

16 August 2013

The General Manager  
Lithgow City Council  
PO Box 19  
LITHGOW NSW 2790

**ATTENTION: Sherilyn Hanrahan**

Dear Sir/Madam,

### **DRAFT LITHGOW CITY LOCAL ENVIRONMENTAL PLAN 2013**

I refer to Council letter of 17 June 2013 to Transport for NSW (TfNSW). TfNSW has forwarded your letter to RailCorp, being the owner of the rail land within Lithgow City.

RailCorp has reviewed the planning proposal documentation and provides the following comments:

#### **Zoning**

RailCorp's review has identified two parcels of land that are currently not utilised for rail purposes and suitable for rezoning, as follows:

#### **Lot 1 DP 1111595 & Lot 1 1088726, Coerwull Rd, Bowenfels (Attachment A)**

RailCorp requests that the large parcel of land located along Coerwull Rd, Bowenfels be rezoned to IN2 – Light Industrial, matching the zoning of land across the road. RailCorp's request is consistent with Principles 1.2 and 5.1 contained in LEP Practice Note PN 10-001.

#### **Land at Fullager Avenue, Bowenfels (Attachment B)**

RailCorp requests that the portion of land shown in Attachment B, which is currently being used for residential purposes, be rezoned to R2 – Low Density Residential, matching the zoning of the adjoining land. RailCorp's request is consistent with Principles 1.2 and 5.1 contained in LEP Practice Note PN 10-001

#### **Heritage**

RailCorp has received the following advice from the Sydney Trains Senior Heritage Specialist (who currently manages RailCorp's Section 170 Register).

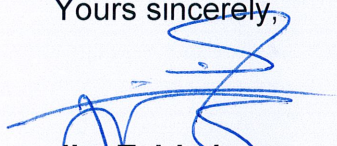


- *There are two entries for Eskbank Railway Station in the LEP Heritage Schedule. It is not known what the difference between these two listings are as there is no mechanism to identify where the heritage items are located on the LEP maps (one site is identified as being of Local significance, the other as being of State significance). The area shown shaded near Eskbank Station on the LEP maps appears as one area and does not include the majority of the railway yard which is covered by the State Heritage Register (SHR) listing.  
The extent of these listings should be provided to RailCorp through detailed inventory sheets and references on the relevant LEP maps.*
- *The 'Signal Box at Eskbank Station' is currently included within the SHR listing for that site. This item is not shown on the LEP heritage maps.*
- *The 'Former Lithgow Railway Platform' and 'Lithgow Railway Station, Goods Lift and Residence' are not shown on the LEP heritage maps.*
- *The railway corridor through Lithgow falls within the proposed Lithgow Main St Conservation Area. The implications for this on RailCorp would require this area to be added to its S170 Heritage Register. Given there are a number of different buildings, carparks and open space managed by RailCorp within this area the implications of this proposed listing is unknown. As such a detailed inventory sheet for the Conservation Area should be provided to RailCorp outlining the significance of this area including a relevant map indicating the contribution or exclusion of all RailCorp owned land and buildings to the identified heritage values of this Conservation Area. In addition any relevant Development Control Plan or other EPI which may impact on RailCorp's land-use requirements for the proposed Conservation Area should be provided to RailCorp in order to understand the implications of this proposed listing.*
- *The location of the 'Inverted A Frame Footbridge' at Lithgow is unknown. This item is not listed on RailCorp's S170 Heritage Register. The extent of this listing should be provided to RailCorp through a detailed inventory sheet and reference on the relevant LEP maps.*
- *The location of the 'Oakey Park Railway culvert' at Lithgow is unknown. This item is not listed on RailCorp's S170 Heritage Register. The extent of this listing should be provided to RailCorp through a detailed inventory sheet and reference on the relevant LEP maps.*
- *From the resolution of LEP maps available on Council's website it is difficult to view the extent of the listing related to 'Railway Line Newnes - Zig Zag'. The extent of this listing should be provided to RailCorp through a detailed inventory sheet indicating the significance of items along the line, and through provision of a high-resolution LEP map showing extent of listing.*

- *It is likely that by the time the LEP is gazetted that the 'Stone Viaduct James St' and 'Lithgow Railway Station' will be added to the State Heritage Register. This could be confirmed with RailCorp and amended accordingly to update the level of significance for this item prior to gazettal.*
- *A number of railway items have the same inventory sheet number 'B245'. Given that most of these sites are not related geographically, by ownership or considered related heritage sites, individual inventory sheets should be allocated for each item that Council is adding to its LEP. A copy of all inventory sheets for RailCorp owned items is requested in order to ensure consistency with information in RailCorp's S170 Heritage & Conservation Register.*
- *There appears to be some formatting problems with the LEP Heritage Schedule table – a number of items (eg. Stone Viaduct James St) appear in the address column rather than the Property/name column.*
- *The LEP heritage maps should be updated with a reference to the heritage schedule (eg inventory number) to accurately relate which items or extent of land are proposed to be listed.*
- *It is noted that there are a number of additional railway heritage sites managed by ARTC/John Holland, who should also be provided the opportunity to comment on proposed LEP amendments.*
- *In relation to the Fullager Road property that RailCorp is seeking to rezone (see earlier above) RailCorp requests that the listing of the item does not progress at this stage until the status of the item and any constraints over future uses are known. RailCorp also requests a copy of the heritage inventory for its review.*

Given the above comments RailCorp's requests that the above items be addressed and that RailCorp be notified of Council's position prior to the Draft LEP progressing. RailCorp is willing to discuss any of the above matter further should the need arise.

Yours sincerely,



**Jim Tsirimiagos**  
Manager, Land Use & Planning

# Attachment A



# Attachment B

