organising many of the competitions. The depot workers competed in sports, winning the following trophies; Grand Final Runners up, 1969 VIP Squash; Premiers, 1970, 10 Pin VIP League Div 1; Transport Engineer Social Club 1977 Dart Comp. to Graham Nelson; as well as others for Pool and the Fun Run. Keith also was involved in founding baseball in the ACT; in cricket he scored the first century at Manuka Oval in 1931, including hitting a six.

In 1939 Keith began a collection for the NSW Royal Deaf and Blind Society Children with a donation from members who wanted to contribute of 2/- per pay. This resulted in large amounts being donated and as a result the depot and Keith Carnall were honoured with Life Membership in 1960. The certificates are retained and displayed as part of the Retired ACT Transport Employees Club memorabilia.

Eddie started at the depot in 1955 as a conductor and soon took over the position of treasurer of the Fund from his father. In 1969 the fund purchased 3 units at Bateman's Bay for $12,000 as convalescent homes which are now managed by the ACT Transport Institute Incorporated. He remembers the role the buses played in the opening of the Tumut hydroelectric power plants with great pride.

The Inter Government Department Ten Pin Bowling League was begun in 1968. The Transport Section had 6 teams and won nine straight challenges. They were presented with the trophy at the completion of the league. A report in the Canberra Times picturing Eddie's winning team being presented with the trophy by Mr Jim Fraser MP noted that the Canberra VIP League "is the largest sanctioned four player team competition in the world. A total of 48 teams competed for a $500 trophy."

Both Keith, who was employed at the depot from 1939-66, and Eddie, from 1955-84, along with Perc Luton, from 1930-77, Steve Taylor, from 1940-71, and Don O'Reilly, from 1948-77, have donated their Retirement Plaques for permanent display at the Retired ACT Transport Employees Club. Eddie's wife Jean, on behalf of the Club, nominated the depot to the ACT Heritage Places Register in 2001.

Jack Traynor & Recollections of Peter Traynor, Jack's son.
Jack Traynor was one of the first three bus drivers at the depot, he then became a Traffic Inspector, and later was in charge of all the driver's and conductor's rosters; compiling the timetables. Jack and his wife Kathleen lived in Kingston. Peter Traynor, their youngest son, was born in Queanbeyan in 1927, and the family were long time residents of Kingston.

The following are Peter's recollections of the people and events he holds close to him in association with the depot. Jack Saunders and Eugene De Smet were some of the first men at the depot. The Saunders and Harris families lived at the back of the Powerhouse in two of the three weatherboard houses along the Molonglo River. The Lomax family lived in the other house; Mr Lomax was the fireman.

The first boss at the depot was Stan Gargett who was succeeded by Mr C E 'Cocky' Roach in 1932. Roach remained until the 1950s when he retired at the same time as Peter's father. Jack Rooney was a driver there for seven years before his death in 1932. Peter's father's other work mates were Perc Tucker, Bill Sykes, Dicky Dunn, George Edwards, Alf Milton, Ben Kelly and Herb Williams.

Bean buses, used up until the mid 1930s were chunky with no style whereas the new buses purchased in 1936 were beige coloured with a yellow band and carried many more passengers.

The most patronaged bus route was No.1 Kingston to Civic via Manuka, Arthur Circle, Melbourne Avenue, the Lodge, Westlake and Hotel Canberra. Route 2 travelled from Kingston to Civic via Manuka, Wellington Hotel, Brassey House, Kurrajong, Parliament House East and West Block, and Hotel Canberra. Both routes were often combined. In the early 1940s the fares were 1 penny to Kurrajong and 4 pence to Civic. The bus that drove the Cotter route seated only 20 passengers due to special passenger requirements.

During the WWII years women were employed as conductors, replacing the enlisting men. Their names were Mollie Malone, Jean O'Reilly, Jean Saunders and Maud Corrigan. There were also special buses

provided for social functions. Buses left Albert Hall at 11pm after balls held by various churches as well as the Masons; similarly there were special buses for the Capital and Civic picture theatres, and during the day for school functions.

The depot phone was extended to the Traynor home so that his father could be contacted if there were any out of hours problems. The first ambulance service now operated out of the depot up until it was transferred to Forrest Fire Station. There was great mirth amongst the depot staff on one occasion in the early 1930s when Sir George Pearce MP was not amused at being picked up from the railway station in the ambulance.

His brother John was a mechanic at the depot and worked in the lower section that was built in the mid 1930's. Other mechanics, who did their apprenticeships there and stayed on as his brothers work mates, were Bill Winter, Arthur Smith, Riley Swan and Ken Dinnerville.

Peter remembers his father's large timetable sheets, about 400 x 600mm, hanging in the depot. Traynor is sure that many people who worked at the depot would be turning in their graves and if alive be devastated at the proposed destruction of a dear wonderful landmark which formed part of Canberra's history and memories', including Cocky Roach (manager), Bill Knight (2nd in charge), Jack Traynor (traffic officer), Cec Harris, Harold Strachan, Alf Mildon, Eugene de Smet, Bill Sykes, George Edwards, to name a few.

Recollections of Reg Walters
Walters started at the depot in 1963 as a Commonwealth Car Driver and remembers with pride Billy Beadman's achievements (refer below). He also holds bus drivers Harry Cooper and Bill Samious in high regard for their work in establishing the Transport Credit Union in the late 1960s at the depot. The Credit Union proved popular with the members where a maximum of $300 could be borrowed. This was most needed during periods when members were on strike.

Repayment terms were negotiable for members in financial difficulties. The credit union became so successful that it relocated to Green Square in Kingston shops and a permanent manager was employed with both Samious and Cooper remaining as board members. The Transport Credit Union later became the Service One Credit Union.

Horace Luton, Bill Convine, Harold Covine & Recollections of Dion Convine
Dion Convine's family has been involved with the Kingston Bus Depot since at least 1938. Horace Luton, Convine's father-in-law, commenced work from the depot as a Conductor in 1938. He then worked as an Interstate Car Driver over the years and as a Supervisor on the Cars. Luton once drove the Duke of Gloucester to the ship in Sydney on the Duke's return trip from Australia. He also drove many politicians. Luton continued working at depot until his death in 1979.

Dion started at the depot in 1965 as a bus driver after leaving the Public Service. His training and first shift was from the depot. In the early 1970's there were only two depots operating, Kingston and Ainslie, until Woden and Belconnen became operational depots. He recalls helping with the social club that was set up for the benefit of the employees (refer W Redman & the Transport Social Club below). In 1972, still at Kingston, he became an Acting Leading Hand and in 1973 a Bus Inspector covering buses all over Canberra. In 1975 he became a Supervisor Grade 3 and then in 1977 the Depot Master of Kingston. In 1978 he initiated the formation of the Transport Employees Institute, an organization set up to look after members, socially as well as helping them in hard times.

Whilst Regional Manager of North/South Canberra in 1980 he obtained, through the Institute, funding to set up Gymnasiums in all bus depots for the physical health of employees. Because office space became vacant in the Kingston Depot, he located the equipment in that area as well as also a room for social events; these were happy times.

In 1988 he set up and opened the Tuggeranong Bus Depot, then, in 1990 he was requested from head office to return to Kingston and close the original depot. He was not happy about closing the depot as it held many happy memories of both family and friends. He remained there until 1991 retiring after 26 years in the industry. The depot finally closed in 1992.

All apprentices were train in the early days at the depot. His brother, Bill Convine, commenced there in 1941/42 as an apprentice in the Work Shop and later trained as a motor mechanic. Bill also organized many different events for the benefit of the workers, both social and sporting, during his time at the depot. During Bill's time there, in the 40/50's, the number of staff in the workshop was 80 with a ratio of between 8-10 apprentices at any one time. The unions operating in the depot were the AFC, AEU, TWU, 4th Division Officers and ACOA, with the TWU covering all drivers.

His other brother Harold commenced as a Bus Conductor in 1948. During his time at the depot Harold also drove trucks, cars and buses until he retired. There were many socials and kids Christmas parties held at the depot bringing together families of the employees.

Alfred Barber & Recollections of Babette Scougall, Alfred's daughter.
Alfred Barber worked at the depot from about 1926 until his retirement in 1964, except for a short period when he worked as a courier for the Department of Foreign Affairs. From about 1940 to 1950 Alfred was a Commonwealth car driver, spending much time interstate often away sometimes for weeks at a time, especially during the War years.

He was an ex-serviceman from London who had been gassed in France during WW1 and who emigrated to Australia in 1923 hoping that a hot dry climate would help him to recover his health. As he had received training as a bus driver on demobilisation in London, he applied for a position with the Transport Section when it was first established. He was married in 1929 at St Columba's Church, Braddon, and was allocated a house in Gosse Street, Kingston, where many of his neighbours were depot workers, ambulance officers and firemen. A close bond developed among these families and this bond has continued over the years. He later moved to Howitt Street in Kingston where a number of Transport families also lived, including Albert Morris, Milton Purcell and Harold Strachan.

The following are Babette's recollections of the people and events she holds close to her in association with the depot.

The buses were absolutely essential to the everyday life of the scattered community of the new Federal Capitol. This was when few people had cars of their own. It enabled people to get to their work places (both private enterprise and the public service); children to school; to go shopping; keep dental and medical appointments, etc. Special buses were made available for people to attend funeral services (for everyone, not just note-worthies), sport and recreational activities, attend 'official' functions like Bert Hinkler's and Kingsford-Smith's landings in the 1920s, later war memorial services and other activities. Taking members of the community out to the Cotter for the annual Trades and Labour Council's picnics are memories most in the community at that time recall with great fondness. On those occasions, buses transported the elderly and women with babies and small children; family groups went on the back of trucks; their vehicle of choice, and government ministers were taken there in cars. One Canberra Times article mentioning that about 6000 participated. Few members of the public would've been able to get themselves out there if not for the vehicles from the depot.

The city of Canberra could not have been built without the use of vehicles from the depot. In the very earliest days, horses and carts (with forges), steam rollers and trucks and machines of all kinds, and the people who manned and maintained them, were all part of our transport history. As Canberra's climate was so dry and very few roads were surfaced back then, water carts had to be sent out to keep the dust down in order to make living conditions easier for everyone in the community. Photographs of bus drivers and conductors of the 1920s and 30s show them wearing grey dust coats. Roads in and out of Canberra were very poor and consequently most material needed to build Canberra came by rail. Government trucks were used to convey the material from the railway station to the various sites.

Going to school by bus is a memory of every child who grew up in Canberra, and also Mr Jack Wright, one of the bus inspectors. Special buses were sent out from the depot to bring in children from outlying rural areas. An example of this was Lyneham High School which in the 1970s had a course in agriculture designed especially for children from rural areas. They came in by bus. She remembers another special bus service for the children who lived in the southernmost corner of the A.C.T. The driver, Mr Piper, stayed overnight at Shannon's Flat Sunday to Thursday, so that he would be able to pick up the children early in the morning and get them to their schools on time. At 3.30pm he would pick them up and take them back home.

During WWII Babette's father, Alfred, was temporarily blinded when a gas-producer blew up near him at the depot. The gas was produced from charcoal. There were at least two places where charcoal was made: the kilns near the old Kowen school site, and at Uriarra near Blue Range Hut where the Italian prisoners of war were interned. By installing gas-producers to their vehicles, the depot was able to provide important ministerial transport during the War at a time of petrol restrictions.

There were early links with the whistle at the Powerhouse. Conductors had to 'punch the bundy' in three places to show that their buses were running on time. The first place was at the corner of Wentworth Avenue and Giles Street, the second was at the Acton Offices and the third at the terminus in Ainslie. The bundy was a metal box, about 3 feet high, that had a clock near the top with a brass plate under which the conductor had to push aside to key in the bus's time of arrival at the three stops. The time for both the Powerhouse whistle and bus had to be the same. The conductors collected tickets and small change, and returned the tickets and money at the end of the run in the front office along Wentworth Avenue.

The strong sense of community which developed back in the early days of Kingston remains with us today whenever old Kingston families meet, even though some of them have moved to other places. This sense of community, with everyone knowing everyone and working together for a cause, was made stronger by the children playing and going to school together; it made Kingston an exciting place to live. It was the working hub of the new, developing 'Bush Capital'. Everything came through it, both goods and people. People living in other suburbs turned to it for help of every kind. Little that's at the Kingston Foreshores now acknowledges or reflects this early history. The Powerhouse building, devoid of the railway lines or anything else to connect it to its past, and the empty Fitters Shop nearby, are not enough. The depot, however, still conveys some of that feeling. This is where people still come to the Markets. They enjoy visiting the old building. Without the building the sense of belonging to Canberra's early history will be lost and the past will be removed. What is important is that the history of old Eastlake be respected. So much of the past has already been removed. If the depot also goes, then not enough representing Kingston's early years will be there and so more of the community's local history will be gone. This should not be allowed to happen.

Recollections of Frank Dunshea

Frank was employed as an electrical fitter in the Electrical Workshop, adjacent to the depot, in the 1940-50s. He believes his experiences were typical of employees of other branches of the Department of the Interior and other departments that used vehicles supplied by the Transport Section; including the Fitters Workshop, plumbers, painters, builders, roads and bridges, water and sewerage, fire brigade, ambulance, police, forestry and bush fire and several other services. The vehicles supplied to the Electrical Workshop were mostly pre-war vintage and had already seen a lot of usage consequently they required a lot of servicing and repairs to keep them on the road. Frank considers that the mechanics at the depot carried out this task well and had to improvise due to the unavailability of spare parts.

On occasions much time was spent trying to persuade the Leading Hand Mechanic on duty at the reception room (in the northwest corner) to supply them with a replacement vehicle for one that was in for repair. Bert Robinson, Harry Obrien, Bill Wintle and Jack Delaney are a few of the men he remembers dealing with. They always tried to help and provided another vehicle. Frank strongly believes that much of the early development of Canberra would have been delayed without the efforts of the Transport

Workshop staff. Many of these men later became successful in the private motor trade business in Canberra.

Frank points to the example of Jack Benson when highlighting the ingenuity of the men at the depot. Jack, an auto electrician in the depot workshop, built his own three wheeled, two seat electric vehicle with a small covered tray for batteries that looked like a small utility truck. He drove to it to and from work and could be seen driving it around Canberra for many years.

Recollections of Jules (Smokey) De Smet
Jules began work at the depot as an interstate driver in 1939, retiring in 1987, although the Canberra Times, August 13, 1987, stated he began as a conductor, and then became a bus driver. He drove John Curtin's staff to the opening of the Australian War Memorial in one of the special purpose vehicles. He joined the army soon after the war began, and in 1948 returned to the depot driving buses at first and then special purpose cars which later became the Commonwealth car Fleet. He was the driver for prominent politicians that included Dr Evattt, Ben Chifley, Billy Hughes, Sir Arthur Fadden, Harold Holt, Gough Whitlam, Sir William McMahon and Al Grassby.

William Beadman
Beadman's family moved to Canberra from Araluen in 1927 and lived at the Causeway when he was nine years old. He attended Telopea Park School and in 1934 he started work at the depot as a bus driver. Before the War he drove the school bus route to and from the Cotter; which including delivering grocers. The condition of the gravel roads and the distance he needed to travel made it necessary for him to stay overnight in a hut near the Cotter to make an early start picking up the school children. He enlisted in the Army in 1941 and returning from New Guinea he married Gloria Cameron in 1947, who worked at the Kingston pharmacy. In the 1960s, while driving his bus across King's Avenue Bridge he rescued a drowning man from Lake Burley Griffin and for this act was awarded the British Empire Medal for gallantry. He was appointed to the Commonwealth Car Fleet; parliamentarians he drove for included Doc Evatt, Doug Anthony and Gough Whitlam. After the Whitlam dismissal he was in attendance at the 'party' held by the dismissed Prime Minister at the Lodge. Beadman was also an accomplished cricketer playing at a young age with his older work mates in the local competition and a champion snooker and billiards player. He won 25 consecutive ACT Billiards Championships, winning 32 titles in all. At his peak he defeated Sir Walter Lindrum and Eddie Charlton, both world champions in their time. He was inducted into the ACT Sports Hall of Fame in 1999. Beadman's colleagues hold him in high esteem as a work mate and also consider him one of their finest. He had served in the War, chauffeured Prime Ministers and was a sporting champion in a government department where sport was a chief social leisure interest. He retired in 1978 and died in 2001.

John (Jack) Saunders & Jene Baker
Saunders came to Australia from England and first came to Canberra in 1914 to work as a groomsman to General Bridges at Duntroon Military College. He moved back to Sydney to work as a fireman in 1915, to England for a short period, then Armidale in northern NSW. He finally settled back in Canberra in 1925 and became chauffeur to Sir John Butters, the FCC Chief Commissioner. When the FCC was replaced by the Department of the Interior Butters left Canberra and appointed Saunders to the Transport Section. There he became the first Leading Hand responsible for timetables and the general workings of the depot. In 1933 the Saunders family moved into one of the few weatherboard houses behind the Powerhouse next to the fire station. During a period in the depression he was only employed one week in three at the depot and had to find other work to support his family. The two Saunders boys were killed in the WWII and the Korean War, and Jack died in 1954 just one year after the death of his youngest son.

Jene Baker, ne Saunders, was nine when her family moved back to Canberra, the eldest of four children. She watched the opening of the Old Parliament House were her father was chauffeuring Sir John Butters. At 16, in the depression, she left school to look after the family as her mother became ill and was sent to hospital in Sydney. On her mother's return she worked at various jobs and in 1938 married Jack Baker, a fireman and ambulance office living at the newly built Forrest Fire Station houses. When he enlisted she

had to move from the fire station houses since her husband, on enlisting, was no longer considered a fireman. As mentioned above, due to the labour shortage as a result of the War, the Department advertised for female bus conductors. Her brother had enlisted and her father being employed at the depot made her eligible and she applied for the position. In 1941 she and three other women became the first female bus conductors in Canberra. Jene worked a double shift on Saturdays enabling her to earn £8 10/-. She worked as one of the 'Clippies' for 2½ years with a one-week night shift and then a one-week day shift, and for most of the time she had Steve Taylor as her driver. Due to petrol rationing the buses were mostly full with the busiest time on Saturday mornings between Kingston and Civic. After the War her husband rejoined the fire brigade and they moved back into the Forrest Fire Station housing.

W Redman & the Transport Social Club
Redman began work at the depot in 1950 as a bus driver. He was instrumental in forming the Transport Social Club in October, 1950. The object of the club were to foster a spirit of friendship and goodwill amongst its members by arranging social and recreational activities for members and their families; to encourage competitions with other similar organisations, and to arrange for testimonials to members and donations to charities. Membership was open to all transport employees during their time of employment at an annual subscription of 10/-. Christmas parties were organised with the social club providing children's presents, food and drinks. Apart from lunch time activities the social activities included golf days, cricket matches, fun runs, tennis and football. Later a gym was installed at the depot. At testimonials a plaque would be presented in appreciation which included their period of employment.

Retired ACT Transport Employees Club
The Retired ACT Transport Employees Club is an association of people who worked at the depot including conductors, drivers, inspectors and the earliest apprentices who started work their in the 1930s. The association held monthly meetings in one of the depots original storerooms located in the western corner. This office area was also the home of the depot's WWII Honour Roll, which originally had pride of place in the entry lobby of the 1940 single storey addition along Wentworth Avenue. These facilities were not made available once the ACT Land Development Agency took over the premises and the Honour Board is now kept at the club meeting hall in Campbell.

The Association has collected various items relating to the depot and the history of transport in Canberra with the intention that this is the beginning of the accumulation of heritage items to be displayed in a future transport museum inside the existing depot.

A short story titled *Ghosts of Kingston and the Old Bus Depot* written by Val Emerton concludes with the following passage which embodies the social significance of the depot to the community and the families of the people who worked there.

"The smell of grease and petrol, and the sound of men talking and laughing as they worked have long since gone. All evidence of the pin-up girl calendars and jokes on the walls, side by side with technical diagrams of buses, cars and trucks, and the paraphernalia of routes and shifts, times of parliamentary sittings, and the lists of materials and equipment to be ordered, has worn off, or been painted over.

There are men still around who, for many years, helped keep the wheels moving. As former bus, car and truck drivers, mechanics, fitters and office workers, walk in through those big roller doors facing onto the Power House, memories are revived of the strident noise of motors, footsteps on the concrete floors and the banter and laughter of the men.

Sad memories too of accidents, hardship, and the uncertainty of the war years. Now on Sundays the Old Bus Depot echoes to the happy sound of families wandering amongst a variety of stalls, and the old hangars smell of fresh cut flowers, hand crafted woodwork and all sorts of culinary delights, but for some, the ghosts still walk the concrete floors."

Based on the research and workshops undertaken the collective attachment to the depot for the defined community, which embodies meanings important to this defined community, is as the place where two or

more generations of people worked to provide: essential services to the Government of Australia and its departments; essential services to the local and district communities, and important transportation to help build early Canberra. The depot is the place were they formed social groups and recreational clubs, and had common social experiences, resulting in the depot representing strong symbolic qualities defining their community for over 50 years. There is a pride in this defined community in the knowledge that the depot performed essential community functions in Canberra's development leading to a special attachment by the defined community. There is a pride in the knowledge that the depot, from their perspective, was closely associated with events having a profound affect on the local community as well as nationally. This community's association with the depot for over 50 years until it closed and its strong social ties distinguishes this community and the depot from other communities and locations in Canberra. The depot is a symbolic place that connects the past with the present and provides a strong sense of connection to Canberra's transport services for those associated with this community.

REFERENCES

Carnall, J and the Australian Institute of Architects (ACT Chapter), 2010, 'Heritage Nomination of Kingston Bus Depot (Kingston Transport Depot), Wentworth Avenue, Kingston, ACT'.

SITE PLAN

The site boundary is indicated by red lines on the above plan – the eastern boundary includes the orientation of the building parallel to 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.

APPENDIX D AERIAL PHOTOGRAPHY (1950-1990)

Figure 1 1950
Source: ACTPLA.

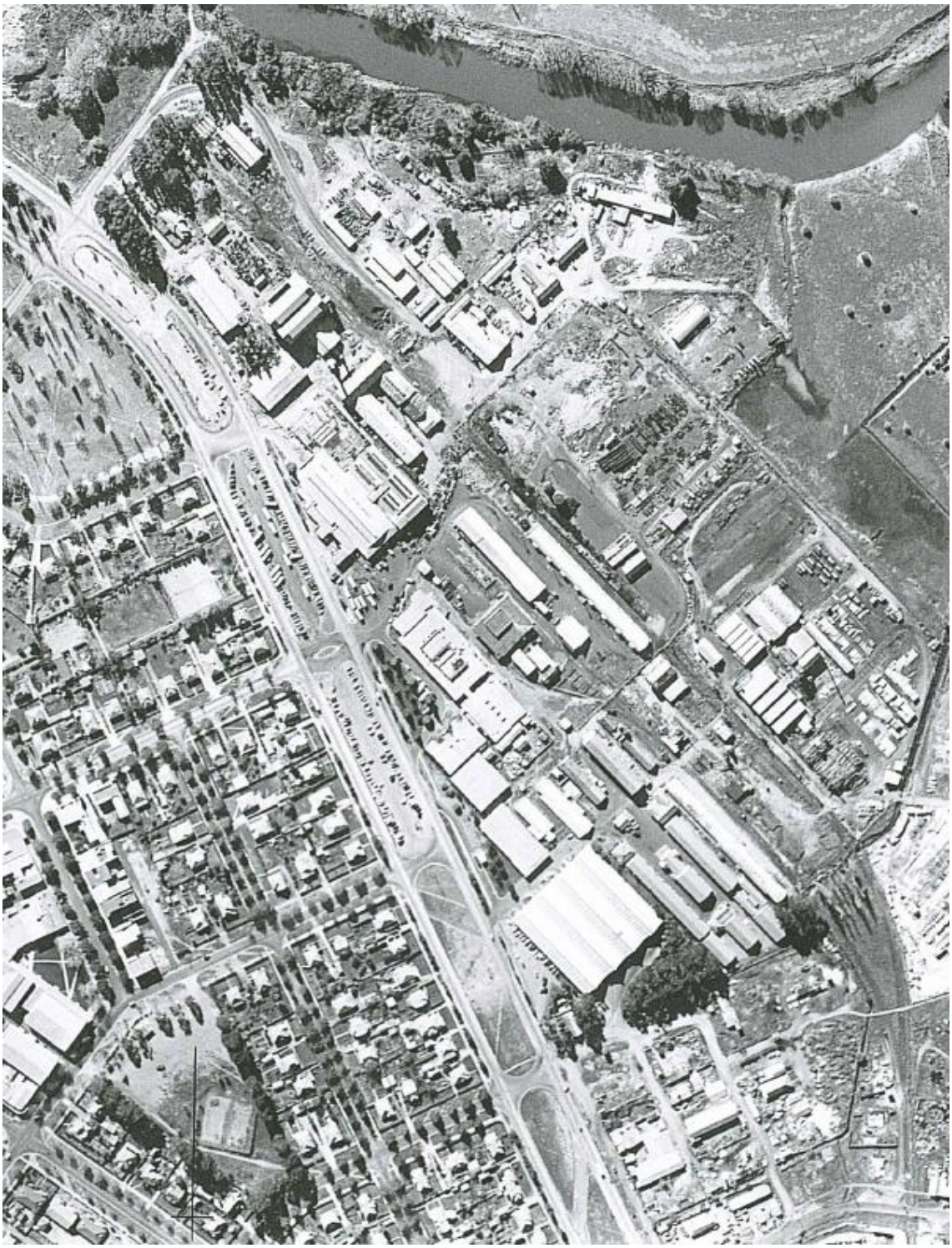

Figure 2 1958
Source: ACTPLA.

Figure 3 1965
Source: ACTPLA.

Figure 4 1975
Source: ACTPLA.

Figure 5 1990
Source: ACTPLA.

STATEMENT OF HERITAGE EFFECTS

KINGSTON SECTION 49 MASTER PLAN

Kingston Section 49, Canberra

Prepared for

Land Development Agency

September 2013

LOVELL CHEN

ARCHITECTS & HERITAGE CONSULTANTS

LEVEL 5, 176 WELLINGTON PARADE
EAST MELBOURNE 3002 AUSTRALIA
TEL +61 (0)3 9667 0800
FAX +61 (0)3 9416 1818
www.lovellchen.com.au
enquiry@lovellchen.com.au

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1.0 Introduction

This Statement of Heritage Effects has been prepared for the Land Development Agency (LDA), Canberra. It addresses heritage issues and considerations associated with the proposed development of Kingston Section 49 for an arts precinct, with a combination of commercial, residential, public and arts-related uses and car parking. The vision for the Kingston Arts Precinct is articulated in the ***Kingston Arts Precinct Strategy*** prepared for artsACT.[1] Celebrating and respecting the heritage of Kingston Section 49 as a centre of industry that has strong associations with the early settlement of the national capital is identified as a core principle of the Arts Precinct Strategy.[2]

In the preparation of this Statement of Heritage Effects reference has been made to the 'Kingston S49 Masterplan' (July 2013) prepared by Purdon Associates and Cox Architecture, in association with Lovell Chen Architects & Heritage Consultants. The master plan provides a framework for the future development of the area. It establishes land uses and built form outcomes to the extent of indicative locations (building envelopes) and heights. It does not provide details of the articulation, roof forms or materials of new built form.

Reference has also been made to three concept sketches of the parking structure proposed to the north-west of the Power House. These sketches are extracts from a document titled 'Kingston Cultural Precinct' dated 9 August 2013 prepared by Purdon Associates and Cox Architecture.

1.1 Kingston Section 49 Heritage Strategy

Lovell Chen has prepared a Heritage Strategy to inform the master plan for Kingston Section 49 (dated September 2013). The Heritage Strategy (attached) should be read in conjunction with this Statement of Heritage Effects. The document includes:

- an overview of the relevant planning and heritage legislation
- a review of the Conservation Management Plans prepared for the Power House Precinct (Peter Freeman Pty Ltd, 2001), the Fitters' Workshop (Duncan Marshall ***et al***, 2011) and the Transport Depot (Philip Leeson Pty Ltd, 2011)
- a summary history of the former government services and industrial area at Kingston
- a physical description of Kingston Section 49, its constituent elements and its local context
- an assessment of the significance of the former government services and industrial area at Kingston against the ACT Heritage Register criteria
- a suite of conservation policies and development guidelines that have regard for the cultural heritage significance of the area

1.2 The site

Kingston Section 49 is located approximately two kilometres east of Capital Hill, and immediately south of Lake Burley Griffin in central Canberra (Figure 1). The site covers an area of approximately 5.4ha and is bounded to the north and east by Eastlake Parade, to the south by new development on Giles Street and to the west by Wentworth Avenue (Figure 2).

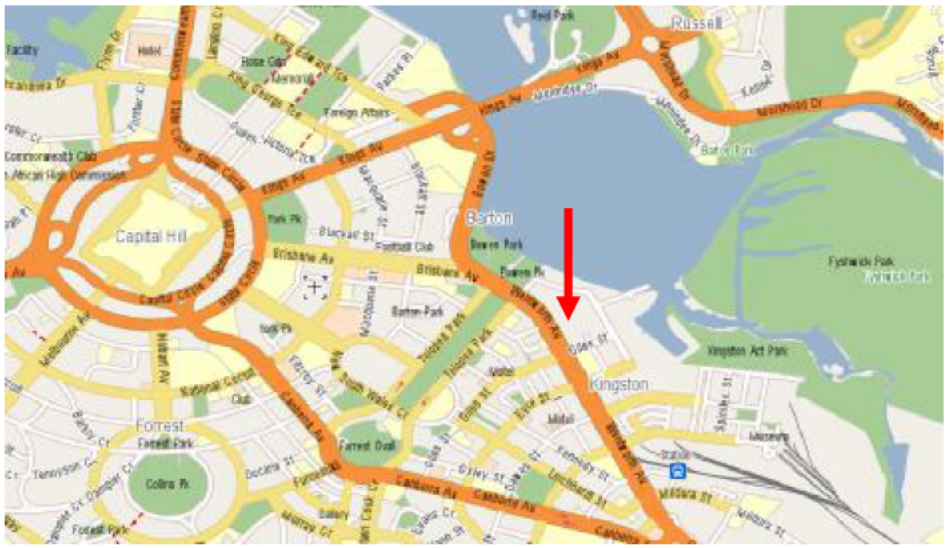

Figure 1 Map of central Canberra: Section 49 is indicated.
Source: www.street-directory.com.au

Figure 2 Recent aerial view of Section 49 (indicated by the red dotted line).
Source: Land Development Agency.

Kingston Section 49 includes buildings, associated elements and soft landscape features which are included in the ACT Heritage Register pursuant to the ***Heritage Act, 2004*** (Part 3). These are: the 'Kingston Powerhouse Historic Precinct,' which contains the Kingston Power House, Fitters' Workshop, sections of rail track and rail embankment and landscape elements associated with the early 1920s planting of the area; and the former Transport Depot, Kingston. Section 49 also includes an operational electricity substation and areas of open space and at-grade parking that are not included in the ACT Heritage Register.

2.0 Description of the proposal

The proposal is for the development of Kingston Section 49 as a mixed-use residential, commercial and manufacturing precinct with an arts emphasis. It includes new built form, demolition and landscaped open space.

2.1 New built form

New built form is proposed to the north-west, north-east and south-east of Kingston Section 49 (Figure 3).

Parking structure

A multi-level parking structure is proposed to the north-west of the Power House. This site is within the zone of lesser heritage sensitivity, as identified in the Heritage Strategy (Section 6.4). There is a requirement for the parking structure to accommodate 480 spaces. This is an outcome of the LDA's commitment to replacing the existing 480 surface car parking spaces at Kingston Section 49 to support the Kingston Arts Precinct. The commitment is in accordance with the requirements of the Territory Plan and the Parking and Vehicular Access General Code.[3]

The site is contained by the rail siding alignments, and the Heritage Strategy recommends a setback of 15m from the north-west elevation of the Power House. The parking structure requires the demolition of the '1948 Switch Room'.

The concept sketches indicate that the upper level of the parking structure is aligned with the underside of the Power House eaves (RL 573.1), which is approximately 13m above ground level (Figure 4). The sketches also indicate stair/lift cores projecting from the north-east and south-west elevations. These assist in breaking down the building's mass. There is an under croft to the south-east of the parking structure, at the interface with the Power House. Retail tenancies may be located within the under croft.

No details have been provided regarding the materials of the facades. However, it is understood that the intention is to provide a neutral cladding system, to minimise the visual impact of the parking structure as a foreground element in views of the Power House from the north and north-west.

Development to the north-east of Kingston Section 49

Development is also proposed to the north-east of the Power House, and to the south-east corner of Kingston Section 49, in proximity to the modern residential development addressing Giles Street. This land is generally outside the zone of heritage sensitivity.

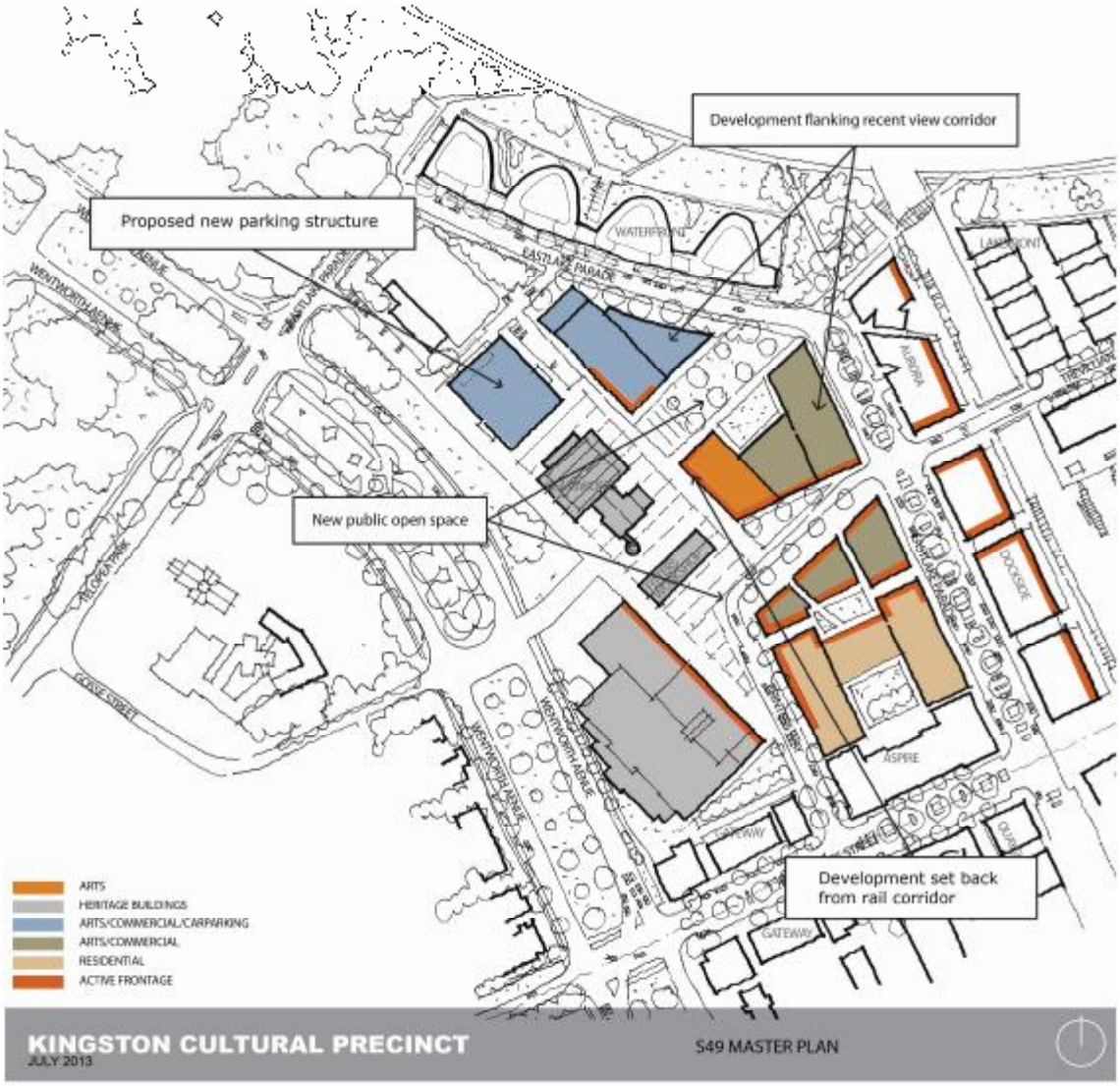

Figure 3 Kingston Section 49 masterplan.
Source: 'Kingston S49 Masterplan' (July 2013), p. 10.

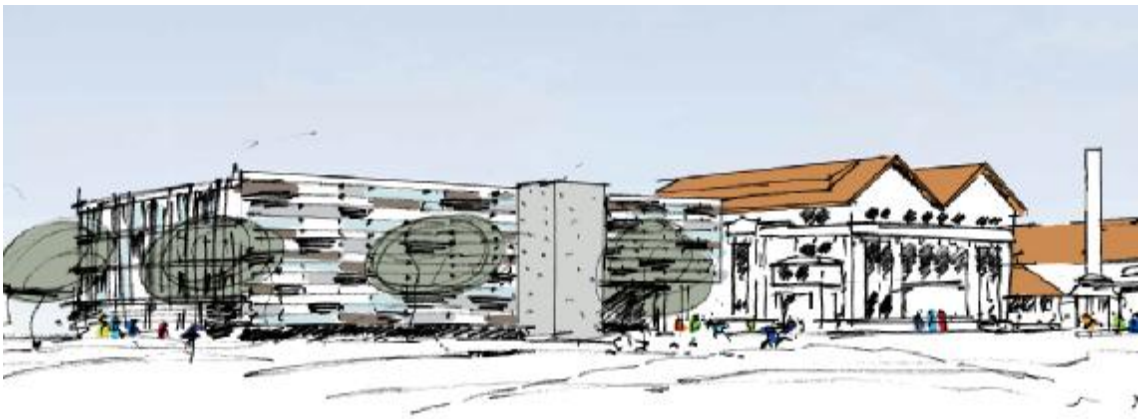

Figure 4 Concept sketch of the proposed parking structure, viewed from the south-west.

To the north of this large area, on the site of the present at-grade car park, the development includes two building envelopes, flanking the view line extending from the Power House to the lake. To the south-west, as they address the Power House and Fitters' Workshop, the parapets of these buildings will be no higher than the underside of the Power House eaves line (RL 573.1). There is potential for the heights of these buildings to 'step up' to the north-east, at the interface with the recent lakeside development. These buildings will be almost completely screened in ground-level views from the north (across the lake) by this development.

Development on the present at-grade car park will be no less than 20m from the Power House and Fitters' Workshop, with the north rail alignment and embankment providing a spatial buffer, and enabling an appreciation of oblique views of the Power House and Fitters' Workshop from the north-east and south-east.

Development to the north-east of Kingston Section 49

An arts facility is proposed to the south-east of the Fitters' Workshop, and residential development is proposed in proximity to the modern medium-rise residential development to the south of the area. The arts facility is proposed as three individual buildings. A laneway between two of these elements will enable a continuation of the north-east rail alignment. At its closest point, the arts facility is approximately 50m from the south-east elevation of the Fitters' Workshop, separated by a new public plaza. The south-west elevation of the residential development is in proximity to 1930s-'50s additions to the Transport Depot (Figure 5).

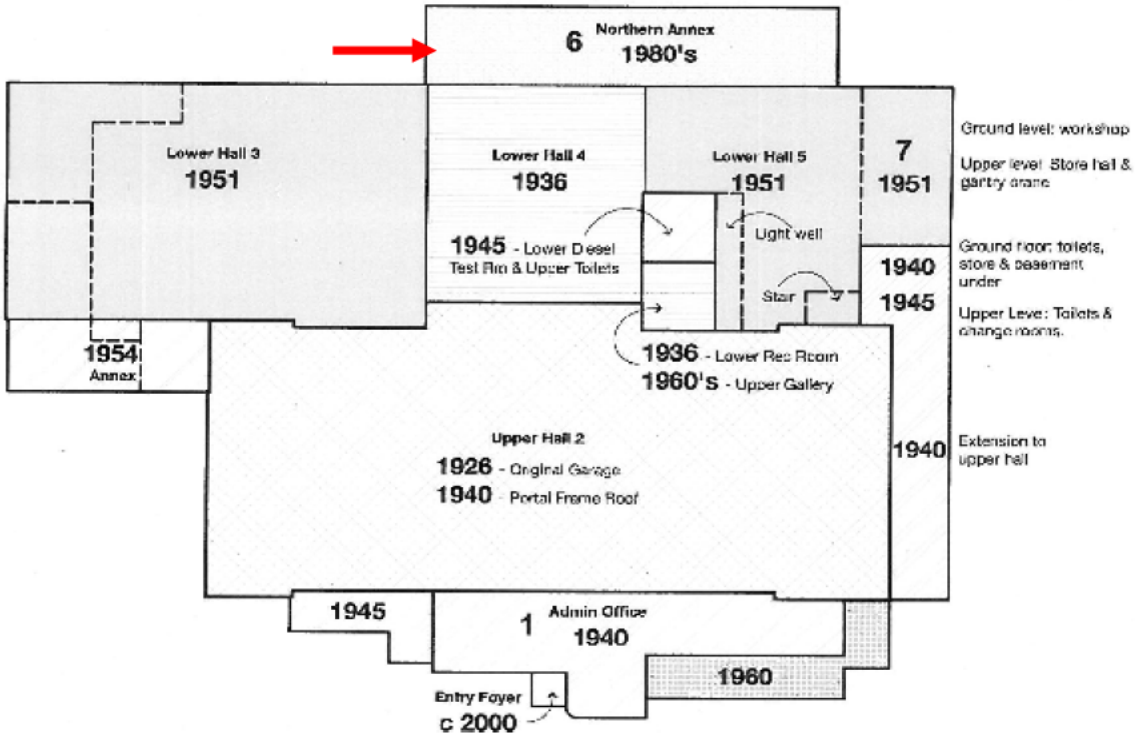

Figure 5 Sequential development plan of the former Transport Depot, Kingston. The 'Northern Annex' is indicated.
Source: Former Transport Depot CMP, Philip Leeson Architects (2011), p. 16.

Ground levels

Development to the north-east of the Power House and to the south-east corner of Kingston Section 49 is proposed to be at the same grade as the Power House. To manage the level change – the ground in this area is typically 1m-1.5m below the level of the Power House – it is proposed to introduce fill. This proposition is driven by an interest in delivering a public open space between the Power House and the new development to the north-east at grade. It is proposed to interpret the rail lines and embankment within the landscaping treatment for this area.

2.2 Demolition

As noted, the '1948 Switch Room' is proposed for demolition, to provide space for the construction of the parking structure.

Also proposed for demolition is the northern annex to the Transport Depot (Figure 5). The northern annex (1980s) is built over the alignment of the south-west rail siding alignment.

2.3 Open space

Kingston Section 49's Wentworth Avenue interface is to be retained as open space.

In addition, landscaped public spaces are proposed:

- in the area to the north-east of the Transport Depot and south-east of the Fitters' Workshop
- between the Power House and new development to the north-east, forming a linear space incorporating the alignment of the rail siding and the embankment
- between the two building envelopes flanking the view line extending from the Power House to the lake

Landscape treatments are not identified in the Master Plan document.

3.0 Comments on heritage impacts

The following assessment of heritage impacts has regard for the relevant provisions and policies of the:

- ***Heritage Act 2004***: the ACT Heritage Register entries for the Kingston Power House Precinct and the former Transport Depot
- National Capital Plan: Section 4.5.6, Kingston Foreshore Special Requirements
- Territory Plan: Kingston Foreshore Structure Plan and the CZ5 Mixed Use Zone Development Code

This assessment also has regard for policies and recommendations included in:

- Kingston Power House Precinct, ***Conservation Management Plan Review***, 2001, Peter Freeman Pty Ltd
- Fitters' Workshop, ***Conservation Management Plan***, 2011, Duncan Marshall, Keith Baker, Nicola Hayes (Navin Officer Heritage Consultants) and Brendan O'Keefe
- Former Transport Depot, ***Conservation Management Plan***, 2011, Philip Leeson Architects Pty Ltd

Comment

From a heritage perspective, the principal issues with regard to the proposed development of Kingston Section 49 for a mixed-use residential, commercial and manufacturing precinct with an arts emphasis are considered to be:

- ensuring that new built form does not detract from the Power House as the dominant built element in the area, particularly the distinctive gabled tiled roof form;
- maintaining an appreciation of the architectural and planning relationship between the Power House and the Fitters' Workshop; and
- conserving elements and areas critical to an appreciation of the operation and planning of the former government services / industrial precinct.

3.1 Demolition

1948 Switch Room

The ACT Heritage Register Statement of Significance for the Power House Precinct states that the '1948 Switch Room' is significant for its ability to provide evidence of the last phase of the reactivation of the Power House (1948-57). The building was graded C (on a grading system of A-D) in the ***Kingston Power House Precinct, Conservation Management Plan Review***, 2001.[4]

The reactivation of the Power House in 1948 required the construction of a new stack in order to support operations (the base of the stack survives). A new switch room was also constructed at this time. It is a single-storey brick building with a pitched roof clad with dark concrete tiles. There is a lower annex to the north-west elevation, with a skillion roof. As built there were a pair of timber doors in the centre of the south-west and north-east elevations, and the roof was clad with terra cotta tiles, a reference to the roofs of the Power House and Fitters' Workshop (see drawings at Appendix A).

Albeit constructed in 1948, it is understood that the Switch Room was not used as such until 1960, when the 11kv switchgear was designed and installed.[5] The Switch Room handled power generated remotely from the site. The Power House had ceased operating for the final time in 1957. The building was later extended to accommodate additional switchgear.[6] It has subsequently been modified on at least two further occasions, including an extension to the south-west in the mid-1980s for its adaptation to office use. These works may also have resulted in the replacement of the original terra cotta tiles, and the removal of the switchgear. The most recent works – a fit-out to residential use – were carried out in 2008.

The context of the 1948 Switch Room has also changed since 2000, through the demolition of the two-storey engineering services workshop and the 1938 switch house (respectively graded D and C in the 2001 CMP Review). This has resulted in the 1948 Switch Room being physically isolated from the Power House and Fitters' Workshop. Today, in a planning sense, the building relates most directly to the modern Telopea Park substation (1984). This connection is reinforced through the design parallels between the 1948 Switch Room and the main entry to the substation, including the general scale of the buildings, their simple gabled roof forms, the use of face brick and dark concrete roof.

The requirements in the entry to the ACT Heritage Register for the Kingston Power House Precinct state that demolition of the Switch Room will be not supported unless it is recommended for public health and safety reasons, and unless it can be demonstrated that there is no prudent or feasible alternative.

The 1948 Switch Room is an extensively modified building. It was graded C in 2000, and further works have been carried out to it since then. Alterations to the building over time and the changed context, have diminished the significance of the former Switch Room, and reduced its ability to demonstrate the function for which it was designed. As a result, the building makes a limited contribution to an understanding of the activities and processes that occurred at the former Power House site during its period of operation. Critically, the building does not have a direct connection with the final phase of the reactivation of the Power House, other than as related to the fact that both buildings as different points in time were incorporated into the large electricity grid.

It is considered that works over time, and the changed context, have diminished the significance of the former Switch Room to the point that the demolition of the building would not materially affect the cultural heritage values of the former government services/industrial area.

Transport Depot northern annex

The north annex to the former Transport Depot was the last addition to the evolved structure, being constructed in the 1980s.

The significance of the former Transport Depot, as noted in the entry to the ACT Heritage Register for the former Transport Depot includes the fully welded rigid steel portal frames to the upper hall and the orientation of the building in relation to the former railway siding and Wentworth Avenue. The north annex has not been identified as contributing to the significance of the former Transport Depot.

The CMP for the former Transport Depot prepared by Philip Leeson Architects (2011) identifies the north annex as an element that, 'May be demolished to facilitate the opening up of the lower halls to an outdoor plaza area'.

The location of the northern annex on the alignment of the south-east rail siding inhibits an understanding of the rail sidings as historically open spaces that provided the core planning determinant in the development of the area.

In summary, the demolition of the north annex is supported from a heritage perspective, as an action that will enhance an appreciation of the rail sidings.

3.2 New development

Parking structure

A parking structure with ground level retail tenancies is proposed to the north-west of the Power House. This location has been identified as the preferred site for a parking structure related to: its accessibility from Wentworth Avenue; its potential to minimise through traffic in the precinct; for the scale and efficiency of the footprint as compared to the alternative site to the north of the Power House on the present at grade car park; and for reasons of minimising amenity impact on local residential development.

Over time, built form in the area to the north-west of the Power House has included an Electricity Transmission Switch Yard and two switch rooms (both single storey), of which one is extant, albeit modified. These developments have been located within the alignment of the north and south rail sidings. The area is presently an at grade car park.

Specific requirements in the ACT Heritage Register entry for the Kingston Power House Precinct stipulate that the Power House is to remain the dominant feature of the precinct in any future development, and that new development will only be permitted where it can be demonstrated that it will not adversely affect the heritage significance of the place or the landmark qualities of the Power House.

The Heritage Strategy (Lovell Chen, 2013) notes that new development to the north-west of the Power House and the south-east of the Fitters' Workshop should be contained within the rail sidings, and that development should be a minimum of 15m from historic buildings. Key historic views identified in the Heritage Strategy are to the east of Power House and Fitters' Workshop, particularly oblique views that enable an appreciation of the architectural and planning relationship between the two buildings. The provisions of the Development Code for the CZ5 Mixed Use Zone require that car parking structures are designed to integrate with existing development.

The site to the north-west of the Power House has a high level of heritage sensitivity. Subject to the development complying with the recommendations of the Heritage Strategy with regard to its siting, height and bulk it is considered that a parking structure can be accommodated in this location. An important issue to resolve is the articulation of the parking structure, in order for it to sit comfortably in its setting, and to avoid detracting from an appreciation of the Power House. This is also a requirement of the Development Code for the CZ5 Mixed Use Zone. The selection of the materials should be considered carefully, and the colours should be both responsive and deferential to the heritage context.

Development to the north-east and south-east of Kingston Section 49

Historically the area between the Molonglo River (Lake Burley Griffin) and the north rail siding has been developed for a range of uses associated with the Power House and industrial operations. Built form in this area has generally been of limited scale. Today, much of this land is given over to at grade car parking. There is limited visibility of this area from outside Kingston Section 49, with views constrained by new lake-front development and the Power House itself.

As noted, development is anticipated for this area. Much of this area is outside the zone of heritage sensitivity, as identified in the Heritage Strategy (Lovell Chen, 2013). However, the Master Plan is responsive to the heritage context, providing for development no higher than the underside of the Power House eaves at the interface with the Power House, and stepping up to the north-east, and a 20m-wide linear open space between the Power House and the new development. The view line extending from the Power House to the lake is also maintained.

The Special Requirements to the National Capital Plan (Section 4.5.6) require that the height of new buildings in the area is to be generally consistent with that of the tree canopy of mature trees in the area, or four storeys except, for some taller buildings where these do not significantly impact on the landscape of the area or detract from the massing of the Power House. The Development Code for the CZ5 Mixed Use Zone notes that new buildings should be no higher than four storeys.

The key heritage consideration relating to the proposed development to the north-east and south-east of Kingston Section 49 is the potential for the works to impact visually on the Power House and the Fitters' Workshop, including the architectural and planning relationship between the buildings. It this regard, it is considered that the separation of the building envelopes from the historic built form by no less than 20m is an appropriate response, enabling an appreciation of oblique views of the Power House and Fitters' Workshop from the north-east and south-east. The proposed height of the commercial buildings to the north of this area are responsive to the guidelines at Section 4.5.6 of the NCP and the CZ5 Development Code, and will have no visual impact on the Power House in views from the north, being screened by the modern lake-side development.

The Master Plan does not include details of façade articulation or materials. However, the recommendations at Section 4.5.6 of the NCP (Special Requirements) are generally supported, including roof forms that do not compete with the distinctive steep gabled roof

form of the Power House and a materials palette that is generally light in tone and with limited diversity.

3.3 Views and vistas

The Power House was a large industrial facility built to provide an essential service. It was not a building designed to be 'viewed'. However, given its scale – it was built to accommodate five 600kW generators – and the generally flat terrain it has long been recognised as having 'landmark' qualities in its local context. This remains the case today, particularly in views from the west.

From the 1920s until the 2000s the Power House complex was screened in views from the west, both by plantings and built form. Between 1919 and 1923, a deep windbreak was planted to the west of the Power House, running parallel with Interlake (Wentworth) Avenue. This formed a visual barrier from the emerging residential district to the west. In the mid-1940s the present alignment of Wentworth Avenue was established, with a wide median strip for parking, and Plane trees to either side. However, in the immediate vicinity of the Power House the 1920s plantings – by then mature – survived. In the 1960s, two workshop and office buildings were constructed for ACTEA in the triangular area to the west of the Power House. These were demolished in the 2000s. The present generally open views of the complex from the south-west and north-west date to this period, and provide the principal viewing point for the complex from the public domain

Historically, views of the Power House complex from the north and east, across the Molonglo River (Lake Burley Griffin from 1964), were comparatively open. A 1941 conference attended by senior officers responsible for the various industrial functions in the Kingston met to consider the future development of the area, which was considered unsightly and uncoordinated. The conference resolved that a strip of at least 135m (150 yards) should be reserved along the riverbank for a belt of trees to screen the area.[1] However, this was not established.

The 2001 ***CMP Review*** for the Power House Precinct identified views of the Power House from Kings Avenue Bridge as a key 'vantage point'. However, the recent Waterfront development has largely blocked views from the north, with only the Fitters' Workshop and the former economiser annexe being visible.

The 1997 master plan for Kingston Foreshore prepared by Colin Stewart Architects incorporated a view line looking north-east from the Power House through the new lakeside development towards the Jerrabomberra Wetlands. This view line is a modern introduction, and is not based on historic precedent. It is also noted that there is limited visibility of the Power House from the wetlands – i.e. this is a view 'out', rather than 'in'.

From a heritage perspective, longer views of the Power House are fortuitous and of limited significance. The key consideration in terms of views and vistas are local views of the Power House and Fitters' Workshop as structures with a demonstrable visual, planning and functional relationship. The primary vantage points for these views are from the north-east and south-east, when the site is viewed on the oblique. These views are retained in the proposed Master Plan.

3.4 Landscaping and open space

Historically, open space at the former Kingston industrial / government services area was unplanned and utilitarian, with open areas flanking the rail sidings (storage areas) and other open spaces towards the river (Lake Burley Griffin from 1964). Formal landscaping was

1 Duncan Marshall et al, ***Fitters' Workshop, Conservation Management Plan***, 2011, p. 30.

limited to the Wentworth Avenue frontage ('Weston's windbreak'). Other open areas of significance were the rail siding alignments themselves. The open spaces included areas of hard-paving, and included few if any decorative plantings.

The Master Plan proposes new open spaces between the buildings to the north-east of Kingston Section 49, a plaza to the south-east of the Fitters' Workshop and a linear open space along the north-east rail siding alignment. Existing landscaped open spaces to the Wentworth Avenue frontage are to be retained.

Specific requirements relating to landscaping included in the ACT Heritage Register entry for the Kingston Power House Precinct are for the conservation of the Monterey Pines (***Pinus radiata***) and White Brittle Gums (***Eucalyptus mannifera***) along Wentworth Avenue, and their replacement with the same species when required; the retention of the north rail siding as a linear open space; the retention and 'appropriate' landscaping of the spaces surrounding the Power House, Fitters' Workshop and railway alignment; and the retention of visual links between the Power House and East Basin and Bowen Park.

Policies relating to landscape considerations included in the ***Fitters' Workshop CMP*** (2011) are that the areas to the north-west, north-east and south-west of the Fitters' Workshop should remain open to allow views of the Workshop, with no plantings or structures and a hard landscape finish evocative of the former industrial/engineering character of the area. The ***Former Transport Depot, Conservation Management Plan***, prepared by Philip Leeson Architects Pty Ltd (2011) notes that retention of Cypress Trees to the south and west of the Upper Halls is 'desirable,' consistent with their location in this area since the 1950s.

From a heritage perspective a key designed landscape consideration relates to the Wentworth Avenue frontage, and the remnants of 'Weston's windbreak'. This area is proposed to be retained as open space and, as such, satisfies the requirements of the ACT Heritage Register entry and the CMP Review. This approach will maintain the existing views of the former Kingston government services/industrial area from the north and west. These are relatively recent views. However, this approach is consistent with the present use of the Power House as a visitor attraction.

The Master Plan does not include details of a proposed landscaping treatment. However, it would be appropriate for the remnants of the windbreak to be reinforced, with the planting of additional trees and replacement of existing with the same species as required. There is also potential for future landscaping works to be integrated with the interpretation of the area, including the retention of the rail alignments as linear open spaces. A formal treatment for the south-west rail alignment, incorporating the extant section of platform, would be supported from a heritage perspective.

As a general comment, it is recommended that future landscaping should be of a character and appearance that responds to the historic context with a balance of soft and hard landscaping. Extensive grassed areas should, in preference, be avoided.

Works to the north-east rail embankment

The introduction of fill on the land to the north-east of the Power House, to enable development in this area to be at the same grade (RL 560) as the Power House, will result in impacts upon the rail embankment. As noted, the intent is to interpret the rail lines and the embankment within the landscaping treatment for this linear open space. This is consistent with the Specific Requirements (iii b) of the entry to the ACT Heritage Register.

The embankment is identified as an element intrinsic to the significance of the Power House Precinct in the ACT Heritage Register Statement of Significance. It is not specifically referenced in the Statement of Significance.

Rail sidings to either side of the Power House and Fitters' Workshop were constructed by 1914-15. They were required to enable the delivery of coal. To compensate for the sloping site, the land to the south-west of the buildings was levelled, and an embankment was constructed to the north-east. The height of the embankment varied from approximately 700 to approximately 1000mm, following the natural contours – the site slopes down towards the north and north-east. At the interface with the Power House, the embankment accommodated three rail lines. The north-easternmost line was approximately 12m from the base of the Power House.[7] The original width of the embankment has not been established during research for this report; in 2006, it extended approximately 14m from the base of the Power Station. The rail sidings exerted a major influence on the orientation of development at Kingston, with development located on a north-west to south-east axis.

Analysis of aerial photography indicates that the rail track and sleepers to the south-west had been removed by the 1950s, and in 1963 the large Engineering Services Workshop was built over the north end of the alignment.[8] There is likewise no visibility of rail tracks to the north-east of the Power House in historic aerial photography since the mid-twentieth century (see aerial photography at Appendix D of the Heritage Strategy). It is also noted that, in the 1980s, two small, single-storey workshops were constructed on the rail siding to the immediate north-east of Power House.[9]

In 2002-03 a 3m-deep and 4m-wide trench for 132kV electrical cables was introduced adjacent to the embankment, approximately 16m from the main building line of the Power House. The works are likely to have resulted in physical impacts (re-grading) to the embankment (compare Figure 6 with Figure 7 and Figure 8). The gradient of the embankment to the south of the Power House has clearly been modified for the pedestrian paths and ramps that extend from Wentworth Avenue to Eastlake Parade.

Figure 6 North-east elevation of the Power House c. 1915.
Source: National Library of Australia.

Figure 7 North-east elevation of the Power House 2012.

Figure 8 View looking south along the embankment, 2012.

Archaeological testing conducted in June, July and September 2006 exposed sections of the two original rail lines closest to the Power House. The archaeologists (Navin Officer) concluded that, 'There is significant historical and archaeological evidence … to indicate that there are further remains of at least three sets of railway lines aligned in a northeast/southwest orientation, and a built-up railways embankment, in the area to the immediate northeast of the Power House and the Bulk Store [Fitters' Workshop]'.[10]

The embankment has been modified over time. However, there has been an embankment in this location since c. 1915, and is important for its ability to interpret the operation of the Power House between 1915 and 1929. From a heritage perspective, it is important that an embankment is maintained to the north-east of the Power House.

It is recommended that a section of the embankment to the immediate north-east of the Power House should be incorporated into the landscape plan for the new public open space. Prior to works being commenced, archaeological test trenches should be conducted to establish what remains of the original tracks and sleepers. It would also be desirable to establish the original height of the embankment.

3.5 Interpretation

The Territory Plan (Kingston Foreshore Structure Plan) promotes increased public access to, and experience and understanding of, the heritage significance of the Kingston Foreshore. Within the Kingston Section 49, existing interpretation devices are limited, and include story boards fixed to temporary hoardings along the Wentworth Avenue frontage.

The Master Plan does not include an interpretation strategy. However, the LDA intends to prepare a suite of interpretation principles for the area. This intention is supported.

The interpretation plan should augment the physical evidence of the Kingston government services/industrial area, and enhance an appreciation of the processes and activities that occurred there, as well as emphasising the status of the Power House as the first permanent building in the national capital.

4.0 Concluding comment

Kingston Section 49 is a large and under-utilised site located in an area that has seen significant change over the past 15-20 years, and where further development is anticipated. The acceptance that development can occur at Kingston Section 49 is well established, as reflected in the provisions and policies of the National Capital Plan and the Territory Plan.

From a heritage perspective, a key issue is how to appropriately reflect the heritage significance of the place and its constituent elements in the new development.

The primary reasons for the significance of the former government services / industrial area at Kingston Section 49 relate to its associations with the establishment phase of the Federal Capital. This is demonstrated in the Power House and Fitters' Workshop, which were among the first permanent buildings constructed in the Federal Capital and today are the dominant heritage features at Kingston Section 49 with a clear architectural and planning relationship. The siting and orientation of the three major buildings at the site is also significant, reflecting the role played by the rail sidings to the north and south of the Power House and Fitters' Workshop in determining development on an axial alignment from north-west to south-east.

Built fabric proposed for demolition as an outcome of the Master Plan for Kingston Section 49 does not have a strong association with the former industrial / government services area. Switchgear was not installed in the '1948 Switch Room' until 1960, three years after the Power House ceased operating for the last time. The building has been modified to the extent that it has very little ability to demonstrate its original use. The demolition of the

1980s additions to the north of the former Transport Depot removes an element of no significance will assist in interpreting the original south-west rail alignment.

The framework for the future development of the area outlined in the Master Plan establishes land uses and built form outcomes to the extent of indicative locations and heights. The Master Plan generally satisfies the policies, principles and guidelines provided in the National Capital Plan, the Territory Plan and the ACT Heritage Register entries for the Power House precinct and the former Transport Depot. The siting of the building envelopes, and the indicative heights, respond appropriately to the heritage context, and the balance of built form to landscaped open spaces provides an appropriate setting for an appreciation of the relationship between the remnant industrial buildings and the historic activities and operations at the area. As noted, an important issue to resolve is the articulation of the parking structure, in order for it to sit comfortably in its setting, and to avoid detracting from an appreciation of the Power House. There is also potential for an understanding of the historic significance of the area to be enhanced though integrated interpretation programs at the site.

The delivery of the Master Plan will result in alterations to the heritage place, notably in the introduction of the parking structure to the north-west of the Power House, and the demolition of the 1948 Switch Room. However, as considered against the identified heritage values of the place, the conclusion of this assessment is that these impacts can be accommodated without diminishing the cultural heritage significance of the heritage place. The Power House will be maintained as the dominant built form in the vicinity, and the conservation of key heritage areas and elements will enable an on-going understanding of the historic operation and planning of the former Kingston government services/industrial precinct.

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1 ***Kingston Arts Precinct Strategy*** (March 2011) prepared for artsACT by Susan Conroy in association with Susan Davis, Sue Kyte, Eric Martin, David Moyle and Clare Middleton.

2 ***Kingston Arts Precinct Strategy*** (March 2011), p. 6.

3 ACTPLA, Parking and Vehicular Access General Code, www.legislation.act.gov.au/ni/2008-27/copy/92042/pdf/2008-27.pdf, accessed 20 September 2013.

4 ***Kingston Power House Precinct, Conservation Management Plan Review***, 2001, Peter Freeman Pty Lt, p. 56.

5 H A Jones, 'Electricity,' Chapter 6 of ***Canberra's Engineering Heritage***, Institution of Engineers, Canberra Division, 1990, p. 133.

6 H A Jones, 'Electricity,' Chapter 6 of ***Canberra's Engineering Heritage***, Institution of Engineers, Canberra Division, 1990, p. 133.

7 Navin Officer, ***Kingston Power House Original Railways Lines, Archival Recording***, September 2006, p.4.

8 ***Kingston Power House Precinct, Conservation & Management Plan,*** 1993, Freeman Collett & Partners Pty Ltd, Appendix 6, Building 15.

9 ***Kingston Power House Precinct, Conservation & Management Plan,*** 1993, Freeman Collett & Partners Pty Ltd, Appendix 6, Building 25.

10 Navin Officer, ***Kingston Power House Original Railways Lines, Archival Recording***, September 2006, p.9.

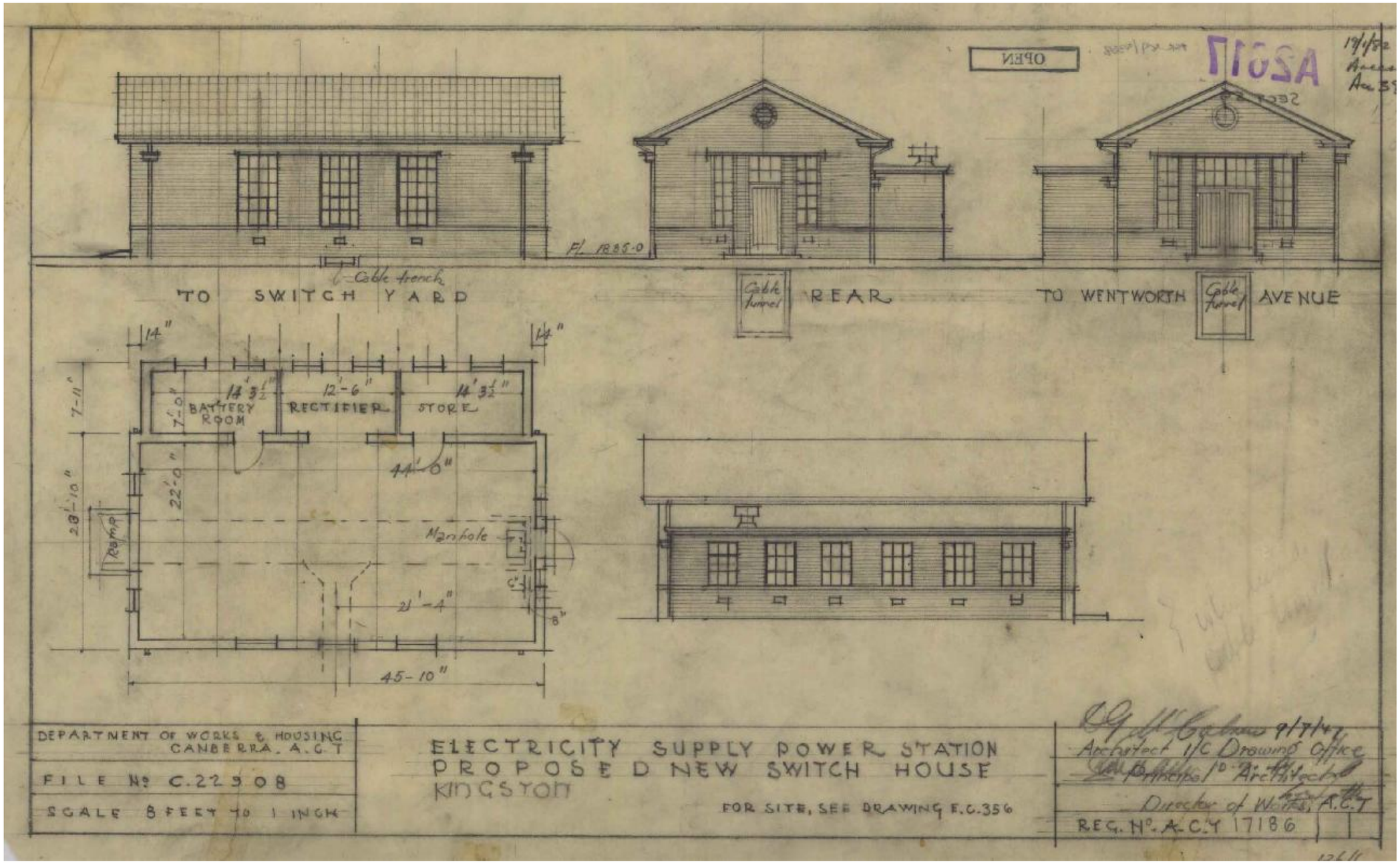

Figure 1 'Electricity Supply Power Station, Proposed New Switch House, Kingston,' prepared by the Director of Works, ACT, 9 July 1947.
Source: National Archives of Australia.

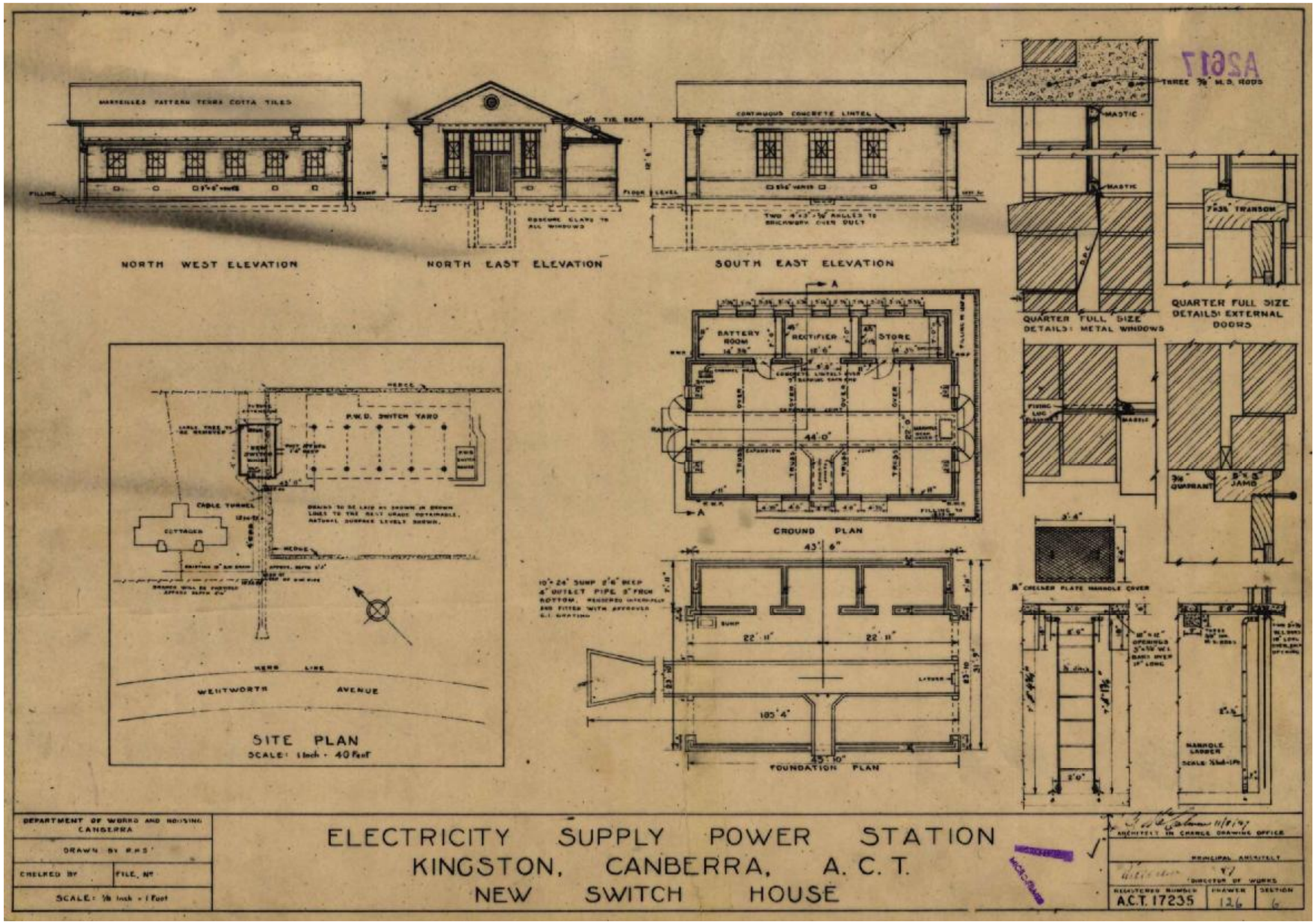

Figure 2 Plans, elevations and details: 'Electricity Supply Power Station, Kingston, Canberra, ACT, New Switch House,' Department of Works and Housing, Canberra, 11 August 1947. Source: National Archives of Australia.

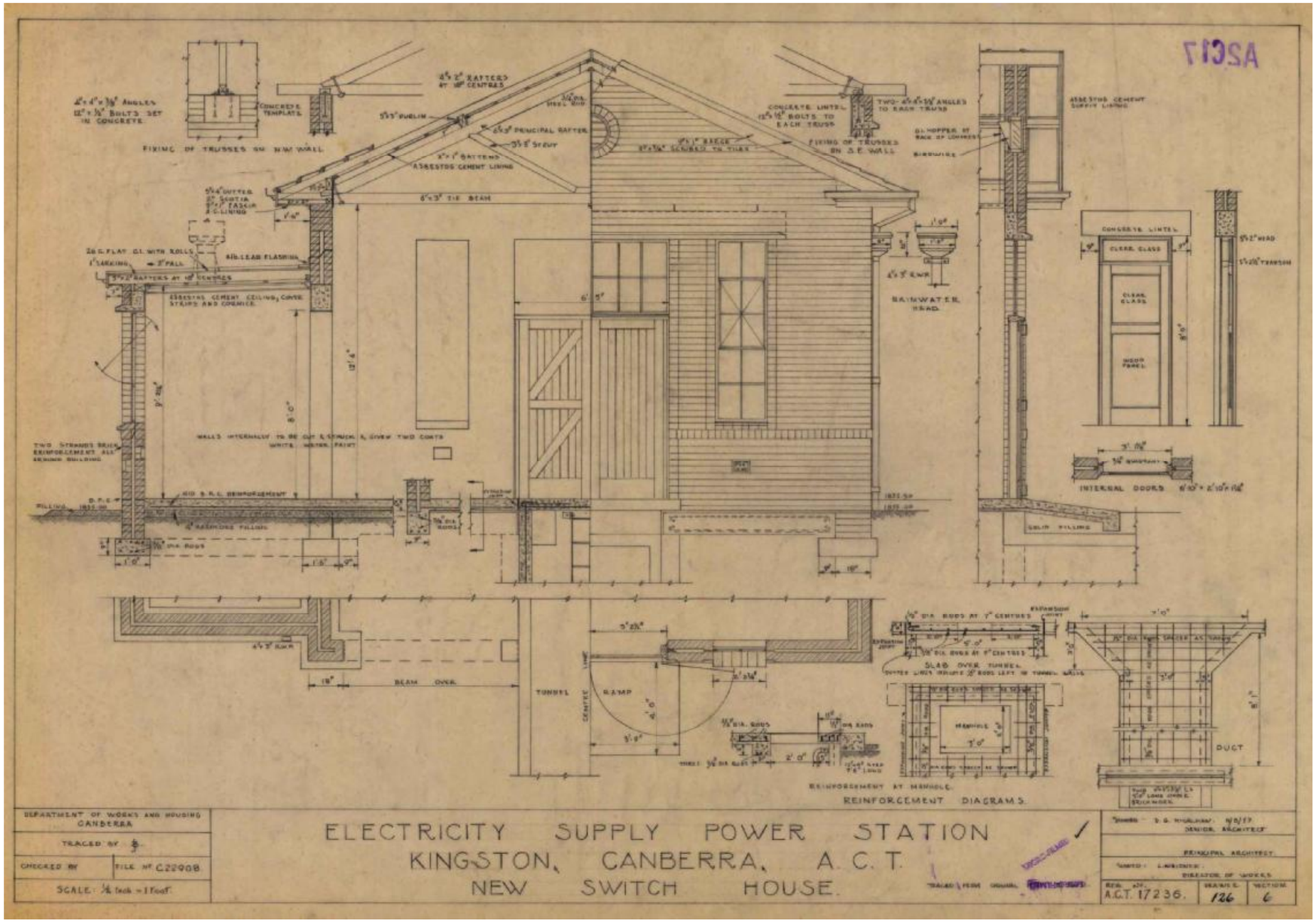

Figure 3 Details: 'Electricity Supply Power Station, Kingston, Canberra, ACT, New Switch House,' Department of Works and Housing, Canberra, 11 August 1947. Source: National Archives of Australia.

Statement against Relevant Criteria – Commercial Zones Development Code

1948 Switchroom Demolition – Kingston Foreshore

Block 13 Section 49 Kingston

Summary of Proposal

The proposed demolition of the 1948 Switchroom at Kingston Foreshore is proposed by the ACT Government as an integral part of the Kingston Foreshore Sectoin 49 Master Plan. For further background information refer: www.lda.act.gov.au/kingston/kingston-section-49-master-plan

Relevant Requirements	Response
R32 This rule applies to land containing places or objects registered or provisionally registered under section 41 of the Heritage Act 2004. The authority shall refer a development application to the Heritage Council. Note: The authority will consider any advice from the Heritage Council before determining the application.	This proposal has been previously been discussed with Heritage Council. In response to these discussions, a Statement of Heritage Effects and supporting documentation have been provided by Lovell Chen and the LDA and have been included with this application: 1. Kingston Section 49 Statement of Heritage Effects, Lovell Chen, 25 September 2013 2. Kingston Section 49 Heritage Strategy, Lovell Chen, 25 September 2013 3. Letter to Heritage Council, LDA, April 2014 4. Submission to Heritage Council, Lovell Chen, April 2014 5. Letter to Heritage Council, LDA, May 2014 6. Kingston Structured Car Park Location Assessment, LDA, May 2014
R35 This rule applies to one of the following: a) the demolition of multi-unit housing (including garages and carports) for which a certificate of occupancy was issued prior to 1985 b) demolition of commercial or industrial premises for which a certificate of occupancy was issued before 2005. Demolition is undertaken in accordance with hazardous materials survey (including an asbestos survey) endorsed by the Environment Protection Authority. A hazardous materials survey includes, as a minimum, the identification of a disposal site for hazardous materials, including asbestos, that complies with one of the following: a) is a licensed disposal facility in the ACT b) another site outside the ACT. If hazardous materials, including asbestos, are to be transported for disposal interstate, approval from the Environment Protection Authority prior to removal of material from the site. An appropriately licensed contractor is engaged for the removal and transport of all hazardous materials (including asbestos) present at the site. Note: If an endorsed hazardous materials survey is required but not provided, the application will be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007.	An asbestos management plan and register has been prepared for the buildings to be demolished. Further information can be provided if requested by EPA.

Relevant Requirements	Response
R63 This rule applies to development that is likely to generate more than 20m³ of waste comprising one or more of the following: a) demolition waste b) construction waste c) excavation material. The management of construction waste is to be endorsed by TAMS. **Notes:** 1. TAMS will endorse waste facilities and management associated with the development if they comply with the current version of the Development Control Code for Best Practice Waste Management in the ACT. 2. TAMSD may endorse departures.	A waste management plan has been submitted with the application for referral to TAMSD.

Robson Environmental Pty Ltd
p: 02 6239 5656 f: 02 6239 5669
e: admin@robsonenviro.com.au
PO Box 112, Fyshwick 2609
www.robsonenviro.com.au
ABN: 55 008 660 900

Asbestos Survey & Management Plan

The Chapel
Wentworth Avenue
Kingston
ACT, 2604

August 2010

Client: ArtsACT

CERTIFICATE OF APPROVAL FOR ISSUE OF DOCUMENTS

Document No: 5868-03_ASMP_The Chapel_20100823 **Revision Status:** A1

Title: Asbestos Survey & Management Plan
The Chapel
Wentworth Avenue
Kingston
ACT, 2604

Date of Issue: 11/01/11

Client: ArtsACT **Copy No:** One

	Name	Position	Signature	Date
Prepared by:	**Tammi Mason**	**Hazardous Materials Surveyor**		**11/01/11**
Approved by:	**Mark Hilton**	**Hazardous Materials Manager**		**11/01/11**
Released by:	**John Robson**	**Managing Director**		**11/01/11**

RELEASE STATUS:

Confidential

"This report is solely for the use of the client and may not contain sufficient information for purposes of other parties, or for other uses. Any reliance on this report by third parties shall be at such party's own risk.
"This report shall only be presented in full and may not be used to support any other objective than those set out in the report, except where written approval with comments are provided by Robson Environmental Pty Ltd."

DISTRIBUTION (Add additional Pages as required)

Organisation	Attention	Copy No.	Actioned
ArtsACT	Amy Rayner	1	**11/01/11**
Robson Environmental Pty Ltd	John Robson	2	**11/01/11**

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1 EXECUTIVE SUMMARY

1.1 Purpose

This Asbestos Survey & Management Plan (ASMP) for The Chapel, Kingston was commissioned by ArtsACT in order to ensure the occupants receive the highest standards of occupational health and safety in relation to in situ asbestos. The implementation of this Management Plan will assist ArtsACT in protecting the occupants of the premises from exposure to airborne asbestos fibres and the potential consequences of asbestos related disease.

1.2 Scope

Robson Environmental Pty Ltd was contracted to conduct a non-destructive asbestos survey of the premises. The survey commenced on 2nd August 2010.

The aim of the survey was to assess the extent, location and condition of asbestos containing material (ACM) in the premises.

Materials in similar locations which were visually consistent with those which have been identified as being an ACM are to be considered as being identical.

1.3 Method

The survey involved a visual inspection and subsequent sampling and analysis of collected samples by a National Association of Testing Authorities (NATA) laboratory using polarised light microscopy and/or x-ray diffraction. Samples were a representative selection of materials suspected of containing asbestos. Materials were not sampled from all areas due to the uniformity of the materials used.

The information contained in this document will assist Property Management to fulfil their obligations under the:

- *Code of Practice for the Management and Control of Asbestos in Workplaces* [NOHSC: 2018 (2005)];
- *Code of Practice for the Safe Removal of Asbestos* [NOHSC: 2002 (2005)];
- Dangerous Substances (General) Amendment Regulation 2007 (No1) SL2007-23;
- Dangerous Substances (General) Regulation 2004 SL2004 – 56;
- Work Safety Act 2008 [A2009-49];
- Work Safety regulations 2009 [A2009-45]
- ACT WorkCover requirements.

1.4 Key Findings

Asbestos: Asbestos containing materials (ACM) identified on site are noted in the table below:

Table 1A: ACM, locations and required actions

TYPE	ACM	Locations	Action to be taken
Friable Asbestos			
Bonded Asbestos	Sheet	North west corner of building – eave sheet	Label & maintain, Inspect Annually
	Sheet	South east corner of building – eave sheet	Label & maintain, Inspect Annually
	Sheet	Main room – ceiling sheet	Seal damaged sheets where accessible – the rest: label, maintain and inspect annually

Refer to Section 1.4 - Table 1B for presumed ACMs and Section 2.2 for exclusions

Table 1B: Presumed ACM, concealed locations and required actions

TYPE	ACM	Locations	Action to be taken
The materials listed below while not identified on site, should be presumed to be present until a destructive survey confirms otherwise			
Presumed ACM	Insulation/pipe lagging	Inaccessible ducts, risers and ceiling and wall space cavities	Destructive survey under controlled conditions prior to any refurbishment which is likely to disturb possible ACMs in these areas. Until these areas are surveyed they should be presumed to contain asbestos. No access to unauthorised personnel should be given
	Asbestos millboard lining	Interior of air conditioning ductwork adjacent to heater elements	
	Asbestos insulation and gaskets/joints	Within mechanical equipment concealed by outer metal cladding, structure or housing	
	Asbestos vinyl floor tiles and covering & cushioning underlay	Beneath carpets and vinyl flooring	
	Asbestos sheeting	Backing material to ceramic tiles (Roofs, floors and walls) and packers to building construction joints, such as gable end verge under cloaking	
	Asbestos cement sheet formwork and electrical cable duct / water pipe	Subterranean areas	

Recommendations

- **The main room ceiling space was inaccessible during the survey due to height. It is recommended that the accessible damaged area of the main room ceiling sheet is sealed and repaired to prevent any further damage and/or release of asbestos fibres.**

- **All other Asbestos identified in this report in a good condition should be inspected on a yearly basis to ensure no deterioration of the ACM has occurred.**

- **Identified ACM should be labelled with approved asbestos warning labels or signs. Where labelling is not practicable, strict administrative controls must be in place to ensure ACM is not subject to accidental damage or misuse.**

- **Removal of ACM must be removed by an ACT licensed Asbestos Removalist as per the Code of *Practice for the Safe Removal of Asbestos, 2nd Edition* [NOHSC: 2002 (2005)].**

- **Prior to any planned demolition, refurbishment or maintenance, its effect upon any in situ asbestos must be established by reference to this document, including amendments.**

2 INTRODUCTION

This ASMP is designed to address the safe control of ACM identified by Robson Environmental Pty Ltd, in the premises. It is also designed to address any future asbestos findings.

This ASMP contains sections covering the identification, evaluation and control of asbestos hazards which were identified in a survey of the premises by Robson Environmental Pty Ltd in August 2010.

2.1 Requirements for the Asbestos Survey & Management Plan

The building manager must retain a copy of this ASMP and upon request; it must be made available to tenants. Prior to any repair, maintenance or building works to the premises, all personnel undertaking the works must be provided with a copy of this ASMP.

Maintenance, trades and other personnel must be instructed not to remove or damage identified ACM. If ACM is identified in the area where work is to be undertaken the ACM must be removed prior to the work commencing.

Removal of ACM must be undertaken by an ACT licensed Asbestos Removalist in accordance with the *Code of Practice for the Safe Removal of Asbestos, 2nd Edition* [NOHSC: 2002 (2005)].

This ASMP includes the following:

- A register of all known ACM
- Extent, form, condition and risks associated with the ACM
- Labelling requirements for ACM
- Safe work methods, removal methods and training requirements
- Responsibilities of all persons involved in ACM management
- Procedures to address incidents or spillage involving ACM
- A timetable for managing risks, including priorities for removal or control of ACM according to risk and timetable for reviewing risk assessments
- A procedure for reviewing and updating the ASMP and register of ACM, including a timetable

This ASMP addresses the current requirements for asbestos management and therefore must be updated as required to reflect legislative changes. The asbestos register and associated risk assessment within this ASMP is designed to be reviewed by a Class A Asbestos Assessor every 12 months.

Where ACM has been disturbed, removed, enclosed, encapsulated, sealed or its condition has deteriorated in the preceding 12 month period, the existing asbestos risk assessment will no longer be valid and the ASMP will need to be revised by the Class A Asbestos Assessor to reflect these changes.

2.2 Exclusions

The survey was non-destructive in nature. Therefore, sampling was limited to accessible materials. **No determination can be made regarding the possibility of concealed or inaccessible ACM without gaining access to areas that are not readily accessible to allow for inspections.**

Unless specifically noted, the survey did not cover exterior ground surfaces, sub-surfaces (e.g. infill/soil) or materials such as materials in laboratories or special purpose facilities.

When any building works are undertaken, care should be taken to determine the existence or otherwise of ACM. As a precaution, all materials that may or are likely to contain asbestos should be assumed to contain asbestos and be treated appropriately until sample and analysis confirms otherwise. If, during building works, ACM is located, those works should cease in the areas of concern and a licensed Asbestos Removalist contacted immediately to remove the material. A licensed Asbestos Assessor must issue a clearance certificate before works may recommence in the affected area.

Robson Environmental Pty Ltd recommends that prior to any works, our office be contacted. Our Asbestos Assessors can attend the site to observe the works process, advise as necessary, and in the event of asbestos being located, assist with assessing the extent of ACM. Further, Robson Environmental Pty Ltd provides all occupational hygiene services in relation to asbestos removal.

2.3 Limitations

Although all reasonable care and attention is taken in compiling this report, no guarantee as to its accuracy or completeness can be given. This may be a result of:

- normal construction practices of 'building in' some ACM (i.e. during previous renovations or additions)
- the random application of asbestos materials, and
- other physical or applied constraints on our investigation.

Our report is limited by the physical constraints of the structure under investigation. Prior to any refurbishment or hazardous material removal projects, the contractor(s) carrying out the work must fully acquaint themselves with the extent of the hazardous materials, particularly in those areas which may require full or partial demolition, in order to determine the exact extent and location of these materials.

Although extensive, this ASMP must not be used as a specification or method statement for any future asbestos removal project. In these circumstances, detailed plans and quantities would be required.

3 ASBESTOS SURVEY

3.1 Survey Details

Robson Environmental Pty Ltd commenced the asbestos survey on 2nd August 2010. The survey included all accessible building areas. Inaccessible areas and limitations are described in Sections 2.2 and Section 2.3 respectively.

3.2 Survey Methodology

The survey involved a visual inspection and subsequent sampling and analysis of materials in a NATA laboratory using polarised light microscopy and/or x-ray diffraction. Samples were a representative selection of materials suspected of containing asbestos. Materials were not sampled from all areas due to the uniformity of the materials used.

3.3 Sample Analysis

Table 2: Mineralogical analysis of samples for asbestos using polarising light microscopy and/or x-ray diffraction.

Sample Reference	Sample location	Sample type	Composition/ Assessment
3971 – A1	Store room – vinyl floor tiles (VFT)	VFT	No asbestos detected
3971 – A2	Kitchen – ceiling cornice moulding	Moulding	**Crocidolite, Amosite & Chrysotile asbestos**
3971 – A3	Kitchen – joint cover strip	Moulding	**Crocidolite, Amosite & Chrysotile asbestos**
3971 – A4	Bathroom – ceiling sheet	Sheet	**Amosite & Chrysotile asbestos**
3971 – A5	Northern wall window, internal side – mastic	Mastic	No asbestos detected
3971 – A6	Bathroom window, internal side – mastic	Mastic	No asbestos detected
3971 – A7	North west corner of building – eave sheet	Sheet	**Chrysotile asbestos**
3971 – A8	South east corner of building – eave sheet	Sheet	**Chrysotile asbestos**
3971 – A9	Main room – ceiling sheet	Sheet	**Chrysotile asbestos**

NATA accredited laboratory: Envirolab Services Ltd
Accreditation number: 2901

Legend

Chrysotile	**=**	**white asbestos**
Amosite	**=**	**grey or brown asbestos**
Crocidolite	**=**	**blue asbestos**

- It should be noted that the above samples were a representative selection of materials suspected of containing asbestos.
- Samples may not have been taken from all areas due to the uniformity of the materials used throughout the premises.
- On-site inspections and an examination of the asbestos register and accompanying plans within this report should be undertaken prior to the commencement of any asbestos removal programme.

While Robson Environmental Pty Ltd has taken all care to ensure that this report includes the most accurate information available, where it uses test results prepared by third parties, it relies on the accuracy of the test results in preparing this report. In providing this report, Robson Environmental Pty Ltd does not warrant the accuracy of such third party analytical results.

4 ASBESTOS RISK ASSESSMENT

4.1 Introduction

The purpose of the risk assessment is to enable informed decisions to be made concerning the control of ACM. As per NOHSC: 2018 (2005), the risk assessment should take into account the information in the Asbestos Management Register, including:

- the type of ACM (bonded or friable)
- the condition and location of ACM
- whether the ACM is likely to be disturbed due to its condition and location and
- the likelihood of exposure.

Types of ACM

Bonded ACM	Bonded asbestos is any material that contains asbestos firmly bound into a matrix. It may consist of cement or various resins/binders and cannot be reduced to a dust by hand pressure. As such it does not present an exposure hazard unless cut, abraded, sanded or otherwise disturbed. Therefore, the exposure risk from bonded ACM is negligible during normal building occupation. *Note: if bonded ACM is damaged or otherwise deteriorated, the risk assessment must be reviewed to reflect a higher potential for exposure to asbestos fibres. When severely damaged, bonded ACM must be assessed as being friable. A Class A Asbestos Assessor must perform the risk assessment.*
Friable ACM	Friable asbestos material can be crumbled or reduced to a dust by hand pressure when dry. It can represent a significant exposure hazard as a consequence of minor disturbance. Examples of friable asbestos are hot water pipe lagging, severely damaged asbestos cement sheet, limpet spray to structural beams and electrical duct heater millboard.

ACM CONDITION RATING

1	Severe	**Friable:** Readily accessible, deteriorated surface in extremely poor condition
2	Poor	**Friable:** Unstable material that is relatively accessible **Bonded:** Readily accessible, deteriorated surface
3	Normal	**Friable:** Stable asbestos that is relatively inaccessible **Bonded:** Accessible surfaces in fair condition
4	Good	**Bonded:** Well sealed stable surfaces in accessible locations

ACM RISK RATING

A	Very High	**Friable:** Exposure to airborne asbestos as a consequence of extremely minor disturbance
B	High	**Friable:** Exposure to airborne asbestos occurs as a consequence of significant disturbance **Bonded:** Exposure to airborne asbestos likely as a consequence of significant disturbance
C	Medium	**Friable:** Exposure to airborne asbestos unlikely during normal building use **Bonded:** Exposure to airborne asbestos highly unlikely during normal building use
D	Low	**Bonded:** No exposure to airborne asbestos during normal building use

4.2 Asbestos Register

The Asbestos Register details the type, location, risk rating and action required for all identified ACM. The register should be accessed to inform all decisions made concerning the control of ACM. Action taken to control ACM must be recorded in this register in order to comply with the *Code of Practice for the Management and Control of Asbestos in Workplaces* [NOHSC: 2018(2005)].

Table 3A: Asbestos Register (to be updated as required)

ACM [1]	Sample No.	Photo No.	ACM type	Locations	Condition Rating	Risk Rating	Approx Quantity	Management Option Defer action (Inspect, label & maintain), encapsulate, repair or remove	Action Undertaken	Assessor/ Date assessed
Bonded Asbestos	3971 – A2	-	Moulding	Kitchen – ceiling cornice moulding	4	D	100m^2	**Removed at an unspecified date**		
	3971 – A3	-	Moulding	Kitchen – joint cover strip	4	D	1m^2	**Removed at an unspecified date**		
	3971 – A4	-	Sheet	Bathroom – ceiling sheet	4	D	10m^2	**Removed at an unspecified date**		
	3971 – A7	1	Sheet	North west corner of building – eave sheet	4	D	20m^2	Label & maintain, Inspect Annually		
	3971 – A8	2	Sheet	South east corner of building – eave sheet	4	D	20m^2	Label & maintain, Inspect Annually		
	3971 – A9	3	Sheet	Main room – ceiling sheet	2	C	50m^2	Seal damaged sheets where accessible – the rest: label, maintain and inspect annually		

1. See Section 5 Asbestos management for management options
2. Other mitigation actions only applicable if building is to remain in use
3. RA = Referred to another sample as being the same material

Refer to Section 1.4 - Table 1B for presumed ACMs and Section 2.2 for exclusions

Table 3B: Register of Sampled materials (which have been confirmed as non ACM)

Non ACM Sample Register			
Sample number	**Photo No.**	**Material**	**Locations**
3971 – A1	4	VFT	Store room – vinyl floor tiles (VFT)
3971 – A5	-	Mastic	Northern wall window, internal side – mastic
3971 – A6	-	Mastic	Bathroom window, internal side – mastic

Refer to Section 1.4 - Table 1B for presumed ACMs and Section 2.2 for exclusions

4.3 Photographs of ACM

Photograph 1: North west corner of building – eave sheet
(refer sample no. 3971 – A7).

Photograph 2: Southeast corner of building – eave sheet
(refer sample no. 3971 – A8).

Photograph 3: Main room – ceiling sheet *(refer sample no. 3971 – A9).*

4.4 Photographs of non-ACM

Photograph 4:
Store room – vinyl floor tiles (VFT)
(refer sample 3971 – A1)
No asbestos detected

4.5 Risk Assessment

Control Measures General Requirements

- Any ACM which is not scheduled for immediate removal should be labelled and maintained in good condition.
- The details of any deterioration or removal must be entered into the ACM register.
- Maintenance and other personnel must be made aware of the location of ACM.
- The Asbestos Register must be freely available to all stakeholders.
- Unless holding a valid ACT Asbestos Removal Licence, maintenance workers or occupants shall not remove or knowingly damage identified ACM.
- Prior to any planned demolition, refurbishment or maintenance, its effect upon any in situ asbestos must be established by reference to this document, including amendments.

Recommended Control Measures for the Premises

- Identified ACM should be labelled with approved asbestos warning labels or signs. Where labelling is not practicable, strict administrative controls must be in place to ensure ACM is not subject to accidental damage or misuse.
- The ACM should be maintained in good condition.
- Prior to any planned demolition, refurbishment or maintenance, its effect upon any in situ asbestos must be established by reference to this document, including amendments.

The asbestos register and associated risk assessments within the ASMP are designed to be reviewed by a Class A Asbestos Assessor every 12 months.

Where an ACM has been disturbed, removed, enclosed, encapsulated, sealed or its condition has deteriorated in the preceding 12 month period, the existing asbestos risk assessment will no longer be valid and the ASMP will need to be revised by a Class A Asbestos Assessor to reflect these changes.

Demolition or any other works within areas where asbestos is located is not to take place until the asbestos removal works have been completed and a Clearance Certificate issued by a Class A Asbestos Assessor.

5 ASBESTOS MANAGEMENT

5.1 Control Measures

General requirements

- ACM identified as representing an exposure risk (see Table 3 Asbestos Register) should be removed or otherwise controlled.
- Any ACM that is not scheduled for immediate removal should be labelled with appropriate warnings and maintained in good condition.
- The location of ACM must be entered into the Asbestos Register.
- Maintenance and other personnel must be made aware of the location of ACM.
- The Asbestos Register must be freely available.
- Unless holding a valid ACT Asbestos Removal Licence, maintenance workers, trades or occupants shall not remove or knowingly damage identified ACM.
- Before any planned demolition, refurbishment or maintenance, its effect upon any in situ asbestos must be established by reference to this document, including amendments.

Accidental damage to ACM

If ACM is damaged or degraded through accident, ageing or misuse, the building manager should apply the following protocols.

- Determine if the damage is likely to affect nearby occupants through the release of asbestos dust (this may require advice from a licensed Class A Asbestos Assessor).
- Gently wet down the damaged section and cover with a heavy plastic sheet or equivalent to encapsulate the ACM. Close nearby windows if the ACM is located to the exterior of the premises.
- If the damage is significant (i.e. the material is shattered or abraded) the ACM should be replaced as soon as is practicable. Minor damage (E.g. small cracks or holes) may be repaired in the short term using a sealant. **All repairs or removal must be undertaken by an appropriately licensed Asbestos Removalist**.
- Register the event in the Asbestos Survey and Management Plan (ASMP).

5.2 Management of ACM

The options for short to medium-term management of ACM are outlined below.

1. Defer action

✓ Appropriate when	✗ Not appropriate when	✓ Advantages	✗ Disadvantages
Negligible risk of exposure ***and*** Asbestos inaccessible and fully contained ***or*** Asbestos stable and not liable to damage	Possibility of deterioration or damage Airborne dust exceeds recommended exposure standard	No initial cost Cost of removal deferred	Hazard remains Need for continuing assessment Asbestos management program required

2. Encapsulate or seal[1]

✓ Appropriate when	✗ Not appropriate when	✓ Advantages	✗ Disadvantages
Removal difficult or not feasible Firm bond to substrate Damage unlikely Short life of structure	Asbestos deteriorating Application of sealant may cause damage to material Water damage likely Large areas of damaged asbestos	Quick and economical for repairs to damaged areas May be an adequate technique to control release of asbestos dust	Hazard remains Cost for large areas may be near removal cost Asbestos management system required Eventual removal may be more difficult and costly

[1] **:** Seal through application of paint, lacquer or PVA spray

3. Removal

✓ Appropriate when	✗ Not appropriate when	✓ Advantages	✗ Disadvantages
Surface friable or asbestos poorly bonded to substrate Asbestos is severely water-damaged or liable to further damage or deterioration Located in air conditioning duct Airborne asbestos exceeds recommended exposure standard Other control techniques inappropriate	Located on complex and inaccessible surfaces Removal extremely difficult and other techniques offer satisfactory alternative	Hazard removed No further action required	Increases immediate risk of exposure especially to removal workers Creates major disturbance in building Often highest cost, most complex and time-consuming method Removal may increase fire risk in building; substitute required Possible contamination of whole building if removal is done poorly

5.3 Management Decision Record

Option 1: Defer action

Item no.	ACM and Location	Reason	Authorisation	Date

Option 2: Encapsulate or seal

Item no.	ACM and Location	Reason	Authorisation	Date

Option 3: Removal

Item no.	ACM and Location	Reason	Authorisation	Date

5.4 Timetable for Action

The timetable for action should be administered to ensure management has a clear plan for all works which may affect ACM in the workplace. This includes maintenance work, scheduled removal work and risk assessment reviews that may impact ACM.

Table 4: Timetable for action

ACM removal/ work	Date of scheduled works	Details	Authorisation	Date

Asbestos review/audit	Date of scheduled review	Details	Authorisation	Date

6 RESPONSIBILITIES

6.1 Management Responsibilities

The building manager must:

- ensure the ACM register and all relevant information pertaining to asbestos in the workplace is freely available upon request
- provide occupants with up-to-date information relating to the condition and relative risk of ACM in the workplace
- provide information on the control measures in place to contain ACM-related risk, and
- provide information to staff and contractors on measures to be taken to ensure there is no exposure to asbestos in the workplace, either through accident or negligence.

Management Action Record

Record all communication activities undertaken to inform staff/occupants of ACM in the workplace.

Action	Authorisation	Date

6.2 Updating the Risk Assessment

The *Code of Practice for the Management and Control of Asbestos in Workplaces* [NOHSC: 2018 (2005)] Section: 9.3.1 requires:

The register of ACM, including any risk assessments, should be reviewed every 12 months or earlier where:

- **a risk assessment indicates the need for reassessment; or**
- **any ACM has been disturbed or moved**

A visual inspection of identified ACM should be undertaken as part of any review.

The Dangerous Substances (General) Regulations 2004 (R13) requires the review of the Asbestos Survey Management Plan to be carried out by a at intervals determined by the criteria set out in Chapter 3, Part 3.4, Section 326 of the Dangerous Substances (General) Regulations 2004 (R13); the maximum interval being 5 years. The new requirements state that an Asbestos Management Plan and Risk Assessments are required in addition to an Asbestos Register and Survey. Class A Asbestos Assessors at Robson Environmental Pty Ltd are able to produce these documents to comply with your obligations.

Each review should critically assess all asbestos management procedures and their effectiveness in:

- preventing exposure to asbestos fibres
- controlling access to asbestos
- highlighting the need for action to maintain or remove ACM, and
- maintaining the accuracy of the ASMP.

Details of any mitigating actions must be recorded in the Asbestos Register (Refer Table 3.

6.3 Key Personnel

This section outlines the responsibilities of all persons involved in the safe management of ACM.

1. Building manager

Name:	
Contact details:	
Responsibilities:	*e.g. provision of information*

2. Occupational Health and Safety Representative

Name:	
Contact details:	
Responsibilities:	*e.g. keeping occupants informed of any changes to the status of ACM in the workplace*

3. Facilities Management (if applicable)

Name:	
Contact details:	
Responsibilities:	*e.g. arrange removal and repair works as required; maintaining the ASMP*

4. Other

Name:	
Contact details:	
Responsibilities:	

7 ASBESTOS REMOVAL WORKS

7.1 Management Responsibilities

Where it has been determined that ACM is to be removed, management or the client must ensure that a risk assessment is performed prior to the removal works, and that the removalist takes this risk assessment into account. This risk assessment must include the possibility of uncovering previously concealed ACM and ensuring concealed ACM is identified by a Class A Asbestos Assessor.

The client should provide a detailed scope of works for the Asbestos Removalist, including potential hazards, details about areas which may contain asbestos and arrangements for clearance inspections and air monitoring.

7.2 Removalist Responsibilities

Prior to the commencement of removal works, the licensed asbestos removal contractor must:

- provide a site-specific Asbestos Removal Control Plan (ARCP)
- ensure the removal is adequately supervised and carried out in a safe manner
- ensure all persons carrying out the removal are competent and trained for the type of work being carried out
- demonstrate that they have a health surveillance program in accordance with the requirements of NOHSC: 2002 (2005).

7.3 Licensing Requirements

All Asbestos Removalists in the ACT are licensed by the ACT Planning and Land Authority (ACTPLA).

As a minimum, the holder of an ACT Asbestos Licence is required to demonstrate practical experience in the industry for at least three years and possess a full and complete understanding of the requirements of the:

- *Code of Practice for the Management and Control of Asbestos in Workplaces* [NOHSC: 2018 (2005)]
- *Code of Practice for the Safe Removal of Asbestos* [NOHSC: 2002 (2005)]
- Work Safety Act 2008 [A2009-49]
- Work Safety regulations 2009 [A2009-45]
- ACT WorkCover requirements
- ACT Dangerous Substances Act A2004-7

ACTPLA specify requirements for authorising certifiers and builders as well as the respective requirements of ACT WorkCover and ACT NOWaste for the removal and transport of ACM.

7.4 Approval to Begin Asbestos Removal Works

i. All removal methods and procedures are required to be undertaken in accordance with NOHSC: 2002 (2005).

ii. Building management in conjunction with an Asbestos Assessor will inform the Asbestos Removalist of the Scope of Work.

iii. The Class A Asbestos Assessor will be required to provide a clearance certificate on satisfactory completion of the works.

7.5 Work in Areas Containing Asbestos – Trades Personnel

Prior to commencement of works the following undertakings, procedures and awareness must be observed:

i. Work must not proceed under any circumstance without first contacting the Building Manager or Authorised Person.

ii. Refer to this ASMP (including amendments) to determine if asbestos materials are likely to be encountered in the general work area. If no asbestos is located in the area of intended work, the area may be entered by all relevant personnel on an unrestricted basis.

iii. Work in areas where asbestos will or is likely to be disturbed will only be given to ACT licensed Asbestos Removalists and all access and works will be in accordance with the requirements of [NOHSC: 2002 (2005)].

7.6 Emergency Work in Areas Containing Asbestos

i. If emergency access is required, contact the Building Manager.

ii. If the Building Manager determines that asbestos is likely to be disturbed all works must be in accordance with the requirements of [NOHSC: 2002 (2005)] (i.e. a licensed Asbestos Removalists must be contacted to undertake any asbestos removal works).

iii. A Class A Asbestos Assessor will be required to provide a clearance certificate on satisfactory completion of the works.

7.7 Monitoring Arrangements

To ensure control measures are effective, air monitoring should be performed whenever friable ACM is being removed from buildings. A Risk Assessment may also require that air monitoring is undertaken during or at the completion of the removal of Bonded ACM.

All air monitoring must be performed by a competent person accredited by NATA to perform air sampling for asbestos. Sampling should be performed in accordance with the '*Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres* [NOHSC: 3003 (2005)].

It is the Asbestos Removalist's responsibility to ensure that the maximum fibre levels throughout asbestos removal and associated works do not equal or exceed the minimum practical detection limit of 0.01 fibres per millilitre of air (f/mL). The consequences of airborne fibre levels observed at or exceeding those specified below will result in the Class A Asbestos Assessor instructing the contractor to take the appropriate 'Control /Action' as listed below from [NOHSC: 2002 (2005)]:

Control Level (airborne asbestos fibres/mL)	Control / Action
< 0.01	Continue with control measures
≥ 0.01	Review control measures
≥ 0.02	Stop removal work and find the cause

7.8 Clearance Inspections Prior To Re-Occupation

Following removal work, a clearance inspection must be undertaken prior to re-occupation of an asbestos work area. This shall be conducted by a Class A Asbestos Assessor.

All barriers and warning signs should remain in place until the area has been cleared.

7.9 ACM removal/maintenance record

The Asbestos Register, Section 4.2, Table 3, is to be completed by the building manager after receiving appropriate clearance certification from a licensed Class A Asbestos Assessor.

The 'Work Performed' and 'Asbestos Control Measure' Tables on the following page are required to be completed by the building manager.

1. Work Performed

Company name	Contact details	Date of work + job no.	Scope of work

2. Asbestos Control Measures

Work performed	Air monitoring/ decontamination	Clearance certificate issued	Other

3. Additional Information

8 SAFE ASBESTOS REMOVAL PROCEDURES

Friable ACM:

The licensed Asbestos Removalist must provide a Safe Work Method Statement (SWMS) and an Asbestos Removal Control Plan (ARCP). However, an overview of basic requirements for removal of friable asbestos products is as follows:

i. Obtain approval from the Building Manager to begin asbestos removal works.

ii. Inform the building occupants of intended asbestos removal works.

iii. Re-locate all occupants in immediate area and adjacent areas.

iv. Rope or barricade the area adjacent to the removal area and place appropriate signage at the perimeter of the area for the removal of friable asbestos materials.

v. Set up the removal area with appropriate materials (plastic, tape etc.) and the decontamination area to facilitate effective control of airborne fibres that may be generated during the removal of the friable asbestos (i.e. negative air units and wet decontamination facilities would be required for this type of removal).

vi. Using protective clothing and a full face Power Air Purifying Respirator (PAPR) with a fitted P3 particulate filter (cartridge) respirator conforming to AS/NZS 1715:2009.

vii. The ACM must be kept moist with a water mist spray during the removal of the material except where an electrical hazard exists.

viii. Hand tools are preferred over power tools, and high-speed abrasive power tools should not be used. If low-speed power tools are used they should be fitted with local exhaust ventilation dust control. The ARCP must detail the proposed decontamination method when power tools are to be used within the removal area.

ix. Removed asbestos and other materials are to be packed into plastic bags or containers marked as asbestos waste.

x. Asbestos products must not be re-used.

xi. All surfaces within the removal area to be thoroughly vacuumed to remove any asbestos residue.

xii. All surfaces must be Polyvinyl Acetate (PVA) sprayed to seal any microscopic asbestos fibres or wet-wiped (oil/solvent or water-soaked rag) to remove asbestos fibres.

xiii. Remove all asbestos containing material and all asbestos contaminated material from site for disposal in the approved manner.

xiv. Obtain a visual Clearance Certificate from a Class A Asbestos Assessor.

Note: Air monitoring is required during the removal of friable ACM according to specific removal locations. The locations and frequency of all air monitoring must be

determined and performed by NATA accredited personnel (refer Section 7.7).

Bonded ACM

The licensed Asbestos Removalist must provide a SWMS and an ARCP. However, an overview of basic requirements for removal of bonded ACM is as follows:

i. Obtain approval from the Building Manager to begin asbestos removal works.

ii. Inform the building occupants of intended asbestos removal works.

iii. Re-locate all occupants in immediate and adjacent areas.

iv. Rope or barricade adjacent to the removal area and place appropriate signage at the perimeter.

v. Set up the removal and decontamination areas with appropriate materials (plastic, tape, etc.) to facilitate effective control of airborne fibres that may be generated during the removal of bonded ACM.

vi. Using protective clothing and a half face particulate filter (cartridge) respirator conforming to AS/NZS 1715:2009.

vii. Hand tools are preferred over power tools, and high-speed abrasive power tools should not be used. If low-speed power tools are used they should be fitted with local exhaust ventilation dust control. Asbestos cement sheeting should be wetted during removal where safe.

viii. Removed contaminated materials are to be packed into disposal crates or wrapped in plastic sheeting.

ix. Asbestos products must not be re-used.

x. All surfaces within the removal area to be thoroughly vacuumed to remove any asbestos residue.

xi. All surfaces must be Polyvinyl Acetate (PVA) sprayed (to seal any asbestos fibres) or wet-wiped (oil/solvent or water-soaked rag) (to remove asbestos fibres).

xii. Remove all asbestos containing material and all asbestos contaminated material from site for disposal in the approved manner.

xiii. Obtain a visual Clearance from a Class A Asbestos Assessor.

Note: Air monitoring *may* be required during the removal of bonded ACM. The locations and frequency of all air monitoring must be determined and performed by NATA accredited personnel (refer Section 7.7).

9 UPDATING THE ASMP

Where an ACM has been disturbed, removed, enclosed, encapsulated, sealed or its condition has deteriorated in the preceding 12 month period, the existing asbestos risk assessment will no longer be valid and the ASMP will need to be revised by a Class A Asbestos Assessor to reflect these changes.

The reviews should critically assess all asbestos management procedures and their effectiveness in:

- preventing exposure to asbestos fibres
- controlling access to asbestos
- highlighting the need for action to maintain or remove ACM, and
- maintaining the accuracy of the ASMP.

10 APPENDICES

10.1 APPENDIX A – Laboratory Results

Amdel Ltd
ABN 30 008 127 802

Gate 3, Osman Place Thebarton SA 5031
PO Box 338, Torrensville Plaza SA 5031
Phone: (08) 8416 5267 Facsimile: (08) 8234 0355

ASBESTOS IDENTIFICATION REPORT

CLIENT: Robson Laboratories Pty. Ltd. DATE: 21 April 2008

ADDRESS: 9 Lyell St, Fyshwick ACT, 2609 REPORT NO: 8AA0258AO

JOB NO: 3971

CLIENT: TAMS PAGE NO: 1 of 1

JOB LOCATION: The Chapel, block 6 section49, Kingston ACT

RESULTS:

Sample	Sample size	Description	Asbestos detected*
3971-A1	(a) 25x20x2	Off-white flooring	No **
3971-A2	(a) 15x10x3	Off-white fibrous sheeting, painted pale yellow	Chrysotile, amosite, crocidolite
3971-A3	(a) 20x10x3	Grey fibrous sheeting, painted pale yellow	Chrysotile, amosite, crocidolite
3971-A4	(a) 10x10x1	Pale grey fibrous sheeting, painted pale yellow	Chrysotile, amosite
3971-A5	(b) 20x15x2	Grey lump	No
3971-A6	(a) 20x10x5	Brown lump, painted white	No
3971-A7	(a) 10x5x1	Pale grey fibrous sheeting, painted white	Chrysotile, amosite
3971-A8	(a) 20x10x2	Pale grey fibrous sheeting, painted white	Chrysotile, amosite
3971-A9	(a) 15x5x2	Pale grey fibrous sheeting, painted pale yellow	Chrysotile, amosite

APPROVED IDENTIFIER: Naciye Haliloff APPROVED SIGNATORY: Michael Till

The approximate dimensions (in mm) stated above refer to the size of (a) a single piece (b) largest of several particles (c) largest of many particles (d) volume in ml of unconsolidated particles (e) weight in grams of unconsolidated particles
* Detected by polarized light microscopy. ** No asbestos was detected by polarized light microscopy, but identification may not be possible due to adhering resins. Confirmation by another analytical technique is advised. ^Synthetic mineral fibre was detected by polarized light microscopy.
Note: Chrysotile is a fibrous silicate mineral commonly known as white asbestos, amosite is a fibrous silicate commonly known as brown or grey asbestos and crocidolite is a fibrous silicate commonly known as blue asbestos. SMF is commonly known as glass fibre.
The results contained in this report relate only to the sample(s) submitted for testing. Amdel Ltd accepts no responsibilities for the representivity of the sample(s) submitted.

SCOPE OF ACCREDITATION: Class 7.82.31: Qualitative identification of asbestos types in bulk samples by polarized light microscopy, *including dispersion staining.*

NATA

This document is issued in accordance with NATA's accreditation requirements
Accredited for compliance with ISO/IEC 17025.
NATA accreditation number: 1526
This document may not be reproduced except in full.

Amdel Ltd
ABN 30 008 127 802

Gate 3, Osman Place Thebarton SA 5031
PO Box 338, Torrensville Plaza SA 5031
Phone: (08) 8416 5267 Facsimile: (08) 8234 0355

ASBESTOS-FORMING MINERAL IDENTIFICATION REPORT

CLIENT: Robson Laboratories Pty. Ltd. DATE: 21 April 2008

ADDRESS: 9 Lyell St, Fyshwick ACT, 2609 REPORT NO: 8AA0258AOX

JOB NO: 3971

CLIENT: TAMS PAGE NO: 1 of 1

JOB LOCATION: The Chapel, block 6 section49, Kingston ACT

RESULTS:

PROCEDURE
The sample was analysed by X-ray diffraction, which detects crystalline substances and minerals (including asbestos-forming minerals). Non-crystalline substances (eg glass, most organic compounds) are not detectable by this technique.

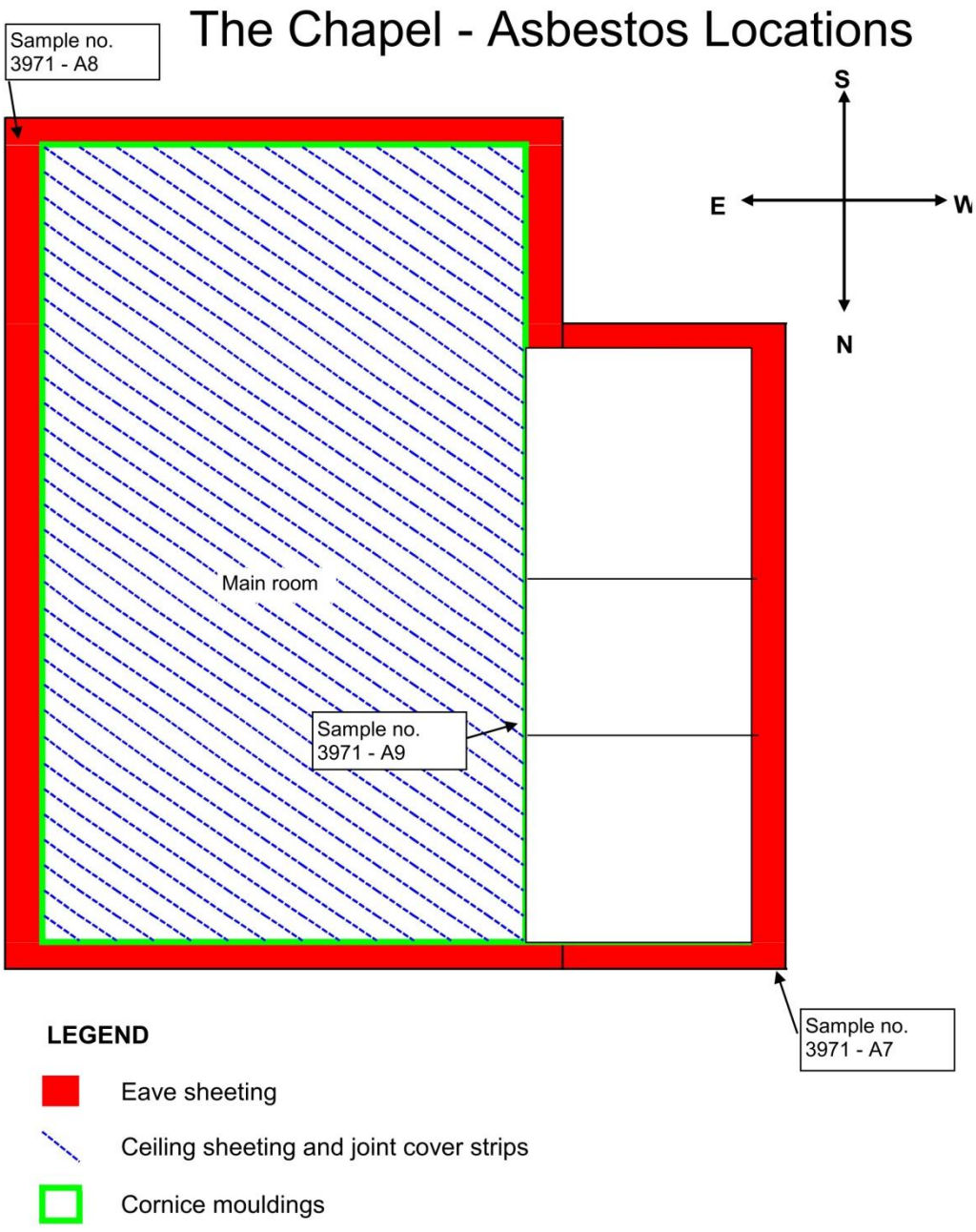
RESULTS

Sample: 3971-A1
Description: The sample is a 2mm thick off-white flooring.
Result: Calcite and rutile were detected by X-ray diffraction. Asbestos-forming minerals were not detected.

TESTING OFFICER: Naciye Haliloff

Note: Chrysotile is a fibrous silicate mineral commonly known as white asbestos. The other minerals listed are fillers or pigments. They may include calcite (calcium carbonate), rutile (titanium dioxide – white pigment), aragonite (calcium carbonate found in shellgrit), kaolinite (white clay), dolomite (calcium magnesium carbonate) and goethite (brown iron oxide), Magnesium hydroxide (if present) is an as-mined impurity of chrysotile.
The results contained in this report relate only to the sample(s) submitted for testing. Amdel Ltd accepts no responsibilities for the representivity of the sample(s) submitted.

10.2 APPENDIX B – Plans



Refer to Section 1.4 - Table 1B for presumed ACMs and Section 2.2 for exclusions

10.3 APPENDIX C – Glossary

ACM	*See asbestos containing material*
Air monitoring[1]	Air Monitoring means airborne asbestos fibre sampling to assist in assessing exposures and the effectiveness of control measures. Air monitoring includes exposure monitoring, control monitoring and clearance monitoring. *Note: Air monitoring should be undertaken in accordance with the Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres [NOHSC: 2003 (2005)]*
Airborne asbestos fibres[2]	Any fibres of asbestos small enough to be made airborne. For the purposes of monitoring airborne asbestos fibres, only respirable asbestos fibres (those less than 3µm wide, more than 5µm long and with a length to width ratio of more than 3 to 1) are counted.
Amosite	Grey or brown asbestos
AMP	*See asbestos survey and management plan*
AR	*See Asbestos Register*
Asbestos Containing Material (ACM)	Any material, object, product or debris that contains asbestos.
Asbestos Register	Inventory of ACM by type, form, location, risk and required action.
Asbestos Removalist[2]	A competent person who performs asbestos removal work. *Note: an asbestos removal licence is required in all State and Territory jurisdictions for friable ACM.*
Asbestos Survey and Management Plan (ASMP)	Document covering the identification, risk evaluation, control and management of identified asbestos hazards, developed in accordance with NOHSC: 2018(2005).
Asbestos[2]	The fibrous form of mineral silicates belonging to the serpentine and amphibole groups of rock-forming minerals, including actinolite, amosite, anthophyllite, chrysotile, crocidolite, tremolite or any mixture containing one or more of the mineral silicates belonging to the serpentine and amphibole groups.
Asbestos–cement (AC)[2]	Products consisting of sand aggregate and cement reinforced with asbestos fibres (E.g. asbestos cement pipes and flat or corrugated asbestos cement sheets).
Bonded asbestos	ACM that is bonded into a stable matrix and cannot be reduced to a dust by hand pressure.
Chrysotile	White asbestos
Clearance inspection[2]	An inspection, carried out by a competent person, to verify that an asbestos work area is safe to be returned to normal use after work involving the disturbance of ACM has taken place. A clearance inspection must include a visual inspection, and may also include clearance monitoring and/or settled dust sampling.

Clearance monitoring[2]	Air monitoring using static or positional samples to measure the level of airborne asbestos fibres in an area following work on ACM. An area is 'cleared' when the level of airborne asbestos fibres is measured as being below 0.01 fibres/mL.
Competent person[2]	A person possessing adequate qualifications, such as suitable training and sufficient knowledge, experience and skill, for the safe performance of the specific work.
Control monitoring[2]	Air monitoring, using static or positional to measure the level of airborne asbestos fibres in an area during work on ACM. Control monitoring is designed to assist in assessing the effectiveness of control measures. Its results are not representative of actual occupational exposures, and should not be used for that purpose.
Crocidolite	Blue asbestos
Exposure monitoring	Air monitoring in the breathing zone to determine a person's likely exposure to a hazardous substance. Exposure monitoring is designed to reliably estimate the person's exposure, so that it may be compared with the National Exposure Standard.
Friable asbestos[2]	Asbestos containing material which when dry is or may become crumbled, pulverised or reduced to powder by hand pressure.
In situ[2]	Fixed or installed in its original position, not having been removed.
Inaccessible areas	Areas which are difficult to access, such as wall cavities and the interiors of plant and equipment.
Licensed Class A Asbestos Assessor	Person who is qualified to undertake the identification and assessment of asbestos and provide recommendations on its safe management.
Licensed Class B Asbestos Assessor	Person who is qualified to undertake the identification of asbestos.
Membrane	A flexible or semi-flexible material, which functions as the waterproofing component in a roofing or waterproofing assembly.
NATA	National Association of Testing Authorities (NATA)
NOHSC *(now SWA)*	National Occupational Health and Safety Commission (*now known as Safe Work Australia)*
Safe Work Australia Council (SWAC)	A council that provides a national forum for State and Territory governments, employers and employees to consult and participate in the development of policies relating to OHS and workers' compensation matters, and promote national consistency in the OHS and workers' compensation regulatory framework.
SWMS	Safe Work Method Statement
UST	Underground Storage Tank (fuel)

1. Definition sourced from: NOHSC: 2018(2005).
2. Definition sourced from: NOHSC: 2002(2005).

WASTE MANAGEMENT PLAN

If you are intending to submit a Development Application and/or a Building Application you must complete this waste management plan. One set of supporting drawings must be attached to this document, showing storage location, truck access and turning circles on the site plan (please see last page of the Waste Management Plan).

Sections of the Waste Management Plan you need to complete are detailed in Section 4 Table 1 of the Code.

PROJECT SPECIFIC INFORMATION

PART 1: PROJECT AND APPLICANT DETAILS

PROJECT DESCRIPTION: 1948 Switchroom Demolition

UNIT No._____ BLOCK: 35 13 SECTION: ~~52~~ 49 SUBURB: KINGSTON

APPLICANT/AGENT: PHILIP LEESON ARCHITECTS

PHONE: 62953311 FACSIMILE:_____

ADDRESS: 4/9 McKay St TURNER

Declaration: *I as applicant undertake that the disposal of the waste will take place as per the details of the plan and will ensure that the contractors and sub contractors involved in this application are also responsible for implementing this plan.*

SIGNATURE: _____ DATE: 3-7-14
(Applicant/Agent)

PART 2: TYPE OF PROCESS

TYPE OF APPLICATION (tick appropriate box(es))

- [x] Development Application (DA)
- [ ] Lease Variation – with immediate building works
- [ ] Lease Variation – without immediate building works
- [ ] Building Application (BA)

TYPES OF DEVELOPMENT (tick the appropriate boxes)

☐ New

☒ Existing ☐ Redevelopment/Refurbishment/fitout

☐ Single Residential Dwelling

☐ Dual Occupancy

☐ Residential multi unit and cluster developments up to 10 units _____ (No. Of Units)

☐ Residential multi unit and cluster developments 11 and above _____ (No. Of Units)

☐ Offices and Non Retail Food

☐ Retail Food, Cafes Clubs, Restaurants and Takeaways

☒ Town Centre/Group Centre, Supermarkets, Shopping Centres, Hostels, Hotels, Motels, Serviced Apartments and Institutional Premises

☐ Estate Development Projects (ie suburban developments)

OTHER (Please specify): _____

_____

_____

DEMOLITION PHASE

Is demolition involved? ☒ Yes ☐ No

(If NO go to Part 4)

Will there be more than $5m^3$ of demolition waste generated? ☒ Yes ☐ No

(If YES go to Part 3) (If NO go to Part 4)

CONSTRUCTION PHASE

Part 4 is to be completed for all the following developments:

- Refurbishments/fitouts (Non 1, 2 and 10a developments)
- Residential multi unit and cluster developments 11 and above
- Offices and Non Retail Food
- Retail Food, Cafes Clubs, Restaurants and Takeaways
- Town Centre/Group Centre, Supermarkets, Shopping Centres, Hostels, Hotels, Motels, Serviced Apartments and Institutional Premises
- Estate Development Projects (ie suburban developments)

WASTE MANAGEMENT PLAN — PART 3

DEMOLITION WASTE PROFORMA

Unit No: ..... Block: 35 Section: 50 Suburb: KINGSTON

Applicant's Name: PHILIP LEBON ARCHITECTS Applicant's Signature: [signature] Date: 3/7/14

Demolisher Assigned: TBC Demolisher's Signature: N.A. ACT Builder's Licence No. N.A. Date: 3/7/14

		REUSE/RECYCLING OF DEMOLITION WASTE				DISPOSAL AT LANDFILL	
		ON-SITE		OFF-SITE			
Type Of Material Generated	Estimated Volume Of Material Generated (m^3)	Estimated Volume (m^3)	Specify proposed reuse or on-site recycling methods	Estimated Volume (m^3)	Specify name of receiving recycling outlet(s) and/or reuse site(s)	Estimated Volume (m^3)	Specify landfill site(s)
Excavation Material							
Green Waste							
Bricks	13			13	C.C.R		
Concrete	5			5	C.C.R		
Timber (Please Specify)	4			3	C.C.R.	1	MUGGA Landfill
Plasterboard/Gyprock	2					2	MUGGA Landfill
Metals (Please Specify)	1			1	SIMS METALS		
Other (Please Specify)							
TOTAL	25			22		3	

Note: Preliminary estimate only — to be confirmed by appointed demolition contractor.

WASTE MANAGEMENT PLAN — PART 4

CONSTRUCTION WASTE PROFORMA

N/A.

Unit No: ..... Block ..... Section: ..... Suburb: .....

Applicant's Name: ..... Applicant's Signature: ..... Date...../...../.....

		OFF-SITE REUSE/RECYCLING OF CONSTRUCTION WASTE		DISPOSAL AT LANDFILL	
Type Of Material Generated	Estimated Volume Of Waste* Material Generated (m^3)	Estimated Volume of Construction Waste (m^3)	Specify name of receiving recycling outlet(s) and/or reuse site(s)	Estimated Volume of Construction Waste (m^3)	Specify landfill site(s)
Excavation Material					
Green Waste					
Bricks					
Concrete					
Timber (Please Specify)					
Plasterboard/Gyprock					
Metals (Please Specify)					
Other (Please Specify)					
TOTAL					

* In this case, "waste" means any construction material that is not used on site.

OPERATIONAL PHASE

PART 5: GENERATION OF WASTE & RECYCLABLES

N/A

		NON-RECYCLABLES (Waste)	RECYCLABLES		
			Paper	Metals/plastics/ glass/paperboard	Other (describe)
Generation Rate (e.g. $m^3/100m^2/day$)					
Gross Floor Area (m^2) or No. of meals/day	meals/day m^2				
Waste generation (m^3 per week)					

Note. Refer to Section 6.2 of the code for generation rates of waste and recyclables.

NON-RECYCLABLES (Waste): CONTAINER SIZE

Container Size	No.	Capacity — m^3
140 L		
240 L		
1.5 m^3		
3.0 m^3		
4.5 m^3		
Compactor – Specify Ratio – (..... :1)		
Other Size (Please Specify):		
Number of collections per week		
Weekly capacity		
Weekly generation rate		

Name of Contractor: .....

RECYCLABLES: CONTAINER SIZE — THIS PROJECT

Container Size	Paper		Metals/Plastics/ Glass/Paperboard		Other (describe below)	
	No.	Capacity	No.	Capacity	No.	Capacity
240 L (120/120L divided – household/flats only)						
240 L						
1.1 m3						
1.5 m3						
3.0 m3						
4.5 m3						
Compactor – Specify Ratio – (.....:1)						
Other Size (Please Specify):						
Number of collections/week						
Weekly capacity						
Weekly generation rate						

Name of Contractor: .....

PART 6: CHECKLIST FOR ENCLOSURE(S) FOR THIS PROJECT

* Please circle a "YES" or "NO" answer where appropriate.

Enclosures YES / NO

Number of enclosures ____

	Length	Depth	Height
No. 1	m	m	m
No. 2	m	m	m
No. 3	m	m	m

FLOOR GRADES

Enclosure (2% max) ____ %

Service area (3% max) ____ %

HEIGHT DETAILS

Clear internal height ____ m

Sight lines into enclosure ____ m

What is the steepest grade for carting waste/recyclables to enclosure: ____ %

What is the maximum carting distance for carting to storage area? ____ m

Is the development designated for aged persons? YES / NO

WALL DETAILS

Specify wall materials used: .....

Are wall buffers provided? YES / NO

ROOF DETAILS

Is a roof provided? YES / NO

Is roof drainage provided? YES / NO

Is there 10° overhang? (See Figure 1 of code) YES / NO

ACCESS DETAILS

Are gates provided? YES / NO

Will gate holds open? YES / NO

Are roller shutters provided? YES / NO

Is there roller shutter protection? YES / NO

Is there separate user access provided? YES / NO

HYDRAULICS

Is a water tap provided? YES / NO

Is there protection provided for water tap? YES / NO

Is a basket trap provided? YES / NO

Is there connection to sewer? (Note. ACTEW Approval Required) YES / NO

Are services protected? YES / NO

Is an environmental protection sign erected? YES / NO

Can stormwater get into sewer via enclosure? YES / NO

OTHER

Specify ventilation provided:

.....

.....

(Note. Waste and Recyclables must be stored within the property line.)

PART 7: COLLECTION VEHICLE ACCESS AND TURNING PROVISIONS

Item No.	Item	Yes	No	N/A	Comments if response is No
	Site Access				
1	Does collection vehicle require access to site?	☐	☒	☐	Go to item 16 kerbside collection.
2	Is driveway reinforced concrete to industrial standard?	☐	☒	☐	Note. Industrial Strength means F82 mesh at 30mm top cover, 150 mm thick and 20 MPa concrete.
3	Is internal access road designed for heavy vehicle axle loads of 7 tonnes per axle?	☐	☐	☒	Note. Application needs to be supported by written certification from consulting engineer confirming 7 tonne axle loading.
4	Has site owner consented to heavy vehicle(s) entering site?	☐	☐	☒	
5	Can collection vehicle drive straight through the site?	☐	☐	☒	If no, should provide U-turn within the site. See Item 13.
	Collection of Materials				
6	Is collection area clear of likely parked car interference?	☐	☐	☒	
7	Are containers to be emptied without manual handling?	☐	☐	☒	If no go to 8. If yes go to 10
8	Are containers 1.5 m^3 or smaller	☐	☐	☒	OH&S problem if bin larger than 1.5 m^3.
9	Is bin maneuvering area concrete surfaced including area for front wheels of collection vehicle?	☐	☐	☒	Other surfaces present OH&S problems. Clause 8,9,10.
10	Is bin maneuvering area slope 3% or less?	☐	☐	☒	Steeper slopes present OH&S problems.
11	Are bin stops provided if the bin can roll away and cause severe damage?	☐	☐	☒	
	On-site maneuvering				
12	Is access road in accordance with AS2890.1 and AS2890.2?	☐	☐	☒	
13	If collection vehicle is to turn on site is the turning area concrete surfaced to prevent pavement damage?	☐	☐	☒	
14	Does U-turn provision satisfy turning radius of 10.0m to outside of turn and consider swept path?	☐	☐	☒	
15	Apart from U-turn, is reversing on site to be around curves of radius more than 30m and/or for less than 40m?	☐	☐	☒	

PART 7: COLLECTION VEHICLE ACCESS AND TURNING PROVISIONS

Continued

Item No.	Item	Yes	No	N/A	Comments if response is No
	Kerbside collection				
16	Has responsibility for placement of MGBs at kerbside been determined?	☐	☐	☒	
17	Is number of MGBs at kerbside 20 or less (including recycling MGBs)?	☐	☐	☒	
18	Is width at kerbside sufficient to cope with all MGBs in single row? Allow 1200mm per pair of MGBs (waste plus recycling).	☐	☐	☒	
19	Has collection pad been provided for placement of MGBs from properties other than that abutting that portion of the road reserve?	☐	☐	☒	
20	Is overhead clearance greater than 4.2m to a distance of 1m behind kerb?	☐	☐	☒	

NO WASTE BY 2010

WASTE MANAGEMENT PLAN CHECKLIST

If DA, have you ... (please tick)

☑ 1. Filled in the relevant parts of the Waste Management Plan
(Refer to section 4 Table 1 Application requirements)

☑ 2. Provided a Site Plan showing:
- Enclosure location (if applicable)
- Driveway entry and internal road layout
- Traffic conditions – proximity of intersections, traffic calming devices etc.
- Site contours
- Temporary waste storage location (if applicable)

☐ 3. Provided Plans and Drawings showing:
- Stretch of internal road used by trucks inside the property (hashed)
- Turning circles (1:200 scale plan)
- Side elevation of enclosure(s) – with floor grades – inside and outside
- Spot levels of collection pad area outside of the enclosure at 1m intervals
- Hydraulics plan – with tap location and sump with sewer connections in enclosure or other washdown area.

☐ 4. Provided Consulting Engineers certification that the pavement is designed for a maximum wheel loading of 7 tonnes per axle, in order to accommodate waste and recycling collection trucks if pavement design is other than F82 mesh, 150mm thick and 32 MPa concrete.

If BA, have you ... (please tick)

☐ Submitted details of 1, 2, 3 and 4 above

Note 1 Prior to the issuing of a Certificate of Occupancy, a Certificate of Compliance from the Structural Engineer is to be submitted certifying that the pavement was constructed as per the approved plans.

Note 2 Once demolition has been carried out, a compliance certificate from the demolisher should be submitted to ACT Waste.

Note 3 If development has passed through DA process, approved plans should be submitted.

Now please either send to: **PALM if DA or Private Certifiers if BA**

Robertson, Nathan

From: EPAPlanningLiaison
Sent: Friday, 22 August 2014 12:29 PM
To: EPD, Customer Services
Subject: RE: REFERRAL-EPA-201425930-13/49 KINGSTON-01

EPD Customer Services,

DA 201425930

BLOCK: 13	SECTION: 49	DIVISION: KINGSTON

This DA has been assessed by the following:

Contaminated Lands	X
Hazardous Materials	X
Sediment and Erosion Control	X
Noise	X
Air quality	X
Water Resources	

And EPA provide the following:

No comments	
Recommend Conditions of Approval	X
Advice	X
Recommend Lease Conditions	
Recommend Not Supported	
Further Information/amendments Required	

Conditions:

Prior to the site being used for any other purpose it must be assessed, remediated and independently audited in accordance with the requirements of the above Environmental Protection Agreement and the findings of the audit endorsed by the EPA.

No soil is to be disposed from site without EPA approval.

Advice:

The site is subject to an Environmental Protection Agreement between the LDA and the EPA in relation to the assessment, remediation and audit of potential contamination associated with past activities at the site.

Regards,

Robin Brown | Environment Protection Authority Planning Liaison

Phone 02 6207 5642
Environment Protection and Water Regulation | Environment and Planning | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

From little things, BIG things grow!

From: EPD, Customer Services
Sent: Thursday, 24 July 2014 2:17 PM
To: EPAPlanningLiaison; McKeown, Helen
Subject: REFERRAL-EPA-201425930-13/49 KINGSTON-01

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

NOTES: **the proposal is for demolition. Asbestos report has been submitted.**

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than 15 working days after the date of this notice **(14/08/2014)** In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – ESDDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

Phone 02 6207 1923
Client Services Branch | Environment and Sustainable Development | ACT Government
Dame Pattie Menzies House, 16 Challis Street, Dickson |GPO Box 1908 Canberra ACT 2601
www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au

Robertson, Nathan

From: Hubert, Pamela
Sent: Thursday, 31 July 2014 10:14 AM
To: EPD, Customer Services
Subject: COMM-HERITAGE-201425930 – BLOCK 13 SECTION 49-KINGSTON-01
Attachments: 20140731 - advice.obr

Please find Heritage Council advice attached.

Regards
Pamela Hubert | Acting Assistant Manager
Phone 02 6205 3195
ACT Heritage | Environment and Planning | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

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From: EPD, Customer Services
Sent: Thursday, 24 July 2014 2:13 PM
To: Heritage Referrals
Subject: REFERRAL-HERITAGE-201425930-13/49 KINGSTON-01

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

NOTES: the block is heritage listed.

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than 15 working days after the date of this notice **(14/08/2014)**
In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – ESDDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

Phone 02 6207 1923
Client Services Branch | Environment and Sustainable Development | ACT Government
Dame Pattie Menzies House, 16 Challis Street, Dickson |GPO Box 1908 Canberra ACT 2601
www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au

ACT Heritage Council

HERITAGE ADVICE

Under Part 10 of the *Heritage Act 2004*

ACT Planning Ref:	DA201425930
Heritage Ref:	Kingston 13-49
Contact Officer:	Pamela Hubert
Received:	24 July 2014
Due date:	14 August 2014

TO: ACT Planning and Land Authority
Environment and Planning Directorate
EPDCustomerServices@act.gov.au

Block:	Section:	Division / District:	Heritage Place:
13	49	Kingston	Kingston Powerhouse Historic Precinct

Status of Place: Registered Heritage Place

Description of Works: Other - demolition of 1948 switch room

Council Advice provided by: Secretary / ACT Heritage Manager

Pursuant to s.148(1) of the *Planning and Development Act 2007* and part 10 of the *Heritage Act 2004*, the ACT Heritage Council (the Council) advises that:

☐ the proposed development **will have a detrimental impact** upon the heritage values of the place, unless the conditions of the attached heritage impact assessment are complied with.

☒ the proposed development **will have a detrimental impact** upon the heritage values of the place but the Council is satisfied that there are no prudent and feasible measures to conserve the heritage significance of the place or object within the objectives of the Master Plan for the Kingston Section 49 cultural precinct. The Council also requests additional information as set out in the notes below.

☐ the proposed development **will have a significant adverse impact** under section 124A of the *Planning and Development Act 2007*.

NOTES:

To mitigate the detrimental heritage impacts of the proposed demolition, the Council requests that the applicant provides:

1. An archival recording of the 1948 switch room. Details of the content of the archival recording should be discussed with ACT Heritage. The archival recording is to be approved by ACT Heritage prior to approval of this development application;
2. An interpretation plan for the Kingston Powerhouse Heritage Precinct that includes interpretation of the 1948 switch room; and
3. A letter to the Council confirming that demolition of the 1948 sub station will not begin until the Council have endorsed the design of the proposed new car park building on the site.

Because the planning and land authority has advised that the above requirements cannot be included as conditions of a development approval, the Council requests that the above additional information be submitted to the satisfaction of the Council prior to approval of this application.

Anna Gurnhill
A/g Secretary (as delegate for),
ACT Heritage Council

31 July 2014

Robertson, Nathan

From: Chowdhury, Abu Sayem
Sent: Wednesday, 24 September 2014 10:02 AM
To: EPD, Customer Services
Cc: TAMS CIS ASG DA COORD; Jatheendran, Lingam; Henriquez, Jose
Subject: COMM-TAMS-WASTE MANAGEMENT-201425930-13/49 KINGSTON-01

Dear App Sec,

DEVELOPMENT APPLICATION NO: 201425930

Project Description:
COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

BLOCK: 13	**SECTION: 49**	**SUBURB: Kingston**

This DA has been assessed in regards to the following:

Traffic		**Driveways**	
Parking		**LMPP/Street Trees**	
Public Transport		**Street Lighting**	
Waste Management	**X**	**Pedestrian Footpath**	
Stormwater Tie		**Stormwater Easement**	
Noise		**Estate Development Plan (EDP)**	
Further Information		**Amendments/Additions/Alterations**	**X**
Lease Variation		**Capital Works**	

X = Areas Assessed.

And our position is:

That It Is Supported	**X**
That It Is Supported With Conditions	
That It Is Not Supported	
That Further Information Is Required	

Additional Comments/Advice (as advice to ACTPLA only, and not to be included in the Notice of Decision)

1. **All of the proposed works are within the block boundary.**

Regards

Abu Sayem Chowdhury I Development ApplicationsI Asset Acceptance
Operational Support I Territory and Municipal Services I **ACT Government**
Phone: 02 62059091 Email: abusayem.chowdhury@act.gov.au
12 Wattle Street Lyneham ACT 2602

From: EPD, Customer Services
Sent: Thursday, 24 July 2014 2:06 PM
To: TAMS CIS ASG DA
Subject: REFERRAL-TAMS-WASTE MANAGEMENT-201425930-13/49 KINGSTON-01

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than 15 working days after the date of this notice **(14/08/2014)**
In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – ESDDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

Phone 02 6207 1923
Client Services Branch | Environment and Sustainable Development | ACT Government
Dame Pattie Menzies House, 16 Challis Street, Dickson |GPO Box 1908 Canberra ACT 2601
www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au

Robertson, Nathan

From: EPD, Customer Services on behalf of ESDD, Customer Services
Sent: Thursday, 24 July 2014 2:15 PM
To: 'treeprotection-ac@act.gov.au'
Subject: REFERRAL-TREE-201425930-13/49 KINGSTON-01
Attachments: plans.obr; supporting docs.obr

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

NOTES: **will there be any tree affected by this proposal?**

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than 15 working days after the date of this notice **(14/08/2014)** In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – ESDDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

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www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au

Robertson, Nathan

From: McKeown, Helen
Sent: Tuesday, 5 August 2014 8:10 AM
To: EPD, Customer Services
Cc: Dojcic, Rosie
Subject: Comm Trees DA No 201425930 13 – 49 Kingston

Conservators Advice
Section 82 *Tree Protection Act 2005*

DA No 201425930 13 – 49 Kingston

BLOCK:	SECTION:	DIVISION:
13	49	Kingston

This DA has been assessed and the following Conservators Advice in accordance with Section 82 *Tree Protection Act 2005* (the '*ACT*') is provided:

Re: Demolition Plan drawing number A1 by Philip Leeson Architects dated 18-7-2013.

No significant trees affected by this development	
Supported provided there are conditions of approval	X
Advice for the applicant	
Not Supported	
Further Information/amendments required	

The following must be conditions of approval:

1. The large gum (Eucalyptus bicostata) is to be fenced off as close to the Tree Protection Zone (dripline plus 2.0m) as possible prior to commencement of demolition and must remain in place until all works are completed.
2. Branches and roots must not be damaged during demolition.
3. If with the demolition of this building the area is used as a thoroughfare, the raised bitumen caused by the roots may become a tripping hazard. If this is the case, a Tree Management Plan will need to be produced.

Helen McKeown | Conservator Liaison
Phone 02 6207 2247 |
Nature Conservation Policy | Environment and Planning | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

Robertson, Nathan

From: EPD, Customer Services on behalf of ESDD, Customer Services
Sent: Thursday, 24 July 2014 2:38 PM
To: works.approval@natcap.gov.au
Subject: REFERRAL-NCA-201425930-13/49 KINGSTON-01-EMAIL 1 OF 2
Attachments: SITE-201425930-DEMOLITION PLAN-01.pdf; SURVEY-201425930-SURVEY-01.pdf; APP-201425930-03.pdf; APPOINT-201425930-01.pdf; MISC-201425930-HERITAGE-03.pdf; MISC-201425930-HERITAGE-04.pdf; MISC-201425930-STATEMENT OF HERITAGE-01.pdf; SCRITERIA-201425930-01.pdf; SUPP-1948 Switchroom Asbestos Survey 2010.pdf; WASTE-201425930-01.pdf

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

NOTES:

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

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COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

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www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au

Robertson, Nathan

From: EPD, Customer Services on behalf of ESDD, Customer Services
Sent: Thursday, 24 July 2014 2:38 PM
To: works.approval@natcap.gov.au
Subject: REFERRAL-NCA-201425930-13/49 KINGSTON-01-EMAIL 2 OF 2
Attachments: MISC-201425930-HERITAGE-01.pdf; MISC-201425930-HERITAGE-02.pdf; MISC-201425930-HERITAGE-05.pdf

DEVELOPMENT APPLICATION NO: 201425930
BLOCK: 13 SECTION: 49 DIVISION: KINGSTON

NOTES:

Description - COMMERCIAL - Proposed demolition of the existing switch room down to existing slab level.

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Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

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www.actpla.act.gov.au |ESDDcustomerservices@act.gov.au