

Asha Walsh

14a Norton Street, Kingsford, NSW, 2032

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Date of submission: Monday 19th May 2025

Application Details:

PROJECT NAME: UNSW G25 Education Building

Address: 8 High Street, Kensington, NSW, 2033 - Lot / DP Lot 5 DP 1264171

Application Number:

SSD-74670005

Assessment Type:

State Significant Development

Development Type:

Educational establishments

Local Government Areas:

Randwick City

Exhibition Start-End Date:

23/04/2025 - 20/05/2025

Subject: Objections Regarding Proposed Development SSD-74670005, 8 High Street, Kensington (Lot 5 DP 1264171)

As a resident and homeowner at 14a Norton Street, adjacent to the proposed development (SSD-74670005), I wanted to outline some of my objections and would appreciate the opportunity to discuss these before project plans are finalised. We also seek clarification on several points and request additional information where the current application appears to lack detail.

This submission will address:

- **Parking and Traffic**
- **Privacy**
- **Light and Visual Impact**

Parking and Traffic

I am concerned about the potential impact on parking and congestion on Norton Street, both during the construction phase and for the ongoing operation of the proposed development. My street already experiences significant parking pressure from surrounding services, which frequently affects my ability to access my home and causes considerable inconvenience, particularly with my young children. The provided Traffic Report (Appendix N) appears limited in its scope and, in my view, could benefit from more granular detail, especially concerning the construction period.

Construction projects in dense urban environments, such as ours here in Kensington / Kingsford, are widely recognized for their potential to severely exacerbate existing parking and traffic challenges. My concern is that the construction phase will introduce a significant new layer of parking demand and traffic disruption onto an already strained local network.

- **Parking Demand from Construction Workforce:** Large construction projects attract a considerable workforce. If adequate off-site parking and transport solutions are not proactively provided and enforced for construction personnel, their private vehicles inevitably spill over into surrounding residential streets, particularly those like Norton Street which may have fewer time restrictions compared to main arterial roads. This can lead to residents being unable to find parking near their own homes.
- **Increased Heavy Vehicle Traffic:** The movement of heavy vehicles for deliveries of materials, machinery transport, and the removal of construction spoil is a daily reality for major projects. These vehicles can cause congestion, block narrow residential streets, and contribute to noise and safety concerns, especially if arrival and departure times are not strictly managed outside of peak local traffic periods.
- **General Construction-Related Traffic:** Beyond heavy vehicles, there is also the general traffic associated with site management, contractors, and sub-contractors visiting the site throughout the day.

Without a clearly defined, robust, and publicly scrutinised Construction Traffic and Parking Management Plan – which the current documentation Appendix Q seems to lack in sufficient detail – the cumulative effect of these construction-related activities can significantly degrade local amenity and accessibility.

I am concerned with statements like the below:

[Appendix Q - 5.1.9.]

Other measures undertaken to manage contractor parking will be: [...]

- *Identify opportunities with nearby commercial car parks and distant surrounding streets for all day parking.*

Distant surrounding streets for all day parking could relate directly to Norton Street. My concern is that the existing parking shortages and congestion on Norton Street will be considerably worsened, making daily life more difficult for residents like myself.

Privacy

The proposed building height raises significant concerns about potential loss of privacy to our property. I am worried that there hasn't been significant work done to understand the impacts to privacy in the local area.

Appendix J (Visual Impact Assessment) states that Visual Privacy is outside its scope (Section 4.4). This appears inconsistent with the planning obligation (9.2.2 (c) relating to Section 4.3) to ensure development does not adversely impact amenity in terms of privacy. Existing UNSW developments are substantially screened by vegetation from our property

14a Norton; this proposal is expected to exceed this screening, potentially encroaching on our privacy.

South Facing Windows

Current plans suggest large south-facing windows from Level 7/8 upwards, which could offer views into our property (14a Norton Street) and other nearby residences. This could lead to our day-to-day activities being visible.

We request:

- Consideration of privacy-mitigating window treatments for south-facing windows above Level 7.
- A discussion with planners regarding designs that overlook residential properties, or alternatively, a review of the proposed height to lessen these privacy concerns.

Light and Visual Impact (Reference to Appendix J - Visual Impact Assessment)

The visual impact of the proposed building is a notable concern. Appendix J indicates limited community engagement specifically with surrounding Low-Density Residential Properties. While the building may be similar in scale to some recent institutional constructions, the assertion that it is "in keeping" with the broader local area may not fully consider the immediate context of R2 and R3 residential zones, where its size and bulk could appear incongruous.

The height of the proposed development could have a significant visual impact on north-facing residential properties such as ours, distinct from the impact of other cited projects. It is expected to be noticeably visible from our kitchen, dining room, and garden (see Attachment 2).

Conclusion

We have outlined our key objections to the proposed development (SSD-74670005), specifically concerning potential impacts related to **Parking and Traffic, Privacy, and Light and Visual Impact**. The current application documents appear to have limitations, such as potentially outdated data or assumptions requiring further clarification.

I want to reiterate my request for an opportunity to meet with the relevant planning authorities and development representatives. We believe direct engagement would be beneficial in further articulating our concerns and exploring potential mitigations, ensuring that the perspectives of adjacent residents are carefully considered before any final decisions are made.

We trust our submission will be carefully reviewed and look forward to discussing these matters further.