

Appendix B – Detailed Response to Submissions Table

These tables below provide a summary response to DPHI issues, Randwick Council and Government Agency submissions, as well as Public Submissions, and cross references where each issue is addressed in further detail in the Response to Submissions (RTS) report, prepared by Ethos Urban (now Colliers Urban Planning) .

Contents:

- **Section 1.1** – Response to Department of Planning, Housing and Infrastructure
- **Section 1.2** – Response to Randwick City Council
- **Section 1.3** – Response to Government Agencies
- **Section 1.4** – Response to Public Submissions (categorised by key issues)

1.1 Department of Planning, Housing and Infrastructure

Table 1 DPHI Matters

Summary of Matters Raised	Response
Overshadowing	
<ul style="list-style-type: none"> • <i>The overshadowing analysis provides a sun analysis that illustrates likely retained solar access in mid-winter. It is hard to quantitatively assess the impacts given the scale of the diagrams and illegibility of property boundaries and building structures. Conventional overshadowing diagrams must be provided at a reasonable scale and at hourly intervals (at a minimum) during mid-winter from 8am to 4pm to demonstrate the extent of the overshadowing impacts on the living areas and private open space of individual residential properties.</i> • <i>Detail massing alternatives that were considered which minimise overshadowing impacts and identify a scale of building that would meet solar access requirements in the NSW Apartment Design Guide and Randwick Development Control Plan 2013.</i> 	<ul style="list-style-type: none"> • Overshadowing Analysis. The project architects, Architectus, have undertaken additional, detailed overshadowing and solar access analysis, provided in the Design Report Addendum (refer RTS Appendix D). As part of the RTS process, revisions to the building design have also been made to improve solar access outcomes for nearby residences to the south and south-east of the site. • In summary, the additional, more detailed solar analysis included: <ul style="list-style-type: none"> - Updated overshadowing diagrams have been prepared at a scale suitable for identifying all property boundaries and building structures. - The diagrams are based on more detailed topographical data from a commercial third-party provider, increasing the accuracy of the solar modelling. - The shadow analysis period was expanded from 9am–3pm to 8am–4pm, in line with Randwick DCP guidance. - Hour-by-hour shadow diagrams for 21 June (mid-winter solstice) were prepared to assess the worst-case scenario for year-round overshadowing impacts.

-
- Areas of Private Open Space (POS) within individual properties were clarified using a detailed Solar Assessment Criteria, based on Randwick LEP, Randwick DCP, and the Court's Planning Principle for Solar Access.
 - A total of 38 properties (on Norton Street, Botany Street, Kennedy Street, Hay Street, and Magill Street) were assessed for pre- and post-development solar access.
 - Additional 15-minute interval analyses were prepared where necessary to clarify total hours of sunlight access within hourly intervals.
 - Site-specific assessments were undertaken for properties where sun access was close to, or below, the minimum 3-hour mid-winter benchmark.
 - **Private Open Space (as exhibited):** The Design Report Addendum details the solar outcomes for a total of 38 properties in relation to Private Open Space (POS) which are, in summary:
 - One (1) property does not comprise of any external private open space to be assessed.
 - Of the 37 properties under assessment, 33 achieved a minimum of 3 hours solar access between 8am-4pm at the June solstice, whilst 4 properties did not achieve this benchmark.
 - Of those 33 achieving 3 hours, 10 properties had no change to their existing provision, whilst 23 properties experienced a reduction to varying degrees.
 - **Private Open Space (as amended – RTS):** In response to the findings, Architectus and the project team revised the design to improve solar access outcomes. Revisions included redesigning the rooftop to remove outdoor learning spaces and relocating plant areas to the north of the floorplate to reduce shadowing on surrounding properties. The results of these amendments are:
 - One (1) property does not comprise of any external private open space to be assessed.
 - Of the 37 properties under assessment, 34 achieve a minimum of 3 hours solar access between 8am-4pm at the June solstice, whilst 3 properties do not achieve this benchmark.
 - Of those 34, achieving 3 hours, 15 properties have no change to their existing provision (an improvement of 5 properties retaining their existing provision), while a reduced number of 19 properties experience a reduction to varying degrees.
 - In total, 11 properties have improved solar access outcomes since the exhibited design.
 - The three properties have been assessed in further detail as follows:
 - **22A Norton Street** – At the winter solstice, 22A Norton Street experiences a reduction in solar access from 3 hours 45 minutes to 1 hour 45 minutes, a 53% decrease. Overshadowing affects the site for only 33 days, with no impact during summer, spring, or autumn. The eastern portion of the rear yard retains usable sunlight for passive recreation, while the front yard provides additional sunny private open space. Existing vegetation already casts significant shadows, meaning practical solar access is somewhat limited under current conditions.
 - **24A Norton Street** – Solar access at 24A Norton Street is reduced from 2 hours 30 minutes to 1 hour 15 minutes, a 50% decrease, primarily due to overshadowing from the two-storey garage/studio and the dwelling itself. The rear POS is narrow and partially occupied by structures, storage, and car parking, limiting suitability for passive recreation. Impacts are confined to the winter solstice, with no additional overshadowing expected during other seasons.
-

- **32 Norton Street** – At the winter solstice, 32 Norton Street sees a reduction in solar access from 4 hours to 1 hour 30 minutes, a 62.5% decrease. While much of the rear POS is occupied by structures and ancillary uses, the revised design improves mid-winter sunlight compared to the previous iteration. Existing trees and the site’s terraced topography already contribute to significant shading, and usable sunlight remains available in parts of the property for passive recreation.
- **Private living spaces.** From the nine (9) properties assessed, eight (8) continue to achieve a minimum of 3-hours at the Winter solstice, whilst one (1) property has no rear private living space in which to assess under this criterion. There are only minor reductions to living area facades as a result of the proposal. As such, a further merit assessment of the proposed outcomes is not required.
- Additional discussion on this overshadowing/solar assessment is provided within the RTS Report at **Section 4.3**.
- **POS Methodology.** The original solar assessment used the NSW Apartment Design Guide (ADG) standard of 2 hours sun between 9am–3pm, mid-winter. This has now been extended to the DCP guidance of a minimum 3 hours between 8am–4pm, mid-winter. While DCPs are not technically applicable to SSDAs, the guidance is more relevant to low-density residential development than the ADG. Where variations to the 3-hour benchmark occur, the DCP provides criteria for merit assessment. The Court’s Solar Planning Principle has also been referenced to guide the assessment.
- **Massing alternatives;** The Design Report Addendum also addresses building massing. The proposal was initially a 13-storey building, reduced to 11 storeys in the submitted SSDA, with stepped components and improved articulation to balance UNSW’s functional needs with solar access impacts. In response to submissions, further design revisions were made to improve solar access outcomes, as described above..

Building Population

- *The EIS describes that the new building “will provide new teaching and learning spaces and relieve the pressure from other existing and oversubscribed buildings”. The Department notes that the campus population has grown significantly in the last 15 years where there has been significant campus building and infrastructure improvements. While the university has grown from approximately 51,000 students and 5,100 (FTE) staff to 70,000 students and 6,900 (FTE) staff, there has been limited acknowledgement of any additional staff or students in any of the major project development applications dealt with by the Department. Details are therefore to be provided on the origin of students and staff that will be occupying the new G25 building, and any associated impacts associated with any population increase assessed in full.*
- The G25 Education Building is proposed to meet the evolving teaching and learning needs of existing students and staff located at the UNSW Upper Campus. It is not intended to accommodate additional student or staff population growth. Instead, the building will provide purpose-built education spaces to better support the activities of academic cohorts currently operating in nearby buildings that are no longer fit for purpose.
- As outlined in **EIS Section 3.8.1**, the project will “provide new teaching and learning spaces and relieve the pressure from other existing and oversubscribed buildings (which are of lesser amenity than the proposed facilities).” Given that the campus is approximately 75 years old, a number of buildings are nearing the end of their usable life and are no longer fit for purpose, such as the Mathews Building (F23) and Old Main Building.
- The intention is to decant students and staff from these existing buildings into G25 to improve the functionality and performance of academic operations in this part of the campus. That is, the existing staff and students currently using upper campus buildings will occupy the G25 building. This will allow these older buildings to operate within their preferred teaching and learning capacities and support their eventual upgrade or renewal, without disrupting

educational delivery. These future works will be subject to future planning processes and approvals, and will form part of broader campus capital works planning currently underway.

- While the EIS acknowledges that some existing buildings are oversubscribed, this relates to reallocating existing users from spaces with outdated facilities that no longer meet the expected standards of modern academic environments, not the introduction of new students or staff. Accordingly, G25 does not represent or rely on growth in campus population to justify the need for the building. It responds to the University's commitment to delivering new models of purpose-built education spaces designed to meet contemporary teaching and learning needs.
- The project introduces several net benefits, including:
 - Enhanced quality and performance of teaching and learning environments, through provision of new facilities that align with modern standards and expectations;
 - Activation of the public domain and improved pedestrian legibility through key east-west and north-south campus connections; and
 - Reduction in hardstand car park surface area and improved pedestrian-vehicle interface outcomes in this part of the campus.
 - Provision of a high-quality development outcome reflective of design excellence, to integrate with the broader Randwick Health and Innovation Precinct and deliver a contemporary, modern building aesthetic within the University campus.
 - Provision of a development that represents best-practice ESD initiatives.
- The Transport Impact Assessment (**EIS Appendix N**) supports this position, confirming that the G25 project will accommodate existing UNSW students and staff, rather than generating additional traffic, parking demand or overall travel demand to the campus. On this basis, no additional car parking is triggered by the proposal, and there is no requirement for transport infrastructure upgrades.

Context of Staff and Student Growth at UNSW

- We acknowledge DPHI's observation regarding the increase in campus population over the past 15 years. UNSW has grown from approximately 51,000 students and 5,100 FTE staff to 70,238 students and 7,588 staff (headcount) in 2024, comprising:
 - 42,543 domestic students
 - 27,695 international students
 - 3,452 academic staff
 - 4,136 professional staff

(Source: *UNSW at a Glance 2024*)

- This growth is consistent with the University's broader vision to position itself as a leading research and education institution and a key anchor within the Randwick Education and Health Precinct. The *UNSW 2025 Strategy: Progress for All* outlines a 10-year plan to develop "inspiring and cutting-edge environments" and deliver a world-class campus experience. A flagship initiative within this strategy (p. 35), is to ensure that UNSW spaces are modern,

digitally enabled, and inclusive, supporting new modes of hybrid and flexible learning, research and collaboration.

- The G25 project also directly aligns with the broader strategic planning framework that applies to the site, including the NSW Government's Greater Sydney Region Plan (A Metropolis of Three Cities), the Eastern City District Plan, and the Randwick Collaboration Area Place Strategy, and the Randwick City Council's Local Strategic Planning Statement (LSPS) (Vision 2040). These plans identify UNSW as a key economic driver within the Randwick Health and Education Precinct, which is recognised as a Strategic Centre supporting innovation, employment generation, and international competitiveness through targeted investment in high-quality education infrastructure.
- The site's strategic location within a rapidly evolving precinct, supported by significant infrastructure investment including the CBD and South East Light Rail and new hospital developments, underpins the planning rationale for delivering a purpose-built education facility of this nature. The Randwick City Council (Vision 2040) LSPS specifically encourages uplift within the UNSW campus to reflect its status and function, and calls for sufficient institutional floor space to support long-term academic growth, research collaboration, and broader precinct activation. The G25 building responds to these objectives by contributing high-quality teaching and learning space that supports the strategic vision for the Randwick Strategic Centre and the education sector's role as a key economic contributor to Sydney and NSW.
- Importantly, growth in student and staff numbers has been moderated by changes in campus use patterns over the same period, including:
 - Increased student accommodation on and near the campus, reducing commuting impacts;
 - Introduction of the Sydney CBD and South East Light Rail, enhancing access and reducing private vehicle use;
 - Evolving study modes, including greater uptake of part-time, hybrid, and online learning; and
 - A planned transition to a two semester academic year from 2028, which will consolidate teaching periods. This is an operational shift in academic delivery, not an increase in student numbers. While activity will be concentrated across fewer weeks, overall demands on infrastructure will remain stable. The G25 building will support this transition by providing flexible, high-performing spaces suited to more intensive teaching blocks.
 - Recent upgrades by UNSW to its on-campus facilities, including to the Village Green sporting facilities, the provision of a new food court, retail, medical centre and supermarket near Gate 2, the refurbishment of the Mathews Building food court on-campus, as well as upgrades to the Quadrangle Food Court, to increase the range of food and beverage offers available to staff and students. Further to this, UNSW Arc has also expanded its services over the years to increase the number of sporting and social clubs and events it supports for the UNSW community.
- These changes reflect a broader transformation in how the campus operates and how its spaces are used. The G25 building supports this ongoing evolution by enabling existing academic activities to be delivered in facilities that meet modern expectations and design standards. As outlined in the EIS, the proposal does not seek to increase the student or staff

population at UNSW. Rather, it redistributes existing activity from buildings that are no longer fit for purpose. In this context, the environmental impact assessment already provided sufficiently addresses the impacts associated with the proposal. No additional assessment is required, as there is no increase in campus population that would give rise to further environmental or infrastructure impacts.

- More broadly, UNSW is undertaking planning for further capital works to the Kensington Campus to improve its facilities and revitalise the campus by replacing buildings that are at the end of their usable life.

Removal of car parking

- The EIS identifies varying numbers for spaces to be removed in the existing multi-level carpark. Confirm car parking removal numbers and provide demolition plans for all levels where demolition works are proposed for the multi-level carpark.

- It is confirmed that 21 parking spaces are proposed to be removed in the existing H25 Botany Street multi-storey Carpark Station, to facilitate the provision of new lift and accessibility measures. This quantum of spaces to be removed is consistent with that documented in the Transport Impact Assessment prepared by JMT Consulting and the Architectural plans, (and also in the updated Architectural Plans as at **RTS Appendix C**).

- The total breakdown of existing vs proposed parking numbers across the Site is shown in the table below:

	AGSM Loading Dock			H25 Botany Car Park			G25 Car Park			TOTAL		
	Existing	Proposed	Change	Existing	Proposed	Change	Existing	Proposed	Change	Existing	Proposed	Change
B99	8	4	-4	1,050	1,029	-21	64	10	-54	1,122	1,043	-79
SRV	0	0	-	0	0	-	0	2	+2	0	2	+2

- 16 spaces are proposed within the G25 development as shown in **RTS Appendix N** including:
 - 4 Spaces for the AGSM
 - 12 Spaces for the G25 Building (inclusive of 10 B99 Car Parking Spaces and 2 SRV Spaces)
- In relation to demolition plans for the multi-level car parking station 'Botany St Carpark demolition plans- Sheet 1 and Sheet 2' being DA0501 and DA0502, have been prepared. These plans indicate the demolition works proposed for all levels of the car park and are included within the updated Architectural Plans (**RTS Appendix C**).

Sydney Airport Airspace

- Sydney Airport has advised that any proposed development taller than 75m AHD would be a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996. Provide controlled activity approval in the submissions report.

- DITRDSCSA has confirmed approval of the building height at RL107.8 m AHD as shown in the Controlled Activity Approval at Appendix K, satisfying the relevant Commonwealth requirements. As a result, draft conditions relating to controlled activity approval are no longer required.

Remediation

- The EIS does not identify remediation works as part of the development description. Management of the remediation works appears to form part of the mitigation

- It is confirmed that the project includes remediation works as part of the SSDA, and an updated Project Description is provided below. Remediation works are described in the EIS's

measures. Clarify whether the development proposes remediation and update the development description where required. Otherwise, please clarify what planning pathway the remediation works would be undertaken under and how these works would be undertaken as separate development and timing relationship with the proposed development.

Preliminary/Detailed Site Investigation, prepared by Douglas Partners (**EIS Appendix W**). This investigation noted that minor contaminants were detected within the subject site, however, all concentrations were considered to be within acceptable limits for the proposed land use.

- The investigation confirmed the site is suitable for the proposed development, with recommended measures including a Remediation Action Plan, (RAP) which was also prepared and submitted as **EIS Appendix V**. The report further recommended developing waste management protocols to handle any unexpected contamination finds, which have also been prepared and were provided in the Mitigation Measures (**EIS Appendix B**).
- It is noted, therefore, that the Project Description from the EIS has been clarified in the RTS Report and below, and can be included in the existing description in the development consent, to specifically identify that remediation works are part of the development, with additional wording highlighted in **bold** as follows:
- Updated Project Description:
 - Site preparation works including demolition of the existing at-grade car park, tree removal, and excavation works.
 - Construction of an eleven (11) storey (plus roof plant/services) teaching and learning building with approximately 20,200m² of gross floor area, comprising:
 - Basement including plant/services, bike storage, End of Trip facilities and staff amenities, ancillary service areas such as Mail and Print rooms.
 - Ground level Food and Beverage premises and informal educational spaces.
 - Teaching and Learning spaces and workspaces for UNSW Faculties for other levels (the internal fit-out will be subject to separate approval).
 - Rooftop level including landscaping outdoor terrace, multifunctional space, mechanical plant and services.
 - Associated landscaping, replacement trees and public domain embellishment works in and around the proposed building.
 - **Remediation works.**
 - Extension and augmentation of infrastructure and services as required.
 - New lift core in the adjacent building – H25 Botany Street Carpark Station, and associated access improvements.

Green Star Certification

- *The EIS identifies that the proposal would be benchmarked against Green Star Buildings at a 5-Star rating but provides ambiguity regarding whether formal registration and certification would be obtained, stating that project would instead formally track and report sustainability outcomes in alignment with the UNSW Environmental Sustainability Plan 2022-24. Clarify whether formal Green Star certification is to be progressed or whether an alternate industry recognised building sustainability and environmental performance standard would be sought.*
- The Project will pursue certification under the Green Star Buildings v1 rating tool, targeting a 5 Star/Australian Excellence in environmental performance rating outcome. The scope of the Green Star rating will be in accordance with GBCA eligibility requirements for the intended space uses and design.

Flooding

- *The Department notes that the Flood Impact and Risk Assessment submitted as part of the adjoining E25 Building State significant development application identifies that the access routes to the north of the site are impacted by overland flooding (up to H5 hazard levels during PMF) and this could potentially impact access to/from the proposed G25 Building. Provide written advice from an appropriately qualified engineer on how overland flooding impacts on access routes to the building can be managed.*
- The Flood Impact and Risk Assessment consultants, ARUP, have reviewed this matter and have noted that the ground floor level of the proposed G25 development (RL 55.85) is located above the peak PMF level illustrated in the ARUP report. Additionally, the H5 hazard area in the PMF is restricted to the access road corridor (Library Walk).
- Flooding within Library Walk in the PMF event appears to be characterised by high velocity flows, with relatively shallow depths (<0.5 m). The report notes the critical duration for a PMF is the 15-minute storm, which is consistent with the site's location near the top of the catchment. ARUP notes that the University's Emergency Response Plan details a shelter in place strategy which is suitable for the occupants in G25, as a suitable refuge area above the PMF flood level is available within the building for the occupants.
- In the event of any flooding, it is anticipated that occupants of the G25 building will be directed by the appropriate personnel listed in UNSW Emergency Response Plan to take shelter within the G25 building, and not attempt to enter or drive along Library Walk for the duration of the flood event. This is consistent with the actions listed in the UNSW Emergency Response Plan for a flood emergency.

Visual Amenity Impacts

- *The scale of the building would be significantly higher than the scale than the nearby residential area. Provide detail on the mitigation measures that will be provided to minimise privacy impacts on the adjacent residential properties and a more detailed assessment on any view and visual amenity impacts.*
- Detailed discussion on building height and scale is provided within the RTS Report at **Section 4.1**. To summarise, the Site represents a sensible location for redevelopment, as it allows for the efficient reuse of underutilised campus space and setback from the campus boundaries, while minimising visual impact on the surrounding context, particularly when viewed from residences to the south with the intervening multi-storey car park and tree canopy on the campus boundary, and the surrounding high-density health/education development context.
- The revised design has also removed the publicly accessible outdoor learning spaces and previously proposed in on Level 11, lowering the height of potential viewing aspects to neighbouring residents to Level 10, as addressed in the Design Report (**RTS Appendix D**).
- Visual impacts are also assessed further in **Section 4.4** of the RTS Report, and within the addendum Visual Impact Assessment (**RTS Appendix I**). In light of feedback received from government agencies as well as the surrounding community, an additional seven (7) viewpoints in the public domain (as well as one (1) from a private residence at the owner's request), have been included to inform a more detailed assessment.
- In summary, the VIA finds that the Proposal has an acceptable view and visual impact on the public domain as:
 - it does not block any significant views from the public domain identified in planning instruments.
 - it does not appear prominent in views from the public domain.
 - Overall, it has a low significance of visual impact on the public domain.
 - it has a scale created by its height and bulk that is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct.

- it is setback from street boundaries to adequately mitigate visual impact on nearby lower density residential communities.
- it represents an enhancement to the visual amenity of the area compared to the current space, which is dominated by the large, at-grade Botany Street Apron Parking Area and the Botany Street Parking Station.
- Visual Privacy is addressed in **Section 4.3** of the RTS Report and in the VIA Addendum Report (**RTS Appendix I**).

Wind Tunnel

- *The proposed height of the building would potentially result in wind tunnel effects. Provide a wind tunnel assessment.*
- ARUP consultants have prepared a Pedestrian Wind Environment Assessment (see **RTS Appendix F**). This provides an updated quantitative assessment of the impact of the proposed development on pedestrian wind comfort and safety in and around the site using computational fluid dynamics (CFD) in lieu of a physical wind tunnel assessment. The additional assessment has highlighted two exceedances and as such, the following mitigation measures have been recommended and incorporated into the proposal to improve wind comfort and resolve safety exceedances:
 - The inclusion of dense shrubs with a minimum height of 2m to the immediate north of the café, where outdoor seating is proposed. These plantings provide immediate shielding up to approximately 5–8 m behind them, particularly from westerly winds channelled along Library Walk.
 - The addition of an awning to the south-west corner of the building to mitigate downwash effects from winds originating in the southern quadrant.
- In response, the Architectural and Landscape plans have been amended to reflect the above changes.

Landscaping

- *Provide details of materials to be used for the informal connections between boardwalk and shared way and how that addresses State Design Review Panel comments. Provide updated landscape drawings to clearly identify material selection.*
- A materials schedule has been provided with the amended Landscape Masterplan (refer **RTS Appendix E**).
- These materials details support the current design in addressing the SDRP comments regarding priority for pedestrians along Library Walk, which is a 10km/h Shared Zone. This shared zone is to be retained and will continue to provide for a suitable low speed traffic environment and mitigate impacts to pedestrians.
- The proposal provides a significant upgrade to the Library Walk and a clear delineation between pedestrian and vehicle movements via the implementation of an altered pavement treatment and textures, providing a clear visual cue to drivers of the low-speed environment and helping further minimise potential conflicts with pedestrians. At key crossing points, such as the connection to Chancellery Walk, distinct markings (e.g., different paving materials, colours, or elevated pedestrian crossings) have been considered.
- As such, the G25 development enhances pedestrian priority along Library Walk while still maintaining low-speed vehicle movements in a safe, low speed and controlled manner.

Architectural Plans – Materials/finishes

- Provide a material and finishes schedule.
- Architectus have provided an external materials schedule (G25-ARC-000-DRW-DA9300), as shown in amended Architectural plans at **RTS Appendix C**. The schedule details the external materials to be used for the proposed development.
- Additional discussion is also provided in the RTS Report in **Section 4.5.2**.

Additional Matters – DPHI email (1 September, 2025)

- Confirm whether development consent 'SSD-9673' has lapsed, to clarify potential cumulative impacts.
- There is also inconsistent numbers regarding the at-grade car park (approx. 64 parks shown on demolition plan compared to 50 stated in the EIS) and also the existing service parking area immediately west of Building G27 (aerial from April shows 10 car parks in this area that are replaced by 3 under the proposed application). Confirm the exact number of car parks being removed across the three areas.
- Provide dimensions for the signage zones for approval. The signage zones should be confirmed and not noted as 'tbc' or 'nominal'. The dimensions for the signage zones should include any logo areas that form part of the sign (e.g. SIN01).
- Clarify excavation depth as the EIS states excavation of approx. 4-5m, however, the civil plans show a max cut of up to 3.5m. Further, there is a cut balance of 12,703sqm cut. Clarify whether the excavated material is to be re-used on site or exported. If the material is to be exported, consider and assess the associated construction vehicle movements.
- Clarify the number of trees to be removed as the EIS states 57 trees are proposed for removal, whereas the Arborist Report states 67 trees for removal.
- The EIS states there is a substation on the lower ground/ground levels, however, it is not shown on any of the plans. Confirm the location of the proposed substation.
- The EIS states bins will be transported from the basement to the collection point, however, no bin room is shown on the lower ground floor. Confirm the location of the bin room.
- UNSW has confirmed that SSD-9673 has lapsed, and that this Project is no longer on UNSW's short term capital works programme.
- As noted above, the total breakdown of existing vs proposed parking numbers across the Site is shown in the table below:

	AGSM Loading Dock			H25 Botany Car Park			G25 Car Park			TOTAL		
	Existing	Proposed	Change	Existing	Proposed	Change	Existing	Proposed	Change	Existing	Proposed	Change
B99	8	4	-4	1,050	1,029	-21	64	10	-54	1,122	1,043	-79
SRV	0	0	-	0	0	-	0	2	+2	0	2	+2

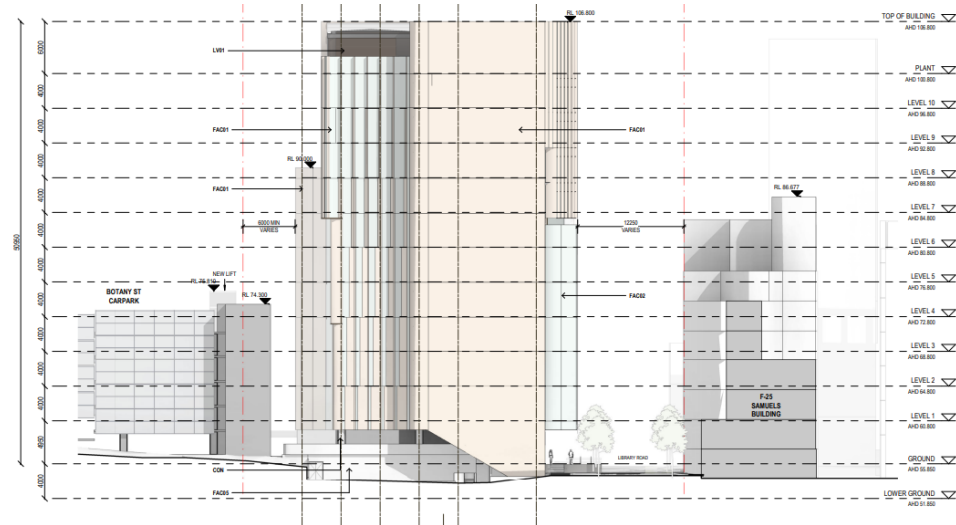
- 16 spaces are proposed within the G25 development as shown in **RTS Appendix N** including:
 - 4 Spaces for the AGSM
 - 12 Spaces for the G25 Building (inclusive of 10 B99 Car Parking Spaces and 2 SRV Spaces)
- Amended signage plans have been provided at **RTS Appendix C**, which confirm the proposed dimensions of each elevation sign.
- The EIS provides an approximation only of the excavation depth (noting 4-5m) while the Civil Design Report (**EIS Appendix GG**) provides the Proposed Bulk Earthworks Plan and notes a 12,703m³ total balance of cut and fill, subject to minor contingency and to be confirmed at detailed design/construction stage.
- Confirming that the bulk excavation materials are proposed to be exported from the site. The Transport Impact Assessment report (**EIS Appendix N**) forecasts the associated vehicle movement volumes and assesses the road vehicle impacts assessed. In relation to bulk excavation vehicles, the TIA report notes the forecast 30-40 deliveries per day or 6-8 deliveries per hour, subject to the detailed construction program. As per the report's assessment, traffic generation is anticipated to have a minimal impact on the surrounding streets and road network given a range of factors, including that typically construction workers have a high vehicle occupancy, especially for constrained parking sites, the availability of public transport particularly a light rail stop adjacent to the campus, and the earlier start and finish times of construction workers to commuter and UNSW peak periods.
- Confirming the number of trees proposed to be removed stands at 67 trees, in line with the Arboricultural Impact Assessment Report (**EIS Appendix L**).

-
- Confirming the substation is proposed to be located on the Ground Floor in the area marked as 'Plant' between grids 8-9 and C-E on the architectural plan for the Ground Floor, AG25-ARC-DRW-DA1001. **(RTS Appendix C)**
 - Confirming the waste room is proposed to be located on the Lower Ground Floor. This has been indicated on the relevant plan in the amended Architectural Plans. The waste room is noted to be 59.71m².
-

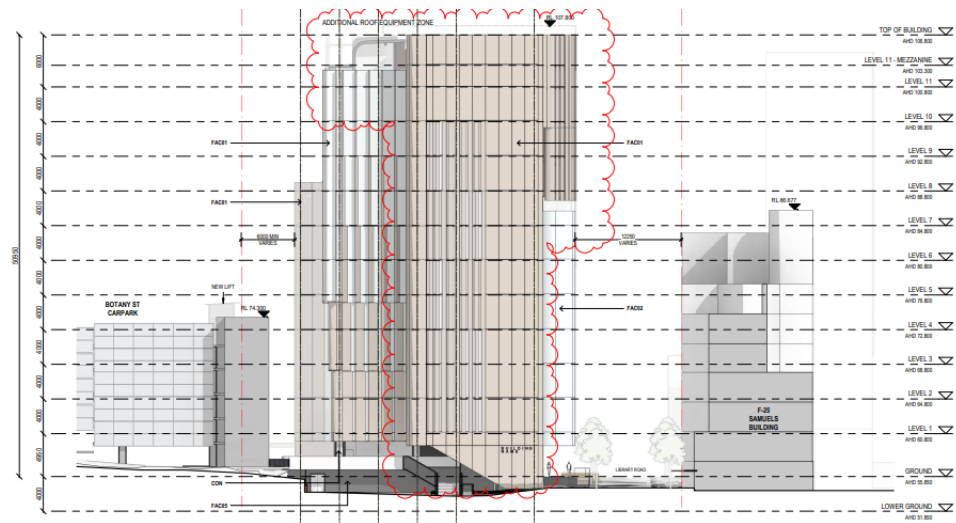
1.2 Randwick City Council

Table 2 Randwick City Council Matters

Summary of Matters Raised	Response
Built Form	
<p><i>The submitted shadow diagrams and analysis are inadequate. The visual diagrams should illustrate impacts to individual residential properties located South and southeast of the site.</i></p>	<ul style="list-style-type: none">• The solar access/shadow analysis has been further detailed and assessed to address Council concerns over the potential impacts to residential properties to the south and south-east of the site, Refer to above discussion in Section 1.1, as well as RTS Report Sections 4.3 and 4.4 and the RTS Design Report Addendum at RTS Appendix D.
<p><i>Council notes that while the proposed building height meets the requirements within the DCP, the 51-metre-tall building will have significant overshadowing impacts to the residential properties to the south and south-east of the subject site. Council suggests the development allows for greater setback on the upper levels to mitigate these overshadowing impacts.</i></p>	<ul style="list-style-type: none">• Noted that the building meets the DCP guidance on building height and while there are no specific setback requirements in the DCP, the Proposal is considered to provide substantial setbacks from the University boundary with minimal overshadowing to residential properties to the south and southeast. While the Proposal addresses and largely aligns with the relevant solar access objectives and guidelines under the ADG, Randwick DCP 2013 and Solar Planning Principle for ensuring passive recreation space retains suitable sunlight access, a design revision has been undertaken to improve solar access for residences to the south and south-east, with amended rooftop/plant achieving both solar benefits and further articulation of the building. design. See also the Design Report Addendum at RTS Appendix D for further details.
<p><i>Council is supportive of the design of the proposed façade and its seamless integration with the existing landscape, enhancing the built environment. To better integrate with the surrounding built environment, Council recommends that the east facing façade is better articulated on the black wall located between the two glass facades; this location could better accommodate artwork such as engraving that honours biophilic forms in the proposal's 'Key Themes' of the Design Report (Appendix E). This would provide greater visual interest for those entering from Gate 11 (Library Walk).</i></p>	<ul style="list-style-type: none">• Noted that Council supports the design of the façade and integration with landscaping.• Further development of the Eastern Facade and Elevation has been undertaken, reflecting refined panelling and articulation across the Eastern Stairwell. Material selection and colours of the facade have responded to the Community Engagement Feedback Process and Indigenous Design Principles developed with First Nations Design Consultant Yerrabingin. Connecting with Country principles including <i>Harmony with Nature</i>, have informed the warm colour selection, embracing natural elements and honour Country through colour, tone and form.• A comparison between the exhibited and amended East Elevation is shown below:



As exhibited



As proposed to be amended

The proposed height may lend itself to a wind tunnel effect, particularly along the north and south ends of the building. The wind forces on a building can be affected by the size of the proposed building and its surrounding buildings, causing a 'blockage effect'. This may detract the public from using and engaging with the ground floor amenities including the café and landscaped seating areas, particularly during winter

- Refer to above discussion in **Section 1.1**, regarding further wind tunnel testing undertaken by ARUP (via the Pedestrian Wind Environment Assessment at **RTS Appendix F**).
- As noted in the RTS Report, the following mitigation measures have been recommended and incorporated into the Proposal to improve wind comfort and resolve safety exceedances:

months. Wind tunnels can be mitigated through the design of a podium or through greater setbacks across the upper levels. The proposal's wind assessment would benefit from a wind tunnel testing method which could include: high frequency-balance method, high-frequency-pressure integrating method and the aeroelastic model method. The proposal to plant trees around the perimeter for wind shielding may assist in mitigating wind effects and should include mature, wind-resistant native trees. Council recommends a fast-growing and wind-stable tree such as the coastal banksia (*Banksia integrifolia*) which should be included in the Landscape Report (Appendix F).

- The inclusion of dense shrubs with a minimum height of 2m to the immediate north of the café, where outdoor seating is proposed. These plantings provide immediate shielding up to approximately 5–8 m behind them, particularly from westerly winds channelled along Library Walk.
- The addition of an awning to the south-west corner of the building to mitigate downwash effects from winds originating in the southern quadrant.

Landscaping and Public Domain

While the landscape design report (Appendix F) provides a detailed native planting palette, the vegetation proposed should be assessed for adequate solar and shade access as required and evident in the solar access. For example, the proposed native violet on the roof terrace would not be suited as the roof has intense sun with no/little shading options and native violet thrives in partial shade and damper environmental conditions otherwise it will require high watering irrigation system.

- Landscape consultants, Arcadia, have noted Council's comments in relation to the native planting palette and ensuring suitable species for solar and shade access, and to implement this, the following additional measure has been included as a Mitigation Measure (see also RTS Report **Section 6.0** – Mitigation Measures) as follows:

"The softscape species selections are to consider the exposure to the sun and seek hardy native plants that have a low water requirement".

- This has also been included as an annotation on the amended Landscape Plans (refer **RTS Appendix E**).

The Randwick 2023 DCP Chapter – E2 identifies the desired future character in section 4.2.2. Sense of place. Supporting these controls, Council recommends that the access/entry points along both Botany Street and High Street provide a strong frontage that defines the entry points, consistent with a possible future extension to the hospital complex as outlined in the DCP.

- Botany Street is a key frontage of the UNSW campus contributing to the campus identity and legibility. Chapter E2 which seeks to reinforce UNSW's sense of place through high-quality development that strengthens key visual and physical connections with the surrounding neighbourhood.
- Although the SSD boundary does not extend to Botany Street, the proposal has been designed to contribute meaningfully to this key campus interface. The built form and landscape strategy work together to enhance the sense of arrival and connection from Botany Street through to the campus core. In particular:
 - The proposal enhances the Gate 11 entry, creating a clearer arrival point and improving legibility from the eastern edge of campus.
 - A strengthened north-south pedestrian connection to Gate 9 reinforces the campus' internal movement network and aligns with the DCP's objective to create memorable and connected public spaces.
 - The continuation of paving treatments from the Mall to the Library Walk link reinforces wayfinding and visual connectivity, supporting a more intuitive and accessible pedestrian experience from Botany Street.
 - The landscape design includes a continuous canopy cover along both sides of Library Walk, framing the spine and contributing to the DCP's focus on green, legible, and inspiring public spaces.

- These elements respond directly to the DCP's objectives to:
 - Create a strong and distinctive sense of place tied to valued campus features and experiences;
 - Emphasise arrival, memorable buildings and landscapes, and a connected public domain; and
 - Ensure a seamless relationship with the local context, including surrounding streetscapes and public transport links.
- While the Proposal is physically set back from Botany Street, it has been carefully designed to support Council's vision for this frontage through enhanced views, strong pedestrian linkages, and a visually coherent and welcoming campus edge. In doing so, the development satisfies the intent of the DCP's "Sense of Place" provisions and supports the ongoing evolution of the UNSW campus as a legible, accessible and memorable environment.

Transport

The current pathway along High Street (entry to Chancellery Walk) only serves as a footpath for pedestrians. The pathways along High Street and Botany Street serve as shared path for bicycles and pedestrians. Council recommends the integration of a shared path along High Street to connect the existing shared paths along Wansey Road and Botany Street. This connection ensures consistency in the Campus' network of pedestrian and cycle connections, whilst promoting active transport to counter the effects of reduce car parking in the proposed development. Given UNSW's high active transport usage among students and staff, this recommendation aligns with and supports, the vision and guiding principles outlined in the Master Plan (Randwick 2023 DCP Section E2). This recommendation also accommodates for higher active transport that may come as a result of the proposed removal of 71 car spaces.

- JMT Traffic Consultants have reviewed Council's recommendation for shared pedestrian/cyclist pathways on the High Street boundaries of UNSW and provided advice stating this would not be an appropriate transport outcome for the following reasons:
 - *Given the high numbers of pedestrians using High Street, particularly due to its proximity to the light rail stop and bus stops, cyclists should be separated from pedestrians to avoid conflicts.*
 - *The intersection of Wansey Road, Chancellery Walk and High Street has significant numbers of pedestrians crossing and/or dwelling on the footpath. This is not an appropriate environment for a shared pathway, reinforced in the TfNSW Cycleway Design Toolbox document, which notes that shared paths are not suitable in "Locations with moderate to high bicycle or pedestrian activity, including where there is significant pedestrian queuing and storage such as at busy signalised pedestrian crossings or during special events"*
 - *The footpath along High Street east of Chancellery Walk is relatively narrow at less than 2m and not suitable for a shared pathway. As per TfNSW guidelines a shared path should have a minimum width of 2.5m and ideally a width of 4.0m. Critically a separated cycleway already exists on the western side of High Street, providing excellent connectivity to the UNSW Kensington Campus and connecting with the existing cycling route along Wansey Road.*
 - *The G25 development will support cycling as a mode of transport by providing a dedicated bicycle parking and end of trip facility in the basement of the building.*
- In this context, Council's recommendation for a shared pedestrian/cyclist path along the High Street boundary is not supported on safety, operational, and spatial grounds. The existing and proposed infrastructure, including the dedicated cycleway on the western side of High Street and the provision of end-of-trip facilities within the new G25 building offers a more appropriate and effective transport outcome. This approach aligns with Transport for NSW design guidance and ensures safe, efficient movement for both pedestrians and cyclists, without compromising the functionality or safety of this key frontage to the campus.

Traffic and Pedestrian Impacts

The submitted Transport Impact Assessment (Appendix N) indicates the loss of 50 public parking spaces, 14 service vehicle spaces and 10 motorcycle parking spaces. An additional 21 spaces within the Botany Street car park will also be removed to provide upgrade to the lift. While the proposed floor plans show 8 new proposed parking spots (B99) (including 3 service parking spots), the B99 spots do not indicate the type of vehicle parking to be provided.

- The B99 spaces shown at the ground floor plan (drawing no. G25-ARC-000-DRW-DA1001) are to be dedicated as loading bays for the purposes of deliveries to upper campus or general building maintenance. The allocated parking bays are to be used via vans or utes in a similar manner to the existing car park. These spaces will be signposted as a Loading Zone (with a maximum of 15 minutes between 7.30am-7.30pm) which is consistent with the current site conditions and parking arrangements.
- Design refinements as part of the RTS process have resulted in a minor yet positive change to the servicing/loading car space. The original proposal resulted in the removal of 22 servicing/loading spaces (i.e. 14 from the G25 car park site and 8 from the AGSM), with replacement of 11 spaces. Minor design changes have provided for an additional servicing space, for a total of 12 spaces. While a net reduction of servicing spaces overall, these servicing spaces will be better located to service the respective building servicing requirements. These will not be general public spaces.
- Proposed parking numbers are shown above in **Section 1.1**.

The proposed design illustrates an integrated shared pedestrian and vehicle connection along Library Walk. However, Council recommends that pedestrian and vehicular conflict be mitigated by giving priority to pedestrian accessibility along the Library Walk.

- Noted that this feedback from Council is supported within the current design which offers priority for pedestrians along Library Walk. The Library Walk is currently signposted as a 10km/h Shared Zone – as is the case for the vast majority of internal trafficable areas within the UNSW campus. This 10km/h shared zone is to be retained and will continue to provide for a suitable low speed traffic environment and mitigate impacts to pedestrians.
- The Proposal provides a significant upgrade to the Library Walk via the implementation of an altered pavement treatment and textures, providing a clear visual cue to drivers of the low-speed environment and helping further minimise potential conflicts with pedestrians. As such, the G25 development enhances pedestrian priority along Library Walk while still maintaining low-speed vehicle movements in a safe, low speed and controlled manner.
- Further, it must be noted that Library Walk is the only vehicular roadway into the upper campus and is therefore critical for supporting University operations, given that it services multiple buildings, teaching staff and students with logistics and deliveries. As such, this consideration must be balanced against any desire for pedestrianisation.

Sustainability

Council is supportive of high ESD targets for this proposed development, including any design that optimises passive heating and cooling, the installation of PV rooftop solar and the inclusion of high rating energy and water efficient fittings and fixtures that would result in a 5 Star Green Rating for the development.

- The Project will pursue certification under the Green Star Buildings v1 rating tool, targeting a 5 Star/Australian Excellence in environmental performance rating outcome. The scope of the Green Star rating will be in accordance with GBCA eligibility requirements for the intended space uses and design.

The EIS acknowledges the removal of 57 trees to construct the building, including some of high retention value. This is compensated through the planting of 110 trees and ferns. The proposal should clarify if all 110 trees or ferns will be planted within the

- As confirmed on the Tree Removal and Replacement Plan (page 42 of the Landscape Design Report, 24-1045), all 110 replacement trees and ferns will be planted within the proposed development area.

proposed development area or throughout the campus. This should be indicated on the landscape plans.

It is acknowledged that the project demonstrates a strong commitment to a broad range of sustainability outcomes, as detailed in this ESD Report, which currently benchmarks performance against the Green Star Buildings framework at a 5-Star level. The University of New South Wales (UNSW) should confirm whether formal registration and certification with the Green Building Council of Australia (GBCA) will be pursued.

- The Project will pursue certification under the Green Star Buildings v1 rating tool, targeting a 5 Star/Australian Excellence in environmental performance rating outcome. The scope of the Green Star rating will be in accordance with GBCA eligibility requirements for the intended space uses and design.

While the purchase of renewable energy is an effective strategy for reducing the greenhouse gas emissions associated with electricity consumption, it does not directly minimise the use of fossil fuels at the point of use as required by the SEPP. To achieve a more direct reduction in fossil fuel use at the development site, the implementation of onsite renewable energy systems-such as rooftop solar photovoltaic (PV) panels-should be prioritised. These systems contribute to lowering direct (Scope 1) emissions by replacing fossil fuel-based energy with renewable alternatives.

- The applicant supports the Council's objective to reduce fossil fuel use at the point of generation and in response, the exhibited rooftop PV of around 40kW has been increased to around 120kW of PV now proposed for the roof top. This 40kW system was expected to produce about 59,676kWh of energy per year, reducing the annual emissions of the building by approximately 40,580 kgCO₂e. The 120kW system is expected to generate 178,993kWh of energy per year, meeting about 11% of the building's annual energy demand and reducing the annual emissions by an estimated 121,715 kgCO₂e.
- However, after careful consideration, the University does not propose to integrate solar PV panels into the building façade at this stage. Due to orientation, shading and architectural constraints, façade-integrated PV would offer limited energy yield while adding significant complexity and cost to the building envelope.

Council therefore recommends that further investigation be undertaken to ensure the onsite renewable energy capacity be maximised. This may be achieved by increasing the scale of the proposed PV system, investigating the integration of solar panels into the building facade, and incorporating a battery storage system to enhance the utilisation of renewable energy generated on-site.

- Similar to the above comment, the incorporation of battery storage is not proposed at this stage. As the building is expected to operate predominantly during daylight hours, the on-site solar energy generated can be directly consumed, reducing reliance on grid-supplied electricity. Introducing battery storage would therefore provide limited operational benefit while increasing upfront costs, maintenance requirements, and embodied carbon.
- Instead, the proposal focuses on delivering practical and efficient sustainability outcomes, such as the installation of a 120kW rooftop solar PV system, energy-efficient building services, and a high-performance façade, to meaningfully reduce operational emissions. These initiatives support the project's commitment to achieving a 5 Star Green Star Performance rating and align with Council's broader sustainability objectives.

Development Contributions

The proposed development is not exempt from levies payable under Randwick Council's Section 7.12 Development Contributions Plan 2024. Additionally, Crown developments are not automatically exempt from payments under Council's Development Contribution Plan. The proposal represents a large-scale redevelopment of an educational building (G25) that is intended to support and expand new learning environments and a cafe. The proposal will result in a significant increase in floor area beyond the existing site area. Accordingly, there will be an increased intensity of use that in turn results in increase demand for services and facilities levied in the surrounding precinct.

- As noted in the EIS, the Proposal is by a public University does not result in an intensification of use of infrastructure on the site. The project does not generate additional student enrolments or new population-related demand. Rather, it consolidates and upgrades teaching functions for the existing student cohort within a purpose-built facility. Accordingly, while the floor area of campus education buildings increases, the development does not place any significant additional burden on local infrastructure, services or facilities. As such, the development does not generate the type of additional infrastructure demand that Section 7.12 levies are intended to address.

- The above reasoning is supported by the range of facilities that UNSW provides for its staff and students on-campus, as well as on other UNSW owned land in the Randwick LGA, including:
 - Gym, pool, sports ovals and other fitness facilities (including David Phillips Sports Complex at Daceyville).
 - Medical services and a pharmacy.
 - Pastoral care services for students including access to mental health support, tuition support and social support via UNSW Arc clubs and events.
 - On-campus retail facilities including food and drink outlets and a supermarket (which negate the need for staff and students to drive off campus to access retail for their convenience needs).
 - Community events, conference and meeting spaces that are bookable for events and functions, including the Sir John Clancy Auditorium, The Roundhouse (entertainment and conference spaces), the AGSM and the Scientia Buildings.
 - UNSW also contains a significant on-site detention system (Village Green) reducing the impact of stormwater drainage and flooding not only on the UNSW campus but on Council's stormwater system beyond. There is no additional traffic generation from this Project as it is accommodating teaching and learning uses to be decanted from other existing aged buildings, hence there is no justification for contributions to be payable in relation to Council's roadway upgrades.
- This approach is consistent with the intent of the *Environmental Planning and Assessment Act 1979* and the DPHI's recently updated Planning Circular PS 25-002: *Crown Development Applications*, which reinforces the earlier circular's guidance and includes a local government practice note in relation to exempting certain Crown developments from contributions. These acknowledge that education establishments including public universities often deliver essential public services and amenities, and do not generate the same infrastructure demands as private development. It is further advised that councils should consider exempting or limiting contributions for such developments, particularly where there are clear community benefits and there is no increase in population or usage intensity.
- Furthermore, as a Crown development, any condition requiring the payment of a Section 7.12 levy would require the agreement of the Applicant or the approval of the Minister for Planning, in accordance with the relevant provisions of the EP&A Act. Given that the development does not increase demand for local infrastructure or require public roadworks or services, a levy would not be consistent with the objectives of the Contributions Plan or broader policy guidance.
- For these reasons, the Applicant respectfully requests that Council reconsider the application of the Section 7.12 levy to this development, on the basis that it does not generate additional demand and should appropriately be treated as excluded from the requirement.

Acoustic Treatment

It is recommended that as the proposal progresses through the detailed design phase and into construction phase, that specific building services noise emission

- It is noted that the Operational Noise and Vibration Assessment report (**EIS Appendix P**) and Mitigation Measures (**EIS Appendix B**) address building services noise emission measures.

assessments are undertaken on the selected plant/equipment and that appropriate noise mitigation measures are incorporated so that the noise emission criteria will be complied with.

It is noted that noise emissions from the UNSW G25 Education Building to the surrounding noise-sensitive receivers identified in Section 2.4 of the Operational Noise and Vibration Assessment (Appendix P) will be partially mitigated by distance and shielding from intervening structures, as follows:

- The presence of acoustic/visual screening around all sides of the rooftop plant deck.
- The moderate separation distance and shielding offered by the existing H25 Botany Street multi-storey carpark (5-storey), which is particularly notable between the G25 site and the off-campus receivers such as the Receiver R4/R5 residential dwellings and the R3 hospital complex. In the interim, it is recommended that the following allowances should be made for in the design:
 - Adopt use of concrete slabs, masonry walls, or high performing dry walls (fire rated partitions) surrounding plant rooms.
 - All penetrations to plant rooms should be dimensioned appropriately, packed, and
 - sealed
 - Allowance for acoustic attenuation treatments, e.g., internal lining to air inlets and
 - discharges to meet external noise emission criteria.
 - Speed controllers, if used, should be of good quality and compatible with the
 - motor model. Poor quality controllers can result in a significant increase in motor
 - noise with an offensive characteristic such as high frequency tone.
 - Selection of low noise equipment such as fans and chillers with manufacturer provided acoustic treatment options, allowance for smooth airflow conditions in ductwork, use of attenuators and lined duct work while minimising regenerated noise at bends, take-offs, and transitions.
 - Allow for inlet/outlets, where feasible, to point away from noise sensitive areas.
 - Allow for variable speed drivers/ control systems to reduce operating plant during night-time hours when the building occupancy will be significantly reduced. If warranted, additional feasible and reasonable noise mitigation measures can be explored, including (and not limited to): Mott MacDonald | UNSW G25 Education
 - Building SSDA Operational Acoustic Report 703103481 | MM-ACO-REP-001 | 05 | | 21 February 2025 Page 23 of 36 Mott MacDonald Restricted
 - Use of acoustic plenums/labyrinth to for inlet/discharge locations.
 - Addition of acoustic internal lining to plant room areas and/or plenums.
 - Selection of acoustic louvres over atypical weatherproof louvres.
 - Selection of enclosed generator with proprietary acoustic enclosure and muffler.

- It is further noted that a suitably worded Mitigation Measure can mitigate against possible noise impacts during the operation phase. Mott MacDonald acoustic engineers propose the following Mitigation Measure (see also **RTS Report Section 6.0**) is applied:

'Prior to installation of mechanical plant and equipment, the Applicant must incorporate the noise mitigation recommendations in the Operational Acoustic Report prepared by Mott Macdonald and dated 21 February 2025, into the detailed design drawings, to ensure the development will not exceed the recommended operational noise levels identified in the aforementioned Report.'

Music noise in the area should be assessed if music is desired from this area. Waste collection and loading noise is unlikely to generate excessive noise levels which exceed the NSW EPA's NPfl noise criteria. Activities are generally short-term, and most likely to have an impact to non-residential usage near the building (i.e. UNSW infrastructure). It is expected that noise emissions from the site are managed via operational controls rather than physical mitigation measures, which can be explored as design progresses and operational parameters are refined.

- It is noted that UNSW's standard tenancy agreements include the following requirement for the management of noise:
'Lessee is to ensure no excessive noise or vibrations come from within the tenancy that impact common areas. Music is normally permitted within the Lessee's space as long as it does not impact outside of their tenancy lines.'

Site Contamination

Based on the results of the detailed site investigation in the Contamination Investigation (Appendix W), it is considered that the site can be made suitable for the proposed development subject to the following:

- A remediation action plan (RAP) is prepared in accordance with NSW EPA (2020) to address: Delineation, assessment and/or remediation of fill impacted by ACM in the vicinity of BH7 and BH8. Further detailed asbestos investigation is recommended to better define the extent of asbestos impacts throughout the site; Protocols for the validation of site remediation; Protocols for waste classification of any materials requiring off-site disposal, and protocols for material import, including check-sampling, where appropriate; Unexpected Finds Protocol outlining the procedures that would be undertaken in the event unexpected contamination is encountered during excavation works.
- Preparation of a DMP detailing dewatering requirements prior to discharge of water into sewers system; and
- Possible remediation strategies include off-site disposal or on-site management. For remediation involving the management of contamination on-site, an environmental management plan (EMP) should be prepared and administered in a way consistent with NSW EPA requirements. All waste to be disposed off-site must be assessed, managed and disposed in accordance with the POEO Act and associated regulations.

- Noted that the site can be made suitable for the proposed development, as per the EIS Contamination investigation reporting by Douglas Partners. With regard to the supporting plans raised by Council, the following is noted:
 - A Remediation Action Plan (RAP) was prepared as part of the SSDA (**EIS Appendix V**). The report recommends developing waste management protocols to handle any unexpected contamination finds, which have also been prepared and are included as mitigation measures.
 - A DMP can be prepared and the applicant notes this would be acceptable as a condition of consent.
 - Douglas Partners has confirmed that all remediation will be off-site disposal only and notes that the submitted RAP notes that an EMP will be prepared if required for long term site management, and will be prepared consistent with all statutory requirements.
 - Douglas Partners have outlined that the RAP allows for both off-site disposal (within the building and basement footprint) and on-site containment of asbestos under a capping layer outside of the building / basement footprint. Further, a Preliminary Long Term Environmental Management Plan (LTEMP) has been previously prepared (**EIS Appendix FF**) to account for the possibility of on-site contaminant.

1.3 Response to Government Agencies and Other Authorities

Table 3 Government Agencies and Other Authorities Matters

Summary of Matters Raised	Response
Civil Aviation Safety Authority	
<ul style="list-style-type: none"> CASA has no issues with the Aviation Impact Assessment and agrees with Section 8 'Conclusions'. If the advice and recommendations in the Aviation Impact Assessment are implemented, the risk to aviation safety should be minimised. Notwithstanding that CASA is not an Approval Authority, CASA does not object to the Proposal. CASA is standing by to assess the building and cranes under the Airports (Protection of Airspace) Regulations 1996 at the appropriate stage. 	<ul style="list-style-type: none"> Noted. As noted below, a Controlled Activity Approval has been applied for, and this will be provided once received.
Sydney Airport	
<ul style="list-style-type: none"> The height of the Obstacle Limitation Surface (OLS) for Sydney Airport over the site starts at approximately 75m AHD. Any proposed development designed to be taller than 75m AHD, would be considered a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996. Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations 1996. Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct. 	<ul style="list-style-type: none"> It is confirmed that a controlled activity application, seeking approvals for both permanent (built structure) and temporary (cranes) intrusion of Sydney Airport's prescribed airspace, has been lodged with the ASA/CASA as is required and as per the requirements set out in the Aeronautical Impact Assessment Report (EIS Appendix DD). The approval will be provided as soon as received.
Department of Climate Change, Energy, the Environment and Water – Heritage NSW	
<p>Comments to be addressed:</p> <ul style="list-style-type: none"> As per Section 89A of the National Parks and Wildlife Act 1974, please ensure that all the sites, including untested areas of Potential Deposit (PAD), have been registered with the Aboriginal Heritage Information Management System (AHIMS). Recommendations made for points to be addressed within a future ACHMP and ARDEM. <p>Recommended Conditions:</p> <ol style="list-style-type: none"> All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects except as authorised by this approval. The registered Aboriginal Parties (RAPs) must be kept informed about the SSD. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD. 	<ul style="list-style-type: none"> The ACHAR consultants, Urbis, note the registration of the relevant portions of the subject area as a Potential Archaeological Deposit (PAD). The areas of archaeological potential within the subject area will be registered as a PAD subsequent to the SSD approval. This can be done in conjunction with preparation of the ACHMP (see Comment No. 5). The requested amendment to the ARDEM will be actioned after approval of the SSD and included in the ACHMP. Urbis have reviewed the suggested conditions and provided the following recommendations: <p>1. Avoidance of harm This condition will be included as a requirement in the ACHMP (see Comment No. 5 below)</p> <p>2. Continued consultation This condition will be included as a requirement in the ACHMP. Note that Urbis has maintained consultation with the RAPs and will continue to do so as required.</p>

3. Prior to carrying out any development, the Applicant must prepare an ACHMP for the development to the satisfaction of the Secretary.

3. Aboriginal Cultural Heritage Management Plan (ACHMP)

It is noted that an ACHMP will need to be prepared prior to commencement of any works.

Department of Climate Change, Energy, the Environment and Water – Water Group

CCEEW have recommended, that should groundwater be intercepted, a water access licence (WAL) must be obtained prior to any take occurring unless an exemption applies under the water management (General) Regulation 2018.

- The Applicant notes a water access licence will be obtained post approval, if required.

Department of Climate Change, Energy, the Environment and Water – Conservation Programs, Heritage and Regulation Group

- Clarification required regarding number of trees to be removed, as EIS and Arboricultural Impact Assessment state different numbers.
- The AIA provides recommendations for tree retention and removal, offset planting and tree protection. CPHR supports these recommendations and requests that they should be included as conditions of consent if approval is granted for this SSD.

- The Arboricultural Impact Assessment states the correct number of trees for removal. For clarity, the number of trees is 67.
- Further, all relevant recommendations from the Arboricultural Impact Assessment will be implemented as conditions of consent.

Transport for NSW

TfNSW advise that a Road Occupancy Licence will be required for any impacts on signalised intersections during construction activities.

- A road occupancy licence application will be submitted to Transport for NSW if required. This can be secured via an appropriately worded condition of consent.

Fire and Rescue New South Wales

No comment.

- Noted.

Sydney Water

Should the Department of Planning, Housing and Infrastructure (the Department) decide to progress with the subject development application, Sydney Water would require the following conditions be included in the development consent.

- Section 73 Compliance Certificate
- Building Plan Approval

- Noted. The Applicant will accept these as conditions of consent. A Section 73 Certificate will be obtained prior to the issue of an Occupation Certificate.

Ausgrid

Ausgrid requires that due consideration be given to the compatibility of proposed development with existing Ausgrid infrastructure, particularly in relation to risks of electrocution, fire risks, Electric & Magnetic Fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the development.

- Noted.

1.4 Public Submissions

The 24 public submissions have been reviewed and analysed in relation to key issues raised and also in a separate table in relation to the issues and responses to each individual submission (**RTS Appendix J**). These key issues have been categorised into the following key themes:

Residential Amenity and Liveability

- Building design, height, bulk and scale.
- Loss of solar access to neighbouring properties.
- Compromised privacy for adjacent residents.
- Visual impacts affecting neighbourhood outlook.
- Light spill affecting nearby dwellings.
- Intrusive noise from mechanical plant systems.
- Cumulative operational noise impacts.
- Wind conditions in surrounding streets.

Traffic, Parking & Construction Impacts

- Reduction of existing parking provision.
- Increased traffic congestion in surrounding streets.
- Insufficient construction-related parking.
- Disruption from construction hours and activities.

Property & Economic Implications

- Potential decrease in property values for nearby residents.

Environmental Impacts

- Helicopter noise and flight path diversion causing disturbance.

Community Engagement &

- Inadequate consultation methods and lack of meaningful community engagement.
- Planning Context and Compatibility
- Lack of compatibility with the existing character and needs of Randwick.
- Poor choice of location within the campus for the building.

1.4.1 Categorised Responses

Table 4 Public Submissions

Summary of Matters Raised	Response
<p>Building Height, Bulk and Scale</p>	
<p>Building design, height, bulk and scale.</p>	<ul style="list-style-type: none"> • Submissions raised concerns about the proposed building height, as 11 storeys, plus plant, particularly those residents living to the immediate south and southeast of the university campus. • Since the Project's inception, the height of the building has undergone rigorous design development to ensure an outcome is delivered that simultaneously maximises the development opportunity afforded by this location within the University campus, as well as responding to key sensitivities for surrounding development, including built form transition and visual amenity. • With the above in mind, it is noted that at the pre-lodgement SEARs stage, the preliminary building envelope represented 13-storeys, with a maximum height of RL120.8 to align with the aircraft PANS-OPS height limit. Following this, further interrogation of the building height resulted in a reduction from 13-storeys to 11-storeys (RL 106.8). Principally, this design move was adopted to preserve solar access and amenity to the properties south and southeast of the Site. • This building height also enables the Proposal to sit more comfortably in the development context of the University campus, which is a key guiding design element. To this end, the height of the proposal (RL 106.8 or RL107.8 with roof items such as cowls and lightning rods) generally aligns with surrounding developments such as the adjacent Mathews Building (RL108.00), and the existing UNSW Library Building (RL110.00), the Prince of Wales Hospital (Acute Services building) (RL100.43) and the Health Translation Hub (RL123.82). • Following this, detailed consideration was also given to further articulation of the building form to minimise impacts to surrounding areas, as well as provide visual interest for the Proposal when viewed from the public domain. • Further, in responding to submissions, Architectus and the project team have further revised the design to improve the solar access outcomes. This involved a revision of the rooftop uses, with removal of the learning and multipurpose spaces, allowing for reduction and setbacks of the plant/services and with solar access improvements equivalent to the reduction of one storey. • With the above in mind, the Proposal is considered to be suitably aligned with the built form, scale and density of the UNSW upper campus, generally matching the height, bulk and scale of these adjoining and nearby developments within this part of the Site. In addition to this, the building has also been designed to not present as an overbearing presence in the context of the surrounding lower-density residential context. • Further, the environmental impacts arising from the proposed building height (principally relating to overshadowing, visual amenity and privacy) have been assessed further in this RTS Report and are considered acceptable in the context of the proposed building design and siting set well within the campus boundary.

-
- Additional discussion on building height is provided within the RTS Report at **Section 4.1** and in the RTS Design Report Addendum (**RTS Appendix D**). Discussion on environmental impacts (such as overshadowing/solar access, privacy, visual amenity) is also provided in more detail within the RTS Report as aforementioned.
-

Queries on the choice of location within the campus for the building.

- Submissions queried the proposed siting of the building on the carpark site and suggested the building should be relocated elsewhere on campus.
 - The location of the proposed development has been carefully considered in the context of the University's broader campus planning objectives. The site sits within the upper campus and is currently occupied by an underutilised hardstand car park. Its redevelopment presents a sensible and low-impact opportunity to deliver purpose-built, innovative teaching and learning spaces that respond directly to the University's identified academic and strategic needs.
 - Importantly, the site is set back from the campus boundaries and is visually buffered by the existing H25 Botany Street Carpark Station. It is well integrated with surrounding University buildings and the adjoining Randwick Health and Innovation Precinct, allowing the development to assimilate into the existing built environment. The location also offers strategic advantages due to its proximity to the upper campus buildings which currently service the proposed staff and students intended to use the G25 building, as well as high accessibility to existing L2 and L3 light rail stops, supporting sustainable access and enhanced connectivity.
 - Retaining the site in its current form as an on-grade carpark would represent a missed opportunity to upgrade and better utilise this part of the campus. The development will significantly improve the public domain, safety, and amenity in this area and aligns with the University's goal to create high-quality, future-facing learning environments that attract leading students, staff, and researchers.
-

Lack of compatibility with the existing residential character of the area

- Submissions raised concerns about the building in relation to the different character of the nearby existing residential areas to the south and southeast.
 - The future character and context of the UNSW Kensington Campus is that of a multi-storey academic environment, as recognised in the planning framework and built form controls that apply to the broader precinct, and to both the campus and this site. The proposed development is consistent with this strategic direction, supporting the efficient use of limited campus land while delivering contemporary, high-quality education facilities.
 - Importantly, the Proposal is located within an established part of the campus and forms part of a pre-existing transition in built form and land use from the higher-density University buildings and the adjoining Randwick Health and Innovation Precinct, through to the lower-scale residential areas to the south and southeast. This transition is evident in the current campus and hospital context, where multi-storey academic, clinical, and research buildings gradually give way to the surrounding residential neighbourhoods.
 - The proposed building respects this transition by providing appropriate setbacks from the site boundaries, adopting a built form that is responsive to its immediate institutional context, and integrating landscape and public domain improvements that soften the building's edge and enhance the campus interface.
-

- The built form and massing have been developed through extensive urban design analysis led by Architectus, to ensure that the Proposal is not only consistent with the evolving character of the campus but also sensitive to its broader setting, including nearby residential areas. This is discussed further in RTS Report **Section 4.1**.

Building Design

Building design, height, bulk and scale.

- Submissions queried the visual impact of the building, particularly from their residences in the streets to the south and southeast of the campus. Additional view analysis has been prepared by Architectus, and a VIA assessment has also been prepared by Ethos Urban (now Colliers Urban Planning) (provided at **RTS Appendix D** and **I** respectively), which provides an analysis of the Proposal in its visual setting from additional viewpoints in the public domain, as well as from some select private residences.
- In relation to design quality of the building as viewed from neighbours, the Proposal has been reviewed by the State Design Review Panel of independent design experts. The Panel supported the proposed design and found that the façade and materiality of the building further reinforce its suitability, responding sensitively to the campus context. It was considered that the design integrates seamlessly with its surroundings, reflecting the character of UNSW through its material palette and architectural expression while enhancing the campus's visual and functional cohesion.
- Further, additional façade material details have been provided in this RTS to demonstrate the quality design materials and finishes, as well as some minor design amendments to maximise design integrity.
- Further discussion is provided above in **Section 1.1**, **Section 1.2**, as well as RTS Report **Section 4.1**, **Section 4.4**.

Amenity impacts – overshadowing and privacy

Loss of solar access to neighbouring properties.

- Refer to discussion in **Section 1.1**.
- The project architects, Architectus, have undertaken additional, more detailed overshadowing/solar access analysis which is provided within the Design Report Addendum (refer **RTS Appendix D**).
- Further, design revisions have been undertaken to improve the solar access/amenity outcomes, as also detailed within the Design Report Addendum (refer **RTS Appendix D**) and amended architectural plans (**RTS Appendix C**).
- Additional discussion on this overshadowing/solar assessment is provided within the RTS Report at **Section 4.3**.

Compromised privacy for adjacent residents.

- Refer to discussion in **Section 1.1**.
- Comprehensive analysis and discussion on privacy is provided within the RTS Report at **Section 4.3** based on the additional privacy assessment undertaken in the Design Report Addendum (**RTS Appendix D**).

Car Parking

Reduction of existing parking provision.

Increased traffic congestion in surrounding streets.

- Submissions raised concerns with the potential growth in traffic and parking pressures on nearby streets.
 - **Parking.** The Transport Impact Assessment Report (**EIS Appendix N**) notes that 79 B99 parking spaces in total will be removed by the Proposal. These parking spaces are not proposed to be replaced within the new building, while servicing/loading spaces will be provided as required. (From the exhibited proposal, the proposed 14 servicing car parks will be replaced by 12 spaces, an increase on the 11 spaces exhibited, given minor adjustments to the ground plan, with this servicing parking to be better aligned to the buildings being serviced). The reasoning and justification for the carparking approach is summarised as follows:
 - The transport strategy developed for UNSW notes that future growth of the campus is to be primarily serviced by public transport, walking and cycling rather than public parking. This is consistent with the approach noted previously in the 2007 Kensington Campus Study informing the DCP.
 - There are currently several car parking locations on campus.
 - The future strategy in relation to car parking maintains the current approach of holistically considering car parking across the campus by more efficiently utilising existing multi-storey, periphery parking areas.
 - At-grade parking areas on the UNSW Kensington Campus have been progressively phased out over a long period of time as it is recognised as an inefficient use of university land.
 - This approach to car parking is consistent with recent development approvals for the campus and adjacent hospitals complex which have not provided parking, including Building D14 (SSD-9606) and the Health Translation Hub (SSD-10822510).
 - Providing additional car parking as part of new developments would potentially contribute to more traffic within the surrounding area and within the campus itself.
 - Overall, the removal of car parking as a result of the proposed development is considered necessary in order to accommodate for the continued renewal of the broader campus, noting this strategy has been successfully adopted throughout multiple projects as referenced above and as part of the broader campus planning.
 - **Traffic.** As also noted in the Transport Impact Assessment, with no public car parking being provided as part of the development and alongside measures for encouraging active transport, the overall traffic impact of this project is estimated to be negligible, with the main traffic and parking generation related to servicing, unloading and deliveries.
 - These activities will be managed within existing campus arrangements and are not expected to materially increase traffic volumes in the surrounding road network. As such, the Proposal is not anticipated to contribute to road safety risks, particularly given the low traffic generation associated with the development and the controlled nature of vehicle access and movements within the campus.
 - Further, UNSW has noted concerns raised in the submissions with respect to car parking availability on campus, and local road traffic concerns, and in response, the proposal has been updated to include an upgrade to the existing UNSW totem signage located at Gate 11 on Botany Street to include real time information relating to the number of car spaces available (both for staff and the general public) in both the Botany Street and Barker Street car parks. This aims to
-

maximise the usage and efficiencies of these car parks, therefore minimising the number of UNSW staff and visitors seeking to park on the surrounding residential streets.

Insufficient construction-related parking.

- Parking concerns during the construction period were raised in a number of submissions, particularly given other current construction projects in the vicinity..
- A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) (**EIS Appendix N**) and Construction Management Plan (CMP (**EIS Appendix Q**)) has been prepared for the construction of the G25 building. This will be finalised upon development consent (and subject to any DPHI conditions) to ensure it addresses the current local environment conditions at the time of construction. The CPTMP outlines various measures to manage impacts of construction worker car parking, those being:
 - *As part of site induction employees will be advised of the following:*
 - o *Public transport options to access the site.*
 - o *Suitable off-street car parking areas (e.g. publicly available car parks within the UNSW Kensington campus).*
 - o *They are not to park on surrounding residential streets.*
 - *There are publicly available car parking spaces located on the rooftop of the adjacent Botany Street multi-storey car park which could be utilised by construction workers if needed.*
 - *To support construction workers in utilising public transport the contractor will make appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.*
- The Project team will communicate regularly with the local community and establish a channel in which residents can engage directly with UNSW or the site contractor to discuss any traffic or parking issues – in particular any concerns in relation to contractor parking across residential driveways or blocking access for residents.

Road Safety

Increased traffic congestion in surrounding streets.

- As noted in the Transport Impact Assessment, with no public car parking is being provided as part of the development and alongside measures for encouraging active transport, the overall traffic impact of this project is estimated to be negligible, with the main traffic and parking generation related to servicing, unloading and deliveries.
 - These activities will be managed within existing campus arrangements and are not expected to materially increase traffic volumes in the surrounding road network. As such, the Proposal is not anticipated to contribute to road safety risks, particularly given the low traffic generation associated with the development and the controlled nature of vehicle access and movements within the campus.
 - Further, UNSW has noted concerns raised in the submissions with respect to car parking availability on campus, and local road traffic concerns, and in response, the proposal has been updated to include an upgrade to the existing UNSW totem signage located at Gate 11 on Botany Street to include real time information relating to the number of car spaces available (both for staff and the general public) in both the Botany Street and Barker Street car parks. This aims to
-

maximise the usage and efficiencies of these car parks, therefore minimising the number of UNSW staff and visitors seeking to park on the surrounding residential streets.

Acoustic Impacts

Helicopter noise and flight path diversion causing disturbance.

- Submissions were concerned over increased noise from any change in helicopter flight patterns.
 - Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw, who have confirmed that the proposed built structures, crane locations and heights will not require any changes to current helicopter flight operations or flight paths during construction works.
-

Cumulative operational noise impacts.

- The Operational Noise and Vibration Assessment Report prepared by Mott Macdonald as part of the SSDA (**EIS Appendix P**) confirmed that no major acoustic constraints were identified for the proposal and compliance with applicable noise and vibration criteria can be achieved.
- Additionally, noise mitigation is being explored during the detailed design process, as required, to meet the project noise levels in alignment with the project's required Mitigation Measures (**EIS Appendix B**).
- Further, in light of feedback from Council and the community, an additional mitigation measure has been included upon further correspondence with the Project's acoustic consultant, which stipulates:

'Prior to installation of mechanical plant and equipment, the Applicant must incorporate the noise mitigation recommendations in the Operational Acoustic Report prepared by Mott Macdonald into the detailed design drawings, to ensure the development will not exceed the recommended operational noise levels identified in the aforementioned Report.'

Disruption from construction hours and activities.

- A Construction Management Plan (CMP) was prepared by AW Edwards as part of the SSD and a detailed CMP will be produced prior to the issue of the Crown (Construction) Certificate (CC). The CMP addresses construction hours and included the following mitigation measures in relation to noise/vibration:
 - Works to be completed within DA conditional hours
 - Exposure to whole body vibration in excess of exposure levels nominated for machinery or plant by the manufacturer
 - Use tools and methods that create less noise and vibration where possible
 - Noise producing activities to be isolated wherever possible
 - Wear appropriate ear protection and take note of signage and restricted areas
 - Subcontractor to address the control of noise during their activities
 - Plant and equipment to be maintained i.e. exhausts
 - These measures outlined above will be adhered to fully during the construction phase.
-

Intrusive noise from mechanical plant systems.

- Submissions noted concerns regarding potential noise from mechanical systems such as air conditioning units, ventilation systems, and cooling towers.
-

- A detailed acoustic assessment has been undertaken by Mott MacDonald to support the development, with further detailed plant selection and siting to be finalised at the Crown (Construction) Certificate (CC) stage. **(EIS Appendix P)**
- Specific mechanical plant items and their exact locations have not yet been confirmed and are undertaken as part of the construction detailing phase. However, Mott MacDonald advises that satisfactory control of noise emissions from these systems can be readily achieved through the implementation of standard acoustic mitigation measures, including silencers, barriers, acoustically lined ductwork, acoustic louvres, and vibration isolation.
- The design of the building also incorporates key features that will assist in minimising noise impacts to surrounding receivers:
 - Acoustic and visual screening will be installed around all sides of the rooftop plant deck.
 - The existing H25 Botany Street Carpark Station, which sits between the G25 site and the southern residential interface, provides both a physical barrier and moderate separation distance that will assist in shielding off-site receivers from any building services noise.
 - Additional attenuation will be provided through the effects of distance and intervening built form, including shielding from the proposed building itself and nearby campus infrastructure.
- Further, the proposed G25 Education Building will include a high-performance façade (e.g. double-glazing systems) designed to meet thermal and sustainability requirements, which will also assist in limiting the transmission of internal noise associated with building services.
- In light of the above, Mott MacDonald has made a series of recommendations to ensure noise emissions comply with applicable amenity noise levels and project-specific noise trigger levels. These recommendations are outlined in more detail in **EIS Appendix P**. Further, as noted above, an additional mitigation measure is also proposed.

Wind Impacts

Wind conditions impacting in surrounding streets.

- In response to submission queries about wind impacts on surrounding streets, ARUP have provided an updated quantitative assessment of the impact of the proposed development on pedestrian wind comfort and safety in and around the site using computational fluid dynamics (CFD) **(RTS Appendix F)**. The additional assessment confirms that winds along Oval Lane will meet all comfort and safety criteria.

Lighting Impacts

Light spill affecting nearby dwellings.

- The consultants ARUP note that the proposed lighting design for the G25 Education Building has been carefully developed to ensure compliance with Australian Standard AS 4282, Control of the Obtrusive Effects of Outdoor Lighting, which establishes strict limits on the potential for light spill and glare to impact nearby residential properties.
- Importantly, the six-storey H25 Botany Street Carpark Station is located between the proposed development and the nearest residential dwellings to the south. This existing structure acts as a substantial physical barrier, effectively shielding neighbouring properties from any potential lighting impacts associated with the development.

- In addition, all external lighting, particularly at ground level and low-level areas on the southern side of the site, will be designed and oriented to face downward, minimising the potential for upward or horizontal light spill. Given the setback of the development and the presence of the H25 multi-storey car park, lighting around building perimeter will remain well below the line of sight from residential properties which is consistent with lighting across the UNSW campus. As a result, no direct or obtrusive lighting effects are anticipated for nearby residents.
- Once the building is commissioned, the use of internal lighting out of hours is managed with localised out of hours timed switches to manage energy usage.

Impacts to Property Values

Potential decrease in property values for nearby residents.

- Concerns were raised in submissions regarding potential impacts on property values. However, it is important to clarify that perceived changes to property values are not a relevant matter for consideration under the planning assessment framework set out in the *Environmental Planning and Assessment Act 1979*. As such, concerns relating to property value fall outside the scope of the statutory assessment process.

Consultation Process

Inadequate consultation methods and lack of meaningful community engagement.

- Submissions raised concerns about lack of consultation with residents.
- A comprehensive consultation process was undertaken as part of the SSDA preparation, as contained in the EIS Consultation Outcomes Report (**EIS Appendix EE**) and Social Impact Assessment Report (**EIS Appendix AA**).
- UNSW undertook pre-lodgement community consultation in November 2024, prior to the formal submission of the State Significant Development Application (SSDA) to DPHI. This included a letterbox drop to a catchment of approximately 1,300 local residents and businesses (to the south of the campus, including Norton Street). This letter provided a clear site map and description of the proposal, invited participation in a community webinar, promoted public contact channels, and encouraged residents to complete a community survey that directly informed the project's Social Impact Assessment. In addition to local resident notifications, internal UNSW notifications were shared with staff and students, promoting these engagement activities.
- While there were a number of registrants for the webinar, no participants attended the session when it was delivered at the advertised date and time. Full details of this process are available in the project's Consultation Outcomes Report, and survey feedback is included in the project's Social Impact Assessment.
- Following lodgement of the Proposal, DPHI placed the project on formal public exhibition on 23 April 2025, for a period of 30 days. This statutory process is fully managed by DPHI, and it is noted that the formal address on the cover of the application (8 High Street) is UNSW's formal street address. The Applicant apologises for any confusion this may have caused. It is noted that all application documents and reports included a standard description of the project, which included a site map and description of the G25 site location.

-
- To support DPHI's public exhibition process, and ensure transparency and access to information, UNSW continued to monitor its own enquiry channels and respond where possible during the exhibition period. It is noted that enquiries from one resident were received during this window.
 - Further, in response to the public submissions received, additional consultation has been undertaken with the surrounding community, as is described in **Section 3.2** of the RTS Report and detailed in the SIA Addendum (**RTS Appendix G**). This involved an additional engagement process, including a dedicated neighbour information session, as well as a number of one-on-one meetings with residents and members of the Project Team following door knocks and letter box drops. Refer to additional discussion in **Section 3.2** of the RTS Report for further details on the process, the issues raised and the responding additional assessments undertaken, particularly in relation to the key issues of solar access, visual impact and privacy impacts.

Social impact assessment is inadequate.

- The Social Impact Assessment has been updated as part of this RTS process, with an addendum being provided at **RTS Appendix G**. This Addendum takes into account the extensive re-engagement strategy that has occurred during the RTS process, as well as the additional technical analysis for key issues such as solar access/overshadowing, privacy and visual impacts.
 - Additional discussion is provided at **RTS Appendix G**.
-