# RFI Appendix A6

## Consolidated Mitigation Measures Table

The collective measures required to mitigate the impacts associated with the proposed works are detailed below. These measures have been derived from the assessment in **Section 6.0** of the EIS and those detailed in appended consultants' reports. It also consolidates these with mitigation measures added in the Response to Submissions (RTS) reporting (November 2025) and the Additional Request for Information (RFI) reporting (December 2025), as also referenced, at the end of the table below and shown in *italics*.

| Ref No. | Potential Impact | Stage of Project | Mitigation Measure | Reference (EIS/RTS/RFI) |
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| **CPTED** | | | | |
| **C-1** | Visibility | Design | Elimination of places of concealment. Implement the recommendations outlined in Section 5.2 of the CPTED report. | Crime Prevention Through Environmental Design (CPTED) report at **EIS Appendix K**. |
| **C-2** | Visibility | Design<br>Construction<br>Operation | Security lighting. Implement the recommendations outlined in Section 5.3 of the CPTED report. | |
| **C-3** | Visibility | Design<br>Construction<br>Operation | Landscaping. Implement the recommendations outlined in Section 5.4 of the CPTED report. | |
| **C-4** | Visibility | Design<br>Construction<br>Operation | Territoriality. Implement the recommendations outlined in Section 5.5 of the CPTED report. | |
| **C-4** | Safety access and control | Design<br>Construction<br>Operation | Space management. Implement the recommendations outlined in Section 5.6 of the CPTED report. | |
| **C-5** | Safety access and control | Design<br>Construction<br>Operation | Signage and wayfinding. Implement the recommendations laid out in Section 5.7 of the CPTED report. | |
| **C-6** | Lighting | Design<br>Construction | Protection of building entrances. Implement the recommendations outlined in Section 5.8 of the CPTED report. | |
| **Traffic and Transport** | | | | |
| **T&T -1** | Traffic | Construction | Manage and control construction traffic movements on the adjacent road network and vehicle movements to and from the site. | Refer to Transport Impact Assessment located at **EIS Appendix N**. |
| **T&T -2** | Traffic | Construction | Trucks to enter and exit the site in a forward direction. | |
| **T&T -3** | Parking | Construction | No provision of vehicle parking for construction workers. | |
| **T&T -4** | Traffic | Construction | Restrict construction vehicle activity to designated truck routes. | |
| **T&T -5** | Traffic | Construction | Construction access from the external road network to mainly occur at signalised intersection. | |

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| **T&T -6** | Traffic | Construction | Pedestrian movements adjacent to demolition activity will be managed and controlled by site personnel where required. | |
| **T&T -7** | Traffic | Construction | Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements. | |
| **T&T -8** | Working Hours | Construction | Construction activity to be carried out in accordance with the approved hours of work. | |
| **T&T -9** | Hazard | Construction | Truck loads would be covered during transportation off-site. | |
| **T&T -10** | Traffic | Construction | Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements. | |
| **T&T -11** | Traffic | Construction | Activities related to the construction works would not impede traffic flow along local roads. | |
| **T&T -12** | Hazard | Construction | Materials would be delivered and spoil removed during standard construction hours. | |
| **T&T -13** | Traffic | Construction | Construction vehicles not to queue on adjacent roads and be wholly accommodated within the site or the nominated works zone. | |
| **T&T -14** | Traffic | Construction | Minimal construction traffic movements to/from the site will be made during peak hours where practical to minimise the impact on the wider road network. | |
| **Construction Management Plan** | | | | |
| **CMP-1** | Noise/Vibration | Construction | Works to be completed within DA conditional hours | The Construction Management Plan can be found at **EIS Appendix Q.** |
| **CMP-2** | Noise/Vibration | Construction | Exposure to whole body vibration in excess of exposure levels nominated for machinery or plant by the manufacturer Use tools and methods that create less noise and vibration where possible. | |
| **CMP-3** | Noise/Vibration | Construction | Noise producing activities to be isolated wherever possible. | |
| **CMP-4** | Noise/Vibration | Construction | Wear appropriate ear protection and take note of signage and restricted areas. | |
| **CMP-5** | Noise/Vibration | Construction | Subcontractor to address the control of noise during their activities. | |
| **CMP-6** | Noise/Vibration | Construction | Plant and equipment to be maintained i.e. exhausts. | |
| **CMP-7** | Dust | Construction | Offsite cutting and prefabrication should be used as much as possible | |
| **CMP-8** | Dust | Construction | Erect cutting rooms or designated cutting areas to capture dust and with adequate ventilation | |
| **CMP-9** | Dust | Construction | Use methods to suppress dust i.e. water spray, dust barriers | |
| **CMP-10** | Dust | Construction | Regular clean ups to be completed on site | |
| **CMP-11** | Dust | Construction | Equipment to be regularly cleaned no less than daily | |
| **CMP-12** | Dust | Construction | Bins leaving site to be covered | |
| **CMP-13** | Dust | Construction | Subcontractors to control the dust created during their tasks. | |

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| **CMP-14** | Construction Vehicle and Site Safety | Construction | Traffic and Pedestrian Management Plan to be developed prior to commencement on site, clearly identifying vehicle and plant only areas as well as pedestrian walkways.<br>highlighting vehicle and plant only areas, with pedestrian walkways clearly identified. |
| **CMP-15** | Construction Vehicle and Site Safety | Construction | High visibility clothing to be worn by all site personnel during construction works. Vehicle operators to be trained and have the appropriate ticket and or competency to operate. |
| **CMP-16** | Construction Vehicle and Site Safety | Construction | Vehicles to travel only on approved roadways, loads are to be secured and covered. |
| **CMP-17** | Construction Vehicle and Site Safety | Construction | Plant/equipment not to be floated on/off site unless a management representative is present. |
| **CMP-18** | Construction Vehicle and Site Safety | Construction | Plant movements to be controlled by trained and competent traffic controller only. |
| **CMP-19** | Construction Vehicle and Site Safety | Construction | Spotters to be used in areas of compromised visibility i.e. reversing. The operator to request a spotter in poor visibility. |
| **CMP-20** | Construction Vehicle and Site Safety | Construction | Once deliveries come to site, authorised traffic controllers will manage where materials will be unloaded. |
| **CMP-21** | Construction Vehicle and Site Safety | Construction | Warning alarms and flashing lights to be fitted to all machinery as directed by the manufacturers operating instructions and plant risk assessment. |
| **CMP-22** | Construction Vehicle and Site Safety | Construction | All machinery guards including ROPS to be in place and not tampered with. |
| **CMP-23** | Construction Vehicle and Site Safety | Construction | All personnel to remain in the line of site of the driver. |
| **CMP-24** | Construction Vehicle and Site Safety | Construction | Ground personnel to be trained and competent in the controls identified on HRCW SWMS. |
| **CMP-25** | Construction Vehicle and Site Safety | Construction | Communication between on ground workers and operators to be maintained at all times. |
| **CMP-26** | Nuisance to Neighbours and Adjacent Sites | Construction | Ensure public safety through securing the boundary of the site with barriers, witches hats, bunting. |
| **CMP-27** | Nuisance to Neighbours and Adjacent Sites | Construction | All mandatory signage to be prominently displayed. |
| **CMP-28** | Nuisance to Neighbours and Adjacent Sites | Construction | Notify neighbours, adjacent sites who may be impacted by major works prior to their commencement. |

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| **CMP-29** | Nuisance to Neighbours and Adjacent Sites | Construction | Maintain regular consultation with neighbours, adjacent sites in relation to protection of their staff, visitors and assets. | |
| **CMP-30** | Nuisance to Neighbours and Adjacent Sites | Construction | Regular boundary inspections conducted by site management personnel. | |
| **CMP-31** | Campus Service Disruption | Construction | Allocation of dedicated services team to manage the design, coordination, installation and commissioning of services to the project. | |
| **CMP-32** | Campus Service Disruption | Construction | The services team to be an integral part of the Interface Management Team. | |
| **CMP-33** | Campus Service Disruption | Construction | Early identification and long-term planning of services impacts through the use of the Interface and Impacts Register (see IIMP). | |
| **CMP-34** | Campus Service Disruption | Construction | Use of the DN procedure for all services interruptions and connections to services within the existing hospital. | |
| **CMP-35** | Campus Service Disruption | Construction | Undertake early services dilapidation reports for any existing hospital area or services where new works are to take place. | |
| **CMP-36** | Deliveries | Construction | All deliveries to be reported to site office/project team in advance before being set down in designated area. | |
| **CMP-37** | Deliveries | Construction | Conditions for delivery clearly communicated in subcontract documents and in the site induction. | |
| **CMP-38** | Deliveries | Construction | Any deliveries which may impact the operation of the University to be communicated via a DN. | |
| **Environmentally Sustainable Development** | | | | |
| **ESD-1** | Precautionary principle | Construction | Contractor will follow best practice and develop a site-specific construction environmental management plan. | Refer to the Construction Management Plan located at **EIS Appendix Q**.<br>Construction Waste Management Plan located at **EIS Appendix HH**. |
| **ESD-2** | Precautionary principle | Operation | Operations Environmental Management Plans will be developed by the operator to avoid irreversible damage to the environment. | Refer to the Preliminary Long Term Environmental Management Plan located at **EIS Appendix FF**. |
| **ESD-3** | Inter-generational equity | Design<br>Operation | Foster community resilience through engagement with local stakeholders and participation in local community programs. | Refer to ESD Report located |

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| **ESD-4** | Inter-generational equity | Design Operation | Targeted rooftop PV arrays will be utilized to power basic systems during utility disruptions. | at **EIS Appendix M**. |
| **ESD-5** | Inter-generational equity | Design | Permeable paving or landscape planting over areas of deep soil help to replenish the water table of the site. | Refer to the Landscape Design Report located at **EIS Appendix F**. |
| **ESD-6** | Conservation of biological diversity and ecological integrity | Design Operation | The existing site has very limited biological diversity. Therefore, proposed landscaping has minimum impact on local species or ecological integrity. The proposed landscaping schemes will improve biological diversity and provide better environments for local ecosystems. | Refer to the BDAR Waiver located at **EIS Appendix O**. |
| **ESD-7** | Conservation of biological diversity and ecological integrity | Design Construction | Major materials and products will be responsibly sourced for low environmental impact with third-party accreditation. | Refer to the ESD Report located at **EIS Appendix M**. |
| **ESD-8** | Conservation of biological diversity and ecological integrity | Design Operation | Chiller plant and all refrigeration systems will be selected on the basis of minimising environmental impacts through the selection of low ozone depletion potential (low ODP) and low global warming potential (low GWP) refrigerants and through implementing leak detection and management measures. | |
| **ESD-9** | Conservation of biological diversity and ecological integrity | Design | Landscaping around the building to promote green corridors, promote biodiversity and reduce urban heat island effects | Refer to the Landscape Design Report located at **EIS Appendix F**. |
| **ESD-10** | Improved valuation, pricing and incentive mechanisms | Operation | During building operation, minimise waste-to-landfill through the provision of recyclable waste, organics, e-waste and non-recyclable waste storage at each level of the building as appropriate | Refer to the Operational Waste Management Plan located at **EIS Appendix X**. |
| **ESD-11** | Improved valuation, pricing and incentive mechanisms | Design Operation | Eliminate combustion and air pollution emission sources from regularly used building systems, including heating, cooling, and hot water generation. | Refer to the Hydraulic Services Infrastructure Report located at **EIS Appendix CC.** |
| **ESD-12** | Improved valuation, pricing and incentive mechanisms | Design Operation | The buildings will be all electric and run on 100% renewable power, except for emergency generators. | Refer to the ESD Report located at **EIS Appendix M**. |
| **ESD-13** | Greenhouse Gas Emissions | Design Operation | Achieve at least 20% upfront carbon reduction through material selection, material efficiency and hybrid structures. | |
| **ESD-14** | Greenhouse Gas Emissions | Design Operation | Minimise combustion in building systems to enable zero-carbon operations through renewable power purchase. | |
| **ESD-15** | Greenhouse Gas Emissions | Design Operation | Solar PV panels will be installed to provide renewable energy that further reduces GHG emissions. At this stage, it | |

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| | | | is estimated that approximately 40kW could be accommodated. |
| **ESD-16** | Greenhouse Gas Emissions | Design<br>Operation | Reduced Urban Heat-Island Effect through increased landscaping and lighter materiality in construction. |
| **ESD-17** | Greenhouse Gas Emissions | Design<br>Operation | Provision for electric vehicle infrastructure to support EV vehicles as an alternative to fuel vehicles, contributing towards the reduction of exhaust emissions. |
| **ESD-18** | Energy Consumption | Design | Integrate passive design principles: sufficient well-insulated external wall, to minimise architectural and mechanical system complexity. This has been optimised through coordination between the architect, ESD consultant and façade engineer to achieve the following outcomes:<br>- Façade and building openings designed to maximise natural ventilation and minimal mechanical HVAC use<br>- Horizontal and vertical passive solar shades to reduce heat loads. High performance envelope that maximises solar control while maintaining great daylight.<br>- Glazing and structure materiality has been catered to ensure both high visual comfort and comfortable levels of solar gain. Minimises electrical lighting needs. |
| **ESD-19** | Energy Consumption | Design | Operate with minimal energy input to provide a low-carbon, low energy cost building.<br>- Future proofing to enable net-zero carbon operations through 100% energy and electricity via renewable sources.<br>- Provision of energy efficient appliances and lighting<br>- Lower cost electricity by exploring lower cost electricity through an embedded network and extensive on-site renewable energy supply i.e. solar energy via PV panels. |
| **ESD-20** | Energy Consumption | Operation | Minimise additional peak resource loads upon local utilities. |
| **ESD-21** | Water Consumption | Operation | Water conservation considerations include fixtures and fittings selected as appropriate to minimise water consumption, low water-use species for landscaping, rainwater harvesting and re-use. |
| **ESD-22** | Water Consumption | Construction | Fixtures installed meet WELS ratings. |
| **ESD-23** | Water Consumption | Operation | Non-potable water demand met from non-potable sources, and achieving the building to use at least 40% less potable water |
| **ESD-24** | Water Consumption | Operation | Stormwater used to recharge the aquifer, borehole water for all non-potable uses. |
| **ESD-25** | Water Consumption | Design | Water Sensitive Urban Design (WSUD) and landscape water filtration. |
| **ESD-26** | Material Resources | Operation | The project will minimise embodied carbon and water in materials by sourcing products from sustainability certified manufacturers/suppliers, where possible. |
| **ESD-27** | Material Resources | Construction | Achieve at least 90% construction and demolition waste diversion. |
| **ESD-28** | Material Resources | Construction | The project will be prioritising healthy building materials, such as low-VOC products. |

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| **ESD-29** | Material Resources | Construction | Use of low-carbon concrete and cements through material specification, including sourcing of sustainably certified materials or through sustainable procurement processes. |
| **ESD-30** | Material Resources | Design | The project will select 100% Sustainable Timber that is Forest Stewardship Council certified. |
| **ESD-31** | 1. In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—<br>a. The minimisation of waste from associated demolition and construction, including by the<br>choice and reuse of building materials,<br>b. A reduction in peak demand for electricity, including through the use of energy efficient technology,<br>c. A reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,<br>d. The generation and storage of renewable energy,<br>e. The metering and monitoring of energy consumption,<br>f. The minimisation of the consumption | Construction | The project is targeting 90% diversion of construction and demolition waste from landfill. |
| **ESD-32** | | Operation | Energy efficient lighting and mechanical plant will be designed to reduce the peak demand for electricity. |
| **ESD-33** | | Operation | At least 40kW of PV will be installed on the roof, helping to reduce peak electricity demand. |
| **ESD-34** | | Operation | Lighting will be controlled by movement and daylight sensors where suitable. |
| **ESD-35** | | Design | Facades have been designed to reduce reliance on mechanical heating and cooling systems through rationalised window to wall ratios, high performance glazing and rationalised shading to facades. |
| **ESD-36** | | Operation | Accessible energy and water metering will be provided for all common uses, major uses and major sources. Meters will be connected to an automatic monitoring system that will provide continual information. |
| **ESD-37** | | Operation | Non-potable water demand will be met from non-potable sources. Bore water will be used for landscape irrigation, whilst treated bore water is used for toilet flushing, cooling towers, and reverse osmosis systems. |
| **ESD-38** | | Operation | All stormwater from the site will be used to recharge the aquifer. |
| **ESD-39** | | Operation | Efficient fittings will meet WELS rating and will be specified and installed to reduce water demand. |

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| | of potable water. | | | |
| **ESD-40** | Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development has been quantified. | Design | The building has been designed to achieve 20% reduction in upfront carbon. | |
| **ESD-41** | | | A NABERS Embodied Emissions Material Form has been completed. | |
| **ESD-42** | In deciding whether to grant development consent to large commercial development, the consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050. | Operation | The development will be 100% electric with a commitment from day one to purchase renewable energy for the base building energy use. | |
| **ESD-43** | | Design | The building has been designed to be fossil fuel free, powered by renewables, highly efficient and built with lower upfront emissions. | |
| **Arboricultural** | | | | |
| **AB-1** | Tree protection | Construction<br>Operation | Trees recommended for retention are to be retained and protected in accordance with AS4970-2009. | Refer to the Aboricultural Impact Assessment located at **EIS Appendix L** |
| **AB-2** | Tree protection | Design<br>Construction<br>Operation | Trees approved for removal (*Note – removal is under separate approval*) are to be offset with more suitable and thoughtfully planned tree species and planting locations | |
| **Civil Design Report** | | | | |
| **CDR-1** | Stormwater Quantity | Design | Maintain existing sub-catchment delineation and discharge to manage stormwater quantity. | Refer to the Civil Design Report located at **EIS Appendix GG**. |
| **CDR-2** | Soil and water management plan | Construction | A soil and water management plan will be prepared and implemented to manage soil and water on-site during construction to minimise impact on receiving water sources. A preliminary plan has been prepared and includes:<br>• Stabilised site entry/exit | |

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| | | | • Sediment fencing<br>• Mesh and gravel and geotextile inlet filters | |
| **CDR-3** | Stormwater Quality | Operation | Utilisation of existing GPTs and implementation of new litter baskets will be adopted to manage stormwater quality. | |
| **CDR-4** | Flood Planning Levels | Design | Floor levels and threshold levels to be established to meet identified flood planning levels. | |
| **CDR-5** | Climate Change Impacts | Design | It is proposed to address climate change risks in the drainage design. | |
| **Aboriginal Cultural Heritage Assessment** | | | | |
| **ACHA-1** | Archaeological investigation | Construction | As the proposed works are likely to cause harm to Aboriginal objects, it is recommended that further archaeological investigation prior to commencement of the proposed works. The further archaeological investigation should comprise:<br>(a) A subsurface Aboriginal archaeological excavation program undertaken in accordance with the Archaeological Research Design and Excavation Methodology detailed in Section 7 of this report.<br>(b) The subsurface excavation program should be undertaken with the participation of nominated Aboriginal RAPs and appropriately qualified archaeologists.<br>(c) To avoid unnecessary harm to Aboriginal objects and existing improvements and to avoid unnecessary disruption of UNSW operations, it is recommended that the subsurface excavation be undertaken after approval of SSD-74670005.<br>(d) A post-excavation report should be prepared after completion of the subsurface excavation that presents the findings excavation, provides a reassessment of the significance of the subject area and sets out further management recommendations to mitigate | Refer to the Aboriginal Cultural Heritage Assessment located at **EIS Appendix Z**. |
| **ACHA-2** | Archaeological investigation | Construction | In the event that any archaeological material is uncovered during any site works, the following steps must be carried out:<br>(a) All works must halt in the immediate area of the find to prevent any further impacts to the archaeological material.<br>(b) The find must not be moved 'out of the way' without assessment.<br>(c) A suitably qualified archaeologist and the Registered Aboriginal Parties for the ACHA must be contacted to determine the significance of the objects.<br>(d) If determined to be an Aboriginal object, the site is to be registered in the Aboriginal Heritage Information Management System (AHIMS) and the management outcome for the site included in the information provided to AHIMS.<br>(e) Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken.<br>(f) The Applicant must consult with the Aboriginal community representatives, the archaeologist(s) and Heritage NSW to develop and implement management strategies for all Aboriginal objects. | |

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| | | | (g) Works may only recommence in the vicinity of the find with the approval of Heritage NSW. | |
| **ACHA-3** | Archaeological investigation | Construction | In the event that any human remains are uncovered during any site works, the following steps must be carried out:<br>(a) All works must cease immediately in that area and the NSW Police and Heritage NSW contacted.<br>(b) The find must not be moved 'out of the way' without assessment.<br>(c) A suitably qualified archaeologist must be contacted to determine the specific nature and significance of the skeletal remains.<br>(d) The Applicant must consult with relevant stakeholders, the archaeologists and Heritage NSW to develop and implement appropriate management strategies for the human remains.<br>(e) Works shall only recommence with the approval of Heritage NSW. | |
| **ACHA-4** | Archaeological investigation | Construction | In the event that any human remains are uncovered during any site works, the following steps must be carried out:<br>(a) All works must cease immediately in that area and the NSW Police and Heritage NSW contacted.<br>(b) The find must not be moved 'out of the way' without assessment.<br>(c) A suitably qualified archaeologist must be contacted to determine the specific nature and significance of the skeletal remains.<br>(d) The Applicant must consult with relevant stakeholders, the archaeologists and Heritage NSW to develop and implement appropriate management strategies for the human remains.<br>(e) Works shall only recommence with the approval of Heritage NSW. | |
| **Operational Noise** | | | | |
| **ON-1** | Building services noise | Design/ Operation | Building services noise attenuation (detailed information provided in relevant section), including (and not limited to):<br>• Plant selection<br>• Acoustic louvres/envelope<br>• Duct attenuation<br>• Proprietary generator enclosures<br>Operational management measures should also be explored (i.e. generator maintenance testing) during least noise sensitive periods. | Refer to the Operational Noise and Vibration Assessment located at **EIS Appendix P**. |
| **ON-2** | Façade | Design | Building envelope (façade) to be constructed with nominated (at a later date) acoustic performance.<br>Note: It is likely that façade performance will be driven by façade engineer specifications and external noise intrusion. | |
| **ON-3** | Outdoor noise | Design | Design, where relevant, acoustic physical mitigation, to reduce impact of outdoor noise to surrounding areas | |
| **ON-4** | Outdoor noise | Operation | Operational controls to manage outdoor patron usage (i.e. no events at night), if applicable. To be reviewed once operational information becomes available. | |
| **ON-5** | Waste collection | Operation | Operational controls to manage loading dock/waste collection noise, if applicable. To be reviewed once operational information becomes available. | |

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| **ON-6** | Traffic | Operation | Traffic generated by the facility is not expected to impact the surrounding receivers. | |
| **Aeronautical Impact Assessment** | | | | |
| **AI-1** | Flight airspace | Construction | Crane positions, jib lengths and heights have been reduced to minimise the extent to which they intrude Sydney Airport's prescribed airspace. | Refer to the Aeronautical Impact Assessment located at **EIS Appendix DD**. |
| **AI-2** | Flight airspace | Construction | Cranes positioned to avoid the lateral extremities of the OAA related to flight paths at the POW Hospital. | |
| **AI-3** | Flight paths | Design | Discharge from any vents, exhausts to remain below 4.3m/s to satisfy CASA regulations. | |
| **Wind Assessment** | | | | |
| **W-1** | Qualitative Wind | Design | If the through-site link is intended for purposes beyond transient walking, mitigation measures would be required to enhance comfort. | Refer to the Wind Assessment located at **EIS Appendix I** and **RFI Appendix F** |
| **W-2** | Café Amenity | Design | For the café, additional mitigation measures would be required to enhance the amenity of the space and ensure wind conditions suitable for sitting activities. | |
| **Transport Impact Assessment** | | | | |
| **TI-1** | Light Rail Network | Construction | To not impact the light rail service operational vehicle access is not proposed along the High Street frontage of the site. No car parking is to be provided as part of the proposal and therefore no additional traffic will be generated to impact light rail vehicles. | Refer to the Transport Impact Assessment located at **EIS Appendix N**. |
| **TI-2** | Road Networks | Design | No car parking is being provided as part of the development and therefore the traffic impact will be negligible, with the main traffic generation related to servicing and deliveries | |
| **TI-3** | Pedestrian Movements | Design | The proposed development significantly enhances pedestrian connectivity through the building design and layout, specifically providing for a more open and permeable network of routes. This improves internal campus connections as well as links to the existing light rail stop on High Street. | |
| **TI-4** | Pedestrian Safety | Construction | A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared, describing how it is proposed to manage the impacts to traffic, pedestrians, cyclists and public transport users during the construction stage. A more detailed CPTMP will be prepared prior to the commencement of construction. | |
| **TI-5** | Construction Induced Traffic | Design | The building has been designed to be open and permeable to both provide high levels of connectivity but also allow for strong levels of passive surveillance. | |
| **TI-6** | Loading and Servicing Vehicles | Design | The proposal makes provision for a number of service vehicle parking spaces to facilitate deliveries to the building and the UNSW Kensington campus more broadly. | |
| **TI-7** | Bike Parking Demand | Design | The proposal will include bicycle parking and end of trip facilities which will complement the more than 900 car parking spaces on the site. | |
| **Geotechnical** | | | | |

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| **G-1** | Excavation support and stability. | Design<br>Construction | Design parameters for batters slopes, retaining walls and ground anchors based on site-specific investigation/laboratory testing of ground conditions. Geotechnical inspections of batter slopes and ground anchor installation are to be conducted. | Refer to the Geotechnical Report located at **EIS Appendix R**. |
| **G-2** | Ground vibrations induced by plant and rock excavation. | Construction | Use rock saws prior to rock hammering, undertake vibration trials and possibly on-going vibration monitoring. | |
| **G-3** | Poor foundations for footings, excessive settlement of footings. | Design<br>Construction | Design parameters for footing design based on site-specific investigation/laboratory testing of ground conditions. Geotechnical inspections of foundations. | |
| **G-4** | Poor subgrade for slabs and pavements ongrade. | Design<br>Construction | Design parameters for subgrade and pavements based on site specific investigation/laboratory testing of ground conditions. Subgrade preparation, earthworks inspection and testing. Installation of drainage. | |
| **G-5** | Groundwater levels, seepage inflow to basement excavation, groundwater management. | Design<br>Construction | Groundwater level monitoring for minimum 3 months, groundwater inflow assessment, Dewatering Management Plan, basement drainage system. | |
| **G-6** | Impact on adjacent structures. | Design<br>Construction | Groundwater Impact Assessment, vibration trials and possibly ongoing vibration monitoring induced by construction plant, Dilapidation Surveys, analyse lateral movements of retaining walls, stormwater management. | |
| **Groundwater Impact Assessment** | | | | |
| **GA-1** | Groundwater Quality | Operation | A groundwater monitoring program is proposed to be implemented during and after construction. The monitoring program will include groundwater level and water quality monitoring in the monitoring wells and sump(s) collecting inflows into the basement. | Refer to the Surface and Groundwater Impact Assessment located at **EIS Appendix S**. |
| **GA-2** | Groundwater Levels | Construction | Create a Dewatering Management Plan (DMP) that outlines the monitoring requirements of groundwater levels and acceptance criteria thresholds. The DMP shall consider off-site groundwater disposal and a contingency plan for construction dewatering. A DMP should be prepared following the approval of the project by regulatory authorities and prior to the issue of a Construction Certificate. A DMP will be provided by Douglas (ref: report 227492.01.R.004). | |
| **Risk Screening** | | | | |
| **RS-1** | Diesel Storage | Design<br>Construction<br>Operation | Arup recommends that the diesel storage shall be designed, laid out and operated in accordance with AS1940, including suitable spill control, bunding and fire management systems. | Refer to the Risk Screening report located at **EIS Appendix T**. |
| **RS-2** | Corrosive Materials | Design<br>Construction<br>Operation | Arup recommends that the storage of corrosive substances shall be designed, laid out and operated in accordance with AS 3780:2008. | |
| **Remediation Action Plan** | | | | |

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| **RAP-1** | Extent of asbestos contamination not fully defined | Construction | A data gap assessment shall be created during construction. | Refer to the Remediation Action Plan located at **EIS Appendix V.** |
| **RAP-2** | Asbestos contamination is soil | Construction | Excavate and validate or cap and containment of asbestos contaminated soils. | |
| **RAP-3** | Management of residual asbestos contaminated soils (if retained on site) | Operation | Preparation of a long-term environmental management plan. | |
| **Construction Noise and Vibration** | | | | |
| **CNV-1** | Glazed Windows and Doors | Design Construction | All glazing to be in accordance with acoustic requirements. | Refer to the Noise and Vibration Impact Assessment located at **EIS Appendix II**. |
| **CNV-2** | External Walls | Design Construction | Lightweight external walls to be constructed in accordance with acoustic requirements. | |
| **CNV-3** | Summarised Noise Emissions Criteria | Design Construction Operation | Mechanical plant to be designed and acoustically treated to not exceed nominated external noise level criteria. | |
| **CNV-4** | Preliminary Noise Emission Assessment | Design | Preliminary mechanical plant assessment and acoustic review. Recommended detailed assessment to be undertaken at CC stage. | |
| **CNV-5** | Construction Noise and Vibration Management | Construction | Develop and adopt site specific construction noise and vibration management plan. | |
| **Contamination Report** | | | | |
| **CR-1** | Asbestos contaminated soils have been identified. | Design Construction | A remediation action plan has been recommended that has been prepared separately in Report 227492.R.002.Rev 2 dated 28 November 2024. | Refer to the Contamination Report located at **EIS Appendix W**. |
| **Landscaping** | | | | |
| **LDR-1** | Landscape Design | Design Construction Operation | The softscape species selections are to consider the exposure to the sun and seek hardy native plants that have a low water requirements. | Refer to the Amended Landscape Plans at **RTS Appendix E and RFI Appendix C** |
| **Acoustic Treatment/Operational Noise** | | | | |
| **ON-1A** | *Operational Noise* | *Design Construction Operation* | *Prior to installation of mechanical plant and equipment, the Applicant must incorporate the noise mitigation recommendations in the Operational Acoustic Report prepared by Mott Macdonald and dated 21 February 2025, into the detailed design drawings, to ensure the* | *Refer to the Operational Acoustic Report at **EIS Appendix P*** |

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| | | | *development will not exceed the recommended operational noise levels identified in the aforementioned Report* | *(Mitigation was added in **RTS report)*** |
| **Construction Traffic Management** | | | | |
| **TI-1A** | *Construction traffic* | *Construction* | *A restricted parking zone (RPZ) will be established around the project site, covering Oval Lane, Hospital Road, Barker Street, and Willis Street. Measures to enforce the RPZ include*<br>*– Clauses in the head contract to prevent construction workers from parking in these streets.*<br>*– Temporary signage (installed with Council approval, at no cost to Council) to reinforce the parking restriction, removed after construction completion.*<br>*– Letterbox drop to residents within the RPZ, providing project details and a contact email to report any non-compliant worker parking.* | *Refer to Construction Worker Transport Strategy at **RTS Appendix M*** |
| **TI- 2A** | *Construction traffic* | *Construction* | *All contractor and subcontractor staff must undergo a site induction before commencing work. Induction will include:*<br>*– Public transport options for site access.*<br>*– Information on approved parking locations within UNSW (e.g., Barker Street car park).*<br>*– Clear instruction that parking in surrounding residential streets is prohibited.* | |
| **Construction Worker Transport Strategy** | | | | |
| **CWTS -1** | *Construction traffic and parking* | *Construction* | *To support construction workers in utilising public transport the contractor will make appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.* | *Refer to Construction Worker Transport Strategy **RTS Appendix M*** |
| **CWTS-2** | *Construction traffic and parking* | *Construction* | *Material deliveries will also be coordinated as they are required onsite in consideration of surrounding traffic conditions, UNSW deliveries and adjacent construction sites.* | |
| **CWTS-3** | *Construction traffic and parking in local streets* | *Construction* | *The contractor will communicate regularly with the local community and establish a channel in which residents can engage directly with the contractor to discuss any traffic or parking issues – in particular any concerns in relation to contractor parking across residential driveways or blocking access for residents.* | |
| **CWTS-4** | *Traffic and parking* | *Construction*<br>*Operation* | *UNSW will upgrade the existing UNSW totem sign located at Gate 11 on Botany Street and Gate 14 on Barker 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.* | |
| **Cumulative Construction Noise and Vibration Impact Assessment Report** | | | | |
| **CCNVIA-1** | *Construction Noise* | *Construction* | *Prior to commencement of construction works and when details of construction methodology and equipment are available, a Construction Noise and Vibration Management Plan (CNVMP) is to be prepared and implemented in accordance with the requirements of the ICNG.* | *Refer to Cumulative Construction Noise and Vibration Impact Assessment Report **RFI Appendix G*** |
| **CCNVIA-2** | *Construction Noise* | *Construction* | *Construction hours and scheduling: Works should generally be carried out during standard construction* | |

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| | | | *hours (i.e. 7 am to 6 pm Monday to Friday; 8 am to 1 pm Saturdays).* |
| **CCNVIA-3** | *Vibration Monitoring* | *Construction* | *To avoid structural impacts as a result of vibration or direct contact with structures, the proposed works would be undertaken in accordance with the safe work distances (refer to Table 5.6) and attended vibration monitoring or vibration trials would be undertaken where these distances are required to be challenged.* |
| **CCNVIA-4** | *Vibration Monitoring* | *Construction* | *Vibration resulting from construction and received at any structure outside of the Project would be managed in accordance with:*<br>*— For structural damage vibration - British Standard BS 7385 Part 2-1993 Evaluation and measurement for vibration in buildings.*<br>*— For human exposure to vibration the acceptable vibration - values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) which includes British Standard BS 6472:1992 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz).* |
| **CCNVIA-4** | *Vibration Monitoring* | *Construction* | *Property conditions surveys would be completed prior to any vibration intensive work being carried out at or within the minimum distances set out in this report. Minimum working distances should be confirmed prior to carrying out any vibration intensive work on site.* |