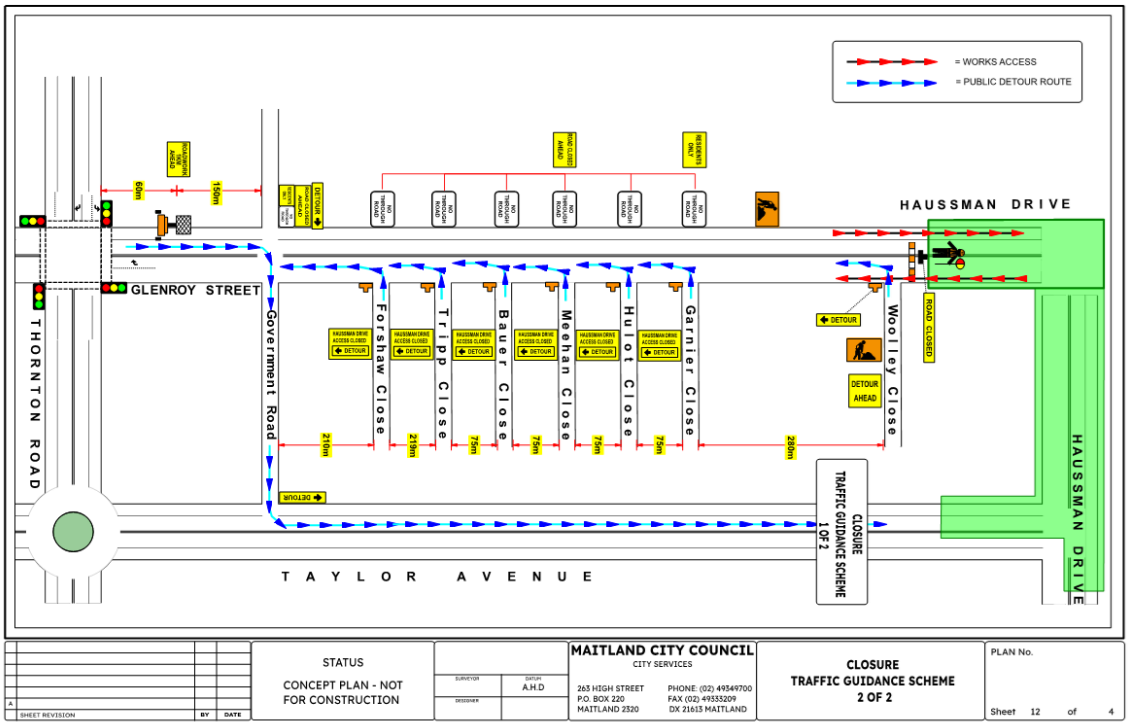
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



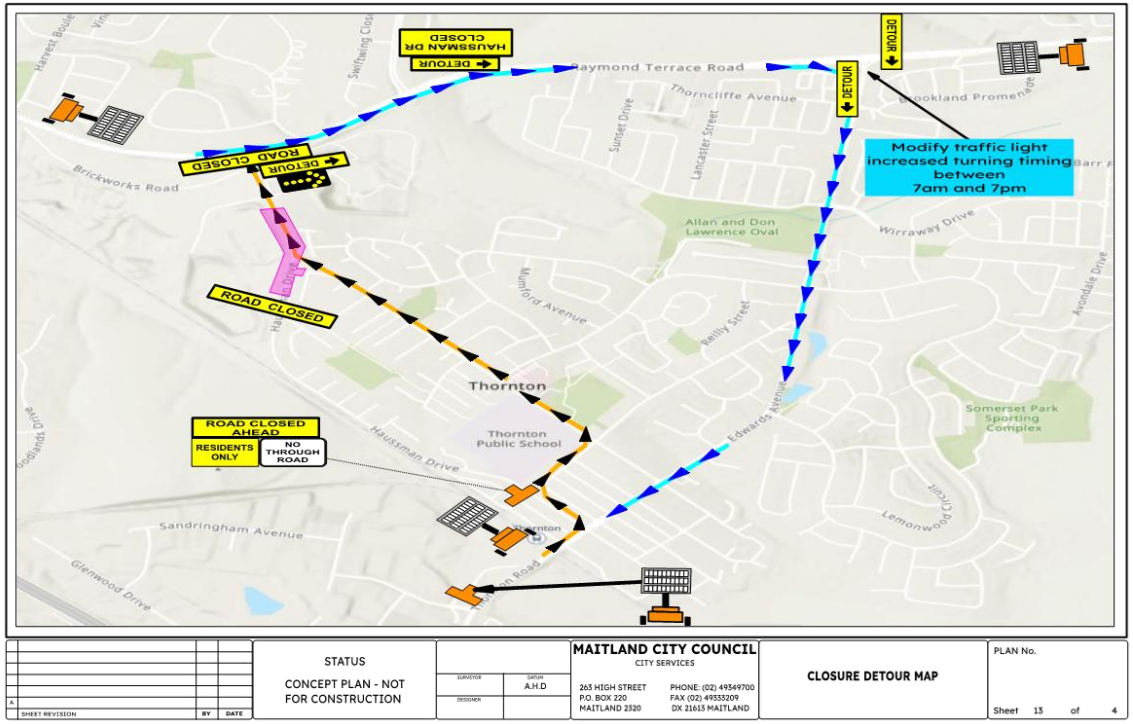
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



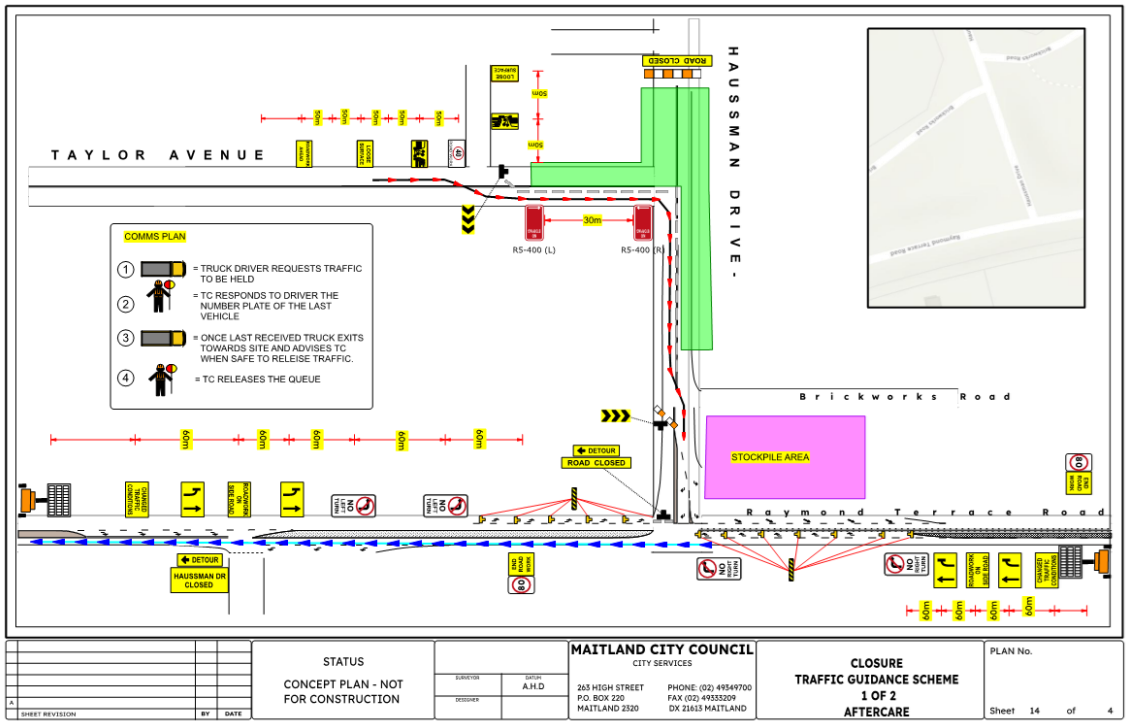
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



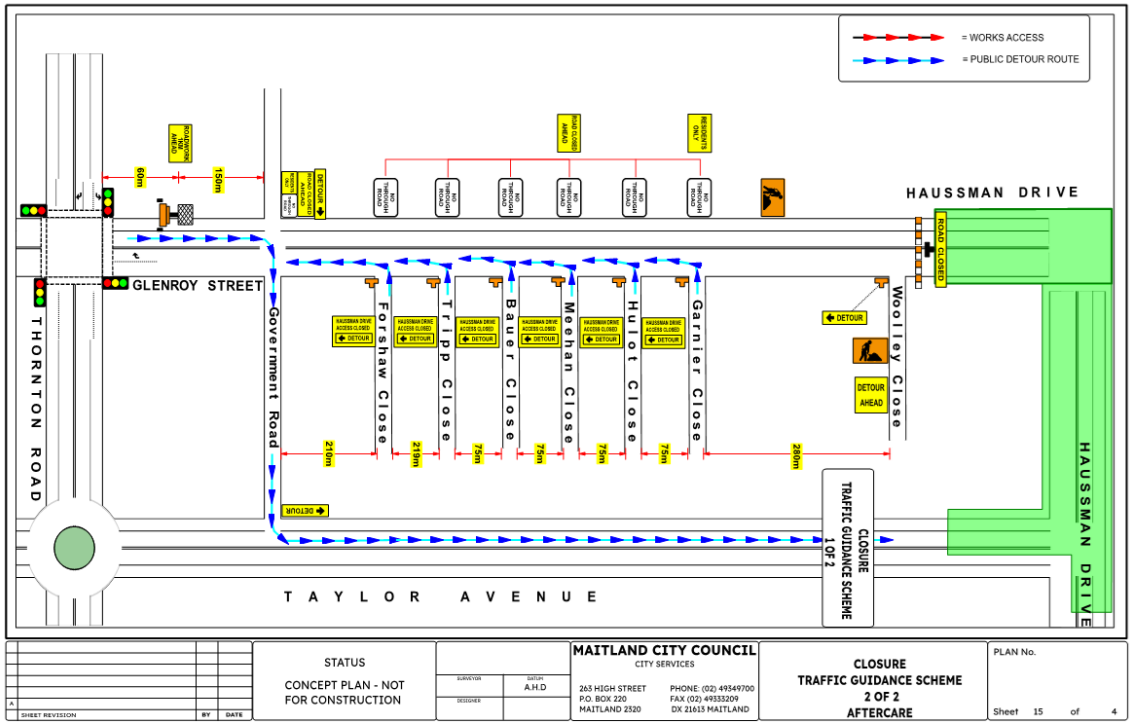
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



Local Transport Forum Reports

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE

Appendix 2 - Taylor Avenue Road Closure Traffic Guidance Schemes

Meeting Date: 2 April 2026

Attachment No: 2

Number of Pages: 13

2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

Project Description

SCOPE OF WORKS



LOCALITY PLAN

SHEET SCHEDULE

1. COVER SHEET - LOCALITY PLAN
2. SITE & TGS NOTES
3. VMS PLAN
4. DETOUR MAP
5. PUBLIC TRANSPORT MAP
6. TGS NOTES
7. TGS NOTES
8. TGS NOTES
9. TRAFFIC GUIDANCE SCHEME 1 of 4
10. TRAFFIC GUIDANCE SCHEME 2 of 4
11. TRAFFIC GUIDANCE SCHEME 3 of 4
12. TRAFFIC GUIDANCE SCHEME 4 of 4

DOCUMENT CONTROL

	RELEASE DETAILS	By	Ch'k'd	Date
A	CONCEPT PLAN - MCC-3736-TGS	SR		07/01/26

RELEASE APPROVAL

These Plans comply to the PIB & specified requirements.	Design Officer
These plans satisfy the requirements of the PIB for construction.	Operations Manager Design and Project
Approval is granted for the release of these plans.	Manager Engineering & Design
Approval is granted for the delivery of the works in accordance with these plans.	Manager Capital Works Delivery
Approval is granted for the construction of the works in accordance with these plans.	Manager Works

COPYRIGHT
Copyright in these drawings, information and data hereon is the property of Maitland City Council and may not be used or reproduced in whole or part for any purpose other than that which it is supplied with out the written consent of Maitland City Council

STATUS
CONCEPT TRAFFIC MANAGEMENT PLAN

SURVEYOR | DATUM A.H.D
DESIGNER

MAITLAND CITY COUNCIL
CITY SERVICES
263 HIGH STREET
P.O. BOX 220
MAITLAND 2320
PHONE: (02) 49349700
FAX (02) 49333209
DX 21613 MAITLAND

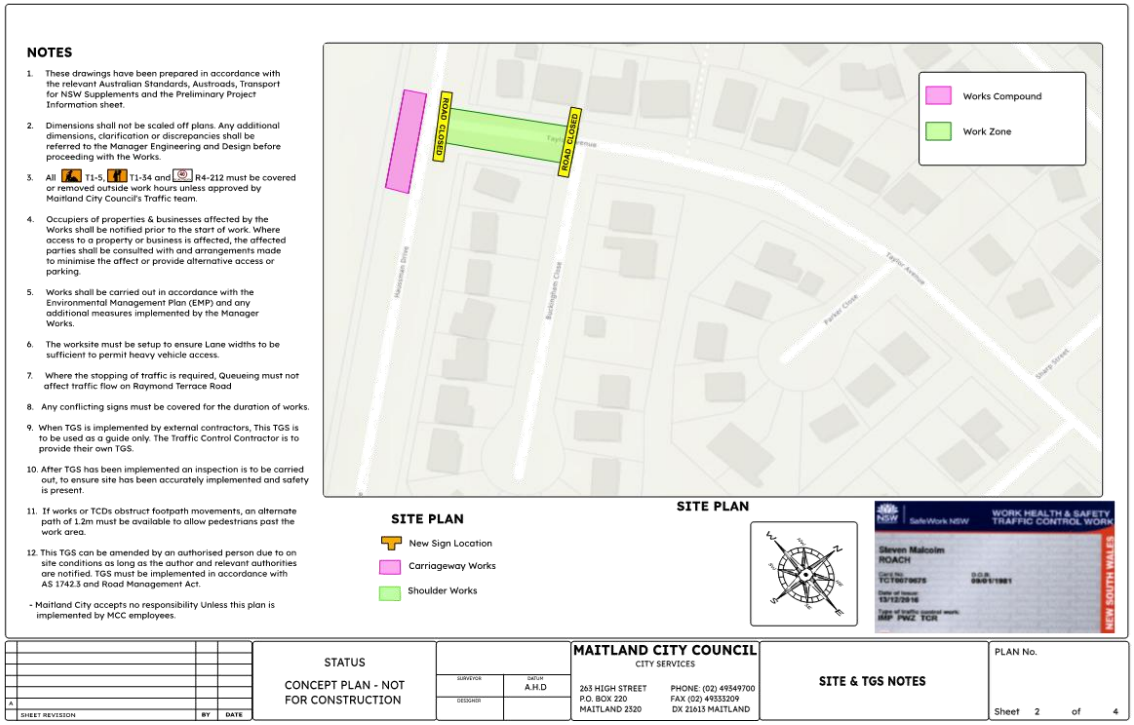
COVER SHEET LOCALITY PLAN

PLAN No.

Sheet 1 of 4

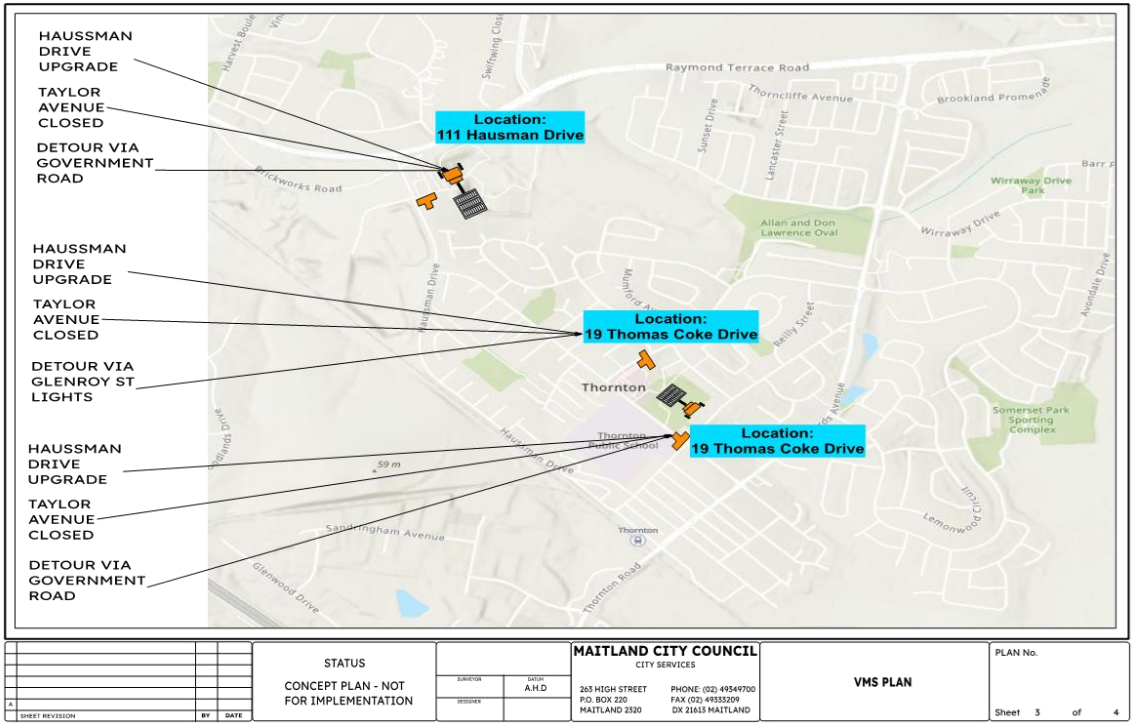
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



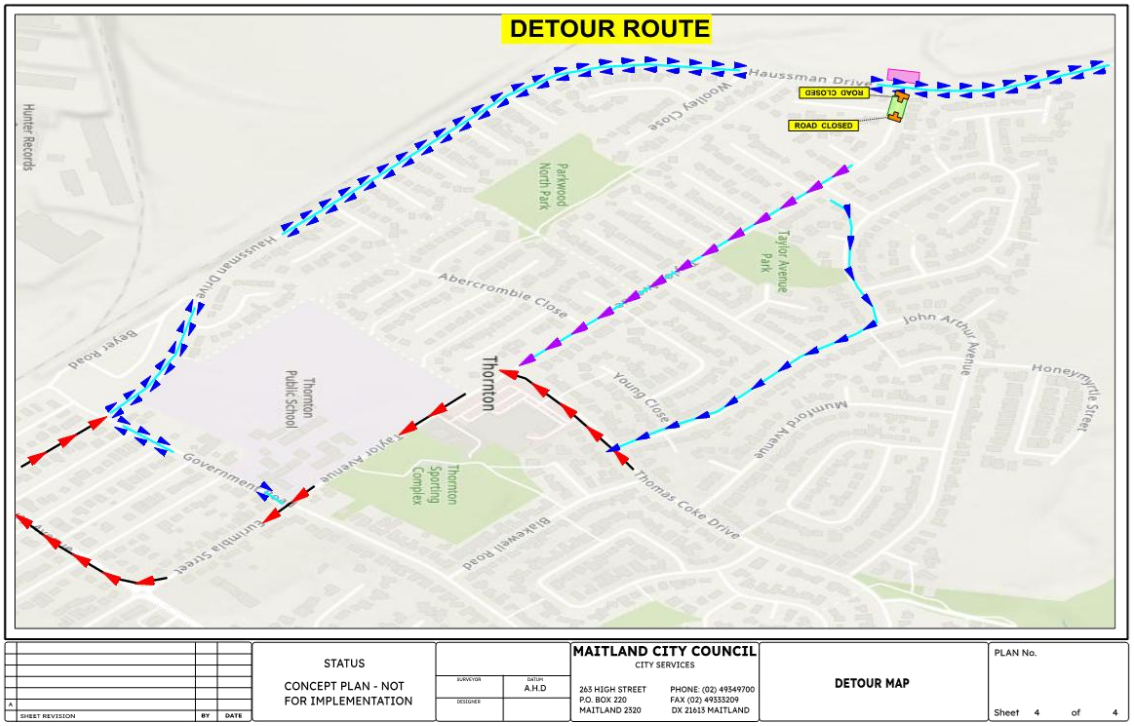
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



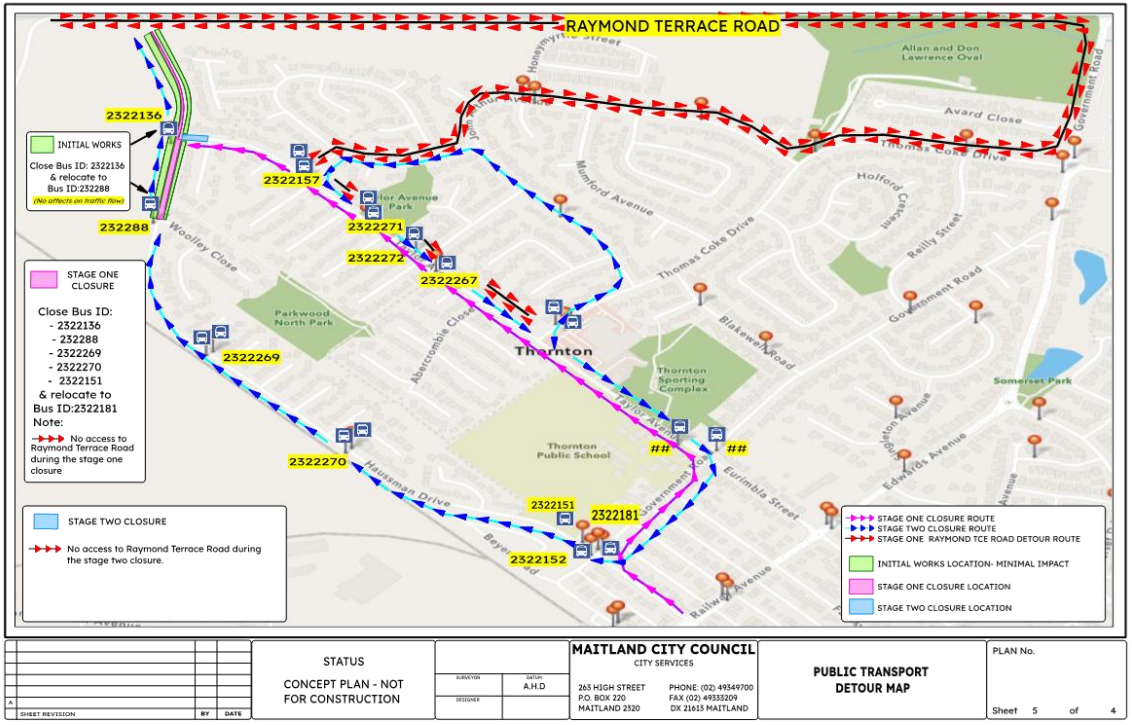
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

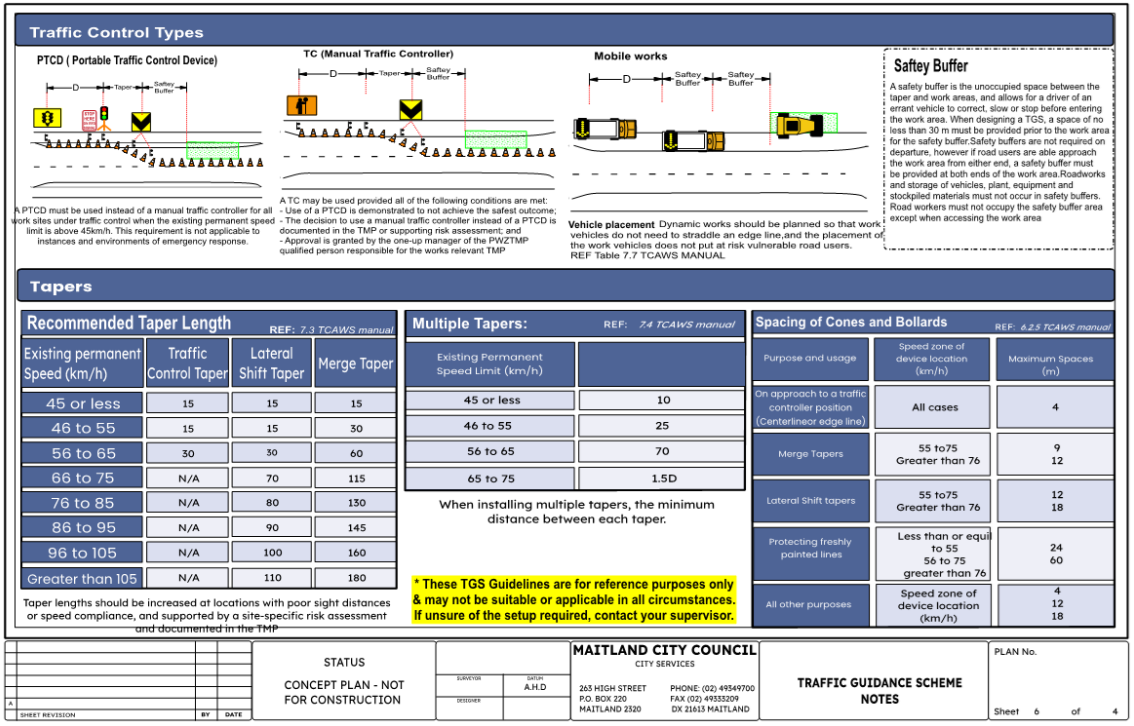


2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



Traffic Control Types

PTCD (Portable Traffic Control Device)

A PTCD must be used instead of a manual traffic controller for all work sites under traffic control when the existing permanent speed limit is above 45km/h. This requirement is not applicable to instances and environments of emergency response.

TC (Manual Traffic Controller)

A TC may be used provided all of the following conditions are met:
- Use of a PTCD is demonstrated to not achieve the safest outcome;
- The decision to use a manual traffic controller instead of a PTCD is documented in the TMP or supporting risk assessment; and
- Approval is granted by the one-up manager of the PWZTMP qualified person responsible for the works relevant TMP

Mobile works

Vehicle placement Dynamic works should be planned so that work vehicles do not need to straddle an edge line,and the placement of the work vehicles does not put at risk vulnerable road users.
REF Table 7.7 TCAWS MANUAL

Saftey Buffer

A safety buffer is the unoccupied space between the taper and work areas, and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30 m must be provided prior to the work area for the safety buffer.Safety buffers are not required on departure, however if road users are able approach the work area from either end, a safety buffer must be provided at both ends of the work area.Roadworks and storage of vehicles, plant, equipment and stockpiled materials must not occur in safety buffers. Road workers must not occupy the safety buffer area except when accessing the work area

Tapers

Recommended Taper Length REF: *7.3 TCAWS manual*

Existing permanent Speed (km/h)	Traffic Control Taper	Lateral Shift Taper	Merge Taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP

Multiple Tapers: REF: *7.4 TCAWS manual*

Existing Permanent Speed Limit (km/h)	
45 or less	10
46 to 55	25
56 to 65	70
65 to 75	1.5D

When installing multiple tapers, the minimum distance between each taper.

*** These TGS Guidelines are for reference purposes only & may not be suitable or applicable in all circumstances. If unsure of the setup required, contact your supervisor.**

Spacing of Cones and Bollards REF: *6.2.5 TCAWS manual*

Purpose and usage	Speed zone of device location (km/h)	Maximum Spaces (m)
On approach to a traffic controller position (Centerlineor edge line)	All cases	4
Merge Tapers	55 to75 Greater than 76	9 12
Lateral Shift tapers	55 to75 Greater than 76	12 18
Protecting freshly painted lines	Less than or equi to 55 56 to 75 greater than 76	24 60
All other purposes	Speed zone of device location (km/h)	4 12 18

SHEET REVISION	BY	DATE
A		

STATUS
CONCEPT PLAN - NOT FOR CONSTRUCTION

SURVEYOR: DATUM: A.H.D
DESIGNER:

MAITLAND CITY COUNCIL
CITY SERVICES
263 HIGH STREET, MAITLAND 2320
P.O. BOX 220, MAITLAND 2320
PHONE: (02) 49349700
FAX (02) 49333209
DX 21613 MAITLAND

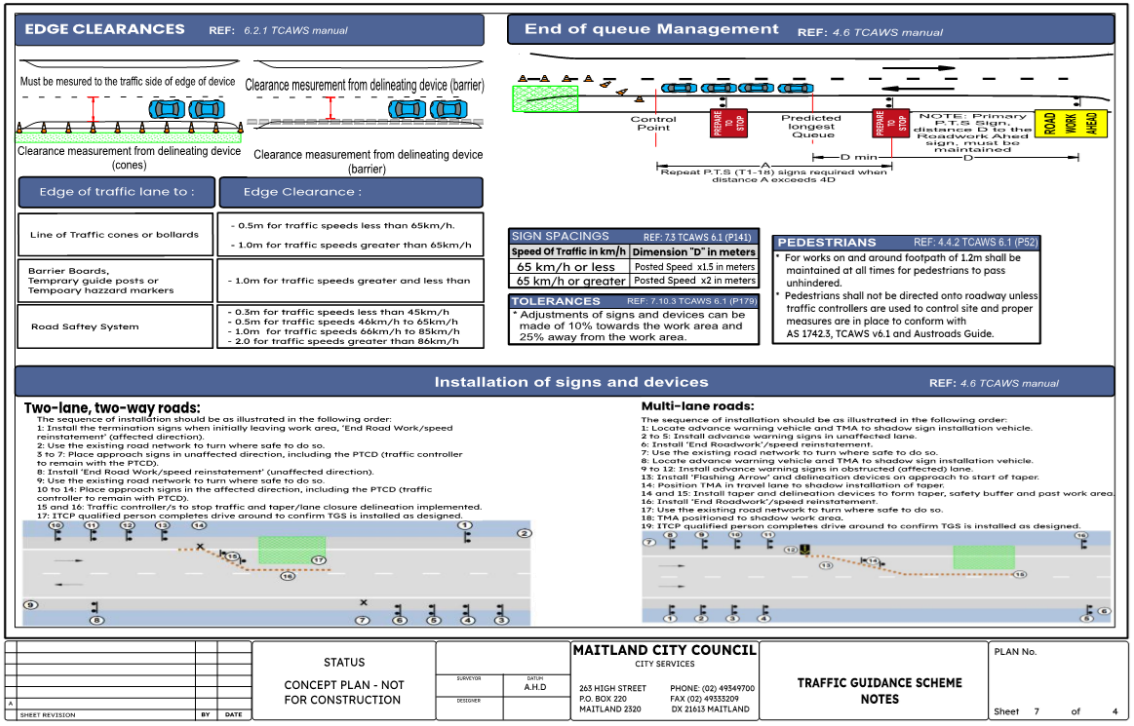
TRAFFIC GUIDANCE SCHEME NOTES

PLAN No.

Sheet 6 of 4

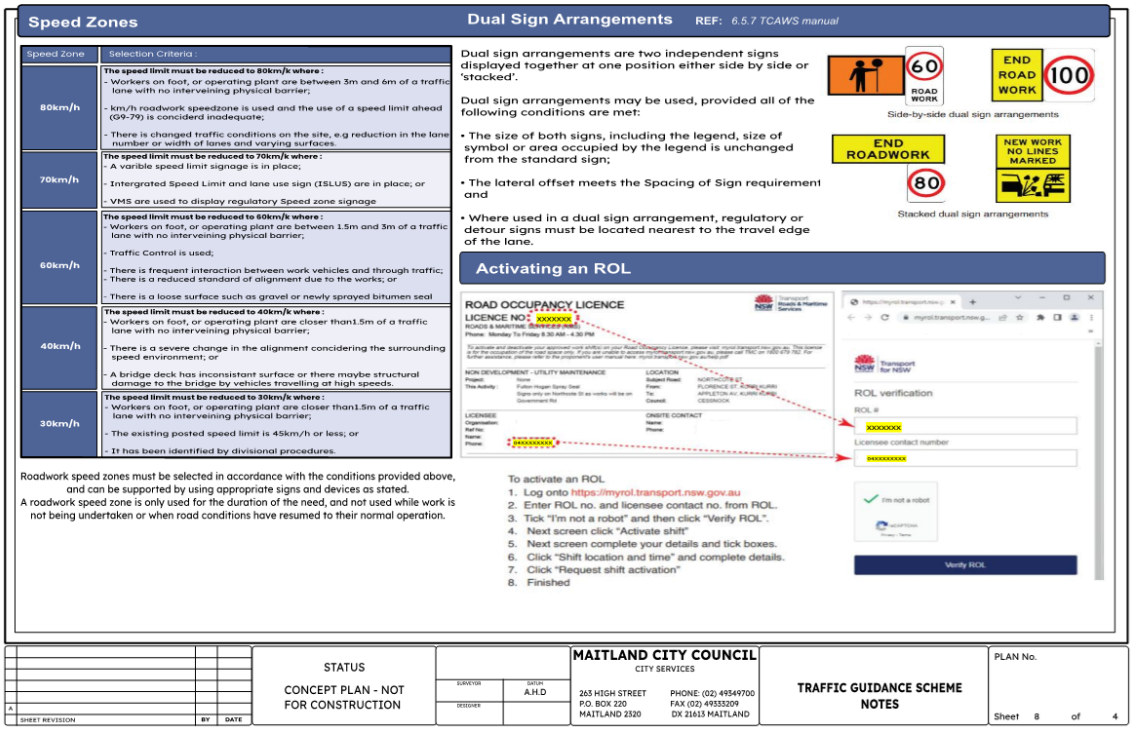
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



Speed Zones

Speed Zone	Selection Criteria :
80km/h	**The speed limit must be reduced to 80km/k where :** - Workers on foot, or operating plant are between 3m and 6m of a traffic lane with no interveining physical barrier; - km/h roadwork speedzone is used and the use of a speed limit ahead (G9-79) is concidered inadequate; - There is changed traffic conditions on the site, e.g reduction in the lane number or width of lanes and varying surfaces.
70km/h	**The speed limit must be reduced to 70km/k where :** - A varible speed limit signage is in place; - Intergrated Speed Limit and lane use sign (ISLUS) are in place; or - VMS are used to display regulatory Speed zone signage
60km/h	**The speed limit must be reduced to 60km/k where :** - Workers on foot, or operating plant are between 1.5m and 3m of a traffic lane with no interveining physical barrier; - Traffic Control is used; - There is frequent interaction between work vehicles and through traffic; - There is a reduced standard of alignment due to the works; or - There is a loose surface such as gravel or newly sprayed bitumen seal
40km/h	**The speed limit must be reduced to 40km/k where :** - Workers on foot, or operating plant are closer than1.5m of a traffic lane with no interveining physical barrier; - There is a severe change in the alignment concidering the surrounding speed environment; or - A bridge deck has inconsistant surface or there maybe structural damage to the bridge by vehicles travelling at high speeds.
30km/h	**The speed limit must be reduced to 30km/k where :** - Workers on foot, or operating plant are closer than1.5m of a traffic lane with no interveining physical barrier; - The existing posted speed limit is 45km/h or less; or - It has been identified by divisional procedures.

Roadwork speed zones must be selected in accordance with the conditions provided above, and can be supported by using appropriate signs and devices as stated.
A roadwork speed zone is only used for the duration of the need, and not used while work is not being undertaken or when road conditions have resumed to their normal operation.

Dual Sign Arrangements REF: 6.5.7 TCAWS manual

Dual sign arrangements are two independent signs displayed together at one position either side by side or 'stacked'.

Dual sign arrangements may be used, provided all of the following conditions are met:

- The size of both signs, including the legend, size of symbol or area occupied by the legend is unchanged from the standard sign;
- The lateral offset meets the Spacing of Sign requirement and
- Where used in a dual sign arrangement, regulatory or detour signs must be located nearest to the travel edge of the lane.

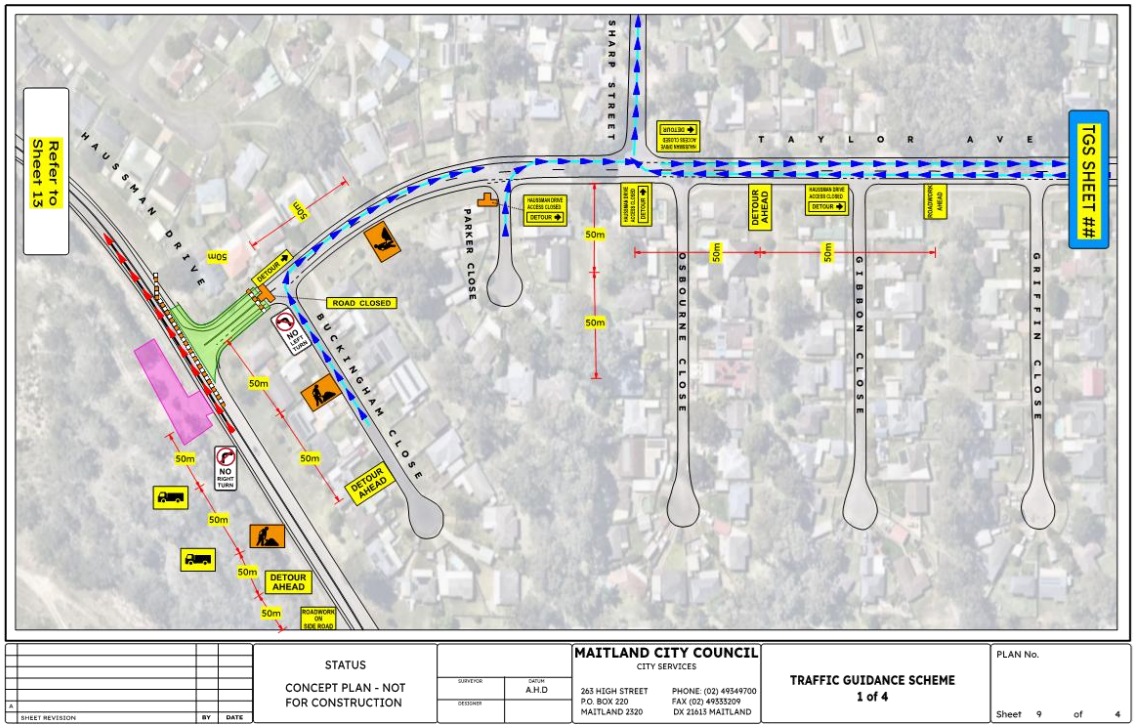
Activating an ROL

To activate an ROL
1. Log onto https://myrol.transport.nsw.gov.au
2. Enter ROL no. and licensee contact no. from ROL.
3. Tick "I'm not a robot" and then click "Verify ROL".
4. Next screen click "Activate shift"
5. Next screen complete your details and tick boxes.
6. Click "Shift location and time" and complete details.
7. Click "Request shift activation"
8. Finished

SHEET REVISION	BY	DATE	STATUS: CONCEPT PLAN - NOT FOR CONSTRUCTION	SURVEYOR: A.H.D / DESIGNER	MAITLAND CITY COUNCIL, CITY SERVICES, 263 HIGH STREET, P.O. BOX 220, MAITLAND 2320, PHONE: (02) 49349700, FAX (02) 49333209, DX 21613 MAITLAND	TRAFFIC GUIDANCE SCHEME NOTES	PLAN No. Sheet 8 of 4

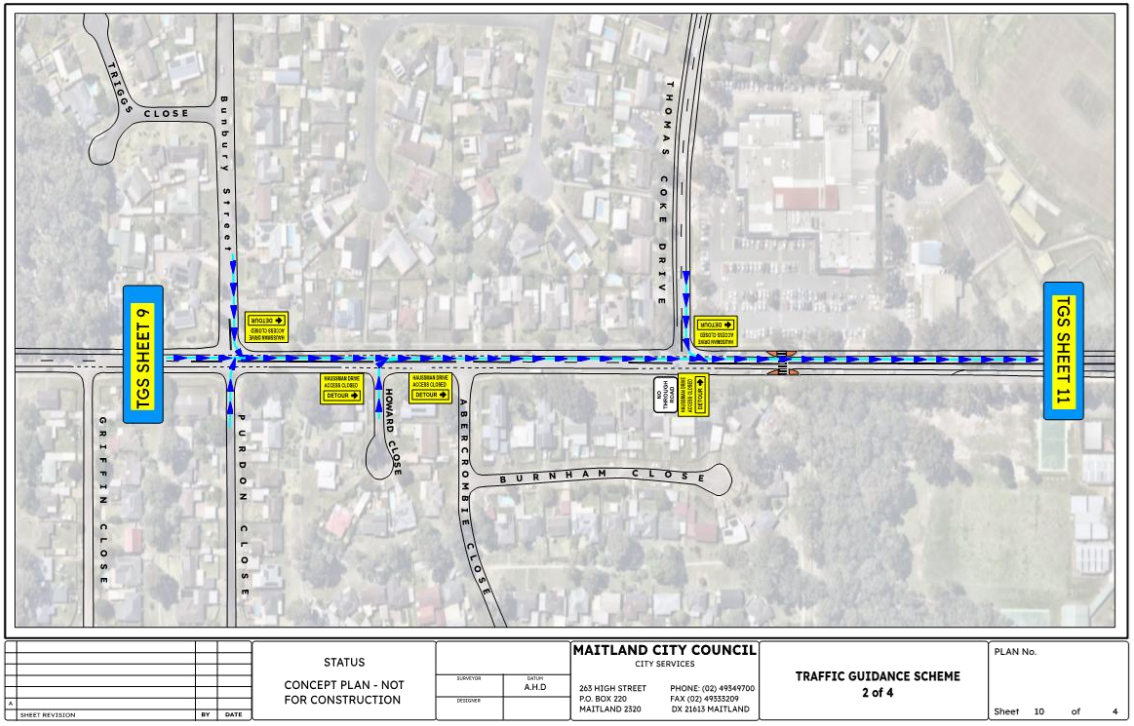
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



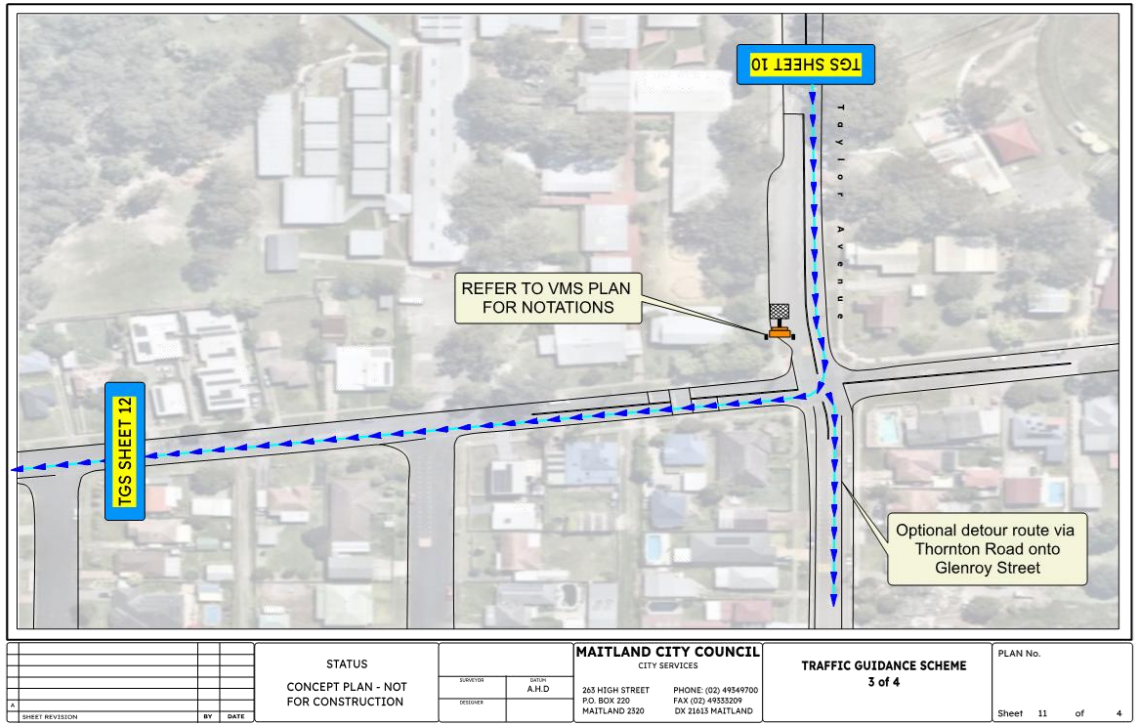
2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)

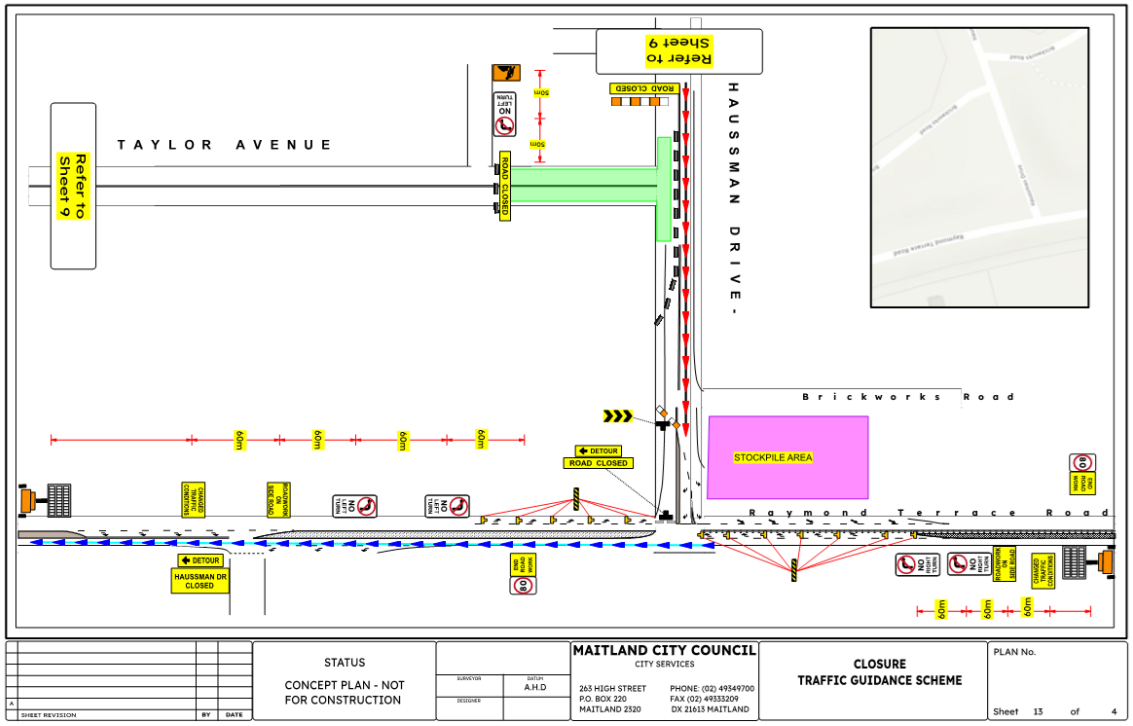


PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



Local Transport Forum Reports

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE

Appendix 3 –Taylor Avenue Closure Bus Detour Route

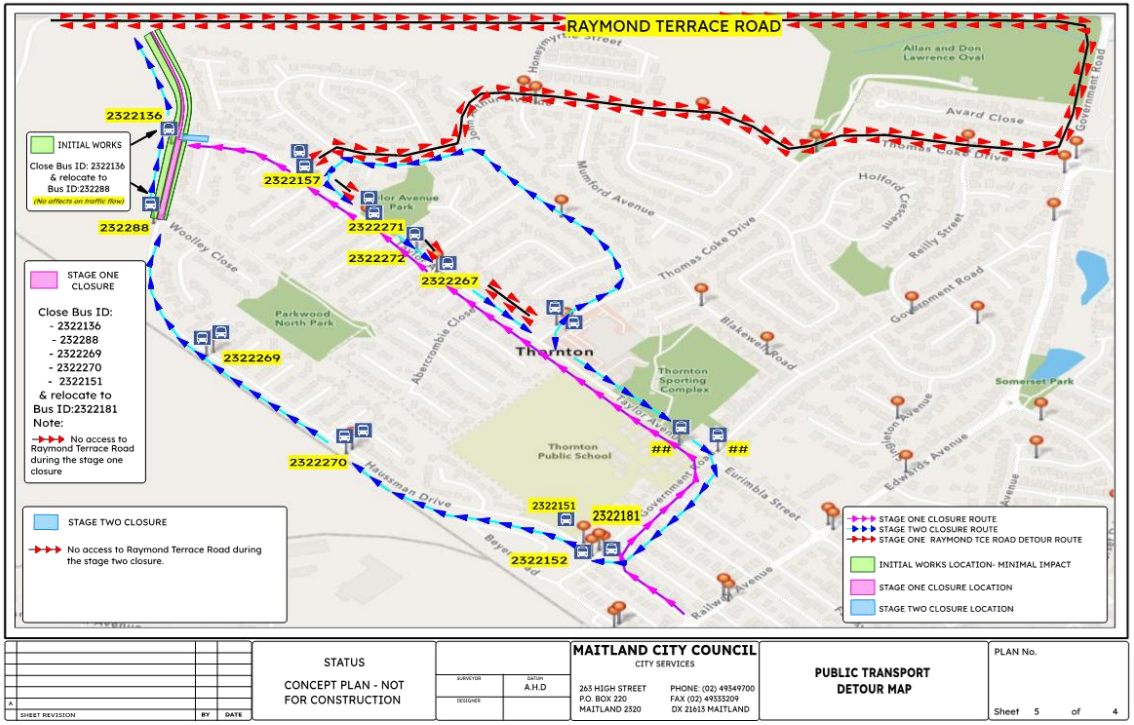
Meeting Date: 2 April 2026

Attachment No: 3

Number of Pages: 1

2 APRIL 2026

PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE (Cont.)



Local Transport Forum Reports

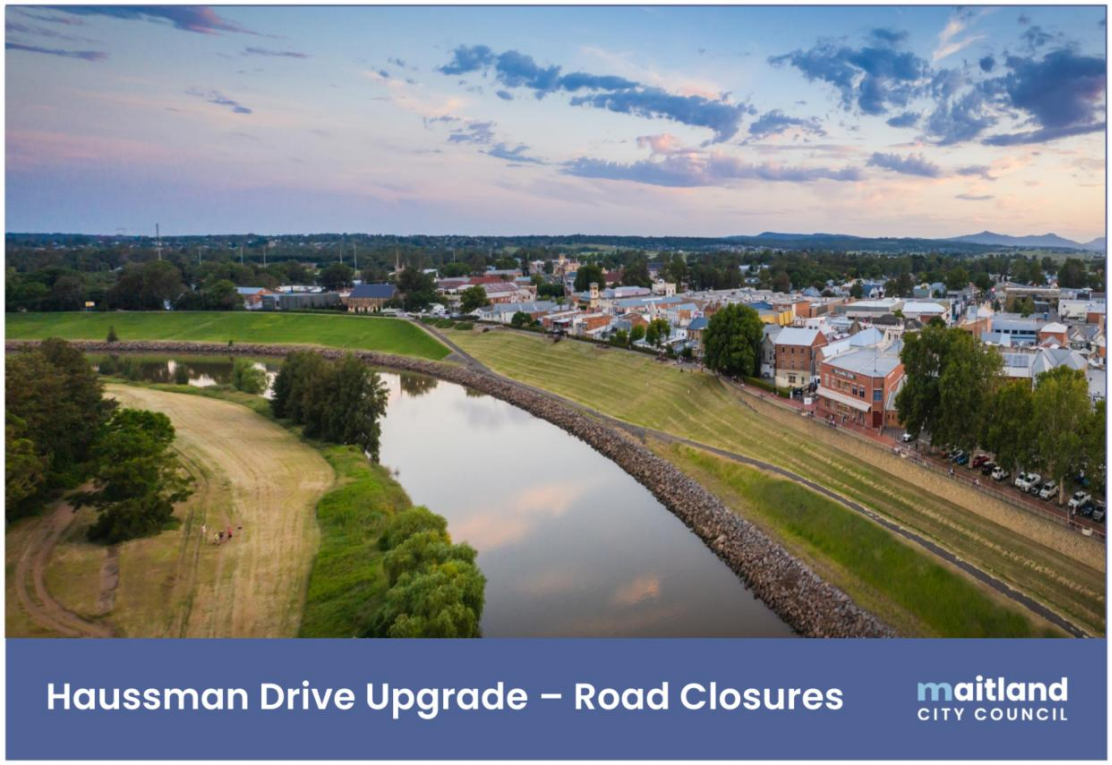
PROPOSED TEMPOARY TRAFFIC MANAGEMENT AT INTERSECTION OF TAYOR AVENUE AND HAUSSMAN DRIVE

Haussman Drive Upgrade Overview

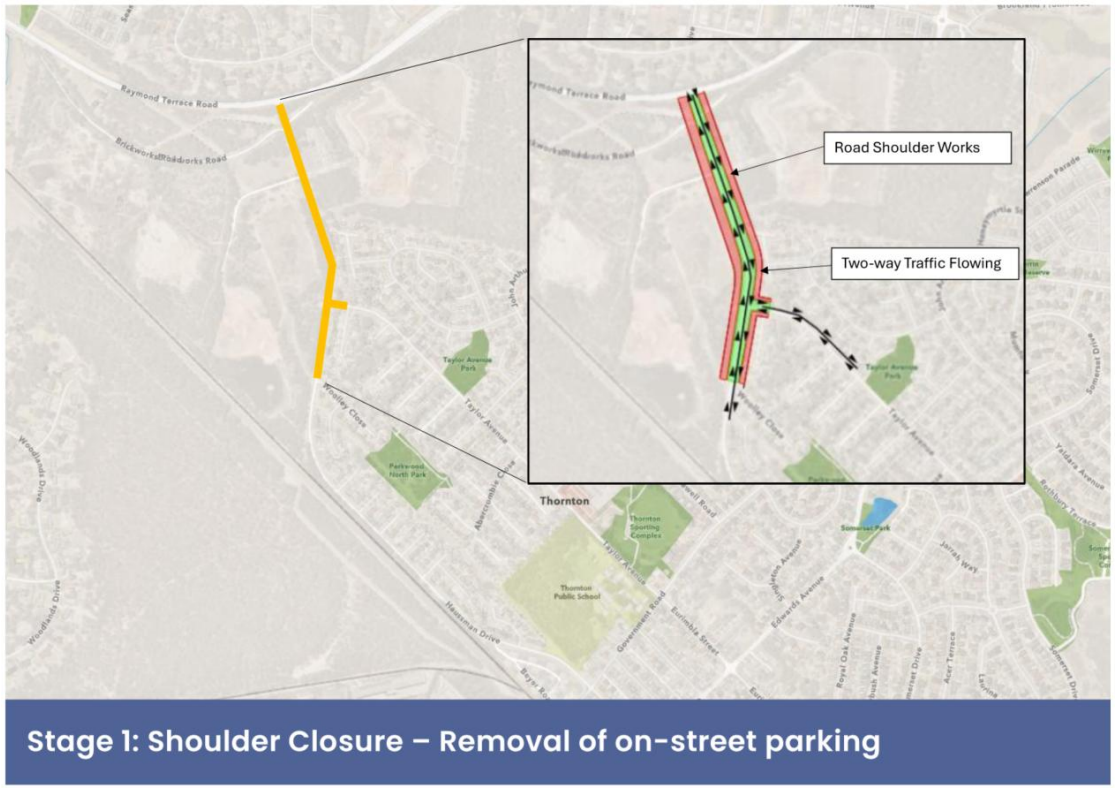
Meeting Date: 2 April 2026

Attachment No: 4

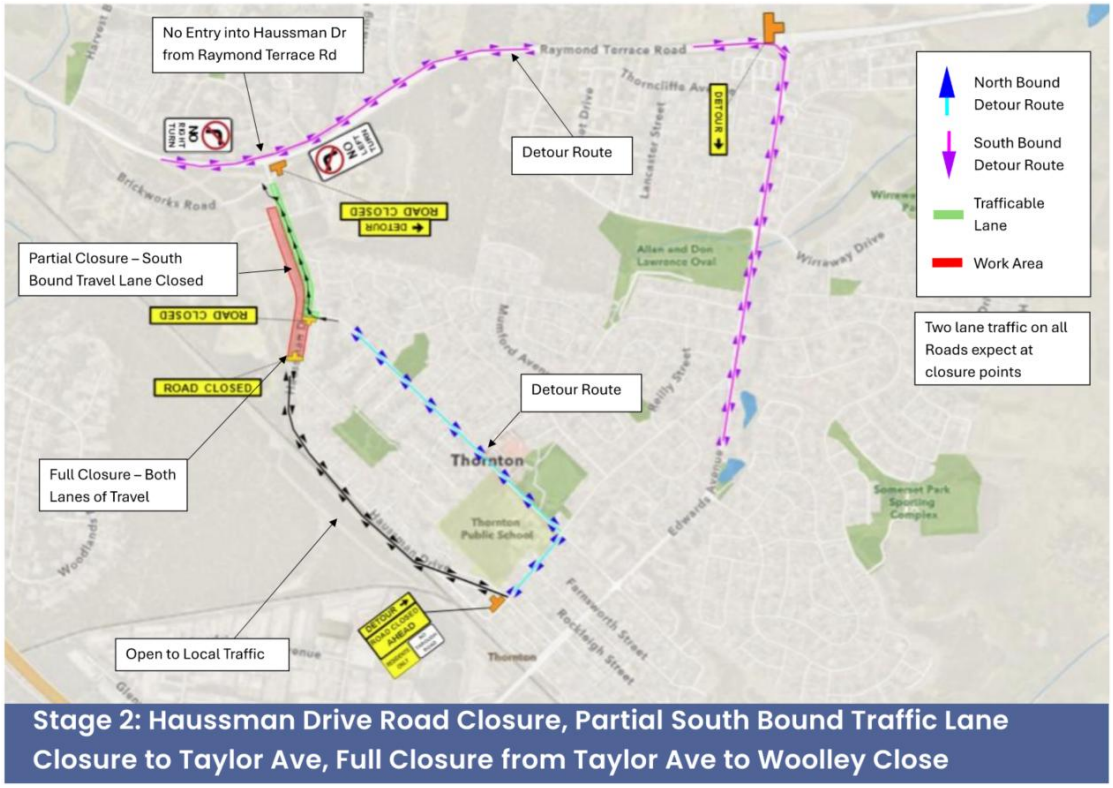
Number of Pages: 4


Haussman Drive Upgrade – Road Closures
maitland
CITY COUNCIL

2 APRIL 2026

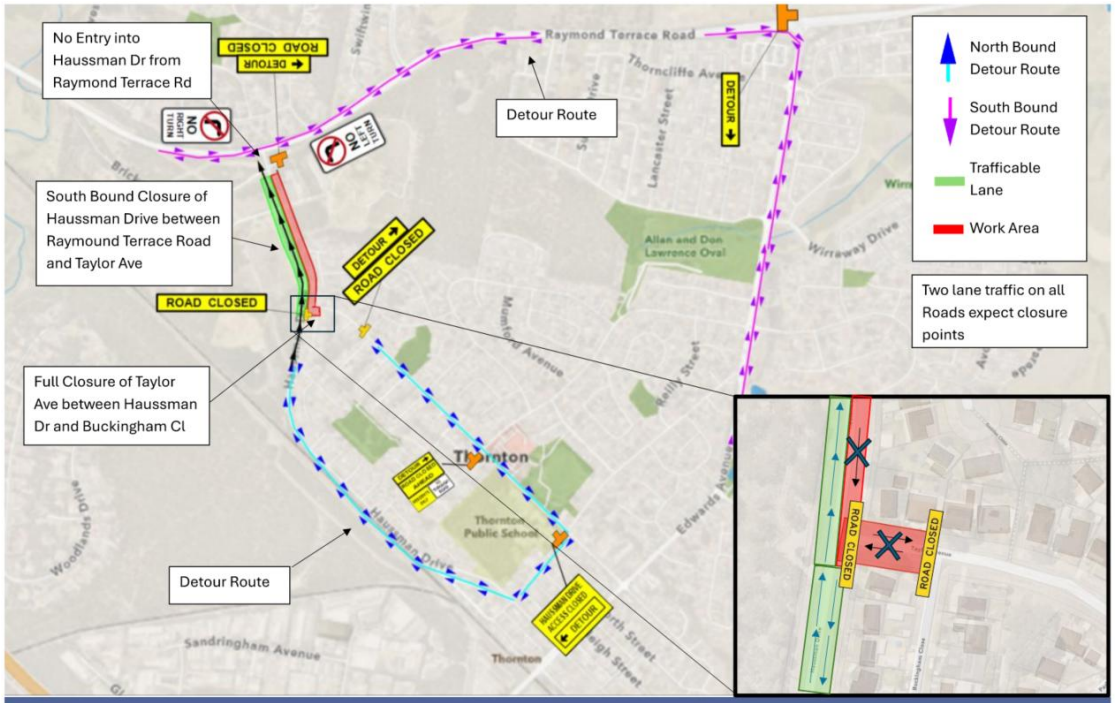

Raymond Terrace Road
Brickworks Road
Windley Close
Taylor Avenue Park
Parkwood North Park
Thornton
Thornton Sporting Complex
Thornton Public School
Somerset Park
Road Shoulder Works
Two-way Traffic Flowing
Stage 1: Shoulder Closure – Removal of on-street parking

2 APRIL 2026



Stage 2: Haussman Drive Road Closure, Partial South Bound Traffic Lane Closure to Taylor Ave, Full Closure from Taylor Ave to Woolley Close

2 APRIL 2026



Stage 3: Full Closure of Taylor Ave from Buckingham Close to Haussman Drive, Partial Closure (South Bound) of Haussman Drive to Taylor Ave

2 APRIL 2026

5.4 PROPOSED LINEMARKING AND SIGNAGE FOR A NEW PEDESTRIAN CROSSING ON VINTAGE DRIVE, GILLIESTON HEIGHTS - WITHDRAWN

FILE NO:	**140/5**
ATTACHMENTS:	**Nil**
AUTHOR:	Design Officer Traffic Management Officer Operations Manager Transport & Infrastructure Engineering

ITEM WITHDRAWN

- Council was successful in obtaining grant funding for a footpath along Vintage Drive. In conversation with Transport for New South Wales, they requested a pedestrian crossing to be placed across Vintage Drive as part of the works, which was outside the scope of the original grant funding.
- Council were advised recently that Transport for New South Wales do not require the pedestrian crossing to be constructed as part of the grant funding project. The pedestrian crossing has therefore been removed from the plans, and item 5.4 that has been presented to LTF has been withdrawn.

5.5 LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD

FILE NO:	**4427-1A**
ATTACHMENTS:	**1. Chisholm Road Left Turn Lane Line Marking**
AUTHOR:	Civil Design Engineer Road Safety Officer Operations Manager Transport & Infrastructure Engineering Manager Asset Strategy and Engineering

EXECUTIVE SUMMARY

Approval is sought for the implementation of regulatory signage and line marking associated with the creation of a left turn lane at Chisholm Road at the intersection with Brunswick Street, East Maitland.

OFFICER'S RECOMMENDATION

THAT

1. The regulatory signage and line marking associated with implementation of a left turn lane at the Chisholm Road intersection with Brunswick Street, as detailed on plan 4427-1A be approved.

COMMITTEE RECOMMENDATION

THAT

1. The regulatory signage and line marking associated with implementation of a left turn lane at the Chisholm Road intersection with Brunswick Street, as detailed on plan 4427-1A as amended in red be approved.

Local Transport Forum Reports

LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD

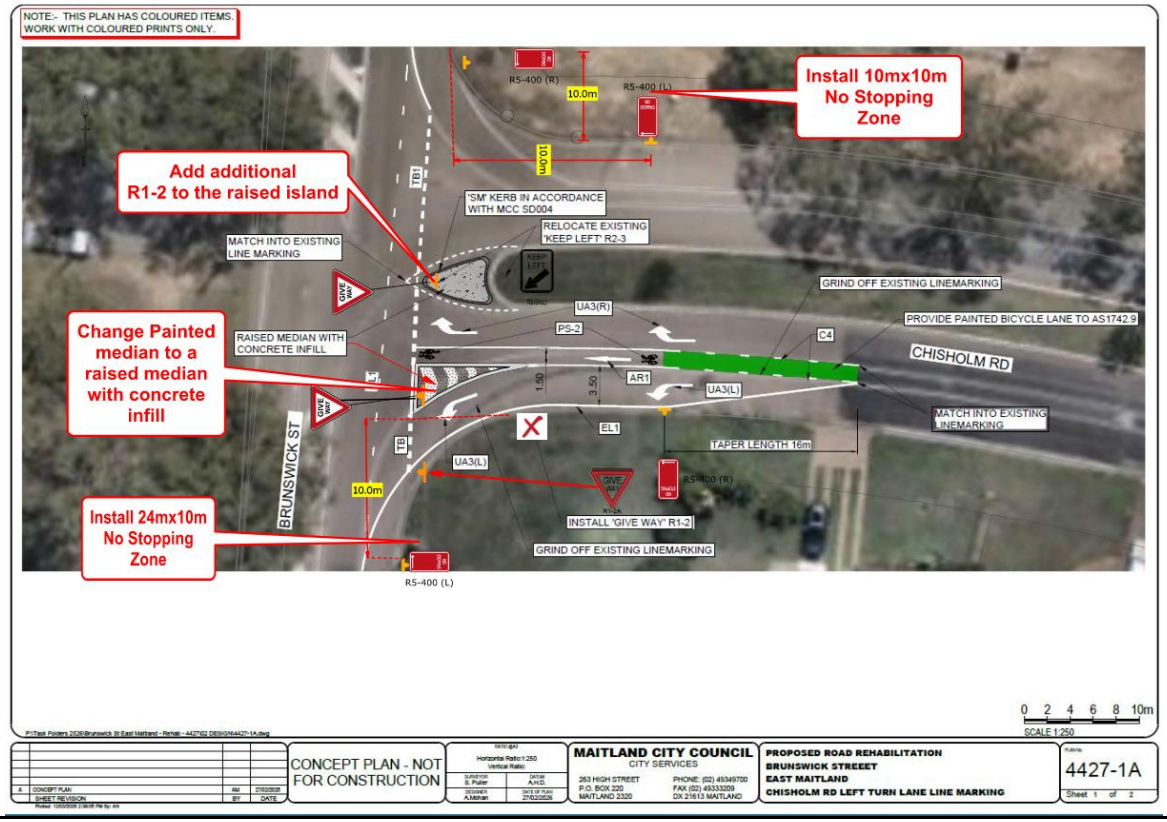
Chisholm Road Left Turn Lane Line Marking

Meeting Date: 2 April 2026

Attachment No: 1

Number of Pages: 1

LINE MARKING FOR PROPOSED LEFT TURN LANE AT CHISHOLM ROAD (Cont.)



2 APRIL 2026

6 GENERAL BUSINESS

FILE NO:	**140/5**
ATTACHMENTS:	**Nil**
AUTHOR:	Support Officer Engineering & Design Operations Manager Transport & Infrastructure Engineering Traffic Management Officer

6.1 INTERSECTION SAFETY - WATERWORKS ROAD AND RUBY ROAD, RUTHERFORD

Details:

- Concerns were raised regarding driver behaviour at the intersection of Waterworks Road and Ruby Road, Rutherford. Residents of the nearby lifestyle village reported vehicles failing to slow or adequately give way from Ruby Road entering Waterworks Road at the intersection.
- Specific concern related to the alignment and effectiveness of the existing (or perceived) hold line and limited sight distance, resulting in vehicles entering Waterworks Road without giving way to oncoming traffic on Waterworks Road.
- The opening of a new shared pathway off the end of Waterworks Road has significantly increased pedestrian activity in recent weeks.

Action / Outcome:

- Council advised that while give way lines and give way signs are typically not installed on minor local roads in 50 km/h urban areas, the increased traffic volumes warrant further review.
- Council will inspect the intersection, review line marking and signage arrangements, and consider potential improvements (e.g. revised line marking, give way signage or other traffic calming measures).
- The matter will be reported back to the LTF following investigation.

6.2 TRAFFIC CONTROL IMPROVEMENTS - BRUNSWICK STREET AND RICHARDSON ROAD INTERSECTION

Details:

- Council officers provided an update on safety works at the Brunswick Road and Richardson Road intersection.

- Line marking works as previously reported to LTF have been completed, however additional physical traffic calming measures are proposed to deter vehicles from illegally travelling straight through the intersection without following the regulatory line marking.
- Proposed works include installation of plastic barrier kerbing with attached flexible plastic bollards at the intersection:
    - Following the line marking alongside the existing concrete median island on Brunswick Street
    - Generally following the intersection (Brunswick St and Richardson Rd) line marking (whilst making allowances for bus turning movements) from the bike lane out towards the hold line.
- Council advised that impacted residents have been consulted. Only one response was received to the notification letter and the resident was supportive of the changes, including restrictions requiring left-turn only movements from driveways where applicable.

Action / Outcome:

- Council will proceed with the installation of the proposed plastic barrier kerbing with flexible bollards and bike lane adjustments as part of upcoming roadworks.

6.3 KISS AND RIDE SAFETY - THORNTON PUBLIC SCHOOL, GOVERNMENT ROAD

Details:

- Council raised significant safety concerns regarding the Kiss and Ride zone on Government Road at Thornton Public School.
- Issues identified include vehicles queuing on Government Road, children crossing through moving traffic to reach waiting vehicles, and unsafe overtaking manoeuvres by motorists.
- The existing Kiss and Ride zone accommodates only three to four vehicles, contributing to congestion and unsafe behaviours.
- Council has undertaken education campaigns, issued informational flyers, and worked closely with the school, however, compliance issues continue outside active supervision.
- Upcoming school construction works are expected to further reduce on-street parking availability and may exacerbate the issue.

Action / Outcome:

- This item was noted for information only.

- Council will request NSW Police to undertake monitoring and enforcement during peak school pick-up times.
- The matter will return to a future LTF meeting for further discussion should additional measures be proposed.

6.4 TAXI ZONE REVIEW UPDATE - MAITLAND LGA

Details:

- Council officers provided an update on the review of taxi zones.
- Consultation with local taxi providers is currently ongoing and there is one more week until consultation concludes.
- One taxi operator has already provided feedback identifying key locations required for ongoing operations, noting a reduction in traditional "wave-down" taxi usage.
- Preliminary analysis indicates that removing underutilised taxi zones could return up to 30 on-street parking spaces to general use across the LGA.
- Once consultation finishes, Council will finalise recommendations.

Action / Outcome:

- The update was noted for information only.
- A formal report with recommended changes will be presented to the LTF at a future meeting.

6.5 MOTORBIKE PARKING UPDATE - MAITLAND LGA

Details:

- Council officers provided an update on the review of motorbike parking.
- Draft locations around the City have been identified.
- It was noted that there should be no loss of full carparking spaces for motorbike parking. Motorbike parking will be provided in spaces that are too small for car parks.

Action / Outcome:

- A report will be provided to a future LTF Meeting once the investigation has concluded.

6.6 LTF QUORUM REQUIREMENTS

Details:

- An update was provided regarding quorum requirements under the current Local Transport Forum guidelines, as representatives for the Local MPs and NSW Police Force were not present at the meeting.
- It was advised that meetings may proceed provided representatives from Council and Transport for NSW are present, noting Transport for NSW retains the right to lodge a Statement of Concern within seven days if required.

Action / Outcome:

- The information was noted, and the meeting was confirmed as valid.

6.7 STEAMFEST TRAFFIC MANAGEMENT PLAN

Details:

- CDC Buses requested confirmation and circulation of the final Traffic Management Plan for Steamfest, noting impacts on bus services and train replacement services.

Action / Outcome:

- Council advised the Traffic Management Plan was approved through the March Council meeting as a mandatory item.
- Council will liaise with the Events team and circulate the final plan to affected transport operators once available.

7 CLOSURE

The meeting was declared closed at 10.46 am.

City Services

Local Transport Forum Minutes (April 2026)

Proposed Traffic Management Plan Haussman Drive - Background and Context (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 2

Number of Pages: 12

Proposed Traffic Management Plan Haussman Drive Thornton
Background and Context

Summary

- A Traffic Guidance Scheme (TGS) has been developed for the upcoming Haussman Drive Thornton projects, including Haussman Drive lane duplication and Haussman Drive and Taylor Avenue roundabout construction.
- The proposed Traffic Guidance Scheme includes lane and road closures along Haussman Drive that will impact traffic movement in the area for the duration of the project, approximately 18 months.
- Given the current traffic issues in the Thornton area, it is expected that the management of traffic during the construction period will be of significant public interest.
- The Traffic Guidance Scheme is being reported to Local Transport Forum (LTF) due to it's impacts and duration. This memo is written to the Director City Services for awareness ahead of LTF and Council reporting.

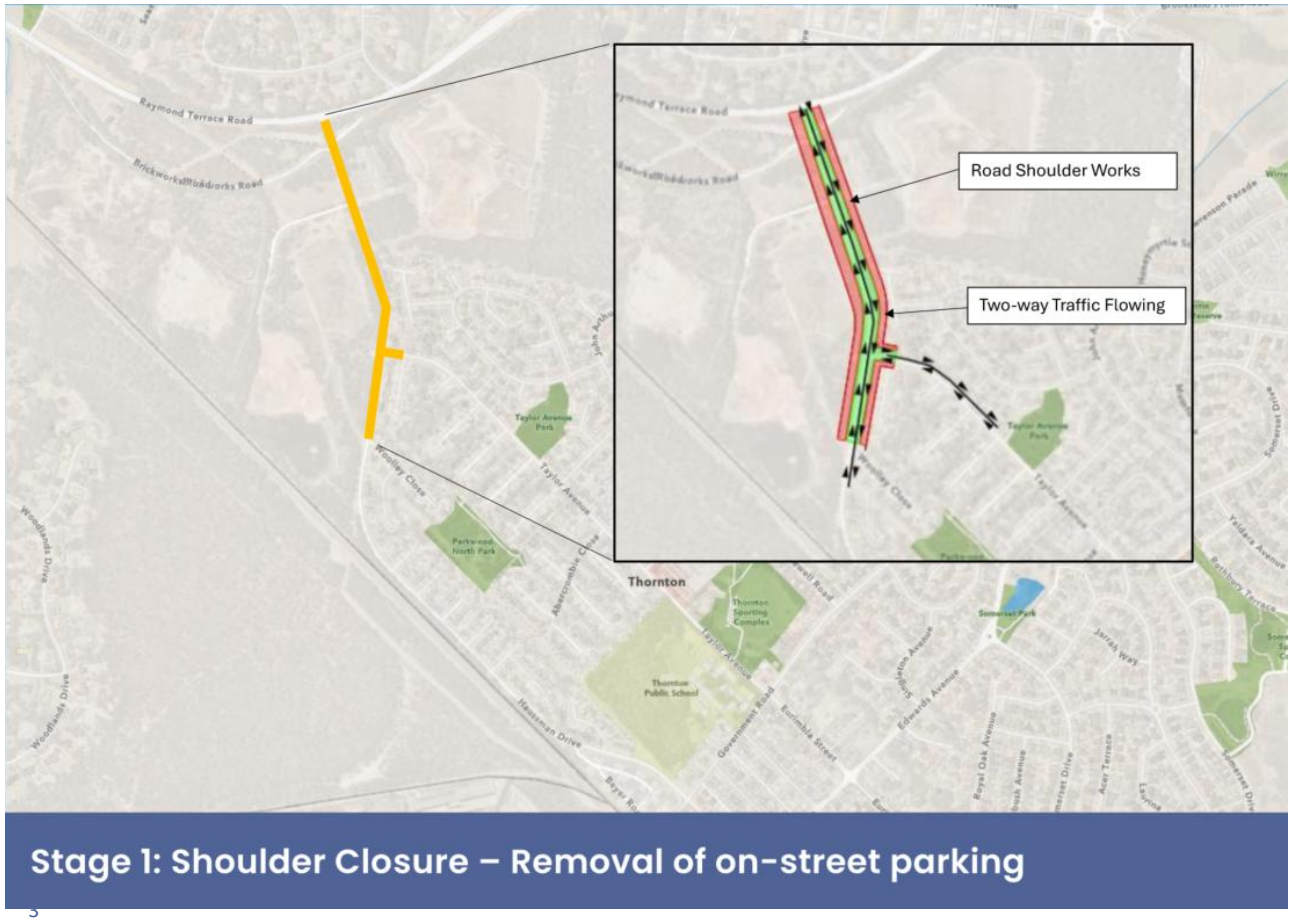
Report

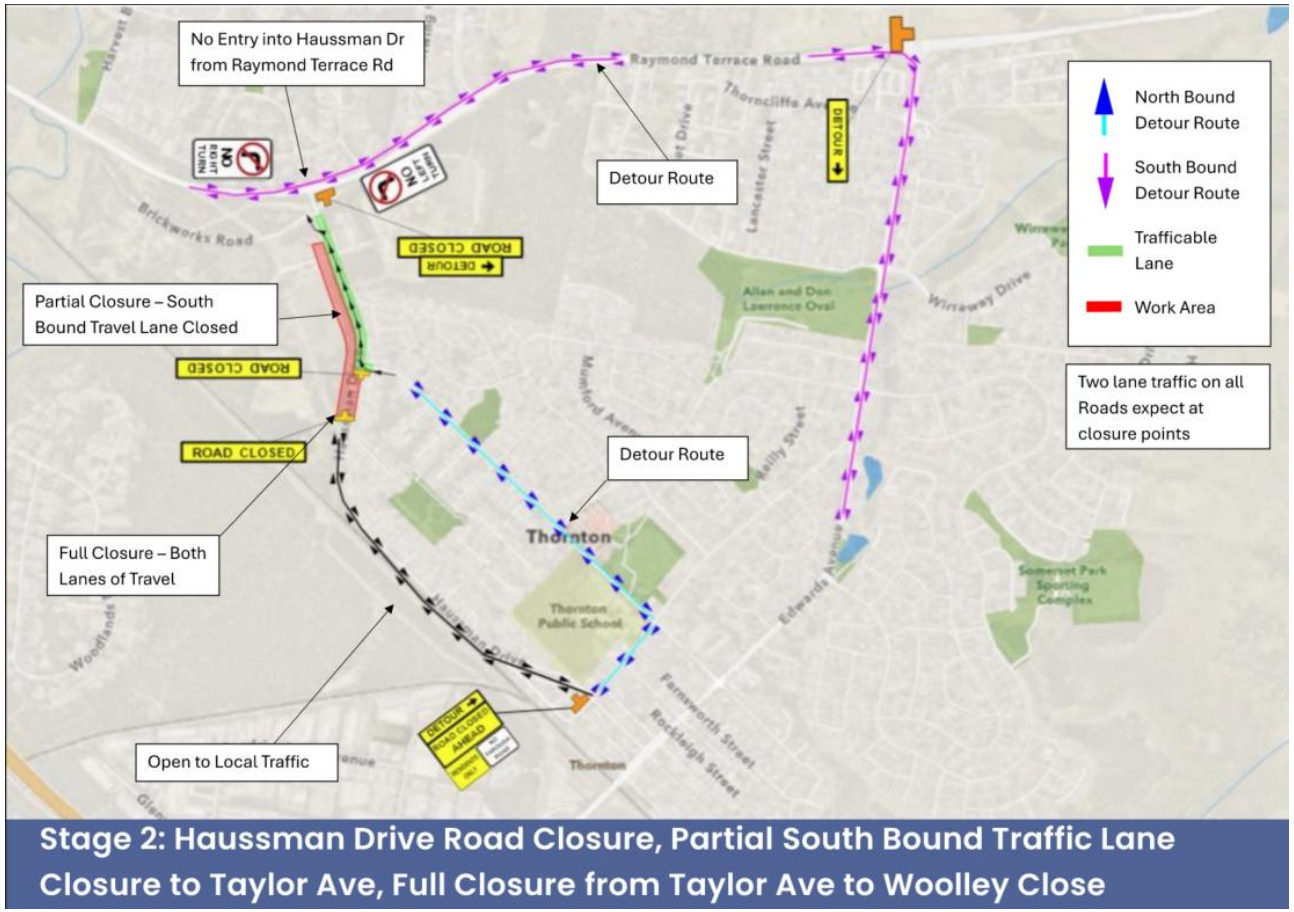
Council's 2025/2026 Capital Works Program includes the Haussman Drive lane duplication project and the Haussman Drive and Taylor Avenue roundabout project. As part of the pre-works planning documents, a Traffic Guidance Scheme (TGS) has been developed by the project team. The proposed TGS includes a road closure of Haussman Drive between Taylor Avenue and Woolley Close, and a lane closure of Haussman Drive between Taylor Avenue and Raymond Terrace Road, resulting in one-way traffic in this section. An overview of the proposed Traffic Guidance Schemes are provided in this memo showing the proposed arrangements.

Impacts on the surrounding road network have been considered during the development of this Traffic Guidance Scheme. Transport for NSW has been consulted in the mitigation of impacts, which are detailed in the Consultation and Risk sections of this memo.

The proposed Traffic Guidance Scheme's will be implemented for the project duration, which is anticipated to be approximately 18 months. Noting that this is a significant duration of impact to the community, the project team has developed the below table outlining expected impacts expected during the implementation of the Traffic Guidance Scheme. For visual representation of the closures and detour routes, please see the plans.

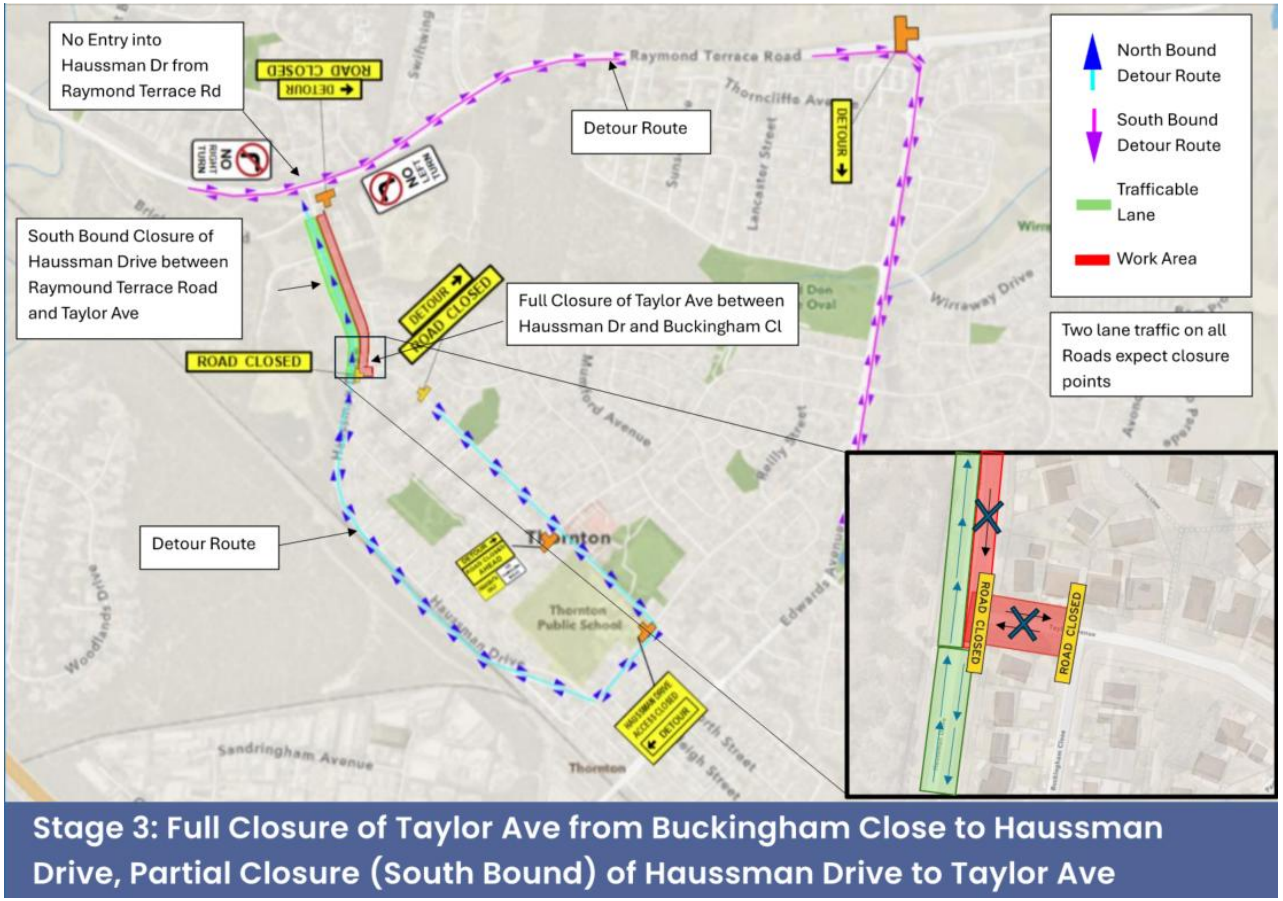
HAUSSMAN DRIVE – PROPOSED TGS IMPLEMENTATION	
STAGE	DESCRIPTION OF TRAFFIC MANAGEMENT
Stage 1 – Shoulder Closures of Haussman Drive between Woolley Close and Raymond Terrace Road	- Shoulder closures of Haussman Drive will be implemented between Woolley Close and Raymond Terrace Road, to facilitate utility relocation works. - This stage of traffic management is expected to be implemented early May 2026, for a duration of approximately 2-3 months.
Stage 2 – Southbound Lane Closure of Haussman Drive Between Taylor Avenue and Raymond Terrace Road. Full width road closure between Woolley Close and Taylor Avenue	- Southbound lane closure will be implemented on Haussman Drive between Taylor Avenue and Raymond Terrace Road. - Detours for southbound traffic will be available via Raymond Terrace Road and Government Road. TfNSW have been consulted and will assist by adjusting traffic light signalling timings to prioritise the detour route and reduce additional travel times. - Haussman Drive will have a full width road closure implemented between Woolley Close and Taylor Avenue. Detour routes for effected residents will be available via Government Road and Taylor Avenue. - This stage of traffic management is expected to be implemented July 2026, for a duration of approximately 18 months (with pause during Stage 3 works).
Stage 3 – Southbound Lane Closure of Haussman Drive Between Taylor Avenue and Raymond Terrace Road. Full width road closure of Taylor Avenue between Haussman Drive and Buckingham Close	- Southbound lane closure will be implemented on Haussman Drive between Taylor Avenue and Raymond Terrace Road. - Detours for southbound traffic will be available via Raymond Terrace Road and Government Road. TfNSW have been consulted and will assist by adjusting traffic light signalling timings to prioritise the detour route and reduce additional travel times. - Taylor Avenue will have a full width road closure implemented between Haussman Drive and Buckingham Close. Detour routes for effected residents will be available via Government Road and Haussman Drive. - This stage of traffic management is expected to be implemented January 2027, for a duration of approximately 2 months. During this time, the road closure of Haussman Drive between Woolley Close and Taylor Avenue will be opened northbound to provide detour route for effected residents.


Raymond Terrace Road
Brickworks Road
Road Shoulder Works
Two-way Traffic Flowing
Thornton
Stage 1: Shoulder Closure – Removal of on-street parking



Stage 2: Haussman Drive Road Closure, Partial South Bound Traffic Lane Closure to Taylor Ave, Full Closure from Taylor Ave to Woolley Close

4



Stage 3: Full Closure of Taylor Ave from Buckingham Close to Haussman Drive, Partial Closure (South Bound) of Haussman Drive to Taylor Ave

5

Noting the TGS implementation above, the benefits to both the project and the community of the implementation of this Traffic Guidance Scheme are listed below.

HAUSSMAN DRIVE – PROPOSED TGS BENEFITS	
CATEGORY	BENEFITS
Safety	- The proposal will result in a larger working area, resulting in less constrained work environment and greater separation of worksite plant and equipment. - The proposal will result in increased road user safety, as interactions between construction vehicles and the public will be reduced. Worksite traffic will be able to operate within the works zone due to increased area.
Financial	- The implementation of the proposed TGS's is estimated to save approximately $400k in Traffic Control costs due to the reduced need for traffic controllers onsite. - The implementation of the proposed TGS's is estimated to save approximately $200k in site costs and overheads, due to the reduced duration of construction works. - Total benefit = $600,000
Program	- The implementation of the proposed TGS's is estimated to save approximately 6-8 weeks of the program duration, due to efficiencies being gained by completing larger work areas in a single lot.
Project	- There will be efficiencies gained by increasing works areas and having works completed in larger lots. - There will be quality increases due to less pavement joints by completing works in larger lots. - There will be additional opportunities to store materials onsite closer to where they are needed, increasing operational efficiency. - There will be efficiencies gained by allowing works vehicles to travel within the works area, instead of needing to utilise detour routes.
Community	- The proposal provides a consistent and predictable Traffic Guidance Scheme for the duration of the works, allowing the community to better plan their commute.

The implementation of the proposed TGS will result in the following impacts to residents and people who use Haussman Drive as a commuter route.

HAUSSMAN DRIVE – PROPOSED TGS IMPACTS	
CATEGORY	IMPACTS
Local Residents – Haussman Drive/Brickworks Lane	- Land owners on Haussman Drive and Brickworks Lane within the works zone will be directly impacted by Stage 2 & 3 of the TGS implementation. - Access to these properties will not be available from Raymond Terrace Road, and will be via the detour on Government Road and Taylor Avenue. - This detour is expected to add approximately 7 minutes travel time for vehicles travelling to these properties from Raymond Terrace Road.
Local Residents - Thornton	- Residents in Thornton required to use the detour routes proposed in Stage 2 & 3 of the TGS will add approximately 4 minutes travel time if approaching from Raymond Terrace Road. This is proposed to be managed by altered Traffic Signal timings to prioritise traffic movements on the detour route. - Residents on Government Road, Edwards Avenue, and Railway Avenue may experience increased traffic volumes during the implementation of TGS stages 2 & 3. - Residents exiting Thornton may experience additional traffic at the Eurimbla Street roundabout. Traffic volumes will be monitored during the implementation of the TGS, and amendments made as necessary.
Commuters	- The detour routes proposed in Stages 2 & 3 of the TGS for commuters travelling from East Maitland/Chisholm south through Thornton will add approximately 3 minutes to expected travel times. This is proposed to be managed by altered Traffic Signal timings to prioritise traffic movements on the detour route. - The constraining factor in the Thornton road network is the single lane bridge at Railway Avenue. The proposed detour route does not change traffic volumes at this location. - An alternative detour route for commuters traveling to Newcastle will be through Woodberry Road, which is expected to add approximately 4 minutes travel time.

Consultation

The Traffic Guidance Scheme was developed by Council's Traffic Management Officer, in consultation with the project team regarding the requirements of the project. The project team consists of members of the Capital Works Delivery team, Works team, and Design Services team.

Council's Traffic Management Officer has consulted with CDC buses in the development of the plan, as the road closure will impact one of their bus stops. The plan proposes the relocation of the impacted stop to the nearest appropriate location to reduce operational impacts. CDC buses have provided their support for the proposed Traffic Guidance Scheme via email.

Council's Traffic Management Officer has consulted with Transport for NSW (TfNSW) in the development of the plan, as the plan will have impacts on a TfNSW owned road (Raymond Terrace Road). TfNSW have provided their support for the Traffic Guidance Scheme via email and will assist in Council's mitigation strategies by altering timing on Traffic Control Signals on the alternate routes in the Traffic Guidance Scheme to give priority to detoured traffic.

A communications plan has been developed for the project in consultation with Council's Communications and Marketing team. The communications plan lists that updates will be provided at key project milestones (including traffic changes) via social media posts, letterbox drop to nearby residents, and Council's major projects page.

Financial Implications:

The below table provides an overview of the overall project budget for the three components of the Haussman Drive Reconstruction.

HAUSSMAN DRIVE THORNTON – TOTAL PROJECT BUDGET		
Source	Amount (ex. Gst)	Comments
INCOME		
SLRIP Grant Funding	$3,745,000	Grant Funding for Lane Duplication
SVPA Grant Funding	$5,000,000	Grant Funding for Roundabout
S7.11 Funding	$3,745,000	MCC Co-Contribution – SLRIP Grant (Lane Duplication)
S7.11 Funding	$2,656,000	MCC Co-Contribution – SVPA Grant (Roundabout)
S7.11 Funding	$2,050,000	MCC Expenditure – Items excluded from Grant Funding Scope
CURRENT INCOME BUDGET	**$17,196,000**	
EXPENDITURE		
Expenditure to date	$633,783.98	Actuals and Committals from Tech One & Horizon
Estimated remaining costs	$16,752,724.92*	Includes Project Management Costs and Project Contingency
TOTAL COST	**$17,386,508.90**	
RESULT	**-$190,508.90**	There is anticipated opportunity for savings in traffic management

As identified in the memo, the proposed Traffic Guidance Scheme will increase project efficiencies and decrease estimated costs, subject to review by the Local Transport Forum at its April meeting, and Council's adoption of the proposed TGS's at its May Meeting. The estimated remaining cost above is the upper limit projected if the traffic management proposal is not accepted.

HAUSSMAN DRIVE – TRAFFIC GUIDANCE SCHEME		
Source	Amount (ex. Gst)	Comments
INCOME		
Total Project Funding	$17,196,000	Funding for whole of project, including S7.11, SLRIP Grant and SVPA Grant (as above).
CURRENT INCOME BUDGET	**$17,196,000**	
ESTIMATED EXPENDITURE		
Traffic Control Allowance – Current estimate	$1,050,000	Estimated traffic control costs without the implementation of lane/road closures as per TGS.
Estimated savings through Implementation of TGS	**$400,000**	Estimated amount saved in traffic control costs due to implementation of lane/road closures as per TGS as outlined above
Revised cost of Traffic Control with Road and Lane closures	$650,000	
Productivity Saving	**$200,000**	Construction efficiency gained through TGS implementation as outlined above
TOTAL COST	$16,786,508.90	Total cost from above, minus $600,000 identified savings
RESULT	**$409,491.10**	Savings to be returned to S7.11 at project completion

NOTE: Savings realised through the implementation of this TGS will be kept inside the project budget until the completion of the project. Any remaining funding at project completion will be returned to S7.11 funds.

Policy Implications

There are no specific policy implications arising from this matter.

The recommendations in this memo relate to and are consistent with the following relevant council policies:

- City Services Worksite Traffic Procedure

Legislative Implications

The proposed TGS relates to and is consistent with the following legislation:

- Roads Act 1993
- TfNSW Traffic Control at Worksites Manual

Risk Implications

Risk	Risk rating	Proposed treatment	Proposed risk rating	Resourcing- within or additional (if additional explain)
Reputational Damage There is a risk of traffic impacts on surrounding road network that may lead to community complaints to Council	High	• Communications plan developed to inform community of impacts, detour routes etc. • Detour routes advertised as Government Road, or Woodberry Road. • TfNSW consulted, and will alter staging on traffic signals to reduce travel times on detour routes • CDC buses consulted and alternate routes proposed to minimise impacts to public transport network • Advanced	Medium	Within existing resources – Traffic management included in project budget.

Risk	Risk rating	Proposed treatment	Proposed risk rating	Resourcing- within or additional (if additional explain)
		warning signage in place advising motorists of detours		
Financial There is a risk of proposed TGS not being implemented, that may lead to additional project expenditure	High	Implement proposed TGS	Low	Within existing resources
Program There is a risk of proposed TGS not being implemented, that may lead to increased project duration	High	Implement proposed TGS	Low	Within existing resources
Safety There is a risk of proposed TGS not being implemented, that may lead to decreased safety outcome on the project (see benefits table)	Medium	Implementation of proposed TGS allows greater separation of plant on plant interactions, and plant and public interactions.	Low	Within existing resources
Efficiency There is a risk of proposed TGS not being implemented, that may lead to decreased project efficiencies (see benefits table)	Medium	Implement proposed TGS	Low	Within existing resources

Approvals Pathway

The proposed TGS was presented to the Local Transport Forum (LTF) on Thursday 2nd April 2026. At this meeting, the LTF reviewed and endorsed the proposed TGS to support the roadworks on Haussman Drive.

There will be no impacts to bus stops or lane closures implemented until the TGS's are endorsed by Council.

Customer and Digital Services

New Monument and Memento Policy

Monument and Memento Policy (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 11

Cemeteries Monument and Memento Policy

Date Adopted: ~~Thursday, 7 May 2026~~

Version: 1.0

Policy objectives

This policy outlines the core objectives that guide the planning, installation, and management of monuments and memorials within Maitland City Council cemeteries, ensuring alignment with community expectations, regulatory compliance, and heritage values. It aims to:

- Ensure memorials support cultural, historical, environmental, and aesthetic values
- Maintain compliance with legislation and applicable Australian Standards
- Support respectful, safe, and accessible cemetery environments
- Provide clear and consistent processes for approving monumental works
- Prevent unauthorised, unsafe, or non-compliant memorial installations.

Policy scope

This policy aims to help families, memorial masons, and contractors understand what memorial activities are permitted, who the rules apply to, when and where they apply, and what Council does not allow within its cemeteries.

This policy applies to:

- All memorials within Maitland City Council cemeteries
- Monumental masons, contractors, and cemetery users

Policy statement

Maitland City Council recognises the emotional, cultural, and historical importance of memorials within our cemeteries. As the legal operator and manager of these cemetery spaces, Council must uphold the legislative, regulatory, and safety requirements established under NSW law, including the *Cemeteries and Crematoria Act 2013*, associated regulations, and relevant Australian Standards.

This policy outlines Council's responsibilities and provides clear, consistent guidance for the installation, maintenance, and removal of monuments and mementos. It supports families and monumental masons in:

- Complying with approval processes
- Balancing personal expression with safety risk mitigation
- Preserving heritage values
- Ensuring accessible, well-maintained cemetery environments.

Through this policy framework, Maitland City Council aims to protect the dignity of interment sites, meet its legal obligations as a cemetery operator, and provide safe, inclusive, and sustainable spaces where the community can honour and remember their loved ones.

DRAFT

For broader operational and regulatory requirements in cemetery management supporting the implementation of this policy, refer to the Maitland City Council Cemetery Policy.

Guiding Principles

Maitland City Council is responsible for the ongoing management of its cemetery spaces in accordance with relevant legislation, including the *Cemeteries and Crematoria Act 2013* (NSW) and applicable Australian Standards.

Council is committed to managing cemeteries with care and respect, guided by relevant legislation and a strong sense of community responsibility. All monumental works should reflect:

- Respect and dignity for all individuals, families, and cultural traditions
- Safety for workers, visitors, and contractors
- Compliance with technical standards, particularly AS 4204:2019 – Headstones and Cemetery Monuments, and AS 3600 – Concrete Structures, which outline the required materials, methods, and structural integrity of all cemetery work
- Environmental care and historical preservation
- Long-term functionality and harmony with the surrounding cemetery environment
- Council may permit culturally specific or religious practices related to memorialisation, provided they are safe, do not impact neighbouring plots, and meet approval criteria through established application processes.

Monument specifications

Construction of all monuments must follow AS 4204:2019 – Headstones and Cemetery Monuments and AS 3600 – Concrete Structures, and meet the following requirements:

- Maximum height: 900mm unless otherwise approved by Council
- Monuments must be confined within allocated grave dimensions (1.2m x 2.4m)
- Design approvals must accompany detailed drawings, compliance certifications and proofs of any photo tiles or wording of inscriptions approved by the interment right holder
- Memorial inscriptions will only be approved for individuals interred at the site, to preserve the integrity and purpose of headstones within Council-managed cemeteries
- Foundations must be strong and stable. The depth and width of the piers will depend on the type of soil at the site, which must be checked before installation. These checks follow the requirements of AS 1726:2017
- Materials such as glass, ceramics, and other non-traditional items may only be approved where their safety, durability, and structural performance can be demonstrated to Council's satisfaction.
- No kerbing, fencing, or planting is allowed within the interment site or around any lawn sections
- Adornments such as toys, flowers, and plastic trinkets are permitted at any time, provided they:
    - Do not interfere with mowing, access, or general maintenance
    - Are placed within the grave boundary or memorial base

- Do not exceed 150mm in height
- Are not breakable, flammable, sharp, or otherwise unsafe.

Where the requirements of AS4204:2019 Headstones and cemetery monuments conflict with Council plot dimensions, cemetery conditions, or this policy, Council-specific requirements will prevail.

Council may require engineering certification for monuments where:

(a) the height exceeds 900 mm or an approved variation

(b) the estimated weight exceeds 500 kg

(c) non-traditional materials are proposed

(d) non-standard footing or fixing systems are used; or

(e) site conditions include fill, unstable, or unknown soils.

Council may require applicants to provide soil classification information and supporting design details to demonstrate that the proposed footing and pier design is appropriate for site conditions.

Monuments must be designed and installed to resist toppling, wind loading, and long-term deterioration, in accordance with applicable standards and Council requirements.

Ashes and burials

Cremated remains are an increasingly common and important form of interment within Maitland City Council cemeteries. Council treats ashes interred with or without a monument with the same level of care and oversight as full burials. This section outlines the standards that apply to ashes interments and any associated monumental works.

- Subject to approval, ashes may be interred with or without a monument
- Monumental work over cremated remains must meet the same standards as full burials.

Ownership

Council acknowledges the personal significance of memorials, while also recognising the need for clear responsibility in their care. The following outlines the respective obligations of interment right holders and Council related to the maintenance, safety, and management of installed monuments:

- Memorials remain the responsibility of the interment right holder or their legal successors
- Council maintains the overall cemetery environment and is not liable for the maintenance or repair of monuments
- Council may intervene in cases of safety risk, damage, or abandonment.

Memorial maintenance and removal of unsafe or abandoned structures

To ensure the safety and dignity of all cemetery users, this section outlines how Council manages deteriorating, unsafe, or unauthorised memorials.

- Interment right holders are responsible for keeping memorials in a safe, stable, and presentable condition
- If a memorial is deemed damaged, unstable, or unsafe, Council will issue a written notice to the interment right holder requesting repairs be carried out, typically within 30 days

- Council may remove memorials that present an immediate safety risk, are significantly deteriorated, have been abandoned, or were installed without approval
- Wherever possible, Council will attempt to contact the interment right holder or next of kin before removing a memorial
- A licenced monumental mason must complete all rectification, installation, restoration, and further inscription works. Please refer to our website for a list of these
- All actions taken will be consistent with relevant legislation, including the *Cemeteries and Crematoria Act 2013 (NSW)* and Council's regulatory responsibilities as a cemetery operator.

Strategic and regulatory alignment

Broader regulatory frameworks and Council's planning responsibilities also guide this policy. The following principles reflect Council's commitment to legal compliance and strategic alignment in the ongoing management of cemetery spaces:

- Alignment with Cemeteries & Crematoria NSW (CCNSW) guidelines for interment rights and perpetual maintenance
- Compliance with Council's strategic planning and heritage conservation obligations.

Approval process and assessment criteria

All monument applications are assessed by Council on a case-by-case basis, taking into account site conditions, structural safety, compliance with relevant standards, and the specific characteristics of the proposed design.

Council reserves the right to request additional technical information, including engineering certification, where necessary to ensure structural safety and compliance.

Council's determination on monument applications is final, subject to any applicable rights of review under relevant legislation.

This process ensures the cultural, historical, and spatial context of each site are respected and memorials meet safety, design, and compliance standards.

The following outlines the application procedure and the criteria used to assess proposals.

Application procedure

All individuals or contractors proposing to install, modify, or remove a memorial must apply to Council for approval. Council assesses all works for safety, compliance, and alignment before they commence.

- Applications must be submitted at least 14 days before the proposed work
- Applications must include drawings, dimensions, materials, and structural compliance details
- Council will issue a decision within 10 business days
- Council recommends waiting at least 6–12 months after interment before installing a new monument, to allow for natural ground settlement and help prevent structural movement.

Assessment criteria

All applications for monumental works will be assessed against specific criteria to ensure that memorials are appropriate, respectful, and compliant with Council policies and community expectations. In certain circumstances, Council may require additional consultation or heritage review before granting final approval. The following assessment and consultation requirements apply:

- Personal tributes must not contain offensive, discriminatory, or political content
- Council may decline designs that do not align with policy standards, safety considerations, or the respectful use of shared cemetery space
- Works on heritage-listed sites require review by the Council's Heritage Officer, which may result in delays until a decision is reached
- At its discretion, the Council may consult with neighbouring plot holders regarding intrusive or adjacent works
- Applicants whose proposals are refused may lodge a written appeal within 30 days of the decision.

Compliance and enforcement

Council may require staged inspections, including pre-installation verification of excavation and footing works, and post-installation verification of completed monuments, to ensure compliance with approved designs and safety requirements.

Site risk assessment and environmental conditions

Before commencing any monumental or inscription work, Council requires all contractors to assess the worksite for potential safety and environmental risks. Risks include, but are not limited to:

- Ground instability or uneven terrain
- Exposure to recent or forecast weather events, such as heavy rainfall or flooding
- Proximity to open graves, sunken areas, or deteriorated adjoining structures
- Trip or fall hazards for both workers and members of the public
- Hazards presented by heritage grave and monumental sites.

Contractors **must implement appropriate control measures** in accordance with their Safe Work Method Statement (SWMS) and Council's WHS requirements. Council reserves the right to delay or suspend approved work if environmental or ground conditions present a safety risk.

Site inspection and handover

The following site inspection procedures apply to ensure all completed cemetery works follow approved plans, safety obligations, and Council standards:

- Pre-commencement inspection: Contractors must submit a site condition report (including photos) to Council before beginning work. This report documents the existing condition of nearby graves, landscaping, and infrastructure
- Post-completion inspection: Upon completion, contractors must submit a final report confirming:
    - The work has been completed to the approved specifications
    - The site has been cleared of all materials, equipment, and debris
    - No damage has occurred to adjacent graves, infrastructure, or landscaping
    - The area has been left in a safe, level, and presentable condition.

Council may conduct inspections at any stage of the works and reserves the right to delay final acceptance if the site is found to be non-compliant, unsafe, or incomplete. Contractors are responsible for all rectification work required to meet policy standards, and Council may recover costs where necessary.

Failure to comply with these inspection requirements may result in the suspension of future work approvals or removal from the Council's register of approved cemetery contractors.

Requirements for memorials

Tributes and adornments

This section replaces any previous general statements in Council policy documents regarding gravesite tributes, to ensure a balanced and compassionate approach:

- The safe positioning of temporary tributes such as flowers, photographs, flags, and small personal items on graves is allowed within the memorial beam or monument base but must not encroach onto lawn areas
- Oversized items such as large ornaments or decorations that extend beyond the memorial footprint are not permitted
- Council prohibits the use of breakable, sharp, flammable, or hazardous materials, including but not limited to glass jars, wind chimes, candles, metal stakes, or untreated timber
- The Council reserves the right, with prior notification to the plot holder, to remove tributes that:
    - Pose a safety risk
    - Obstruct maintenance access
    - Have significantly deteriorated.

Council encourages families to refresh or remove tributes in line with these standards and will approach removals with sensitivity.

Records and burial rights

Council keeps a register of all burials, ash placements, and interment rights in line with NSW laws. This ensures that accurate records are kept for families now and into the future.

- *Interment rights*

  An interment right is the legal authority to use a burial or ashes site. It is granted to the applicant(s) and may be transferred to another person if requested and approved by Council. More information is available in Council's fact sheet covering Cemeteries Transfer.
- *Burials*

  An interment right must be in place before any burial can take place. Council can guide families through this process.
- *Memorials and monuments*

  From 1 September 2025, a new option called a Monument Works Approval is available. This allows a family member, descendant, or other applicant to apply to carry out monument work, even if the original interment right holder cannot be located. The applicant will need to follow "reasonable notification" steps to ensure any possible interment right holders are given the chance to be involved.

Council is here to help families and applicants understand and navigate these processes.

Exhumation and reopening of Graves

- A grave can only be reopened or a body exhumed when legal approval has been given under NSW law.
- An application for exhumation may be made by the executor of the deceased's estate, the nearest surviving relative, or another person considered suitable in the circumstances.
- In some cases, the NSW Department of Health (through the Secretary) or the Coroner may also make an order or approve an exhumation. This is set out in sections 94–97 of the Public Health Regulation 2022 (NSW).
- Professional standards: All exhumations must be carried out by licensed professionals in line with the Public Health Act 2010 and the Public Health Regulation 2022 (NSW).
- If a headstone or monument needs to be removed and reinstated when a grave is reopened, the interment right holder is responsible for organising and paying for this work. This responsibility applies under the current law, which came into effect on 1 September 2022.

Prohibited conduct

To maintain dignity, safety, and order within Council cemeteries, the following activities are not permitted:

- Camping, loitering, or overnight stays
- Alcohol consumption, unauthorised fires, or fireworks
- Pets (except assistance animals)
- Littering, graffiti, or damage to graves or infrastructure
- Commercial activity without Council approval.

Council will take appropriate action in response to serious or repeated breaches, which may include suspension of work or further enforcement measures under applicable legislation.

Authority to work on cemetery sites

Maitland City Council regulates all works undertaken within its cemeteries to ensure safety, quality, and compliance with policy and legislation. Only contractors who are authorised and registered with Council are permitted to carry out any form of work within a cemetery's grounds.

To be eligible to perform cemetery works within Maitland City Council cemeteries, contractors must first register with Council and obtain formal authorisation.

Registered contractors must:

- Hold a valid Australian Business Number (ABN)
- Hold and maintain Public Liability Insurance with a minimum coverage of $20 million per occurrence
- Provide evidence of workers' compensation or personal income protection
- Be licensed or certified for the type of work to be performed (e.g., Certificate III in Stonemasonry for all monumental work and installation)
- Agree to comply with all Council policies, WHS requirements, and induction protocols
- Be listed on Council's register of approved cemetery contractors to receive work approval.

Council may suspend or revoke a contractor's registration for non-compliance, safety breaches, or failure to meet ongoing documentation and conduct standards.

Mandatory minimum requirements – Full memorial work

To ensure the safe, professional, and structurally sound installation of memorials within Council cemeteries, all contractors undertaking full monumental work must meet the following minimum qualifications, licensing, and insurance requirements. These standards support compliance with Work Health and Safety (WHS) legislation, industry regulations, and Australian Standards.

- Certificate III in Stonemasonry (CPC32320 – 2022)
- SafeWork NSW General Construction Induction (White Card)
- Public Liability Insurance – minimum $20 million per occurrence
- Workers' compensation or personal income protection
- Builders Licence (only required for maintenance of existing vaults or crypts; new crypts are not permitted under Council policy)
- WHS Management Plan and SWMS
- Comprehensive motor vehicle insurance.

Mandatory minimum requirements – Inscription only

For minor works such as inscriptions or engraving on existing memorials, contractors are still required to meet core safety and competency standards. These minimum requirements ensure that all cemetery works are carried out responsibly, with appropriate insurance and WHS provisions in place.

- Certificate III in Stonemasonry (CPC32320 or CPC32313/CPC32311/CPC32308/BCF30600)
- White Card
- Public liability insurance – $10 million
- Workers compensation
- Comprehensive vehicle insurance
- WHS compliance documentation.

Induction and oversight

To maintain safety, compliance, and respect across all cemetery sites, Maitland City Council requires all approved contractors to complete a mandatory induction process. Induction ensures contractors understand site-specific risks, responsibilities, and behavioural expectations before commencing any work. Council reserves the right to monitor works and enforce compliance through site inspections and approval conditions.

- Contractors must complete Council's general and site-specific induction
- Contractors must obtain formal consent before commencing work
- Council may conduct inspections or revoke approval for non-compliance
- All damage to adjacent graves must be repaired at the contractor's cost.

Worksite Conduct

Contractors working within Maitland City Council cemeteries must uphold high standards of conduct to protect the dignity of burial sites, ensure public and worker safety, and minimise disruption to other visitors. The following site behaviour requirements apply to all approved works and Council will

enforce them as part of its oversight responsibilities:

- No waste is left beneath or around grave structures
- Vehicles must not drive over grave plots or landscaped verges
- Contractors must not stand on existing monuments or gravesites adjoining the site
- Safety markers and barricades must clearly define the site
- The contractor must keep noise and disruptions to a minimum
- The contractor must remove all materials and equipment after completing the work.

Liability and indemnity

Maitland City Council (and its employees and contractors) bears no liability for any action, claim or demand arising out of or in connection with its decisions or acts or omissions in relation to any memorial or memorial works if those decisions, acts or omissions are done in good faith and in accordance with the *Cemeteries and Crematoria Act 2013,* the *Local Government Act 1993* or any other legal requirements.

All approved memorial works are undertaken at the risk of the responsible party who, in carrying out such works, indemnifies Maitland City Council (and its employees and contractors) from and against all losses it suffers or incurs arising out of or in connection with those approved memorial works (with the "responsible party" being the person who has obtained approval from Council to carry out those memorial works; and with "losses" to include any cost, expense, fee, loss, damage, liability or other amount and, to the fullest extent permitted by law, fine or penalty).

Penalties

Penalty amounts are determined by legislation and may change over time.

- Under the Public Health Act 2010 and Public Health Regulation 2022 (NSW), exhumations may only occur with proper legal authority and must be performed by licensed professionals. Breaches of these requirements may attract significant penalties, including fines or imprisonment.
- Under the Summary Offences Act 1988 (NSW), it is an offence to cause a nuisance, damage, or commit offensive or indecent acts in or around an interment site or memorial. These offences carry penalties set by law.

Policy definitions

To support the clear understanding of this policy, the following terms are defined.

Interment right	Previously known as a right of burial, right of interment and burial licence. This is a legal document that gives the licensee the exclusive right to use the specified piece of land or section of wall for interments and to place a monument over the site.
Interment right holder	The person who holds the exclusive legal right to use an interment site, and is responsible for any interments, monuments, memorials, maintenance or associated decisions related to the site.
Memorial	A physical structure (e.g., plaque, headstone, monument) commemorating a person interred.

Monumental work	Construction, installation, repair, or inscription of cemetery structures.
Monument	A permanent structure installed to mark a grave, such as a headstone, tomb, or crypt.
Memento	A small personal or commemorative item placed temporarily at an interment site (including wall or grave).
Deaccessioning	The formal removal of a monument or memorial from an interment site.
Authorised contractor	A contractor who has been formally registered and approved by Council to carry out cemetery works.
Decommissioning/Removal	The formal process of removing a memorial that is unsafe, unauthorised, or abandoned.
AS 4204:2019	The Australian Standard outlining requirements for cemetery headstones and monuments, including size, stability, and materials.
SWMS	A Safe Work Method Statement – a document outlining how specific construction tasks will be carried out safely.
WHS	Work Health and Safety – refers to laws and procedures designed to protect the health and safety of workers and the public.
Site condition report	A report (usually with photos) submitted before and after work to show the state of a site and confirm that no damage occurred.
Cremated remains	Ashes left after a person is cremated, which may be placed in a grave or memorial site.
Heritage-listed site	A cemetery or plot that has been formally recognised for its historical or cultural significance and may require special approvals for changes.

Policy administration

Business group:	CUSTOMER AND DIGITAL SERVICES
Responsible officer:	MANAGER ENTERPRISE ARCHITECTURE
Council reference:	
Policy review date:	Three (3) year from date of adoption
File number:	26/1

Relevant legislation	Cemeteries and Crematoria Act 2013 (NSW) Cemeteries and Crematoria Regulation 2014 (NSW) Public Health Act 2010 (NSW) – Section 13 Public Health Regulation 2022 (NSW) – Sections 94 to 97 Heritage Act 1977 (NSW) Environmental Planning and Assessment Act 1979 (NSW) Work Health and Safety Act 2011 (NSW) & Regulation 2017 State Records Act 1998 (NSW) Privacy and Personal Information Protection Act 1998 (NSW) Government Information (Public Access) Act 2009 (NSW) Crown Land Management Act 2016 (NSW) Summary Offences Act 1988 (NSW)
Related documents	Cemeteries Policy Privacy Policy Risk Management Policy Records Management Policy Right to Information Policy

Policy History

VERSION	DATE APPROVED	DESCRIPTION OF CHANGES
1.0	TBC	Initial version

Finance

Quarter Three Report - Operational Plan and Budget 2025-26 Progress Report End 31 March 2026

Community Progress Report January to March 2026

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 34



JANUARY 2026 - MARCH 2026

Community Progress Report

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.

Contents

Welcome **4**
How to read our progress report 4
Our vision 4
Message from our General Manager 5

Our achievements **6**
Showcasing our achievements 6
Highlight stories 12

Our progress **16**
Liveable Maitland 16
Sustainable Maitland 20
Vibrant Maitland 24
Achieving Together 28

Reporting to our community

The Community Progress Report provides an overview of Council's performance and achievements across our four focus areas, Liveable Maitland, Sustainable Maitland, Vibrant Maitland and Achieving Together.

This demonstrates our commitment to delivering on our shared vision for a connected city with thriving communities as set out in Maitland's Future, our Community Strategic Plan.

In addition to meeting our legislative obligations, the objective of the report is to:

- communicate our vision and priorities to the community
- instil community confidence in our ability to show excellence in leadership and deliver a trusted customer experience
- demonstrate our commitment to transparent decision making
- celebrate the achievements of our organisation.

Welcome

How to read our progress report

Our reporting documents, including our Delivery Program and Operational Plan, are presented under the four focus areas of Maitland's Future, our Community Strategic Plan.



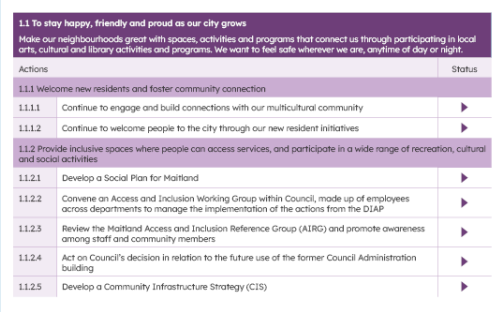






Our achievements

This section details our achievements and highlights in implementing our Delivery Program and Operational Plan. Progress and performance charts provide an overview of the status of Council's deliverables, with an organisational health check to summarise overall performance.



1.1 To stay happy, friendly and proud as our city grows

Make our neighbourhoods great with spaces, activities and programs that connect us through participating in local arts, cultural and library activities and programs. We want to feel safe wherever we are, anytime of day or night.

Actions		Status
1.1.1 Welcome new residents and foster community connection		
1.1.1.1	Continue to engage and build connections with our multicultural community	▶
1.1.1.2	Continue to welcome people to the city through our new resident initiatives	▶
1.1.2 Provide inclusive spaces where people can access services, and participate in a wide range of recreation, cultural and social activities		
1.1.2.1	Develop a Social Plan for Maitland	▶
1.1.2.2	Convene an Access and Inclusion Working Group within Council, made up of employees across departments to manage the implementation of the actions from the DIAP	▶
1.1.2.3	Review the Maitland Access and Inclusion Reference Group (AIRG) and promote awareness among staff and community members	▶
1.1.2.4	Act on Council's decision in relation to the future use of the former Council Administration building	▶
1.1.2.5	Develop a Community Infrastructure Strategy (CIS)	▶

Our progress

This section details our performance results and our progress of our Delivery Program and Operational Plan actions. This section aligns to the four focus areas of Maitland's Future, our new Community Strategic Plan.

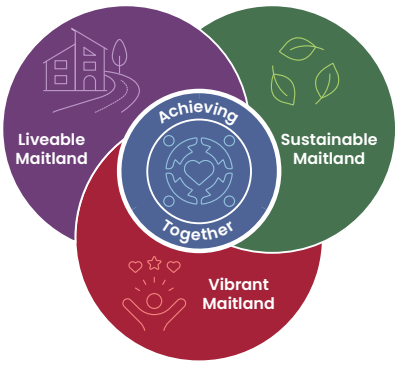
The status of actions and measures throughout the document are shown by:

▶ On track/Complete ◆ Monitor*

*Progress is delayed, but delivery is still expected unless otherwise stated. Action may need support or adjustment to stay on course.

A connected city with thriving communities

Our shared vision





General Manager Jeff Smith

Message from our General Manager

I am delighted to present our Community Progress Report for the period of 1 January 2026 to 31 March 2026. This report summarises our achievements across our four focus areas, which align with our vision for a connected city with thriving communities as outlined in Maitland's Future, our Community Strategic Plan.

Key milestones outlined in this report reflect our progress, including assessing 254 development applications, investing $26.1 million in our capital works program and submitting 14 grant applications for key projects.

Our community will have access to top-tier facilities with our new amenities building opening at Max McMahon Oval in Rutherford and works progressing with the new Chisholm Sports Complex.

Maitland libraries continue to raise the bar, with their Big Summer Reads campaign exceeding their original target with over 255,500 reading minutes logged across our community.

Our teams have taken a significant step towards creating more green and vibrant neighbourhoods that enhance community wellbeing by securing grant funding to plant street trees and a tiny forest in areas across Maitland that are heavily impacted by urban heat.

The projects and actions in this report are just a snapshot of what we have delivered across the city. Through our passion and commitment, we have made significant progress in making Maitland a great place to live, work, enjoy and succeed.

By achieving together, we can create a connected city with thriving communities.



Our achievements

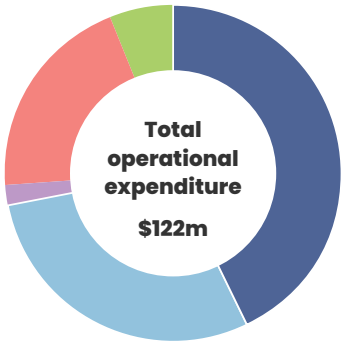
Showcasing our achievements



- 89% On track/complete
- 11% Monitor



- 80% Rates and annual charges
- 5% User charges and fees
- 2% Other revenue
- 5% Grants and contributions
- 6% Interest and investments
- 1% Net gain from asset disposal
- 1% Other income



- 42% Employee costs
- 30% Materials and services
- 2% Borrowing costs
- 20% Depreciation, amortisation and impairment of non-financial assets
- 6% Other expenses

Communication and engagement

Council received 2,135 media mentions between January and March 2026, reaching a potential audience of 14.1 million across radio, online, print and TV. We delivered the first edition of our Momentum newsletter for 2026 to 44,215 private and business addresses and sent three E-Momentum editions to subscribers.

Council issued 22 media releases highlighting key initiatives and updates, including Council's Federation 125 exhibition, new amenities at Max McMahon Oval, Visitor Information Services relocation and International Women's Day.

Maitland City Council social channels

As part of our commitment to building trust and improving access to information, Council published 193 posts across all corporate social channels during the period. These posts reached an audience of more than 46,811 people, with over 163,500 engagements.

The top-performing Facebook posts were:

- Morpeth bridge illuminations, with 28,838 total engagements
- Melville's Milton Morris Bridge update, with 5,686 total engagements
- New Rutherford off-leash dog park, with 5,191 total engagements.

Community engagement

Community sits at the centre of local government, and Council plans are strengthened by listening to residents and allowing their voices to guide the path toward thriving, resilient communities.

More than 1,175 contributions were received across 14 projects this quarter, using both online and face-to-face channels. This marks a 22 per cent decrease in contributions from the previous period due to above average contributions from high-interest projects last quarter.

Insights gathered this quarter will directly inform the development of the Social Strategy and supporting plans as well as future service planning and community engagement approaches for Council.

Highlights of key engagement projects undertaken include:

- Social Strategy
- Community Disaster Preparedness and Resilience Supporting Plan
- Waste Services Management Plan
- Maitland Youth Working Party
- Morpeth to Walka shared pathway.



14

projects had engagement activities



37,677

Corporate Facebook page followers



18

in person engagement activities



19,075

people average daily reach per Facebook page

175
Capital works projects listed

$40.9m
adjusted capital works program budget

64%
of projects in progress or complete

$26.1m
total capital works spend year to date

8

Capital works

Max McMahon Oval new amenities

A new amenities building opened to local sporting clubs in March 2026 at Max McMahon Oval in Rutherford to start their season. An official opening ceremony will be held in May 2026.

Funded by the Australian Government in partnership with Council, the $3.1 million upgrade features four unisex changerooms, accessible public amenities, a canteen, first aid room, referee rooms and tiered spectator seating.

The project is a result of Council working alongside local sporting clubs to bring this new building to life, ensuring residents in Maitland's west have top-tier, accessible facilities for the future.

Chisholm Sports Complex

Work is progressing on the new Chisholm Sports Complex at Suncroft Street, Chisholm, with the new sporting field now complete. This includes a playing field, lighting, car park and footpaths.

We are preparing for stage two which will include the construction of a new amenities block and playspace later this year.

Key projects completed

- New shared pathway connecting Rutherford to Walka Water Works at Waterworks Road, Rutherford.
- High pedestrian activity area improvements at Belmore Road, Lorn.
- New multipurpose half-court at O'Hearn Street Park, Tenambit.
- Power supply pole replacement at Thornton tennis courts, Thornton.
- Major road improvements at Weblands Street, Rutherford.
- Stage two shared pathway project at Government Road, Thornton.

Key projects commenced

- Site preparation and utility relocation at Haussman Drive, Thornton.
- Playing field upgrades at Shamrock Hill Oval, Ashtonfield.
- New amenities extension, landscaping updates and new seating at Morpeth Museum, Morpeth.
- Road rehabilitation works at Taylor Avenue, Thornton and Brunswick Street, East Maitland.

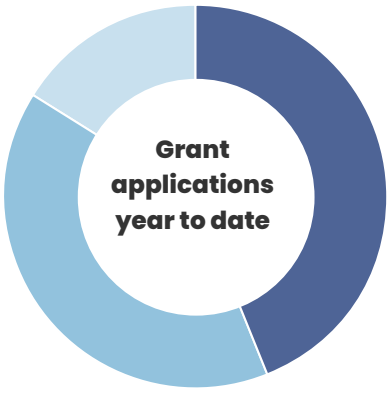
Grants

Grant funding is a critical source of Council revenue to advance the strategic vision and priorities outlined in Maitland's Future, our Community Strategic Plan. Wise investment of grant funds helps deliver projects and initiatives aligned with the objectives in Council's Delivery Program, the actions within our Operational Plan and other strategic plans adopted by Council.

Council employees applied for $11.1 million in funding across 14 grants between January and March 2026. We successfully secured 10 grants worth $8.8 million.

Key grants received:

- $3.1 million from NSW Reconstruction Authority, for essential public asset restoration for minor roads from May 2025 flood event.
- $1.9 million from NSW Reconstruction Authority, for emergency works from May 2025 flood event.
- $1.7 million from NSW Reconstruction Authority, for essential public asset restoration for major roads from May 2025 flood event.
- $610,909 from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts as part of the Black Spot Program, for a roundabout at the Dragonfly Drive and Grasshawk Drive intersection, Chisholm.
- $402,980 from the Department of Planning, Housing and Infrastructure, for a Greening Our City Grant.
- $383,775 from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts as part of the Black Spot Program, for a raised intersection threshold treatment at the McKeachies Drive and Oakhampton Road intersection, Aberglasslyn.



45% Applications submitted pending notification

39% Applications successful

16% Applications unsuccessful

$27.8m
applied for funding year to date

27
grant projects completed year to date

66
grant projects open

49
applications submitted

$137.2m
planned capital investment in our city from DAs

23 days
median* assessment time for DAs

19 days
median* assessment time for CCs

281
mandatory development inspections

10

Development in our city

Maitland continues to be one of the fastest-growing regional cities in Australia. Our approval statistics highlight the amount of building and development activity occurring across the city, and the efficiency of our processing systems.

The NSW Government has developed an interactive dashboard or 'council league table' to monitor performance for lodgement and assessment of Development Applications (DAs) across all councils. The average assessment timeframe target is currently 85 days based on the total calendar days between a DAs lodgement and determination date. This target is currently being achieved with an average assessment timeframe of 65 days, well below the 85-day target.

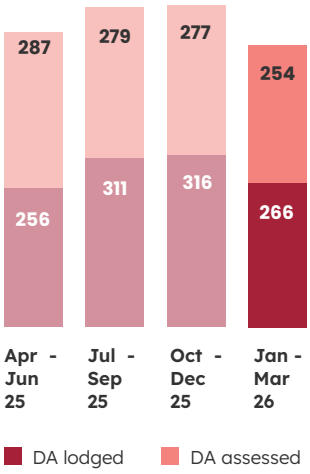
During this period, we saw a decrease in the number of DAs and a decrease in the number of construction certificates (CCs) lodged compared to the previous reporting period of October to December 2025. Although the number of lodgements has decreased, the capital investment attributed to new development applications is of greater value for our community.

Our development planners have facilitated 19 pre-lodgement meetings between January and March 2026.

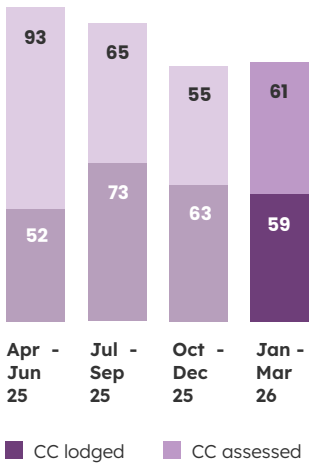
Major development application approvals include:

- Torrens Title residential subdivision at Wilton Drive, East Maitland of 78 lots.
- Multi-dwelling housing at Blaxland Street, East Maitland.
- Education establishment at High Street, Maitland.

Development applications (DA) lodged and assessed



Construction certificates (CC) lodged and assessed



*the middle value of calendar days, excluding outliers and any periods when the assessment clock is paused.

Customer and digital experience

Council's Customer Experience team prioritises a positive and seamless interaction for our community through online, over the phone and in-person conversations. Our team works closely with departments across Council to resolve enquiries at the first point of contact. Between January and March 2026, Council resolved 84 per cent of enquiries on first contact. This presents an increase of four per cent when compared to the same 2025 corresponding period.

Council has agreed service levels we aim to meet for each customer service request category, depending on the seriousness of the issue. Of all the requests finalised during the period, our teams across the organisation completed 64 per cent within agreed service levels.

Maitland City Council website consolidation

Work is underway to consolidate Council's several websites over multiple platforms into a single, streamlined website that delivers improved search capability, clearer navigation and high-quality usability.

The project will focus on reviewing our content to improve how we present information, highlight our brand and ensure data security. Our new website is on track to launch by the end of 2026.

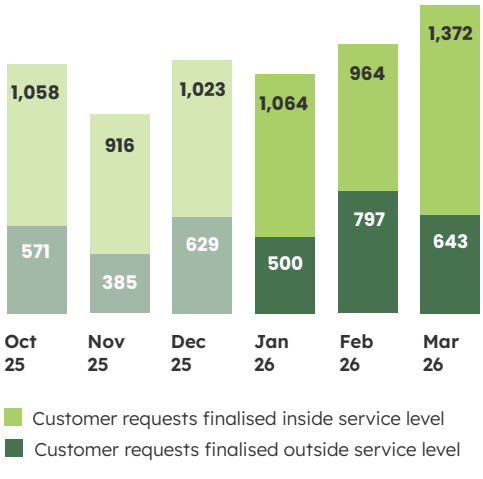
Top five customer service enquiry categories:

- Planning – 2,994
- Rates – 2,825
- Waste – 2,367
- Service request – 1,938
- General - 1,363.

Top five customer service requests lodged:

- Bin repair – 703
- Tree maintenance – 284
- Waste collection issue – 257
- Illegal parking – 203
- Potholes - 144.

Customer service requests finalised in reporting period – 5,340



84%
enquiries resolved on first call

15,455
direct customer interactions

3,700
digital customer interactions

4/5
customer satisfaction score

Highlight stories

Community grants

Council's Biannual Community Grants Program round one opened in March 2026 and is set to close in May 2026.

The Individual Development Grant is available year-round, with round four of funding allocating over $5,700 to eight applicants between January and March 2026.

Events and activation

Maitland celebrated Australia Day with a variety of activities on offer for our community including family friendly fun at Maitland Park, a citizenship ceremony at Maitland Town Hall and a Dive in Cinema at Maitland Aquatic Centre. Over 4,250 attendees joined the day across all locations.

Summer Night Sounds and Maitland Roller Disco were held at Harold Gregson Reserve in February 2026, attracting over 2,000 attendees for a night of live music and roller skating.

The LIVE at the Levee Street Party hosted live music, activities and a pop-up bar for over 250 attendees in March 2026. This event continues to be a success, with our community reporting a satisfaction score of 80 per cent through the event satisfaction survey.

We celebrated Seniors Festival across a two-week program in March 2026, bringing our seniors community together to connect, stay active and try new activities across Maitland. Maitland Town Hall hosted two events, with over 300 attendees enjoying music and food at 'Rock n Roll in Colour: Seniors Lunch and Show'.

Maitland's aquatic centres hosted 1,131 seniors with free pool entry and complementary aqua fitness classes. Our libraries hosted two Literature Live events with over 170 attendees while Maitland Regional Art Gallery facilitated a sold-out watercolour workshop and tours.

Maitland libraries

Maitland libraries completed the Big Summer Reads campaign at the end of January 2026 with 255,515 reading minutes logged by participants across our community. This exceeded our original 100,000-minute target and brought in over 1,000 new library memberships during the period.

Visitors and participation in our libraries continue to grow through programs including the Curious Creatures school holiday program, Literature Live author events in conjunction with Seniors Week activities, and digital and early literacy programming.

New access programs and initiatives were rolled out across our libraries funded by the Community Cohesion Grant from the Australian Libraries and Information Association and the Department of Home Affairs Office. These new programs focus on building social connections, developing practical skills and creating inclusive spaces for people from diverse backgrounds. Programs included photography workshops, around the world storytimes, creative corner craft sessions and silent reading parties.

Maitland Regional Art Gallery

Maitland Regional Art Gallery conducted a review of their visitor feedback data collected since 2024. Over 1,000 comments praised the gallery for providing access to high-quality, immersive contemporary art for regional communities. Visitors consistently praise staff and volunteers for being welcoming, knowledgeable and supportive, which enhances accessibility and interpretation of exhibitions.

The annual 8 To Create event held in February 2026 brought together artists and members of the community to participate in an eight-hour experimental program. Artists attending used the galleries exhibitions as inspiration to create their own masterpiece on the day to then be exhibited to the public that evening.





Long-term planning

Maitland's Disability Inclusion Action Plan is progressing with significant engagement occurring during the period. The plan outlines actions to address physical, social and systemic barriers to support greater independence, dignity and equitable participation for people with disability.

In partnership with Community Disability Alliance Hunter, significant community consultation was undertaken, with over 400 contributions received that have informed key priorities and opportunities for inclusion across Maitland. The draft plan will be developed considering this feedback and placed on public exhibition in April 2026.

Council formally adopted the Maitland Development Control Plan in March 2026. The Development Control Plan provides detailed guidelines for the planning, design and assessment of proposed developments within the Maitland Local Government Area.

Following the public exhibition period, key amendments were made to the document prior to the final adoption, including amendments to the flood and floodplain management section to ensure alignment with the outcomes of the Maitland Flood Risk Management Study. A performance report of the new Development Control Plan will be presented to Council within 18 months after implementation.

Environmental initiatives and awareness

Engagement with our community around key environmental matters continues to remain a top priority with 972 participants attending over 40 awareness activities throughout January to March 2026. The activities had a strong focus on community education, early childhood engagement and public outreach. Community pop-ups were held at environmental awareness days including World Wetlands Day, Clean up Australia Day and World Wildlife Day as well as markets and Seniors Week.

Council successfully received the Greening Our Cities Grant in January 2026 which will provide $400,000 in funding for the planting of street trees and a tiny forest in suburbs vulnerable to urban heat impacts. Engagement with our community is underway to help prioritise where shade is required and identify planting areas.

The 2025 annual report for the Garage Sale Trail program highlighted its strong success. The program hosted more than 130 local sales and stalls and engaged over 7,372 residents as sellers and shoppers. Participants sold or reused over 11,800 items through the program, preventing them from going to landfill.

International Women's Day 2026

Maitland Town Hall hosted International Women's Day in partnership with Joblink Plus and Carrie's Place, bringing together a range of services to share resources and conversations about issues affecting women.

Shobanah Brind, a PhD candidate in law at the University of Newcastle, received the Loretta Baker Scholarship which will support her travel to conduct further research on the International Court of Justice and International Criminal Court.

Maitland aquatics centres

Our aquatic centres delivered a diverse range of programs tailored to various community demographics. Our teams continue to prioritise safety and strengthening engagement with safety reporting requirements.

Program participation remained strong across all offerings:

- Learn to swim (public): 6,448 attendances with 88 per cent occupancy
- Squad training: 2,307 attendances across 145 members
- Aqua fitness classes: 613 attendances across 150 members.

Royal Life Saving NSW conducted Aquatic Facility Safety Assessments in March 2026 to audit and improve safety standards across public and commercial pools. Both Maitland Aquatic Centre and East Maitland Aquatic Centre received a 99 per cent safety score with a 100 per cent five-star score, upholding the highest level of safety for our community.

Keeping our roads safe

Council is committed to strengthening community safety by supporting walkable, bike friendly neighbourhoods that are inviting for all ages. Council Rangers conducted parking enforcement and education activities in school zone areas throughout the first term of the new school year. This included a total of 33 inspections, with educational flyers distributed to drivers to promote safe and compliant parking practices.

National Ride2School Day was celebrated across Maitland in March 2026 with Council's Road Safety Officer joining a local public school's 'Bike Bus' initiative. This is a great opportunity to encourage young people to get active on their way to school while maintaining safety as a priority.

Federation 125: Maitland's Federation Story exhibition

Maitland City Council marked 125 years since the Federation of Australia with a public exhibition between January and March 2026. The exhibition within the Maitland Administration Centre offered a local lens on the events, people and ideas that influenced Australia's journey to Federation.

Visitors were guided through key moments before and after Federation via a curated collection of historical objects, photographs, documents and video content.

The exhibition was presented by Maitland City Council, with contributions from the Maitland and District Historical Society, Australian Museum of Clothing and Textiles, Maitland Coin Club, Maitland Regional Museum, Parliamentary Education Office, Museum of Australian Democracy and local historians.





Leadership program

Maitland City Council strives to support an engaged workforce by prioritising our leadership skills so we can drive meaningful change for our community. We delivered 19 Winton Leadership Programs throughout 2024-25. This provided a structured leadership development opportunity to approximately 380 leaders across all levels of leadership within Council.

We are delivering 12 additional leadership development sessions, which commenced from January 2026 to further build on the initial workshops. Following these sessions, leaders will facilitate over 40 leader-led discussions with their teams, providing staff with opportunities to explore leadership principles and apply them within their own work areas.

Recreation and sporting

Our Recreation Works and Building Services teams were recognised on a national level in terms of turf management and facilities maintenance.

Cricket Australia wrote to the Northern Suburbs Cricket Club praising the fantastic state of the grounds at Lorn Park Oval, Lorn following the Under 19 Female National Championships in December 2025. They recognised the quality of the playing surface and the wave of positive feedback from players, coaches and officials throughout the Championships.

Continuous improvement initiatives

Council is progressing with the initial development of a new online booking system for our major venues and facilities. This will provide customers with improved access to venue information and booking functionality. This system is expected to enhance the customer experience, streamline processes, and support ongoing increases in usage and availability.

Our cemeteries team has continued to develop a new Cemeteries Management System. This included drone mapping of all cemetery sites to further enhance the accuracy of plot mapping. The new system is expected to be completed by the end of 2026.

A new rates portal for our community is being developed and tested, marking a major milestone in our customer-driven transformation. The new self-service portal will provide our community with access to their rate information including current rate balance, rates notice, secure payment processing and live chat features. Testing is currently in progress, with a full release planned upon successful completion of the trials.

Council has undertaken a review of service level agreements managed through our Customer Relationship Management system. We have implemented a risk management approach to pavement and pathway requests to ensure they are actioned within appropriate timeframes. Outstanding requests are being actively monitored to provide the community with more frequent, up to date communications on their status.

OUR PROGRESS



Liveable Maitland

Major venues and facilities hours of usage

JAN-MAR 26
2,245

Data from previous years is not comparable due to new facility management software, which now provides more accurate insights.

Aquatic Centres visitation

JAN-MAR 25
89,060

5%
Decrease

JAN-MAR 26
84,177



Status key

On track/complete Monitor

1.1 Great neighbourhoods		
Actions		Status
1.1.1 Quality open space network		
1.1.1.1	Ensure community, sporting, and recreation facilities are accessible and well-utilised through coordinated bookings for clubs, schools, and community groups	▶
1.1.1.2	Maintain and improve the quality of the open space network across the city	▶
1.1.1.3	Develop a plan of management for community land, including Crown Land sites	◆ 2
1.1.1.4	Progress the development application for the playground of significance at Maitland Park, and James St Reserve Morpeth, together with proactively seeking funding opportunities to advance construction	▶
1.1.1.5	Commence the design and delivery for the Maitland Park Cricket Net Complex and identify funding sources	▶
1.1.1.6	Review and update the Plan of Management (PoM) for Maitland Park	◆ 2
1.1.1.7	Prioritise the progression of the Maitland Park outer fields power upgrade	▶
1.1.1.8	Commence delivery of the Max McMahon Oval building and facilities in Rutherford	▶
1.1.1.9	Commence delivery of the Chisholm sportsground	◆ 1
1.1.1.10	Deliver the Central Maitland Sports Precinct signage	▶
1.1.1.11	Identify a suitable site and develop a concept plan for a full size pump track within the LGA with consideration to include adjacent to existing BMX facility	▶

Our achievements

517
building and structure maintenance completed

6,030
potholes filled

9,368
Aquatic Centre program attendance

610*
Morpeth Museum visitation

8
community grants provided

1,223
planning certificates processed

*closed in February 2026 for renovations

1.1.2 Connected living		
1.1.2.1	Deliver the adopted Capital Works Program to agreed schedule and within approved budget	▶
1.1.2.2	Prioritise and facilitate delivery of infrastructure identified in Council's Contributions Plans using funds held in Council's Contributions Reserve, and where appropriate, facilitate grant readiness	▶
1.1.2.3	Enhance community involvement in our community centres and Town Hall through targeted initiatives that increase usage and availability	▶
1.1.2.4	Facilitate the Local Urban Development Program to monitor the supply of residential and employment land across the city, and identify required supporting infrastructure	▶
1.1.2.5	Prepare development contributions plan for the LGA and specific urban release areas to ensure suitable local infrastructure is delivered to create great neighbourhoods	▶
1.1.2.6	Develop a Community Infrastructure Strategy to ensure our neighbourhoods have the right mix of facilities, open spaces, and services for connected living	▶
1.1.2.7	Work in partnership with State Agencies to finalise the East Maitland Structure Plan and Infrastructure Needs Analysis	▶
1.1.2.8	Prepare a Citywide Cemetery Heritage Interpretation Plan	▶
1.1.2.9	Commence delivery of a new multipurpose centre at Chisholm	▶
1.1.2.10	Commence delivery of a new multipurpose centre at Tenambit	▶

1.1.3 Housing diversity		
1.1.3.1	Facilitate a rolling review of the Maitland Local Environmental Plan and Maitland Development Control Plan	▶
1.1.3.2	Undertake a review of the LEP to ensure Housing and Environmental Policy principles are embedded into our planning framework	◆2
1.1.3.3	Develop and implement an end-to-end development application process to improve efficiency, transparency, and timeliness, ensuring compliance with the NSW Statement of Expectations Order 2024 and contributing to housing delivery targets	▶
1.1.3.4	Commence development of Urban Design Guidelines to improve outcomes for Special Precincts and Urban Release Areas	▶
1.1.4 Inclusive public places and spaces		
1.1.4.1	Provide opportunities for diverse audiences and the community to enjoy and explore Maitland Regional Art Gallery	▶
1.1.4.2	Enhance Council's aquatics services by delivering inclusive, accessible programs that meet community needs while ensuring safety, quality, and compliance of services are within industry standards	▶
1.1.4.3	Implement the actions of the Disability Inclusion Action Plan 2023-2026 (DIAP)	▶
1.1.4.4	Deliver online resources and access to collections and technologies through Maitland Libraries	▶
1.1.4.5	Deliver library service and physical space improvements to remove inclusion barriers	▶
1.1.4.6	Complete a feasibility analysis for the ongoing operation and potential future expansion of the Maitland Animal Management Facility	◆6
1.1.4.7	Upgrade amenities and changerooms to provide gender inclusivity and accessibility, at Cooks Square Park, East Maitland, in accordance with funding provided by the State Government Stronger Country Communities Fund	▶
1.1.4.8	Develop and deliver a memorial garden, using donated WW1 commemorative stones, at Judd Greedy Commemorative Garden, Gillieston Heights	▶
1.1.4.9	Upgrade sports and recreation amenities and changerooms works program to provide accessible and inclusive access (refer Capital Works Program)	▶



1.2 Integrated movement		
1.2.1 Efficient and sustainable movement		
1.2.1.1	Participate in long-term transport planning that supports the delivery of state and regional road infrastructure plans, including advocacy and engagement with Transport for NSW	▶
1.2.1.2	Implement the recommendations of the Central Maitland Parking Study associated with ongoing management of car parking within Central Maitland	▶
1.2.1.3	Implement a road safety program to enhance the safety, efficiency, and connectivity of our road network for all users	▶
1.2.1.4	Develop an Integrated Transport Strategy incorporating a review of the Pedestrian Access and Mobility Plan alongside the Maitland Bicycle Plan to improve connectivity, accessibility, and safe movement across the city	◆[1]
1.2.2 Connected active transport		
1.2.2.1	Advocate to other levels of Government for grant funds for adopted civil infrastructure grants program	▶
1.2.2.2	Develop a concept plan identifying a shared pathway route across the city including Rutherford to Walka Water Works, Walka Water Works to Central Maitland, Maitland to Morpeth and identify funding to deliver the section from Walka to Central Maitland	▶
1.2.2.3	Continue to work with Transport for NSW on shared path link from Hillgate Drive to Settlers Boulevarde on Raymond Terrace Road	◆[1]
1.2.2.4	Continue the delivery of improved shared pathway connections between Chisholm and Thornton, including construction of a shared pathway between Hillgate Drive and A&D Lawrence Sportsfield, Thornton	◆[1]
1.2.3 Safe and efficient road networks		
1.2.3.1	Deliver city wide programmed carpark, pathway, bridge and culvert, road maintenance, rehabilitation, resurfacing and renewal works	▶
1.2.3.2	Enhance targeted parking enforcement across school zones, commercial precincts, and high-traffic areas to improve road safety, ensure equitable access, and support local business activity	▶
1.2.3.3	Review and update the Road Safety Action Plan	▶
1.2.3.4	Remove and replace Melville Ford Bridge with a raised deck	▶

Within this focus area, eight actions have been defined as monitor meaning progress is delayed, but delivery is still expected unless otherwise stated. The reason for these actions not being delivered within the originally scheduled timeframe are:

- Four due to external factors[1]
- Three due to change in scope/priorities[2]
- One due to scheduling[6].

OUR PROGRESS

Sustainable Maitland



Food and garden organics collected kerbside



16%
Increase

JAN–MAR 25
3,176t

JAN–MAR 26
3,692t

Increase due to implementation of FOGO initiative and seasonal growth conditions.

Waste collected at kerbside



8%
Decrease

JAN–MAR 25
6,631t

JAN–MAR 26
6,069t

Decrease due to the implementation of FOGO initiative.



Status key

▶ On track/complete ◆ Monitor

2.1 Valuing our natural environment		
Actions		Status
2.1.1 Functional biodiversity corridors		
2.1.1.1	Review and update the Maitland Greening Plan to support functional biodiversity corridors	▶
2.1.2 Natural spaces		
2.1.2.1	Maintain priority weeds on public and private land, to manage their negative impact on our environment	▶
2.1.2.2	Improve Council's Green and Blue Grid through the continued delivery of the Flying-fox Home Base Project and Environmental Restoration and Rehabilitation grants, in accordance with funding provided by the NSW Environmental Trust and Local Government NSW	▶
2.1.2.3	Complete a feasibility analysis for establishment of biodiversity stewardship sites and biodiversity and carbon offsets on Council and private land	▶
2.1.3 Environment engagement		
2.1.3.1	Increase community participation in environmental events and volunteering	▶
2.1.3.2	Develop new landcare sites in accordance with Council's adopted forward program	▶
2.1.4 Waterway management		
2.1.4.1	Deliver the 'Get the Site Right' campaign in collaboration with the NSW EPA and regional partners to improve erosion and sediment control practices on construction sites	▶

Our achievements



14
flood certificates issued



311
domestic waste services delivered



118
illegal dumping investigations



810
ReSmart pickups



340
seedlings given away by Council



43t
e-waste collected

2.1.4.2	Deliver programmed drainage works to improve natural creek function and their ability to deal with localised flooding events	▶
2.1.4.3	Deliver the Vibrant River Education Project along the Hunter River in accordance with funding provided by the State Government Coastal and Estuary Grants Program	▶
2.1.4.4	Care for our wetlands and lagoons by monitoring water quality and reporting on water quality trends	▶
2.2 Sustainable and resilient communities		
2.2.1 Sustainable leadership		
2.2.1.1	Develop sustainable design principles for Council owned facilities to reduce environmental impacts and operating costs	▶
2.2.1.2	Develop a Net Zero Emission Plan for the City	▶
2.2.1.3	Lead the delivery of the Hunter Estuary Coastal Management Program	◆6
2.2.2 Living sustainably		
2.2.2.1	Monitor energy use at our facilities, and install building and lighting upgrades as identified to maximise use of renewable energy	▶
2.2.2.2	Provide environmental dashboards at key locations and facilities in an accessible format to show energy production and consumption to provide learning opportunities and support informed decision making	▶
2.2.2.3	Deliver tree planting at strategic locations across the city to mitigate urban heat impacts and improve the Green and Blue Grid	▶

2.2.3 Prepared communities		
2.2.3.1	Undertake an annual review of bushfire and flood prone land	▶
2.2.3.2	Revise the Maitland Floodplain Risk Management Study and Plan for the whole of the Maitland LGA in accordance with the NSW floodplain risk management process	◆[6]
2.2.3.3	Develop local climate resilience policy for locations affected by heat, fire and flooding	▶
2.2.3.4	Assist our community to prepare for, respond to and recover from emergency events through joining with key agencies to develop and maintain emergency plans	▶
2.2.3.5	Develop and deliver a forward program for regular review of flood studies	N/A
2.2.3.6	Develop a comprehensive water resilience plan for outdoor spaces, incorporating drought response and alternative water sources	N/A
2.2.3.7	Install flood warning signage on major evacuation routes	◆[5]
2.2.3.8	Undertake further Hunter River and local catchment flood studies to address flood information gaps (pending the availability of funding)	▶
2.2.4 Circular economy		
2.2.4.1	Update the Waste Services Management Plan for 2026-2030, including community consultation activities	▶
2.2.4.2	Increase resource recovery at the waste facility by use of sorting machinery and providing additional recycling options for the community	▶
2.2.4.3	Develop and deliver a waste avoidance and reuse education program including food waste avoidance and diversion	▶
2.2.4.4	Implement sustainable provisions within Council's procurement policy to support circular economy principles and maximisation of recycled content where fit for purpose and economically viable	▶
2.2.4.5	Continue with the staged transformation of the Maitland Resource Recovery Facility, including detailed design and commencing construction for Stage 3 and commencing the business case and investigating funding options for Stage 4	▶
2.2.4.6	Continue to prepare for closure and remediation of Council's current and former landfills	▶
2.2.4.7	Continue to improve the environmental management of the Maitland Resource Recovery Facility	▶
2.2.4.8	Provide additional resource recovery options at our waste and recycling centres	▶
2.2.4.9	Develop an Asset Management Plan for Waste Services	▶

N/A : action is scheduled to commence in 2026/27 and is therefore excluded from current reporting.

Within this focus area, three actions have been defined as monitor, meaning progress is delayed, but delivery is still expected unless otherwise stated. The reason for these actions not being delivered within the originally scheduled timeframe are:

- One due to budget/funding[5]
- Two due to scheduling[6].


THE LEV

OUR PROGRESS



Vibrant Maitland



Maitland Regional Art Gallery visitation



JAN-MAR 25
33,849

4%
Decrease

JAN-MAR 26
32,382

Libraries visitation



JAN-MAR 25
49,500

6%
Increase

JAN-MAR 26
52,590

Increase due to continued program engagement and promotional campaigns.

Status key

On track/complete Monitor

3.1 Diverse local economy		
Actions		Status
3.1.1 Investment attraction		
3.1.1.1	Prepare and implement an Investment Attraction and Retention Plan	◆4
3.1.1.2	Attract significant national and regional sporting and cultural events	▶
3.1.2 Strengthened and diversified precincts		
3.1.2.1	Undertake a review of Maitland's economic centres and formulate a place-based approach to coordinating and servicing priority precincts.	◆2
3.1.2.2	Develop an Employment Lands Strategy for exhibition that identifies how and where employment lands will be provided across the city	▶
3.1.3 Future skill		
3.1.3.1	Deliver business development programs to support and grow the local economy	▶
3.2 Welcoming community		
3.2.1 Celebrate diversity and culture		
3.2.1.1	Provide a range of inclusive and accessible cultural and educational programs, exhibitions, and partnerships at Maitland Regional Art Gallery that engage a diverse and growing audience	▶
3.2.1.2	Deliver the Riverlights Festival to celebrate and promote the multicultural heritage of our community, showcasing the diverse traditions, and cultures that contribute to Maitland's unique identity	▶

Our achievements



7,375
attendees at 386 events held at our Libraries



63
food premises inspections completed



4,895
attendees at 128 events at Maitland Regional Art Gallery



416
Greenfield lots approved for construction



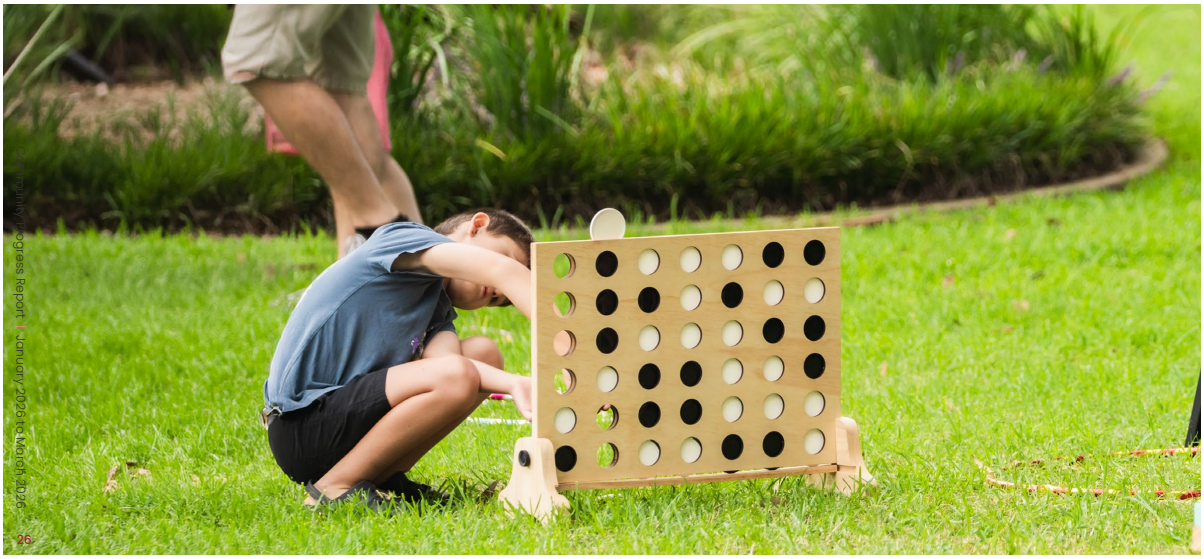
66.86%
impounded animals returned or rehomed



1
business event held or sponsored

3.2.1.3	Deliver actions from the Open Minds Open Museums plan	▶
3.2.1.4	Conserve the city's heritage through restoration, conservation and interpretation projects	▶
3.2.1.5	Deliver improvement and restoration works at Morpeth Museum	◆6
3.2.2 City activation and presentation		
3.2.2.1	Support the delivery of place and community activation across Maitland	▶
3.2.2.2	Support the delivery of a range of events and public programs across Maitland, including night time events	▶
3.2.2.3	Enhance the visitor economy by positioning the Maitland Regional Art Gallery as a key tourism asset that attracts visitors from outside the LGA	▶
3.2.2.4	Complete the planning for the Walka Water Works project to support its future preservation and community use	▶
3.2.2.5	Deliver programmed maintenance and improvements across Council's assets from Capital Works Program	▶
3.2.2.6	Deliver a citywide graffiti removal program in partnership with Rotary	▶
3.2.2.7	Develop guidelines for the use of the public spaces within The Levee	◆2
3.2.2.9	Complete the installation of branded signage for the city	▶

3.2.3 Aboriginal and Torres Strait Islander connections		
3.2.3.1	Engage with our Aboriginal community to progress the development and implementation of a Reconciliation Action Plan	◆₂
3.2.4 Community connections		
3.2.4.1	Develop partnerships, secure grants, generate commercial revenue, and attract benefaction to support the Maitland Regional Art Gallery's programs	▶
3.2.4.2	Provide four free immunisation clinics each month for children up to four years of age, in line with the NSW immunisation schedule	▶
3.2.4.3	Implement new access initiatives at Libraries through enhanced collections and improved member experiences	▶
3.2.4.4	Deliver engaging programming to foster literacy development and lifelong learning opportunities	▶
3.2.4.5	Create and deliver member and community promotional campaigns to increase participation with Maitland Libraries	▶
3.2.4.6	Develop a Social Strategy to enhance community wellbeing to create a more inclusive and welcoming community	◆₆
3.3 City shaping partnerships		
3.3.1 Growth opportunities		
3.3.1.1	Improve delivery of development, engineering and building services through development of best practice operational processes and engineering standards, including the Manual of Engineering Standards	▶
3.3.1.2	Review Council's land and buildings to ensure the best community and commercial outcomes and use the Property Sub-Committee to guide decisions on disposals, acquisitions, and partnerships	▶
3.3.1.3	Work in partnership with State agencies to commence preparation of LEP and mapping amendments to implement the East Maitland Structure Plan	▶
3.3.1.4	Join member councils at the Hunter Joint Organisation to deliver a regional approach to planning for our economic, environmental and social future	▶
3.3.1.5	Enhance staff capability to secure and manage grants through training, tools, and collaboration, leveraging funding for sustainable growth and regional partnerships	▶



3.3.1.6	Deliver the 2026 LGNSW Destination and Visitor Economy Conference	▶
3.3.1.7	Develop a City Economy Strategy to support economic and social growth	▶
3.3.2 Advocacy and partnerships		
3.3.2.1	Prepare and implement a Partnership and Advocacy Plan to partner with industry and advocate for investment to strengthen the local economy	▶
3.3.2.2	Engage with, and advocate to, our regional, state and federal politicians and departments to identify opportunities to deliver Maitland's Future	▶
3.3.2.3	Deliver Council's Community Grants Program, including biannual community grants and year-round grants programs	▶
3.3.2.4	Actively represent stakeholder views in relevant forums to strengthen advocacy, align shared goals, and drive collaborative initiatives that amplify community voices and influence positive change	▶
3.3.2.5	Deliver a partnerships and advocacy strategy	▶
3.3.2.6	Secure State and Federal funding for priority projects and services by building strong relationships with funding bodies and aligning Council's strategic priorities with available opportunities	▶
3.3.2.8	Deliver Walka Water Works site remediation as funded by Crown Lands	▶

We are continually refining our operational plan actions to align with community priorities which has resulted in Council endorsing variations to three actions within this focus area to support effective delivery of projects and initiatives.

Within this focus area, six actions have been defined as monitor, meaning progress is delayed, but delivery is still expected unless otherwise stated. The reason for these actions not being delivered within the originally scheduled timeframe are:

- Three due to change in scope/priorities[2]
- One due to resourcing[4]
- Two due to scheduling[6].



OUR PROGRESS

Achieving Together

ICT service desk requests received

47%
Increase

JAN-MAR 25
1,569

JAN-MAR 26
2,303

Increase due to the implementation of new Employee Resource Program (ERP)

In person staff training sessions

3%
Decrease

JAN-MAR 25
502

JAN-MAR 26
487



Status key

On track/complete Monitor

4.1 Trusted services		
Actions		Status
4.1.1 Meaningful consultation and engagement		
4.1.1.1	Share regular updates on community and major projects, service improvements, and decision-making to increase community awareness through a range of online and offline channels	▶
4.1.1.2	Develop and deliver a program of activities and promotions for Local Government Week to enhance community understanding of Council's roles and responsibilities	▶
4.1.1.3	Foster a culture of trust and listening through an organisational engagement survey, and build an engaged workforce by addressing the results with a clear action plan	▶
4.1.1.4	Use insights from engagement consultations, including the Community Satisfaction Survey to ensure we share relevant information, close the loop and engage the community on the services and projects that matter most to them	▶
4.1.2 Trusted customer experience		
4.1.2.1	Strengthen and promote Maitland's Brand across channels and assets to increase community trust, ensuring we align with our vision of a connected city with thriving communities	▶
4.1.2.2	Deliver a trusted customer experience by investigating, enforcing and educating the community on local laws, policies and guidelines including food premises, skin penetration premises, on-site waste management, private and public swimming pool certification including barrier inspections, monitoring of underground petroleum storage systems (UPPS), animal control, illegal dumping and abandoned vehicles	▶

Our achievements



72%
Internal Audit actions on track or complete



3.97m
cyber threats blocked



622
work, health and safety training activities



8
policies reviewed



208
Government Information Public Access requests received



22
new citizens welcomed at one ceremony

4.1.2.3	Provide a reliable and trusted service to the community by strengthening Council's fire safety program through proactive inspections, regulatory enforcement, and community education to reduce fire risk and ensure compliance with fire safety standards	▶
4.1.3 Transparent decision making		
4.1.3.1	Develop a four-year Capital Expenditure (CAPEX) Program to ensure strategic investment in infrastructure that supports community needs and growth	▶
4.1.3.2	Leverage the rollout of the new Enterprise Resource Management Framework (TechOne) to streamline financial transactions, automate manual processes, and reduce administrative burden	▶
4.1.3.3	Build accountability and integrity by ensuring a consistent approach to the management of legal risk across the organisation	▶
4.1.3.4	Provide targeted training to educate staff and managers on financial management, budgeting, and cost-benefit analysis to improve financial decision-making	▶
4.1.3.5	Establish regular engagement sessions between Finance and service areas to ensure financial considerations are embedded in the planning process	▶
4.1.3.6	Celebrate our achievements with open and transparent reporting to our community on our projects and services that are important to the community	▶
4.1.3.7	Strengthen the customer service aspects of Financial Services with specific focus on the rates function, ensuring optimal service levels for the community	▶
4.1.3.8	Conduct regular financial scenario modelling to assess the long-term sustainability of service delivery, considering population growth and economic trends	◆6

4.1.3.9	Embed financial risk assessments within the planning process to ensure proactive responses to economic changes and funding constraints	▶
4.1.3.10	Develop and maintain interactive financial dashboards that integrate with service and asset planning data, providing real-time insights for decision-makers	◆4
4.1.3.11	Implement sustainable procurement policies and frameworks that support local businesses and reduce long-term asset and service costs	▶
4.1.3.12	Strengthen contract and supplier management frameworks to ensure value for money, service reliability, and alignment with Maitland's Enterprise Risk Management Framework	▶
4.2 Engaged workforce		
4.2.1 Excellence in leadership		
4.2.1.1	Provide opportunities for councillors to develop their local government knowledge, experience and skills via a professional development and learning program	▶
4.2.1.2	Build a comprehensive Leadership Development Program for leaders at all levels, fostering emerging talent and embedding a culture of continuous learning and upskilling as part of Council's succession planning	▶
4.2.2 Collaborative organisation		
4.2.2.1	Promote Council's health and wellbeing programs to maximise staff awareness and engagement with programs provided to support improved health outcomes	▶
4.2.2.2	Ensure transparent and informed decision-making by supporting the Audit, Risk, and Improvement Committee to uphold good governance and accountability	▶
4.2.2.3	Enhance transparency and integrity through a robust internal audit function, delivering four audits annually to support continuous improvement and risk management	▶
4.2.2.4	Embed a culture of risk management by implementing and continuously improving our Enterprise Risk Management Framework to strengthen accountability and decision-making	▶
4.2.2.5	Lead the Strategic Integration Team to foster collaboration and consistency across the strategic framework, ensuring alignment across the organisation	▶
4.2.2.6	Enhance Council's WHS systems to make it easier for staff to meet their responsibilities through intuitive, accessible tools that support wellbeing and efficiency	▶
4.2.3 Development and growth of our people		
4.2.3.1	Implement an overarching cultural development program that fosters organisational improvement, encourages collaboration, promotes a constructive communication style, and drives excellent service delivery	▶
4.2.3.2	Create a positive employee experience by continuously improving induction and onboarding programs, ensuring they equip staff for success and drive organisational effectiveness	▶
4.2.3.3	Support the development and engagement of our people by implementing a performance development and review system that aligns with organisational priorities and fosters career growth and achievement	▶
4.2.3.4	Refine our attraction and selection methods to enhance customer experience, streamline operations and incorporate forward thinking resourcing strategies to meet future workforce needs	▶
4.2.3.5	Increase employment of people with a disability and possible identified positions to increase the representation of employees with disabilities across the organisation, including in leadership positions	▶
4.2.3.6	Optimise our Learning Management System (LMS) to deliver core capabilities required to enable Council to deliver on our commitments to the community	▶

4.3 Resilient future		
4.3.1 Informed planning		
4.3.1.1	Support the delivery of Council's strategies and plans through strategic communications, marketing and engagement advice, planning and implementation	▶
4.3.1.2	Establish an Asset Management Steering Group to oversee strategy implementation and drive cross-departmental collaboration	▶
4.3.1.3	Develop a communication plan to communicate the importance of Asset Management to the organisation and stakeholders	▶
4.3.1.4	Implement a new cemeteries solution to improve accessibility, accuracy, and transparency in cemetery records, ensuring a respectful and trusted service for the community	▶
4.3.1.5	Plan for the long-term growth of the city	▶
4.3.1.6	Implement the Enterprise Resource Planning (ERP) system and related Customer Digital Transformation (CDT) initiatives to maximise technology and data use	▶
4.3.1.7	Drive a collaborative and integrated approach to delivering key priorities, ensuring our work aligns with Maitland's Future	▶
4.3.1.8	Deliver, repair and maintain Council's plant assets and deliver the plant replacement program	▶
4.3.1.9	Commence a review of the Local Strategic Planning Statement	▶
4.3.1.10	Streamline and consolidate Council websites to enhance accessibility and transparency, ensuring the community can easily find reliable and relevant information in one central location	▶
4.3.1.11	Build trust by strengthening our cyber security posture, ensuring protection against emerging threats	▶
4.3.1.12	Improve visibility, accessibility, and accountability of council-owned assets, by capturing them in our geographic information system, ESRI, ensuring data-driven asset planning	▶
4.3.1.13	Develop asset lifecycle plans for high priority assets	▶
4.3.1.14	Act on Council's decision in relation to future use of the former Council Administration building	▶
4.3.2 Culture of improvement and innovation		
4.3.2.1	Implement a program of service reviews using Council's Service Review Framework to drive continuous improvement, ensuring services are delivered efficiently, effectively, and are aligned to strategic priorities	▶
4.3.2.2	Implement a centralised performance reporting system to monitor and report on key performance indicators across all council services	▶
4.3.3 Leverage technology and data		
4.3.3.1	Enhance efficiency in IT services, ensuring seamless and secure digital experiences for employees	▶
4.3.3.2	Simplify and automate the end user computer device provisioning process, and create an automatic software distribution system for application deployment to end point devices	▶
4.3.3.3	Increase accountability and transparency in IT asset management, by documenting IT hardware in the asset database to ensuring efficient use of resources	▶
4.3.3.4	Implement a Data Governance Framework to ensure secure, transparent, and accountable data management across the organisation	▶
4.3.3.5	Roll out new corporate data-enabling platforms to empower customers, Council, and the community with transparent, data-driven insights for more informed decision-making	▶

Within this focus area, two actions have been defined as monitor, meaning progress is delayed, but delivery is still expected unless otherwise stated. The reason for these actions not being delivered within the originally scheduled timeframe are; one due to resourcing[4], one due to scheduling[6].

Appendix

Service workload measures

Our services are crucial to help Council deliver on key outcomes to the community and are vital for ensuring we are open and transparent in our reporting and decision making. The measures are part of a newly developed framework to reflect the work capacity across the organisation along with the effectiveness and efficiency of our service delivery. Some workload measures are assessed annually and will be reported on in our next progress report. Efficiency and effectiveness measures are assessed annually and will be reported on in our Annual Report.

Status key

◆ Monitor ▶ On track

	SERVICE	MEASURE	TARGET	RESULTS JAN-MAR	STATUS
LIVEABLE	Aquatic centres	Visitation at aquatic centres	5% increase	84,177	▶
	Asset and capital planning	Value of assets managed	$2 billion	$2.15 billion	▶
	Building and structures maintenance	Number of maintenance tasks or work orders processed	New	517	New
	Capital works delivery	Delivery of capital works program within 5% of revised budget	Maintain	75%	New
	Community programming and development	Number of applications received for the Community Grants Program	Increase	37	▶
	Land use planning	Number of scoping and planning proposals undertaken	Maintain	0 scoping, 4 planning	▶
	Major venues and facilities	Number of events and programs hosted	Increase	17	New
	Plant services	Number of maintenance and repair tasks performed	New	393	New
	Recreation and open spaces	Hectares of passive and open space maintained	530 ha	530	▶
	Roads, transport and drainage	Number of kms of road maintained	780km	788km	▶
SUSTAINABLE	Emergency management	Number of Local Emergency Management Committee meetings and associated activities completed	Council attendance at 100% of scheduled meetings	100%	▶
	Environmental management	Number of native plants planted on Council land	Increase	0 due to weather conditions	◆
	Floodplain and estuary management	Number of flood certificates issued	Increase	14	▶
	Waste management	Number of domestic services delivered	Increase	311	◆

	SERVICE	MEASURE	TARGET	RESULTS JAN-MAR	STATUS
VIBRANT	Development and compliance	Number of development applications assessed	5% increase	254	▶
	Economic development	Number of business workshops/ industry development/networking events hosted and sponsored	4	1	▶
	Events and place activation	Number attendees at flagship events	Maintain	Australia Day : 4,250	◆
	Libraries and learning	Total number of physical and online customer interactions	5% increase	415,512	▶
	Maitland Regional Art Gallery	Visitation at Maitland Regional Art Gallery	Increase	32,382	▶
	Property	Number of leases and licences managed	Maintain	90	▶
ACHIEVE	Cemetery operations	Total number of customer requests processed for cemetery services, including burial permits, interments and monumental works applications	Maintain	123	▶
	Community engagement	Number of projects that had community engagement activities	Maintain	14	▶
	Integrated planning and reporting	Number of reports and plans prepared	30	7	▶
	Customer experience	Number of closed customer requests	Maintain	5,340	▶
	Digital business systems and services	Number of service desk requests received	Maintain	2,303	▶
	Financial services and reporting	Monthly financial reporting delivered on time	12	3	▶
	Governance and leadership	Number of Council resolutions	Maintain	76	▶
	Human resources	Engagement survey action planning completion rate	95%	62% on track or completed	New
	Marketing and communication	Return on investment by measuring the impressions, reach and click through rate of paid marketing channels used	New	Impressions- 3,981,182 Reach- 2,141,838 Click through rate- 29,607	New
	Organisational development	Participation rate (Average number of Organisation Training Plan activities undertaken per employee face-to-face and online)	Increase	1.5	New
	Risk, safety and wellbeing	Number of work health and safety training activities completed	Increase	622	New

New: targets will be set after 12 months of data collection

N/A: data is not available or applicable for the reporting period.

Note: measures are considered on track when they are within 10% variance of expected annual target and monitor when greater than 10%.



263 High Street, Maitland NSW 2320
ask@maitland.nsw.gov.au
maitland.nsw.gov.au

maitland
CITY COUNCIL

maitland
CITY COUNCIL

Finance

Quarter Three Report - Operational Plan and Budget 2025-26 Progress Report End 31 March 2026

Q3 Mayoral Minutes and Notices of Motion - Report (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 2

Number of Pages: 17

Mayoral Minutes and Councillor Notice of Motions for the period of 14 July 2020 to 28 February 2026:

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
14 July 2020	**Trial CCTV for Maitland LGA** THAT 1. Council investigates the financial and practicality viability of a trial of mobile security cameras in Woodberry and Rutherford based on the trial that was undertaken within Ryde City Council in 2017. 2. Council report back by December 2020 with the results of their research and options and costings for consideration by council.	Ongoing	Q3 update noted that no funding has been secured for CCTV trial in Maitland. Trial was previously conducted 4-5 years ago but limited evidence of success in isolation would recommend including this initiative in with Social Strategy outcomes to provide a combined/cohesive approach to anti-social behavior which may include CCTV.
12 December 2023	**CCTV Trial in Maitland LGA** THAT 1. The information in this report is noted. 2. Council Officers look at funding options for consideration of a trial as part of the 2024/25 budget considerations		
27 February 2024	**Maitland Senior Citizens Building** THAT 1. Council delay determination of the future of Maitland Senior Citizens Centre until new Director City Services is recruited, onboarded, and has time to review and consider their recommendation.	In progress	The proposed 26/27 CAPEX has an allocation to fully scope, prepare options, detailed estimates and get shovel ready.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	2. In the intervening period, the General Manager be delegated to provide appropriate use of Council facilities by Maitland Seniors Citizens and Pensioners Association for their activities, at no cost.		
22 October 2024	**Future Planning for The Current Term of Council** (22 Items detailed below): 1. Council better align actions/funding in operational plans with future community survey results.	**Ongoing**	The 20205/26 budget has seen an increase budget allocation of asset renewal and broader capital works program in line with community survey feedback.
	3. Future playground proposals to include shade provision.	**In progress**	Farley play space is currently under construction which will include a shade sail. Support poles are currently installed. Future play space with shade sails include Chisholm Sports Complex Play space and East Maitland Library play space. In 26/27 capex, the proposed shade sail renewals/replacements are Tom Lantry Park, Tenambit and Rutherford Community Centre, Rutherford and Cooney Park, East Maitland
	5. Council focus on progressing future stages of the Queens Wharf Morpeth Master Plan.	**In progress**	There are three options being prepared for ELT consideration, relating to acquisition of land. Council Officers are targeting June/July 2026 for an ELT presentation before progressing to a council report.
	6. Council prioritise delivering the new large playground at Maitland Park.	**In progress**	The play space of significance at Maitland Park has funding allocated in financial years 25/26 and 26/27 to complete site investigations, due diligence inspections and to develop the project initiation brief

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
			for the design of the play space. The site investigations are planned to be completed by June 2026, which will allow the project initiation brief to be completed by September 2026 and then proceed to tendering for the design. Works are scheduled to be commence late 2027/early 2028
	7. Council actively work with Cricket NSW and local cricket clubs on advancing cricket nets at Maitland Park.	**In progress**	Staff are continuing to work with cricket club on how the new cricket net complex would work operationally and to pursue grant opportunities.
	8. Council report back on a plan to address key gaps in the footpath network.	**In progress**	The Active Travel Plan is planned to be reported to Council in July 2026 for endorsement to be placed on public exhibition for community consultation. Council is continuing to design and deliver on developer contribution funded footpaths and grant funded footpaths which are closing missing links. In 25/26, delivery of the $295k Cessnock Road missing link has been completed. Current projects under design include Verdant Street East Maitland, Vintage Drive Gillieston Heights and Raymond Terrace Road Chisholm.
	10. Council consider over the coming council term the renewal/redesign of the river walk street furniture between the Riverlink Building and St Andrews Street.	**In progress**	This work has been included in the proposed 26/27 financial year CAPEX city wide initiation program for Planning and Design. This is also linked with the proposed footpath missing link on the Lorn side of the river bank.
	11. Council actively progress with plans for irrigation and drainage at more sports grounds, including Shamrock Hill Oval.	**In progress**	Shamrock Oval Irrigation complete. Morpeth Bulls JRLFC have secured a grant for irrigation at Morpeth Sports Complex (we are planning to complete these works in conjunction with sub-surface drainage). Irrigation has been installed at Chisolm Sports Complex. We continue to work with state agencies

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
			for relevant approvals to install irrigation at Lochinvar Sports Complex. Designs for other sites including Ernie Jurd Oval are included in proposed 26/27 CAPEX program.
	14. Council actively work on the potential to improve traffic flow by reviewing the lane layout in the Thornton Road network south of the railway line, while continuing to seeking government support to act on the bigger issues in the precinct.	**In progress**	The panel arrangement for project managers has been tendered and will be presented to council in April 2026 for endorsement. This will cover the engagement of the Project Manager for the Thornton Road project. Following the appointment of a Thornton Road Project Manager, the next steps are commencing tendering for the detailed design of the Thornton Road project, including service relocations. Council has been consulted and are communicating with TfNSW on the Thornton Rail Project which ties in with the northern end of this project.
	15. Council explore the potential for enhancement of recreational facilities at O'Hearn Street Tenambit in support of youth recreation.	**Complete**	Multipurpose court construction complete and opened to the public for use the Week beginning 9th March 2026. Designs for a mural on the wall are being progressed.
	16. In future reviews of council committees, consideration be given to an Events Committee and a Youth Committee.	**In progress**	The first meeting for the Youth Working Party was held on Wednesday 1 April 2026, at the Maitland Administration Centre.
	17. Council work with the Hunter River Agricultural and Horticultural Society on the potential to enter into an arrangement for parking at the Showground on days of high need in Maitland Park including netball events.	**In progress**	A meeting is scheduled for June 2026 with HRA & HA for the General Manager to finalise the MoU.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	19. Council progress work for pathway connection between Morpeth / The Levee / Walka Water Works, including completing connection from Morpeth Bridge to Queens Wharf.	**In progress**	The Section 1 (Walka to Maitland CBD) and Section 2 (Maitland CBD to East Maitland) routes were presented to Council in April 2026 for endorsement following community consultation and minor route amendments. Section 3 (East Maitland to Morpeth) will undergo a third round of community consultation with 2 options being considered. 1. an option along Brushfarm / Pitnacree Road and 2. an option along Morpeth Road. A section of shared path between Water Works road and the railway tracks has been completed in Q3 25/26.
	20. Council explore the provision of recycling bins at some key public spaces.	**In progress**	Application for Return and Earn baskets for public place bins was successful and an agreement is in place with Containers for Change. An audit of public place bins has been undertaken and we are awaiting the report.
	21. Council explore the prospect of a fountain at Telarah Lagoon for the visual impact and the environmental benefits to the water body.	**In progress**	A report will be tabled in Q1 of the 2026/27 financial year for Councils consideration.
	22. Council work with the NSW Govt to act on Walka Water Works lawn contamination as a priority.	**In progress**	GHD has been engaged to undertake planning, approval and final design for the containment of contamination on the site. Detailed design will continue from this point to inform a tender package for the remediation works.
18 March 2025	**King Edward Park East Maitland**	**In progress**	Council has met with the Club on Monday 23/3/26. A club representative is working through the request

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	THAT 1. Council recognises the significant and ongoing efforts of the East Maitland Rugby League Old Boys in relation to the provision of sporting facility opportunities in the City. 2. Council staff continue to work with the East Maitland Old Boys, East Maitland Junior Rugby League, East Maitland Senior Rugby League and Eastern Suburbs Cricket Club to refine the concept designs (attachment 1) that have been provided to Council for King Edward Park. 3. Council staff commence the process and lodge a development application for the provision of new amenities at King Edward Park based on the refined designs as per item 2 of above 4. Council staff consider the importance of the works when developing the 4-year capital works program and future grant applications.		for quotes for all required consultants to submit the DA. They have advised that the DA should be submitted in 3 months. Council has agreed to pay for the flood studies that are required to lodge the DA.
15 April 2025	**Urgent Audit of Council Commercial Property Holdings and Performance** THAT Council staff provide a report within 6 months and as a matter of priority detailing all Council operational land and assets that are held for commercial purposes including: • A list of all operational land and assets that details annual revenue and current tenancy/usage arrangements;	**Complete**	Senior Property Advisor provided a report to Council at the 18 November 2025 Meeting noting the Property Portfolio Summary and Commercial Property Holdings.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	• Details on current utilisation rates for each building asset • An estimated written down value and full replacement cost for each building and • Indication of any potential dealings that are in progress or imminent for each site		
15 April 2025	**East Maitland Cemetery** THAT 1. Council investigates the provision of the following items at the East Maitland Cemetery (including Catholic, Church of England, Baptist and non-Denomination). • Kerb, guttering and drainage. • Appropriate roadside parking for visitors • Replanting of previous bottle brush trees which were removed as part of the fence construction • Accessibility improvements be considered. 2. Council make considerations for the provision of these items as part of their 2025-2028 operational plans and capital works program.	**In progress**	In February 2026, Council officers provided feedback to the TFNSW 50% design review of the Metford Road and Raymond Terrace Road design. Items covered included onstreet or roadside parking, drainage, fencing, kerb and guttering, footpaths, batter spill and heritage items. Council continue to work with TfNSW regarding Raymond Terrace Road and the adjacent cemeteries as noted in Part 1. As previous stated, upgrade works to kerb and guttering, Drainage, parking are dependent upon the design work currently being undertaken by TfNSW. Provision of completion of this resolution is dependant on this TfNSW information, however no timeframe has been provided by TfNSW as to when this will be finalised.
20 May 2025	**Writer's Festival** THAT Council: 1. Writes to relevant NSW Councils and organising Committees to explore opportunities for a formal partnership with Maitland City Council for a Cultural 2026 - 2027 Festival program, with the	**Complete**	A range of regional and metropolitan Council's and literary event organising committees and boards have been contacted regarding their insights to literary festival delivery. Findings are on track to be considered by Council in April 2026. A review of Festival opportunities is underway, with findings presented in April 2026. Consideration of appropriate venues, local partnerships (including schools,

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	view of hosting satellite events or sessions in Maitland; 2. Notes the successful partnership model between MCC and the Sydney Writers Festival as a Live and Local satellite event site, and requests a report be brought to Council outlining the potential benefits, costs, and community outcomes of other similar partnerships for Maitland; 3. Investigates suitable venues, local partnerships (including schools, libraries, and arts organisations), and opportunities for community and cultural engagement as part of the proposed collaborations.		libraries, and arts organisations) will form part of this review.
19 August 2025	**Future of Motorcycling Facilities in the Lower Hunter** THAT 1. Council form a "Future of Motorcycling Facilities in the Lower Hunter" working party 2. Council hold an initial Regional Forum in 2025 for same 3. Council invite neighbouring Councils to get involved in same 4. Councillor Warrick Penfold to lead the working party meetings and Regional Forum 5. Council provide all required administrative and professional support	**Complete**	Minutes of the meetings have been provided to the Council in January 2026. Minutes of future meetings of working party will also be reported to Council in due course.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	6. Council report back periodically on actions and outcomes of the working party 7. Council delegate all other required decision for same to the General Manager		
19 August 2025	**Greta to Rutherford Shared Pathway** THAT 1. Council express its support of the $2.6M 2025/26 citywide pathway program previously supported by the council; 2. Council acknowledges that, in addition to the expected in developer delivered urban release area path network in Lochinvar, council support the current considerations during this delivery program including :- a. New footpath segment along New England Highway between St Patricks Primary School and Springfield Dr (approximately 550m); and b. Pathway along New England Highway from St Helena's estate to Lochinvar Public School (750m).	**In Progress**	Council are awaiting the outcome from the 26/27 Active Travel grant application (design only). In the 26/27 CAPEX, $257K is proposed to be allocated if the grant application is unsuccessful, to continue with the design and initiation of this project.
16 September 2025	**Digital Rates and Charges Payment Portal** THAT Council: 1. Recognises the importance of transparency and accessibility in the management of rates for residents.	**In Progress**	Executive Manager and Manager Digital and Customer Programs noted the technical solution is on track to be delivered ahead of schedule and ready for rollout within the required timeframe to support the issuing of 2026 rates notices. A technical go-live is scheduled for 14 April 2026, which will deliver the core platform functionality, including workflows, objects and rates-related pages,

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	2. Supports the fast-tracking of a modernised digital self-service portal enabling ratepayers to: • view balances and history of payments in real time, including items relating to infringement notices or other debts to council; • access transparent explanations of rate calculations; • set up and self-manage flexible payment arrangements; and • access information on hardship supports 3. Requests the General Manager provide a report to Council by the last meeting of this calendar year, outlining options, indicative costs, and an implementation timeline. 4. Sets the expectation that the platform be planned and delivered to ensure roll-out ahead of issuing of rates notices in 2026.		into production. Key milestones leading to this include deployment to UAT on 7 April 2026, followed by review and sign-off and a Go/No Go decision on 9 April 2026. The solution will be rolled out to a small pilot group of internal MCC employees who are also Ratepayers to assist in final Production validation testing. It is important to note that this technical go-live does not represent the public release of the platform. Before a wider release to the public, the Rates Team will undertake Rates data cleansing activities to ensure accuracy and completeness of ratepayer information. The timing of the public release via MyCouncil will be determined separately, based on the outcomes of these data validation activities. This staged approach ensures the technical solution is delivered ahead of the 2026 rates notice issuance. The release to the wider community will occur in the 2027 financial year, providing the opportunity to apply appropriate governance and to validate data integrity prior to release.
16 September 2025	**'Youth Forum' in 2026** THAT 1. That Maitland City Council undertakes required planning and establishes as working party to develop and host a "Youth Forum" in 2026. 2. The purpose of the "Youth Forum" is to: a) Provide an opportunity for youth to interact and engage with Council and other stakeholder groups	**In Progress**	EOI conducted with Youth Working Group with 10 representatives chosen to work alongside Clr Worth and Mayor penfold, info report being submitted to Council in April 2026. Working group will then work through Youth forum inclusions and rollout. The first meeting for the Youth Working Party was held on Wednesday 1 April 2026, at the Maitland Administration Centre.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	b) Provide feedback to support Council in developing the Youth supporting plan of the adopted Social Strategy and c) Provide feedback that Council can use when planning future operational plan actions and capital works program planning 3. Council support Cr B Worth to lead the working party and the proposed Youth Forum 4. In developing the format for the Youth forum, Council should engage with relevant stakeholder groups which includes but is not limited to: • relevant state agencies, • local youth groups, • Non-government agencies, • Local High schools and • University of Newcastle 5. Subsequent to the hosting of the forum in 2026, a report be provided to Council on next steps.		
16 September 2025	**The Levee Central Maitland 10 Year Review** THAT 1. Council endorse the proposed scope of The Levee Central Maitland 10 Year Review as outlined in this report, to be presented to Council in June 2026.	**In Progress**	In March 2026, Council approved an amendment to the due date to 30th June 2026. This will enable officers time to capture suitable information and data across the organisation. A report is currently scheduled for Council meeting of June 2026.
21 October 2025	**Walka Water Works Chimney Stack Brickwork** THAT	**Complete**	At the February 2026 council meeting, Item 15.1 Walka Water Works Chimney - Status Update was presented which detailed the letter and response received.

maitland CITY COUNCIL

maitland CITY COUNCIL

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	1. Council writes to the Member for Maitland, The Honourable Ms Jenny Aitchison, seeking urgent support and funding on the continuing deterioration and brick failure of the chimney at Walka Water Works and report back at the January meeting as to any reply or otherwise from the minister.		
21 October 2025	**Partnering with Community Organisations via Container Deposit Scheme at Large Events** THAT 1. Council implement a 12 month trial as part of the 2026/27 Operational Plan to partner with local not for profit community groups, charities and clubs for recycling of used bottles and cans at large scale council events which allows the nominated groups to earn additional income through the Container Deposit Scheme. 2. Council conducts an expression of interest for any interested parties to nominate as part of this trial.	**In progress**	Council officers are currently looking at container collection bin options which could be used at future events. An EOI process for community organisations will be worked through in Q4 25/26.
18 November 2025	**Cemeteries Future Strategy** THAT 1. Council notes the progress being made on the Cemeteries Future Strategy and the challenges it seeks to address. 2. Work on this strategy be elevated as a matter of priority	**In progress**	The cemeteries supporting plan will be put up to council for approval to be placed on public exhibition in June 2026.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	3. Council be briefed at the earliest opportunity on options and solutions for the Cemeteries Future Strategy.		
18 November 2025	**Trees in Maitland** THAT 1. Council continue progressing actions under the adopted Environmental Sustainability Strategy (ESS) including the updating the Maitland Greening Plan. 2. Council note its adopted action target for Council to achieve 30% canopy cover in residential areas. 3. Council notes the draft Maitland Development Control Plan and Manual of Engineering Standards incorporates strengthened street tree and landscaping requirements for future development and growth to help us achieve this target.	**In Progress**	Scoping for the review and update of the Maitland Greening Plan has commenced and is on track. In Q3, council staff focused on community engagement and development of draft actions as input into the Maitland Greening Plan. General community consultation is underway and targeted consultation with Mindaribba LALC on collaborative actions has been completed. Q4 will see additional targeted stakeholder engagement and finalising draft action list.
9 December 2025	**Consultancy and Contractor Expenditure Review** THAT 1. Council undertakes a comprehensive review of expenditure on consultancies and contractor and contingency workers over the past three financial years. 2. Council Identifies potential savings and efficiency opportunities, including options to reduce reliance on external providers where in-	**In Progress**	Manager Financial Reporting has progressed with the analysis of various contractor related activities. Report still timetabled for June 2026.

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	house capability exists or can be developed cost-effectively. 3. Council prepares a report to be presented to Council within 6 months, outlining: a) Total expenditure in operating costs for each year; b) Areas where costs can be reduced without compromising service delivery; c) Recommendations for implementing identified savings. 4. Incorporates findings into the next budget planning cycle to ensure sustainable cost management.		
27 January 2026	**Bondi Tragedy Condolence** THAT 1. Council acknowledges the tragic loss of life and the profound impact of the December 2025 Bondi massacre had on the broader community. 2. Council extends its sincere condolences to the families, friends, and loved ones of those who lost their lives, and thoughts to all those affected by this tragic event.	**Complete**	Within the Council Meeting of 03/02/2026 Councillors extended their sincere condolences to the families, friends, and loved ones of those who lost their lives, and thoughts to all those affected by this tragic event.
27 January 2026	**Localised Urban Tree Strategies** THAT Council: 1. Prepare a report on the feasibility of developing localised Urban Tree Strategies across the Local	**In progress**	Council staff have met to undertake preliminary discussions regarding the feasibility of Urban Tree Strategies. Further analysis is being undertaken regarding current policies to ascertain the alignment of Urban Tree Strategies with planned deliverables. A report to the Executive Leadership Team will be progressed in the next quarter detailing the

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	Government Area, with each strategy reflecting the unique character, landscape identity, and existing mature tree canopy of individual suburbs and localities. 2. Consider how township master plans and suburb character guides could inform and support these localised strategies, ensuring that established leafy and garden-suburb qualities are recognised and protected. 3. Include in the report an outline of potential consultation processes, particularly in relation to decisions involving the removal of mature street trees and opportunities for community input into future canopy planning. 4. Identify any resourcing, data, or policy implications associated with preparing localised Urban Tree Strategies, including alignment with Council's Environmental Sustainability Strategy canopy targets.		proposed approach and feasibility options prior to engaging with Council.
27 January 2026	**Pedestrian Safety at Access Points to Belmore Bridge** THAT 1. Council notes the increasing pedestrian and active transport movements between Lorn and Maitland, and the growing safety concerns associated with the narrow footpath and proximity to traffic on the approaches on the	**In progress**	A site inspection and report by council staff has been undertaken. An internal review of the proposed safety measure has commenced. The next steps are: 1. Confirming the proposed safety measures 2. Completing a concept design and estimate 3. Report to Local Transport Forum (LTF) for review (May 2026) 4. Minutes of LTF presented to Council meeting (June 2026) 5. Writing to both The Hon. Jenny Aitchison MP, Minister for Roads, Minister for Regional Transport

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	North and South sides of Belmore Bridge (a TFNSW Asset)(a Council Asset). 2. Recognises and appreciates the recent work by Council, the Local Transport Forum and TFNSW in identifying Belmore Rd as a HPA area, and the soon to be completed Council funded upgrades to the pedestrian crossing, kerb alignment, and speed limits. 3. Acknowledges that the changes (while positive and welcome) highlight the increasing demand for safe active transport connections between Lorn and Maitland, and that significant concerns remain on the constrained pedestrian approaches from Lorn to the Belmore Bridge. 4. Council prepare an assessment of pedestrian safety risks and identify potential options to widen the approach footpaths, improve barriers, or implement other safety measures along this corridor and submit a formal request to both The Hon. Jenny Aitchison MP, Minister for Roads, Minister for Regional Transport and TFNSW, seeking support and funding for any recommended safety improvements. 5. Report back to Council outlining recommendations, next steps, and any responses from the Minister and TFNSW.		and TFNSW, seeking support and funding for any recommended safety improvements (July 2026).
17 February 2026	**Raworth Off-Leash Dog Park** THAT 1. Council investigates into the provision of lighting from sunset until 8:30pm at Raworth off-	**In progress**	Council Officers have commenced reviewing the previous investigation and consultation completed in 2023 for the Raworth site as the starting point for investigation for the Raworth and Rutherford sites. This project is proposed to be added in QBR 3 for CAPEX funding for design and initiation. Council

MEETING DATE	REPORT TITLE & COUNCIL RESOLUTION	STATUS	COMMENT
	leash fenced dog park and Rutherford off-leash fenced dog park. 2. Council reports back to council within 6 months on progress, estimated costings & grant opportunities including the consideration of utilising solar / battery lighting options.		officers will prepare a report for the August 2026 Council meeting based on the information in Part 1.
17 February 2026	**Urgent Management of Pigeon Infestations in The Levee** THAT 1. Council notes that there are some locations within the LGA where pigeons are problematic. 2. Where pigeons impact an area, Council officers act to clean public spaces to a more appropriate level and act where reasonable to deter. 3. Council officers when approached assist businesses with appropriate advice to deter the birds. 4. That Council consider whether an invasive pest policy/plan of management is appropriate and make contact with Department of Primary Industries regarding the issue.	**In progress**	Council cleaners have been advised to have increased vigilance in key areas where pigeon mess has been identified and creating issues. Continued vigilance will occur in this space. Council has written to Local Land Services, and the Department of Primary Industries via email on 1 April 2026. Council has not received a response to this communication to date.

Items for Information

Strategic Advisory Committee Meeting Minutes

Culture & Community Meeting 28 January 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 1

Number of Pages: 2

Extraordinary Culture and Community Committee

Minutes

Minutes for meeting 28 January 2026

File no: 35/7/8

MEETING:	Extraordinary Culture and Community Committee
MEETING DATE:	Wednesday. 28 January 2026
COMMENCED AT:	5.30pm
COMPLETION TIME:	7.22pm
VENUE:	Maitland City Council; Antechamber
CHAIRPERSON:	Cr B Hackney
MINUTE TAKER:	Kelsie Wilson
PRESENT:	Councillors: Cr B hackney, Cr W Penfold, Cr B Worth, Cr K Flannery, Cr A Atkinson Staff Representative: Jason Linnane, Jo Smith, Whitney Williams, Stephen Smith, Holly Piney, Stakeholder Representatives: Anna Sharikova Consultant: DisCo represented by Andrew Vodic and Dave Belcher
APOLOGIES:	Pennie Jackson, Geoff Wilton, Kelly Baldwin, Darren Crumpler, Gerry Bobsien, Darcie Cliff, James Annesley
ATTACHMENTS:	Nil

CONFIDENTIAL



1. Welcome and apologies
2. Disability Inclusion Action Plan (DIAP) Overview
3. Disability Inclusion Action Plan (DIAP) Workshop provided by Community Disability Alliance Hunter (CDAH)

DisCo facilitated an engaging workshop which focused on the following four pillars:

- Attitudes
- Liveable Communities
- Systems and Processes
- Employment

The committee worked in two groups, which included Councillor, Community Stakeholder and Council Officer representation to discuss the barriers and solutions which might exist for community with disability to fully participate in life in the Maitland area.

At the conclusion of the workshopping each group shared what had been identified for each pillar, many actions which were shared had similarities or comparable themes.

4. Where to next?

DisCo will now collate the barries and solutions that were identified by the two groups during the workshop and communicate their findings back the Community Planning team to support shaping the priorities and actions in Council's next DIAP

CONFIDENTIAL

Items for Information

Strategic Advisory Committee Meeting Minutes

Sport, Recreation & Leisure Meeting 4 February 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 2

Number of Pages: 4

Sport, Recreation & Leisure Advisory Committee Minutes

Minutes for meeting 4 February 2026

File no: 35/7/8

MEETING:	Sport, Recreation & Leisure Advisory Committee
MEETING DATE:	Wednesday, 4 February 2026
COMMENCED AT:	5.30pm
COMPLETION TIME:	6.26pm
VENUE:	Maitland City Council; Antechamber
CHAIRPERSON:	Mayor P Penfold
MINUTE TAKER:	Hayley Foster
PRESENT:	**Councillors:** Mayor P Penfold, Cr S Halliday, Cr K Jordan, Cr B Worth, Cr B Hackney **Staff Representatives:** Jason Linnane, Darren Crumpler, Kelly Baldwin, Stephen Smith, Geoff Wilton **Stakeholder Representatives:** Paul Brownlee (MDCA, City United Cricket, Hunter Valley Region Cricket Council), Gary Fisher (Northern NSW Football) **Community Representatives:** Paul Johns
APOLOGIES:	Nil
ATTACHMENTS:	• Item 2.1 Attachment – Action Listing • Items 3.1 & 3.2 Attachment – CAPEX Status Update 2025/26 • Item 6.1 Attachment – Permit to Work Presentation and Workshop • Item 6.2 Attachment – Wet Weather Policy • Item 6.3 Attachment – Major Sporting Events 2026

CONFIDENTIAL



1. **Minutes from Previous Meeting**

   1.1. Minutes from 22 October 2025

   - No comments raised regarding the previous meeting minutes.

2. **Actions from Previous meeting**

   2.1. Refer to attachment 2.1

   - Actions were discussed and noted.

3. **Capital Expenditure (CAPEX) Planning / Delivery**

   3.1. Roll out of current sport, recreation and leisure related CAPEX program

Gary fisher arrived remotely to the meeting at 5.38pm

   - Discussion regarding accessibility of bathrooms at Max McMahon.
   - Discussion regarding Chisholm sportsground.
   - ACTION: Staff to provide a list of the 59 recreational projects for 2025/26 to the committee.

   3.2. Update of sport, recreation and leisure proposed CAPEX plan 2026/27

   - Staff are currently finalising the quarterly budget review for quarter two (QBR 2). It was noted that major sport and recreation facilities will largely remain the same.
   - Discussions regarding the recent power upgrade to Maitland Park lights. An additional 100amps has been provided from Ausgrid.
   - The draft CAPEX budget for 2026/27 will be on public exhibition over April/May and endorsed by June 2026.
   - Discussion regarding the cricket nets at Norm Chapman Oval needing to consider drainage improvements prior to upgrading the nets themselves.
   - Lochinvar Irrigation project - A timeline for relevant approvals has not yet been received. Staff will continue to provide updates to the clubs and will contact relevant grant bodies to seek an extension.

4. **Maintenance and Operational Planning / Delivery**

   Nil

5. **Usage**

   ACTION: Major Venues team to arrange for mowing at the croquet grounds due to an upcoming major tournament.

6. **General Business**

   6.1. Review of permit to work

   - Permits to Work are required for sporting groups, general community groups, and

CONFIDENTIAL

activities involving tented spaces.

- It was noted that current processes can be unclear and may lead to confusion.
- Current challenges and proposed next steps were discussed.
- Discussion was held regarding upgrades at Robins Oval, particularly the grandstand and amenities.
- Examples of activities requiring a Permit to Work were outlined, noting Council's intention to work collaboratively with community groups
- It was noted that there has been an increase in engagement between the Major Venues and Facilities Team, senior staff, the Mayor, and community and sporting groups.
- The importance of clear and consistent communication between Council and sporting groups/committees was emphasised.
- It was noted that MCC has a grants page on its website, which community members can subscribe to for updates.
- ACTION: Recreation Team to investigate the option of emailing interested parties with updates on available community grant opportunities.

6.2. Wet weather policy update

- Discussion regarding managing the sporting fields in relation to the wet weather options presented to the committee.
- Option 1 will be implemented as the Wet Weather Procedure moving forward.

6.3. Major sport events updates

- ACTION: Statistics relating to upcoming sporting events to be communicated and shared with Councillors and local businesses.

6.4. Grant opportunities – Maitland Park cricket nets

- Design work is progressing and is expected to be completed within the next few months.
- Best practice cricket net facilities on the Gold Coast will be viewed by staff.
- Grant funding is on hold pending completion of the design.
- ACTION: Images of the Gold Coast cricket nets to be shared with Paul Bownlee and staff
- Noting the importance of timely communication updates for the club.

6.5. Defibrillators (AED) Review

- The Defibrillators (AED) policy is planned to be presented to the April 2026 Ordinary Council meeting.

CONFIDENTIAL

- Funding has been allocated in the draft206/2027 budget.

6.6. Acknowledgements and Updates from Stakeholder Representatives

- Paul Brownlee thanked Maitland Council staff who are maintaining and looking after the grounds at Maitland Park.
- Gary Fisher thanked the Major Venues and Facilities Team for their assistance in protecting the field from vandalism.

7. Conversation was held in regard to future plans the Newcastle Jets may have for continued presence in the City.

8. **Next Meeting**

8.1. 22 April 2026 – 5.30pm

CONFIDENTIAL

Items for Information

Strategic Advisory Committee Meeting Minutes

City Planning, Heritage & Design Meeting 4 February 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 3

Number of Pages: 4

City Planning, Heritage and Design Advisory Committee

Minutes

Minutes for meeting 4 February 2026

File no: 35/7/8

MEETING:	City Planning, Heritage and Design Advisory Committee
MEETING DATE:	Wednesday, 4 February 2026
COMMENCED AT:	6.32 pm
COMPLETION TIME:	7.32pm
VENUE:	Maitland City Council; Antechamber
CHAIRPERSON:	Mayor P Penfold
MINUTE TAKER:	Hayley Foster
PRESENT:	**Councillors:** Mayor, Cr B Whiting, Cr W Penfold, Cr Yarrington, Cr S Halliday **Staff Representatives:** Trevor Ryan, Brett Gardiner, Karen Fitzherbert (present for part of the meeting and exited after delivering their presentation) **Stakeholder Representatives:** Renee Meister (Maitland Historic Association) **Community Representatives**: Sarah Heys
APOLOGIES:	**Stakeholder Representatives:** Stephen Dumpleton (EXP Capital Australia Pty Ltd) **Community Representatives:** Lauren Ryan
ATTACHMENTS:	• Item 2.1 Attachment – Action Listing • Item 3.1 Attachment – Flood Planning and Corridors Presentation • Item 4 Attachment – Development Application Statistics Presentation

CONFIDENTIAL



1. **Minutes from Previous Meeting**

   1.1. Minutes from 22 October 2025

   - No comments raised regarding the previous meeting minutes.
   - Introduction to Council's Coordinator of Natural Environment & Resilience, Karen Fitzherbert.

2. **Actions from previous meeting**

   2.1. Attachment 2.1

   - No comments raised regarding the action items

3. **Strategic Planning**

   3.1. Council green corridors and flood corridors

   - Flood Corridors
     - Strategic initiatives are focused on the long term flood risk management Strategy.
     - Council's role in Flood Risk Management (FRM) includes multiple stages of strategic activities for long term flood risk management, core (operational) FRM activities and planning and preparedness activities.
     - It was noted that Council has a Flood Risk Management (FRM) Committee which is statutory and supports the coordination and facilitation with external agencies like the SES. The FRM consists of core members and local representatives and meets on a quarterly basis.
     - Consultants are currently undertaking a re-run of flood models and preparing an updated flood mapping for the LGA. Current work includes integration of the Hunter River Flood Risk Management Study and Plan (2015).
     - Public exhibition of the flood study is anticipated by mid 2026, with finalisation and adoption expected by the end of 2026.
     - It was noted that the NSW State Government is providing funding to Council to investigate a review of the flood study.
   - Green Corridors
     - Blue corridors were identified as first- and second-order streams.
     - Green corridors were defined as areas of vegetation across the LGA.
     - Success was described as the establishment of continuous biodiversity corridors throughout the LGA.
     - Discussion noted the relationship between biodiversity corridors and habitat corridors.
     - Consideration was given to how green and blue corridors interact with flood mapping, including animal movement and refuge during flood events.
     - ACTION: Staff to provide a map showing the overlay of flood mapping and habitat corridors.
     - It was noted that approximately 20% of the LGA is urbanised.
   - Discussion noted that pesticides and other contaminants are mobilised during flooding and can affect waterways and the broader environment.

CONFIDENTIAL

4. **Development Assessment Delivery Performance**
    - It was noted that Council's development assessment delivery performance has exceeded the previously reported statistics presented to the Committee.
    - The Committee acknowledged the strong performance and commended the team for their efforts.
5. **Heritage matters**

    5.1. Definition of Heritage
    - Committee feedback on the definition of heritage was received.
    - Discussion regarding the Committee members' views on the definition of heritage.
    - It was noted that staff have received a range of differing perspectives on the definition of heritage.
    - **ACTION**: The varying heritage definitions to be shared with the Committee and further discussion at the April 2026 meeting.

    5.2. Heritage grants Report
    - It was noted that there is currently no standardised resourcing, funding model or system for heritage grants. Staff have reviewed approaches used by other Councils in preparing heritage grants reports.
    - Reference was made to a Mayoral Motion proposing that Council contributes to the heritage grants to be doubled, with discussion on how grants should be distributed. A further motion is planned to be presentation at the February Council Meeting to proposed doubling the contribution.
    - The Committee expressed support for increasing the dollar value allocated to heritage grants fund.
    - It was advised that should the motion be endorsed by Council, options would be reported back to the committee on how the grant would be administered including options and criteria for awarding of the grants;
    - It was noted in Council's Delivery Program that development of a Heritage Strategy is a good opportunity however this would need to be brought to Council for consideration in the coming year.
    - Discussion was held regarding Council's limitations in relation to providing guidelines for heritage assets however it was noted that the Development Control Plan (DCP) outlines what can and cannot be undertaken in relation to heritage assets.
    - A suggestion was made to improve education and communication to the community regarding heritage, including the provision of images, budget information, and information on past and current heritage projects.
    - ACTION: That council staff report back to the committee on how the heirtage grant would be administered including options and criteria for awarding of the heritage grant, should the motion be endorsed by Council.

6. **General Business**

    6.1. Committee Correspondence and Related Actions

CONFIDENTIAL

- An action tracker was presented to track the questions that were submitted by the committee members which identifies the date and item number for each matter raised.
- It was noted that the meeting dates for quarterly meetings for the remainder of the year have been added to the SharePoint hub as well as the deadlines for the agenda topics.
- It was noted that some items may be more relevant to other committees.
- It was flagged that the importance of the support to the Australian Museum of Clothing and Textiles.
- ACTION: Ensure the significance of supporting the Australian Museum of Clothing and Textiles is added to the agenda of the most relevant committee.

6.2. Old hospital

- A report will be prepared for Council consideration regarding a request for a submission on land use options.
- This matter was previously presented to Council in July 2022.

Next Meeting

22 April 2026 – 6.30pm

CONFIDENTIAL

Items for Information

Strategic Advisory Committee Meeting Minutes

Environment & Sustainability Meeting 25 February 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 4

Number of Pages: 5

Environment and Sustainability Advisory Committee Minutes

Minutes for meeting 25 February 2026

File no: 35/7/8

MEETING:	Environment and Sustainability Strategic Advisory Committee
MEETING DATE:	Wednesday, 25 February 2026
COMMENCED AT:	5:33pm
COMPLETION TIME:	6:29pm
VENUE:	Maitland City Council; Antechamber
CHAIRPERSON:	Cr Warrick Penfold
MINUTE TAKER:	Lillian Prosser
PRESENT:	**Councillors**: Cr W Penfold, Cr Yarrington (absent), Cr Halliday, Cr Flannery (online attendance), Cr Ferris (online attendance) **Staff Representative:** Trevor Ryan, Catherine Pepper, Michelle Lindsay, Sarah Roberts **Stakeholder Representative:** Tara Dever (Mindaribba Local Aboriginal Land Council) **Community Representative:** Margaret Clarke, Michael McFadyen
SUPPORTING DOCUMENTS UPLOADED TO THE HUB:	• Item 5.1 – Presentation – Feral Animals • Item 6.1 – Presentation – FOGO Metrics 6 Months

CONFIDENTIAL



1. Minutes from Previous Meeting

1.1. Minutes from 26 November 2025

- Minutes were uploaded to the hub following the previous meeting.
- Landholdings in relation to biodiversity missing

- A discussion occurred about the minutes not reflecting a conversation and questions raised about land around the Maitland Resource Recovery Facility (MRRF) that is not owned by Council
- Tara requested to note that the minutes are not true and correct
- ACTION: Council to clarify ownership status of a small parcel of land near the MRRF at the next Committee meeting
- Maitland City Council staff introduced to the committee: Lillian Prosser (Executive Support Officer to Director City Planning), Catherine Pepper (Manager Environment, Sustainability & Compliance), Sarah Roberts (Coordinator, Regulatory Compliance) and Michelle Lindsay (Operations Manager, Waste Services) to the committee

2. Actions from Previous Meeting

2.1. Refer to attachment 1

- The updated action tracker was taken as read
- Noted that air quality improvement and FOGO cost savings marked as complete
- Extension of Committee meeting: The order of the Culture and Committee meeting and Environment & Sustainability committee will be swapped to allow an extension of time moving forward

3. Policy

- Nil

4. Strategic planning

- Nil

5. Environmental projects

5.1. Feral Animals

- Presentation by Sarah Roberts, a copy of the presentation was distributed as part of the agenda
- Cr Flannery joined the meeting via remote attendance
- Pigeons are not addressed in the priority species that are dealt with under the Biosecurity Act. Council does not regulate pigeons.
- Cats are able to roam under the current legislation at any time of day
- The Feral and/or Infant Animals Policy is owned by Council but is required under the Companion Animals Act, Council is required to maintain regulation with the relevant legislation as part of this Policy
- The Feral and/or Infant Animal Policy relates to infant animals that come into Council's care at the Maitland Animal Management Facility (MAMF)
- The Policy has been adopted, and will be reviewed 3 years after adoption

CONFIDENTIAL

- A Containment Policy was recently released by the State Government however, this has not been brought to Council for review or consideration. The compliance team are unable to commence on this Policy as it's outside the remit of the compliance department.
- Until a particular State Government policy or legislation requires consideration or review of Council's policy, the Council policy applies as it currently is written
- A conversation occurred around $6million of grant funding that is being provided over 4 years to various organisations for rehoming of cats. Council is not in receipt of this grant, and it was noted that eligibility criteria often apply to grants which can be better aligned to businesses or third parties.
- Council engages a contractor at the MAMF, this contractor has a rehoming business which provides Council contact to 10 rescue organisations
- It was noted that the cat colony at Rutherford cat colony was referred to RSCPA from Council, the RSCPA then referred the enquiry back to Council
- It was confirmed that the RSCPA is responsible for cat colonies, however Council is aware of approximately 10 colonies
- Council has worked to develop relationships with a range of agencies and establish MoU's/partnership arrangements where possible, however cannot force or compel another agency to act.
- Trap, neuter and release programs are common and can be effective to manage colonies over time to extinction by removing the capacity to breed
- If cats are trapped and euthanised, the site will become sterilised and cats won't return back to the site which moves them to other areas but does not address the issue
- Dogs are treated under different legislation, and are not able to roam
- It was noted that Council has positive statistics in terms of the current euthanasia rate being very low, this is due strong relationships with other organisations
- A conversation occurred about private landowners and their ability to remove or manage wild animals such as rabbits that aren't listed under the Local Land Services (LLS) priority table. Council confirmed that all landholders have a responsibility under the Biosecurity Act, however most support from LLS is in relation to large properties and the priority species as mentioned above.
- The Hunter Regional Strategic Pest Animal Management Plan is the lead document for landowners to refer to, and LLS is the lead agency for this matter.
- It was requested to be noted in the minutes that Tara was not provided sufficient time to ask her question and that Councillor Penfold said she had more time than any of the Councillors to ask her questions in relation to pest animal control on private land
- **ACTION**: Future Agenda Item to discuss feral animal management on private owned land and options for landowners to manage feral animals

CONFIDENTIAL

Questions on Notice

- Councillor Ferris asked the following questions on notice to be addressed via the action table for the next Committee meeting. These questions were asked via Teams chat as his internet was cutting in and out.
- **Action/Question on Notice**: Stopping cats from breeding is a great thing! When a colony is on Council land and private land like Regiment Rd, Rutherford Industrial estate creek / drain (just around the corner from the RSPCA) who is responsible for the colony? Also concerned that we need more direction in here on pigeons. Also I know vegie growers associated with slow food in Maitland are very concerned about rabbits raiding vegie farms. Need LLS to coordinate more control programs.
- **Action/Question on Notice**: Also when is the next control program of foxes planned for Walka. We could talk about animal pests for hours. Updates on programs / funding applications / grants / what people can do to help will be helpful.

6. Waste Services

6.1. FOGO Update

- Michelle Lindsay presented on the FOGO metrics for the first 6 months of the service, a copy of the presentation was distributed as part of the agenda
- Council cannot currently differentiate between food and garden organics but are undertaking an audit during collection which will be presented to the next Committee meeting
- The service is currently costing Council, which was anticipated however, there is a breakeven point in terms of landfill diversion. This will occur over time with an increase of food and garden organic diversion
- Council pays ANL a contracted rate for the processing of the product, they then on-sell the product which reduces Council's costs, but Council does not share in the sale costs
- Changing from GO to FOGO increased Council's cost per tonne due to processing costs associated with the food aspect of the waste
- Increase collection of garden waste in areas of higher green waste
- There was a suggestion to reward the areas or suburbs of the LGA that are highly engaged with the FOGO service to increase service or another bin to generate greater volume of green waste. Council has a waste education team who focus on the behaviour change associated with waste specifically
- **ACTION**: Include comparative statistics to Singleton and Cessnock as part of next FOGO presentation, if permission is granted from other Councillors. Particularly for other Council's that have gone to fortnightly collection.
- **ACTION**: Council to review the suggestion about doing an incentivised reward program for high users of FOGO.

CONFIDENTIAL

7. **General Business**
    - Tara was asked if she wanted to discuss her questions on feral animals any further which she declined.

7.2. Tomago Incinerator
- Concerns expressed from the community about incinerator at Tomago with concerned about pollutants being distributed across the LGA
- ACTION: Staff to share a presentation at the next Committee meeting based on available information about the Tomago Incinerator project.

7.3. Street Trees
- Councillor Ferris called Councillor Penfold via phone due to internet issues and asked for the following information
- Congratulations to staff for the street tree grant
- Concerns about street trees in general and the lack of awareness of the number of street trees across the LGA
- Concerns about trees in Lochinvar that are dying

7.4. Change to committee meeting schedule
- Addressed as agenda item 2

8. **Next Meeting**

8.1. Wednesday, 27 May 2026 – 6.30pm-7.45pm

CONFIDENTIAL

Items for Information

Strategic Advisory Committee Meeting Minutes

Culture & Community Meeting 25 February 2026 (Under Separate Cover)

Meeting Date: 19 May 2026

Attachment No: 5

Number of Pages: 3

Culture and Community Strategic Advisory Committee Minutes

Minutes for meeting 25 February 2026

File no: 35/7/8

MEETING:	Culture and Community Strategic Advisory Committee
MEETING DATE:	Wednesday, 25 February 2026
COMMENCED AT:	6:25pm
COMPLETION TIME:	7.14pm
VENUE:	Maitland City Council; Antechamber
CHAIRPERSON:	Cr W Penfold
MINUTE TAKER:	Kelsie Wilson
PRESENT:	**Councillors:** Cr Penfold, Cr Flannery, Cr Atkinson, **Staff Members:** Jo Smith, Whitney Williams, Stephen Smith, Geoff Wilton **Stakeholder Representatives:** Penelope Jackson (Mindaribba Local Aboriginal Land Council), Anna Sharikova (Meliora Projects) **Community Representatives:** James Annesley
APOLOGIES:	**Councillors:** Cr B Hackney. Cr B Worth **Staff Members:** Jason Linnane **Community Representatives:** Darcie Cliff
SUPPORTING DOCUMENTS UPLOADED TO HUB:	• Item 8.1 – Access & Inclusion Reference Group Matters • Item 9.1 – Walls That Talk – Committee Feedback • Item 9.2 – Interagency Investigation Overview • Item 10.1 & 10.2 – Update of Culture & Community related CAPEX items 2025-26 & 2026-27

CONFIDENTIAL



1. **Minutes from Previous Meeting**
   1.1. Minutes from 26 November 2025
   - Minutes of the previous meeting approved.
   - Brief notes have been recorded for the Extraordinary Meeting (workshop) held on 28 January 2026. These minutes will be added to the Hub once approved.

2. **Actions from Previous Meeting**
   2.1. Refer to attachment 2.1
   Actions reviewed by committee.

3. **Policy**

Nil

4. **Indigenous Matters**

Nil

5. **Youth Matters**

Nil

6. **Senior Matters**

Nil

7. **Multicultural matters**

Nil

8. **Disability Inclusion**
   8.1. Access and Inclusion Matters
   - Presentation delivered to the committee detailing the outstanding action items from the former Access and Inclusion Committee.
   - WW noted that the month of April was incorrect in the presentation and that the next update on the DIAP will be in May 2026.
   - WW noted that there will likely that there will be a request for at least one extraordinary committee meeting in the coming months as part of the broader Social Strategy and other supporting plans engagement.

9. **Strategic Planning**
   9.1. Walls That Talk – Committee Feedback
   - The committee received a presentation on the Walls That Talk (WTT).
   - ACTION: JS to provide the Walls that Talk submission form to the committee, which will be utilised by community groups to request opportunities to engage through WTT (inclusive of guidelines for the displays).
   - ACTION: JS to liaise with WW to collate an inclusive community contact list of the various community groups including; indigenous, youth, senior, multicultural and

CONFIDENTIAL

disability areas of focus, to ensure we have a comprehensive and consistent listing that council utilise for sharing opportunities i.e. WTT and Community Corner and Community Canvas display options at East Maitland Library

9.2. Interagency Investigation Overview

- The committee noted the presentation.

10. CAPEX Planning / Delivery

10.1. Roll out of current culture and community related CAPEX Program

- The committee noted the presentation.

10.2. Update of culture and community proposed CAPEX plan 2026/27

- The committee noted the presentation.
- Exact location of St Ethels Main Building was shared with the committee.

11. Maintenance and Operational Planning / Delivery

Nil

12. Usage

Nil

13. General Business

13.1 Change to committee meeting schedule

- The change in meeting time was noted by the committee.

13.2 Expression of Interest for Strategic Advisory Committee Vacancies

- The current vacancies and expression of interest period was noted by the committee.

14. Next Meeting

14.1. Wednesday, 27 May 2026, 5.30pm-6.30pm

CONFIDENTIAL