

18 June 2026

TfNSW reference: STH26/00176/001
Your reference: PP-2025-1701 (REF-4788)

Queanbeyan-Palerang Regional Council
By Email: mani.sharma@qprc.nsw.gov.au
CC: council@qprc.nsw.gov.au

Attention: Mani Sharma

PP-2025-1701 – South Jerrabomberra Densification – Rezone for a 260 lot subdivision – LOT: 100: DP: 1316639, LOT 2: DP: 1302790, LOT: 2 DP: 1001136 and LOT: 1 DP: 1207483 - Abelia Avenue, TRALEE

Dear Mani

Transport for NSW (TfNSW) is responding to PP-2025-1701 referred on 19 May 2026.

TfNSW has reviewed the information and provides comments for Council's consideration (**see Attachment 1**).

If you have any questions, please contact Melanie Grant, Development Services Case Officer, on 02 9549 9455 or email development.south@transport.nsw.gov.au.

Yours faithfully



Nathan Boscaro
Team Leader, Development Services (South Region)

Attachment 1

Comments from TfNSW

TfNSW notes that the proposal seeks to rezone land from R2 Low Density Residential to R1 General Residential, reduce minimum lot sizes, and introduce additional permitted uses including specialised retail premises.

TfNSW acknowledges that the proposed changes to minimum lot size are expected to increase the theoretical dwelling yield across the urban release area from approximately 2,452 to 2,754 dwellings. However, the Planning Proposal and supporting documentation confirm that the number of dwellings delivered will remain capped at 1,500, consistent with existing planning agreements and infrastructure constraints, particularly the capacity of the surrounding road network.

TfNSW also notes that the proposal facilitates a broader range of land uses, including specialised retail premises and other non-residential uses such as neighbourhood shops, hotel or motel accommodation and commercial premises. These uses have the potential to support local trip containment and reduce reliance on the surrounding state road network by providing services within the release area.

Based on the above, and noting that:

- the existing dwelling cap of 1,500 dwellings is maintained; and
- there is no increase in traffic generation or vehicle trips onto the State road network,

TfNSW raises **no objection** to the Planning Proposal.

TfNSW would expect that future development applications continue to demonstrate that traffic impacts remain consistent with the assumptions underpinning the 1,500 dwelling cap and do not result in adverse impacts on the State road network.

Comments related to CRN corridor - UGLRL

TfNSW is the rail authority of the Country Regional Network (CRN) across NSW. As of 29 January 2022, UGLRL has been appointed by TfNSW to operate and manage the CRN to ensure any potential impacts to rail corridors are considered and addressed.

The planning proposal seeks to rezone land from R2 Low Density Residential to R1 General Residential, the reduction and redistribution of minimum lot size (**MLS**), and the introduction of specialised retail premises as an additional permitted use (**APU**) to support the future South Jerrabomberra town centre.

UGLRL and TfNSW provide the following comments, which are applicable to future development applications. We have no further comments on the proposed amendments to the planning controls at this stage.

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Comments

The subject land for MLS is located at some distance from the CRN non-operational rail corridor (shown in green in Figure 1 TAB A) from Queanbeyan to Tuggeranong.

The APU buffer land (part of Lot 68 DP1302790 as shown in purple in Figure 2 TAB A) is located immediately adjacent to the CRN corridor.

This part of the rail corridor is currently non-operational. Nevertheless, TfNSW objective is to ensure that the rail corridor is able to become operational with no significant additional safety risks or costs as a result of the development.

Prior to the lodgement of any future development applications, the applicants of the development are requested to consult with UGLRL and TfNSW, as any relevant future development applications must demonstrate compliance with TfNSW requirements.

Recommendation:

UGLRL and TfNSW provide the following recommendations, which are applicable **only to any future development applications** associated with the subject land. We have **no further comments** on the Planning Proposal PP-2025-1701 at this stage.

It is requested that the consent authority give consideration to the following:

1. Referral of Future Applications:

Any 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).

2. Compliance with TfNSW Requirements:

Any future development applications should demonstrate compliance with the following TfNSW standards and guidelines:

- T HR CI 12090 ST Airspace and External Developments (Link: <https://www.transport.nsw.gov.au/industry/asset-standards-authority/find-a-standard/airspace-and-external-developments-1>)
- Development Near Rail Corridors and Busy Roads- Interim Guidelines (Link <https://www.planning.nsw.gov.au/sites/default/files/2023-03/development-near-rail-corridors-and-busy-roads-interim-guideline.pdf>).

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.

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3. Stormwater Management Adjacent to the Rail Corridor:

For any future development applications, it should be demonstrated that post-development stormwater flow rates and velocities discharging toward the rail corridor do not exceed pre-development conditions.

4. Excavation in, above, below, or adjacent to rail corridors

For any future development applications, the applicant shall provide information about the location and depth of any excavation work within 25m of the rail corridor.

If any development works are within 25m of the boundary of the rail corridor, and the excavation work are greater than 2m in depth, the applicant shall also provide a geotechnical report (specifically developed to address the integrity of the nearby rail corridor) prepared by qualified Geotechnical and Structural Engineers to the satisfaction of UGLRL demonstrating that the proposed works will not have a negative impact on the rail corridor and associated rail infrastructure.

5. Impact of rail noise or vibration

Any future noise-sensitive developments (including residential accommodation, places of public worship, hospitals, educational establishments, and childcare centres) within the subject area should be designed to mitigate potential impacts from rail noise and vibration generated by the rail corridor between Queanbeyan to Tuggeranong. Appropriate noise-attenuation measures must be incorporated to ensure compliance with the Department of Planning's Development Near Rail Corridors and Busy Roads – Interim Guidelines.