

KINGSTON ARTS PRECINCT

SUBDIVISION DESIGN APPLICATION



HERITAGE STATEMENT

Prepared by



For

NH Architecture

25 June 2025

Job Number: 24019**Report Issue Register**

Issue	Date	Issued to
Draft for Client Review	3 April 2025	NH Architecture
Draft for Client Review	14 April 2025	NH Architecture
Draft for Client Review	17 April 2025	NH Architecture
Draft for Client Review	5 May 2025	NH Architecture
ACT Heritage Council ESO Submission	16 May 2025	Territory Planning Authority
Draft SDA Heritage Statement for Client Review	6 June 2025	NH Architecture
SDA Heritage Statement	25 June 2025	NH Architecture

Quality Assurance

This report has been reviewed and approved for issue in accordance with the Philip Leeson Architects Procedures Manual.

Acknowledgement of Country

PLA respect and acknowledge past, present, and future traditional custodians and elders of the lands on which we live and work. We acknowledge and extend our respect to all Australia's Indigenous peoples.

1 INTRODUCTION

1.1 Background

This Heritage Statement has been prepared to accompany a Subdivision Design Application (SDA) for the Kingston Arts Precinct located at Section 49, Kingston. There are two heritage places located at Section 49 which are included on the ACT Heritage Register: the Kingston Powerhouse Historic Precinct and the Former Transport Depot.

This report is an amended version of the heritage statement that was submitted as part of both the ACT Heritage Council (the Council) Environmental Significance Opinion (May 2025) and the draft subdivision documentation which was referred to the Council in January 2025. The Council subsequently provided advice on 26 February 2025 which identified that whilst the proposed subdivision and planning controls are unlikely to diminish the heritage significance of the heritage places, aspects of the proposed enabling works may diminish the heritage significance of parts of the Kingston Powerhouse Historic Precinct. This heritage statement responds to this advice.

The proposed subdivision is shown on SDA drawings prepared by NH Architecture, Arup (engineering and services), Rush Wright Associates (landscape architecture) and WSP (waste). These capture changes that have been made since the Council ESO application was submitted and includes removal of the proposed water and sewer mains to the north-east of the Powerhouse.

The works that are included as part of the proposed subdivision and enabling works include removal of pavement, footpaths and site regrading to prepare for future development. These works would be undertaken on a staged basis. Most other onsite works do not form part of the proposed subdivision and enabling works and would be subject to future Development Applications. This includes on site stormwater works which would be subject to future design, though it is noted that verge works are proposed as part of the subdivision.

It is also noted that physical archaeological investigations were undertaken in the area in February 2025 by Navin Officer Heritage Consultants (NOHC) and a Test Excavation Results and Further Analysis report accompanies this SDA. The results of the excavations identified only faint remnants of the services and foundations of earlier buildings and features, indicating that the area was generally cleared after it ceased operating as an industrial site.

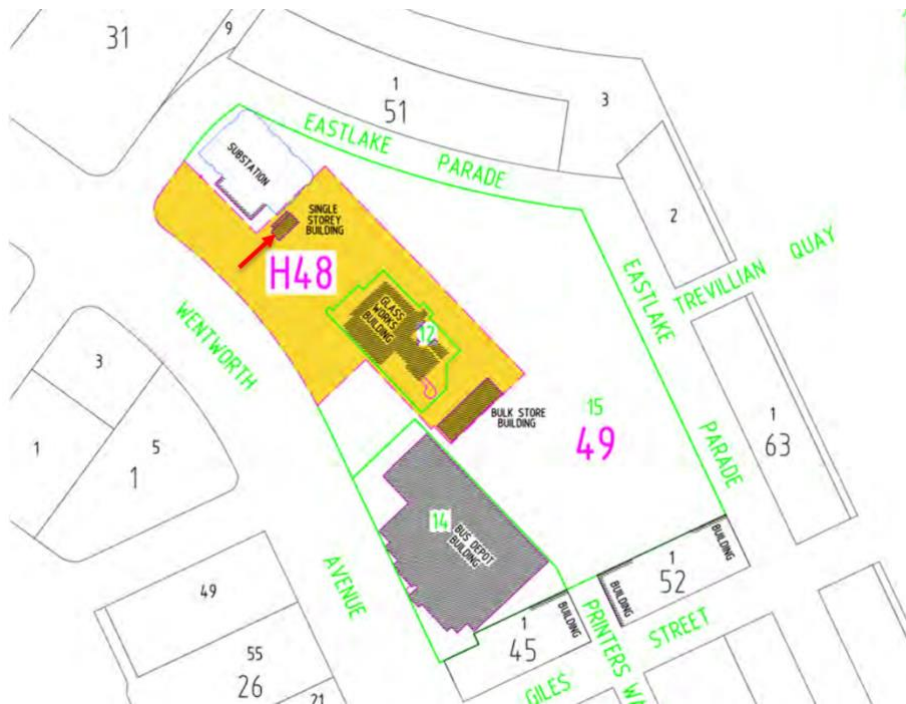
A desktop analysis of the area to the north-east of the Former Transport Depot (within the heritage boundary) has also been prepared by NOHC. This analysis was prepared in response to ACT Heritage Council Advice which identified the need for a desktop archaeological study to further evaluate the potential heritage impacts of work in this area. The analysis indicates that further remains are unlikely given the degree of disturbance to the area and recommends that no further test trenches are required in the area adjacent to the Former Transport Depot.

1.2 Heritage status

Kingston Powerhouse Historic Precinct

The Kingston Powerhouse Historic Precinct (H48) which is included on the ACT Heritage Register is located on the north-west portion of Section 49 as shown on the survey diagram overleaf. The registered place comprises the following significant features which are identified on Figure 48a:

- a) *Powerhouse building, together with significant internal fabric*
- b) *Fitters' Workshop*
- c) *Original alignment of the railway and existing railway track and embankment*
- d) *Landscape elements: Monterey pine (*Pinus radiata* – A) and identified eucalypts (B)*
- e) *Base of the second chimney stack*
- f) *Fabric and operation of the siren and whistle; and*
- g) *1948 Switch Room.*



Survey showing the Kingston Powerhouse Historic Precinct (yellow shaded area)
(Source: Survey prepared by Veris for the SLA)

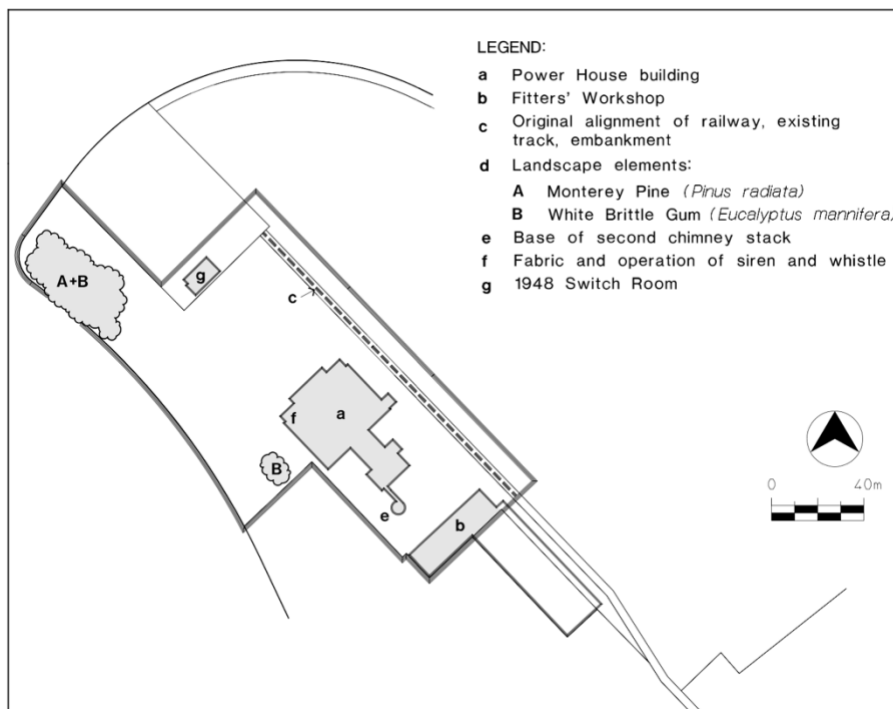


Figure 41a Kingston Powerhouse Historic Precinct: Significant Features
(Source: ACT Heritage Register)

Former Transport Depot

The Former Transport Depot which is also included on the ACT Heritage Register, is located to the southern part of Section 49, fronting Wentworth Avenue. The boundary for the registered heritage place is shown on the aerial photograph overleaf.



*ACT Heritage Register boundary for the Former Transport Depot – the eastern boundary includes the orientation of the building parallel with the railway siding and the western aligns with the block boundary on Wentworth Avenue. Northern and southern boundaries align with the Former Transport Depot building footings
(Source: ACT Heritage Register)*

The attributes listed below are identified in the ACT Heritage Register entry as features intrinsic to the heritage significance of the Former Transport Depot:

- a) *Fully welded rigid steel portal frames;*
- b) *The presence of former Transport Depot buildings with open spaces defined by the portal frames; and*
- c) *The orientation of the building in relation to the former railway siding and Wentworth Avenue.*

Conservation Management Plans

There are approved Conservation Management Plans (CMPs) for both the Kingston Powerhouse Historic Precinct (Philip Leeson Architects, approved 12 September 2023) and the Former Transport Depot (Philip Leeson Architects, approved 16 June 2023). As these CMPs have been approved by the Council, the policies contained within the documents will be referred to when assessing proposals for change that have the potential to impact on the listed heritage places.

Both CMPs contain detailed descriptions and historical context. For this reason, this information has not been reproduced in this Heritage Statement, though relevant details are included in section 3 which assesses potential heritage impacts.

2 SUBDIVISION PROPOSAL

The proposal is limited to the subdivision of Section 49 and associated enabling works. Whilst the documentation includes an indicative concept design for built form and landscape, these do not form part of the current proposal and would be the subject of separate Development Applications.

2.1 Site concept

The proposed subdivision would enable the establishment of the Kinston Arts Precinct which would be centred around the historic buildings located within the Kinston Powerhouse Historic Precinct, including the Powerhouse building which has already been adapted into a world-class glass making facility and is an exemplar adaptive reuse project nationally. The subdivision has been resolved in a format that would allow the Territory to celebrate, enhance and conserve the listed heritage places located at Section 49.

The format of the proposed blocks would allow for continued public access around significant features and would provide an opportunity for more frequent use of the heritage buildings as part of the future Kinston Arts Precinct. This includes the Former Transport Depot which would adjoin the new block created for the Arts Precinct and could subsequently play a key role in marking/facilitating access to the public precinct.

Key heritage considerations have been embedded in the proposal, including the need to retain appropriate visual links between the Powerhouse, and both Bowen Park and East Basin. The subdivision has also been informed by specific heritage requirements relating to new development, such as the setbacks from the Powerhouse and the need to maintain linear open space in the location of the former railway line.

2.2 Specific subdivision works

The proposed subdivision of the site would provide:

- A block to the eastern part of Section 49 for divestment as a future mixed-use development.
- A block adjacent to the Fitters' Workshop and Former Transport Depot to accommodate a car park to service the future Kinston Arts Precinct.
- A block for the existing substation.
- A block for the remaining Territory assets which is intended to accommodate the future Kinston Arts Precinct. The separate block the Powerhouse is located on (Block 12) would be incorporated into the larger Territory asset block.
- Creation of easements in the location of existing and proposed services (subject to detailed services investigations).
- Introduction of two planning controls in the Territory Plan – Inner South District Policy. These would consist of a Setback Zone adjacent to the East Basin Visual Link and a Mid-Block Link aligning with Trevillion Quay.

Physical works which form part of the subdivision proposal consist of:

- Regrading parts of the site for future roads, car parks and buildings.
- Removal of existing underground utilities.
- Removal of existing pavements, kerbs etc., including the concrete area and existing retaining wall between the Fitters' Workshop and the Former Transport Depot as well as the gravel to the former Kinston Powerhouse railway corridor.
- Demolition of a shed, part of a low landscape wall and tank to the north-east of the 1948 Switch Room.
- Removal of trees as shown on the plans, including those to the current car park and to the north-east of the Former Transport Depot.

- Works to the Eastlake Parade and Wentworth Avenue verges, including new tree plantings to Wentworth Avenue, changes to vehicle crossovers and relocation of the Wentworth Avenue bus stop (the latter is subject to detailed design and review with TCCS).

It is noted that future changes to the high voltage underground powerlines would be undertaken to the north-east of the Fitters' Workshop as part of the future Evoenergy Causeway project which would undergo a separate approvals process.

Where proposed works have the potential to impact on the registered heritage places, they are discussed in further detail in the following section. This discussion focuses on works located with the boundary of either the Kingston Powerhouse Historic Precinct or the Former Transport Depot. It also considers where enabling works (such as vehicle crossovers) may lead to future impacts on the registered heritage places.

3 ASSESSMENT OF HERITAGE IMPACTS

3.1 Introduction

This assessment of heritage impacts has regard to both the Specific Requirements/Heritage Guidelines from the ACT Heritage Register entries for the Kingston Powerhouse Historic Precinct and Former Transport Depot as well as the conservation policies contained in the approved CMPs. Relevant policies are reproduced where they relate to the discussion. The discussion also refers to the 26 February 2025 Heritage Advice provided by the ACT Heritage Council on the draft subdivision documentation.

3.2 New block boundaries and planning controls

The proposed block boundaries would allow for the full extent of the Kingston Powerhouse Historic Precinct and former Transport Depot to remain in Territory ownership. The Kingston Arts Precinct block would also include the full extent of the Bowen Park visual link and the majority of the East Basin Visual link as far as East Lake Parade. These features have been one of the key considerations for the proposed subdivision design which seeks to conserve the identified heritage values of the site.

The proposed Territory Plan Planning Controls which relate to the mixed-use block would be positive from a heritage perspective. The proposed Setback Zone would be located to the north-west side of the mixed-use block and would cover the remaining part of the East Basin Visual Link which would be located outside the Kingston Arts Precinct block. The planning controls would require the area 'be limited to planting areas, surface landscaping, and structures that are open, accessible and consistent with active travel requirements', which is compatible with CMP requirement to maintain a full height view of the Powerhouse Boiler Bay from the lake. This Setback Zone would extend beyond the East Basin Visual Link as defined in the approved CMP and is subsequently likely to result in a wider, more expansive view of the Powerhouse from East Basin.

The Mid-Block Link Planning Control would apply to part of the mixed-use block extending between East Lake Parade and the Kingston Arts Precinct block. This planning control would require protection of the view corridor along Trevillion Quay to the Fitters' Workshop, which would be a positive heritage outcome.

The new Kingston Arts Precinct block would include the current Block 12 which contains the Powerhouse building. Incorporation of Block 12 into a single larger block that covers the full extent of the Kingston Powerhouse Historic Precinct and the associated visual links would be a positive heritage outcome.

3.3 Powerhouse railway line

Heritage requirements

The original alignment of the railway and existing railway track and embankment are identified as features intrinsic to the heritage significance of the Kingston Powerhouse Historic Precinct in the ACT Heritage Register entry. The Register entry also contains the following Specific Requirement:

The alignment of the former railway and existing railway track should be retained as linear open space and appropriately expressed in future landscaping treatment. An indicative portion of the existing railway track should be retained, conserved and interpreted in situ.

The above requirement is reproduced in the CMP, with further policy and explanation included as reproduced below.

A change in level between the railway line and the land to the north-east shall be retained, though the form of the embankment could be modified.

The CMP also identifies that the railway embankment has already been modified to accommodate car parking and allow for the installation of high voltage underground power lines. Historic evidence (such as photographs) demonstrates that the previous format of the embankment was more steeply sloped

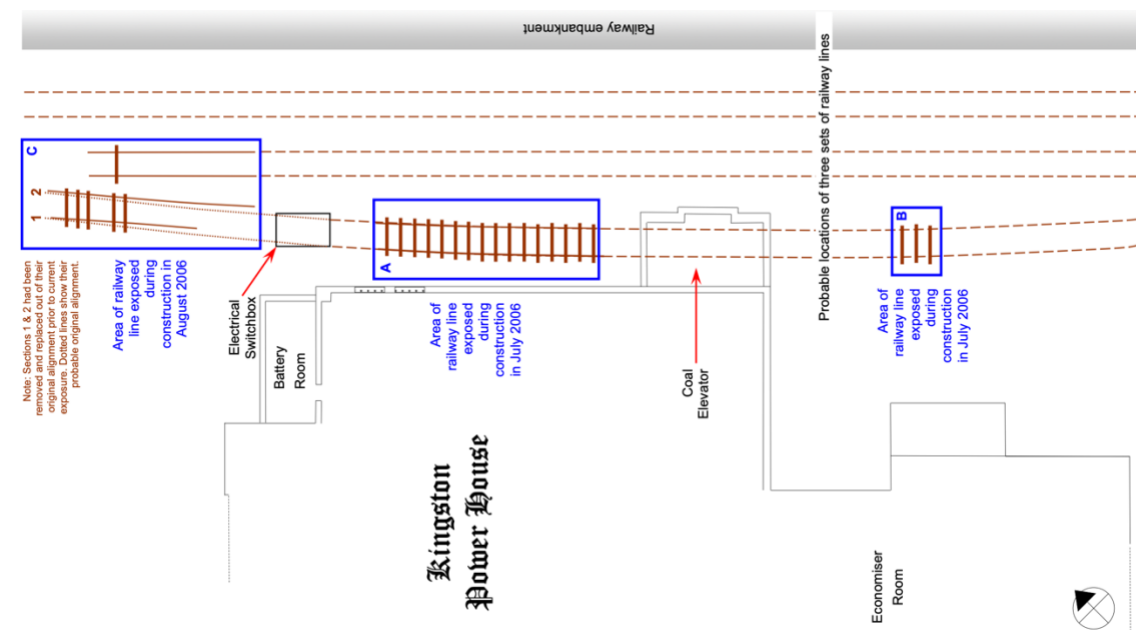
compared with the current form. Given this, the CMP identifies that the existing levels are not considered significant and that there would be an opportunity to modify these if required for functional reasons.

The advice provided by the ACT Heritage Council in February 2025 on the proposed subdivision requested amendments and further information to demonstrate that 'modification to and new services within the railway embankment will not have significant adverse heritage impacts'. The advice from the Council also included a request for detailed mapping of all proposed works in the embankment area, identification of areas of known railway tracks, a reduction in the extent of works to the embankment and consideration of alternatives that could minimise heritage impacts on this element.

Background information

The Site Analysis Plan has been updated to indicate the approximate location of the original railway tracks and indicatively show the location of the existing earth batter to the north-east of the Powerhouse. It should however be noted that these are indicative only and that the current/likely extent of the railway tracks is unknown.

In July and September 2006, Navin Officer Heritage Consultants (NOHC) prepared an archival recording of three sections of the original set of railway lines closest to the north-east side of the Powerhouse which were exposed during excavation works at the time. Part of the adjacent middle rail tracks were also uncovered at this time (see image below). NOHC identified that parts of the railway line (those to the north of the Powerhouse) had moved slightly from the original alignment. The uncovered sections of railway lines were subsequently removed and were assessed as being in poor condition. In the archival recording, NOHC identified that there were likely to be 'further remains of at least three sets of railway lines' immediately to the north-east of the Powerhouse and the Fitters' Workshop.



Plan of north-east side of Powerhouse showing location of railway lines excavated in 2006

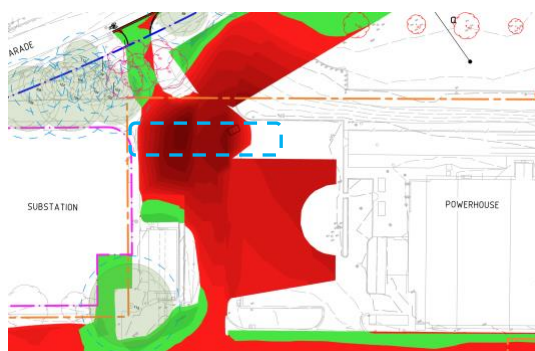
(Source: Archival Recording Kingston Power House Original Railway Lines, NOHC, September 2006)

In contrast, recent excavation trenches completed in February 2025 further to the north-west found no tracks associated with the railway siding. This suggests that there is unlikely to be any tracks buried in the northern part of the Kingston Powerhouse Historic Precinct. A draft report relating to the 2025 excavations has been prepared by NOHC and was submitted to the Council as part of the ACT Heritage Council ESO application.

Proposed works

The proposed enabling works that are relevant to the former railway lines are summarised below:

- Regrading to accommodate future roads would be limited to the north-west end of the former railway corridor. Excavation would be to the depths shown on the Cut and Fill Plan (see image below). The cut and fill would be subject to future design and siting Development Applications.
- It is acknowledged that the Erosion and Sediment Control Concept Plan indicates that there would be earthworks to a larger part (about 60%) of the former railway corridor. Where earthworks are indicated on this plan and not on the Cut and Fill Plan, it is understood that the works would consist of removal of grass and loose gravel, with excavation limited to that needed for new finishes (which would form part of a future Development Application).
- An earth stockpile would be located to the north-east of the modified embankment. The stockpile would be set back from the embankment to avoid physical impacts on the latter (refer to revised Erosion and Sediment Control Concept Plan). The earth stockpile would only be present during construction works.
- It has been determined, in consultation with Icon Water, that the water and sewer mains shown on draft versions of the Subdivision Design Documentation can be rationalised and will likely require considerably less intervention with the embankment and area where the Powerhouse railway siding was located. New water and sewer lines will likely extend between Eastlake Parade to existing lines to the north of the Powerhouse (to maintain services to the Powerhouse), though these works will form part of a future Development Application.
- The concept design for the Kingston Arts Precinct (provided to the ACT Heritage Council separately) include a grassed batter in the location of the current batter to the north-east of the former rail corridor which would form the edge of the proposed industrial terrace. Whilst the grass batter does not form part of the proposed subdivision and enabling works, it demonstrates that there is a clear intent to maintain a legible embankment form. This would reflect the format of the 20th century industrial area where the Powerhouse railway siding was located at a higher level than the land to the north-east. For functional reasons, access ramps and stairs would traverse the batter, much the same as the informal roads that once traversed the industrial site.



Part Cut and Fill Plan showing proposed excavation in approximate area of former railway lines (blue)



Part of Utility Service Plan showing existing service lines (light grey) to approximate area of former railway line (blue)

Assessment of heritage impacts

Regrading for future roadway

It is acknowledged that an area where proposed regrading is to occur would be in the location of the original railway lines (which are unlikely to remain in this area). The location of the proposed regrading is identified in the image above and would include excavation as deep as about 1 metre. However, as noted above, the cut and fill would be subject to future design and siting Development Applications.

The ground levels in this area appear to have been changed on multiple occasions, including for the construction of the substation, the installation of the high voltage power lines (132kv and 11kv lines) and the construction of the existing access road which extends between car parking areas. It is also noted that no railway lines were found in the February 2025 excavation trench that was dug in the vicinity of the proposed area to be regraded.

Given the ground levels have already been modified, further regrading is considered acceptable to accommodate a future accessway, particularly as the ability to interpret the railway embankment in this area has already been diminished/lost. Additionally, in accordance with the CMP policy, there would be an opportunity to continue to retain/reform an embankment in the vicinity of the Powerhouse and the Fitters' Workshop as part of the future design of the Kingston Arts Precinct.

Other earthworks

It is intended that a portion of the buried railway lines be retained as required by the Specific Requirements in the ACT Heritage Register entry. In regards to the removal of the modern gravel and excavation for new finishes in the area of the former Powerhouse railway lines (as indicated on the Erosion and Sediment Control Plan), this could be undertaken in accordance with appropriate archaeological procedures in areas where railway tracks are likely to remain. This would need to be developed in consultation with the Council and NOHC.

It is acknowledged that the Council has also requested a structural assessment relating to the proposed works in the vicinity of the heritage buildings. Given that proposed new in-ground services would form part of future Development Applications and that removal of existing services would largely be located away from the heritage buildings, a structural assessment has not been prepared for the Subdivision Design Application. The structural design of new buildings (forming part of future Development Applications) will however consider impacts to heritage structures, including the establishment of appropriate vibrations limits and implementation of vibration monitoring during construction.

Removal of existing services is unlikely to have a heritage impact on buried structures/remnants given that the site would have already been excavated in these locations to allow for their installation.

3.4 Significant trees

Tree numbers are identified on the Tree Management Plan which has been updated (together with the Site Analysis Plan) to highlight all trees that are identified as significant features in the Kingston Powerhouse Historic Precinct CMP. It is acknowledged that the Council has requested 'further information and amendments to demonstrate that all significant heritage trees are to be retained (where extent) and that future development will not preclude required reinstatement of the historical planting pattern'. We confirm that all remaining significant trees would be retained as part of the proposed subdivision and enabling works, though note that the reinstatement of removed and dead trees would be included in a future Development Application.

The arborists report (Tree Management Plan, Canopy Tree Experts) has also been updated to expand on the range of protection measures that are to be implemented to protect remaining trees. Specific discussions relating to significant trees have been highlighted in the arborist report for clarity. It should be noted that the report refers to proposed onsite works (such as new stormwater drainage) that are not part of the proposed subdivision and would be part of a future Development Application.

It should also be noted that the proposed regrading works are subject to future design works and that the extent of these, together with the design of nearby carparking, access roads and associated drainage are shown as indicative. The design of these elements is to be refined as part of future work and would be included in a future Development Application, together with any new hardscape works. This includes looking at options to install centralised stormwater drainage in the carpark located off Eastlake Parade to provide greater separation between excavation works and significant trees. Given that these works are not part of the SDA, the reinstatement of trees in the historical planting pattern would not be precluded by the proposed subdivision and enabling works.

Whilst the design of new elements would largely be part of a future Development Application, the Concept Designs for the Kingston Arts Precinct (provided separately to ACT Heritage) seeks to accommodate future reinstatement of windbreak plantings to the western corner. This includes the relocation of the current driveway and associated vehicle crossover near the corner of Eastlake Parade and Wentworth Avenue so that it is set back a greater distance from remaining significant trees (refer to section 3.6 for further discussion on this).

It is noted that locations for replacement trees are to be confirmed as part of ongoing design work and will be the subject of future approvals. It is understood that based on consultation with Evoenergy to

date, reinstatement of all trees in the original location is unlikely to be possible due to conflicts with existing underground high voltage power lines. Whilst the proposed subdivision includes the creation of service easements in the location of existing services to the western corner of the site, further exploration of alternative locations for replanting in consultation with ACT Heritage and Evoenergy will be required to determine what is feasible in this area. It is also noted that future work is likely to include detailed service investigations to more accurately determining the location of existing infrastructure.

3.5 Demolition works

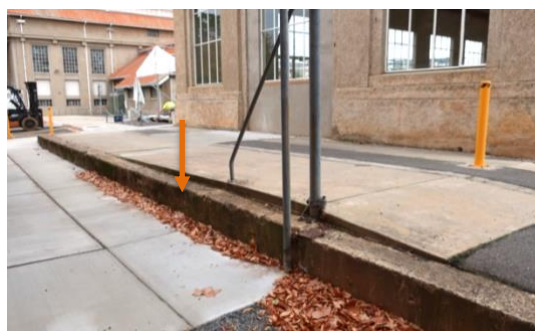
All visible pavements, kerbs etc. identified for removal within the boundaries of the registered heritage places are of recent origin, though the retaining wall between the Fitters' Workshop and the Former Transport Depot as well as the retaining wall surrounding the 1948 Switch Room appear to predate the 2006 landscape works to Section 49. The proposed demolition of these elements is discussed further below.

Platform wall

The concrete wall between the Fitters' Workshop and the Former Transport Depot is a relatively low concrete structure that is presumed to be associated with an earlier platform located adjacent to the Fitters' Workshop. The wall is now surrounded by various types of modern pavement and the original platform pavement type is not known.



Platform wall between Fitters' Workshop and Former Transport Depot surrounded by a variety of modern pavement types



Platform wall between Fitters' Workshop and Former Transport Depot

The construction date of the extant concrete wall is also not known, though it potentially pre-dates 1946 as a platform to this area is notated as existing on a 1946 plan showing the internal layout of the Fitters' Workshop (then referred to as the Mechanical Engineers Workshop).¹ Whilst the platform appears to be associated with the use of the Fitters' Workshop, it is located within the heritage boundary of the Former Transport Depot.

Conservation policy from the Former Transport Depot CMP that is relevant to the proposed demolition of the platform wall includes the following:

Policy 6.3 Former Railway Line: *The location of the former railway line that extended along the north-east side of the Former Transport Depot, including between the depot and the Fitters' Workshop, should be interpreted in any new landscape treatment.*

Whilst the wall is located outside the boundary of the Kingston Powerhouse Historic Precinct, there is a Specific Requirement in the ACT Heritage Register entry for the place as reproduced below.

c) The immediate spaces surrounding the Powerhouse, Fitters' Workshop and railway alignment that demonstrate the industrial servicing and operation of these building shall be retained and appropriately landscaped.

¹ National Archives of Australia, Mechanical Engineers Workshop Kingston Canberra – Preliminary Layout, 1946

The current platform width and levels are proposed to be adjusted to accommodate logistics vehicles and pedestrian access between the proposed car park block and the Kingston Arts Precinct block. The current proposal would involve demolition of the retaining wall to allow for construction of a 4.5 metre wide access lane. The retaining wall could potentially be expressed within the road surface, though the wall level would need to be adjusted as the concept design has the proposed loop road around the car park at a lower level than the current ground levels.

Whilst the date of the concrete wall has not been confirmed, the wall, together with the differences in levels either side of the wall do help to interpret the location of the previous railway line in the area. Consistent with the conservation policy however, the open space between the two buildings would be retained in the proposal and there would be an opportunity to reinterpret the railway line and platform as part of the future landscape design for the Kingston Arts Precinct. The proposed arrangement would also allow for appropriate protection to be installed adjacent to the Fitters' Workshop and the Former Transport Depot to limit accidental damage by vehicles. Appropriate protection measures would also need to be implemented during construction to prevent damaging the heritage buildings.

1948 Switch Room landscape

The proposed subdivision works would include the removal of contemporary landscaping to the north-east end of the 1948 Switch Room. This would include the modern plastic water tank, mesh fence, part of the treated pine retaining wall and the brick pavement shown in the photographs below. These elements were all introduced after 2009 save for the retaining wall which appears to have been introduced during the 1980s, possibly when the building was converted to an office.² Given the recent origin of these elements, their removal would not impact on the significance of the Kingston Powerhouse Historic Precinct.



Brick paving, mesh fence, treated pine retaining wall (arrow) and metal shed to north-east of the 1948 Switch Room



Rainwater tank to the north-east of the 1948 Switch Room

Former Transport Depot Landscape

Three trees and a concrete slab to the north-east side of the Former Transport Depot would be removed as part of the proposed subdivision works. The concrete slab is the floor of a 1980s addition which was demolished several years ago. Given its recent origin, the demolition of the slab would not impact on the significance of the Former Transport Depot. Similarly, the trees were introduced sometime after 1990 and subsequently their removal would be appropriate from a heritage perspective.

² There are no retaining walls in a 1977 aerial photograph (source: Geoscience Australia)



1990 aerial photograph showing the 1980s addition (arrow) to the Former Transport Depot and the lack of trees in the vicinity (Source: Geoscience Australia, AUSC323, frame 447)

3.6 Vehicle access

New vehicle crossovers are proposed as part of the subdivision works to service each of the new blocks. This would include the relocation of the existing crossover to Eastlake Parade opposite Bowen Park so that it would be further away from the remaining significant trees to the 1920s windbreak. Excavation up to about 200mm in depth is also proposed in the vicinity of the remaining 1920s trees as part of the subdivision works to accommodate a future car park. Tree protection measures are to be implemented in accordance with the arborist's recommendations to prevent damage to significant trees, including installation of fencing and use of approved excavation methods within Tree Protection Zones.

A new vehicle crossover is also proposed to Eastlake Parade, immediately east of the substation. This crossover would allow for efficient vehicle access to the three new arts buildings and a future waste zone which would be the collection point for all waste in the Kingston Arts Precinct. These buildings and facilities form part of the master plan underpinning the subdivision proposal, though would be subject to future design and a separate Development Application.

The road format shown on the master plan would limit vehicle movement across the former Powerhouse railway line to one location, minimising impacts on the linear nature of this element. The location of the crossover would also allow a future road to overlap with the existing car park access road and allow the road to be situated at the far end of the current open space to the railway siding.

Whilst the proposed relocation of the bus stop to Wentworth Avenue would not have direct impacts on the significance of the Kingston Powerhouse Historic Precinct, the detailed design for the bus stop should be developed as part of the overall Kingston Arts Precinct. This should allow for continued views of the Powerhouse building from Wentworth Avenue as required in the approved CMP.