



# PLANNING PROPOSAL – BETHLEHEM INVESTMENTS PTY LTD



November 2024 Rev 3



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## EXECUTIVE SUMMARY

**Applicant** – Bethlehem Investments Pty ltd – John Sarlas

**The subject land** – Lot 2 DP 1028751 Lynch Street, Cowra NSW 2794

**Land Size** – 5037m<sup>2</sup>

**Current land use** – Land is currently vacant

**Current zone** – SP2 - Rail Infrastructure Facilities

**Proposed zone** – E3 Productivity Support

## PLANNING PROPOSAL

This Standard Planning Proposal requests an amendment to the Cowra Local Environmental Plan 2012 to rezone the subject land (Lot 2 DP 1028751) from SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support under the DRAFT Standard Instrument (Local Environmental Plans) Amendment (Land Uses Zones) Order 2021 and in the future the amendment to the Cowra Local Environmental Plan 2012. The land is currently vacant and historically was subdivided in 2000. It would appear that this land has never been developed and has always been vacant.

This planning proposal is strategically supported by the Cowra Local Strategic Planning Statement 2020 (Cowra LSPS) and the Central West Orana Regional

Plan 2041 (the regional plan). The zone and details are sourced from the DRAFT Standard Instrument (Local Environmental Plans) Amendment (Land Uses Zones) Order 2021.

The use of Employment Zones will be mandatory by April 2022 therefore it is required that this planning proposal uses a new Employment Zones as directed by Cowra Council.

## EXISTING ZONE

### **Zone SP2 Infrastructure**

#### **1 Objectives of zone**

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

#### **2 Permitted without consent**

*Roads*

#### **3 Permitted with consent**

*Aquaculture; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose*

#### **4 Prohibited**

*Any development not specified in item 2 or 3*

## PROPOSED ZONE

### **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 ensure commercial development in the Redfern Street area and at the Cowra Airport is consistent with the commercial hierarchy of the Cowra township and does not involve major retailing activities or detract from the core commercial functions of the Cowra central business district.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To ensure commercial, industrial or other compatible development at the Cowra Airport provides aviation-related services and facilities or services and facilities to support that development.*

#### **2 Permitted without consent**

*Environmental protection works; Home occupations; Roads*

#### **3 Permitted with consent**

*Animal boarding or training establishments; Boat building and repair facilities; Business premises; Centre-based child care facilities; Community facilities; Depots; Dwelling houses; Function centres; Garden centres; Hardware*

*and building supplies; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; 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; Shop top housing; 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**

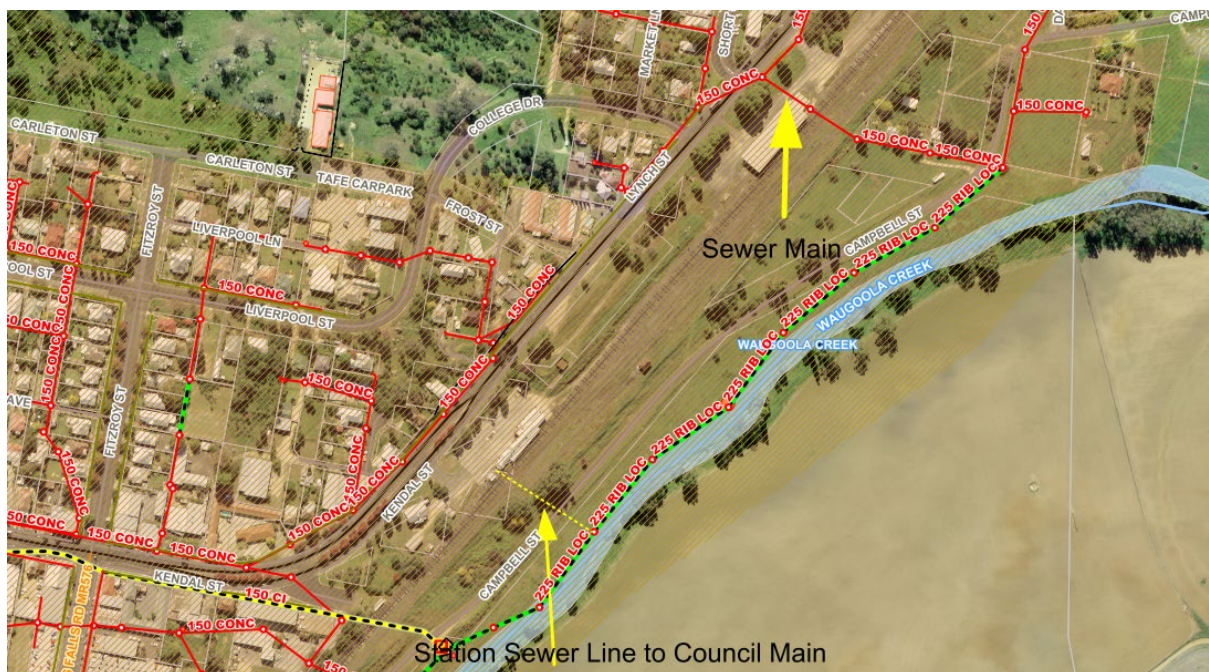
*Agriculture; Air transport facilities; Airstrips; Amusement centres; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Registered clubs; Residential accommodation; Resource recovery facilities; Restricted premises; Roadside stalls; Rural industries; Sewage treatment plants; Sex services premises; Shops; Tourist and visitor accommodation; Waste or resource management facilities; Water recreation structures; Water treatment facilities; Wharf or boating facilities*

The land is situated on Lynch Street (Mid-western Highway) to the east of the Cowra CBD approximately 500m. This land was subdivided in 2000 and appears never to have been developed. The land is adjacent to the unused Blayney - Demondrille Railway Line and the heritage-listed Cowra Railway Station, and the site is located on the south eastern side of the Mid-Western Highway (Lynch Street). The site is vacant, generally cleared and undulating to the south-eastern. There are a number of established pine trees on the verge, which is Council land. The site contains electrical infrastructure, and this will need to be investigated and considered as part of the SEPP (Transport and Infrastructure) 2021. The connections to water, stormwater and sewer have not yet been determined and will need more time to investigate and this can be competed with the lodgement of a development application (DA) of the future use.

Opposite the subject land is residential-zoned land, R1 General Residential. There are 2 dwellings opposite the site, 1 motel to the west and the Local Land Services office to the east. The existing zone is an infrastructure-type zone attached to the disused railway line and the new suggested zone is more of a commercial-type zone which is more in keeping with the business to the west towards the Cowra CBD. The productivity support zone will be similar to the existing zone and will tie in

the existing uses and therefore unlikely to have any negative impact on surrounding dwellings.

The site can be connected to all services including sewer. It is noted that the sewer details contained in the Council's system may be incorrect and the Council's Department of Infrastructure has provided further details shown below. The sewer is available to be connected from the property to the east (freight terminal) approximately 160m, with the permission of the owners of the land, Transport Asset Holding Entity, Transport for NSW.



Ref: d3v.kwe.mooney / 2001  
Ref: d3v.kwe.mooney / 2001

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## SITE PHOTOS/ MAPS



Figure 1 - 1 of 3 dwellings opposite



Figure 2 - Land Services Office to the east



Figure 3 - looking west on Lynch Street - 3 dwellings may be impacted



Figure 4 - the site looking south west



Figure 5 - remnant vegetation Council verge



Figure 6 - residential properties opposite the Site

Figure 7 - old Freight Terminal building to the east of the site looking south west

## PART 1 – OBJECTIVES AND INTENDED OUTCOMES

### STATEMENT OF OBJECTIVES

The objective of this Planning Proposal is to rezone the subject land from SP2 Infrastructure (Railway Infrastructure Facilities) to Zone E3 Productivity Support (under the Cowra Local Environmental Plan 2021 (LEP)).

### INTENDED OUTCOMES

- To rezone the subject land from SP2 Rail Infrastructure Facilities to Zone E3 Productivity Support
- To facilitate further employment generating opportunities by improving and activating this area of Cowra which is currently underdeveloped
- To contribute to the future of the Blayney-Demondrille rail line by providing opportunity to encourage uses/businesses which may wish to utilise this strategic location once the rail line is reopened in the future
- To contribute to the potential expansion of existing business and new business opportunities potentially relocating to Cowra
- To provide an opportunity for businesses that require highway frontage, future rail access, and a high-profile presence to relocate or establish in Cowra
- To allow permitted land uses in the Zone E3 Productivity Support zone that will complement Cowra and the region's strategic objectives and vision

### E3 ZONING ANALYSIS – DESKTOP ANALYSIS

E3 Productivity Support is a relatively new zone (2022) and one that the developer discussed with Council officers prior to the selection, which was recommended as the appropriate zone for this site. This section seeks to undertake additional analysis on the use and availability of the E3 Productivity Support Zone. It is

noted that this zone was developed as a mix of industrial, commercial, creative, warehousing and emerging new industries that need a larger floor space, and will usually be located along key corridors entering commercial centres.

### **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 ensure commercial development in the Redfern Street area and at the Cowra Airport is consistent with the commercial hierarchy of the Cowra township and does not involve major retailing activities or detract from the core commercial functions of the Cowra central business district.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To ensure commercial, industrial or other compatible development at the Cowra Airport provides aviation-related services and facilities or services and facilities to support that development.*

#### **2 Permitted without consent**

*Environmental protection works; Home occupations; Roads*

#### **3 Permitted with consent**

*Animal boarding or training establishments; Boat building and repair facilities; Business premises; Centre-based child care facilities; Community facilities; Depots; Dwelling houses; Function centres; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; 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; Shop top housing; 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; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Registered clubs; Residential accommodation; Resource recovery facilities; Restricted premises; Roadside stalls; Rural industries; Sewage treatment plants; Sex services premises; Shops; Tourist and visitor accommodation; Waste or resource management facilities; Water recreation structures; Water treatment facilities; Wharf or boating facilities*

## **Desktop-based analysis of current locations of E3 zoned land in the Cowra Township**

The E3 Productivity Support only is located in commercial areas along Redfern Street (a classified Road much like Lynch Street). This location is a key corridor into the Cowra township much like Lynch Street.

**Desktop-based analysis to determine the approximate amount of land within each location, and discussion around vacancy rates and / or opportunities for new development.**

There is only 1 area zoned E3 Productivity Support in the Cowra township which equates a contiguous area of approximately 10 ha of land and approximately 120 properties along the eastern and western sides of Redfern Street. This area is currently a mix of residential, commercial, industrial and manufacturing and includes a number of larger retail centres for example Bunnings, a number of manufacturing and industrial type uses and a large gym, additionally there is a local supermarket and a dance studio. There looks to be 2 parcels of vacant land, both on the western side of Redfern Street (Highway B81, Lachlan Valley Way), 1 near Bunnings which is part of the Bunning expansion plans and 1 parcel which looks the size and dimensions of a residential parcel. Additionally, there are no properties for sale on Redfern Street. There has been a number of changes to the uses of land in this area for example the closure of a paint and blind shop and the opening of a 2nd hand commercial establishment and the recent reopening of a petrol station. There are opportunities for development in this area however this would more likely mean that a dwelling would need to be demolished in order to facilitate a new build which appears to be currently not an available option. Therefore, this area is being utilised with no vacant commercial properties available for redevelopment.

**Desktop-based analysis to determine the predominant land-use types occurring within each location, and discussion as to why the subject land is suitable for similar uses and / or other uses that are permissible in the E3 zone.**

The subject land is currently vacant and is privately owned, and incorrectly mapped as railway land which has restricted the use of this land for further development opportunities for many years. The subject land (Mid-Western Highway) is similar to the land zoned E3 on Redfern Street (Lachlan Valley Way) in so far as it on a key corridor into the Cowra township and in an area of mixed

use, dwellings, government offices and motels. The successful rezoning of this land would enable the development of an industrial, commercial premises or a type of development permissible in the E3 zone, which will lead into the major shopping area of Cowra. This land is also adjacent to a railway station, and a recently demolished railway freight building and a railway line which is currently only used for heritage railway tours.

**Based on the above, discussion on why the E3 zone is suitable for the subject land.**

E3 Productivity Support Zone refers to a specific land use and zoning classification aimed at enhancing productivity and efficiency within industrial or business areas. The term “E3” generally indicates a higher-intensity employment area, such as those focused on large-scale manufacturing, warehousing, logistics, and other industrial or high-employment businesses. Here is a general framework for understanding and potentially justifying an E3 Productivity Support Zone:

The E3 zone typically supports high-intensity, employment-generating uses. This may include uses like heavy industry, logistics centres, research and development, and manufacturing. The primary goal is to maximize employment opportunities, foster economic growth, and support regional productivity. This often involves accommodating businesses that have high infrastructure needs, such as access to transportation networks and utilities. E3 zones are usually limited to certain business and industrial uses, prohibiting incompatible uses like residential housing or retail that could interfere with productivity or create land-use conflicts. Which unlike Redfern Street in which contains a large number of existing residential properties and it is noted that dwellings are not prohibited in the zone in the Cowra LEP, the area on Lynch Street is predominantly vacant land associated with railway land. E3 zones require robust infrastructure, including access to highways, major roads, rail, or ports. Utility needs (e.g., power, water, sewer) are high to support industrial functions. Utilities are available on the subject land.

E3 zones should be located near major highways, railways, for efficient logistics and transport. This land is located on a major highway Mid-Western Highway (A41) on the entry and exit to the township.

Therefore, it is reasonable to consider this land to be rezoned to E3 Productivity Support.

A further discussion of supply and demand for the E3 zone, including maps to support key findings, is included as Attachment A to this Planning Proposal.

## PART 2 – EXPLANATION OF PROVISIONS

- Amend the Cowra Local Environmental Plan 2012 to include the provisions of the Zone E3 Productivity Support as prescribed in the Cowra Local Environmental Plan 2012 on the subject land
- Amend the future zoning maps to show the Zone E3 Productivity Support

## PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

### MATTERS FOR CONSIDERATION:

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#### SECTION A – NEED FOR THE PLANNING PROPOSAL

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##### 3.1 IS THE PLANNING PROPOSAL A RESULT OF AN ENDORSED LSPS, STRATEGIC STUDY, OR REPORT?

This document has not been prepared as the result of an endorsed LSPS, strategic study, or report however, the Cowra LSPS 2020 does identify that Cowra is a Strategic Centre and is strategically located at the junction of 3 major highways (Mid-Western Highway, Olympic Highway and Lachlan Valley Way).

The subject site is located on Lynch Street (Mid-Western Highway) approximately 500 metres from the township of Cowra to the east. This land fronts the highway and as such transport and the movement of agricultural and manufactured goods through, as well as to and from Cowra is an essential component of the continued success and growth of this area. Many industries including agriculture and manufacturing and transport in Cowra are essential to the continued growth of Cowra and the surrounding area. The LSPS identifies several Directions and Priorities which identify the strategic location of the subject site:

*Priority 1 – leverage the central and strategic location of the Cowra Shire and encourage growth and new economic opportunities.*

*Specific Action 1.4 – Council will investigate the potential suitability of amending Cowra Local Environmental Plan 2012 to enable the efficient, orderly, and practical use of land adjoining main road corridors for a range of suitable purposes.*

*Priority 5- advocate for new development to be supported by appropriate infrastructure.*

*Specific Actions 5.6 – Council will lobby for the reopening of the Blayney to Demondrille rail line for the benefit of Cowra and its surrounds.*

This site is in a strategic location and situated on the Mid-western Highway, this site lends itself to new economic opportunities and the revitalisation of a site on a major highway and in a strategic location. And being so close to the CBD area of Cowra township. Additionally, the site is strategically located to take advantage of the potential reopening of the Blayney to Demondrille rail line in the future.

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3.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTS OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

Yes, the preparation of a planning proposal is the only means of achieving the objects or intended outcomes and there is no better way.

The current zone is SP2 - Rail Infrastructure Facilities for development only associated with the disused railway. The site is vacant and clear and from research, it appears that this site has never been developed. The only way for this privately owned land to be developed is with the planning proposal.

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### 3.3 WILL THE PLANNING PROPOSAL GIVE EFFECT TO THE OBJECTIVES AND ACTIONS OF THE APPLICABLE REGIONAL OR DISTRICT PLAN OR STRATEGY?

The Central West Orana Regional Plan 2041 recognises that Cowra is a strategic centre and that Cowra contributes significantly to the region's economy in agriculture and has a robust manufacturing and industrial sector.

#### **Objective 7 – Plan for resilient places and communities**

The construction of any future building on this site (subject to a DA) will comply with all relevant controls in relation to climate change resilience. This site is not mapped as bushfire prone nor is it flood-prone.

#### **Objective 18 - Leverage existing industries and employment areas and support new and innovative economic enterprises**

By supporting the rezoning of this land will provide future economic potential in Cowra. This land has never been developed and could be of great economic potential. The current SP zone is in principle an industrial zone however as the rail line is disused the potential of bringing a new business to Cowra is lost. Whilst this land is not part of any existing industrial / manufacturing area, it is a wasted opportunity and is unlikely to be developed for rail purposes. This site has accessible water from the land adjacent via Council's infrastructure.

#### **Objective 20 – Protect and leverage the existing and future road, rail and air transport networks and infrastructure**

This land is located on the Mid-Western Highway (Lynch Street) and connects to Cowra and has access to all of the transport connections throughout the state and the Country. This site has access to the Parks SAP.

## Part 5

Cowra Council's priorities include:

- Innovation, technological advancement, and investment in the growing agricultural, industrial and manufacturing sectors
- Potentially reopening the Blayney-Demondrille rail line
- Identifying opportunities for the LGA as the wider region's economy diversifies

The Regional Plan identifies Cowra as having the greatest population growth and housing demand along with other regional centres and this will be a flow on from Cowra's continued growth in agriculture, manufacturing and industry as well as Cowra's proximity to Canberra.

This site is in an important for freight and logistics infrastructure. Cowra has easy access to markets in Canberra, Sydney, Adelaide, Melbourne, Brisbane, and Western Australia, and is part of an important strategic supply chain to markets across Australia and the world. Additionally, this site is strategically located on this network and is located to take advantage of the Parks Special Activation Precinct.

This site is also located close to the Cowra Airport where goods can access the markets of Asia via Canberra Airport within 24 hours. Additionally, this site is in a strategic location to potentially take advantage of its proximity to the railway line when it gets reopened.

Collaboration Activity 2 – Identify potential housing and land use planning opportunities from the Parks SAP

Collaboration Activity 12 – surplus TfNSW land for tourism facilities

Collaboration Activity 25 – investigate future uses of the Cowra rail corridors

### Comments

This site is adjacent to the Blayney - Demondrille railway line and is approximately 500 metres from the town of Cowra. The site is adjacent to a major

highway, and an unused and underutilised railway line and is located opposite R1 General residential land, to the north.

Freight networks from Cowra and the Region extend to Sydney, Newcastle, Wollongong, Brisbane, Melbourne, Canberra, Adelaide, and Perth. This includes access to Ports in Newcastle, Sydney, and Wollongong and access to the international airports in Sydney and Canberra airports. In the future, the subject site will have potential access to the Blayney - Demondrille Rail network to major centres and the future inland rail network.

The current zoning of this land as SP2 Rail Infrastructure facilities does not allow for any redevelopment opportunities as privately owned land due to the fact that it is located on the non-operation railway line and this zone does not allow for any development not associated with anything else but the railway line. This important undeveloped site gives effect to the objectives and actions of the Central West and Orana Regional Plan 2041. Rezoning this land to Zone E3 Productivity Support allows this land to play a strategic link for the town of Cowra, the intersecting of 3 highways and the railway corridor.

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3.4 IS THE PLANNING PROPOSAL CONSISTENT WITH THE COUNCIL LSPS THAT HAS BEEN ENDORSED BY THE PLANNING SECRETARY OR GSC, OR ANOTHER ENDORSED LOCAL STRATEGY OR STRATEGIC PLAN?

Whilst this site is not specifically identified in the Cowra LSPS and as mentioned above a number of priorities can be identified to support this strategically located site and its proposed rezoning:

The Cowra LSPS 2020 identifies that Cowra is strategically located on the junction of 3 major highways and is, therefore, Cowra is a strategically significant location. The subject site is located on the Mid-Western Highway approximately 500 metres from the township of Cowra to the west. Transport and the movement of agricultural and manufactured goods through, as well as to and from Cowra is an essential component of the continued success and growth of industries such as

agriculture and manufacturing in Cowra. The LSPS identifies several priorities which identify the strategic location of the subject site:

*Priority 1 – leverage the central and strategic location of the Cowra Shire and encourage growth and new economic opportunities.*

*Specific Action 1.4 – Council will investigate the potential suitability of amending Cowra Local Environmental Plan 2012 to enable the efficient, orderly, and practical use of land adjoining main road corridors for a range of suitable purposes.*

*Priority 5- advocate for new development to be supported by appropriate infrastructure.*

*Specific Actions 5.6 – Council will lobby for the reopening of the Blayney to Demondrille rail line for the benefit of Cowra and surrounds.*

This site lends itself to support the strategic location of Cowra and the location of the site on the Mid Western Highway. New economic opportunities could be achieved once the zoning allows for development opportunities. Additionally, the site is strategically located to take advantage of the potential reopening of the Blayney to Demondrille rail line when it reopens in the future.

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### 3.5 IS THE PLANNING PROPOSAL CONSISTENT WITH ANY OTHER APPLICABLE STATE AND REGIONAL STUDIES OR STRATEGIES?

This planning proposal is not inconsistent with any other State or regional study or strategy.

As addressed above in 3.3 the Central West and Orana Regional Plan 2041

### **Objective 7 – Plan for resilient places and communities**

The construction of any future building on this site (subject to a DA) will comply with all relevant controls in relation to climate change resilience. This site is not mapped as bushfire prone nor is it flood-prone.

## **Objective 18 - Leverage existing industries and employment areas and support new and innovative economic enterprises**

By supporting the rezoning of this land will provide future economic potential in Cowra. This land has never been developed and could be of great economic potential. The current SP zone is in principle an industrial zone however as the rail line is disused the potential of bringing a new business to Cowra is lost. Whilst this land is not part of any existing industrial / manufacturing area, it is a wasted opportunity and is unlikely to be developed for rail purposes. This site has accessible water from the land adjacent via Council's infrastructure.

## **Objective 20 – Protect and leverage the existing and future road, rail and air transport networks and infrastructure**

This land is located on the Mid-Western Highway (Lynch Street) and connects to Cowra and has access to all of the transport connections throughout the state and the Country. This site has access to the Parks SAP.

### Part 5

Cowra Council's priorities include:

- Innovation, technological advancement, and investment in the growing agricultural, industrial and manufacturing sectors
- Potentially reopening the Blayney-Demondrille rail line
- Identifying opportunities for the LGA as the wider region's economy diversifies

The Regional Plan identifies Cowra as having the greatest population growth and housing demand along with other regional centres and this will be a flow on from Cowra's continued growth in agriculture, manufacturing and industry as well as Cowra's proximity to Canberra.

This site is in an important for freight and logistics infrastructure. Cowra has easy access to markets in Canberra, Sydney, Adelaide, Melbourne, Brisbane, and Western Australia, and is part of an important strategic supply chain to markets across Australia and the world. Additionally, this site is strategically located on

this network and is located to take advantage of the Parks Special Activation Precinct.

This site is also located close to the Cowra Airport where goods can access the markets of Asia via Canberra Airport within 24 hours. Additionally, this site is in a strategic location to potentially take advantage of its proximity to the railway line when it gets reopened.

Collaboration Activity 2 – Identify potential housing and land use planning opportunities from the Parks SAP

Collaboration Activity 12 – surplus TfNSW land for tourism facilities

Collaboration Activity 25 – investigate future uses of the Cowra rail corridors

#### Comments

This site is adjacent to the Blayney - Demondrille railway line and is approximately 500 metres from the town of Cowra. The site is adjacent to a major highway, and an unused and underutilised railway line and is located opposite R1 General residential land, to the north.

Freight networks from Cowra and the Region extend to Sydney, Newcastle, Wollongong, Brisbane, Melbourne, Canberra, Adelaide, and Perth. This includes access to Ports in Newcastle, Sydney, and Wollongong and access to the international airports in Sydney and Canberra airports. In the future, the subject site will have potential access to the Blayney - Demondrille Rail network to major centres and the future inland rail network.

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### 3.6 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE SEPPS?

There are 11 SEPPs in NSW, and this planning proposal is not inconsistent with the applicable SEPPs.

- SEPP (Planning Systems) 2021
- SEPP (Precincts – Eastern Harbour City) 2021 – not applicable
- SEPP (Precincts - Central River City) 2021- not applicable

- SEPP (Precincts – Regional) 2021
- SEPP - Design and Place
- SEPP (Biodiversity and Conservation) 2021
- SEPP (Resilience and Hazards) 2021 – it is noted that while this site is adjacent to the Cowra Railway Precinct, advice that has been received is that it has never been used for any railway use or any other use historically. This site has remained vacant and unused. See below for SEPP Assessment.
- SEPP (Transport and Infrastructure) 2021  
As this is a rezoning further advice regarding the final use of the site once it is rezoned can be assessed in the DA process. The rezoning is so that it can be purchased by a party who wants to redevelop it and the final use is yet to be determined. The land is currently unusable as it stands and the current zoning prevents development.
- SEPP (Housing) 2021 – not applicable
- SEPP (Resources and Energy) 2021 – not applicable
- SEPP (Primary Production) 2021 – not applicable

#### SEPP – Resilience and Hazard 2021

It is noted that while this site is adjacent to the Cowra Railway Precinct, historical advice that has been received is that it has never been used for any railway use or any other use. This site has remained vacant and unused.

Clause 4.6(1) of the SEPP requires that a consent authority must not consent to the carrying out of any development on land unless:

- a. it has considered whether the land is contaminated, and
- b. if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

c. if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

Clause 4.6(2) of the SEPP requires that Council, before determining an application for consent to carry out development that would involve a change of use on any land in Clause 4.6(4), must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.

Clause 4.6(4) requires a preliminary investigation to be carried out if the land concerned is:

- within an investigation area,
- land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being or is known to have been carried out.
- to the extent to which it is proposed to child care development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital land in relation to which there is no knowledge as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge.

In relation to the land which is the subject of this PP the following has been established relating to the issue of any potential contamination:

- The land has not been declared to be significantly contaminated under the Contaminated Land Management Act 1997.
- The land has not been regulated by the EPA in relation to contamination.

- Historically, from photographs and Heritage Report, it is confirmed that this land was associated with the railway and its historic uses, and that this land was never developed and has remained vacant.
- No uses can be identified on this land that would have created contamination.
- A visual inspection did not indicate any remnant-built infrastructure or footing or any other use.
- The proposed use will not be for any residential or childcare etc purposes.

It is therefore concluded that from the assessment and historical knowledge that there is very little potential contamination of this site and that there is nothing to indicate that there is any threat to human health or the environment. However, Barnson, attached to this report, has been engaged to provide a Preliminary Contamination Investigation for the site. In summary a desktop investigation was undertaken and the site contains no visible contamination and no signs of settlement or subsidence was identified. The report recommends that a detailed contamination investigation of the site is required to characterise areas of potential contamination and suitability for the future proposed use. Therefore, it is requested that this detailed contamination investigation be undertaken during the determination of a development application for the actual future use of the site. The Heritage Report summarises that there have been minimal or no previous uses of the site and it was more likely designated as a road reserve rather than part of the railway corridor.

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### 3.7 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS?

This planning proposal is consistent with the applicable Ministerial Directions.

- Focus area 1: Planning Systems
    - 1.1 Implementation of Regional Plans. NA
    - 1.2 Development of Aboriginal Land Council Land. NA
    - 1.3 Approval and Referral Requirements. Yes
-

#### 1.4 Site Specific Provisions. No

- Focus area 1: Planning Systems – Place Based NA
- Focus area 2: Design and Place NA
- Focus area 3: Biodiversity and Conservation NA

#### 3.1 Environment Protection Zones No

#### 3.2 Heritage Conservation

A Heritage Impact Statement has been prepared by Edwards heritage Consultant (October 2024) and included as an attachment to this report.

In summary the report determines that the site is not identified as an item of heritage however is in the vicinity of the Cowra Railway Station and yard Group which is identified as an item of state heritage significance. A Statement of Cultural Significance has not been developed for the site as it does not satisfy the NSW Heritage Assessment criteria for its preparation.

While future development on this site would be subject to the submission of a heritage impact assessment to consider the particular merits of any development proposal the following recommendations are to be included as site specific controls for the site:

- a) Require any future structures within the subject site to be a maximum of two-storeys in height
- b) Ensure any proposed buildings are located northeast of the signal box's northeastern alignment, (the site area northeast of the blue dotted line in Appendix B). This will ensure that any future build forms do not visually dominate the water tank when seen from Vantage Point #1, and will help retain sight lines from Vantage Point #2 on Lynch Street to both the water tank and signal box.
- c) Permits very low-scale development within the recommended setback areas (being the southeastern portion of the site) and the site area southeast of the blue dotted line in Appendix B). Development in this portion of the site should be limited to an open-air at grade carpark, loading, vehicle and /or

pedestrian circulation and driveway, an/or landscape space with low-height fencing. Any landscaping or fencing that that encloses said space should not obstruct either of the aforementioned Vantage Points.

- d) Ensure the protection of the heritage-listed elevated water tank immediately adjoining the site.
- e) Protects and retains the grassed embankment framing the northwestern edge of the railway corridor (southeastern boundary of the site).

Additionally, a search of the Aboriginal heritage Information System has been undertaken and there is no AHIM's sites within 100m of this land. It is acknowledged that an Aboriginal Heritage Report has not been completed for this site this is due to a number of reasons. A number of attempts has been made by the planning consultant to contact the Cowra Aboriginal Land Council to no avail, the phone number appears to have been disconnected and the address on Fishburn Street appears not to be the office of the Land Council. It is requested that this task be undertaken as DA stage to allow more time to attempt contact with the Cowra land Council.

3.3 Sydney Drinking Water Catchments No

3.4 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs No

3.5 Recreation Vehicle Areas No

- Focus area 4: Resilience and Hazards

4.1 Flooding No

4.2 Coastal Management No

4.3 Planning for Bushfire Protection No

4.4 Remediation of Contaminated Land No

4.5 Acid Sulfate Soils No

4.6 Mine Subsidence and Unstable Land No

- Focus area 5: Transport and Infrastructure

5.1 Integrated Land Use and Transport Yes

There are no changes to any road or public transport proposed by this rezoning.

5.2 Reserving Land for Public Purposes No

5.3 Development Near Regulated Airports and Defence Airfields No

5.4 Shooting Ranges No

- Focus area 6: Housing No

6.1 Residential Zones No

6.2 Caravan Parks and Manufactured Homes Estates No

- Focus area 7: Industry and Employment

7.1 Business and Industrial Zones Yes

Any future development on this site subsequent to the rezoning will likely provide employment, increase the total potential floor space area and support the continued viability of Cowra.

7.2 Reduction in non-hosted short term rental accommodation period No

7.3 Commercial and Retail Development along the Pacific Highway, (Cessnock LGA) (Revoked 18 June 2010) No

- Focus area 8: Resources and Energy

8.1 Mining, Petroleum Production and Extractive Industries No

- Focus area 9: Primary Production

9.1 Rural Zones No

9.2 Rural Lands No

9.3 Oyster Aquaculture No

9.4 Farmland of State and Regional Significance on the NSW Far North Coast No

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3.8 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS WILL BE ADVERSELY AFFECTED BECAUSE OF THE PROPOSAL?

The land appears to be highly disturbed and is clear of any significant vegetation or trees. It is unlikely that any critical habitat or threatened species or habits will be adversely affected by the rezoning and future development of this land. This land is not mapped as Terrestrial Biodiversity nor does it contain any wetlands.

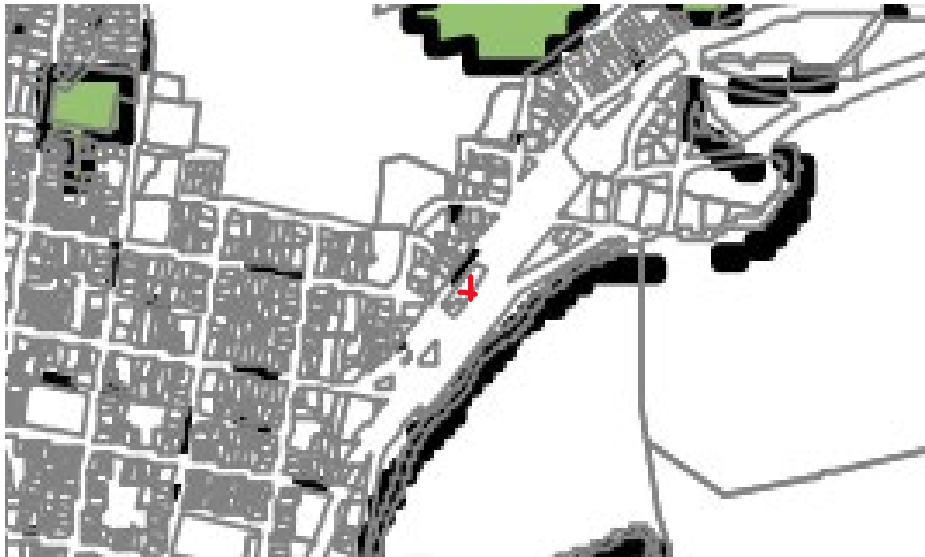


Figure 8 - Terrestrial Biodiversity map - Sheet BIO\_002



Figure 9 - Wetlands Map Map Sheet CL1\_002

It is noted that Cowra has no areas of Outstanding Biodiversity and has one area of protected threatened species of which there is a management plan – Grey-headed Flying-fox camp at the Cowra Gold Club.

The Biodiversity Conservation Act 2016 lists a number of Threatened species in NSW. Generally speaking, most species require food trees and habitat is usually found in forests and woodlands, swamps and wetlands.

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### 3.9 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Utilities - there are a number of alternatives for connection to water sewer and stormwater which will be finalised at DA stage. The freight terminal to the east has connections to both water and sewer and there is a connection on the opposite side of Lynch Street for both water and sewer. All these options require investigations at a later stage. Nothing can occur until the rezoning is complete therefore there is no reason that all services can be connected to the site now.

Land use conflict can be managed in a number of ways, but this depends on the type of use and this will be determined after the rezoning and at DA stage. This site is opposite a heavy vehicle route and a major highway, it was also adjacent to the freight terminal and previously an operating railway line. There is no reason that land use conflict can't be minimised in the future.

As mentioned above the site was never used as part of the rail infrastructure and has remained vacant.

---

### 3.10 HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

Anecdotally there is a shortage of commercial/industrial land in Cowra. This land is vacant SP land and should be rezoned to something that can be developed and used. This is privately owned land adjacent to the rail corridor and Council needs to consider a rezoning so that this land can be used or sold to be used as productive economically viable land in Cowra. Support for the rezoning will enable this land to be developed and used as employment generating commercial/manufacturing or industrial type uses. The State Heritage item adjacent to the west will not be affected by any development on this site.

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### 3.11 IS THEIR ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

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As addressed previously there are a number of different options for the provision of water, sewer and stormwater connections which have not yet been investigated and whilst the decision has not been made as to which connection the development will use there is enough information for the rezoning to proceed. The investigation may take some time to undertake and need a number of different trades and owners to come together including TfNSW, there are no shortfalls with this methodology, it is a question of the owner's timing and contracts of sale. There is adequate public infrastructure in the immediate vicinity to allow this rezoning to proceed.

The applicant is unable to clarify if the adjoining rail line it's to be used in the future. If necessary TfNSW will condition and give Council advice on the planning proposal during the period of comment.

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### 3.12 WHAT ARE THE VIEWS OF STATE AND FEDERAL PUBLIC AUTHORITIES AND GOVERNMENT AGENCIES CONSULTED IN ORDER TO INFORM THE GATEWAY DETERMINATION?

This is not part of the draft planning proposal process and the views of government authorities is more part of the Gateway process as the heading details, therefore this will be informed by the Council process of seeing government agency comments.

The proposal was forwarded to TfNSW as part of the assessment and the response received June 2024 was that there are no objections to this proposal.

The proposal was forwarded to Department of Climate Change, Energy, the Environment and Water for comment as part of the process and the following advice was received:

The subject site is located next to (adjoining) the now defunct Cowra Railway Station which is found on the State Heritage Register (SHR) and listed as 'Cowra Railway Station and Yard Group' (SHR item number 01122), located at the Blayden-Harden railway / Campbell Street / Lynch Street, Cowra.

As such a Heritage Impact Assessment has been undertaken by Edwards Heritage Consultants to address the concerns of Heritage NSW. However, Edwards Heritage have not been able to undertake the Aboriginal Cultural Heritage Assessment. It is considered that as there are no AHIMS items on the site and no Aboriginal Places at all registered in Cowra. However, it is noted that the applicant is prepared to undertake this study during the determination of a DA for the use of the site in the future. This will allow more time to establish contact with the Cowra Local Land Council.

## PART 4 – MAPS

Mapping has been undertaken.

## PART 5 – COMMUNITY CONSULTATION

Consultation has been undertaken with Council via the planning department and the infrastructure department for water and sewer connections. Consultation needs to be undertaken with TfNSW depending on which option of water, sewer and stormwater treatment is chosen and this can be undertaken at DA stage.

## PART 6 – PROJECT TIMELINE

A detailed project timeline for this Planning Proposal is under separate finalisation.

## CONCLUSION

This Planning Proposal is to rezone the subject land from SP2 - Rail Infrastructure Facilities to Zone E3 Productivity Support, as identified in the Standard Instrument (Local Environmental Plans) Amendment (Land Use Zones) Order 2021. This is the most appropriate zone to allow for a variety of land uses that would suit this site. This rezoning is strategically supported by concepts contained

within the Cowra LSPS 2020 and the Central West and Orana Regional Plan 2041. This land is privately owned and cannot be developed with the current SP zone. It is essential that Council supports this rezoning to enable the facilitation of a future use. This land should be developed as there is a shortage of commercial, industrial E3 zoned land available for development in Cowra.

# Attachment A

## E3 Zone - Supply and Demand Analysis

---

Planning Proposal PP-2023-884 proposes to rezone land from SP2 Infrastructure to E3 Productivity Support. The proposal relates to land that is addressed to Lynch Street and is formally described as Lot 2 DP 1028751.

A supply and demand analysis is required in order to justify the proposed increase in land that is zoned E3 Productivity Support under Cowra Local Environmental Plan 2012. The analysis is structured around the following.

- 1. Precinct Identification.** This analysis shows where the E3 Productivity Support zone has already been utilised within the Cowra Township and includes mapping to show the relationship of this land to Lot 2 DP 1028751.
- 2. Precinct Roles.** This analysis provides a description of the land-use activities that are occurring within each location zoned E3 Productivity Support, and defines the strategic role of each location in terms of the hierarchy for commercial land in Cowra Township.
- 3. Supply Analysis.** This analysis includes mapping and associated calculations relating to the amount of land in the existing E3 Productivity Support zone. The analysis accounts for land that is either occupied, vacant and / or approved for future development.
- 4. Demand Analysis.** This analysis uses Development Application statistics for the last 10 year period to further understand development trends in the E3 Productivity Support and understand whether there is demand for additional E3 Productivity Support zoned land in the Cowra Township.
- 5. Conclusion.** Using the information in the supply and demand analysis, this work seeks to justify the rezoning of Lot 2 DP 1028751.

## 1. Precinct Identification

There are two locations within the Cowra Township which are currently zoned E3 Productivity Support under Cowra Local Environmental Plan 2012. These locations include:

- 1. Cowra Airport.** The Cowra Airport is located on the south-western edge of the Cowra Township. The land is accessed via Airport Road which connects back into the Cowra urban area via the Mid-Western Highway. The E3 Productivity Support zone relates specifically to non-operational land at the Cowra Airport including the existing and planned future subdivisions forming part of the Cowra Airport Business Park.
- 2. Redfern Street.** The E3 Productivity Support zone is focused generally on properties with direct or immediate access to Redfern Street and extends from Flint Lane (to the south) to Bourke Street (to the north).

Lot 2 DP 1028751 is geographically separated from the existing locations of E3 zoned land described above. Lot 2 DP 1028751 is located on the eastern edge of the Cowra Urban Area. A map showing the spatial relationship of these locations to each other and the wider urban area of the Cowra Township is included in Map 1 as follows.

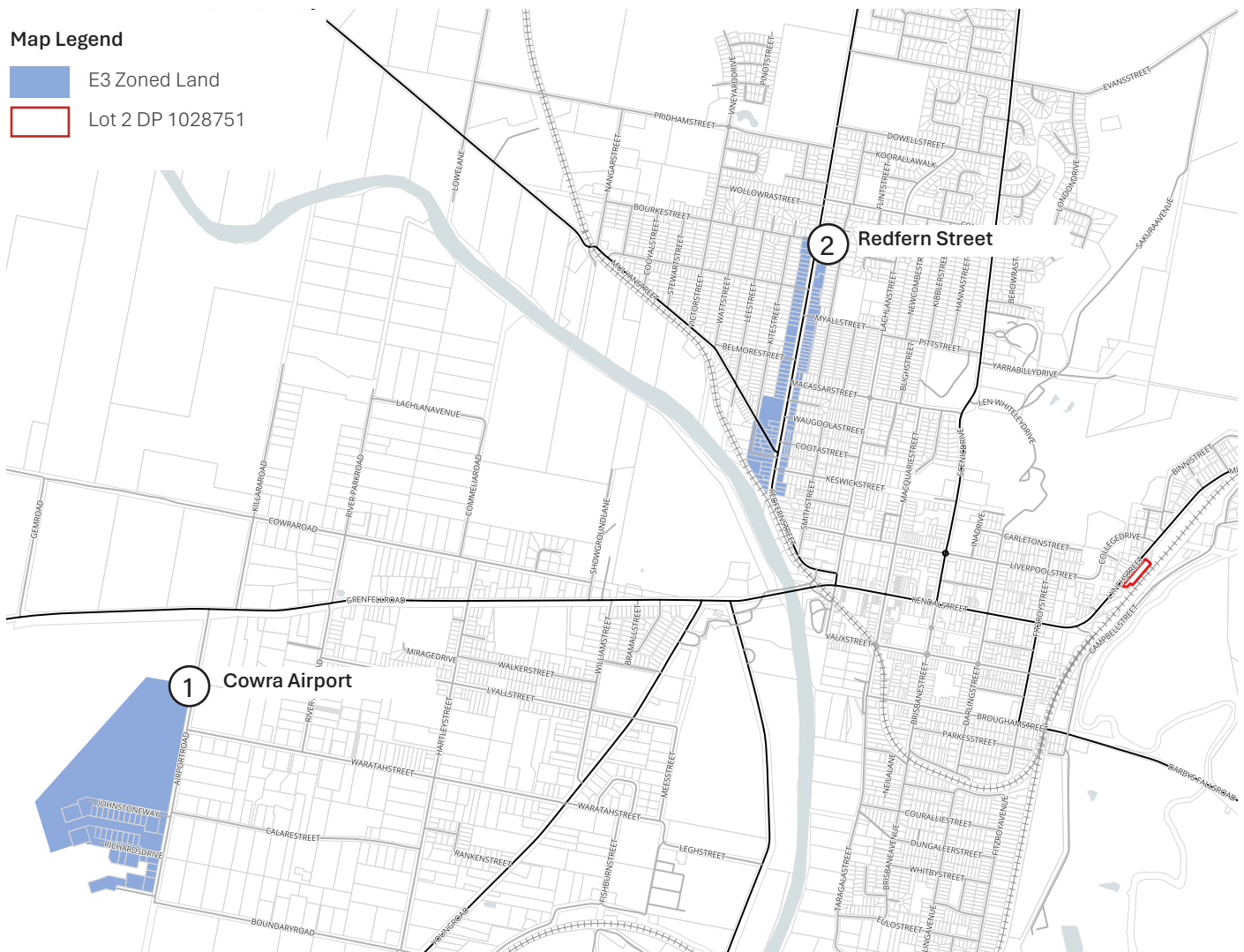


Figure 1 - Cowra Township - Existing E3 Productivity Zoned Land

## 2. Precinct Roles & Functions

### Background

The E3 Productivity Support zone was introduced into NSW Local Environmental Plans in 2022 as part of the NSW Government's Employment Zones Reform. The reform streamlined existing zones into new employment zones and supporting zones, aiming to enhance productivity and job growth while aligning with strategic plans and community objectives.

Prior to the Employment Zones Reform, the B7 Business Park zone was applied to land at the Cowra Airport Business Park and the B5 Business Development zone was applied to land at the Redfern Street Business District. Cowra Airport and Redfern Street were the sole locations for the applications of the B7 and B5 zones (respectively) which allowed for the complete customisation of zone objectives and land-use permissibility to reflect the Council's objectives for planning and development outcomes at these locations.

When the E3 Productivity Zone was implemented, Council blended the zone objectives for the Cowra Airport and the Redfern Street precincts. The final objectives for the E3 Productivity Support zone in Cowra Local Environmental Plan 2012 are:

- + 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 ensure commercial development in the Redfern Street area and at the Cowra Airport is consistent with the commercial hierarchy of the Cowra township and does not involve major retailing activities or detract from the core commercial functions of the Cowra central business district.
- + To maximise public transport patronage and encourage walking and cycling.
- + To ensure commercial, industrial or other compatible development at the Cowra Airport provides aviation-related services and facilities or services and facilities to support that development

### Redfern Street Precinct - Role and Function

Redfern Street is the second largest commercial precinct in Cowra Township and plays a supporting role to the Cowra Central Business District. Major retailing activities are generally discouraged from being developed in the Redfern Street precinct, as these are more appropriately located closer to the commercial core focused on Kendal Street. Redfern Street supports a wide range of land-use activities with bulky goods, hardware and building, food and drink, office and vehicle sales being the dominant business types.

### Airport Precinct - Role and Function

The role and function of the Airport precinct is specific to aviation. The framework developed by Council under the Cowra Airport Masterplan 2021 and Cowra Council DCP 2021 encourages new development which benefit specifically from co-location with airport infrastructure. Currently, the Cowra Airport Business Park supports a wide range of suitable airport-related businesses including light aircraft manufacturing, aircraft servicing and repairs, pilot training, aerial agricultural spraying and fire fighting contracting, private aircraft storage and emergency service headquarters.

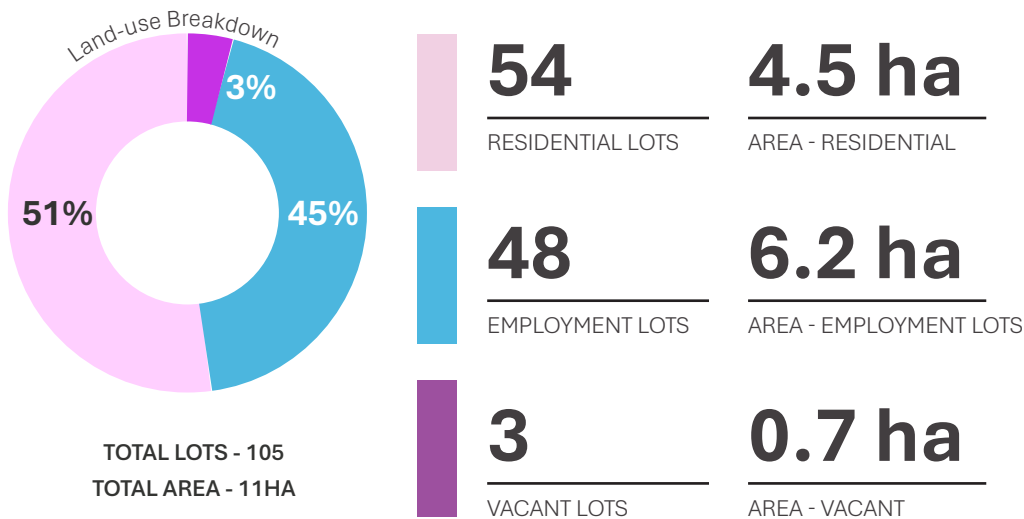
### 3. Supply Analysis

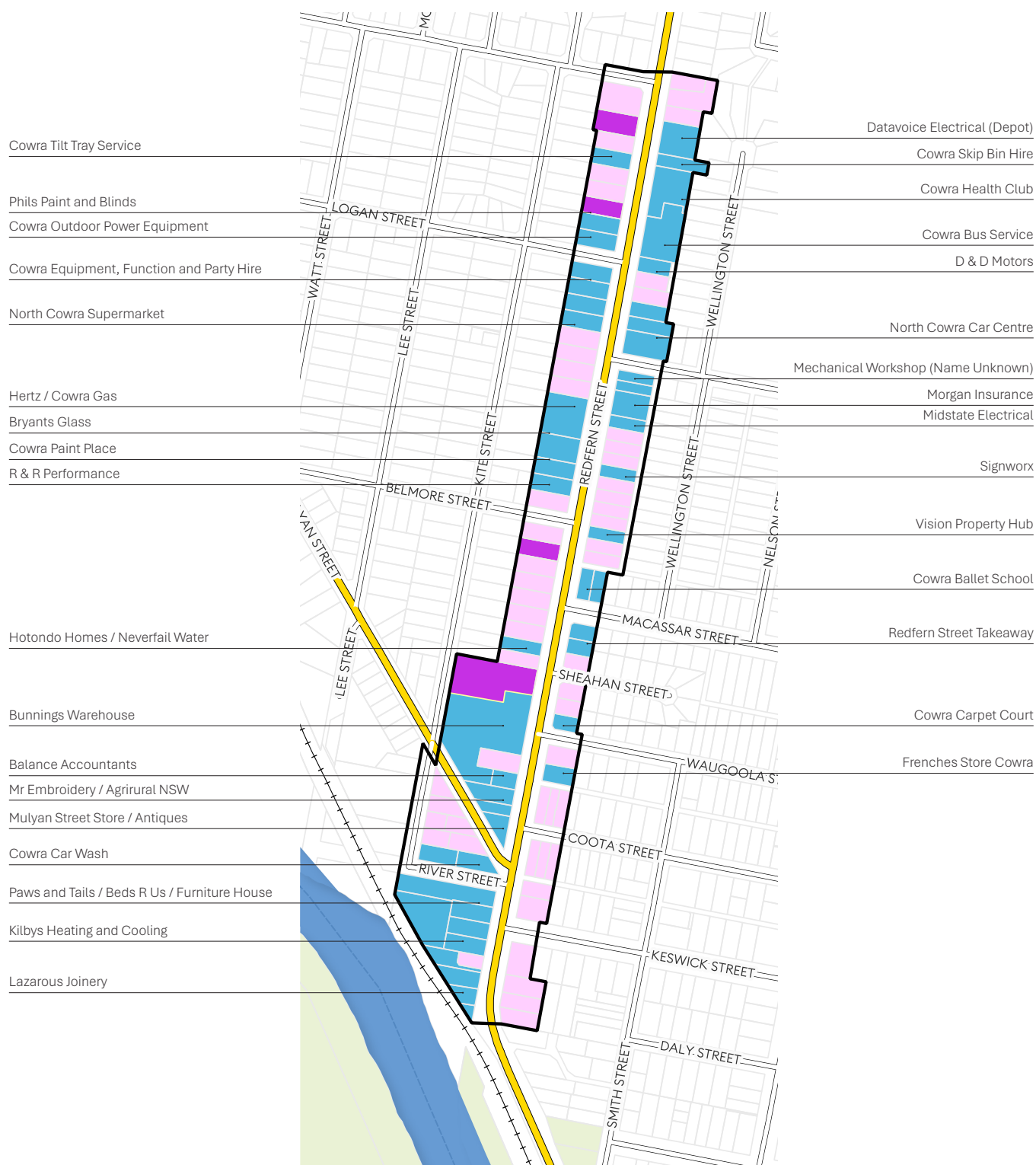
#### 3.1 Redfern Street Precinct

A land-use analysis has been completed for land within the Redfern Street Precinct. The analysis shows that:

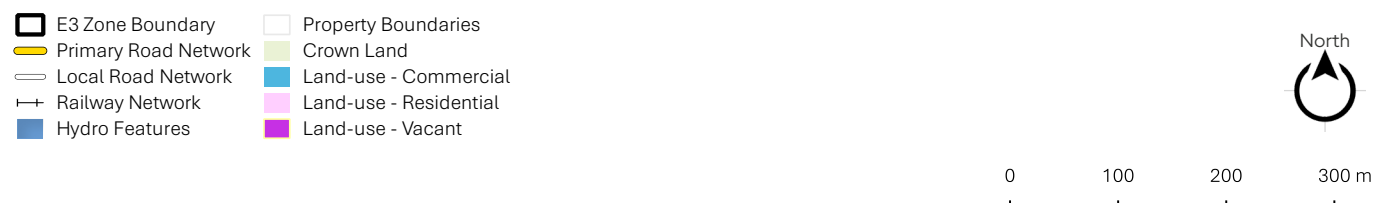
- + Approximately 51% of the precinct is currently utilised for residential related purposes. Six of these sites accommodate medium density housing forms with the remaining sites accommodating single detached housing as the predominant form.
- + Approximately 45% of the precinct is currently utilised for employment related purposes. The types of employment uses present in this area of Cowra are wide ranging from traditional retailing, large format retailing, depots, mechanics, manufacturing and indoor recreation facilities.
- + Approximately 3% of the precinct currently exists as vacant land. The calculations exclude a part of the existing Bunnings Warehouse holding which is currently vacant but has been approved by Council to accommodate an expansion of the existing facility.
- + There is no defined pattern to existing commercial and residential land-use throughout the precinct. There is evidence that residential and commercial land-uses are grouped in some locations, that there is a presence of both uses on either side of Redfern Street and that there is a mix of older and more modern building forms generally throughout.

Key statistics are shown in the infographic below. The spatial distribution of land-use in Redfern Street is in Figure 2.





**Figure 2 - Land-use Analysis Map - Redfern Street Business District**



Cowra Airport Precinct

A land-use analysis has been completed for land within the Cowra Airport Business Park. The analysis shows that:

- + Approximately 32% of the existing lots at the precinct are comprised of vacant development-ready lots. These lots are generally located north of Richards Drive and have a combined land area of 3.9 hectares.
- + Of these vacant development-ready lots, there are only two available for sale from Cowra Council. All others are since sold to private developers.
- + Approximately 67% of the existing lots at the precinct are occupied. An analysis of existing land-use shows that all of the lots have been developed for purposes which are related to aviation and or which have a legitimate need to be located within the Cowra Airport Business Park. The current range of uses include aircraft storage (in traditional Hangars), government agency uses that support aerodrome operations (Rural Fire Service Headquarters), pilot training, aerial agriculture and fire fighting services, and aviation mechanical services.
- + A large proportion of land in the existing E3 zone remains undeveloped. There is approximately 22 hectares of land area available to accommodate future growth and development at the Cowra Airport Business Park when demand exists.

Key statistics are shown in the infographic below. The spatial distribution of existing land-use in the Cowra Airport Business Park is shown in Figure 3.

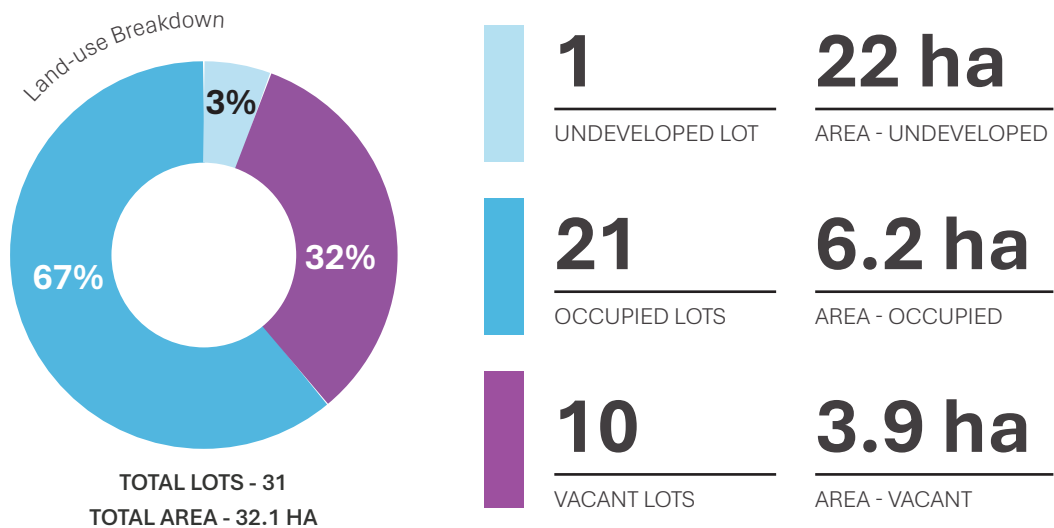
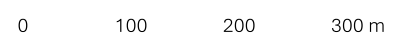
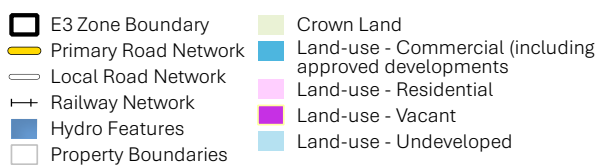




Figure 3 - Land-use Analysis Map - Cowra Airport Business Park



## 4. Demand Analysis

An analysis of Development Application (DA) statistics for the last 10 years has been utilised in order to gain an insight into the demand for land in the existing E3 Productivity Support zone. The findings of the analysis have been presented in Table 1 below.

**Table 1 - DA Statistics - E3 Zone - 2015 to 2025**

Year	DA No.	Development Type	Location
2015	71/2015	Subdivision	Cowra Airport
	41/2015	Change of Use	Redfern Street
	30/2015	Hangar	Cowra Airport
	2/2015	Hangar	Cowra Airport
2016	51/2016	Gymnasium	Redfern Street
	11/2016	Hangar	Cowra Airport
2017	-	Hangar	Cowra Airport
	139/2017	Commercial Premises	Redfern Street
	133/2017	Farm Shed	Cowra Airport
	114/2017	Dwelling	Redfern Street
	36/2017	Office	Redfern Street
	16/2017	Hangar	Cowra Airport
	70/2018	Change of Use	Redfern Street
2018	125/2019	Change of Use	Redfern Street
	107/2019	Change of Use	Redfern Street
2020	121/2020	Hangar and Workshop	Cowra Airport
	116/2020	Office	Redfern Street
	89/2020	Emergency Services Facility	Cowra Airport
	31/2020	3x Dwellings	Redfern Street
2021	66/2021	Hardware Supplies	Redfern Street
2022	115/2022	Hangar	Cowra Airport
	103/2022	Hangar	Cowra Airport
	99/2022	Hangar	Cowra Airport
	92/2022	Hangar	Cowra Airport
	70/2022	Hangar	Cowra Airport
	62/2022	Hangar	Cowra Airport
	19/2022	Subdivision	Redfern Street
	116/2023	Hangar / office / motel	Cowra Airport
2023	30/2023	Hangar / Workshop	Cowra Airport
	Nil	Nil	
2024	Nil	Nil	
2025	Nil	Nil	

The following insights can be gained from the statistics shown in Table 1 as well as the information presented in Sections 3 :

- + Council is approving an average of approx 1 new developments per year in the E3 Productivity Zone on Redfern Street.
- + Redfern Street is reaching developed capacity. The number of vacant sites in Redfern Street is low and the mainstay of new business opportunities can be expected through processes involving the re-use / redevelopment of existing commercial stock, change of use of existing housing stock into commercial floor space, and through the demolition of existing residential housing and construction of new commercial floor space.
- + There remains 22 hectares of zoned but undeveloped land at the Cowra Airport Business Park. The Cowra Airport Masterplan 2021 shows that as many as 40 additional lots are capable of being developed from this reserve. Council is approving an average of approx 2 new developments per year at the Cowra Airport. At this rate, it is estimated that the amount of undeveloped E3 zoned land at the Cowra Airport is sufficient to accommodate market demand for the next 20 years. The number of vacant development-ready lots at the Cowra Airport Business Park represents a further five years worth of supply that would not be affected by a singular lot rezoning.
- + The bulk of current market demand for E3 zoned land is being met by opportunities to develop vacant development-ready land at the Cowra Airport Business Park, because there are limited vacant-development-ready E3 land parcels elsewhere.

## 5. Conclusion

A summary of the key findings of Sections 1 to 4, plus additional land use commentary, is provided as follows:

- + There are two separate locations in the Cowra Township which are currently zoned E3 Productivity Support. These locations are on Redfern Street and within the Cowra Airport Business Park. Both locations play a supporting role to the Cowra CBD and allow for a variety of commercial land-use activities. The Cowra Airport Business Park is an important location for aviation-related development, reinforced by the strategic directions in the Cowra Airport Masterplan 2021.
- + Redfern Street is reaching developed capacity. The number of vacant sites in Redfern Street is low and the mainstay of new business opportunities can only be provided through processes involving the re-use / redevelopment of existing commercial stock, change of use of existing housing stock into commercial floor space, and through the demolition of existing residential housing and construction of new commercial floor space. Based on recent development statistics, the demand for land in Redfern Street is low and may be influenced by the limited number of vacant development-ready sites in this location.
- + The Cowra Airport Business Park is experiencing positive growth and development. There is a healthy supply of land available in this location, with vacant lots available and capacity for further greenfield subdivision. The number of DAs being approved in this location compared to Redfern Street indicates a market preference for developing vacant land instead of repurposing existing stock in Redfern Street.
- + The supply and demand analysis suggests that there are few opportunities to cater for new growth and development in the E3 Productivity Support zone where vacant land is an important site selection criteria and the proposal is not aviation related. The rezoning of Lot 2 DP 1028751 would be a positive action that addresses this market shortfall.
- + Lot 2 DP 1028751 is a single in-fill site within the existing urban area of Cowra Township. The size of the land means that any rezoning is likely to be of minimal consequence in terms of the negative effect on supply and demand for land at the Cowra Airport Business Park.
- + That Council's commitment to the airport for solely aviation uses is such that a review of its current 2021 master Plan is listed as a short term planning priority in order to examine how Council can continue to develop the aviation business focus and limit the impact of Employment zones reform.
- + That Council is committed to focusing on supporting the existing business and leveraging the Cowra Airport as an attractive destination for airport infrastructure land uses and aviation activities.
- + That development at the Cowra Airport is subject to the 2021 Cowra Airport Master Plan.
- + That the location is subject to planning controls outlined in Part J – Cowra Regional Airport – of the Cowra 2021 Development Control Plan.

3 June 2024

TfNSW reference: WST24 00139/001 | SF2024/070355

Your reference: PP-2023-884 (Ref-2775)



General Manager  
Cowra Shire Council  
By Email: [council@cowra.nsw.gov.au](mailto:council@cowra.nsw.gov.au)

**Attention: Janine Finlayson**

**PP-2023-884 – Rezone land from SP2 Infrastructure to E3 Productivity Support – Lot: 2 DP1028751 – Lynch Street, Cowra**

Dear Janine,

Transport for NSW (TfNSW) is responding to Council's request for comments on the above Planning Proposal (PP) referred 4 April 2024. Apologies for the delayed response.

TfNSW has reviewed the information provided and has no objections to the rezoning the land from SP2 *Infrastructure* to E3 *Productivity Support* subject to consideration of matters raised in **Attachment 1** prior to Council finalizing the PP.

Please note, the PP has also been considered by UGL Reginal Linx (the rail authority) and TAHE (the rail asset owner), with relevant advice from each respective stakeholder included in Attachment 1.

On Council's determination of this matter, please forward a copy of the final meeting minutes to TfNSW. If you have any questions, please contact the undersigned on 1300 019 680 or email [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au).

Yours faithfully,



**Kylie-Anne Pont**  
Team Leader Development Services (West)  
Community & Place  
Regional and Outer Metropolitan

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OFFICIAL

## Attachment 1

### PP-2023-884 – Rezone land from SP2 *Infrastructure* to E3 *Productivity Support* – Lot: 2 DP1028751 – Lynch Street, Cowra

This attachment relates to TfNSW's response dated 3 June 2024 reference WST24/00139/001.

#### Context

TfNSW understands the subject application:

- Proposes to amend the *Cowra Local Environmental Plan 2012* to rezone the subject land from SP2 *Infrastructure* (Railway Infrastructure Facilities) to E3 *Productivity Support* under the *DRAFT Standard Instrument (Local Environmental Plans) Amendment (Land Uses Zones) Order 2021* and in the future the amendment to the *Cowra Local Environmental Plan 2012*.
- The affected classified (State) road is the Mid Western Highway (HW6).
- Council is seeking advice from TfNSW in accordance with s3.34 of the *Environmental Planning & Assessment Act 1979*.

TfNSW notes the Planning Proposal does not identify the future intended land use or address potential traffic impacts on the road network associated with a future land use.

#### TfNSW comments

TfNSW provides the following comments for Council's consideration below:

1. Any future development application should be accompanied by a Traffic impact Assessment (TIA) prepared by a suitably qualified traffic consultant, in accordance with *Austroads Guide to Traffic Management Part 12*. The TIA should also identify necessary road network infrastructure upgrades to mitigate the traffic impacts of the proposed development (as applicable).
2. Any future development application must be submitted with a Statement of Environmental Effects addressing the Planning Circular [PS-21-018 Development Near rail corridors and busy roads](#) and applicable rail sections within the *State Environmental Planning Policy (Transport & Infrastructure) 2021*.
3. While the rail infrastructure is currently non-operational, it is a requirement under the *Transport Administration Act 1988* that rail corridors are kept in a status suitable for operation until they are closed. Accordingly, TfNSW reserves the right to reopen the rail corridor in the future and any future land use must be designed to ensure that it will not be adversely impacted (i.e. affected by noise or vibration). Note, closure would require an Act of Parliament.
4. TfNSW is not aware of whether there are contaminants found in the rail corridor or on the common boundaries with the development site however 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). Any future application that impacts the ground soil must be accompanied by a Preliminary Contamination Assessment prepared by a suitably qualified expert of contamination.

Our ref: DOC24/261939

Your ref: PP- 2023-884

Janine Finlayson, Land-use Planner,  
Cowra Council, 116 Kendal Street,  
Cowra, NSW 2794.

Email: [REDACTED]

---

**Subject: PP-2023 -884 to rezone land from SP2 to E3 at Lot 2 in DP 1028751 Lynch Street Cowra**

Dear Ms Finlayson,

It is noted that Gateway Determination was issued for this planning proposal on 18 March. Thank you for the opportunity to comment on the planning proposal for the rezoning of land from SP2 Infrastructure to E3 Productivity Support under the *Cowra Local Environmental Plan 2012*

The following comments have been formulated after consideration of the information provided as part of the planning proposal documentation:

### **State and local heritage considerations under the *Heritage Act 1977***

#### **Potential Direct impact on SHR Listing**

The subject site is located next to (adjoining) the now defunct Cowra Railway Station which is found on the State Heritage Register (SHR) and listed as 'Cowra Railway Station and Yard Group' (SHR item number 01122), located at the Blayden-Harden railway / Campbell Street / Lynch Street, Cowra. The Statement of Significance for the Cowra Railway Station and Yard Group states:

*'Cowra was reached by rail in 1886 from Young and linked to Blayney in 1888, forming the first cross country line. The station complex forms an interesting and complete group of buildings that illustrate the importance of the location through the development of the site, particularly the station building. Many periods of construction in varying styles are evident within the group and in the station buildings making the present structures unique. The complex forms an important civic group on one of the major approaches to Cowra having a strong relationship to the town and the nearby locomotive facilities. The station building is a significant civic structure within the town. The Institute building is one of the few remaining in the state and is of high significance for its social value in illustrating the importance of the railways to not only the work but the social, education and entertainment life of employees and their families. The Examiners hut is a rare early example of such a building and is of high significance. The forecourt parking area (although the surface treatment has altered from the original) and grounds are of*

*significance due to their connecting the streetscape and to the station complex. The site is in close proximity to the Cowra Locomotive Depot which is one of the few active remaining locomotive depots in the state. This association enhances the significance of both groups of structures.'*

The associated Assessment of Significance describes the Item as having the value of 'Rarity' and states that: *'This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.'*

We note that this historic railway station is also Locally listed as LEP Item Number 19 and referred to as 'Cowra Railway Station and Yard Group'. Council must be satisfied that any potential impacts to the Item are acceptable as part of its considerations of this matter. This must include impact on the setting of the station building as well as significant view corridors to and from the SHR item. Consideration should be given to creating a buffer zone adjoining the SHR item that would exclude any built form to minimise impact on the setting and significant views. It is requested that any future development be referred to Heritage NSW for comments.

A historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the guidelines Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and Relics (2009).

This assessment should identify what relics, if any, are likely to be present (known as archaeological potential), assess their significance and consider the impacts from the proposal on this potential archaeological resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. If harm cannot be avoided in whole or part, a s140 permit (for works outside of the SHR curtilage) and/or s60 approval (for works within the SHR curtilage) is required. As part of the permit application, an appropriate Research Design and Excavation Methodology, with a nominated Excavation Director (Criteria for assessing Excavation Directors (nsw.gov.au)), should also be prepared to guide any proposed excavations or salvage program.

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

We advise Council that an assessment under the 2010 *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* is not considered an archaeological assessment or substitute for a comprehensive Aboriginal cultural heritage assessment report. The due diligence process does not adequately assess the impacts of this planning proposal on Aboriginal cultural heritage as required by Ministerial Direction 2.3. This is because without Aboriginal community consultation the extent of the impacts on Aboriginal objects and heritage values through the planning proposal and future development is not known.

An Aboriginal cultural heritage assessment and consultation with the Aboriginal community, needs to occur early in the planning process to identify Aboriginal cultural heritage values that may occur within the proposal area and establish how this may constrain future development.

Heritage NSW recommends that a comprehensive Aboriginal cultural heritage assessment is needed and should inform this planning proposal. Early assessment provides the best opportunity to identify and protect Aboriginal cultural heritage values. It also provides certainty to all parties about any future Aboriginal cultural heritage management requirements.

The requirement for a full assessment to be prepared at the planning proposal stage is consistent with the applicable Regional Plan. It is important that any management, mitigation and conservation mechanisms are developed at the planning proposal stage to help mitigate the cumulative impact of development in this region on Aboriginal cultural heritage.

### **General Comments**

Prior to finalisation of the proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed. Council's assessment should include, but not be limited to, a search of the State Heritage Inventory (<https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>) and the Aboriginal Heritage Information Management System (<https://www.heritage.nsw.gov.au/protecting-our-heritage/record-aboriginal-sites/>).

If you have any questions, please contact Nancy Sample at [REDACTED]  
on [REDACTED]

Yours sincerely,

[REDACTED]  
Rajeev Maini  
Manager  
**Heritage NSW**  
**as Delegate of the Heritage Council of NSW**  
23 April 2024



# Heritage Impact Statement

Planning Proposal for the rezoning of land  
Lot 2 DP1028751, Lynch Street, Cowra

October 2024  
EHC24/0202

**EDWARDS HERITAGE CONSULTANTS PTY LTD**

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1.0 EXECUTIVE SUMMARY

1.1 Context of the report

This Heritage Impact Statement has been prepared by Edwards Heritage Consultants Pty Ltd at the request of Bethlehem Investments Pty Ltd, to establish the cultural heritage significance of a parcel of land that was formerly part of the Blayney to Demondrille railway corridor at Lynch Street, Cowra (‘the subject site’) and to then assess the potential heritage impacts against those assessed heritage values and significance. It is intended that this report will then accompany a Planning Proposal to Cowra Shire Council, which seeks to amend the *Cowra Local Environmental Plan 2012* to rezone the land from SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support.

Situated within the Cowra Shire Council local government area and in the locality of Cowra, which is approximately 230 kilometres west of Sydney city, 165 kilometres north of Canberra city, and 95 kilometres southwest of Bathurst, the site comprises Lot 2 in Deposited Plan No. 1028751, having been a parcel of land that was formerly part of the Blayney to Demondrille railway corridor along Lynch Street, Cowra. Due to the lack of a specific street address number, this report will refer to the subject site as ‘Lot 2 DP1028751’.

1.2 Overview of the findings of this report

The site is not identified as an item of heritage significance under Schedule 5 of *Cowra Local Environmental Plan 2012*. The site is however situated within the vicinity of Cowra Railway Station and Yard Group, which is identified as an item of state heritage significance, listed on the State Heritage Register (SHR) which is administered under the *Heritage Act 1977*.

The site is presently characterised as undeveloped vacant land, forming part of the Blayney to Demondrille railway corridor.

An assessment of cultural significance has been undertaken of the site, using the NSW Heritage Assessment criteria to determine whether or not the property has heritage significance. As Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy the NSW Heritage Assessment criteria relating to historical, associative, aesthetic, social, technical, rarity or representative significance, a Statement of Cultural Significance has not been developed for the site.

This Heritage Impact Statement has been prepared to consider the potential heritage impacts resulting from the proposed re-zoning of land at Lot 2 DP1028751, Lynch Street, Cowra.

1.3 Recommendation and mitigation measures

The proposal has been assessed with regards to the identified heritage values and available physical and documentary evidence, including a visual inspection of the site and statutory planning requirements.

In applying the evaluation criteria for assessing the likely impact of a proposed development on the heritage significance of listed items of heritage significance or heritage conservation areas (as published by the Heritage Council of NSW), subject to the recommendations in Table 1 below, the proposal would result in low potential for a negligible negative heritage impact.

TABLE 1 – Recommendations to mitigate heritage impacts	
Recommendation:	Recommended Management / Mitigation Measures:
1. Future development of the site	<p>Whilst future development of the site would be subject to individual heritage impact assessment to consider the particular merits of any development proposal, it is recommended that as part of the Planning Proposal, there should be site-specific development controls established for the site that:</p> <ul style="list-style-type: none"><li>a) Require any future structures within the subject site to be a maximum of two-storeys in height. See Appendix B for the location and height extents.</li><li>b) Ensure any proposed buildings are located northeast of the signal box’s northeastern alignment, (the site area northeast of the blue dotted line in Appendix B). This will ensure that any future</li></ul>

	<p>built forms do not visually dominate the water tank when seen from Vantage Point #1, and will help retain slight lines from Vantage Point #2 on Lynch Street to both the water tank and signal box.</p> <p>c) Permits very low-scale development within the recommended setback area (being the southeastern portion of the site) and the site area southeast of the blue dotted line in Appendix B). Development in this portion of the site should be limited to an open-air at-grade carpark, loading, vehicle and/or pedestrian circulation and driveways, and/or landscape space with low-height fencing. Any landscaping or fencing that encloses said space should not obstruct either of the aforementioned Vantage Points.</p> <p>d) Ensure the protection of the heritage-listed elevated water tank immediately adjoining the site.</p> <p>a) Protects and retains the grassed embankment framing the northwestern edge of the railway corridor (southeastern boundary of the site).</p>
--	--

## 2.0 INTRODUCTION

### 2.1 Acknowledgement of Country

Edwards Heritage Consultants Pty Ltd (herein referred to as 'EHC') acknowledges the traditional custodians of the land on which we work and we recognise their continuing connection to land, waters and culture.

We pay our respects to Aboriginal Elders past, present and emerging, for they hold the memories, the traditions, the culture and hopes of Aboriginal peoples across the state.

EHC recognises that a better understanding and respect for Aboriginal cultures develops an enriched appreciation of Australia's cultural heritage and is essential to the maturity of Australia as a nation and fundamental to the development of our collective Australian identity.

### 2.2 Context of the report

This Heritage Impact Statement has been prepared at the request of Bethlehem Investments Pty Ltd to assess the potential heritage impacts and to accompany a Planning Proposal to Cowra Shire Council, which seeks to amend the *Cowra Local Environmental Plan 2012* to rezone the land from SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support..

The report considers:

1. An assessment of the property to establish its cultural heritage significance with the formulation of a Statement of Significance.
2. What impact the proposed works will have on the identified heritage significance.
3. What measures are proposed to mitigate negative impacts.
4. Why more sympathetic solutions are not viable; and
5. Recommendations to mitigate heritage impacts.

### 2.3 Methodology

This report has been prepared in accordance with the general methodology, structure and guidelines as set out in '*Guidelines for preparing a Statement of Heritage Impact*' (Department of Planning and Environment, 2023).

The overarching philosophy and approach to this report is guided by the adoption and implementation of the conservation principles and guidelines of the Australia ICOMOS *Charter for the Conservation of Places of Cultural Significance (Burra Charter)* 2013. In addition, EHC embraces and operates in accordance with the [National Trust Ethical Principles for Heritage and Conservation](#) and Australia ICOMOS *Ethical Principles*, ensuring all that we do is driven by our outstanding and consistent commitment to ensuring best-practice in cultural heritage management.

The assessment criteria developed by the Heritage Council of NSW as contained in the *NSW Heritage Manual* and revised and expanded in '*Assessing Heritage Significance – Guidelines for assessing places and objects against the Heritage Council of NSW criteria*' (Department of Planning and Environment, 2023) is used to assess and establish the cultural significance of Lot 2 DP1028751 at Lynch Street, Cowra.

A visual examination of the subject site has been undertaken, which is followed by a merit and significance based desktop assessment of the development proposal.

The potential, actual and perceived heritage impacts stemming from the development proposal have been assessed with reference to the following:

- a) Clause 5.10 and Schedule 5 of the *Cowra Local Environmental Plan 2012*.

- b) The *Cowra Development Control Plan 2021*.
- c) 'Better Placed – Design Guide for Heritage' (NSW Government Architect, 2019).
- d) The Heritage Council of NSW evaluation and assessment criteria as set out in 'Guidelines for preparing a Statement of Heritage Impact' (Department of Planning and Environment, 2023).

## 2.4 Authorship

This Heritage Impact Statement has been prepared by Hisashi Nakahara B.Arch.St, M.Arch, M.Herit.Cons, M.ICOMOS, Heritage Consultant, and Holly Challenger B.A, M.Herit.Cons, Heritage Consultant. The report has been reviewed and endorsed by Michael Edwards.

Mr Nakahara has a grounded background in the architectural and construction industry with wide portfolio of experience particularly focused around conservation practice. Hisashi's architectural background brings a robust knowledge of the anatomy of buildings and structures. His practical experience in the construction industry allows him to facilitate workable balanced solutions with positive outcomes.

Ms Challenger is an enthusiastic Heritage Consultant whose combined skills and experience in history, heritage management and conservation practice, reinforces her well-rounded, balanced approach to effective research and conservation theory and practice.

Mr Edwards has over 18 years extensive experience in both the heritage conservation and town planning disciplines and has held previous positions in Local and State Government. Mr Edwards has previously worked with the former Heritage Division of the NSW Office of Environment and Heritage and is currently Heritage Advisor to Cessnock City Council, Georges River Council and Wingecarribee Shire Council.

## 2.5 Limitations

This Heritage Impact Statement:

- Considers the site and spaces that were visually accessible by EHC on the day of the inspection.
- Is limited to the investigation of the non-Aboriginal cultural heritage of the site. Therefore, it does not include any identification or assessment of Aboriginal significance of the place.
- Is limited to a due-diligence archaeological assessment only and does not present a detailed archaeological assessment of the site.
- Does not provide a detailed assessment of the provisions of the *Cowra Development Control Plan 2021*, but considers the development controls and requirements relating to the development within the vicinity of a heritage item within the heritage impact assessment of this report.

## 2.6 Terminology

The terminology used throughout this report is consistent with the *NSW Heritage Manual* and the Australia ICOMOS *Burra Charter* (2013).

A glossary of common terms used is listed in Appendix A.

## 2.7 Physical evidence

A visual examination of the site and the surrounding area was undertaken on 12 August 2024. All contemporary aerial and site photography used in Section 2 of this report was captured by EHC at this time, unless otherwise credited.

### 3.0 SITE ASSESSMENT

#### 3.1 Location and context

The subject site is situated within the Cowra Council local government area and in the locality of Cowra, which is approximately 230 kilometres west of Sydney city, 165 kilometres north of Canberra city, and 95 kilometres southwest of Bathurst. The subject site comprises Lot 2 in Deposited Plan No. 1028751, a parcel of land that was formerly part of the Blayney to Demondrille railway corridor along Lynch Street, Cowra.



**Figure 1:** Aerial view of the locality. The subject site is denoted by red outline.  
[Source: NSW Land and Property Information, with EHC overlay, 2024]



**Figure 2:** Aerial view of the subject site (denoted by red outline).  
[Source: NSW Land and Property Information, with EHC overlay, 2024]

### 3.2 The subject site

The subject site is located along the southeastern side of Lynch Street, situated on the edge of a suburban residential precinct towards the northern end of the township of Cowra. The streetscape is largely characterised by small residential allotments with detached style dwelling houses on the western side, and mostly vacant land on the southeastern side of Lynch Street, with the exception of Cowra Railway Station (south of the subject site) and its ancillary structures.

The site has a mostly rectangular shape, with a long and direct frontage to Lynch Street. It comprises an area of 5,037sqm and its ground level generally descends towards the southeast and northeast before falling steeply just beyond the southeastern boundary towards the railway corridor.

The site is adjoined to the northeast by another largely vacant land with a former and disused freight terminal and associated railway platform, to the southeast by the disused Blayney to Demondrille railway corridor with multiple railway lines, to the south by Cowra Railway Station, and immediately to the south by a disused elevated water tank formerly for the storage of water for gravity feed for steam locomotives.



**Figure 3:** View of subject site along Lynch Street from south, with the water tank on the adjacent land parcel on the right.

### 3.3 Description of the site

The entire site is presently characterised as undeveloped land, with no existing built improvements. There are nearby structures located on adjacent sites, including the water tank structure comprising the brick base and a riveted iron tank atop on the adjacent land parcel to the south, a series of established pine trees along Lynch Street within the Council road verge to the northwest, and additional trees on a steep hillside just beyond the southeastern boundary along the railway corridor.



**Figure 4:** View of subject site from northernmost corner



**Figure 5:** View of subject site from the east.



**Figure 6:** View of the subject site from the southeast



**Figure 7:** View within the subject site, facing northeast.



**Figure 8:** View on the subject site from the south.



**Figure 9:** View of pine trees along adjacent Lynch Street.



**Figure 10:** View of water tank and Cowra Station southwest of subject site.



**Figure 11:** View of water tank and signal box from besides Cowra Railway Station's main building.

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### 3.4 Streetscape contribution

The subject site forms a part of the used area that formed the greater Cowra Railway Station precinct, which included shunting yards, sidings and a more contemporary freight terminal. The remainder of the built form of Lynch Street is largely detached single or double storey residential dwellings, interspersed by short-term visitor and tourist accommodation.

Although the site is presently characterised as undeveloped land and does not contribute to the built form character of the precinct, the open landscape characteristics of the site still contribute to the streetscape character through the placement and density of buildings.

Given the inherent characteristics of the site, it reads more as forming part of the setting to the road corridor of Lynch Street rather than the setting of the railway corridor.

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## 4.0 HISTORICAL CONTEXT

### 4.1 Introduction

This section attempts to place the site into the context of the broader history of the region as well as outlining the sequence of development, occupation and use of the site.

Analysing and understanding the historical context of the site is an important consideration in the assessment of cultural significance (see Section 7.0), informing the assessment of historical significance and historical associations of significance.

The history of the site is presented in a narrative form and is mainly derived from the published sources as referenced throughout. The historical analysis also builds on existing extensive publication and research and assumes a prior knowledge of the Aboriginal history of the area.

### 4.2 Early European exploration and first land grant

The first known European in the area of Cowra was explorer George Wilson Evans, who passed near the region in 1815. He named the area Oxley Plains after his superior, surveyor-general John Oxley.<sup>1</sup> Oxley, guided by the local Wiradjuri people, investigated a portion of the Lachlan River and adjoining lands two years later. Whilst deeming the land unfit for white settlement, he named the river after the then governor, Lachlan Macquarie.

In 1831, cattlemen Arthur Rankin and James Sloan from Bathurst were the first white settlers on the Lachlan. At this time, the settlement grew around the river crossing known as 'Coura Rocks'.<sup>2</sup> By 1847, the crossing became known as Cowra and the village was proclaimed in 1849.<sup>3</sup>

The township of Cowra developed primarily from the land owned and operated by John Grant. Grant was born in 1792 in Moyne, Tipperary in Ireland, and in August 1810 at the age of 18, he was sentenced to transportation for the attempted shooting of his landlord's son.

Upon his arrival in New South Wales, Grant was assigned to Doctor William Redfern where he worked as a farm labourer on Redfern's property at Minto, eventually becoming the overseer and manager of Redfern's property.<sup>4</sup> Grant was also permitted to do additional work for extra remuneration during his assignment, so by the time he gained his ticket of leave and following conditional pardon, he was able to purchase land. Accordingly, he selected 50 acres of grazing land near Hartley which he called Moyne Farm, named after his hometown. On the land, he constructed a home for himself, his wife Jane and their three children.

In the following years, drought brought him to the Lachlan district. He continued to both purchase and lease land, claiming an unoccupied squatter's run along the Lachlan River. By 1828, he had 56 convicts assigned to him. In 1848, Grant became the lessee of over 30,000 acres along the Lachlan River, becoming one of the wealthiest and largest landowners in New South Wales.<sup>5</sup>

In the 1850s, the river crossing was used by gold prospectors headed for Young and Grenfell. A school was established in 1857, and a bridge was built over the Lachlan in 1870. This evidences the thriving township into the 1880s, and the rapid development of the township in the late 19<sup>th</sup> century. Cowra developed as a wheat-growing district, however lacked reliable and economic transport.

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<sup>1</sup> The Sydney Morning Herald, 8 January 2004. 'Cowra'. Accessed 4 October 2024.

<<https://www.smh.com.au/lifestyle/cowra-20040208-gdkq0z.html>>

<sup>2</sup> Ibid.

<sup>3</sup> P. Simpson, 2020. 'Historical Guide to New South Wales', Cowra, p.205.

<sup>4</sup> The Canowindra Phoenix, 30 January 2019. Accessed 4 October 2024.

<<https://www.canowindraphoenix.com.au/calling-those-interested-in-john-grant-history/>>

<sup>5</sup> Ibid.

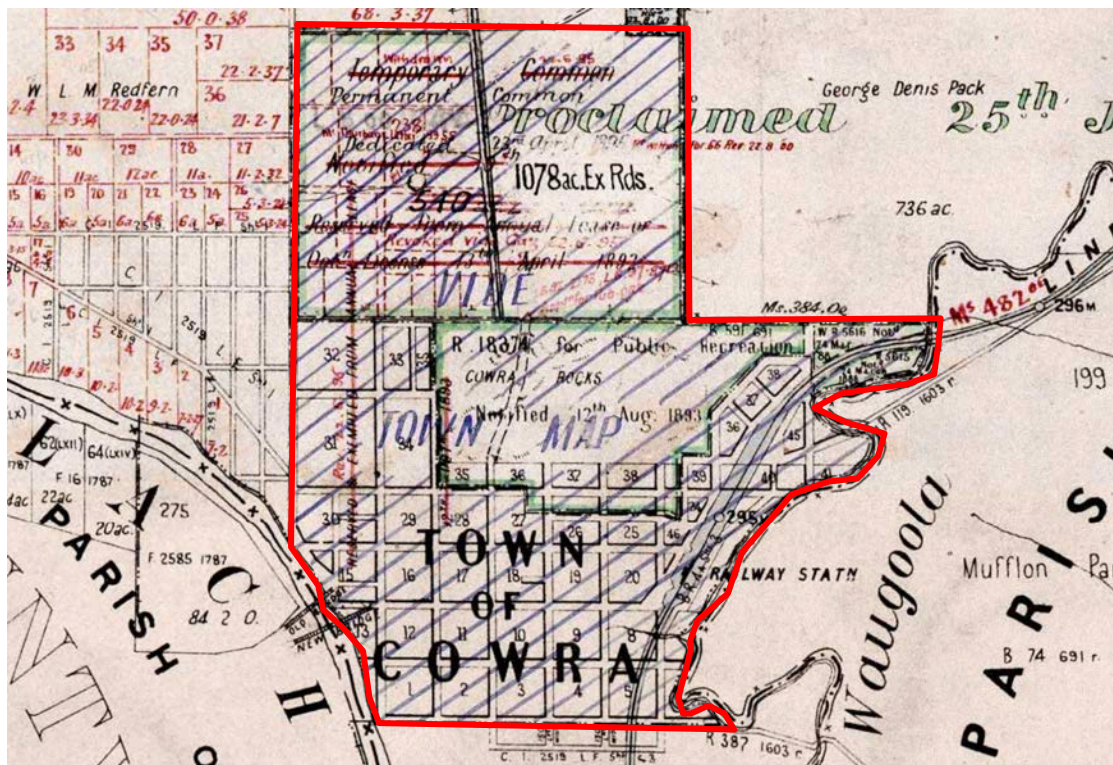


Figure 12: Parish of Cowra map, c.1884.  
[Source: NSW Land Registry Services, 2024]

#### 4.3 The coming of the railway

Due to the rapid growth of the township and the poor state of the roads, a Cowra railway league formed to argue for the benefits that a Blayney-Murrumburrah cross-country railway line would bring to the region's economy. Promoted further by the local member for Carcoar, the line was approved by the government in 1881, with construction commencing in 1884 and being completed in 1887.<sup>6</sup>

A government order was placed in the New South Wales Government Gazette in 1884, describing the construction of the railway between Murrumburrah and Blayney. The article is reproduced as follows:

*'THE Commissioner for Railways, appointed by Act of Council 22 Victoria No. 19, hereby gives notice that His Excellency the Governor, with the advice of the Executive Council, deems it expedient to make and complete a Railway between Murrumburrah and Blayney, Part 2, and to erect certain works and conveniences in connection therewith, - that for that purpose certain parcels of land lying and situate between Young and Blayney respectively, which are particularly set out and coloured red in the map or plan and book of reference to be seen at the office of the Commissioner for Railways, Phillip-street, Sydney and at the Police Offices, Young, Carcoar and Cowra: Commencing at a point marked B, near the town of Young, at 249 miles from Sydney, via the Great Southern Railway, and terminating at a point marked C, near Blayney, where the Great Western Railway is joined, at 172 miles 45 chains and 87 links from Sydney, being a length of 91 miles and 66 chains, and the through mileage from Sydney via the Great Southern Railway to the point C, being 340 miles and 66 chains, are required to be taken by the Commissioner for Railways; and that all parties interested in the said land or affected by the said works, are hereby required to set forth in writing to the said Commissioner, within one month from the publication of this notice in the Government*

<sup>6</sup> Lachlan Valley Railway, 2024. 'Cowra's Railway History'. Accessed 4 October 2024 <<https://www.lvr.com.au/history-cowra>>

*Gazette, any well-grounded objection that may appear to them to exist to the making of the said Railway or to the erection of the said works’.<sup>7</sup>*

A further notification was posted in the NSW Government Gazette on 17 October 1884, confirming that no valid objection was made to the taking of the lands referred to in the initial gazette notice.<sup>8</sup> Accordingly, the area upon which the railway was constructed was acquired and designated as Crown Land. This land was set aside for the railway as a public purpose and managed by the Crown. As described in the particulars of the *Crown Lands Act of 1884*, the Governor may by notice in the Gazette reserve or dedicated Crown Lands in such manner as may seem best for the public interest for any railway or railway station.<sup>9</sup>

The line extended from Blayney on the Main Western Line, south-west through the established villages of Newbridge, Carcoar and Mandurama (to name a few) and onwards to Demondrille, where the line would integrate with the Main South Line. It was constructed relatively early in the state’s history to serve the fertile and growingly popular area between Blayney and Young, and also provided a cross-country route which would allow trains to bypass the Blue Mountains, to the west of Sydney.

Political pressure from other railway leagues also encouraged construction of pioneer lines from Cowra to Grenfell, Canowindra and Eugowra between 1901 and 1922.<sup>10</sup> These lines greatly motivated regional agriculture and trade, with the resultant wheat cultivation transforming the landscape. The line was constructed north from Demondrille then south from Blayney, with the final section being the railway bridge over the Lachlan River, to the south of Cowra. The railway bridge was a lattice girder, with a 159-foot span, designed by Sir John Fowler and John Whitton.<sup>11</sup>



**Figure 13:** Historical image of Cowra Railway Station, date unknown.

[Source: Cowra Railway Station (<https://cowrarailwaystation.wordpress.com>), 2024]

<sup>7</sup> New South Wales Government Gazette, Friday 15 August 1884 [Issue No.411]. ‘Government Railways’, p5561.  
<sup>8</sup> New South Wales Government Gazette, Friday 17 October 1884 [Issue No.527]. ‘Government Railways’, p6961.  
<sup>9</sup> *Crown Lands Act 1884* No35a, Article 104.  
<sup>10</sup> S. Palmer and D. Scobie, 2023. ‘Cowra Locomotive Depot, Heritage Asset Action Plan’, p12.  
<sup>11</sup> P. Simpson, 2020. ‘Historical Guide to New South Wales’, Cowra, p.206.

To support the local railway operations, a locomotive depot was constructed near Cowra Railway Station in 1889, located on the eastern side of the goods yard. As traffic demands increased, by the end of 1915, Cowra had become a full depot with the allocation of 17 locomotives.<sup>12</sup> By this time, there were also over 100 employees working the various operations. Minor repairs were undertaken at the original depot, with more serious repairs taken to Harden or Bathurst, and heavier overhauls forwarded to Eveleigh in Sydney or the Honeysuckle Railway Workshops in Newcastle.

Increased traffic generated by the Grenfell and Eugowra branches made it increasingly difficult for locomotive servicing to be carried out in the confines of Cowra rail yard. As a result, a new depot was constructed south of the Cowra Railway Station, near the junction of the Eugowra branch. Construction was in stages between 1921 and 1924 and incorporated many new features including a 75-foot diameter turntable. At the time of construction, the largest locomotives to visit Cowra were Standard Goods Engines, all which were able to be turned on a 60 feet table. This was potentially due to the anticipation of running bigger locomotives on the line sooner than anticipated.<sup>13</sup>

More extensive locomotive servicing was able to be carried out in the new depot. By 1940, 21 locomotives were permanently allocated to Cowra Locomotive Depot with around 100 full-time employees.<sup>14</sup> These numbers remained consistent until diesel traction was locally introduced in 1966, where many jobs associated with steam locomotives were no longer required.

The railway precinct was largely dominated by the multiple parallel railway lines, all situated on a levelled area that had been created by excavation to the natural landform particularly along the western fringe of the railway corridor just to the north of the railway station. An informal dirt road had been created from the main highway (previously known as Station Street) which ran parallel to the highway. This provided convenient access for lorries and cars to access the goods yard, with the access road traversing what is the present-day site.



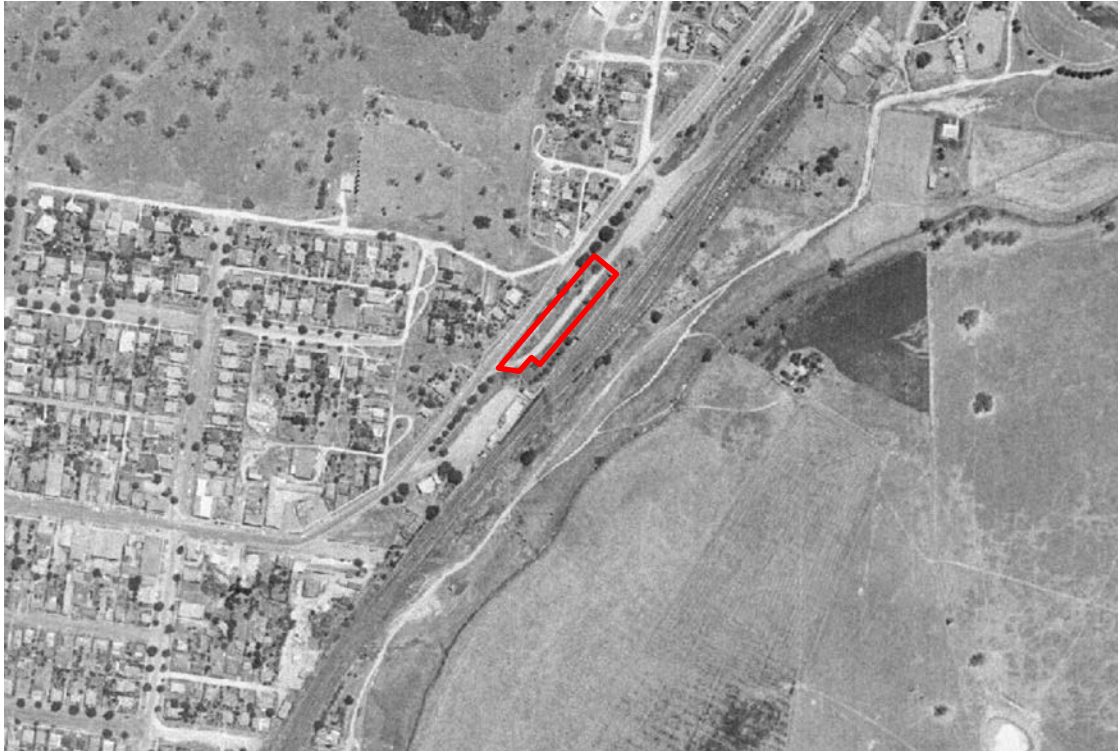
**Figure 14:** Extract of a Parish of Cowra map showing the railway line, c.1961.

[Source: NSW Department of Lands, 2024]

<sup>12</sup> L. Ryan, 1993. 'Lines to the Lachlan', p51.

<sup>13</sup> S. Palmer and D. Scobie, 2023. 'Cowra Locomotive Depot, Heritage Asset Action Plan', p16.

<sup>14</sup> Lachlan Valley Railway, 2024. 'Cowra's Railway History'. Accessed 4 October 2024 <<https://www.lvr.com.au/history-cowra>>



**Figure 15:** Aerial view of Cowra Railway Station precinct showing the subject site in 1964.  
[Source: NSW Land and Property Information, 2024, with EHC overlay]

By the 1970s, the earlier timber goods shed structure appears to have been demolished and replaced with a much larger refrigerated goods facility. The new facility still occupied much the same location as the former structure, but provided for refrigerated goods handling and was a large steel-framed structure sitting atop of a brick and concrete base with a skillion roof sloping towards the railway. Figure 16 shows the structure as it appeared in 2002 which was by this time no longer in use. The subject site can be seen to the right of the image as vacant land.

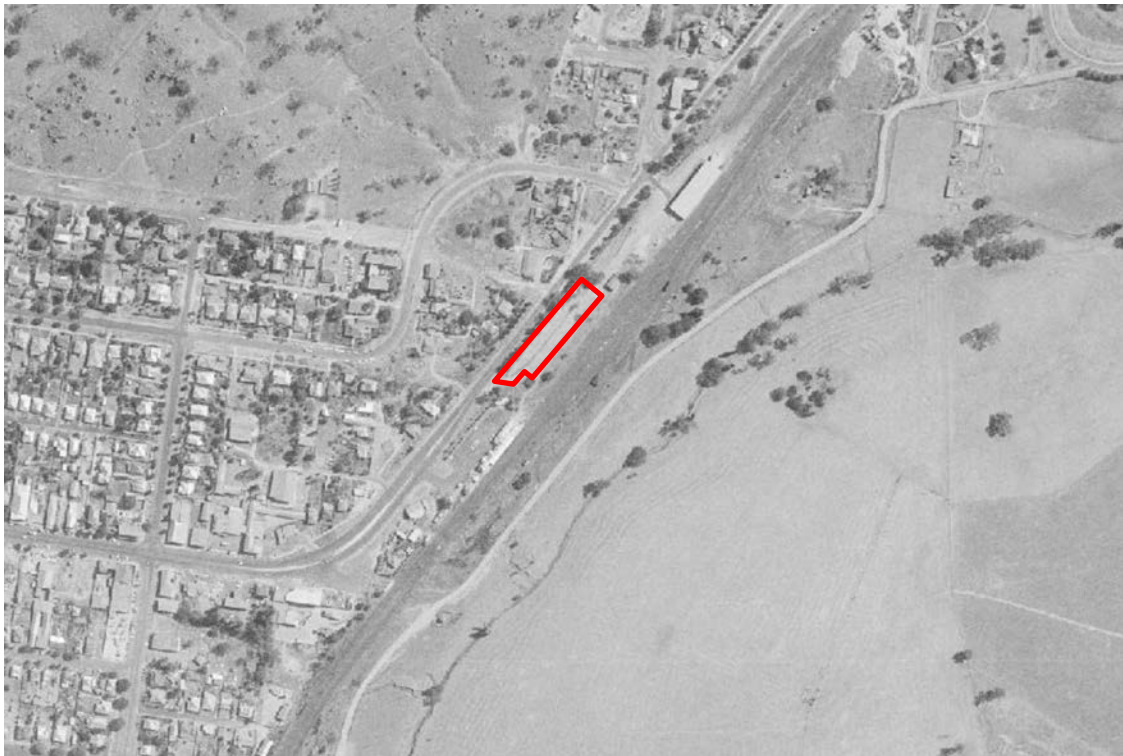


**Figure 16:** View of the former refrigerated goods shed in 2002.  
[Source: NSW Railnet. Image by Gary Stevens]

The Cowra locomotive depot received no permanent allocation of diesel locomotives and declined in importance, becoming a sub-depot of Bathurst in 1968. One steam locomotive remained in service at Cowra between 1968 and 1971.<sup>16</sup> In January 1985, the decision to close the depot was made. Lachlan Valley Railway (LVR) – a rail preservation society located in Cowra had formed in 1975, with the society occupying parts of the depot from 1978, and then leasing the entire depot site from 1985 for the conservation and operation of heritage trains based from Cowra. LVR also participated in railway-based

<sup>16</sup> Ibid.

community events, until the Government announced the final closure of the Blayney to Demondrille railway line in 2009.



**Figure 17:** Aerial view of the subject site in 1982. The site remained vacant at this time, with only the informal access road traversing the site.

[Source: NSW Land and Property Information, 2024 with EHC overlay]

#### 4.4 The subject site to the present day

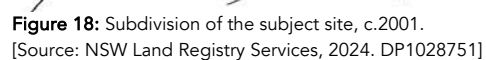
The first subdivision of land on the edges of the former railway precinct occurred in 1994, separating the vacant land from the adjoining railway as it was no longer being utilised and considered surplus to government requirements. The subject site was initially known as Lot 1 in Deposited Plan 842833, consisting of 4,287sqm.<sup>17</sup>

The site was then re-subdivided and consolidated in May 2001, forming the existing property boundaries.<sup>18</sup> A new Deposited Plan was registered with the Land Titles Office, and the subject site became known by its current title, being Lot 2 in Deposited Plan 1028751. Lot 2 remained undeveloped at this time, and still remains as such today.

Lot 1 adjoins the site to the south, and is an irregularly shaped allotment that incorporates the extant water tank associated with the railway. Interestingly, the former cadastral alignment of former streets and land parcels that were resumed for the construction of the railway in the 1880s, remain evident in fragments (see Figure 19).

<sup>17</sup> NSW Land Registry Services, 2024. DP842833.

<sup>18</sup> NSW Land Registry Services, 2024. DP1028751.



The site was sold multiple times in 2003, 2008, 2006 and again in 2016. The subject site was purchased by the current owners in 2019, owned by the Mooney and Horsfall families in 1/6 shares.<sup>19</sup> Through the lifetime of the subject site, it has remained vacant and undeveloped land.

<sup>19</sup> NSW Land Registry Services, 2024. 2/DP1028751.



**Figure 19:** Aerial view of the subject site. Evidence of the allotment configuration as part of the original town plan of Cowra can still be seen in the irregular fragments of allotments, though only interpreted in cadastral form.  
[Source: NSW Land Registry Services, 2024.]

## 5.0 HERITAGE LISTING STATUS

### 5.1 Introduction

Identification of the statutory and non-statutory heritage listings applicable to the subject site is as follows:

### 5.2 Statutory and non-statutory heritage listings

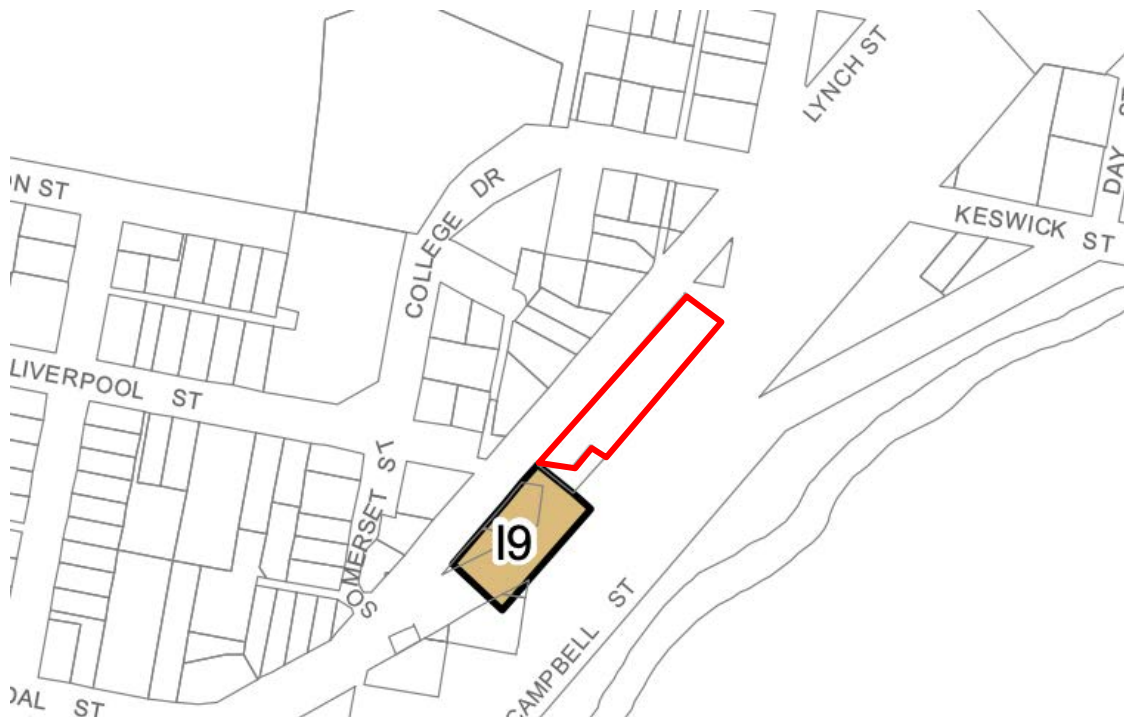
#### *Statutory lists*

The site **is not** identified as an item of local heritage significance listed under Schedule 5 of *Cowra Local Environmental Plan 2012*.

The site **is not** located within a Heritage Conservation Area listed under Schedule 5 of *Cowra Local Environmental Plan 2012*.

#### *Non-statutory lists*

The subject site **is not** identified on any non-statutory heritage lists or registers.



**Figure 20:** Map showing the heritage status of the subject site and surrounding allotments. The subject site is denoted by red outline.  
[Source: Cowra LEP 2012, Heritage Map HER\_002G, with EHC overlay]

### 5.3 Items of heritage significance within the vicinity of the site

For the purposes of this heritage impact assessment, the term 'in the vicinity' is taken to be any item or items that:

- i) Are within an approximate 100m radius of the boundaries of the subject site.
- ii) Have a physical relationship to the subject site i.e. adjoin the property boundary.
- iii) Are identified as forming a part of a group i.e. a row of terrace houses
- iv) Have a visual relationship to and from the site; or
- v) Are a combination of any of the above.

In applying the above criteria, items of local heritage significance (including any Heritage Conservation Areas) (listed under Schedule 5 of *Cowra Local Environmental Plan 2012*) within the vicinity of the subject site are set out in TABLE 2 below:

TABLE 2 – Items of local heritage significance within the vicinity of the site			
Heritage Item	Item No.	Address	Relationship to the subject site
Cowra Railway Station and Yard Group	19	Lynch Street, Cowra	Directly adjacent

Items of State heritage significance (listed on the State Heritage Register (SHR) under the *Heritage Act 1977*) within the vicinity of the subject site are set out in TABLE 3 below:

TABLE 3 – Items of state heritage significance within the vicinity of the site			
Heritage Item	Item No.	Address	Relationship to the subject site
Cowra Railway Station and Yard Group	SHR01122	Lynch Street, Cowra	Directly adjacent

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## 6.0 EXISTING HERITAGE SIGNIFICANCE ASSESSMENTS

### 6.1 Existing description of Cowra Railway Station and yard group

The citation on the NSW State Heritage Inventory (SHI No. 5011979) provides a physical description of Cowra Railway Station and yard group as follows:

*'Curtilage includes all infrastructure, vegetation and archaeological relics in Cowra yard between up and down distant signals. All infrastructure and vegetation included in the former Cowra locomotive depot.*

#### BUILDINGS

Station building (1886) - standard roadside HS

Signal Box (1937) - non-standard platform level timber box with gable roof

Former Station Masters Residence (1886) - type 3, 32 Brougham St

Railways Institute Building (c1886)

Examiners Hut (c. 1886)

Roundhouse and Environs, HS

#### STRUCTURES

Water Column

Water Tanks with brick base

Footbridge - timber

Turntable

#### PLANT + EQUIPMENT

drop pit jack in locomotive depot

#### LANDSCAPE

Forecourt and grounds.

Locomotive depot, roundhouse, gardens, buildings, war memorial, turntable, footpaths and approaches - an almost complete country locomotive depot.

Yard layout, c. 1930's

More detailed information is available for the following buildings:

#### RAILWAY STATION BUILDING:

Complex and substantially modified form. Painted terracotta asymmetrical brick building with corrugated iron clad hipped roof with three transverse gables and gablet details. Decorative timber bargeboards, gablet vents, finials and pendants, and vents under eaves at gable ends. Four painted brick chimneys. Concrete detailing (lintels, sills and plinth) Projecting central portico entrance with corrugated iron hipped verandah either side, extended to the south with simple timber posts and decorative cast iron lacework brackets (south only). Pebblecrete floor of verandah with painted dark brown square profile timber posts and cream cast iron lacework. Combination of hipped, skillion and flat roof extensions to north. Originally separate south pavilion (joined to main building) has a corrugated iron gable roof with lantern. Timber and corrugated iron roof platform awning with steel arched supports and cast iron Corinthian posts with decorative lacework brackets. Corrugated iron awnings over windows. No platform furniture. Metal bars on windows. Brick platform face with asphalt surface (GML, 2016).

#### DISTRICT LOCOMOTIVE ENGINEER'S OFFICE (DLE):

Single-storey building with square floor plan, central fireplace and four main areas including offices, conference room, meal room and kitchen. Building measures approximately 12 x 12m. Fabric consists of corrugated iron roof, timber floors covered with linoleum, external weatherboard walls. Interior walls are also weatherboard and

ceiling is timber. Chimney and fireplace surrounds are of brick construction (GML, 2016).

**AMENITIES BUILDING:**

Single-storey rectangular building measuring 17 x 5m. Layout consists of five main spaces including meal room, wash room, toilets, showers and laundry. Corrugated asbestos roof sheeting, hardwood flooring in the large meal room, and concrete slab flooring elsewhere. Exterior walls consist of weatherboard from ground to waist-level and fibrous cement sheets to the roof eaves. Ceiling and interior walls are fibrous cement sheeting. Building in very poor condition (GML, 2016).

**SIGNAL BOX:**

Terracotta painted single room structure with corrugated iron skillion roof.

**WATER TANK AND COLUMN AT STATION:**

One type 3 Tank on a rare Type O brick stand with internal cavity. The tank sits on I beams. (Extent, 2016).

**WATER TANKS AT DEPOT:**

Two Type 3 Tanks on Type D Stands (stands no longer extant). One tank features a manufacturers plate, "Albion Engine Works, 1887, Davy and Sands Founders, Pyrmont Sydney".

**FORMER STATION MASTERS RESIDENCE:**

Located at the Brougham Street level crossing, the residence is described as a Type 3. However, it appears to have been heavily modified and no longer exhibits the square footprint and pyramidal roof form. It was constructed in 1886 concurrent with the railway station building almost 1km north. The property is currently tenanted by a resident with historical connections with Cowra Railway Station (2016).'

## 6.2 Existing statement of cultural significance for Cowra Railway Station and yard group

The citation on the NSW State Heritage Inventory (SHI No. 5011979) provides a statement of cultural significance of Cowra Railway Station and yard group as follows:

*'Cowra was reached by rail in 1886 from Young and linked to Blayney in 1888, forming the first cross country line. The station complex forms an interesting and complete group of buildings that illustrate the importance of the location through the development of the site, particularly the station building. Many periods of construction in varying styles are evident within the group and in the station buildings making the present structures unique. The complex forms an important civic group on one of the major approaches to Cowra having a strong relationship to the town and the nearby locomotive facilities. The station building is a significant civic structure within the town. The Institute building is one of the few remaining in the state and is of high significance for its social value in illustrating the importance of the railways to not only the work but the social, education and entertainment life of employees and their families. The examiners hut is a rare early example of such a building and is of high significance. The forecourt parking area (although the surface treatment has altered from the original) and grounds are of significance due to their connecting the streetscape and to the station complex. The site is in close proximity to the Cowra Locomotive Depot which is one of the few active remaining locomotive depots in the state. This association enhances the significance of both groups of structures.'*

## 7.0 ASSESSMENT OF CULTURAL SIGNIFICANCE

### 7.1 Methodology

The assessment of cultural significance follows the methodology recommended in *Assessing Heritage Significance*<sup>20</sup> by using the NSW Heritage Assessment Criteria and is consistent with the guidelines as set out in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter) 2013*<sup>21</sup>.

An item, place or object will be considered to be of heritage significance if it meets at least one or more of the following criteria:

TABLE 4 – Significance Assessment Criteria		
Criterion:	Significance theme:	Explanation:
(a)	<b>Historical</b>	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
(b)	<b>Historical association</b>	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
(c)	<b>Aesthetic</b>	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
(d)	<b>Social</b>	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
(e)	<b>Technical / Research</b>	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
(f)	<b>Rarity</b>	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
(g)	<b>Representative</b>	An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places or cultural or natural environments.

It is important to note that only one of the above criteria needs to be satisfied for an item or place to be considered to have heritage significance. Furthermore, an item or place is not excluded from being considered to have heritage significance because other items with similar characteristics have already been identified or listed.

### 7.2 Assessment against NSW Heritage Assessment Criteria

#### 7.2.1 Criterion (a) – historical significance

An item or place is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

TABLE 5 – Criterion (a) – historical significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Shows evidence of a significant human activity.	X	• Has incidental or unsubstantiated connections with historically important activities or processes.	✓
• Is associated with a significant activity or historical phase.	X	• Provides evidence of activities or processes that are of dubious historical importance.	X
• Maintains or shows the continuity of a historical process or activity.	X	• Has been so altered that it can no longer provide evidence of a particular association.	✓

<sup>20</sup> NSW Department of Planning and Environment, 2023. 'Assessing Heritage Significance – Guidelines for assessing places and objects against the Heritage Council of NSW criteria'.

<sup>21</sup> Australia ICOMOS, 2013. 'Burra Charter'.

### Assessment of significance

- The site contributes to the broader setting of the Cowra Railway Station precinct and provides historical evidence of the establishment of Cowra Railway Station and Goods Yard.
- The evidence of rail transport activity was previously read in the linear right-of-way that formed the area for the station, yard, and the rail corridor. Such evidence no longer exists on the subject site due to recent land subdivision.
- The site itself does not appear to have contained any major or important infrastructure that has contributed to the use and operation of the site and in and of itself, does not significantly contribute to the historical narrative or significance of the railway precinct.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating historical significance.

### 7.2.2 Criterion (b) – historical association significance

An item or place has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

TABLE 6 – Criterion (b) – historical association significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Shows evidence of a significant human occupation.	X	• Has incidental or unsubstantiated connects with historically important people or events.	✓
• Is associated with a significant event, person or group of persons.	X	• Provides evidence of people or events that are of dubious historical importance.	✓
		• Has been so altered that it can no longer provide evidence of a particular association.	✓

### Assessment of significance

- The subject site forms part of the earlier land holding that were under the ownership of the New South Wales Government Railways (NSWGR) and its successors. Such association is incidental, and whatever evidence there may have been now no longer exists on the subject site.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating historical associative significance.

### 7.2.3 Criterion (c) – aesthetic significance

An item or place is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

TABLE 7 – Criterion (c) – aesthetic significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Shows or is associated with, creative or technical innovation or achievement.	X	• Is not a major work by an important designer or artist.	✓
• Is the inspiration for a creative or technical innovation or achievement.	X	• Has lost its design or technical integrity.	✓
• Is aesthetically distinctive.	X	• Its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded.	✓
• Has landmark qualities.	X	• Has only a loose association with a creative or technical achievement.	✓
• Exemplifies a particular taste, style or technology	X		

### Assessment of significance

- There are currently no notable structures or landscape features on the subject site.
- The characteristics of the site read more as forming part of the road corridor and its setting than forming part of the railway corridor and its setting. While the site forms part of the visual setting of the railway precinct, which is important on approach from the northern end of Cowra, the site itself does not have landmark qualities and is not aesthetically distinctive, beyond incidentally contributing to the open setting of the broader precinct.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating aesthetic significance.

### 7.2.4 Criterion (d) – social significance

An item or place has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

TABLE 8 – Criterion (d) – social significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Is important for its associations with an identifiable group.	X	• Is only important to the community for amenity reasons.	X
• Is important to a community's sense of place.	X	• Is retained only in preference to a proposed alternative.	✓

### Assessment of significance

- Established in the late 19<sup>th</sup> century as part of Cowra Railway Station and Goods Yard and the rail corridor between Blayney and Demondrille, the site formerly retained its long-time railway transport use.
- There is no evidence to suggest that the site itself has any present direct or indirect associations with a particular community or cultural group for social, cultural or spiritual reasons.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating social significance.

### 7.2.5 Criterion (e) – technical / research significance

An item or place has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

TABLE 9 – Criterion (e) – technical / research significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Has the potential to yield new or further substantial scientific and/or archaeological information	X	• The knowledge gained would be irrelevant to research on science, human history or culture.	✓
• Is an important benchmark or reference site or type.	X	• Has little archaeological or research potential.	✓
• Provides evidence of past human cultures that is unavailable elsewhere.	X	• Only contains information that is readily available from other resources or archaeological sites.	✓

### Assessment of significance

- Historical documentary evidence suggests that the only known improvements to the site were the construction of an informal access roadway which is considered of dubious significance and importance.

- There is no evidence to suggest that the site has potential to yield significant archaeological deposits.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating technical / research significance.

### 7.2.6 Criterion (f) – rarity

An item or place possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

TABLE 10 – Criterion (f) – rarity significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Provides evidence of a defunct custom, way of life, or process.	X	• Is not rare.	✓
• Demonstrates a process, custom or other human activity that is in danger of being lost.	X	• Is numerous but under threat.	X
• Shows unusually accurate evidence of a significant human activity.	X		
• Is the only example of its type.	X		
• Demonstrates designs or techniques of exceptional interest.	X		
• Shows rare evidence of a significant human activity important to the community	X		

### Assessment of significance

- There are currently no notable structures or landscape features on the subject site.
- While Cowra Railway Station precinct comprises a variety of structures and elements which are unique and uncommon, being one of the last remaining active locomotive depots in the state, the site itself does not directly contribute to the significance of the broader railway precinct and is not considered rare.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating significance through the item's rarity.

### 7.2.7 Criterion (g) - representativeness

An item or place is important in demonstrating the principal characteristics of a class of NSW's:

- Cultural or natural places; or
- Cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments.).

TABLE 11 – Criterion (g) – representative significance			
Guidelines for inclusion	✓/X	Guidelines for exclusion	✓/X
• Is a fine example of its type.	X	• Is a poor example of its type.	✓
• Has the principal characteristics of an important class or group of items.	X	• Does not include or has lost the range of characteristics of a type.	✓
• Has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity.	X	• Does not represent well the characteristics that make up a significant variation of a type.	✓
• Is a significant variation to a class of items.	X		
• Is part of a group which collectively illustrates a representative type.	X		
• Is outstanding because of its setting, condition or size.	X		
• Is outstanding because of its integrity or the esteem in which it is held.	X		

Assessment of significance

- There are currently no notable structures or landscape features on the subject site.

Lot 2 DP1028751 at Lynch Street, Cowra does not satisfy this criterion in demonstrating representative significance.

7.3 Level of significance

TABLE 12 below summarises the assessed level of significance against each criterion for assessing heritage significance:

TABLE 12 – Assessed levels of significance	
Criterion	What is the assessed level of significance?
Criterion (a) – historical significance	Does not satisfy criterion
Criterion (b) – historical association significance	Does not satisfy criterion
Criterion (c) – aesthetic significance	Does not satisfy criterion
Criterion (d) – social significance	Does not satisfy criterion
Criterion (e) – technical / research significance	Does not satisfy criterion
Criterion (f) – rarity significance	Does not satisfy criterion
Criterion (g) – representativeness significance	Does not satisfy criterion
Overall assessed level of cultural significance	Does not satisfy criteria

7.4 Statement of cultural significance

Lot 2 DP1028751 at Lynch Street, Cowra does not meet the prerequisites to satisfy the NSW Heritage Assessment criteria with respect to historical, associative, aesthetic, social, technical, rarity or representative significance.

In this manner, a Statement of Significance has not been developed.

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## 8.0 PLANNING PROPOSAL

### 8.1 Description of the proposal

This Heritage Impact Statement has been prepared for Bethlehem Investments Pty Ltd to accompany a Planning Proposal to Cowra Shire Council to amend the *Cowra Local Environmental Plan 2012* by rezoning the subject site (Lot 2 DP1028751) from the current land zoning of SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support.

The objective of the proposal is understood to provide opportunity to activate future development opportunities on the site with a more commercial-type land use that is compatible with the business uses to the west towards the Cowra CBD and to provide economic opportunity for future land uses to benefit from the anticipated re-introduction of active rail use on the Blayney to Demondrille railway line.

Presently, the entirety of the site is zoned under the provisions of the *Cowra Local Environmental Plan 2012* ('the LEP') as SP2 Infrastructure (Railway Infrastructure Facilities). The objectives of the zoning per clause 2.1 of the LEP are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

Under the present SP2 Infrastructure (Railway Infrastructure Facilities) zoning, the LEP prescribes the following land uses and activities as being permissible without consent:

*Roads.*

Under the present SP2 Infrastructure (Railway Infrastructure Facilities) zoning, the LEP prescribes the following land uses and activities as being permissible with consent:

*Aquaculture; The purpose shown on the [Land Zoning Map](#), including any development that is ordinarily incidental or ancillary to development for that purpose.*

Consequently, the existing zoning of the site provides for very limited opportunities for future development and land uses to occur and if the current zoning is maintained, would not likely enable the land to be used for any economically viable purposes, particularly given that the railway corridor is disused at the present time.

The proposed rezoning of the site to E3 Productivity Support has therefore been identified by the Client as the most preferable zoning for the site, as it envisages and makes permissible, a broader variety of land uses that will provide future opportunity for the activation of the site in a manner that is compatible with Council's Local Strategic Planning Strategy and various other strategic planning frameworks<sup>22</sup> together with contributing to the economic vibrancy of Cowra.

In particular, the objectives of the E3 Productivity Support zone per the provisions of clause 2.1 of the LEP are:

- *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.*

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<sup>22</sup> Planning Proposal – Bethlehem Investments Pty Ltd, February 2023.

- 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 ensure commercial development in the Redfern Street area and at the Cowra Airport is consistent with the commercial hierarchy of the Cowra township and does not involve major retailing activities or detract from the core commercial functions of the Cowra central business district.
- To maximise public transport patronage and encourage walking and cycling.
- To ensure commercial, industrial or other compatible development at the Cowra Airport provides aviation-related services and facilities or services and facilities to support that development.

Under the proposed E3 Productivity Support zoning, the LEP prescribes the following land uses and activities as being permissible without consent:

*Environmental protection works; Home occupations; Roads*

Under the proposed E3 Productivity Support zoning, the LEP prescribes the following land uses and activities as being permissible with consent:

*Animal boarding or training establishments; Boat building and repair facilities; Business premises; Centre-based child care facilities; Community facilities; Depots; Dwelling houses; Function centres; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; 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; Shop top housing; 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.*

It should be noted that the Planning Proposal does not involve any specific or concept development proposal and as such, any realisation on the permissible land uses would be subject to a future Development Application, in which the specific merits of the development proposal would be considered with regards to the visual and physical impacts on the heritage significance of the adjoining Cowra Railway Station precinct.

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The heritage impacts of the above-described proposal are considered in detail in the ensuing sections of this report.

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## 9.0 ASSESSMENT AGAINST STATUTORY PLANNING AND HERITAGE CONTROLS

### 9.1 Heritage Act 1977

The *Heritage Act 1977* provides statutory protection for items of state heritage significance that are listed on the State Heritage Register (SHR).

#### 9.1.1 State Heritage Register

The SHR is established under Section 22 of the *Heritage Act 1977* and is a register of items, places, collections, and objects that have been identified as having significance and importance to the people of NSW. Items listed on the SHR can be in either private or public ownership.

The subject site is not identified as an item of state heritage significance and is not listed on the SHR.

### 9.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EPA&A 1979) establishes the framework for land-use planning and management within NSW and includes provisions that require cultural heritage values to be formally considered and assessed in land-use planning and the development assessment processes.

Section 4.15 of the *EPA&A 1979* prescribes that environmental impacts on the built and natural environment must be considered in the land-use planning and development assessment process. This extends to considering the impacts on cultural heritage items and places as well as landscapes and archaeological sites or deposits.

Furthermore, the *EPA&A 1979* prescribes that local Councils are required to prepare environmental planning instruments (such as a Local Environmental Plan) to provide for the identification and statutory protection of items of heritage significance (including heritage items, Heritage Conservation Areas or archaeological sites).

#### 9.2.1 Cowra Local Environmental Plan 2012

Clause 5.10 of the *Cowra Local Environmental Plan 2012* establishes the statutory framework for heritage conservation and the management of heritage items, heritage conservation areas and archaeological sites (both Aboriginal and non-Aboriginal).

The provisions specify circumstances where development consent is and is not required, together with specifying statutory requirements and key considerations for the Consent Authority.

While the subject site is not identified as an item of heritage significance listed within Schedule 5 of *Cowra Local Environmental Plan 2012*, the Consent Authority (Cowra Council) is required by clause 5.10(4) to 'consider the effect of the proposed development on the heritage significance of the item or area concerned'.

In doing so, clause 5.10(5) enables the Consent Authority to require a heritage management document to be prepared that 'assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned' for such circumstances which involves development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

Subsequently, as the subject site is within the vicinity of Cowra Railway Station and Yards Group, which is a item listed under the State Heritage Register (refer to section 17 of this report), this Heritage Impact

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Statement has been requested by Cowra Shire Council to assist in the assessment of the Planning Proposal.

The ensuing heritage impact assessment therefore, considers in detail what impact the proposed development will have on the established cultural significance and heritage values of the heritage items and Heritage Conservation Area within the vicinity of the site.

Consistency with the objectives and provisions of clause 5.10 of the *Cowra Local Environmental Plan 2012* is demonstrated in Section 10.2 of this report.

#### **9.2.2 Cowra Development Control Plan 2021**

*Cowra Development Control Plan 2021* ('the DCP') does not contain a specific section that covers heritage items listed under Schedule 5 of the *Cowra Local Environmental Plan 2012*.

As such, the proposed re-zoning has been considered in more general terms with reference to different sections found throughout the entire DCP.

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10.0 HERITAGE IMPACT ASSESSMENT

10.1 Overview to the impact assessment

This section of the report assesses the impacts of the proposed works or activity on the heritage values and significance of the site

The impact assessment is based upon the Statement of Significance (refer to Sections 5.2 and 7.4 above); available physical and documentary evidence including a visual inspection of the site and statutory planning requirements.

Within this approach, the objective of a heritage impact assessment is to evaluate and explain how the proposed works or activity will affect the heritage values and imbued significance of the site and/or items and places of heritage significance within the vicinity of the site.

The *NSW Heritage Manual* (Heritage Council of NSW, 2001) and ‘*Guidelines for preparing a statement of heritage impact*’ (Department of Planning and Environment, 2023) have developed a series of evaluation criteria for assessing the likely impact of a proposed development on the heritage significance of listed heritage items or heritage conservation areas<sup>23</sup>, which are listed below and considered in the ensuing statement of heritage impact.

In order to consistently identify the impact of the proposed works or activity, the terminology used throughout the ensuing statement of heritage impact is set out in the following table. The terminology and definitions use are based on those contained in various guidelines produced by the International Council on Monuments and Sites (ICOMOS) and the *Material Threshold Policy* of the Heritage Council of NSW.

TABLE 13 – Levels of Impact		
Grading		Definition
Negative	Adverse	Actions that would have an adverse, permanent and irreversible impact on the identified values and significance.  Actions would remove or destroy key elements that define the place and would result in a permanent change to the historic character, authenticity, values and significance of the place.  The impact of such actions cannot be fully mitigated.
	High	Actions that would have a long-term and high impact on the identified values and significance.  Actions would remove, destroy or substantially alter key elements that define the place and would result in a permanent change to the historic character, authenticity, values and significance of the place.  The impact of such actions can potentially be reduced through appropriate mitigation measures.
	Moderate	Actions that would have a long term and moderate impact on the identified values and significance.  Actions would remove, destroy or substantially alter key elements that define the place and would result in a permanent change to the historic character, authenticity, values and significance of the place.  Actions can be partially mitigated.
	Minor	Actions that would result in minor impacts that do not diminish or obscure the identified heritage values and significance.  Actions may affect only a small part or component of the place or a distant / small part of the setting / curtilage.  These actions can usually be easily and appropriately mitigated or may be temporary and / or reversible.

<sup>23</sup> NSW Heritage Branch, ‘*Heritage Impact Statements – Some questions to be answered in a Statement of Heritage Impact and Supporting Information Required*’.

	<b>Low / Negligible</b>	Actions that would result in very minimal if not, inconsequential heritage impacts.
		Actions can usually be easily and appropriately mitigated or may be temporary and / or reversible.
<b>Neutral</b>	<b>Neutral</b>	Actions that would have no visual or physical heritage impacts.
		Actions do not require any mitigation measures.
<b>Positive</b>	<b>Minor positive</b>	Actions that would bring a minor positive benefit to a heritage item or area of significance.
		Actions can usually be through the reversal of some previous unsympathetic cosmetic changes and will enhance the visual setting and integrity.
		Actions can also include cyclical and preventative maintenance works to safeguard, stabilise and protect significant fabric.
	<b>Moderate positive</b>	Actions that would bring a moderate positive benefit to a heritage item or area of significance.
		Actions can usually be through the removal of previous unsympathetic structural or cosmetic changes that will reinstate missing detail, reinstate original design intent, re-establish views or physical relationships.
		Actions can also include conservation works to safeguard, stabilise and protect significant fabric.
	<b>Major positive</b>	Actions that would bring a major positive benefit to a heritage item or area of significance.
		Actions can usually be through the removal of previous unsympathetic structural or cosmetic changes that will reinstate or reconstruct missing detail, reinstate original design intent, re-establish views or physical relationships.
		Actions can also include conservation works to safeguard, stabilise and protect significant fabric.

## 10.2 Heritage impact ratings

The following table establishes the anticipated impacts based upon the magnitude of the work or activity relative to the significance of the fabric involved.

TABLE 14 – Heritage Impact Rating							
Significance	Magnitude of the work or activity						
	Impact Rating	Adverse	High	Moderate	Minor	Low	Neutral
	Exceptional	Adverse impact	High impact	High impact	Moderate impact	Minor impact	Negligible impact
	High	High impact	High impact	Moderate impact	Minor impact	Minor impact	Negligible impact
	Moderate	High impact	Moderate impact	Moderate impact	Minor impact	Low impact	Negligible impact
	Low	Moderate impact	Moderate impact	Minor impact	Minor impact	Low impact	Negligible impact
	Neutral	Minor impact	Minor impact	Low impact	Low impact	Low impact	Negligible impact
	Intrusive	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

The following table establishes the definitions for the types of impact. For instance, some works or activities will have the potential for impacts or will result in impacts. The impact can be direct, i.e. directly in consequence of an action, or indirect, i.e. impacts could be cumulative, compounded, delayed or unexpected.

TABLE 15 – Types of Impact	
Grading	Definition
<b>Direct</b>	Works or activities have a direct visual and / or physical impact on the heritage item or area concerned.
<b>Potential direct</b>	Works or activities have the potential to result in direct visual and / or physical impact on the heritage item or area concerned.
<b>Indirect</b>	Works or activities have an indirect visual and / or physical impact on the heritage item or area concerned.
<b>Potential indirect</b>	Works or activities have the potential to result in an indirect visual and / or physical impact on the heritage item or area concerned.

### 10.3 Response to the NSW Heritage Manual evaluation criteria

#### i) New development adjacent to a heritage item

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

Lot 2 DP1028751 at Lynch Street, Cowra is a vacant site located adjacent to, and formerly comprising a part of, the Cowra Railway Station and its associated land together with the rail corridor from Blayney to Demondrille. It is proposed that the land will be rezoned from SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support under the *Cowra Local Environmental Plan 2012* ('the LEP').

The proposed Zone E3 Productivity Support under the LEP will allow certain types of smaller-scale business, office, or industry premises within the subject site, but they will require a Development Application consented by Cowra Council in accordance with Division 4.3 of the *Environmental Planning and Assessment Act 1979*. It is expected that such assessment of future development will include assessing the impacts on Cowra Railway Station and Yard Group in the vicinity under Clause 5.10 of the LEP.

The main railway station building forms the most significant part of Cowra Station and Yard Group and set back from its boundary with the subject site by approximately 30 to 40 metres which forms an ample visual and physical curtilage from the subject site.

The water tank used for steam locomotives is located northwest of the main station building, and the former signal box is located due west across the former track corridor. All three items are located on the land parcel adjacent to the subject site, and as part of Cowra Station and Yard Group, which will ensure their physical retention. For these reasons, there will be no material impact to the Cowra Station and Yard Group from the rezoning.

The items also contribute to the interpretation of the site and understanding the former practices carried out within. Mitigation measures against possible visual impacts from potential developments is discussed below.

- *Why is the new development required to be adjacent to a heritage item?*

The proposed rezoning is expected to make use of the existing access from Mid-Western Highway, and possible future access to and from the infrastructure that forms the Cowra Railway Station and the wider Blayney to Demondrille railway network. While the railway corridor is presently disused, there are ongoing discussions regarding possible reinstatement and reopening of rail services. Allowing business and industry developments within the vicinity of Cowra Railway Station will add to the viability of said reinstatement, which may result in reinstating transport use at Cowra Station, which is considered a positive intangible impact.

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

The existing curtilage for Cowra Railway Station's main building, which measures approximately 30-40 metres setbacks from both Lynch Street and the adjacent subject site, allows both a physical and visual separation from potential developments on the subject site. The only item located within the vicinity of the subject site is the water tank located northwest of the main station building. All three structures will be physically

preserved under the current curtilage, but additional setbacks from the water tank is recommended as discussed below.

- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

The three structures contribute to the interpretation of the site and understanding the former railway operation practices carried out within. Despite this, the rise and fall of the ground level along Lynch Street and the subject site north of the three structures and the existing obstructions including trees along the two areas limit opportunities for viewing all three items.

As the photograph in Figure 11 and the diagram in Appendix B indicate, the only location where it is possible to view all three items simultaneously is from the northeastern area of the main station building's front yard ('Vantage Point #1'), where the water tower on the hill can be viewed from the base, and the signal box viewed across the tracks. The water tank and the upper part of the signal box can also be viewed from the section along Lynch Street opposite the dwellings numbered 16 and 18 Lynch Street. ('Vantage Point #2')

It is recommended that any new structures be set back from both northeastern building alignments of the water tank and the signal box. This which will keep the structure from visually dominating the water tank when seen from Vantage Point #1, and will help retain slight lines from Vantage Point #2 on Lynch Street to both the water tank and signal box.

It should also be noted that the southwestern area within the subject site closest to the signal box has reduced boundary depth. In addition, industrial developments as defined in Part I of *Cowra Development Control Plan 2021* ('the DCP'), they are by default required to be set back at least 3 metres from side boundaries under Section I.1.4.2 of the DCP, which leaves relatively little area within said location within the subject site to build on.

- *Are the additions sited on any known or potentially significant archaeological relics? If yes, has specialist advice from archaeologists been sought? How will the impact be avoided or mitigated?*

Section 4.0 of this report establishes the historical context for the site, demonstrating that the site was formerly been unoccupied and unimproved prior to its latest former use as part of Cowra Railway Station's railway operation activities.

There is no evidence to suggest that the site has potential to yield significant archaeological deposits. Notwithstanding, recommendations are made in Section 11.2 of this report that set out the standard 'unexpected finds' protocols in the unlikely event that archaeological deposits are discovered during any ground disturbance activities or works as part of the subject site's future development.

- *Will the new potential development be sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*

It is expected that, under the proposed Zone E3 Productivity Support, as defined by the LEP, the site would be capable of accommodating future built forms and land uses associated with business, office, or industry premises. It is also expected that the potential new development will take advantage of the access provided by Lynch Street, which forms part of the Mid-Western Highway from Blayney, and possibly the railway line from Blayney to Demondrille pending future reinstatement.

In consideration to this, possible developments that are permitted with consent include, but are not limited to: business premises, depots, garden centres, hardware and building

supplies, industrial retail outlets, landscaping material supplies, light industries, local distribution premises, markets, office premises, passenger transport facilities, plant nurseries, rural supplies, service stations, specialised retail premises, take away food and drink premises, timber yards, vehicle body repair workshops, vehicle repair stations, warehouse or distribution centres, and/or wholesale supplies.

It can be reasonably anticipated that any future built forms on the site would be relatively low-scale, with the siting and configuration of the built forms influenced by the shallow depth of the allotment, but may take advantage of the elongated frontage to Lynch Street, which has the potential to visually obscure views to the water storage tank behind, particularly when viewed from the north on approach to Cowra.

In consequence, the following recommendations are made, which are visualised in the site plan in Appendix B:

- It is recommended that any new structures within the subject site ideally remain single-storey and be located further northeast of the signal box's northeastern alignment (the site area northeast of the blue dotted line in Appendix B). This which will keep the structure from visually dominating the water tank when seen from Vantage Point #1, and will help retain sight lines from Vantage Point #2 on Lynch Street to both the water tank and signal box. The building height could increase to a maximum of two storeys towards the northeastern end to take advantage of the descending topography, as shown in the elevation diagram in Appendix B.
  - The aforementioned proposed structures are recommended to be limited to single-storey heights throughout for the same reasons mentioned in the previous bullet point. Precise RL heights should be further examined within the Council's DA process.
  - The area within the southwestern setback (the site area southwest of the blue dotted line in Appendix B) should be used for either open-air parking, loading, vehicle and/or pedestrian circulation, and/or landscape space with low-height fencing. Any landscaping or fencing that encloses said space should not obstruct either of the aforementioned Vantage Points.
- *Will the potential new development visually dominate the heritage item? How has this been minimised? Will the public, and users of the item, still be able to view and appreciate the heritage item's significance?*

The above recommendations made in the previous answer will ensure that the heritage items seen from Vantage Point #1 will be viewable without any visual detracting from the new development, and at least the signal box and water tank will be viewable from Vantage Point #2.

11.0 RECOMMENDATIONS AND MITIGATION MEASURES

11.1 Conclusion

Situated on the site is an area of vacant land adjacent to the unused railway corridor that connects Blayney to Demondrille.

The site is not identified as an item of heritage significance, listed under Schedule 5 of *Cowra Local Environmental Plan 2012*., however, is situated within the vicinity of Cowra Railway Station and Yard Group listed under both Schedule 5 of *Cowra Local Environmental Plan 2012* and the State Heritage Register under the *Heritage Act 1977*.

This assessment demonstrates that the subject site does not meet the prerequisites to satisfy the NSW Heritage Assessment criteria relating to historical, associative, aesthetic, social, technical, rarity or representative significance. In this regard, the subject site is considered of low cultural interest and value.

This Heritage Impact Statement has been prepared to accompany a Planning Proposal to Cowra Shire Council to amend the *Cowra Local Environmental Plan 2012* by rezoning the subject site (Lot 2 DP1028751) from the current land zoning of SP2 Infrastructure (Railway Infrastructure Facilities) to E3 Productivity Support. The Heritage Impact Statement considers the heritage impacts that arise from the rezoning and potential heritage impacts resulting from the envisaged future land uses. The proposal has been assessed with regards to the identified heritage values and available physical and documentary evidence, including a visual inspection of the site and statutory planning requirements.

The evaluation criteria for assessing the likely impact of a proposed development (as published by the Department of Planning and Environment and the Heritage Council of NSW) have been applied in this impact assessment. Having considered all relevant matters for consideration in this report, subject to the recommendations in Section 11.2 to mitigate identified heritage impacts, the proposed rezoning of the subject site, is considered to have low impact arising from potential new development on the subject site.

The proposal therefore satisfies the objectives and relevant provisions of clause 5.10 of the *Cowra Local Environmental Plan 2012* and satisfies the applicable development controls of the *Cowra Development Control Plan 2021*.

Consequently, the Planning Proposal is favourably recommended to Council on heritage grounds.

11.2 Recommended mitigation measures

The following recommendations arise from the heritage impact assessment in Section 10.3 of this report. Adoption and implementation of the recommendations should be seen as mechanisms for addressing statutory requirements, mitigating heritage impacts and to ensure appropriate conservation and ongoing management of the heritage item.

TABLE 16 – Recommendations and mitigation measures	
Recommendation	Recommended management / mitigation measures
1. Future development of the site	<p>Whilst future development of the site would be subject to individual heritage impact assessment to consider the particular merits of any development proposal, it is recommended that as part of the Planning Proposal, there should be site-specific development controls established for the site that:</p> <ul style="list-style-type: none"><li>a) Require any future structures within the subject site to be a maximum of two-storeys in height. See Appendix B for the location and height extents.</li><li>b) Ensure any proposed buildings are located northeast of the signal box’s northeastern alignment, (the site area northeast of the blue dotted line in Appendix B). This will ensure that any future built forms do not visually dominate the water tank when seen from Vantage Point #1, and will help retain sight lines from Vantage Point #2 on Lynch Street to both the water tank and signal box.</li><li>c) Permits very low-scale development within the recommended setback area (being the southeastern portion of the site) and the site area southeast of the blue dotted line in Appendix B). Development in this portion of the site should be limited to an open-air at-grade carpark,</li></ul>

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# Appendix A

## Common terms used in this report

The following is a list of terms and abbreviations adopted for use in the *NSW Heritage Manual* (prepared by the Heritage Council of NSW), and other terms used by those involved in investigating, assessing and managing heritage, including terms used within this Heritage Impact Statement:

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**Aboriginal significance:** An item is of Aboriginal heritage significance if it demonstrates Aboriginal history and culture. The National Parks and Wildlife Service has the primary responsibility for items of Aboriginal significance in New South Wales.

**Adaptation:** Modification of a heritage item to suit a proposed, compatible use.

**Aesthetic significance:** An item having this value is significant because it has visual or sensory appeal, landmark qualities and/or creative or technical excellence.

**Archaeological assessment:** A study undertaken to establish the archaeological significance (research potential) of a particular site and to propose appropriate management actions.

**Archaeological feature:** Any physical evidence of past human activity. Archaeological features include buildings, works, relics, structures, foundations, deposits, cultural landscapes and shipwrecks. During an archaeological excavation the term 'feature' may be used in a specific sense to refer to any item that is not a structure, a layer or an artefact (for example, a post hole).

**Archaeological significance:** A category of significance referring to scientific value or 'research potential' that is, the ability to yield information through investigation.

**Archaeological sites:** A place that contains evidence of past human activity. Below-ground archaeological sites include building foundations, occupation deposits, features and artefacts. Above-ground archaeological sites include buildings, works, industrial structures and relics that are intact or ruined.

**Archaeology:** The study of material evidence to discover human past. See also historical archaeology.

**Artefacts:** Objects produced by human activity. In historical archaeology the term usually refers to small objects contained within occupation deposits. The term may encompass food or plant remains (for example, pollen) and ecological features.

**Australia ICOMOS:** The national committee of the International Council on Monuments and Sites.

**Burra Charter:** (and its guidelines). Charter adopted by Australia ICOMOS which establishes the nationally accepted principles for the conservation of places of cultural significance.

**Comparative significance:** In the NSW Heritage Assessment Procedure there are two

values used to compare significance: representativeness and rarity.

**Compatible use:** A use for a heritage item, which involves no change to its culturally significant fabric, changes which are substantially reversible or changes, which make a minimal impact.

**Cultural landscapes:** Those areas of the landscape, which have been significantly modified by human activity. They include rural lands such as farms, villages and mining sites, as well as country towns.

**Cultural significance:** A term frequently used to encompass all aspects of significance, particularly in guidelines documents such as the Burra Charter. Also one of the categories of significance listed in the Heritage Act 1977.

**Curtilage:** The geographical area that provides the physical context for an item, and which contributes to its heritage significance. Land title boundaries and heritage curtilages do not necessarily coincide.

**Demolition:** The damaging, defacing, destroying or dismantling of a heritage item or a component of a heritage conservation area, in whole or in part.

**Conjectural reconstruction:** Alteration of a heritage item to simulate a possible earlier state, which is not based on documentary or physical evidence. This treatment is outside the scope of the Burra Charter's conservation principles.

**Conservation:** All the processes of looking after an item so as to retain its cultural significance. It includes maintenance and may, according to circumstances, include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.

**Conservation Management Plan:** (CMP) A document explaining the significance of a heritage item, including a heritage conservation area, and proposing policies to retain that significance. It can include guidelines for additional development or maintenance of the place.

**Conservation policy:** A proposal to conserve a heritage item arising out of the opportunities and constraints presented by the statement of heritage significance and other considerations.

**Contact sites:** Sites which are associated with the interaction between Aboriginal and non-Aboriginal people.

**Excavation permit:** A permit issued by the Heritage Council of New South Wales under

section 60 or section 140 of the Heritage Act 1977 to disturb or excavate a relic.

**Façade:** The elevation of a building facing the street.

**Heritage Act 1977:** The statutory framework for the identification and conservation of heritage in New South Wales. The Act also describes the composition and powers of the Heritage Council.

**Heritage Advisor:** A heritage consultant engaged by a local council, usually on a part-time basis, to give advice on heritage matters to both the council and the local community.

**Heritage assessment criteria:** Principles by which values for heritage significance are described and tested. See historical, aesthetic, social, technical/ research, representativeness, rarity.

**Heritage conservation area:** An area which has a distinctive character of heritage significance, which it is desirable to conserve.

**Heritage Council:** The New South Wales Government's heritage advisory body established under the Heritage Act 1977. It provides advice to the Minister for Urban Affairs and Planning and others on heritage issues. It is also the determining authority for section 60 applications.

**Heritage fabric:** All the physical material of an item, including surroundings and contents, which contribute to its heritage significance.

**Heritage inventory:** A list of heritage items, usually in a local environmental plan or regional environmental plan.

**Heritage item:** A landscape, place, building, structure, relic or other work of heritage significance.

**Heritage NSW:** The State Government agency of the Department and Premier and Cabinet, responsible for providing policy advice to the relevant Minister, administrative services to the Heritage Council and specialist advice to the community on heritage matters.

**Heritage precinct:** An area or part of an area which is of heritage significance. See also heritage conservation area.

**Heritage significance:** Of aesthetic, historic, scientific, cultural, social, archaeological, natural or aesthetic value for past, present or future generations.

**Heritage study:** A conservation study of an area, usually commissioned by the local council. The study usually includes a historical context report, an inventory of heritage items

within the area and recommendations for conserving their significance.

**Heritage value:** Often used interchangeably with the term 'heritage significance'. There are four nature of significance values and two comparative significance values. See heritage significance, nature of significance, comparative significance.

**Hierarchy of significance:** Used when describing a complex heritage site where it is necessary to zone or categorise parts of the area assigning each a particular significance. A commonly used four level hierarchy is: considerable, some, little or no, intrusive (that is, reduces the significance of the item).

**Industrial archaeology:** The study of relics, structures and places involved with organised labour extracting, processing or producing services or commodities; for example, roads, bridges, railways, ports, wharves, shipping, agricultural sites and structures, factories, mines and processing plants.

**Integrity:** A heritage item is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage are still largely intact.

**International Council on Monuments and Sites (ICOMOS):** An international organisation linked to UNESCO that brings together people concerned with the conservation and study of places of cultural significance.

There are also national committees in sixty countries including Australia.

**Level of significance:** There are three management levels for heritage items in New South Wales — local, regional and state. The level is determined by the context in which the

item is significant. For example, items of state heritage significance will either be fine examples or rare state-wide or will be esteemed by a state-wide community.

**Local significance:** Items of heritage significance which are fine examples, or rare, at the local community level.

**Moveable heritage:** Heritage items not fixed to a site or place (for example, furniture, locomotives and archives).

**Occupation deposits:** (In archaeology.) Accumulations of cultural material that result from human activity. They are usually associated with domestic sites, for example, under-floor or yard deposits.

**Post-contact:** Used to refer to the study of archaeological sites and other heritage items dating after European occupation in 1788 which helps to explain the story of the relationship between Aborigines and the new settlers.

**Preservation:** Maintaining the fabric of an item in its existing state and retarding deterioration.

**Rarity:** An item having this value is significant because it represents a rare, endangered or unusual aspect of our history or cultural heritage.

**Reconstruction:** Returning a place as nearly as possible to a known earlier state by the introduction of new or old materials into the fabric (not to be confused with conjectural reconstruction).

**Relic:** The Heritage Act 1977 defines relic as: '...any deposit, object or material evidence relating to non-Aboriginal settlement which is more than fifty years old.' The National Parks and Wildlife Act 1974 defines a relic as: '...any

deposit, object or material evidence (not being a handicraft made for sale) relating to indigenous and non-European habitation of the area that comprises New South Wales, being habitation both prior to and concurrent with the occupation of that area by persons of European extraction, and includes Aboriginal remains.'

**Representativeness:** Items having this value are significant because they are fine representative examples of an important class of significant items or environments.

**Restoration:** Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without introducing new material.

**Social significance:** Items having this value are significant through their social, spiritual or cultural association with a recognisable community.

**State heritage inventory:** A list of heritage items of state significance developed and managed by the Heritage Division. The inventory is part of the NSW Heritage Database.

**State significance:** Items of heritage significance which are fine examples, or rare, at a state community level.

**Statement of heritage significance:** A statement, usually in prose form which summarises why a heritage item or area is of importance to present and future generations.

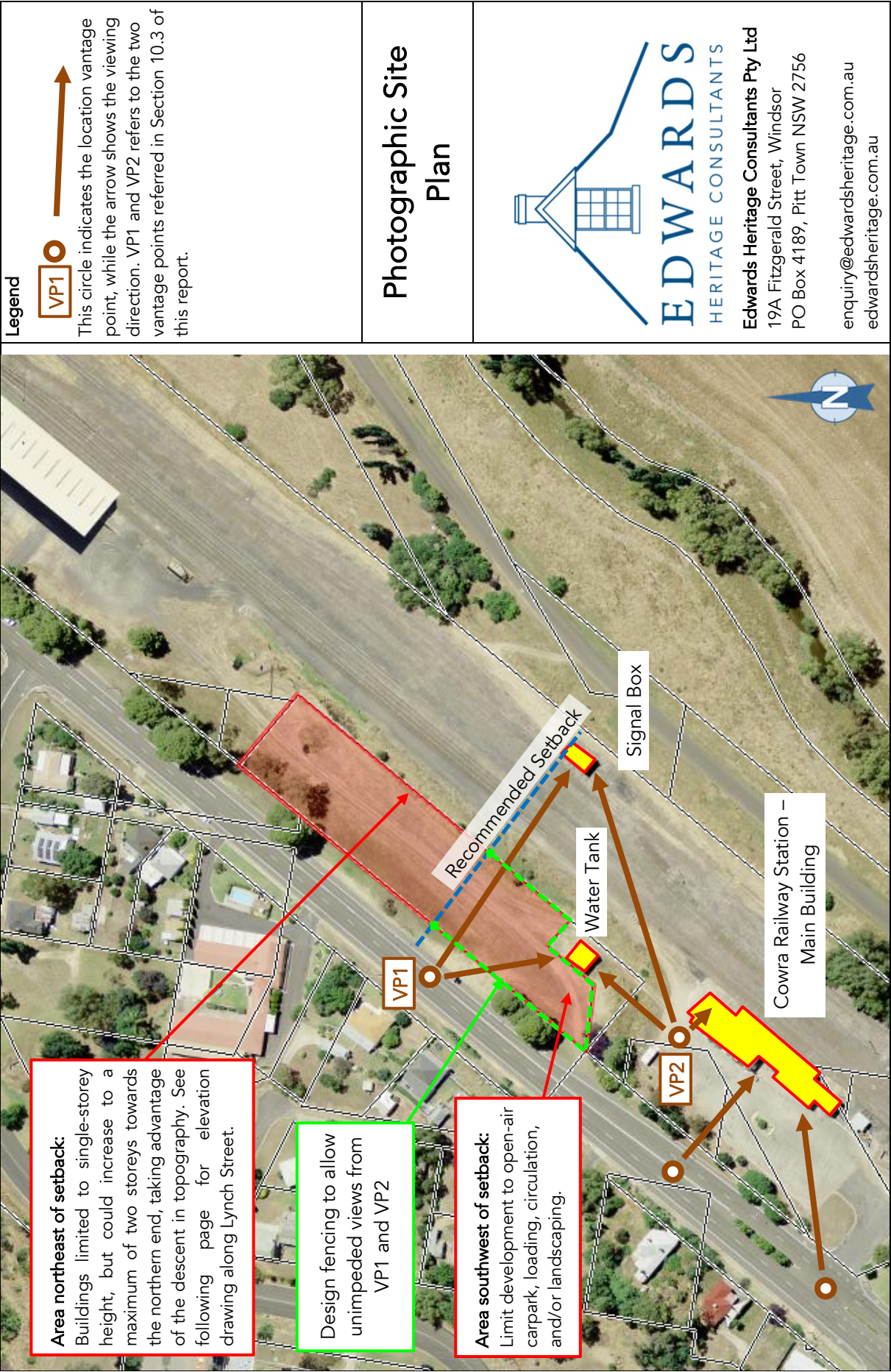
**Technical/research significance:** Items having this value are significant because of their contribution or potential contribution to an understanding of our cultural history or environment.

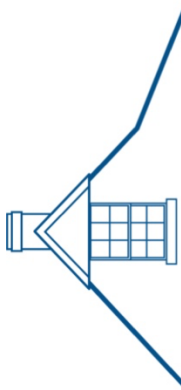
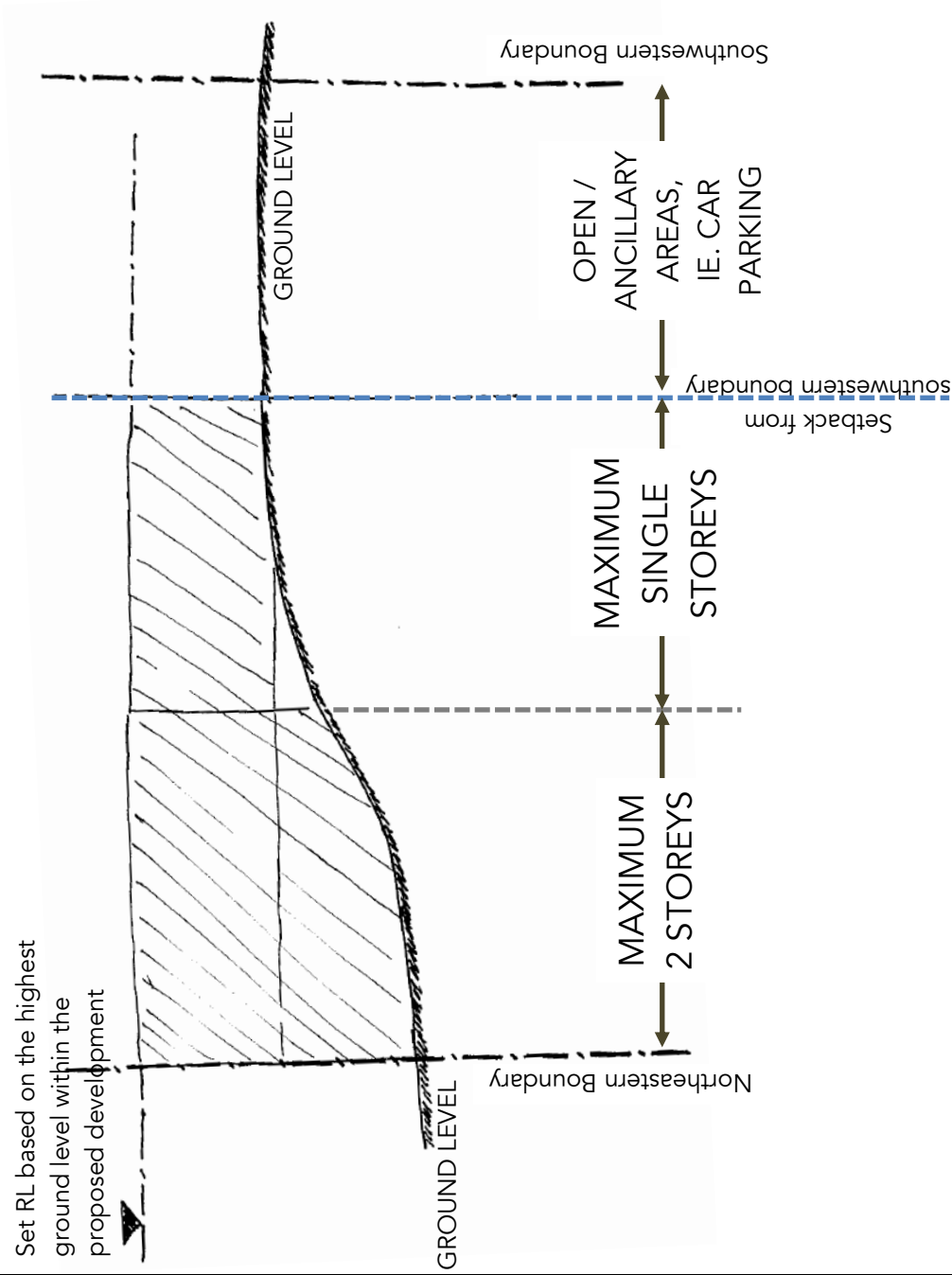
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# Appendix B

## Site Plan

Site plan showing key views from publicly accessible areas to heritage items within the Cowra Railway Station and Yard Group curtilage, and recommended design measures within site as described in Section 10.3.



	<p>Elevation diagram of subject site and development along Lynch Street</p>	<div data-bbox="869 250 1161 638"><p><b>EDWARDS</b> HERITAGE CONSULTANTS</p></div> <div data-bbox="1182 232 1276 642"><p><b>Edwards Heritage Consultants Pty Ltd</b> 19A Fitzgerald Street, Windsor PO Box 4189, Pitt Town NSW 2756</p></div> <div data-bbox="1316 280 1375 642"><p>enquiry@edwardsheritage.com.au edwardsheritage.com.au</p></div>
<div data-bbox="359 712 1369 2054"></div>		

## Preliminary contamination investigation

Lot 2 DP1028751 Lynch Street, Cowra NSW



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Document control					
<b>Client</b> Bethlehem Investments Pty Ltd PO Box 100 Liverpool NSW 1871					
Rev	Report number	Date	Prepared by	Checked by	Revision details/status
0	R44503c	20/08/2024	Georgina Moir BEnvSc Environmental scientist	Leah Desborough CEnvP Senior Environmental Scientist	

## Summary report

### Background

The site at Lot 2 DP1028751 Lynch Street, Cowra NSW is proposed to be redeveloped for commercial land-use. The site was vacant at the time of inspection. The site has historically formed part of the Cowra Railway Station Precinct.

A desktop investigation of the site is required to determine soil contamination status and assess the suitability for proposed land-use.

### Objectives of investigation

The objective of the investigation was to provide a preliminary contamination assessment of the site to determine suitability for the proposed land-use.

### Scope

The scope was to identify past potentially contaminating activities, identify potential contamination types, discuss the site condition, provide an assessment of site contamination and assess the need for further investigation or suitability for commercial land-use. The scope of works included visual site inspection and desktop review.

### Summary

A desktop investigation was undertaken by reviewing soil and geological maps, historical aerial photographs, available databases published information and council records for evidence of contamination. A walkover inspection was conducted on the 30 July 2024.

At the time of the site inspection, the surface cover was grass and weed species with tree clusters along the eastern and western boundaries of the site. No signs of visible contamination such as discolouration or staining was identified on the site surface. No signs of settlement or subsidence was identified during the site investigation. No buildings were identified on the site during the inspection.

Review of available information indicates the site has historically been vacant and has previously formed part of the Cowra Railway Station precinct. A tree boundary along Lynch Street, vehicle tracks across the site and an unknown structure are visible from the earliest historical aerial in 1964. The unknown structure in the northeast corner of the site appears to have been removed in the 2006 historical aerial. No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

Potential exists for contaminating activities to have been undertaken on site which may impact on the suitability for the proposed land-use. Fill from unknown sources following the removal of historical infrastructure or the construction of Lynch Street or the Blayney Demondrille Railway may have been historically placed or tracked over the site. Infrastructure associated with the Cowra Railway Precinct may contain asbestos materials or lead based paints. Asbestos containing materials may be present in infrastructure constructed prior to 1980.

### Recommendations

A detailed contamination investigation of the site is required to characterise areas of potential contamination and suitability for the proposed land-use.

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## 1. Introduction

The site at Lot 2 DP1028751 Lynch Street, Cowra NSW is proposed to be redeveloped for commercial land-use. The site was vacant at the time of inspection. The site has historically formed part of the Cowra Railway Station Precinct.

A desktop investigation of the site is required to determine soil contamination status and assess the suitability for proposed land-use.

## 2. Objectives

The objective of the investigation was to provide a preliminary contamination assessment to determine suitability for the proposed land-use.

## 3. Scope of work

Barnson Pty Ltd was commissioned by Bethlehem Investments Pty Ltd to undertake a desktop preliminary contamination investigation, in accordance with the contaminated land management planning guidelines, from the *Contaminated Land Management Act 1997* and the *State Environmental Planning Policy (Resilience and Hazards) 2021*, of Lot 2 DP1028751 Lynch Street, Cowra NSW. The scope of works included review of available information and visual site inspection.

## 4. Site identification

Address	Lot 2 DP1028751 Lynch Street Cowra, NSW 2794
Deposited plans	Lot 2 DP1028751
Latitude and longitude	-33.833290216, 148.701041777
Geographic coordinates	55H E657150m N6255065m
Client	Bethlehem Investments Pty Ltd
Owner	Bethlehem Investments Pty Ltd
Current occupier	Vacant
Area	Approximately 5,037m <sup>2</sup>
Local government area	Cowra Council
Current zoning	SP2 – Infrastructure (Cowra LEP 2024)
Trigger for investigation	Change in land-use
Locality map	Figure 1

## 5. Site history

### 5.1 Land-uses

The site is located in the town of Cowra, approximately 500m east of the Cowra CBD. The site is vacant.

### 5.2 Summary of council records

A planning certificate was obtained for Lot 2 DP1028751 Lynch Street, Cowra NSW. Cowra Council has not received notice under the *Contaminated Land Management Act 1997* that the land is:

- significantly contaminated
- subject to a management order
- subject of an approved voluntary management proposal
- subject to an ongoing maintenance order
- subject to a site audit statement.

### 5.3 Searches

#### 5.3.1 EPA databases

The site is not listed on the NSW EPA register of contaminated sites (02 August 2024) or sites notified to the EPA (8 July 2024).

Two sites listed on the NSW EPA register of contaminated sites have been identified within 1km of the site.

- Former Gasworks is located approximately 700m southwest of the site at 30 Brougham Street, Cowra.
- Shell Depot is located approximately 700m south of the site at 34 Brougham Street, Cowra.

Four sites notified to the EPA have been identified within 1km of the site.

- Lowes Petroleum (former BP Cowra Depot) is located approximately 500m southwest of the site at 12 Campbell Street, Cowra. The site has a management class of regulation under CLM Act not required.
- Former Gasworks is located approximately 700m southwest of the site at 30 Brougham Street, Cowra. The site has a management class of contamination currently regulated under CLM Act.
- Shell Depot is located approximately 700m southwest of the site at 34 Brougham Street, Cowra. The site has a management class of contamination formerly regulated under the CLM Act.
- Former Railway Gatekeeper Residence Cowra is located approximately 700m southwest of the site at 32 Brougham Street, Cowra. The site has a management class of regulation under CLM Act not required.

#### 5.3.2 SafeWork NSW Storage of hazardous chemicals

A search of the SafeWork Schedule 11 Hazardous Chemicals on Premises database did not identify any records pertaining to the site (Appendix 3).

#### 5.3.3 POEO public register

No current or delicensed and former licensed activities under the POEO Act 1997 have been identified for the site.

Two sites listed on NSW EPA POEO public register have been identified within 1km of the site.

- Cowra Shire Council holds the summary licence 1572 for the Cowra Water Treatment Plant located 750m northwest of the site, at Lot 50 and 51 DP862889 Brisbane Street, Cowra. This license is issued for miscellaneous licensed discharge to water (at any time).

- Hanson Construction Materials Pty Ltd hold the summary licence 1456 located 400m northeast of the site at Lot 1 DP543274 Day Street, Cowra. This license was issued for concrete works but is no longer in force.

#### **5.3.4 Other government agency databases**

The site is not listed on the following databases:

- National Waste Management Site database
- The NSW Government PFAS Investigation Program
- Defence PFAS Investigation Program
- Defence PFAS Management Program
- Airservices Australia National PFAS Management Program
- National Liquid Fuel Facilities database

Two sites listed on the National Waste Management Site database have been identified within 1km of the site.

- Woolworths supermarket is an operational soft plastics drop off facility located approximately 800m southwest of the site at 3-9 Railway Lane, Cowra.
- Coles supermarket is an operational soft plastics drop off facility located approximately 1km southwest of the site at 59 Kendal Street, Cowra.

Two sites listed on the National Liquid Fuel Facilities database have been identified within 1km of the site.

- Caltex Woolworths Cowra is an operational petrol station located approximately 750m southwest of the site at 13 Railway Lane, Cowra.
- WestOils Petroleum Pty Ltd operational Fuel Depot is located approximately 500m south of the site at 12 Campbell Street, Cowra.

No other sites listed on government agency databases have been identified within 1km of the site.

#### **5.4 Sources of information**

NSW EPA records of public notices under the CLM Act 1997

Soil and geological maps

Historical aerial photographs including NSW Government historical imagery, Google Earth and Nearmap

Spatial information exchange historic parish maps

Cowra LEP 2024

## 5.5 Review of historic aerial photographs, maps and plans

### 5.5.1 Aerial photographs

Year	Comment
1964	The site is located in the town of Cowra and forms part of the Cowra Railway Precinct. The site is located between Lynch Street and the Blayney Demondrille Railway. The Cowra Railway Precinct extends to the north and south of the site. One concise vehicle track is visible and runs through the site. A tree line is visible along Lynch Street. An unknown structure is visible in the northeast corner of the site. Residential land extends beyond Lynch Street to the west. Campbell Street and the Waugoola Creek are situated adjacent the Blayney Demondrille Railway east of the site.
1973	Low resolution image limits detail. No obvious changes evident.
1982	College Drive appears to have been constructed.
1998	Multiple vehicle tracks extend over the site.
2006	The structure in the northeast corner of the site appears to have been demolished. The tree line has created trees clusters in the southwest and northwest corners of the site.
2008	The site appears to be well vegetated with groundcover over the site.
2010	No obvious changes evident.
2011	No obvious changes evident.
2012	No obvious changes evident.
2013	No obvious changes evident.
2016	No obvious changes evident.
2018	No obvious changes evident.
2020	No obvious changes evident.
2021	No obvious changes evident.
2023	The Cowra Railway infrastructure to the northeast of the site appears to have been partially demolished.

### 5.5.2 Topographic maps

The 1980 Cowra topographic map based on 1976 aerial imagery and field revision in 1977 depicts the site as a built-up area and part of the Cowra Railway Precinct.

The current topographic map (SIX Maps) depicts the site as vacant and part of the Cowra Railway Station Precinct. The site is within the built-up area and town of Cowra.

### 5.5.3 Historical parish maps

Review of parish maps identified that the site is located in the Town of Cowra, Parish of Cowra, County of Bathurst, Land District of Cowra.

#### 5.5.4 Title deeds (Appendix 2)

<u>Date of Acquisition and term held</u>	<u>Registered Proprietor(s) &amp; Occupations where available</u>
	<b><u>As to the whole: -</u></b>
15.08.1884	Notification of Extension – Murrumburrah to Blayney Railway
17.10.1884	Notification of Confirmation of Extension – Murrumburrah to Blayney Railway
	<b><u>As regards to the part numbered 1: -</u></b>
1884 to 1995	Commissioner for Railways Then Intervening Name Changes Now State Rail Authority of New South Wales
09.03.1995 (1995 to 2003)	Anthony Thomas Mooney Carmel Mary Mooney Brian Gordon Witt Margaret Helen Witt Geoffrey Percival Fricker Olive May Fricker Graeme John Fricker
02.01.2003 (2003 to 2008)	Geoffrey Percival Fricker (Transmission Application) Anthony Thomas Mooney Carmel Mary Mooney Brian Gordon Witt Margaret Helen Witt Graeme John Fricker
	<b><u>As regards to the part numbered 2: -</u></b>
1884 to 2003	Commissioner for Railways Then Intervening Name Changes Now State Rail Authority of New South Wales
11.04.2003 (2003 to 2008)	Anthony Thomas Mooney Carmel Mary Mooney Brian Gordon Witt Margaret Helen Witt Graeme John Fricker Geoffrey Percival Fricker
	<b><u>Continued as to the whole: -</u></b>
23.02.2008 (2008 to 2009)	Geoffrey Percival Fricker Anthony Thomas Mooney Carmel Mary Mooney Graeme John Fricker Ronald Ernest Horsfall Annemarie Horsfall
20.08.2009 (2009 to 2016)	Graeme John Fricker (Transmission Application) Anthony Thomas Mooney Carmel Mary Mooney Ronald Ernest Horsfall Annemarie Horsfall
05.05.2016 (2016 to 2019)	Gail Martin Mark Geoffrey Fricker (Transmission Application) Anthony Thomas Mooney Carmel Mary Mooney Ronald Ernest Horsfall Annemarie Horsfall
29.07.2019 (2019 to 2020)	Anthony Thomas Mooney Carmel Mary Mooney

	Ronald Ernest Horsfall Annemarie Horsfall (Now Anne Marie Horsfall)
30.04.2020 (2020 to Date)	# Anthony Thomas Mooney # Carmel Mary Mooney # Ronald Ernest Horsfall # Anne Marie Horsfall # Snuzie Pty Ltd

## 5.6 Chronological list of site uses

Review of available information indicates the site has historically been vacant and has previously formed part of the Cowra Railway precinct. The rail line reached Cowra from Young in 1886 and from Blayney in 1888. A tree line along Lynch Street and vehicle tracks across the site are visible from the earliest historical aerial in 1964.

No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

## 5.7 Heritage listings

The site is not listed on the following government heritage databases:

- Commonwealth Heritage List
- National Heritage List
- State Heritage Register

One site listed on the State Heritage Register was identified within 1km of the site. The Cowra Railway Station and Yard Group (01122) is located approximately 100m south of the site at Blayney-Harden Railway, Cowra.

Eight general items listed on the Cowra Local Environmental Plan (Cowra LEP 2024) have been identified within 1km of the site. The items include the Cowra Railway Station and Yard Group (I9), Cowra Fire Station (I38), Brougham Park Entrance Gates (I27), Cowra Japanese Garden (I72), Ilfracombe Building (I32), ANZ Bank (I1), Cowra Courthouse (I6), Reid Smith Ltd. Building (I31).

No items listed on the Commonwealth Heritage List or National Heritage List are located within 1km of the site.

## 5.8 Buildings and infrastructure

The site was vacant at the time of inspection. No buildings or infrastructure were present on the site.

A cast iron water tank on a brick base is located to the southeast of the site.

## 5.9 Spills, losses or discharges

No records for spills or losses on the site were available. No records for discharges to land or water were available.

## 5.10 Relevant complaint history

Nil

## 5.10 Previous investigations

None known

### 5.11 Discussion with client representative

Correspondence with Kate Alberry, the client representative, was undertaken in August 2024. The correspondence outlined, a local historian described the site as historically vacant and not used.

### 5.12 Historical neighbouring land-use

North – Cowra Railway Station precinct, Mid-Western Highway

East – Blayney Demondrille Railway, Campbell Street, Waugoola Creek, agricultural land

South – Cowra Railway Station, Fred Arnold Park, Kendal Street, commercial/industrial

West – Lynch Street, residential

### 5.13 Contaminant sources

Potential exists for contaminating activities to have been undertaken on site which may impact on the suitability for the proposed land-use.

Fill from unknown sources may have been historically placed on the site. Fill used for the construction of Lynch Street or the Blayney Demondrille Railway may have historically been placed or tracked over the site.

Infrastructure associated with the Cowra Railway precinct including the former unknown structure in the northeast corner of the site, existing tank adjacent to the site to the southeast and train brake pads on the Blayney Demondrille Railway may contain asbestos materials or lead based paints. Asbestos containing materials may be present in infrastructure constructed prior to 1980. Potential exists for subsurface building materials to remain. The structure may have stored fuels or chemicals.

No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

### 5.14 Contaminants of concern

Based on historical activities, surrounding land-use and site inspection the potential contaminants of concern associated with the site are:

- Heavy metals (arsenic, cadmium, chromium, copper, nickel, lead, zinc and mercury)
- Total recoverable hydrocarbons (TRH)
- Benzene, toluene, ethylbenzene, xylenes, naphthalene (BTEXN)
- Polycyclic aromatic hydrocarbons (PAH)
- Asbestos containing materials

### 5.15 Integrity assessment

The site history was obtained from a site inspection, discussions with owner and history review. The information is consistent with the current site condition and to the best of the assessor's knowledge is accurate.

## 6. Site condition and surrounding environment

### 6.1 Site inspection

The site was inspected by Barnson personnel on 30 July 2024.

### 6.2 Land-use

The site was vacant at the time of the site inspection.

### 6.3 Current neighbouring land-use

North – Cowra Railway Station precinct, Mid-Western Highway

East – Blayney Demondrille Railway, Campbell Street, Waugoola Creek, agricultural land

South – Cowra Railway Station, Fred Arnold Park, Kendal Street, commercial/industrial

West – Lynch Street, residential

### 6.4 Surface cover and vegetation

Surface cover comprised grass and weed species with tree clusters along the eastern and western boundaries of the site.

### 6.5 Evidence of visible contamination

No signs of visible contamination such as discolouration or staining was identified on the site. No signs of settlement or subsidence was identified on the site.

### 6.6 Topography

The morphology on-site is an undulating mid-slope. The site has a predominately southeast facing slope of 0 to 5%. Elevation is estimated at 303m to 308m metres above sea level.

### 6.7 Soils and geology

This soil landscape comprises the alluvial plains and terraces of the Lachlan, Molong, Bell and lower Belabula Rivers as well as the Winburndale Rivulet and other minor streams. Layered alluvial loams and sands occur on the plains. Other soils include Prairie Soils and cracking clays. Red Podzolic Soils, Non-calcic Brown Soils or Red-Brown Earths occur on the terraces. The geological unit and parent material is Alluvium. The parent rock is Alluvium, including granite materials along the Lachlan River; volcanics and metasediments of the Hill End Trough along Lewis Ponds Creek and Winburndale Rivulet; Molong Geanticline volcanics along Bell River and Molong Creek.

### 6.8 Water

#### 6.8.1 Surface water

Surface water on the site is expected to infiltrate or flow southeast. Any excess water flows will follow topography off-site and flow downslope towards the local stormwater system and the Waugoola Creek. The Waugoola Creek is located approximately 150m southeast of the site and is a tributary of the Lachlan River.

#### 6.8.2 Groundwater

No known groundwater bores are located on the site according to the Water NSW website (NSW Government, 2024). Four registered groundwater bores were identified within 500m of the site. The purpose of the bores was domestic, stock, monitoring, testing and unknown. Water-bearing zones (WBZ) was recorded for the closest bore, GW057779, as 18.50m to 22.50m.

No.	Date drilled	Location	SWL (m)	Use	Status
GW057779	06/09/1983	50m N	10.00	Domestic, stock	Converted
GW092082	19/02/1997	150m N	-	Monitoring bore	-
GW702270	22/09/2004	200m SE	-	Test bore	-
GW705630	-	220m SE	-	-	-

### 6.9 Evidence of possible naturally occurring contaminants

No natural sources of PAH were identified.

The site is not mapped as an acid sulphate soil risk area (State Government of NSW and Department of Planning, Industry and Environment 1998).

The site is not mapped as a geological unit with asbestos potential (State Government of NSW and Department of Regional New South Wales 2018).

#### **6.10 Environmentally sensitive features or habitats**

No environmentally sensitive features or habitats are located on the site.

The Bellevue Hill Flora and Fauna Reserve is located approximately 250m northwest of the site and is considered a moderately sensitive habitat.

The Waugoola Creek is located approximately 150m southeast of the site and contains sensitive features or habitats (Cowra LEP 2024).

The Waugoola Creek is outlined as a watercourse on the Riparian Lands and Watercourses Map. The creek and the immediate surrounding area is highlighted on the Riparian Lands and Watercourses Map as a Groundwater Vulnerable area.

The Terrestrial Biodiversity Map identifies the Waugoola Creek as a Biodiversity area.

The Flood Planning Map highlights the Waugoola Creek and the area to the southeast as a Flood Planning Area.

Waugoola Creek is a tributary of the Lachlan River located approximately 2km south of the site. Waugoola Creek is considered a moderately disturbed ecosystem due to upstream urban and agricultural land-use.

#### **6.11 Integrity assessment**

The site history was obtained from a site inspection, discussions with owner and history review. The information is consistent with the current site condition and to the best of the assessor's knowledge is accurate.

### **7. Conceptual site model**

#### **7.1 Contaminant sources**

Potential exists for contaminating activities to have been undertaken on site which may impact on the suitability for the proposed land-use.

Fill from unknown sources may have been historically placed on the site. Fill used for the construction of Lynch Street or the Blayney Demondrille Railway may have historically been placed or tracked over the site.

Infrastructure associated with the Cowra Railway precinct including the former unknown structure in the northeast corner of the site, existing tank adjacent to the site to the southeast and brake pads on the Blayney Demondrille Railway may contain asbestos materials or lead based paints. Asbestos containing materials may be present in infrastructure constructed prior to 1980. Potential exists for subsurface building materials to remain. The former structure may have stored fuels or chemicals.

No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

## 7.2 Contaminants of concern

Based on historical activities, surrounding land-use and site inspection the potential contaminants of concern associated with the site are:

- Heavy metals (arsenic, cadmium, chromium, copper, nickel, lead, zinc and mercury)
- Total recoverable hydrocarbons (TRH)
- Benzene, toluene, ethylbenzene, xylenes, naphthalene (BTEXN)
- Polycyclic aromatic hydrocarbons (PAH)
- Asbestos containing materials

## 7.3 Potential receptors

The proposed land-use of the site is commercial.

Human receptors include:

- Staff (adults)
- Visitors (adults and children)
- Site workers
- Construction workers
- Intrusive maintenance workers

Ecological receptors include

- Flora and fauna on the site and adjacent to the site
- Aquatic flora and fauna receptors off-site

## 7.4 Exposure pathways

Pathways for exposure to contaminants are:

- Dermal contact following soil disturbance
- Ingestion and inhalation after soil disturbance
- Surface water and sediment runoff into waterways
- Leaching of contaminants into the groundwater

## 7.5 Source receptor linkages

Potential source pathway receptor linkages are identified to enable evaluation of any adverse impact on human health or ecology.

The proposed land-use of the site is commercial and human receptors to the investigation area are likely. Proposed users of the site may have a risk of exposure if contaminants are present and the soil is disturbed. Construction workers and intrusive maintenance workers to the site may potentially be receptors to soil contaminants through direct contact to soil which includes ingestion and dermal contact.

The contaminants of concern include volatiles. Inhalation may occur as a result of soil disturbance and dust production. Major soil disturbance before and after the development of the site is considered unlikely. Soil disturbance during construction and development of the site is expected to be accompanied by erosion control measures which will reduce the incidence of dust production.

Vegetation on the site may be potential receptors to soil contamination through direct uptake of contaminants.

Disturbance of asbestos containing materials may result in the release of asbestos fibres impacting on site workers and the surrounding public.

The source receptor linkage to aquatic organisms and ecosystems is considered incomplete as the site is well vegetated and movement of sediments from the site is unlikely. During construction work it is expected that erosion control measures will be implemented and movement of sediment off site will be unlikely. Following development of the site it is expected that vegetation or hard surfaces will be re-established which will control sediment movement from the site. The nearest waterway to the site is the Waugoola Creek located approximately 150m southeast of the site and a tributary of the Lachlan River. It is not expected that contaminants from the site will be transported to aquatic receptors within the river. The Lachlan River is considered to be a highly disturbed ecosystem.

Groundwater is not identified as a potential receptor to contamination. No registered groundwater bores are known to be located on the site (NSW Government Water, 2024). Four registered groundwater bores were identified within 500m of the site. The standing water level for the nearest water bore was 10m. Clay soils are dominant in the locality and are expected to restrict downward movement of potential contaminants.

Source/contaminants	Transport	Potential exposure pathways	Receptors
<input checked="" type="checkbox"/> Infrastructure Heavy metals TRH BTEXN Asbestos	<input checked="" type="checkbox"/> Wind <input type="checkbox"/> Sedimentation <input type="checkbox"/> Groundwater <input type="checkbox"/> Surface water <input checked="" type="checkbox"/> Volatilisation	<input checked="" type="checkbox"/> Direct contact (ingestion and absorption) (human and environment) <input checked="" type="checkbox"/> Inhalation <input type="checkbox"/> Runoff <input type="checkbox"/> Leaching	<input checked="" type="checkbox"/> Staff (adults and children) <input checked="" type="checkbox"/> Visitors (adults and children) <input checked="" type="checkbox"/> Construction workers <input checked="" type="checkbox"/> Intrusive maintenance workers <input checked="" type="checkbox"/> Vegetation <input type="checkbox"/> Aquatic receptors
<input checked="" type="checkbox"/> Fill (unknown source) Heavy metals TRH BTEXN PAH	<input checked="" type="checkbox"/> Wind <input type="checkbox"/> Sedimentation <input type="checkbox"/> Groundwater <input type="checkbox"/> Surface water <input checked="" type="checkbox"/> Volatilisation	<input checked="" type="checkbox"/> Direct contact (ingestion and absorption) (human and environment) <input checked="" type="checkbox"/> Inhalation <input type="checkbox"/> Runoff <input type="checkbox"/> Leaching	<input checked="" type="checkbox"/> Staff (adults and children) <input checked="" type="checkbox"/> Visitors (adults and children) <input checked="" type="checkbox"/> Construction workers <input checked="" type="checkbox"/> Intrusive maintenance workers <input checked="" type="checkbox"/> Vegetation <input type="checkbox"/> Aquatic receptors

☒ Potential, ☐ unknown/unlikely

## 8. Results and discussion

The site was vacant on the day of inspection. No buildings were identified on the lot during the site walkover.

No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

Surface cover comprised grass and weed species with tree clusters along the eastern and western boundaries. No signs of visible contamination such as discolouration or staining was identified on the site surface. No signs of settlement or subsidence was identified during the site investigation.

Review of available information indicates the site has historically been vacant and has previously formed part of the Cowra Railway Station precinct. A tree line along Lynch Street, vehicle tracks across the site and an unknown structure are visible from the earliest historical aerial in 1964. The unknown structure in the northeast corner of the site appears to have been removed in the 2006 historical aerial.

Potential exists for contaminating activities to have been undertaken on site which may impact on the suitability for the proposed land-use. Fill from unknown sources following the removal of historical infrastructure or the construction of Lynch Street or the Blayney Demondrille Railway may have been

historically placed or tracked over the site. Infrastructure associated with the Cowra Railway Precinct may contain asbestos materials or lead based paints. Asbestos containing materials may be present in infrastructure constructed prior to 1980. Potential exists for subsurface building materials to remain. The removed structure may have stored fuels or chemicals.

The contaminants of concern for the site include heavy metals, TRH, BTEXN, PAH and asbestos.

Correspondence with Kate Alberry, the client representative, was undertaken in August 2024. The correspondence outlined, a local historian described the site as historically vacant and not used.

## **9. Site characterisation**

### **9.1 Environmental contamination**

Further investigation is required to characterise contamination on the site.

### **9.2 Chemical degradation production**

Further investigation is required to characterise contamination on the site.

### **9.3 Exposed population**

Further investigation is required to characterise contamination on the site.

## **10. Conclusions and recommendations**

### **10.1 Summary**

A desktop investigation was undertaken by reviewing soil and geological maps, historical aerial photographs, available databases published information and council records for evidence of contamination. A walkover inspection was conducted on the 30 July 2024.

At the time of the site inspection, the surface cover was grass and weed species with tree clusters along the eastern and western boundaries of the site. No signs of visible contamination such as discolouration or staining was identified on the site surface. No signs of settlement or subsidence was identified during the site investigation. No buildings were identified on the site during the inspection.

Review of available information indicates the site has historically been vacant and has previously formed part of the Cowra Railway Station precinct. A tree boundary along Lynch Street, vehicle tracks across the site and an unknown structure are visible from the earliest historical aerial in 1964. The unknown structure in the northeast corner of the site appears to have been removed in the 2006 historical aerial. No mines, sheep dips, underground storage tanks (UST) have been identified as occurring on the site from the site history.

Potential exists for contaminating activities to have been undertaken on site which may impact on the suitability for the proposed land-use. Fill from unknown sources following the removal of historical infrastructure or the construction of Lynch Street or the Blayney Demondrille Railway may have been historically placed or tracked over the site. Infrastructure associated with the Cowra Railway Precinct may contain asbestos materials or lead based paints. Asbestos containing materials may be present in infrastructure constructed prior to 1980.

### **10.2 Assumptions in reaching the conclusions**

It is assumed the aerial images reviewed are representative of the activities which were undertaken on the site and an accurate history has been obtained.

### **10.3 Extent of uncertainties**

The investigation utilised available information.

### **10.4 Suitability for proposed use of the site**

Further assessment is required to characterise the contamination status of the site.

### **10.5 Limitations and constraints on the use of the site**

Further assessment is required to characterise the contamination status of the site.

### **10.6 Recommendation for further work**

A detailed contamination investigation of the site is required to characterise areas of potential contamination and suitability for the proposed land-use.

## **11. Report limitations and intellectual property**

This report has been prepared for the use of the client to achieve the objectives given the clients requirements. The level of confidence of the conclusion reached is governed by the scope of the investigation and the availability and quality of existing data. Where limitations or uncertainties are known, they are identified in the report. No liability can be accepted for failure to identify conditions or issues which arise in the future and which could not reasonably have been predicted using the scope of the investigation and the information obtained.

The investigation identifies the actual subsurface conditions only at those points where samples are taken, when they are taken. Data derived through sampling and subsequent laboratory testing is interpreted by geologists, engineers or scientists who then render an opinion about overall subsurface conditions, the nature and extent of the contamination, its likely impact on the proposed development and appropriate remediation measures. Actual conditions may differ from those inferred to exist, because no professional, no matter how well qualified, and no sub-surface exploration program, no matter how comprehensive, can reveal what is hidden by earth, rock or time. The actual interface between materials may be far more gradual or abrupt than a report indicates. Actual conditions in areas not sampled may differ from predictions. It is thus important to understand the limitations of the investigation and recognise that we are not responsible for these limitations.

This report, including data contained and its findings and conclusions, remains the intellectual property of Barnson Pty Ltd. A licence to use the report for the specific purpose identified is granted for the persons identified in that section after full payment for the services involved in preparation of the report. This report should not be used by persons or for purposes other than those stated and should not be reproduced without the permission of Barnson Pty Ltd.

## 12. References

Environment Protection Authority (2020) *Consultants reporting on contaminated land* (NSW Environment Protection Authority, Chatswood)

EPA (2017) *Contaminated Sites: Guidelines for the NSW Site Auditors Scheme* (NSW Department of Environment and Conservation, Chatswood)

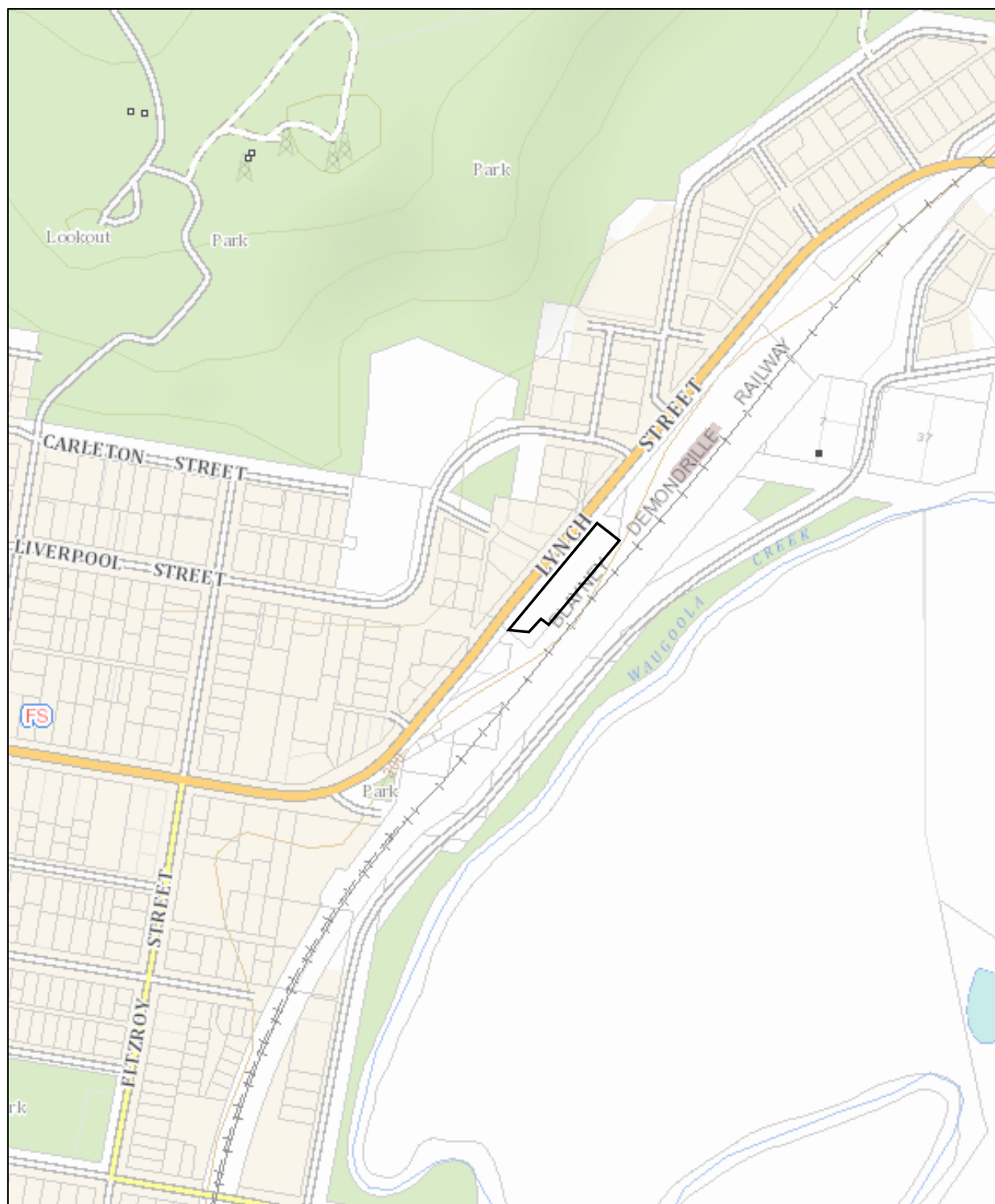
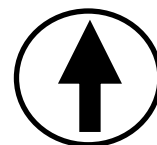
NSW Soil and Land Information (2024) eSPADE v2.2([www.environment.nsw.gov.au/eSpade2WebApp](http://www.environment.nsw.gov.au/eSpade2WebApp))

NEPC (1999 revised 2013) *National Environment Protection (Assessment of Site Contamination) Measure 1999* (National Environment Protection Council Service Corporation, Adelaide)

State Government of NSW and Department of Regional New South Wales (2018) *Naturally occurring asbestos*, viewed August 2024 ([datasets.seed.nsw.gov.au/dataset/naturally-occurring-asbestos](https://datasets.seed.nsw.gov.au/dataset/naturally-occurring-asbestos))

State Government of NSW and Department of Planning, Industry and Environment (1998) *Acid sulphate soils risk*, viewed August 2024 ([datasets.seed.nsw.gov.au/dataset/ acid-sulfate-soils-risk0196c](https://datasets.seed.nsw.gov.au/dataset/acid-sulfate-soils-risk0196c))

## Figures



### Legend

— Site boundary

Approximate Scale 1: 7500



Figure 1. Site locality

Lot 2 DP1028751 Lynch Street, Cowra NSW

barnson.

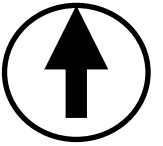


Barnson Pty Ltd

Job: R44503c

Drawn by: GM

Date: 01/08/2024



**Legend**

— Lot boundary

- - -> Slope

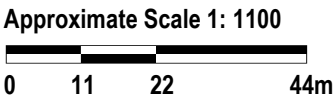


Figure 2. Aerial image (2024) and site layout		
Lot 2 DP1028751 Lynch Street, Cowra NSW		
barnson.	Barnson Pty Ltd	
Job: R44503c	Drawn by: GM	Date: 01/08/2024

**Figure 3.** Photographs of the site



Photograph looking northeast over the site.



Photograph looking east over the site from the southwest corner of the lot.



Photograph looking southwest over the site.



Photograph looking east over the Blayney Demondrille Railway.



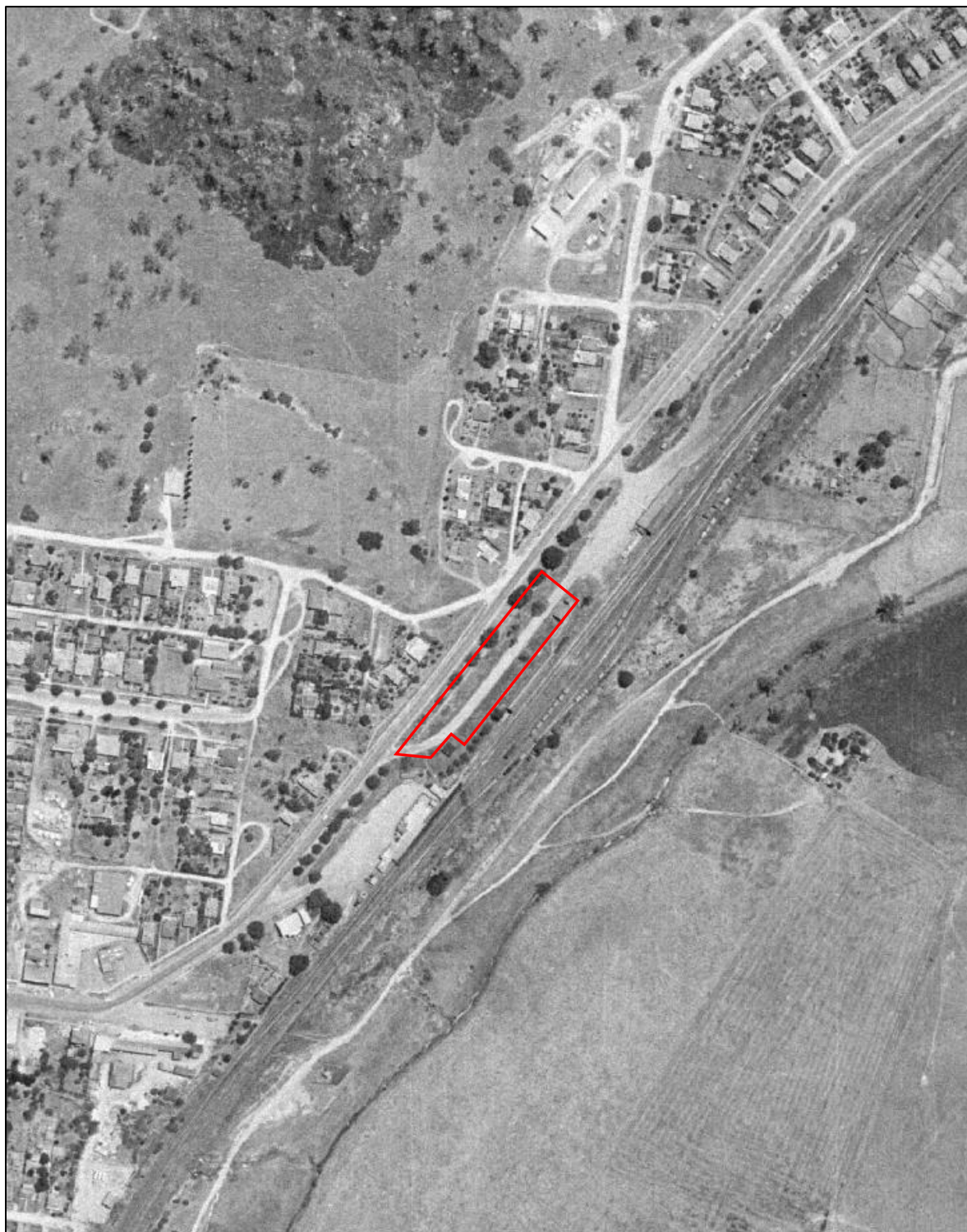
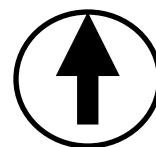
Photograph looking southwest over the Cowra Railway Station.



Photograph of a tank structure bordering the site in the southeast corner.

## Appendices

## **Appendix 1. Historical aerial images**



### Legend

— Approximate site boundary

Approximate Scale 1: 6500

0 65 130 260m

Appendix 1.1. Aerial image (1964)

Lot 2 DP1028751 Lynch Street, Cowra NSW

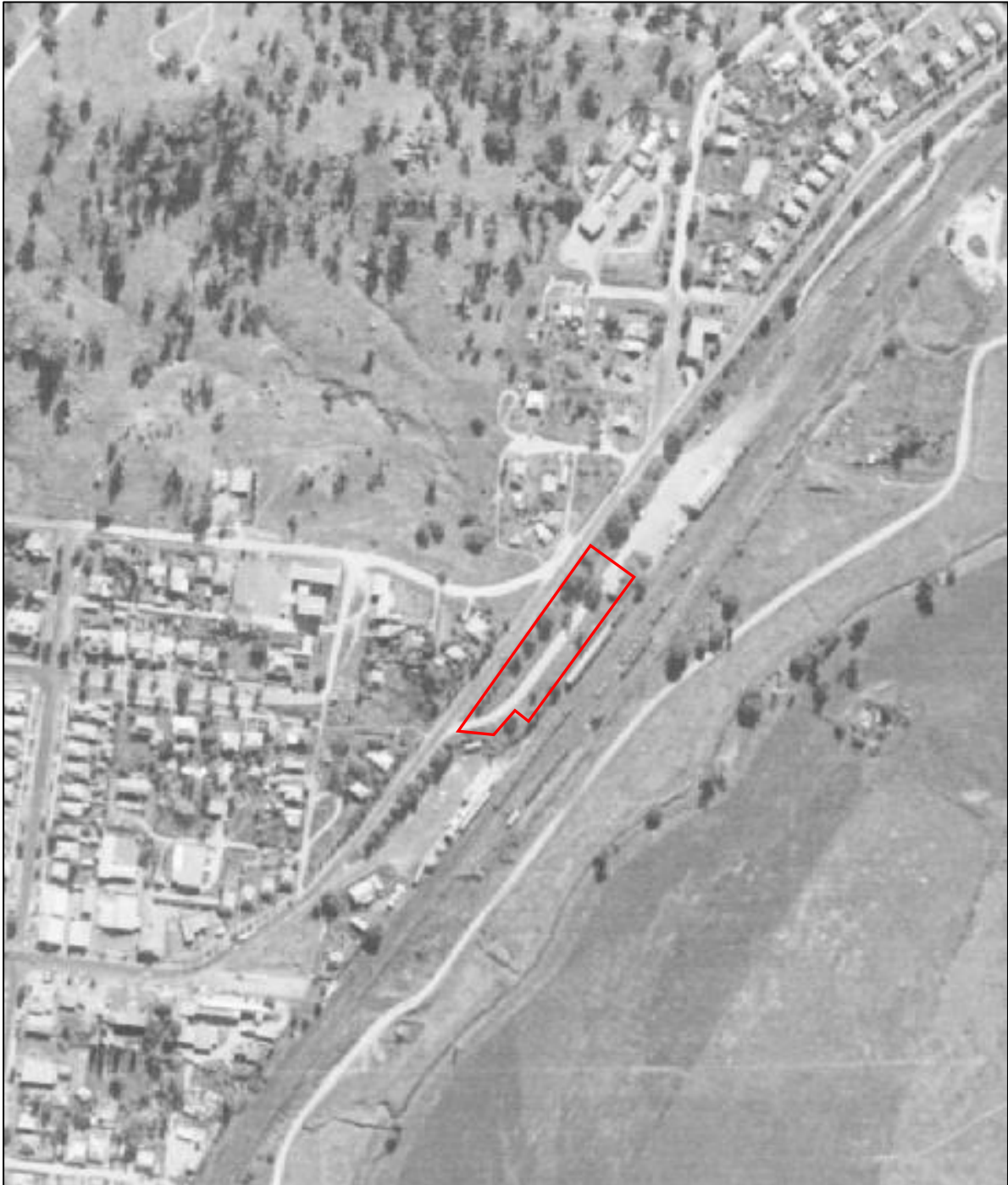
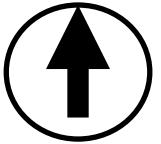
barnson. 

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Job: R44503c

Drawn by: GM

Date: 14/08/2024



### Legend

— Approximate site boundary

Approximate Scale 1: 6500



### Appendix 1.2. Aerial image (1973)

Lot 2 DP1028751 Lynch Street, Cowra NSW

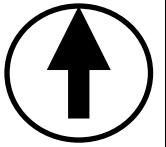


Barnson Pty Ltd

Job: R44503c

Drawn by: GM

Date: 14/08/2024



### Legend

— Approximate site boundary

Approximate Scale 1: 6500



### Appendix 1.3. Aerial image (1982)

Lot 2 DP1028751 Lynch Street, Cowra NSW

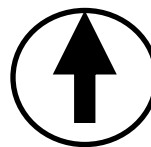


Barnson Pty Ltd

Job: R44503c

Drawn by: GM

Date: 14/08/2024



### Legend

— Approximate site boundary

Approximate Scale 1: 6500



### Appendix 1.4. Aerial image (1998)

Lot 2 DP1028751 Lynch Street, Cowra NSW



Barnson Pty Ltd

Job: R44503c

Drawn by: GM

Date: 14/08/2024

## **Appendix 2.** Historical subdivision plans and records



PLAN FORM 2 (APPROVED FORM 3)  
SIGNATURES, AND SEALS ONLY

InfoTrack  
asmoorey  
L. Mooney  
M. M. M.  
B. With  
J. Sticks  
D. Sticks  
G. Smith

The Common Seal of STATE RAIL AUTHORITY  
OF NEW SOUTH WALES was hereunto affixed  
In the presence of:-

*Margot Christine Maasakkers*  
AUTHORISED OFFICER  
Margot Christine Maasakkers  
Corporate Secretary

*Robert James Noyes*  
General Manager, Corporate Services

Crown Lands Office Approval

PLAN APPROVED ..... Authorised Officer .....  
Land District .....  
Paper No. ....  
Field Book ..... pages

Subdivision Certificate

I certify that the provisions of s.109J of the Environmental Planning  
and Assessment Act 1979 have been satisfied in relation to the  
proposed

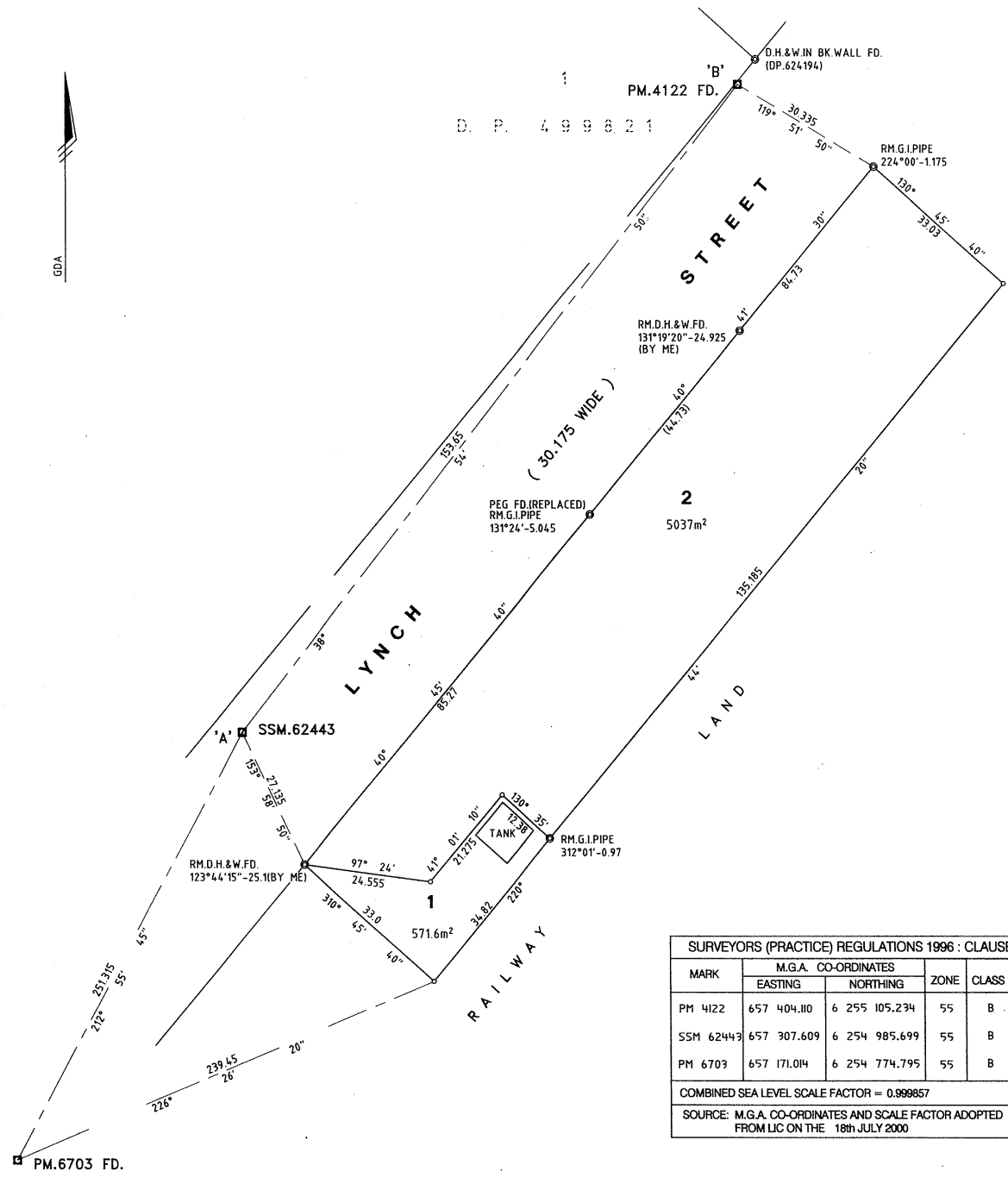
Subdivision ..... set out herein  
(Insert subdivision or new road)  
"Authorised Officer/General Manager/Authorised Officer"

Consent Authority: Cowra Shire Council  
Date of Endorsement: 15<sup>th</sup> December 2000  
Accreditation no: .....  
Subdivision Certificate no: 36/00  
File no: S.S. (00 282/00)

Note:  
When the plan is to be lodged electronically in the Land Titles  
Office, it should include a signature in an electronic or digital format  
approved by the Registrar-General.  
"Delete whichever is inapplicable."

SURVEYORS REFERENCE: A064-001A.DWG

Plan Drawing only to appear in this space



SURVEYORS (PRACTICE) REGULATIONS 1996 : CLAUSE 32(2)					
MARK	M.G.A. CO-ORDINATES		ZONE	CLASS	ORDER
	EASTING	NORTHING			
PM 4122	657 404.110	6 255 105.234	55	B	U
SSM 62443	657 307.609	6 254 985.699	55	B	U
PM 6703	657 171.014	6 254 774.795	55	B	U
COMBINED SEA LEVEL SCALE FACTOR = 0.999857					
SOURCE: M.G.A. CO-ORDINATES AND SCALE FACTOR ADOPTED FROM LIC ON THE 18th JULY 2000					

DP1028751

Registered: 25.5.2001  
C.A.: SEE CERTIFICATE  
Title System: TORRENS & CROWN LAND  
Purpose: SUBDIVISION  
Ref. Map: COWRA SH.2#  
Last Plan: DP842833(Pt.)

PLAN OF SUBDIVISION OF LOT 1  
DP.842833 & PART OF THE LAND  
PROCLAIMED & CONFIRMED IN NSW  
GOV: GAZETTE No.411 OF 15.8.1884  
No.5561 & No.527 OF 17.10.1884  
FOL.6951 RESPECTIVELY  
Lengths are in metres. Reduction Ratio 1: 1:600

L.G.A.: COWRA  
Locality: COWRA  
Parish: COWRA  
County: BATHURST

This is sheet 1 of my plan in ..... sheets.  
(Delete if inapplicable)  
Surveyors (Practice) Regulation 1996

I, MR VINCENT PAUL CURTIS  
of WHELAN'S L.L.C. 43 CLOETE ST. YOUNG  
a surveyor registered under the Surveyors Act 1929, hereby  
certify that the survey represented in this plan is accurate,  
has been made in accordance with the Surveyors (Practice)  
Regulation 1996 and was completed on 18 JULY 2000.  
The Survey relates to Lots 1 & 2

(Here specify the land actually surveyed or specify any land  
shown in the plan that is not the subject of the survey)  
Datum line: 'A'-'B'  
Zone: Suburban/Gessley  
(Signature) Vincent P. Curtis  
Surveyor registered under  
the Surveyors Act 1929

Plans used in preparation of Survey/Compilation  
DP.842833

PANEL FOR USE ONLY for statements of intention to dedicate  
public roads, to create public reserves, drainage reserves,  
easements, restrictions on use of land or positive covenants

R29164



### Appendix 3. Dangerous chemicals search results

**Security Classification: Sensitive Personal**  
**Please do not amend the subject line of this email**

Dear Georgina

**Re: Site Search for Schedule 11 Hazardous Chemicals on premises  
Application – Result not found**

I refer to your application for a Site Search for Schedule 11 Hazardous Chemicals on premises, received by SafeWork NSW on 31/07/2024 for the following site: Lot 2 DP1028751 Lynch Street, Cowra.

A search of the records held by SafeWork NSW has not located any records pertaining to the above-mentioned premises.

If you have any further information or if you have any questions, please use one of the following options, quoting the SafeWork NSW enquiry reference number: 01006609

- Email: [licensing@safework.nsw.gov.au](mailto:licensing@safework.nsw.gov.au)
- Phone: 13 10 50

Kind regards

**Gabriela Draper**

**Licensing Representative**

SafeWork NSW | Better Regulation Division

Department of Customer Service

p- 13 10 50

e- [licensing@safework.nsw.gov.au](mailto:licensing@safework.nsw.gov.au) | [www.customerservice.nsw.gov.au](http://www.customerservice.nsw.gov.au)

Level 3, 32 Mann Street, Gosford, NSW 2250



**Customer  
Service**

We are always looking for ways that we can improve our services. You may be contacted by email in the next few weeks to complete a short survey and provide us with your feedback on what we did well and where we can improve. If you do not wish to participate in our surveys, please email us at: [licensingQA@customerservice.nsw.gov.au](mailto:licensingQA@customerservice.nsw.gov.au) and we will ensure that you are not contacted.