Appendix J – Community Submissions Responses

This table includes all public submissions and addresses individual issues as relevant to that specific submission, in addition to the **RTS Appendix B – Detailed Response to Submissions Table**, which analyses the issues raised across the public submissions. This is in addition to DPHI reporting requirements and is intended to ensure all issues are addressed and assist individual submitters to understand the feedback on their specific issues raised.

Name	Submission	Response
Lachlan Mackay	• **Solar Impacts:** *Our house backs onto Oval Lane and, having lived here for 15 years, I am very aware of the impact of the loss of sunlight, particularly in the autumn/ winter months. In the light of that and having read your assessment of the effects of reduced sunlight and minimum margins on our property and dwelling, I make these following remarks. At the time of writing, being the cross over between Autumn and Winter, the sun skirts the tree canopy or is covered by it reducing this to 60% of our back yard by noon to 90% by 3pm. At that later time direct sunlight on the dwelling is also likewise reduced. The height of the proposed building makes it certain that the whole of our back yard and dwelling would be covered by morning leading to no sunlight in those months. This is a major concern for Oval Lane residents. The solar impact will affect residents on the left side of Norton Street. Not considered is the construction of a large and high dwelling at No. 24 Norton Street which reduces sunlight on the West side of our property in the afternoon.* • **Privacy:** *I guess not much can be done about that, but it does raise concerns for us regarding the viewing of our private life by anyone who chooses gaze upon our backyard. The previous position of neighbouring houses has always meant privacy for all our neighbours. I simply raise this as a concern as it does not appear to figure in your social impact report.* • **Car Parking.** *"No car parking is proposed to be provided for construction staff" Appendix N. The availability of parking spaces for residents in Norton Street is already affected by the increase in students looking for spaces. The loss then of fifty parking spaces at the University will further impact on residential parking. Some residential parking space for residents is available in Oval Lane but this already being used by students as are parking spaces in Norton Lane on either side of Norton Street. We will also lose several parking spaces to construction workers as noted, as we did during the building of the new Hospital, but no*	• **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • For clarity, all existing built form is included when modelling shadow diagrams and calculating solar access impacts. This includes the development, as noted in this submission, at 24 Norton Street. Solar access impacts have therefore factored in this development. Importantly, it is noted that existing trees and their shadow impacts are not included in the modelling methodology. • **Privacy impacts** – Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • Given the relative distance of the G25 building from the subject property, as well as the significant screening from the trees along Oval Lane and structures on the northern side of Norton Street, instances of onlooking into adjacent properties (including 26 Norton Street) is very limited. This can be seen in the below image.

solution is offered apart from relying on the good graces of the construction workers. This more than an inconvenience. Where do residents park?

- **Construction hours:** *The use of the whole of a Saturday, 7am to 6pm, plus the probability of construction activity outside of these hours, directly affects quality of life for residents of Oval Lane and the relevant areas of Norton Street. This factor, crucial to personal, social, and communal wellbeing is simply ignored or glossed over. We can rent you a room for the 27 months of construction should you wish to do an "on site" study of these factors 😊 We have been living with the building and social effects of the construction at No. 24 so we are fully aware of the impact of construction noise and consequent social disruption. Forget the traditional Saturday "lie-in" or the ubiquitous Aussie Bar-BBQ Saturday arvo. Appendix P doesn't exist. Note the high rate of Asthma and Stroke complaints in relation to the lower rates for Greater Sydney in the effected area. This includes me living directly behind the construction area.*
- **Property value:** *The impact of the above factors will significantly and negatively impact upon value of the house, and others in Oval Lane, should it be up for sale. Has this been considered as it does not appear in the Social Impact statement.*

- **View 2 - RL 98.4 - Level 10**, Proposed G25 Building
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- **Construction Parking/Traffic:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of

		the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**. • **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents. • Any out of hours work (i.e. outside of standard hours) will need to obtain relevant approvals prior to commencing, in line with SSDA conditions of consent. • **Property Values** – Concerns regarding potential impacts on property values are noted. 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.
Magdalena Krawiec	• *The current development of the University of NSW does not dominate the area, it is separated from surrounding houses by a wall of trees. From the verandas and balconies of most houses, residents can admire the extensive views of the surrounding area - the city, the Blue Mountains, Botany Bay. All the residents agree that we live in a village that is right in the middle of the city - lots of greenery, birds, silence, sunshine and space.* • *Demolishing the existing 6-storey buildings on the grounds of the University of NSW and replacing them with 13-storey buildings will destroy our oasis, our homes, our privacy and our lifestyle. We will no longer be able to admire the charms of our beautiful area. Tall buildings will begin to shade us, the privacy of our homes will cease to exist. The loss of views will also contribute to a large decrease in the value of houses surrounding the development and a decrease in our quality of life. In general, the design of the new facility should take into account the great impact that this proposed building will have on the surrounding area. In addition, in order to obtain the necessary space, it is not necessary to build upwards - laboratories can be located underground. The need for additional rooms/space cannot destroy and dominate the entire area.*	• **Privacy impacts** - Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • **Building Height** – For clarity, the Proposal comprises of 11 storeys + plant, as opposed to 13 storeys, which was proposed at the preliminary design stage.

	• *In addition, eliminating more parking lots will contribute to even greater cluttering of our streets - more cars driving in circles desperately looking for parking, and cars coming from opposite directions have a problem passing each other in the narrow streets increasing accident rate. Currently, people, mostly hospital employees and construction workers, sleep in their cars from 4 am to block the parking lot.*	• UNSW has also confirmed that there are no laboratories proposed for this building. The basement floor comprises of back of house areas, plant spaces, end of trip facilities and occupied space that do not require natural light. • **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
Name withheld	• **Loss of Privacy:** *The height and scale of the proposed building will result in direct lines of sight into our homes and gardens. This invasion of privacy is deeply concerning and incompatible with the character and expectations of residential living in this area.* • **Loss of Natural Light:** *Due to the building's excessive height, substantial overshadowing will occur, particularly in the morning and late afternoon. The northern side of Norton Street will be disproportionately affected, with homes and gardens losing valuable sunlight for much of the day. This not only affects liveability but also has broader implications for health and wellbeing.* • **Overbearing Visual Impact:** *The proposed scale of the development is entirely out of keeping with the surrounding residential character. The low-rise homes nearby will be dwarfed by this structure, creating a sense of enclosure and domination that will negatively impact the local streetscape.* • **Loss of Parking and Increased Congestion:** *The removal of 59 existing car parks will further exacerbate parking pressure in an area already suffering from a lack of available spaces. Past experiences with university construction projects have shown little regard for community needs—contractors frequently park on*	• **Privacy impacts** - Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • No property address has been provided with this submission, however, it is noted that properties on the South side of Norton Street do not experience any

residential streets, further reducing available parking for residents. Parking is already atrocious and provides significant stress for residents living on Norton street.

- **Increased Aircraft Noise:** *The proposed building's height will necessitate the rerouting of helicopter flight paths servicing the nearby hospital. This will result in increased noise levels directly over our homes, which is both disruptive and distressing, particularly for young families and those working from home.*
- **Lack of Accountability for Contractor Parking:** *Despite repeated concerns raised during previous redevelopment projects, UNSW has consistently failed to provide adequate off-street parking for construction workers. This has led to daily disruptions and parking congestion in surrounding streets. There is no indication this issue will be addressed differently during this development.*

reduction to solar access as a result of the Proposal. Whilst properties on the Northern side do experience some reduction, as noted above, the post-development provision remains generally in accordance with the standards prescribed by the Randwick DCP. Where variations occur, they are justified on a merit basis.

- **Visual Impact** – Additional viewpoints in the public domain (as well as from some residences on Norton Street) have had additional visual impact assessment undertaken, which is provided in **RTS Appendix I** and **Section 4.4** of the RTS Report. This assessment concludes that the Proposal does not block any significant views from the public domain, nor does it appear prominent in these views. Further, the Proposal's scale is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct, and is therefore acceptable from a visual impact perspective.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
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- **Helicopter/Aircraft Noise:** Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw who have confirmed that all built structures, crane locations and heights will not require any changes to exiting helicopter flight operations or flight paths during construction works. As such, there will be no additional noise impacts relating to aircraft/helicopter movements.
- **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS

		Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M.**
Name withheld	• *I have been a resident in a private dwelling in very close proximity to the UNSW since 1995. Since then, the upper campus expansion on High Street and Botany Street the compulsory acquisition of Eurimbla Avenue and Botany Street residences for high rise development of the Prince of Wales Hospital on High, Barker and Botany Streets and the private residential development of Newmarket, not to mention the Light Rail development, have shattered the residential character and amenity of the neighbourhood, created a visual eyesore, an acoustic nightmare, intense nightime lighting, restricted access to our properties on weekends, vibration during building works night and day, a wind tunnel effect along Botany Street and dust infiltration of mega proportions both inside and outside our residences. During this time, I nursed my terminally ill husband who had to withstand the inconvenience and distress of these onslaughts and I have had enough disruption to what should be an expectation of a reasonable quality of residential life in a location which was not identified at the time of our house purchase to be subject to such intense development.* • *The proposed development by UNSW was misleadingly identified to be located at 8 High Street, away from the residential precinct to the south. Not so it turns out, being more accurately located to the southern border of UNSW on Oval Lane, overlooking residential properties.* • *The height of the proposed building, given the surrounding redevelopments on the upper campus and PoW Hospital is unacceptable and its shading will effectively deny residents backing onto Oval Lane, an unacceptable and unhealthy amount (1 hour sunlight per day) of sunshine. I request an amendment to the height limit to 8 stories to afford residents an acceptable entitlement to sunshine for their physical and mental health.* • *My primary objection to the proposed development is the impact that the loss of 60 parking spaces will manifest on the streets adjoining the University. Randwick City Council no longer provide residents with permit parking, the number of parking spaces on the street do not provide residents, their visitors nor essential tradespeople with space to park. The few available unlimited parking spaces are now snapped up by hospital workers, University employees and the continuing use by tradespeople engaged on these never-ending developments. Norton Street has become a rat run and Botany Street is a dangerous road with aggressive and speeding drivers, cyclists you can't see and blind spots if you are trying to exit your property.* • *I also raise concerns about the 24 hour noise of UNSW plant and air con which is invasive and very distressing, particularly at night time. The proposed development will only increase this.*	• The Applicant is sorry to hear that some respondents found that details were difficult to understand, and that the address on the cover of the application (8 High Street – UNSW's formal street address) caused some confusion. That said, it must be noted that all application documents and reports included a standard description of the project, which included a detailed site map and description of the specific location of the G25 building within the campus. • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • No property address has been provided with this submission, however it is noted that properties on the South side of Norton Street do not experience any reduction to solar access as a result of the Proposal. Whilst properties on the Northern side do experience some reduction, as noted above, the post-development provision remains generally in accordance with the standards prescribed by the Randwick DCP. Where variations occur, they are justified on a merit basis. • **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 the

	• *I implore you to reconsider the necessity to build a facility of 13 stories in close proximity to a residential environment with a unique heritage character and historical associations with NSW horse racing industry pre UNSW establishment and the relocation of G25 away from the immediate environs of residents who have suffered way too much during 10+ years of infrastructure developments.*	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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • **Mechanical Plant Noise:** While the specific mechanical plant items and locations will be confirmed at the detailed construction design phase, the Project's acoustic consultant (Mott MacDonald) advises that satisfactory control of noise emissions from mechanical plant systems can be readily achieved through the implementation of standard acoustic Mitigation Measures, including silencers, barriers, acoustically lined ductwork, acoustic louvres, and vibration isolation. Further, 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. • Regarding site selection, the UNSW campus is a built and highly constrained environment, with very limited opportunities – particularly on the upper campus – for new educational buildings. The selected site was identified by UNSW as being currently underutilised and is one of the few viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature.
Name withheld	• *The project will overshadow houses on Norton street, materially reducing natural light while raising privacy concerns for the inhabitants of the street.* • *This project removes much needed parking capacity in the area while increasing the parking demand substantially. A project of this significance should address existing problems in the community not add to them.* • *The project will increase traffic on already congested streets including Norton street, Botany street and Barker street.* • *Since the new buildings have been erected on Botany street (UNSW and hospital) over the last decade, speeding in these streets has become a real safety concern for our family and our community. This project will exacerbate this problem.*	• **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • No property address has been provided with this submission, however it is noted that properties on the South side of Norton Street do not experience any

		reduction to solar access as a result of the Proposal. Whilst properties on the Northern side do experience some reduction, as noted above, the post-development provision remains generally in accordance with the standards prescribed by the Randwick DCP. Where variations occur, they are justified on a merit basis. • **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • On top of this, no car parking is being provided as part of the development and therefore the traffic impact will be negligible. • In relation to road safety, given that the Proposal does not in itself generate any additional traffic (given no parking is proposed and the Proposal does not accommodate any additional students on the campus), any issues will not be further exacerbated.
Name withheld	• *This project removes much needed parking capacity in the area while increasing the parking demand substantially. A project of this significance should address existing problems in the community not add to them.* • *The project will increase traffic on already congested streets including Norton street, Botany street and Barker street.* • *Since the new buildings have been erected on Botany street (UNSW and hospital) over the last decade, speeding in these streets has become a real safety concern for our family and our community. This project will exacerbate*	• **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The 79 parking spaces (B99) to be removed 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

	this problem. The project will overshadow houses on Norton street and raise privacy concerns for the inhabitants of the street.	be replaced by 12 spaces, an increase on the 11 spaces exhibited, for a net increase in 2 service car parks given minor adjustments to the ground plan, with this servicing parking to be better aligned to the buildings being serviced). • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • On top of this, no car parking is being provided as part of the development and therefore the traffic impact will be negligible. • In relation to road safety, given that the Proposal does not in itself generate any additional traffic (given no parking is proposed and the Proposal does not accommodate any additional students on the campus), any issues will not be further exacerbated.
Patricia Adams	• *One of the most pressing issues is the excessive height of the proposed building, which will compromise privacy for residents.* • *The loss of natural sunlight is another serious concern, and the overall location of the building is highly inappropriate, given its proximity to residential properties. This scale of development does not respect the character of our neighbourhood.* • *The reduction in parking spaces will further worsen an already dire situation. Norton St has long suffered from severe parking shortages due to construction workers, hospital staff and visitors, as well as university students parking in our streets. This overcrowding has led to vehicle damage, congestion, and the misuse of our street as a 'rat run'. The additional loss of parking spaces will make it even harder for residents to find parking near their homes.* • *We have already endured years of disruption due to the ongoing hospital construction, and this new project will only prolong the noise and dust pollution, as well as the inconvenience we continue to suffer. Additionally, the building's excessive height will force a change in emergency helicopter flight paths, leading to significantly louder and more frequent overhead noise, further impacting the quality of life for residents.* • *Another major concern is the excessive noise pollution from air-conditioning and ventilation systems. As it stands, residents already struggle with disruptive noise*	• **Privacy impacts** - privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • Given the relative distance of the G25 building from the subject property (which is understood to be situated on the southern side of Norton Street), as well as the significant screening from the trees along Oval Lane and structures on the northern side of Norton Street, instances of onlooking into southern side properties of Norton Street is very limited. This can be seen in the below images.

levels, and this project will only make matters worse, denying us the right to peaceful enjoyment of our homes.

- *I strongly urge those involved in planning this development to reconsider its impact on the community and reduce the height of the building to six or seven levels—a much more suitable scale that would help minimize its intrusion into residential spaces.*
- *Additionally, incorporating underground parking would significantly ease the burden of losing existing parking spots.*

View 4 - RL 94.4 - Level 9, Proposed G25 Building

View 4 - RL 98.4 - Level 10, Proposed G25 Building

- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- It is noted that there are no solar access impacts to residences on the south side of Norton Street.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
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- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents.

		• In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • **Helicopter/Aircraft Noise:** Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw who have confirmed that all built structures, crane locations and heights will not require any changes to exiting helicopter flight operations or flight paths during construction works. As such, there will be no additional noise impacts relating to aircraft/helicopter movements. • **Mechanical Plant Noise:** While the specific mechanical plant items and locations will be confirmed at the detailed construction design phase, the Project's acoustic consultant (Mott MacDonald) advises that satisfactory control of noise emissions from mechanical plant systems can be readily achieved through the implementation of standard acoustic Mitigation Measures, including silencers, barriers, acoustically lined ductwork, acoustic louvres, and vibration isolation. Further, 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. • The comment to include subterranean parking is noted, however this has not been considered as the project is not introducing an additional demand for parking to the campus.
Rosemary Hayman	• *Dr Giles is concerned about the development adding to the already congested and overdeveloped area. He does not want a large building bearing down on his house. He would prefer that the building be erected in an area of the university that does not look down on dwellings and impinge on his privacy. He is concerned that Botany Street has become a wind tunnel and does not want the development to change the wind patterns of Norton Street. He has been subjected to construction and the associated noise and dust for many years. He also questions why more buildings need to be built, given there is a cap on the growth of overseas students. He also questions what community consultation has occurred. Given he lives in direct line of sight of the proposed building, why was he not informed of the plans. Who conducted the impact studies?*	• Regarding site selection, the UNSW campus is a built and highly constrained environment, with very limited opportunities – particularly on the upper campus – for new educational buildings. The selected site was identified by UNSW as being currently underutilised and is one of the few viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature. • **Privacy impacts** – Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid).

		• **Wind Impacts:** The Wind Assessment Report prepared by ARUP confirms that winds along Oval Lane will meet all comfort and safety criteria. • As noted above, the purpose of the Project is not to increase student numbers or accommodate a growth in campus population, it is to deliver upgraded, contemporary teaching and learning facilities. This will mean that other building users, being staff and students in the upper campus are decanted into this building. • **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to further engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session and follow-ups including site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and SIA Addendum Report **(Appendix G)** • With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken. • Additional consultation on the construction programme and construction activity will also occur as the broader development programme progresses.
Paul Adams	• *Firstly, the excessive height of the building will compromise the privacy of nearby homes, allowing direct visibility into windows and gardens. Additionally, it will lead to a substantial loss of sunlight, affecting many residents. The building's location, so close to residential properties, is simply inappropriate and does not align with the character of our neighbourhood.* • *The reduction in available parking spaces is another critical issue. The area already suffers from severe parking shortages due to construction and hospital workers, plus university students parking on Norton St. This has contributed to vehicle damage and increased traffic congestion, with Norton St frequently used as a 'rat run.' The further loss of parking spots will only exacerbate this ongoing problem.* • *Furthermore, the community has already endured years of disruption from hospital construction projects, with noise and dust pollution affecting daily life.*	• **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to

The addition of another large-scale development will prolong and amplify these disturbances. The emergency helicopter flight path adjustment to avoid the building at its planned height will also result in significantly louder and more frequent overhead noise.

- *Moreover, excessive noise from air-conditioning and ventilation system will further diminish residents' ability to enjoy peaceful surroundings, depriving us of quiet enjoyment in our homes.*
- *Given these concerns, I urge you to consider reducing the height of the building to a more suitable scale—such as six or seven levels—in order to mitigate its impact on the neighbourhood. Additionally, incorporating underground parking in the development would help alleviate the loss of ground level parking, which will otherwise make bad situation worse for residents.*

be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.

- As noted above, the location of the building has been selected by the University as it is currently underutilised and is one of the few viable locations that allows the University to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The building has also been designed to align with the expected development outcomes of the Randwick Health and Innovation Precinct, whilst also being mindful of impacts to the surrounding lower-density residential area.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- **Helicopter/Aircraft Noise:** Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw who have confirmed that all built structures,

		crane locations and heights will not require any changes to exiting helicopter flight operations or flight paths during construction works. As such, there will be no additional noise impacts relating to aircraft/helicopter movements. • **Mechanical Plant Noise:** While the specific mechanical plant items and locations will be confirmed at the detailed construction design phase, the Project's acoustic consultant (Mott MacDonald) advises that satisfactory control of noise emissions from mechanical plant systems can be readily achieved through the implementation of standard acoustic Mitigation Measures, including silencers, barriers, acoustically lined ductwork, acoustic louvres, and vibration isolation. Further, 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. • The comment to include subterranean parking is noted, however this has not been considered as the project is not introducing an additional demand for parking to the campus.
Asha Walsh	*Full submission is available on the Major Projects Portal website, in summary, the submission highlights the following key points:* • *Loss of existing parking provision.* • *Insufficient construction-related parking.* • *Compromised privacy.* • *Visual impacts.*	• **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • Heavy vehicle movements will also be monitored by the CMP, with dedicated routes prescribed for heavy vehicles to ensure minimal impact on residential streets. • **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid).

- Regarding south-facing windows, it is noted that the southern side of the building floorplate is generally occupied by the lift/services core, with only limited opportunities available for occupants viewing in a southerly direction.
- Despite this, given the relative distance of the G25 building from the subject property, as well as the significant screening from the trees along Oval Lane, instances of onlooking into adjacent properties is very limited. This can be seen in the below images.

View 1 - RL 90.4 - Level 8, Proposed G25 Building

		 **View 1 - RL 94.4 - Level 9**, Proposed G25 Building • **Visual Impact** – Additional viewpoints in the public domain (as well as from some residences on Norton Street) have had additional visual impact assessment undertaken, which is provided in **RTS Appendix I** and **Section 4.4** of the RTS Report. This assessment concludes that the Proposal does not block any significant views from the public domain, nor does it appear prominent in these views. Further, the Proposal's scale is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct, and is therefore acceptable from a visual impact perspective.
Name withheld	• *My concerns regarding this project are as follows:* - *inadequate consultation with community and social impact assessment (I was unaware of this project until neighbours recently told me, where was the true consultation? I have concerns re accuracy of impact reports eg assessment of effect on sunlight hours - I request more information regarding methodology of assessment please, including margins of error in the calculations).* - *construction process. Impact of flux of site workers on parking and local environment. From current hospital precinct projects we have trade cars speeding in our street, improper use of street parking including obstruction of footpaths and driveways, cigarette butts discarded over local natural*	• **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session, and follow-ups including site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and SIA Addendum Report **(Appendix G).**

environment. Ongoing issues due to lack of dedicated parking with new builds.

- *Construction workers discarding cigarette butts while taking breaks in groups on surrounding streets with no concern of their environmental impact. Please take a look there are now used cigarettes all over botany and high street, it's disgusting.*
- *increased shading affecting local environment and solar panel function.*
- *decreased privacy.*
- *noise from construction and then building fans.*

- *In the very least, a reduction of building height so it's out of the line of sight from local houses backyards would seem a necessary compromise.*

- With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken.
- The methodology of the solar access analysis is presented in **Section 4.2.1** of the RTS Report and the RTS Design Report Addendum (**RTS Addendum D**) with an updated methodology and modelling undertaken for the solar access.
- **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- Construction workers will also be advised on acceptable work practices with regard to the appropriate disposal of rubbish.
- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Privacy impacts** – Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid).
- **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with

		residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents.
Name withheld	• *Live in close proximity and object to impact on my home and surrounding area both during construction, after construction and with further reduction in parking availability. There are already high traffic burden on Norton St with illegal parking occurring daily and speeding.*	• **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
Jack Pope	*Full submission is available on the Major Projects Portal website, in summary, the submission highlights the following key points:* • *Loss of existing parking provision.* • *Insufficient construction-related parking.* • *Compromised privacy.* • *Visual impacts.*	• It is noted that this submission is from the same address as the Asha Walsh submission above, and comprises the same submission points. Please refer also to the responses provided above.
Name withheld	• *Lost opportunity. Finally, I see this as a chance to use $170 million to build something spectacular with lasting positive impact for the area. However the*	• **Design:** The design of the Proposal has been reviewed by the State Design Review Panel (SDRP) been derived from a number of key principles, including:

design seems to be a "dressed up" large overbearing 70s style block that is optimised for office space, rather than an interesting, beautiful building.

- **BUILDING HEIGHT AND SOLAR ACCESS:** *The main issue I have with the design is its height and overshadowing. The investigations undertaken and conclusions reached in Architectus's Design Report (Appendix E) are insufficiently detailed and clear in respect of overshadowing by the proposed new build and its effects on the Norton Street residents.*
- **WIND IMPACTS:** *The Wind Assessment Report by ARUP describes the wind impact that the proposed building would have at ground level. I'm also interested in whether the building would cause any wind effects that would intensify wind around Oval Lane. In particular, would it cause any increase in wind that could negatively impact the tree canopy? This would increase the risk of tree limbs dropping from increased wind.*
- **CONSTRUCTION IMPACTS:** *I would like to draw attention to the following negative impacts of the proposed 2-3 year construction phase that have been brushed over in the Environmental Impact Statement (EIS) without having regard to the actual impacts to residents over the long duration of the build. This is because the community hasn't been consulted properly on construction impacts. Residents in the area are, unfortunately, very experienced when it comes to understanding construction impacts – we have had constant disruption for many, many years with the redevelopment of the hospital and Newmarket precincts.*
- *Noise and vibration. The consultants reports provided as part of the EIS on noise and vibration seem to talk about what the "acceptable" standards of noise and vibration are, and how these should be mitigated if these standards are breached. They note that in the absence of understanding construction methods, more detail can't be provided.*
- *Parking. The EIS states that there will be no parking provided for construction workers and hopefully babbles about construction workers and university workers adopting 'sustainable means of transport'. Again, the community has a very different lived experience of parking in the area that has not been reflected in the EIS.UNSW should be required to provide parking for construction workers for the duration of the build so as not to put more pressure on residential streets.*
- **PARKING IMACTS** *A new building would increase capacity for students on campus. This would further add to the current parking problems around Norton Street, Oval Lane and Botany Street See attached images of current illegally parked cars across our garage other driveways and in no parking areas. When approached students (often English as a second language UNSW students) who have blocked our access ways have often refused to move their cars stating they are "late for UNSW" and "everyone parks here". It's not currently possible to get their cars towed from our garages/access ways without a police order. This causes substantial and random inconveniences for example, when needing to pick up young children after school on rainy days. UNSW should be required to*

  - Improving Gate 11 arrival experience as part of the Randwick Health and Innovation Precinct.
  - Enhancing the ground plane experience.
  - Improved ground plane connection to foster accessible and safe pathways.
  - Flexible and adaptable spaces that respond to the continually growing and evolving education, research and workplace landscape.
  - Creating a campus environment that attracts, supports and provides world class integrated research and education opportunities.
  - A wellness focusses campus that attracts students, staff and visitors through green and healthy design initiatives.
  - Creating an open, permeable and connected public realm.
  - Vibrant and active hub.

- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Wind Impacts**: The Wind Assessment Report prepared by ARUP confirms that winds along Oval Lane will meet all comfort and safety criteria.
- **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents.
- **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**

provide sufficient parking for students so on Campus before building new building that increase students on campus. Any new building plan needs to further provide sufficient additional parking for the increase in student numbers.

- **UNSW LEADERSHIP IN BUILT ENVIRONMENT AND FUTURE CITIES?** *Good built environment design benefits the local community. How can UNSW on one hand claim to hold high its reputation for academic excellence in built environment and future cities, then on the other hand present for approval such a poorly thought through ill-designed proposal as demonstrated by the UNSW G25 Education Building submission.*
- **LOCAL COMMUNITY ENGAGEMENT:** *Local community engagement has been minimal and best. UNSW needs to extend an invitation and activity sit down with local residents, local politicians and local first nations people to come up with a new plan that also benefits the local community, whilst delivering the extra capacity UNSW is after. There is a strong community of interested residents, and we are happy to have representatives of our group meet with UNSW and local politicians to provide our collective input into this process.*

- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- UNSW respectfully disagrees with the comment that the design is poorly thought through and ill designed. Rather, the proposed design does meet UNSW's high standards around the built environment and long-term performance.
- **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session, and follow-up site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and SIA Addendum Report **(Appendix G)**
- With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have

		included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken. • Additional consultation on the construction programme and construction activity will also occur as the broader development programme progresses.
Susan Coorey	• **Parking:** *The proposed G25 development ('The Proposal') represents a major construction and will accommodate a significant number of people. Both result in a significant parking accommodation requirement. In practice, construction workers and end building users often do not use public transport and introduce a vehicle that needs a parking space. In addition, the Proposal does not provide parking and removes 59 existing parking spaces on 'The Proposal's' subject development site. Residents, students and staff of UNSW and hospital workers all presently suffer from a lack of parking spaces. Residents in particular deal with cars parked across their driveways and cars parked in 'no parking' and 'no stopping' areas. Council can verify this as they are regularly requested to ticket illegally parked cars. Even the Council Ranger has been known to request permission to park in a resident's driveway; otherwise, they cannot legally and safely park themselves. I strongly object to the proposal for the above reason and the reasons listed below:* • **Solution:** *'The Proposal' is for the benefit of the UNSW, from which significant financial gain will be received at the expense of nearby residents. The present grossly inadequate availability of parking should be addressed before the UNSW proposes to develop and exacerbate the situation. A more reasonable development would be to use 'The Proposal' subject site to construct a new multi-level carpark station no higher than the existing multi-carpark station adjacent to Oval Lane. This height limit will respect and uphold nearby residences' sunlight, privacy and avoid casting shadows and imposing bulk from a tall block structure. 'The Proposal' could then be accommodated well within the grounds of UNSW's large campus, thereby not affecting the amenity of residences. That development could avail of the aforementioned new multi-level carpark station for use by the construction workers and then for the new building end users. Has the above solution been properly examined, and is there any analysis to demonstrate why the proposal would proceed when the above eliminates the issues caused by 'The Proposal' by its common-sense approach?* • **Sunlight and Solar:** *At the proposed height and width, the proposed development will result in a loss of sunlight and shadows to my home and many surrounding homes. The result during winter approximately halves the sunlight at my home. This is unacceptable. The result also significantly reduces the productivity of our solar panels and increases our electricity expense.* • **Consultants on 'The Proposal':** *Can you please advise if any of the authors of the consultants' reports, which form part of 'The Proposal', are presently or have been students or staff of UNSW?*	• **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • **Building Use:** UNSW notes that the existing staff and students currently using ageing upper campus buildings will in future occupy the G25 building. The building is intended to facilitate general learning and teaching spaces, as well as support services like mailroom, print room, Security Operations Centre, and End of Trip facilities. Noting also that Building E25 is also currently subject to an SSDA for extending and improving the building and to improve spaces currently not-fit-for purpose, and to cater to existing over-subscribed teaching and research spaces in the upper campus). • The comment to utilise the Site as a carpark is acknowledged, however, the UNSW parking philosophy is to implement a campus-wide strategy for parking

- **Community consultation:** *Can you please clarify what, if any, meetings were offered and or held with nearby residents? Can you please provide details of the number of participants and the relevance /position (resident, UNSW student / staff etc) who have been cited in any analysis, survey or material used in The Proposal, in particular in any consultant's report?*
- **Building use:** *Can you please confirm what the building will be used for? What faculty/faculties/research will be considered for occupancy? Will the building be used for any defence or military purpose now or in the future?*
- **Project funding:** *What parties are funding the proposed development? Has the funding been approved, or if it is subject to approval, what party is the decision maker?*

provision, and to focus this in multi-storey stations on site peripheries, rather than on at-grade spaces and as part of individual buildings (refer to RTS report and TIA for details).

- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- The SSDA documents were prepared by a team of professional consultants commissioned by UNSW. Some of these professionals gained their qualifications from UNSW, while others were trained at other recognised Australian and international universities. UNSW students (in a student capacity) were only involved in the Indigenous consultation process.
- **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to further engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session, and follow-up site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and SIA Addendum Report **(Appendix G)**
- With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken.
- Additional consultation on the construction programme and construction activity will also occur as the broader development programme progresses.
- The University has confirmed that no defence or military uses are proposed for the building.
- The Proposal is led by UNSW and funding is directly from the University.

Belinda Chiu	• *Disruption during construction: This project will add to the already significant level of construction in the area, contributing to increased noise, dust, and air pollution, which will negatively affect residents' quality of life.* • *Loss of public amenities: The development would result in the loss of valuable car parking spaces and place further pressure on local infrastructure.* • *Poor land use: The site could be better utilised for community benefit—such as green space, a park, or affordable housing—which would enhance wellbeing and provide long-term value to the area.* • *Given the cumulative impact of ongoing developments, I urge the planning authority to reconsider this proposal and seek options that prioritise the needs of local residents and the environment over institutional expansion.*	• **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents. • **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • Whilst the other land uses noted are acknowledged, these would ultimately not align with the University's key priorities at this time. • Cumulative impacts have been considered where required and relevant in the Project, and the impacts of the Proposal have been assessed with due regard to these existing impacts.
Nathan Burgoyne	• **Ongoing Noise Pollution Concerns:** *The most pressing issue with the proposed development is the potential for significant and ongoing noise pollution, particularly from mechanical equipment such as air conditioning units and cooling towers, which are likely to operate 24 hours a day. As a resident, I have*	• **Acoustic Impacts:** As with all SSDA approvals, appropriate conditions of consent will be implemented by the Department of Planning, Housing and Infrastructure to manage operational noise impacts. These will be enforceable by the relevant authorities.

already experienced considerable noise disturbances in the area, and I have previously lodged complaints with Randwick City Council regarding these issues. Unfortunately, the response and actions taken by the Council have been unsatisfactory, and the noise problems persist.

- *The addition of a 13-storey building, which will likely include commercial, residential, or mixed-use components, will inevitably introduce new sources of noise. Mechanical systems such as air conditioning units, ventilation systems, and cooling towers are known to produce continuous low-frequency noise that can be highly disruptive to nearby residents, especially during nighttime hours when people rely on quiet for rest and well-being. The proposed development's scale suggests a significant number of such systems, which will exacerbate the existing noise issues in the area.*
- *My previous complaints to Randwick City Council highlight the inadequacy of current noise mitigation measures in Kingsford. The Council's failure to resolve these ongoing issues raises serious concerns about their capacity to enforce effective noise controls for a development of this magnitude. Without stringent, enforceable conditions to limit noise emissions—particularly from 24/7 mechanical equipment—I strongly believe this development will make living conditions in the area intolerable for residents like myself.*
- **Increased Traffic and Parking Issues:** *The demolition of an existing car park to make way for a 13-storey building will have a detrimental impact on parking availability and traffic congestion in Kingsford. The car park currently serves as a critical resource for residents, visitors, and local businesses, particularly given the limited on-street parking in the area. Removing this facility without providing adequate replacement parking will place additional strain on already scarce parking spaces.*
- *Furthermore, a 13-storey building is likely to generate significant additional traffic, both during construction and once operational. The influx of residents, workers, or visitors associated with the development will increase vehicle movements on local roads, which are already heavily congested, particularly along Anzac Parade and surrounding streets. This will exacerbate existing traffic issues, leading to longer travel times, increased road safety risks, and further frustration for residents.*
- *The application does not appear to adequately address how the loss of the car park or the increased traffic demand will be mitigated. Without a comprehensive traffic and parking management plan, the development risks creating chaos in an area that is already struggling to cope with current demands.*
- **Loss of Sunlight to Residential Homes:** *The proposed 13-storey building will cast significant shadows over nearby residential properties, including my home at 39 Norton Street. The height and bulk of the development will block sunlight to homes that currently enjoy natural light, particularly in the morning and*

- For clarity, the Proposal is for an educational facility only, and does not comprise of any residential or mixed-uses. As has been noted above, at this stage, specific mechanical plant items and their exact locations have not yet been confirmed. However, the Project's acoustic consultant (Mott MacDonald) advises that satisfactory control of noise emissions from mechanical plant 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.
- Given that this is a State Significant Development Application (SSDA), the conditions of consent will be enforced by the Department of Planning, Housing and Infrastructure (DPHI), as opposed to Randwick City Council.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.
- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.

afternoon. Loss of sunlight has well-documented negative impacts on mental and physical health, as well as on the amenity and liveability of residential areas.

- *Kingsford is a low- to medium-density suburb with a mix of single-storey homes and low-rise apartment buildings. A 13-storey structure is grossly out of character with the existing built environment and will create a jarring contrast that disrupts the area's aesthetic and functional harmony. The overshadowing effect of such a tall building will diminish the quality of life for residents, particularly those whose homes or gardens will lose access to sunlight for significant portions of the day.*
- **Broader Community Impacts:** *Beyond the specific concerns outlined above, the proposed development raises broader questions about its compatibility with the character and needs of the Kingsford community. The scale of the project appears to prioritize developer interests over the well-being of existing residents. The cumulative impact of noise, traffic, parking shortages, and loss of sunlight will erode the liveability of the area, making it less attractive for families, retirees, and other long-term residents.*
- *Additionally, the lack of transparency and community consultation in the planning process for this development is concerning. Residents deserve to have their voices heard and their concerns addressed before such a significant project is approved. The Department of Planning, Housing and Infrastructure has a responsibility to ensure that developments align with the public interest, and I urge you to carefully consider the long-term consequences of approving this proposal.*
- **Recommendations and Conclusion:** *In light of the issues raised, I strongly urge the Department of Planning, Housing and Infrastructure to reject Application Number SSD-7467005. The proposed 13-storey development will exacerbate existing noise pollution problems, worsen traffic and parking issues, and cause significant loss of sunlight to residential homes. These impacts are unacceptable and will severely diminish the quality of life for Kingsford residents. If the Department is inclined to consider the application further, I request the following conditions be imposed:*
  - *Noise Mitigation: A comprehensive noise impact assessment must be conducted, with enforceable conditions to ensure that mechanical equipment (e.g., air conditioning and cooling towers) does not produce noise levels exceeding acceptable limits, particularly at night.*
  - *Traffic and Parking Plan: A detailed traffic and parking management plan must be developed to address the loss of the existing car park and the increased demand generated by the development.*
  - *Sunlight Protection: The building height and design must be revised to minimize overshadowing of residential properties, preserving sunlight access for existing homes.*
  - *Community Consultation: Meaningful engagement with residents must occur to ensure their concerns are addressed before any approval is granted.*

- In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- Whilst the residential character of Kingsford is low-medium density, it also abuts the Randwick Health and Innovation Precinct (of which UNSW forms part of), which is identified across numerous strategic planning documents at local, metropolitan and State level as supporting growth and employment. Whilst the Proposal is larger than surrounding residential dwellings, it fully aligns with the expected development outcomes of the Precinct it forms part of.
- **Broader Impacts:** The Proposal has been designed to be compatible with the envisaged development outcomes of the Randwick Health and Innovation Precinct, of which it is a contributory feature. Further, the Proposal has also been designed to deliver upgraded and contemporary teaching and learning facilities for the University, in recognition of some facilities being outdated and no longer fit for purpose.
- Notwithstanding, due regard has also been given to the adjacent residential properties, with the Proposal seeking to strike a balance between delivering on its purpose as well as protecting the amenity of these residences. Cumulative impacts relating to key issues such as traffic, solar access, noise etc. have all been considered where relevant in the SSDA, and the assessments reflect this.
- **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session, and follow-ups including site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and the SIA Addendum Report **(Appendix G).**

	As a resident who has already endured unresolved noise issues and lodged complaints with Randwick City Council to no avail, I am gravely concerned that this development will make an already challenging situation far worse. I implore the Department to prioritize the well-being of the Kingsford community and reject this proposal in its current form.	• With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken. • Additional consultation on the construction programme and construction activity will also occur as the broader development programme progresses. • **Recommendations:** The recommendations are acknowledged, with the following comments provided: - Noise Mitigation: The Acoustic Report confirms that all noise criteria can be achieved subject to the implementation of mitigation measures. - Traffic and Parking: As noted above, the existing car parking is generally occupied by contractors only and does not accommodate students or staff of the University. Further, the Proposal will decant existing students from other nearby facilities and does not in itself generate any additional population on the campus. - Sunlight Protection: The additional solar analysis has concluded that there are acceptable impacts to surrounding properties, and no further design amendments are required to offset this. - Community consultation: As noted above, additional consultation has occurred with residents since exhibition of the SSDA and will continue as the Project progresses.
Name withheld	• *The proposed building will remove 59 parking spots not replaced, could possibly cast a shadow of approximately 76m & have views over the local areas and our properties. Our property is located on the northern side of Norton St and would appear to have sunlight removed from our back garden.* • *The 13 stories plus plant equipment will approximately 50m will directly invade our privacy and peaceful enjoyment of our home and surrounding dwellings.*	• **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • **Privacy impacts** – Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • **Building Height:** For clarity, the Proposal comprises of 11 storeys + plant, as opposed to 13 storeys.
Name withheld	• *The high raise building complex will create huge negative impact on the residential houses surround and bring chaos to our daily life:* - *worsens the car parking situations which is already critical* - *privacy issues from the top of the building overlooking our backyards,* - *creates shadows and blocks the sun lights to our north aspect backyard* - *decreases our house value* - *creates an overly crowded environment to both residents and UNSW campus* - *lack of style of architecture design* - *further ruins the reputation of UNSW campus planning*	• **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.

- In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid).
- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Property Values** – Concerns regarding potential impacts on property values are noted. 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.
- **Building use:** As discussed above, the Proposal will decant students from adjacent facilities, rather than accommodating an increase in the student population, therefore not contributing to any overcrowding issues.
- **Design:** The design of the Proposal has been reviewed by the State Design Review Panel (SDRP) been derived from a number of key principles, including:
  - Improving Gate 11 arrival experience as part of the Randwick Health and Innovation Precinct.
  - Enhancing the ground plane experience.
  - Improved ground plane connection to foster accessible and safe pathways.
  - Flexible and adaptable spaces that respond to the continually growing and evolving education, research and workplace landscape.
  - Creating a campus environment that attracts, supports and provides world class integrated research and education opportunities.
  - A wellness focusses campus that attracts students, staff and visitors through green and healthy design initiatives.
  - Creating an open, permeable and connected public realm.

		- Vibrant and active hub. • UNSW politely disagree with the statement relating to the reputation of UNSW campus planning.
Name withheld	*Full submission is available on the Major Projects Portal website, in summary, the submission highlights the following key points:* • *Deficient community engagement.* • *Construction impacts.* • *Removal of car parking/Insufficient construction-related parking.* • *Solar Access.* • *Viability of Oval Lane trees.*	• **Community Engagement:** Regarding community engagement, the following is noted: - It is noted that the Social Impact Assessment and Community Engagement Guidelines for State Significant Projects are inter-related but distinct processes. - The educational background of the SIA authors, including current or previous studies at UNSW, does not compromise their professional responsibilities or the integrity of the assessment. UNSW is one of several leading tertiary institutions in Sydney/NSW, and it is common for professionals in the built environment sector to have qualifications from this University. Academic affiliations alone do not constitute a conflict of interest. - As noted above, the Social Impact Assessment (SIA) and Community Engagement processes for State Significant Development Applications are two interrelated but distinct processes - The Social Impact Assessment does not reference or rely upon the IAP2 Framework. The broader community engagement for the project—undertaken separately from the SIA—was led by professionals with IAP2 qualifications. All authors of the Community Engagement process are IAP2 trained with the Project Director a Trainer on behalf of the Engagement Institute Australasia (formerly IAP2 Australasia) with over twenty years of experience. - The IAP2 Spectrum that the submission is referring to is a tool that helps organisations determine the appropriate level of public involvement in decision-making processes. It outlines five levels of engagement, from informing the public to empowering them with decision-making power. This spectrum helps clarify the public's role and the organisation's responsibilities at each stage of engagement. The IAP2 Spectrum is not a hierarchy. - It is acknowledged that a number of residents reported not receiving the SSD letter box drop which may have contributed to low SIA survey and community consultation webinar engagement numbers. Additional engagement has been undertaken during this RTS phase and an assessment of impacts following feedback is provided in the SIA Addendum. - As such, additional opportunities have been provided for further input from impacted and interested community members. - In relation to the letterbox drop itself the engagement catchment included approximately **1,329 distribution points** – 1,309 residential addresses and 20 business address. It's important to note that the area that cited (Norton Street) they did not receive notification were included in the letterbox drop zone.

- The letterbox drop was provided by D&D Mailing Services. D&D Mailing Services is a mail handling organisation with facilities in Sydney and Melbourne, offering a range of services including bulk mailing, data processing, and parcel distribution. They specialise in services like Print Post, eParcel, and magazine wrapping. The company has been in operation for over 30 years and is a listed supplier of the NSW Government.
- Geotagging was provided by D&D Mailing, which is used to verify delivery locations, enhancing accountability and transparency. Whilst it is possible that participants in Norton St did not receive notification, it must be noted that data from geotagging of the letterbox drop indicates the area was included and the supplier is regarded as reputable and indeed services government departments.
- Regarding the exhibition process, it must be reiterated that UNSW, as the Proponent, does not manage this process.
- The DPHI typically notifies the public of exhibition periods for development applications, including State Significant Developments (SSD), through the Major Projects Planning Portal. This portal serves as the central online hub for information related to major development projects across the state.
- Once an Environmental Impact Statement (EIS) is lodged, it is placed on public exhibition for a minimum of 28 days. During this time, members of the public can view all relevant documents, including the EIS itself, and are invited to provide feedback. Submissions are made directly through the portal, which streamlines the consultation process. DPHI manages the collection of submissions and coordinates with the project proponent to ensure that public concerns are addressed appropriately.
- Additional targeted engagement has been undertaken with impacted neighbours to further understand impacts.

- The anticipated job generation has been calculated in accordance with standard industry procedures and represents an estimate based on the scope of the Proposal and expected construction timeframe.
- **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed

and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.

- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Oval Lane Trees** – the Project arborist, Canopy Consulting, has confirmed the following with relation to the viability of the trees on Oval Lane in the post-development scenario:
  - Overshadowing from the proposed G25 building occurs mainly during midday in winter with some shoulder shading expected outside the equinox.
  - No overshadowing is expected during summer or equinox periods when light availability and photosynthetic activity are highest.

- Winter midday sun is at a lower intensity and trees rely more on diffuse light, morning, and afternoon sun — all of which will remain available year-round.
- Impact Assessment:

  Tall canopy species will remain largely unaffected, continuing to access direct overhead sunlight and substantial diffuse light from multiple angles.

  Mid-storey species on the immediate northern edge of Oval Lane may experience some additional winter shading; however, this is seasonal and occurs when growth rates are naturally reduced.

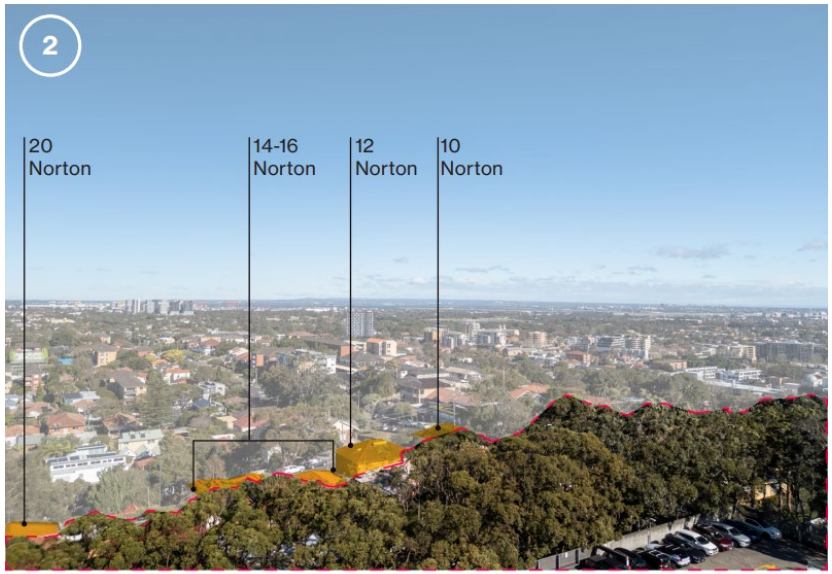
  Understorey species are already adapted to lower light environments due to existing canopy cover and proximity to built structures.

Ana Vigas

- *Key Concerns and Objections:*
  - *Loss of Privacy: The proposed height of the building will allow clear views from upper floors directly into the homes and gardens of Norton Street residents, compromising our right to privacy.*
  - *Loss of Natural Light: The building will cast extensive shadows over adjacent homes and gardens, particularly on the northern side of Norton Street, significantly reducing access to natural sunlight.*
  - *Overbearing Scale: The sheer size and height of the structure will be visually overwhelming and entirely out of scale with the existing low-rise residential character of the area.*
  - *Parking and Traffic Impacts: The removal of 59 car parking spaces will worsen already congested streets. Furthermore, during recent nearby developments, UNSW has not provided adequate parking for construction workers, resulting in increased demand on residential streets.*
  - *Noise and Air Traffic Disruption: The building will alter helicopter flight paths to the nearby hospital, directing aircraft over homes and increasing noise pollution in the neighbourhood.*

- *Mitigation Measures Requested: To reduce the negative impact of this development on the local community, I strongly urge the following to be considered:*
  - *Reduce the overall height of the building to a maximum of 8–9 storeys.*
  - *Minimise the footprint of the building to allow for greater open space between the structure and residential homes.*
  - *Increase landscaping and screening, including tall trees and green buffers, to soften the visual impact and improve privacy.*
  - *Relocate the development to a more central part of the UNSW campus, further from residential boundaries.*

- **Privacy impacts** –Privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid).
- Given the relative distance of the G25 building from the subject property, as well as the significant screening from the trees along Oval Lane, instances of onlooking into adjacent properties on Norton Street is extremely limited. This can be seen in the below images.



View 1 - RL 90.4 - Level 8, Proposed G25 Building

View 1 - RL 94.4 - Level 9, Proposed G25 Building

- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Visual Impact** – Additional viewpoints in the public domain (as well as from some residences on Norton Street) have had additional visual impact assessment undertaken, which is provided in **RTS Appendix I** and **Section 4.4** of the RTS Report. This assessment concludes that the Proposal does not block any significant views from the public domain, nor does it appear prominent in these views. Further, the Proposal's scale is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct, and is therefore acceptable from a visual impact perspective.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population.

- The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university.
- In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets.
- UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets.
- **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
- **Helicopter/Aircraft Noise:** Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw who have confirmed that all built structures, crane locations and heights will not require any changes to exiting helicopter flight operations or flight paths during construction works. As such, there will be no additional noise impacts relating to aircraft/helicopter movements.
- **Recommendations:** The recommendations are acknowledged, with the following comments provided:
  - Building height/footprint: The additional analysis of key issues such as solar access, privacy and visual impact has concluded that there are acceptable impacts to surrounding properties, and no building height reduction or design amendments is required to offset this.
  - Landscaping: The existing trees on Oval Lane already provide a significant buffer for privacy and visual impact purposes, as does the existing multi-storey car park situated between the building and Oval Lane. As discussed in the RTS Report, key issues relating to visual privacy and visual impact have already been considered in the design of the Proposal.
  - Siting/Location: As noted above, the UNSW campus is a built and highly constrained environment, with very limited opportunities – particularly on the upper campus – for new educational buildings. The selected site was identified by UNSW as being currently underutilised and is one of the few

		viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature.
Paul Freeman	• *The proposal building described as 13-14 stories is too large and domineering over local residents in Norton Street where I live and there will more loss of amenity, excessive noise, reduced parking and increased traffic flow which has already made Norton Street an unsafe and dangerous rat run from very early in the morning morning to late at night. Residents continue to endure the extensive redevelopment of the Inglis sale yard precinct and the enormous redevelopment of the adjacent hospital precinct. The light rail construction as well created extensive and extended disruption to our lives. We had had enough of this relentless impost and inconvenience on our lives generally, and our mental health and well being which continues to suffer.* • *In regards to the building I am very concerned as to the shadows it will cast over residents in Norton Street all year round but particularly in the winter months with the lower sun transit and longer cast shadows. If the development proceeds the height must be restricted to cast no more shadow than the existing car park abutting Oval Lane on the University boundary. Removing sunlight is unacceptable and a direct loss of a most basic existing facility and right.* • *Why can't the development be sited away from neighbours more centrally in the campus?* • *I am also very concerned at the loss of privacy with potentially direct views in the houses and yards of residents impacting the quiet enjoyment of our property. Again if the development cannot be moved then reduce the height so there is no common line of sight.* • *Similarly a building of this height and size is too domineering and oppressive in nature by its mass on the neighbours of the University. A more centrally Campus location would remove this issue and others and not justify objection.* • *The prospect of another major building project with the attendant noise and disruption fills me with dread. How much of our lives have to impacted by continuous construction on this scale. The noise of the hospital redevelopment continues to mar our lives and this will be much closer again. Some basic peace and quiet please should not be too much to ask.* • *In addition our locale is dying under the unmanageable traffic flow around us in our street. Our street is rammed night and day with local workers, students, medical staff and construction workers. Ever since the proliferation of traffic lights over the much preferred and flowing round about Norton Street is a now a narrow rat run that attenuates being jammed up with no room to get past each way. When the load lightens then the short cutting commuters roar both up and down the street both creating noise and high speed risk to residents, people*	• For clarity, the Proposal comprises of 11 storeys + plant, rather than to 13-14 storeys (13 storeys was proposed in early design phases but reduced in the lodged plans). • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • **Siting/Location** – Regarding the location of the Proposal, as discussed in **Section 4.1** of the RTS Report, the building has been designed to align with the outcomes expected within the Randwick Health and Innovation Precinct. The selected site was identified by UNSW as being currently underutilised and is one of the few viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature. • **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • Regarding site selection, the UNSW campus is a built and highly constrained environment, with very limited opportunities – particularly on the upper campus – for new educational buildings. The selected site was identified by UNSW as being currently underutilised and is one of the few viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature. • **Construction Impacts:** In relation to construction impacts, a Preliminary Construction Management Plan was submitted with the EIS, which will inform

	parking and entering and exiting cars. I can't get out of my driveway to go work without the risk of a tradie in Ute barrelling down or up the street and nearly taking the front of my car off. Another building project will make this worse, and it looks like the proposal will take out the existing Botany St car park of around 60 spots. We need to seal this street off and remove it as a rat run, or put serious traffic calming measures in. • *In a nutshell is too big, in the wrong place and the suburb cannot handle it any more. The residents can't handle anymore and will not accept this unsympathetic development from our neighbour.*	the conditions of consent imposed on the SSDA. Following this, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents. The CMP will also take into account existing construction projects that are underway and will consider these when minimising impacts to residents. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M** • **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • Regarding the implementation of traffic lights or amending/sealing off streets, this is a responsibility of Randwick Council's Traffic Committee, and the Applicant does not have the jurisdiction to implement such measures on public roads.
Rosemary Hayman	• *The proposed building is too high and will significantly impinge on privacy. Individuals on the top floors will be able to see directly into my house and garden.* • *The building will be oppressive and overbearing on the small residential dwellings in Norton Street, parts of Botany and Kennedy Streets.* • *The building will cast great shade on dwellings on the northern side of Norton Street*	• **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • Given the relative distance of the G25 building from the subject property (which is situated on the southern side of Norton Street), as well as the

- *The building will remove 59 parking spots and force further cars into the already full, surrounding streets.*
- *The height of the building will force helicopter pilots flying to the hospital to fly over the surrounding lower dwellings causing more noise to the residents.*
- *The university has failed to provide parking for contractors on previous projects and building this project, will significantly impact the residents who have had to endure many years of constant redevelopment in the vicinity.*

significant screening from the trees along Oval Lane and structures on the northern side of Norton Street, instances of onlooking into adjacent properties (including 35 Norton Street) is extremely limited. This can be seen in the below images.

View 3 - RL 94.4 - Level 9, Proposed G25 Building

View 2 - RL 98.4 - Level 10, Proposed G25 Building

- **Visual Impact** – Additional viewpoints in the public domain (as well as from some residences on Norton Street) have had additional visual impact assessment undertaken, which is provided in **RTS Appendix I** and **Section 4.4** of the RTS Report. This assessment concludes that the Proposal does not block any significant views from the public domain, nor does it appear prominent in these views. Further, the Proposal's scale is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct, and is therefore acceptable from a visual impact perspective.
- **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**.
- **Car parking** – As referenced in the EIS and RTS Report, the Proposal is not anticipated to generate additional parking demand, given that the proposed building will decant students from adjacent facilities that are oversubscribed

		and/or no longer fit-for-purpose, rather than accommodating an increase in the staff or student population. • The existing at-grade carpark located on the subject site contains 64 parking spaces. The proposed development will remove 54 of these spaces to facilitate the development of the future building, resulting in 12 spaces retained for the use of the wider university. • In combination with the UNSW strategy to promote active transport and plan for parking holistically across the campus, not individual buildings, the reduced spaces will have a negligible impact on parking demand on campus or in surrounding streets. • UNSW has noted concern raised with respect to car parking availability on campus, and in response will upgrade the existing UNSW totem sign 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 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 parking on the surrounding residential streets. • **Helicopter/Aircraft Noise:** Flight paths for the POW HLS have been assessed by the aviation consultant, Avlaw who have confirmed that all built structures, crane locations and heights will not require any changes to exiting helicopter flight operations or flight paths during construction works. As such, there will be no additional noise impacts relating to aircraft/helicopter movements. • **Construction Parking:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**
Peter Coorey	• *Loss of sunlight / shadow: At the proposed height and width, the proposed development will result in a loss of sunlight, and shadows to my home and many surrounding homes. A lower height of eight levels will eliminate these damaging features of the proposed development.* • *Bulk: The proposed development is significantly tall and wide. This will represent an overbearing bulk that replaces the healthy and appealing outlook of the sky. A lower height limit will prevent this adverse effect to my home and surrounding homes.* • *Privacy: The proposed development appears to enable users of the new building to view many of the surrounding homes from the windows of the new building and from the proposed rooftop terrace. A lower height limit will preserve the privacy of many surrounding homes.*	• Regarding site selection, the UNSW campus is a built and highly constrained environment, with very limited opportunities – particularly on the upper campus – for new educational buildings. The selected site was identified by UNSW as being currently underutilised and is one of the few viable locations that allows the university to modernise its teaching facilities without expanding beyond the campus boundary and with minimal disruption of existing facilities. The Site has also been selected for its location within the Randwick Health and Innovation Precinct, of which the Proposal is a contributory feature. • **Solar/Overshadowing impacts** – Additional, more detailed solar analysis and assessment of overshadowing/solar access impacts has been undertaken by the project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted

• *Building lighting: I understand that the design of the southern façade of the Proposed Development considers privacy and light spill. Can you please ensure that no lights disturb residence's quiet enjoyment of their homes.* • *Oval Lane trees: I have been advised that no trees along Oval Lane will be removed, which is a relief. Can you please advise me if this is not the case.* • *Construction programme: The construction timeframe of two years is very long. A lower height level building will result in a shorter construction timeframe and less disturbance to surrounding homes.*	that 34 of the 37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. Where any variations occur, they are considered to be reasonable variations on a merit basis, as is also detailed in **Section 4.2** and the **RTS Appendix D**. • **Visual Impact** – Additional viewpoints in the public domain (as well as from some residences on Norton Street) have had additional visual impact assessment undertaken, which is provided in **RTS Appendix I** and **Section 4.4** of the RTS Report. This assessment concludes that the Proposal does not block any significant views from the public domain, nor does it appear prominent in these views. Further, the Proposal's scale is compatible with the existing and desired future character of the Randwick Health & Innovation Precinct, and is therefore acceptable from a visual impact perspective. • **Privacy impacts** – privacy impacts have been further assessed by the Project team and are addressed in more detail in **Section 4.3** of the RTS Report, as well as the Design Report Addendum (**RTS Appendix D**). This demonstrates that neighbour privacy will be protected given the existing boundary trees and distance/setbacks of the building from neighbours, supported by limited views from the building (75% of the south elevation is solid). • Given the relative distance of the G25 building from the subject property, (which is understood to be on the northern side of Norton Street), as well as the significant screening from the trees along Oval Lane, instances of onlooking into adjacent Norton Street properties is extremely limited. This can be seen in the below images.

View 4 - RL 98.4 - Level 10, Proposed G25 Building

- **Light Spill:** The Proposal's lighting design will be developed to comply with AS4282 – Control of the Obtrusive Effects of Outdoor Lighting, which sets clear limitations on how lighting can impact nearby properties.
- Concern regarding light spill to properties situated South of the site is acknowledged. It is important to note that a six-storey car park structure sits between the development and these neighbouring properties, and as a result, any ground-level or low-level outdoor lighting on the southern side of the site will remain well below the height of this car park, and will also be directed downwards. This is also supported by the fact that 75% of the southern façade is solid (as noted in the privacy commentary) and therefore does not generate any light.
- As such, light from the building and adjoining public domain will not spill over or directly affect residential properties on Norton Street. Once the building is commissioned, building internal lighting will be managed to areas which are in use, to minimise power usage.
- As confirmed in the EIS, trees along Oval Lane are proposed to be retained.
- The proposed construction timeframe is commensurate with the scale and nature of the building. As noted above, a detailed Construction Management Plan (CMP) will be prepared by the appointed Contractor prior to works commencing, outlining procedures and mitigation measures for key issues

		such as noise and dust. A complaints procedure will also be implemented, as well as measures for ongoing communication with residents.
Shayne Burgoyne	• ***Noise Pollution Concerns**: My primary concern is the significant increase in industrial noise once the building is completed. It is essential to consider the current unacceptable noise levels in the area, of which I have already formally complained directly to both Randwick Council and UNSW.* • *I encourage you to visit the site and listen to the noise generating from the Solar Industrial Research Facility SIRF (G23) building. Then take the elevator to the top floor of the adjacent carpark where the noise is considerably louder. This noise is magnified as your move away from the building towards Norton St.* • *I note in the Environmental Impact Statement it is stated 'building services noise emissions from the new building will be partially mitigated by the effects of noise attenuation with distance and shielding from intervening structures, owing to:* - *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 Carpark (5-storey), which is particularly notable between the G25 site and the off-campus receivers such as the residential dwellings and the hospital complex'.* • *However in Appendix P - Operational Noise and Vibration Assessment it states unattended measurements 'measured LA90s were consistently above 50 dBA across all time periods, suggesting presence of existing building services noise in this area'. Imperatively no noise receptor sensors were placed on Oval Lane or Norton St where the building service noise is magnified and amplified creating a constant vibrating hum.* • *Your Environmental Impact Statement states 'Satisfactory levels of noise emissions will be achievable through standard measures…and shielding from intervening structures namely an acoustic/visual screening around all sides of the rooftop plant deck and the moderate separation distance and shielding offered by the existing H25 Botany Street Carpark (5-storey), which is particularly notable between the G25 site and the off-campus receivers such as the residential dwellings and the hospital complex'. However the noise assessments in the impact assessment undertaken between the dates 31/10/2024 to 7/11/2024 were notably not taken in the height of summer when the UNSW commercial air conditioners are turned up to maximum capacity and operate on a 24 hour basis, 7 days a week, which makes an intolerable noise even more intolerable. I note From the figure 3-1 of the operational Noise and Vibration Assessment – no measurements were taken on Norton St or Oval Lane at all. Furthermore and as previously noted the noise pollution emanating from the current site amplifies and magnifies as you move further away from it. As such your assessment in completely flawed and unusable. To rely on this information is egregious.*	• **Acoustic Impacts:** As with all SSDA approvals, appropriate conditions of consent will be implemented by the Department of Planning, Housing and Infrastructure to manage operational noise impacts. These will be enforceable by the relevant authorities. • For clarity, the Proposal is for an educational facility only, and does not comprise of any residential or mixed-uses. As has been noted above, at this stage, specific mechanical plant items and their exact locations have not yet been confirmed. However, the Project's acoustic consultant (Mott MacDonald) advises that satisfactory control of noise emissions from mechanical plant systems can be readily achieved through the implementation of standard acoustic mitigation measures, including silencers, barriers, acoustically lined ductwork, acoustic louvres, and vibration isolation. • Further, in light of feedback from Council and the community, an additional mitigation measure relating to acoustic impacts has been included within the RTS Report **Section 6.0.** • 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, which was proposed at the preliminary design stage. • Given that this is a State Significant Development Application (SSDA), the conditions of consent will be enforced by the Department of Planning, Housing and Infrastructure (DPHI), as opposed to Randwick City Council. • Further, comments relating to the methodology are acknowledged, and the Project acoustic consultant (Mott Macdonald) notes the following in response: - Noise measurements were undertaken on Oval Lane. - Regardless of the measured LA90s, the Noise Policy for Industry requests that the Industrial Noise trigger Levels are derived from the lower of the project intrusiveness noise level and amenity noise level. While the project intrusiveness level is high due to existing background conditions, due to the planning use zones in the area, the project noise trigger level is much lower due to the amenity noise level (38dBLAeq, 15mins at night).

- *I note in Section 5 Assessment and Recommendations the report states – 'If warranted, additional feasible and reasonable noise mitigation measures can be explored' -*
- *I believe these additional mitigation measures should not only be explored but should be a condition of the approval together with similar measures retro-fitted to the rooftop of the Solar Industrial Research Facility SIRF (G23) building. This will significantly improve the quality of living standards for nearby residents.*
- *The summary of the unattended measurements are provided in Table 3.2, and daily plots provided in Appendix C. It should be noted that:*
  - *Wind and rain data was based on the Sydney Airport Bureau of Meteorology weather monitoring station. Adjustments were made, consistent with AS1170.2:2021, to account for difference in heights and shielding.*
  - *During the night period there appears to be constant fauna noise (4kHz) present. As such, this data was filtered out for the LA90 measurements only (as this noise is seasonal, and the LA90 is used to derive the environmental noise criteria).*
  - *Measured LA90s were consistently above 50 dBA across all time periods, suggesting presence of existing building services noise in this area.*
- *The existing building service noise should not be considered the base level of acceptable noise and as such the recommended findings of the assessment are flawed and simply cannot be relied upon. I recommend new assessments are commissioned by an independent expert based on acceptable base levels.*
- *The Environmental Impact Statement Key Features of Site and Surrounds (page 19) erroneously and misleadingly classifies the impacted properties on Norton St as low-medium density residential zoning, however these impacted Norton St properties are classified as R2: Low Density Residential. Once again the reports are deliberately misleading and cannot be relied upon.*
- ***Lack of consultation with impacted stakeholders***
- *I note you state that engagement with the community and stakeholders has been undertaken by Ethos Urban engagement specialists in collaboration with UNSW. You state 'the community engagement process was guided by the Department's Undertaking Engagement Guidelines for State Significant Development (2021), ensuring alignment with best practices and stakeholder inclusion. However this is completely false and grossly misleading as the most impacted cohort was not satisfactorily consulted in any way. Your demographic study of the average age of residents is grossly misleading as your dataset is mostly comprised of transient students in share house accommodation in the broader suburb while the most impacted residents are long-term owners who have been in their homes for many decades or high-income earning residents with the means to purchase in an expensive area of Sydney. Further to this and given the age of impacted residents, you are unfairly discriminated against older residents who are not tech savvy or English is not their first language. You have provided a simple link to a considerable amount of confusing, technical jargon*

  - Based on the above, the concerns raised are addressed in this methodology, where existing plant noise has been considered through monitoring, however the project noise levels are based on the planning use zones.
  - Noise mitigation is being explored during the design process, as required, to meet the project noise levels.
  - The acoustic consultant has also confirmed that the Environmental Wind Assessment Report prepared by Arup includes buildings within a radius of 500m around the site, which includes the new developments on the eastern side of Botany Road.
- **Consultation Process:** The pre-lodgement consultation process (i.e. leading up to the lodgement of the application to the Department of Planning, Housing and Infrastructure) is described in **Section 3.1** of the RTS Report. It is acknowledged that concerns have been raised by the community in relation to the pre-lodgement consultation strategy, as well as during the exhibition process (which is managed by DPHI). In response to this, a subsequent and comprehensive engagement strategy was formulated by the Project team to further engage with surrounding residents, and principally, those that had made submissions to DPHI and UNSW directly. This has included door knocking, letter box drops, a neighbour information session, and follow-ups including site visits to residents. This process and outcomes are detailed further in the RTS Report at **Section 3.1** and SIA Addendum Report **(Appendix G)**
- With further regard to consultation, following the community feedback during the above door knock, the in-person neighbourhood information session was held on 31 July 2025, where members of the Project Team met with residents to discuss the Proposal and receive feedback. Following this, one-on-one information sessions were also offered to residents and a number of these were held in August 2025.Further, ongoing communications from that meeting have included information sharing, responses to email queries and further offer of site visits to verify site conditions for refining the solar modelling undertaken.
- Additional consultation on the construction programme and construction activity will also occur as the broader development programme progresses.
- **Wind Impacts**: The Wind Assessment Report prepared by ARUP (**RTS Appendix F**) confirms that winds along Oval Lane will meet all comfort and safety criteria.
- **Construction Parking/Traffic:** A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the construction of the G25 building as part of the EIS. The CPTMP outlines various measures to manage impacts of construction worker car parking and minimise impacts of the surrounding community, which are described in **Section 4.7.2** of the RTS Report. In addition, a Construction Worker Transport Strategy (CWTS) has been prepared which outlines various mitigation measures to manage impacts of construction worker car parking, as identified in **RTS Appendix M**

heavy and repetitive amount of information that is overwhelming to the average resident. This is disgraceful and I encourage you to take this feedback seriously as you are required to ensure a fair representation of the community and you have breached your obligation to act in good faith.

- ***Wind Impacts***
- *The Wind Impacts and Environmental Wind Assessment Report is not satisfactory and appears to be undertaken as to the wind impact on the new building but does not factor in the wind tunnel created in Botany St by recent developments in the area. There is no mention of this or commentary on any consultation with Randwick council regarding the wind problem in the area.*
- ***Traffic and Congestion***
- *The proposed development will increase traffic in the area, leading to additional noise from vehicles. This increase in traffic will worsen existing congestion and create a more chaotic environment, further impacting the peace of our community. Norton St has already been turned into a short-cut for motorists to avoid the traffic lights at Botany and Barker St. Increased traffic will further exacerbate this problem. I note traffic treatments were placed on Norton street to assess traffic flow recently and interestingly this or the intention (let alone the independent expert commissioning the same) was not mentioned in any report amongst the plethora of documentation. This study was obviously undertaken by Randwick council and probably based off a resident complaint. If proper community consultation was undertaken, this should have and would have been directly addressed in your report and communicated to residents.*
- ***Solar impacts***
- *The proposed 13-storey building will cast significant shadows over residential properties on Norton St. The height and bulk of the development will block sunlight to homes that currently enjoy natural light, particularly in the morning and afternoon. Loss of sunlight has well-documented negative impacts on mental and physical health, as well as on the amenity and liveability of residential areas. The overshadowing effect of such a tall building will diminish the quality of life for residents, particularly those whose homes or gardens will lose access to sunlight for significant portions of the day and any resident with solar panels will be detrimentally financial impacted.*
- ***Environmental Concerns***
- *Your impact assessment alludes to the 'noise' of wildlife impacting the noise recording sensors which were still able to confirm the ambient building noise level was (unacceptably) high but does not properly address the disruption to local wildlife and ecosystems. The introduction of a large educational building in our area could alter the natural soundscape, negatively affecting the local flora and fauna.*

- **Solar/Overshadowing impacts** – Additional and more detailed solar analysis and assessment of overshadowing/solar access impacts has been conducted by the Project team and is discussed in **Section 4.2** of the RTS Report and the Design Report Addendum (**RTS Appendix D**). This additional analysis noted that 33/37 assessed properties continue to achieve a minimum of 3 hours solar access at the June solstice to private open spaces, aligning with the Randwick DCP guidance. The analysis further demonstrates that 36/38 properties assessed continue to achieve a minimum of 3 hours solar access at the June solstice to primary living spaces. Where any variations occur, they are justified on a merit basis.
- A Biodiversity Development Assessment Report (BDAR) Waiver was issued for the development by the DPHI prior to lodgement of the EIS (**EIS Appendix O**), confirming that the development is not likely to have any significant impact on biodiversity values.