

Addendum G

Analysis of Intersection at New England Highway and Bridgman Road.

TfNSW has advised that development of 218 dwellings to the north would trigger the need to upgrade the New England Highway (NEH) / Bridgman Road intersection.

This assessment takes into account the expected reduction in traffic volumes on the NEH following the opening of the Bypass. TfNSW has also indicated it would not support individual developments in isolation, on the basis that the upgrade should be funded through an equitable cost-sharing arrangement. However, where the identified trigger is not met, it is difficult for Council to impose a condition requiring the upgrade. There is no mechanism, that we are aware of, within the planning system to implement this outside of the local infrastructure contributions framework, given that planning agreements are voluntary.

Council engaged GHD consultants to undertake a Traffic and Transportation Strategy for the Singleton Local Government Area. The scope included traffic modelling to provide greater certainty for both developers and Council in the assessment and determination of development applications. This modelling considered the cumulative impacts of proposed residential development to the north of the NEH / Bridgman Road intersection and sought to identify thresholds that would trigger upgrade works.

The intersection modelling undertaken by GHD included signal optimisation based on the existing intersection layout, ensuring that traffic operations were assessed under the most efficient phasing achievable without physical upgrades. The results of the modelling, including the signal optimisation assumptions, were reviewed by TfNSW to confirm their validity and appropriateness.

The proposed development at Pepper Close, proposes 77 lots, this will not exceed the post bypass intersection capacity.

Additional information:

Council is aware of the limited capacity of the intersection and has engaged GHD to provide an analysis of the capacity of the intersection. Based on this information Council is now in design phase for upgrade works from Glass Parade to the intersection, several stages are being designed and preliminary estimates had just the intersection works as totaling \$14.5 million. Council understands that this proposal and the other proposed subdivisions in this area would not be financially viable if they had to fund the intersection upgrade. Therefore, Council has included the intersection and Bridgman road upgrades into the contributions plan to help fund the required works, in addition to this, Council has recently entered into a planning agreement with a value of approximately \$1m for an already approved subdivision to go towards the design and construction of the intersection works.

Given the ‘Newbury’ tests and past case law (see *North Western Surveys Pty Limited v Penrith City Council* [2012] NSWLEC 1017) and that intersection item is within our contributions plan, and would benefit more than this development, Council is of the understanding that we cannot legally add a condition of consent requiring the developer to both carry out the works and pay contributions for the intersection. Therefore, Council plans to undertake the intersection works using a mix of funding sources including the Planning Agreement referred to above, the contributions collected under the Singleton Local Infrastructure Contributions Plan and other funding sources available such as the Council’s Legacy fund and have commenced reports and design work for the intersection.

Council’s strategic growth data show the catchment affecting the intersection will grow at an average of 48 lots per year. It should be noted that this Catchment also includes the growth of the Singleton Urban Area, and the Maison Dieu area. The growth anticipated within the Singleton Heights and Obanvale area is therefore expected to be less than 48 per year. These figures have assumed that the following applications will be approved (if not already), but delivered in a staged manner:

133 Pioneer Road, Huntview DA 8.2022.300 – Proposed 90 lots, this DA was approved 1 November 2023, but as yet no works have commenced onsite.

168A Pioneer Road, Huntview DA 8.2022.363 – Proposed 166 lots, this DA was approved 28 August 2024, but as yet no works have commenced onsite.

190 Pioneer Road, Huntview DA 8.2022.364 – Proposed 218 lots, this DA was approved 28 August 2024, but as yet no works have commenced onsite.

Pepper Close Huntview DA 8.2024.236 – Proposed 88 lots, this DA is currently under assessment with the Planning Panel.

349 Bridgman Road, Obanvale DA 8.2023.41.1 – Proposed 387 lots, this DA is currently under assessment with the Planning Panel.

Given this information and the staged nature of the developments, Council anticipates the intersection capacity will be used within approximately 4.5 years, which gives Council the time required to fund and carry out the staged works to upgrade the intersection prior to failure.