

23 April 2026

TfNSW reference: WST26/00028/001 | SF2026/042270

Your reference: PP-2023-1562 (Ref-4647)

General Manager
Cabonne Shire Council
By Email: council@cabonne.nsw.gov.au

Attention: Rhassel Mhasho

PP-2023-1562 – Rezone land from R5 *Large Lot Residential* to R1 *General Residential* and RE1 *Public Recreation* residential land release – Lot: A DP961931 and Lots: 1 & 2 DP546140 - 92 and 168 Euchareena Road, Molong

Dear Rhassel,

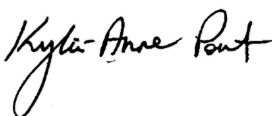
Transport for NSW (TfNSW) is responding to the Planning Proposal referred on 18 March 2026 via the ePlanning Portal.

In principle, TfNSW is generally supportive of the proposal to provide additional housing in Cabonne Shire, however, prior to Council's determination of the Planning Proposal, further detailed analysis is required to address intersection performance on the classified road network, level crossing safety, and cumulative traffic impacts associated with the proposed rezoning. Please refer to **Attachment 1** of this letter for specific detail on the analysis required.

TfNSW welcomes the opportunity for further consultation following the submission of additional information or following changes to the Planning Proposal that would impact the function and operation of the classified road network.

If you have any questions, please contact Development Services (West) team, on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, reading "Kylie-Anne Pont".

Kylie-Anne Pont
A/ Manager Development Services (West)
Transport Planning
Planning, Integration and Passenger

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PP-2023-1562 – Rezone land from R5 Large *Lot Residential* to R1 *General Residential* and RE1 *Public Recreation* residential land release – Lot: A DP961931 and Lots: 1 & 2 DP546140 - 92 and 168 Euchareena Road, Molong

This attachment relates to TfNSW's response dated 23 April 2026 reference WST26/00028/001.

Context

TfNSW understands the subject Planning Proposal seeks to:

- Amend *Cabonne Local Environmental Plan 2012* to rezone land at 92 and 168 Euchareena Road, Molong from R5 *Large Lot Residential* to R1 *General Residential*, R5 *Large Lot Residential* and RE1 *Public Recreation*
- Amend *Cabonne Local Environmental Plan 2012* minimum lot size map from 4000m² to 600m², 1000m², 1250m² and 4000m².

As a result of the Planning Proposal, future development will comprise of:

- Delivery of approximately 635 residential lots,
- New internal road and pedestrian infrastructure,
- New access roads to Euchareena Road, Marsden Street and Back Salesyard Road, and
- Upgrades of Marsden Street and Back Salesyard Road to accommodate the additional traffic volumes generated by the new residential development.

The *Traffic Assessment* ('TA'), prepared by Arc Traffic + Transport, dated 2 May 2023 includes an intersection warrant assessment (Section 5.6) and concludes that the minimum Basic Left (BAL) and Basic Right (BAR) treatments are required at all collector and local road intersections affected by the proposal. The TA however, did not provide illustrations for necessary road upgrades on the classified road network.

The nearest affected classified (State) road is Mitchell Highway (HW7).

Council is seeking advice from TfNSW to assist in its assessment under the provisions of Section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act).

TfNSW comments

TfNSW's primary interests relate to the road network, traffic, and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

TfNSW's key concern in regard to the submitted Planning Proposal is that it will alter the road-rail interface and potentially increase the risk for road users. Without a comprehensive assessment of the impacts to the interface at this stage of the planning process, the proposal risks compromising TfNSW's primary interests. TfNSW recommends that Council seek to ensure that these risks, particularly in relation to intersection performance with the Mitchell Highway, level crossing safety, along with the supporting cumulative transport impacts, are appropriately assessed and resolved before any decision is made to rezone the land for residential growth.

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Accordingly, TfNSW raises the following concerns and recommends that Council seek to address these matters prior to finalising the assessment of the Planning Proposal:

1. The assessment does not sufficiently address safety risks associated with increased traffic and pedestrian activity at the Euchareena Road rail level crossing and its proximity to the Watson Street (Mitchell Highway) intersection.

The short distance from Watson Street is a constrained operational environment with limited storage capacity and presents a short-stacking risk. TfNSW and UGLRL are concerned that traffic generated by the Planning Proposal may increase the risk of vehicle queuing and blocking back across the level crossing, particularly during peak periods.

TfNSW also notes that pedestrian safety has not been adequately addressed. Existing pedestrian facilities rely on maze treatments and signage only. TfNSW also notes that a pedestrian near miss was recorded at the crossing in 2022, indicating an existing safety risk that may be exacerbated by increased residential development and associated pedestrian activity.

In recognition of the above, a site-specific level crossing safety assessment should be undertaken to assess the Euchareena Road rail level crossing in conjunction with the operational interaction of the Watson Street (Mitchell Highway) / Euchareena Road intersection. The assessment should:

- a) Consider both vehicle and pedestrian safety risks, including queuing, short stacking and blocking back over the level crossing,
 - b) Be informed by current traffic data and include projected traffic volumes for both the construction phase and the fully developed scenario associated with the planning proposal, and
 - c) Be undertaken in consultation with the relevant authorities, including Cabonne Council, as road authority, and UGL Regional Linx as the rail infrastructure manager (via TfNSW).
2. A warrant assessment consistent with *Austroads Guide to Traffic Management* Part 6 should be provided to support the proposal at the Mitchell Highway intersection with a concept plan prepared to illustrate any necessary road upgrades.
 3. TfNSW also notes the absence of identified turn treatments on the Mitchell Highway for Bank Street and Euchareena Road, which should be addressed as part of the broader intersection performance and safety assessment.
 4. The proposal is likely to result in increased traffic demand at the level crossing near the Mitchell Highway / Euchareena Road intersection, with associated potential short-stacking and blocking-back risks that require further assessment and mitigation.
 5. TfNSW generally supports consideration of active transport opportunities within the proposal however, further detail is required regarding the impacts of the Mitchell Highway intersections and associated road safety risks arising from increased pedestrian and cyclist activity.

At this time, TfNSW requests that Council does not proceed with the determination of the Planning Proposal until the anticipated traffic generation has been properly assessed and the road infrastructure required to support the proposed zones is agreed to by both local and State governments. This will ensure that works will be delivered in an orderly manner and necessary funding mechanisms and/or apportionment of costs has been clearly established (i.e. through Voluntary Planning Agreements or updates to Council's contributions plans under s.7.11 of the *Environmental Planning and Assessment Act 1979*).

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Additional comments

1. All future development applications should demonstrate compliance with the following TfNSW standards and guidelines:

- [Airspace and External Developments](#)
- [Development Near Rail Corridors and Busy Roads - Interim Guidelines](#)

Note: The *State Environmental Planning Policy (Infrastructure) 2007* referred in the above documents has been superseded by the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

2. All future development applications relating to the subject land should be referred to Transport for NSW (TfNSW) in accordance with the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP) (including but not limited to Sections 2.97, 2.98, and 2.100).
3. Detailed hydraulic modelling must be provided at the future Development Application (DA) stage to confirm that the detention basins effectively negate any impact on rail culvert capacities. The engineering designs should specify appropriate scour protection at any new outlet points that discharge towards natural channels leading to the rail corridor. If applicable, it should also be demonstrated that post development stormwater flow rates and velocities discharging towards the rail corridor do not exceed pre-development conditions. The applicant must obtain written approval from UGLRL for the stormwater management plan.
4. TfNSW is currently conducting an environmental assessment to identify contamination on the CRN. All railway corridors are generally deemed to be contaminated unless proven otherwise by sample testing. Contamination risk arises from both the construction (e.g., unknown fill used in rail construction) and operations (e.g., transportation of contaminated material, spills) of the railway. Potential contaminants could include, but are not limited to, heavy metals, PAHs, phenolics (boiler ash), Organochlorine Pesticides (OCPs) and Organophosphorus Pesticides (OPPs). TfNSW is committed to ensuring the health and well-being of the community. As such, TfNSW is obliged to understand whether there are contaminants found in the rail corridor or on the common boundaries with the development site.

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