

ATTACHMENT A – DETAILED RESPONSE TO SUBMISSIONS TABLE

Table 1 provides a response to the submissions received from Government agencies, organisations and the general public during the exhibition of SSD 10822510.

List of abbreviations

RTS	Response to Submissions
DPIE	Department of Planning, Industry and Environment
UNSW HTH	University of New South Wales Health Translation Hub
SDRP	State Design Review Panel
HI	NSW Health Infrastructure
EIS	Environmental Impact Statement
CASA	Civil Aviation Safety Authority

Table 1 – Record and response to submissions to SSD 10822510

Item No	Name	Type	Issue	Response
Agency Submissions				
1	DPIE	Comment	<i>Provision of Outdoor Terraces</i> <i>Further consideration should be given to the provision of outdoor roof terraces to provide amenity for occupants as well as opportunities for outdoor learning or breakout spaces. GANSW have advised that “no access to outdoor learning or breakout spaces is considered a poor outcome.</i>	A terrace is now proposed on the north face of Level 8 of the UNSW HTH. The proposed location for the terrace within the UNSW HTH is based on maximising user amenity and safety, taking into consideration issues such as privacy, solar access, wind, noise and views. Refer to Section 1.0 of the Covering Letter accompanying this RTS response for further detail.

Item No	Name	Type	Issue	Response
2			<p>Canopy Cover and Landscape Plans</p> <p>Consideration should be given to improving tree canopy cover, noting the proposed 14 per cent coverage falls short of minimum 25 per cent recommended within the NSW Government Architect's Draft Greener Places Design Guide. Any comparisons against the 'existing' canopy coverage to justify the proposed canopy cover should be based on an assessment of the canopy cover of the previous residential use of the site, prior to clearing of the site.</p>	<p>The proposed tree canopy coverage has been increased from 14% to 18.83% (excluding street trees), which is more in line with the recommendations of the Draft Greener Places Design Guide. The additional trees provide the maximum possible coverage capacity within the site whilst also balancing the key precinct principle of maintaining clear, open and intuitive wayfinding. The additional trees have been located where soil depth is appropriate, particularly within the northern landscape embankment and the plaza planters. Tree planting within the stormwater culvert has been restricted to areas which allow for substantial mounding, resulting in greater soil volume. Refer to Item 3 (page 6) of the Integrated Architectural and Public Domain Urban Design Submissions Report and revised Landscape Plans at Attachment B and Attachment D further analysis.</p>
3			<p>Consideration should be given to opportunities to providing larger trees and more trees at the ground plane, particularly in the deep soil zones, but also through improved soil depth and volumes for on-structure plantings and through more detailed consideration of opportunities and limitations of plantings above and around the stormwater culvert.</p>	<p>As per above, additional trees have been located where soil depth is appropriate, particularly within the northern landscape embankment and the plaza planters. Tree planting within the stormwater culvert has been restricted to areas which allow for substantial mounding, resulting in greater soil volume. Refer to Item 3 (page 6) of the Integrated Architectural and Public Domain Urban Design Submissions Report provided at Attachment B of the RTS for further analysis.</p>
4			<p>Consideration should also be given to providing plantings to upper levels terraces and utilisation of podium roof areas for landscaping to provide of high-quality outdoor spaces for occupants of the building and to assist with offsetting any shortfall in tree canopy cover.</p>	<p>As noted above under Point 1, it is proposed to make the north-facing terrace at Level 8 accessible. As the Level 8 tenant is not yet known, the terrace has been designed as a simple and flexible space that can be adapted depending on the future tenant's needs. Noting that there is not sufficient soil volume due to the space constraints to allow for trees within this area, the landscape treatment comprises a simple combination of accessible outdoor amenity to the north and non-accessible maintenance and access zones to the east and west. As tree canopy coverage is now maximised at ground level, it is also noted that there is no need to supplement ground level tree planting at the upper levels.</p>
5			<p>The landscape plans are to be updated to:</p> <ul style="list-style-type: none"> Identify the species of each proposed tree on the plans. Include a planting schedule that identifies species, pot size, mature height and width, and the number of each of the proposed trees to be planted. Provide sections clearly demonstrating soil depth and volume for all plantings on structures and over the stormwater culvert. Clarify the provision and specifications of any permeable paving. Include any proposed landscaping of terraces or podium roof levels. 	<p>Revised plans and planting schedules have been prepared to address these comments, and are provided at Attachment D. It is noted that the project team does not support the inclusion of permeable paving in the UNSW Plaza given there are few permeable pavers that are appropriate for a high traffic, urban plaza environments. Proprietary interlocking pavers for example create issues for DDA compliance and risks of trips and falls with the gaps between them, and bonded aggregate types are more appropriate around tree pits and in low traffic movement zones due to longevity of the product.</p>

Item No	Name	Type	Issue	Response
6			Bridge Connection to SCH <i>Further consideration should be given to the design of the airbridge connection to the proposed Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre building, having regard to previous advice from the State Design Review Panel on the proposal and the adjoining proposal.</i>	Further consideration has been given to the design of the airbridge. This includes the removal of the solar hoods and recessing of the northern façade to support the bridge's legibility and purpose as a linking element. This is considered to be in line with the design intent of the precinct and previous guidance provided by the SDRP. Refer to Section 3.0 of the RTS Cover Letter for further analysis. Revised Architectural Plans outlining the changes is provided at Attachment C .
7			Botany Road <i>Remove indented drop-off spaces on Botany Road and provide updated plans to reflect the removal.</i>	The Botany Street design has been modified to remove the indented drop-off spaces to provide a continuous kerb line. This is reflected in the revised Architectural and Landscape Plans at Attachment C and Attachment D , respectively. However, it is proposed that a dedicated 20m '5 Minute Parking' zone be provided along Botany Street kerb as a pick up and drop off area for people accessing the UNSW HTH to allow for the efficient drop off and pick up of passengers.
8			<i>Consideration should be given to providing kerb ramp access for bicycles from the roadway in the vicinity of the ramped access to the end-of-trip facilities.</i>	<p>A kerb ramp on Botany Street adjacent to the entrance to the end of trip facilities is not recommended to be provided, primarily on the basis of safety. Key reasons why this measure is not supported are as follows:</p> <ul style="list-style-type: none"> • A shared pedestrian / cycling pathway is to be provided on the eastern side of Botany Street, adjacent to the entry to the end of trip facilities. Cyclists should be encouraged to use this pathway rather than the Botany Street roadway which does not have any dedicated cycling facilities; • A kerb ramp on Botany Street may provide people with the false impression that a pedestrian crossing point exists at this location. This would in turn create safety concerns with pedestrians attempting to cross Botany Street mid-block rather than utilise the formal crossing points at High Street or the future UNSW Gate 11 traffic lights; and • Cyclists riding at high speeds on Botany Street utilising the kerb ramp would then travel quickly across the shared path into the vicinity of the end of trip facilities – in doing so conflicting with pedestrians walking along the footpath in the perpendicular direction.
9	DPIE	Comment	Floodplain Risk Management <i>The new university building meets the requirement to have a ground floor level at 500mm above the probable maximum flood (PMF) which has a depth of up to 1.4m in High Street. The building wall below the PMF must be designed to achieve the following in the PMF event:</i> <ul style="list-style-type: none"> • be watertight • resist hydrostatic pressures 	<p>Arup (at Attachment F) and Warren Smith and Partners (Attachment I) has provided further detail on the proposed basement and how it will withstand flooding under PMF or 1 in 100 flood conditions. Specifically, it is noted that:</p> <ul style="list-style-type: none"> • The proposed basement is protected from flooding to the PMF and 1% plus 500mm levels by virtue of: <ul style="list-style-type: none"> – Protection of entry at Botany Street frontage with a ramp crest of RL 55.24m with a 1% plus 500mm level of 54.93m and a PMF level of 54.60m.

Item No	Name	Type	Issue	Response
			<ul style="list-style-type: none"> withstand the impact of likely debris, such as floating cars accommodate predicted scour, and withstand buoyancy and drawdown forces, if applicable. <p>A basement is proposed for the loading dock, bicycle storage and plant. The proponent must describe how the basement is protected from flooding at the PMF level or 1% annual exceedance probability event level plus 500mm freeboard.</p>	<ul style="list-style-type: none"> Protection of basement entry ramp from the south as presented in the Meinhardt Bonacci 'Flood Modelling Assessment' (for the SCH Stage 1 and CCCC) which confirms that 'The basement entry off Botany Street is protected by a crest entrance level in the forecourt set at the 1% AEP plus freeboard level. Additionally, please note that the adjacent structural walls of the entry ramp to the basement are to be set at a height above the 1% AEP plus freeboard level'. Given a drained basement is proposed, ground flow water into the basement is to be collected in a sump and pumped from the basement; Basement walls will be designed to resist the hydrostatic pressures and associated draw down forces that are expected during the design flood event; Being a drained basement, the lowest basement floor will be constructed over a drainage layer and may incorporate pressure relief ports if these are determined to be required to protect the floor from buoyancy forces; and The building will have sufficient structural robustness to resist reasonable impact from floating cars and debris in the event of a flood and the building is unlikely to be undermined by scour.
10			<p>Biodiversity EES issued a Biodiversity Development Assessment Report waiver on 2 December 2020 on the basis that the proposed development is not likely to have any significant impact on biodiversity values.</p>	Noted. Notwithstanding, a BDAR was submitted at Appendix X of the submitted EIS. It concluded that the UNSW HTH will not result in any direct, indirect or prescribed impacts to biodiversity values.
11	Randwick City Council	Comment	<p>Pedestrian Connectivity <u>East West Pedestrian Link:</u> The Randwick Hospital expansion area, within the UNSW HTH building is located, adjoins the UNSW Kensington Campus to the west and the existing Randwick Hospital Campus to the east. The UNSW University Mall and Library Walk provide the primary east-west midblock pedestrian route and unifying social spine through the campus – from Anzac Parade to Botany Street. The signalised crossing proposed on Botany Street at Gate 11 will further enhance the safety and legibility of this east-west pedestrian spine</p>	Noted.

Item No	Name	Type	Issue	Response
12			<i>To the east of the proposal, Nurses Drive and Delivery Drive provides the only viable open air east-west mid-block pedestrian route through the hospital campus – from Avoca Street to Hospital Road. The pedestrian pathway should be progressively upgraded and enhanced to improve pedestrian legibility, compliant accessibility, pedestrian safety, and amenity, as part of a long-term masterplan.</i>	The applicant notes the importance of east-west pedestrian connections through the existing hospitals campus. The SCH Stage 1 and CCCC and UNSW HTH designs have taken into account the aspirations of the RHIP by enhancing connections that can be further built upon by future stages of development across the hospitals campus. The design has incorporated key connections with the existing hospitals campus that are aligned with the precinct masterplan vision.
13			<i>Council notes that the completion of this east-west campus pedestrian pathway, through the hospital expansion area to link the university and hospital campuses is critical to the successful movement of pedestrian workers, visitors and residents between the university and hospital campuses and beyond.</i>	As per above.
14			<i>The proposed plans provide a generous width stair and podium level east-west connection from the Botany Street footpath to the boundary with the adjoining proposed SCH1 and CCCC. Council supports this connection and notes the important of maintaining this generous stair width and podium connection and paving finishes to provide a seamless connection from Botany Street through to Hospital Road and in the future, continuing east through the hospital campus</i>	Noted.
15			<u><i>High Street footpath:</i></u> <i>The proposed pedestrian footpath along High Street is approximately 2.5m wide with a nature strip of approximately 1m to 1.2m. Council requires a minimum footpath width of 4m to 5m to provide for the increased density of new development and to cater for projected increased pedestrian and bike rider movements along High Street, including movements generated by the Light Rail station. It is understood that flooding constraints have informed the design of the footpath and landscaping along High Street, however widening of the footpath width in this location should be further investigated.</i>	<p>The design team does not support the recommendation to increase the footpath width. The proposed footpath width is consistent with the existing surrounding footpaths and was considered appropriate as part of the light rail development, which took into account increased pedestrian movements generated by the light rail stations.</p> <p>Further, the UNSW HTH development delivers open and generous internal pedestrian networks, including:</p> <ul style="list-style-type: none"> • A stronger east-west connection through the Randwick Hospital Campus allowing future connection from Avoca to Botany Street, along the southern edge of the UNSW HTH site, as defined within the GRUM principles, with inclusion of a generous 5m wide pedestrian pathway. • Strong internal pedestrian pathways in and through the UNSW HTH site establishing an all-access path of travel through the public spaces.

Item No	Name	Type	Issue	Response
				<ul style="list-style-type: none"> An above ground link to facilitate pedestrian movements between the UNSW Kensington Campus and the Randwick Hospital Campus. <p>The ability to increase the width of the footpath is significantly limited by the topography of the site and existing stormwater infrastructure. In summary:</p> <ul style="list-style-type: none"> The landscape setback to High Street has been designed to accommodate pedestrian connections from the UNSW light rail stop and UNSW Kensington campus into the UNSW Plaza and HTH Building, as well as to the main building entries to the SCH Stage 1 and CCCC and IASB projects, and the emergency department of the new SCH Stage 1 and CCCC. Key to this approach is the ability to seamlessly integrate the level change between the UNSW Plaza and existing footpath, in order to provide compliant grades, whilst facilitating an equitable, inviting and sympathetic landscape treatment. A wider footpath would increase the slope of the landscape embankment and would raise the height of the retaining wall adjacent to the High Street footpath. This raises the following issues, which would adversely impact public amenity: <ul style="list-style-type: none"> Increased gradient of the proposed 1:26 footpath, which would impact the seamless accessible transition between the existing footpath and UNSW Plaza. Introduction of a 650mm retaining wall to High Street, which would impact public amenity, connectivity and views into the UNSW Plaza. The avoidance of retaining walls as much as practical is an important project principle facilitating a pedestrian pathway that reduces boundary lines and promotes an inviting and equitable key entry. A reduction in potential for tree planting in the landscape zone. Increased potential for landscape erosion and plant failure on the embankment. There needs to be physical separation between pedestrians and the stormwater infrastructure. The stormwater infrastructure requires the installation of pits, which present a safety hazard for pedestrians. As part of the current design, there is a small, planted buffer to reduce the risk of pedestrians slipping or falling. If the footpath width was increased, this buffer would be lost, leading to potential for injury. <p>In summary, it is not possible to extend the width of the footpath whilst maintaining the current design principles for the site and retaining a gradient slope into the UNSW Plaza along High Street. As currently designed, the landscape gradually steps up to the Plaza level, creating a series of transitions and allowing views into the Plaza from the street. The landscape design has</p>

Item No	Name	Type	Issue	Response
				been developed to address the natural typography and the site constraints – a strategy which has been supported by the NSW Government Architect State Design Review Panel. If the High Street footpath was widened, it would affect the public amenity within and around the precinct, creating a steep landscape embankment and retaining wall adjacent to the High Street footpath, and affecting the 1:26 pathway into the UNSW Plaza. Further, the footpath cannot be widened without introducing potential safety conflicts with the stormwater infrastructure.
16			<p>Overshadowing of the Integrated Acute Services Building forecourt</p> <p><i>The Integrated Acute Services Building (IASB) forecourt and main hospital vehicular drop-off/pick-up has the potential to provide an important new green space along Botany Street for the enjoyment of Randwick Hospital, the UNSW campuses, and the broader Randwick community. It will be important to provide a quality landscaped experience that is not unduly overshadowed in the winter months by the upper levels of the proposed UNSW HTH building to the north.</i></p>	<p>Revised (hourly) Shadow Diagrams have been prepared by Architectus (Attachment C) with discussion provided at Section 5.0 of the RTS Cover Letter. A summary is provided below which demonstrates the shadow cast by the UNSW HTH on the green space along Botany Street is on balance acceptable as it does not cast significant shadow on this space between 12:00pm and 3:00pm on the winter solstice.</p> <p>It is noted that the spaces Council has identified are primarily transitional / access spaces - they are not necessarily spaces where visitors or the public will dwell. It is expected that the publicly accessible UNSW Plaza will become a key space within the precinct for passive recreation. The UNSW Plaza will receive partial solar access at all times of the day on the Winter Solstice, and almost full sun between the critical 11am – 1pm lunchtime period.</p>
17			<i>It appears that the current southern leg of the UNSW HTH building will overshadow the Children's Hospital emergency vehicular drop off loop and pedestrian waiting area, as currently configured, for most of winter months.</i>	<p>Overall, the shadow diagrams demonstrate that:</p> <ul style="list-style-type: none"> At all times of the day on the Winter Solstice, the IASB will overshadow all or part of the U-shaped space at the entry to the IASB (the IASB entry forecourt); Between 10am and 3pm on the Winter Solstice, parts of the hospital access area and vehicular drop-off / pick-up will receive some solar access. There are significant areas of solar access available between 12pm – 2pm; and From 2pm onwards, existing buildings on the UNSW Kensington Campus will overshadow all or part of the IASB forecourt and hospital access area and vehicular drop-off / pick-up.
18			<i>The shadow diagrams provided are limited, addressing only the early morning, midday and late afternoon. Hourly shadow diagrams at the June 21 should be provided to assess solar access and amenity.</i>	<p>With respect to the impact of the UNSW HTH, the shadow diagrams demonstrate that:</p> <ul style="list-style-type: none"> The UNSW HTH will have a minimal impact on the IASB entry forecourt; The UNSW HTH will overshadow parts of the hospital access area and vehicular drop-off / pick-up between 9am and 12pm on the Winter Solstice, however shadows are largely limited to the access roads and circulation spaces; and From 1pm onwards, the UNSW HTH will have a limited impact on the hospital access area and vehicular drop-off / pick-up.

Item No	Name	Type	Issue	Response
				Based on the above, it is considered that the overshadowing impacts associated with the UNSW HTH are acceptable. Despite the UNSW HTH, parts of the hospital access area and vehicular drop-off / pick-up will receive solar access between 10am and 3pm on the Winter Solstice, providing opportunity for visitors to find areas of sunlight, if desired. Further, as part of the UNSW HTH, a large, north-facing publicly accessible plaza will be provided which will receive ample solar access on June 21.
19			High Street frontage street wall datum <i>The UNSW HTH building along the northern High Street frontage is eight storeys which maintains the emerging seven to eight storey street wall height along this street frontage. The 6m ground level setback and the additional upper level tower setback of approximately 9.6m is supported, as it will reduce the apparent tower building height and help to mitigate the potential scale impacts upon the High Street streetscape.</i>	Noted.
20			Botany Street pedestrian bridge <i>The location of the bridge and the visual openness and transparency of the bridge are supported. These elements should be retained and refined during the detailed design phase.</i>	Noted.
21			<i>Council questions the reason for providing a central open-air section with glazed airlocks at each end of the bridge. A continuous glassy enclosure may provide better weather protection for people crossing the bridge and remove the need for two airlocks.</i>	The bridge is proposed to be naturally ventilated and the airlocks are designed to separate the bridge's internal conditions to the adjoining air-conditioned spaces and to allow the internal conditions of the bridge to remain comfortable. Further explanation is provided under Item 21 (Page 7) of the Integrated Architectural and Public Domain Urban Design Response to Submissions Report (Attachment B).
22			<i>Council requires further information with regard to the legal instrument proposed to locate this piece of infrastructure within the public road reserve.</i>	As detailed in Section 3.11 of the submitted EIS, a new stratum subdivision plan accompanies the SSDA application to allow a new lot to be created over Botany Street. Whilst the bridge extends over Botany Street, all structural infrastructure associated with the bridge is located within Lot 1 in DP 510271, which will be owned by UNSW. The proposal seeks approval to construct the UNSW HTH bridge in the airspace over Botany Street, a Randwick City Council (RCC) public road. The suggested legal instrument would be a 99 year lease for the easement, similar to the existing encroachment lease for the Tyree Building on Anzac Parade between UNSW and RCC.
23			Transport <i>The proposed utilisation of UNSW main campus parking areas for the parking of vehicles generated by the proposed UNSW HTH is</i>	UNSW HTH staff in their induction will be informed that no on-site parking is provided within the UNSW HTH building and that adjacent street parking is time limited to two hour parking or less. In line with current UNSW policies, staff will

Item No	Name	Type	Issue	Response
			<i>noted. It is recommended that positive incentives be given to HTH staff/visitors to encourage them to utilise the UNSW campus parking areas. Details of proposed positive incentives are to be submitted to the satisfaction of DPIE and Council.</i>	<p>be encouraged to make use of public transport, walking and cycling as a means of access to the site.</p> <p>Staff and visitors needing to drive to the site will be incentivised to park on the main UNSW campus as they will have the ability to park for long periods of time. Eligible UNSW staff, contractors and PhD students will be entitled to purchase an annual parking permit (under salary sacrifice provisions) which allows them full use of the car parking areas within the main UNSW campus, including the nearby Botany Street multi-storey car park.</p> <p>In addition to annual parking permits, UNSW also offers affordable all day parking rates for casual staff or those on flexible working arrangements who may only come to campus a few days a week. Casual and visitor parking will continue to be offered within the Botany Street car park.</p> <p>In line with current UNSW policies, staff will be encouraged to make use of public transport, walking and cycling as a means of access to the site, given the intention to promote sustainable modes of travel to the site and reduce reliance on private vehicles, no further specific incentives for staff or visitors driving to the site are proposed.</p>
24			<i>The creation of an intended parking bay for the 'Pick Up/Drop Off' (PUDO) task along Botany Street is not supported. Along a 55m length of 1 hour parking, the creation of a PUDO bay affords no benefit. Indeed, the creation of the proposed PUDO actually reduces parking efficiency due to the required angled transition from the existing kerb line to the recessed kerb line. Council recommends simply signposting the PUDO area while maintaining the existing shared path and providing the opportunity to continue some low level Botany Street landscaping elements. This signposted area will accommodate the PUDO task and have the adjacent shared path maintained at full width. In addition, a 'signposting only' solution provides flexibility to increase (or decrease) the length of the PUDO zone in the future, depending on demand over time.</i>	The Botany Street design has been modified to remove the indented drop-off spaces to provide a continuous kerb line. This is reflected in the revised Architectural and Landscape Plans at Attachment C and Attachment D, respectively. However, it is proposed that a dedicated 20m '5 Minute Parking' zone be provided along Botany Street kerb as a pick up and drop off area for people accessing the UNSW HTH to allow for the efficient drop off and pick up of passengers.
25			<i>Notwithstanding the above comments, it is recommended that the pathways in the vicinity of the proposed PUDO bay be constructed (and made available for the passage of the public). This will future-proof the option of subsequently creating a PUDO bay if traffic</i>	All pathways in the vicinity of the pickup / drop off area will be constructed and made available for public use. This will allow for the introduction of an indented drop off / pick up bay at a later point in time if required, consistent with Council's recommendation.

Item No	Name	Type	Issue	Response
26			<p>conditions warrant removal of all parking along the eastern side of Botany Street.</p> <p><u>Travel Demand Management:</u> The submitted Transport Impact Assessment states the following: “Travel demand management measures, eg. Travel Plans and carpooling, are currently well established at UNSW. The UNSW Environmental Sustainability Plan 2019-21 (ESP) outlines a roadmap towards best practice in environmental sustainability in the higher education sector. The ESP makes a commitment to the following: “Ensure our campuses are easily accessible by multiple transport modes and our community is supported to make active and sustainable transport choices”</p>	Noted.
27			<p>From the perspective of people who choose to walk to and from the proposed UNSW HTH, the pedestrian access is good and pathways are well established – the UNSW ESP objective is met. However from the perspective of people who choose to ride a bicycle to and from the HTH, there are significant challenges when approaching the site from the east and from the south.</p>	Noted.
28			<p>Anecdotal feedback indicates that many professionals working within the Randwick Health and Innovation Precinct (RHIP) choose to reside near to Coogee Beach. From the east, it is now very difficult to ride along High Street due to the complex road and rail layout and the narrow and busy footpaths near to the light rail terminus in High Street. Accordingly, and in support of the UNSW ESP objectives, it is recommended that conditions of consent be included that require UNSW to work closely with Health Infrastructure to nominate and design an appropriate east-west link through the combined campuses – to link Magill Street with Avoca Street.</p>	<p>The applicant notes that Francis Martin Drive provides an appropriate shared east-west link that is and will continue to be utilised by cyclists to access the proposed End of Trip facilities. In line with the key principle of enhancing campus connections, Health Infrastructure welcomes close collaboration with Randwick City Council to explore opportunities available that enhance this existing east-west link.</p>

Item No	Name	Type	Issue	Response
29			<i>In addition, recent residential developments to the south of the RHIP (such as Newmarket) create latent demand for improved access to bike riders approaching from the South, in addition to existing bicycle links further south across Anzac Parade and down to the Maroubra Junction/Eastgardens area. It is recommended that conditions of consent be included requiring UNSW to work with Council and Health Infrastructure to explore the opportunities to strengthen north-south bike links along, for example, Hospital Road.</i>	The applicant notes Hospital Road South of Magill Street provides an appropriate shared north-south link that can be utilised by cyclists to access the proposed End of Trip facilities from the South. In line with the key principle of enhancing campus connections, Health Infrastructure welcomes close collaboration with Randwick City Council to explore potential opportunities that may assist to enhance this link.
30			<i>The creation of strong east-west, north-south links for those who choose to ride bicycles would strongly align with the UNSW's ESP. A condition of consent is recommended that requires the three agencies – UNSW, Randwick Council and Health Infrastructure, work together on establishing east-west and north-south bicycle routes to meet the UNSW ESP objectives and meet the needs of all workers and visitors who choose to ride to each of the many campuses within the RHIP.</i>	The applicant notes the availability of existing shared east-west and north-south links that are and will continue to be utilised by those who choose to ride bicycles. In particular, Francis Martin Drive and Hospital Road south of Magill Street. The Randwick Campus Redevelopment is committed to holistically enhancing campus connections and wayfinding in support of the aspirations for the RHIP. Health Infrastructure supports close collaboration and welcomes ongoing consultation with Randwick City Council to explore potential opportunities that may assist to enhance the available shared bicycle links.
31			<i>The significant End of Trip facilities are commended. However, the need for people walking bicycles to negotiate two swing doors upon entry and two swing doors upon departure, may prove problematic – especially at busier times. Consideration should also be given to the construction of a kerb ramp across the roadway of Botany Street, to the shared path, in the vicinity of the top of the ramped access to the End of Trip facilities.</i>	The design of the entry and exit doors will be further developed during the detailed design phase of the project and consider the practical needs of cyclists entering and exiting the building. This will be undertaken in conjunction with a specialist end of trip facilities consultant.
32			Landscaping <i>The ground level plaza and the overall landscape and planting themes are supported. Clarification is required as to the permeability of the paving within the central plaza and whether this will contribute to deep soil areas in a meaningful way. Permeable paving should be provided in this regard. Council also recommends additional trees be planted in the plaza to benefit from this large area of the proposed deep soil.</i>	As detailed above under Item 2, additional planting (resulting in greater tree canopy) is now proposed. Consideration has been given to permeable paving, however due to the high-traffic nature of the site, especially the UNSW Plaza, this cannot be achieved across the entire site. This is because there are very few permeable pavers that are appropriate for a high traffic, urban plaza environments. Rather a strategic approach to areas where permeable paving is appropriate will be achieved. Refer to further explanation under Item 32 of the Integrated Architectural and Public Domain Urban Design Response to Submissions Report at Attachment C .

Item No	Name	Type	Issue	Response
33			<i>A 6m wide stormwater culvert easement of 6m applies along the UNSW HTH, High Street and Botany Street site boundaries. Concern is raised regarding the ability to plant trees above this service. Proposed landscaping should be reviewed to ensure adequate soil mass and depth is provided over the culvert structure.</i>	The design team has investigated the soil mass and depth allowed as result of the stormwater culvert. This varies in depth across Botany and High Streets as evident in the sections provided in the Integrated Architectural and Public Domain Urban Design Response to Submissions Report at Attachment C . To maximise mass planting and tree canopy coverage, landscaped embankments are proposed which allow for an increased soil depth. Planting and tree coverage are minimised in areas where the soil depth is inadequate.
34			<i>Further landscape detail is required for the proposed roof level and upper level terraces. The podium roof areas should be utilised to provide outdoor landscaped terrace areas for workers and visitors where possible.</i>	As detailed previously, a terrace is proposed on the north face of Level 8 of the UNSW HTH however the detailed design (including landscaping) and layout of this terrace will be designed to the end-user requirements. The landscape zone on the level 8 rooftop podium is designed as a simple space to allow for flexibility for any future tenancy requirements. Noting that there is not sufficient soil volume due to the space constraints to allow for trees within this area. Irrespective of this, given the increase of tree canopy and landscaping at the ground level (tree canopy now achieving 18.83%), significant landscaping for the terrace is not considered necessary (refer to Revised Architectural Plans and Urban Design Report at Attachment B and Attachment C).
35			<i>The indicative street trees and pavement level planting along the Botany Street and High Street frontages within Council's road reserve currently have a formal generic character. In contrast, the landscaping for the UNSW HTH site is inspired by the coastal dune system. A coordinated landscape outcome that picks up some of the sand dune planting themes along this section of the High Street streetscape would be beneficial. Council recommends coordination between Randwick City Council's public domain team and the proposals Landscape Architect moving forward.</i>	Further engagement with Council's public domain team is welcomed, including the proposed endemic planting palette which can be implemented into the Botany and High Street frontages within Council's road reserves. Further information is provided under Item 35 of the Integrated Architectural and Public Domain Urban Design Response to Submissions Report at Attachment B .
36			Delivery of refined detail design <i>The façade design with the varying 3D blades individually changing according to the solar conditions of each orientation is exemplary in conception. However concerns are raised that the feathering of the out edges and the lightness of the sculptured solar shade blades and awning canopy may be difficult to achieve in practice. It is understood that the façade design and construction will be developed in collaboration with the UNSW research faculties. The UNSW and the Architect are encouraged to see the design aesthetic that is illustrated through to delivery.</i>	UNSW is committed to achieving the proposed design, which will support the presence of the UNSW HTH as a landmark building within the Randwick Health and Innovation Precinct.

Item No	Name	Type	Issue	Response
37			<p>Sustainability and biodiversity</p> <p><i>It is noted that the proposal includes landscaping and public domain works, including the creation of over 2,500sqm of new publicly accessible open space but only a 14 per cent tree canopy for the HTH development site. Given the creation of new open space, Council recommends a minimum 25 per cent tree canopy cover as per the Urban Tree Canopy Guide within the NSW Government Architect's Draft Greener Places Guide. The Draft Design Guide is recommended for use by State and Local Governments and industry to increase tree canopy across Greater Sydney. An increased tree canopy target would support the measure in the ESD Design report to achieve a landscape cooled naturally through vegetation, especially trees with substantial canopy.</i></p>	The proposed tree canopy coverage has been increased from 14% to 18.83%, which is consistent with the recommendations of the Draft Greener Places Design Guide.
38			<p><i>An assessment should be made of the tree cover under previous residential use, to determine a baseline for tree canopy cover and biodiversity on the site. This assessment is required to ensure there is no net loss of tree canopy on the site. In this regard, the proposed landscaping design should align with Outcome 1 of Council's Environmental Strategy (March 2021).</i></p>	The previous residential (now removed) tree canopy coverage was 10.2%. The revised proposal represents an increase of 11.3% when compared to the previous tree canopy coverage. Refer to Section 2.0 of the Covering Letter accompanying this RTS response for further detail.
39			<p><i>Council supports the proposal to meet a minimum Green Star Design and As Built 5 star equivalency and questions why certification will not be sought for the UNSW building.</i></p>	UNSW's commitment to creating and maintaining a sustainable campus is reflected in its Environmental Sustainability Plan (ESP), UNSW is committed to delivering the HTH in line with the sustainability objectives, however UNSW does not consider the cost and time involved in registering the HTH building with the Green Building Council Australia as being of benefit to its sustainability goals. In this sense, it is considered that UNSW's resources are best invested in the research and implementation of the ESP, rather than the ongoing commitments of the Green Star registration.
40			<p><i>The ESD Design Report states that renewable energy could be generated onsite through the provision of roof area suitable for solar PV integration, however the actual location of the proposed 100 kWp PV system has not been specified in the ESD Design Report. This should be a key element in the buildings design and should be included within the design at the assessment stage.</i></p>	The PV Cells were shown on the Level 15 – Roof Plan (DA1016) of the submitted application.

Item No	Name	Type	Issue	Response
41			<i>Council suggests that the utilisation of Water Sensitive Urban Design (WSUD) features as committed to in the ESD Design Report could include a greater percentage of permeable surface in the public domain areas.</i>	As detailed above under Item 5, the high-traffic nature of the site limits full permeability due to its functional nature and the need to appropriately accommodate for high pedestrian traffic across the UNSW Plaza. This is because there are very few permeable pavers that are appropriate for a high traffic, urban plaza environment. Proprietary interlocking pavers for example, create issues for DDA compliance and risks of trips and falls with the gaps between them, and bonded aggregate types are more appropriate around tree pits and in low traffic movement zones due to longevity of the product. Permeable surfaces are maximised where possible (including around landscaping) and where considered appropriate.
42			<i>Consideration should be given to the provision of joint sustainability initiatives between the hospital and UNSW to deliver sustainability initiatives such as localised trigeneration or a centralised stormwater rainwater harvesting system. Further investigation of offsite green energy purchasing to supplement onsite PV energy generation should also be considered.</i>	The sustainability initiatives for the UNSW HTH are set out in the response to Item 39 above as well as within the EIS and Sustainability Report which accompanied the SSDA. Joint sustainability initiatives between UNSW and the HI are noted however would be difficult to achieve in practice given both UNSW and HI are separate entities which have different and separate operational targets and initiatives. It should be noted that UNSW and the Applicant have been working collaboratively for several years on the UNSW HTH and the SCH Stage 1 and CCCC and where practical initiatives have been implemented and integrated. The very nature of our collaboration and holistic approach developing a precinct should also be considered a positive sustainability initiative.
43			Noise <i>The submitted Construction Management Plan and Acoustic Assessment Report contain relevant measures to mitigate and minimise the potential noise impacts. The Acoustic Assessment Report also suggests further acoustic assessments be undertaken during design development to determine whether the proposed development can satisfy the relevant requirements when in operation. Appropriate conditions should be included in this regard.</i>	Noted.
44			Contamination <i>A Preliminary Site Investigation for Contamination Report and a Remediation Action Plan (RAP) have been prepared for the site. The RAP states that the site can be rendered suitable for the proposed development, subject to implementation of recommendations including data gap analysis, remediation procedures unexpected finds protocols and completion of a validation assessment. A suitably qualified environmental consultant should be engaged to verify the implementation of the RAP and to validate the site following the completion of all below</i>	Noted.

Item No	Name	Type	Issue	Response
45			ground works. Appropriate conditions should be included in this regard.	Noted.
			Cooling Towers <i>It is noted that cooling towers are proposed for this development in which the Public Health Act 2010 will need to be complied with and cooling towers will need to be registered with Council. Appropriate conditions should be included.</i>	
46	CASA	Comment	<i>CASA identifies that construction cranes will temporarily protrude through the Sydney Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface in their final (higher) stage. Any infringement of the PANS-OPS surfaces for more than three months (or less than three months without suitable mitigation) by a crane would present an unacceptable risk to the safety of air transport operations to and from Sydney Airport.</i> <i>Further analysis and detail will be required at these later stages of construction.</i>	Noted. An application for approval of a controlled activity pursuant to Section of the 183 Airports Act to Sydney Airport will be prepared and submitted for the temporary protrusion into the Sydney PANS-OPS surface for the construction cranes. CASA will have the opportunity to comment on the proposal in relation to temporary protrusions to the PAN-OPS.
47			CASA does not make any comment on aircraft noise issues.	Noted.
48	Sydney Water	Comment	Water Servicing <ul style="list-style-type: none"> Potable water servicing should be available via a 150mm CICL watermain (laid in 1940) on High Street. Adjustments or amplifications to the potable water network may be required complying with the Water Services Association of Australia (WSAA) code – Sydney Water edition. 	Noted.
49			Wastewater Servicing <i>Wastewater servicing should be available via 300mm and 375mm wastewater mains (laid in 2019) within the property boundary.</i> <ul style="list-style-type: none"> Adjustments or amplifications to the wastewater network may be required complying with the Water Services Association of Australia (WSAA) code – Sydney Water edition. 	

Item No	Name	Type	Issue	Response
50			<i>Sydney Water also provides general comments surrounding backflow, water efficiency and trade wastewater provisions, which can be addressed through conditions of consent.</i>	Noted.
51	NSW Environment Protection Authority (EPA)	Comment	<i>EPA provides no comment on the proposal and does not require any follow up consultation.</i>	Noted.
52	Heritage Council NSW	Comment	<p><i>The NSW Heritage Council confirms that no State Heritage Listed items will be impacted by the proposal. As such, no further comment is required.</i></p> <p><i>The Heritage Council notes that items of local heritage are to be assessed by Randwick City Council in accordance with their procedures.</i></p>	Noted.
53	Sydney Airport	Comment	<i>The development will penetrate Sydney Airport's protected Airspace. Sydney Airport confirms that the proposal will be subject to determination under the Airports (Protection of Airspace) Regulations 1996.</i>	Noted. An application for the UNSW HTH as a controlled activity pursuant to Section of the 183 Airports Act to Sydney Airport has recently been approved by the Commonwealth, allowing the proposed development to protrude prescribed airspace for Sydney Airport. A copy of the Approval is provided at Attachment G of the RTS Cover Letter.
54	Transport for NSW (TfNSW)	Comment	<p>Protection of TfNSW Infrastructure and Sydney Light Rail Operation</p> <p><u>Comment</u></p> <p><i>The development includes a proposal for the excavation, construction, and operation of a health facility that is near to the Sydney Light Rail corridor.</i></p> <p><i>There are concerns about the potential effect on the structural integrity and safe operation of the light rail during construction and operation phases of the development. The proposed development is located within 25m of the light rail corridor. Clause 86 of the State Environmental Planning Policy (Infrastructure) (ISEPP) outlines that in this circumstance development would require concurrence from TfNSW.</i></p>	Noted. Further advice has been prepared by Arup (Attachment F) to detail the proposal's impact and location in relation to existing Light Rail infrastructure.

Item No	Name	Type	Issue	Response
			<p><i>As the proposal is being assessed as State Significant Development, formal concurrence from TfNSW does not apply. Nevertheless, the development has been assessed and appropriate mitigation measures should be adopted to minimise these effects.</i></p> <p><i>The light rail infrastructure must be protected and any disruptions to its operation are to be minimised during the construction and operation of the subject development.</i></p> <p><i>It is advised that the applicant needs to assess the impacts of the operation of the Sydney Light Rail on the future locations of sensitive equipment (if any) within the subject site, particularly in regards to Electromagnetic Interference and Vibration and design the development to mitigate potential impacts of the Sydney Light Rail.</i></p>	
55			<p><u>Recommendation</u></p> <p><i>It is advised that the applicant must provide detailed engineering drawings, which illustrate the delineation of the light rail tracks (and relative dimensions to the excavation area) as part of the response to submissions.</i></p> <p><i>The applicant must be conditioned to:</i></p> <ul style="list-style-type: none"> <i>Provide all relevant documentation as requested by TfNSW for review and endorsement prior to issuing the relevant Construction Certificate; and</i> <i>Protect TfNSW infrastructure and to minimise disruption to the light rail operation during the construction and operation of the subject development.</i> 	The condition requirements are considered acceptable. Detailed engineering drawings are also proposed to form a condition of development consent. Advice from Arup (provided at Attachment F) outlines the proposal's proximity (structure, sub-structure and temporary shoring anchors) to the Light Rail infrastructure and indicates that the proposed HTH basement shoring, and foundations will impose negligible influence on the existing Light Rail infrastructure.
56			<p>Botany Street Drop off/ Pick up Area</p> <p><u>Comment</u></p> <p><i>Section 5.6 of the Transport Impact Assessment prepared to support the development application states the following:</i></p>	It is estimated that point to point demand may comprise of up to approximately 3% of total daily trips to the UNSW HTH building, of which half would occur within the dedicated drop off / pick up zone on Botany Street. This is equivalent to approximately 75 vehicle trips per day using the Botany Street drop off / pick up area, of which potentially 12-15 vehicle trips during the busiest hour of the day may be experienced. Assuming an average dwell time of three minutes per

Item No	Name	Type	Issue	Response
57			<p><i>"It is proposed that approximately 20m of this 1 hour parking zone is redesignated as 5 minute parking (or similar) to facilitate pick up and drop off movements."</i></p> <p><i>It is advised that kerbside restrictions are determined based on balancing needs of all users and are constantly subject to change and the proponent should not rely on the need for the suggested designated kerbside use.</i></p>	<p>vehicle the drop off / pick up would have the capacity to handle 60 vehicles per hour – significantly exceeding the expected demands.</p> <p>The area would be managed through the introduction of appropriate signposting / kerbside restrictions to limit vehicle length of stay. A dedicated 20m '5 Minute Parking' zones recommended to allow for the efficient drop off and pick up of passengers. The restrictions to be adopted will be confirmed following discussions with Randwick City Council closer to the opening of the site.</p> <p>On-site provision for drop off and pick up was considered however was not deemed suitable for the following reasons:</p>
			<p><u>Recommendation</u></p> <p><i>It is requested that the applicant provides further detail on the point to point demand, how it would be managed, including the potential need for on-site provision to meet the demand as part of the Response to Submissions.</i></p>	<ul style="list-style-type: none"> • The number of vehicle movements already expected to enter the forecourt area associated with the proposed SCH Stage 1 and CCCC building. • The high number of different users already utilising the internal road system, including IASB drop off / pick up, SCH Stage 1 and CCCC emergency department drop off, SCH Stage 1 and CCCC general car parking, UNSW HTH building logistics access. • The objective of separating UNSW HTH logistics traffic with general drop off / pick up would further define the separation of vehicles and pedestrian access which would maximise safety . • Increased amount of space dedicated to pedestrians and landscape by minimising the amount of internal space required for traffic movements.
58			<p>Travel Demand Management</p> <p><u>Comment</u></p> <p><i>Section 6.6 of the Transport Impact Assessment states the following:</i></p> <p><i>"Travel demand management measures, e.g. Travel Plans and carpooling, are currently well established at UNSW. The UNSW Environmental Sustainability Plan 2019-21 (ESP) outlines a roadmap towards best practice in environmental sustainability in the higher education sector."</i></p> <p><i>It is noted that the Transport Impact Assessment includes a number of recommendations for the development of a Green Travel Plan. It is advised that:</i></p> <ul style="list-style-type: none"> • <i>It should be a priority for the proponent to secure funding, human resourcing and an agreed timeframe for completion of</i> 	<p>UNSW has well-established travel demand management measures in place, through its Environmental Sustainability Plan. The Plan aims to increase the percentage of staff and students commuting by active travel modes through various strategies and programs. UNSW has, through the implementation of these measures, been successful in reducing private vehicle usage to the campus over a number of years.</p> <p>Recent travel surveys have indicated private vehicle usage has decreased from 32% in 2007 to 15% in 2019 – an average reduction of approximately 1.5% per annum. UNSW is already an active participant within the Randwick Collaboration Area and shares information regarding travel behaviours, including recently undertaken travel surveys, with key stakeholders including Transport for NSW.</p> <p>Travel to UNSW and the future UNSW HTH building cannot be viewed in the prism of individual buildings, instead a holistic approach needs to be taken which considers the broader requirements of campus users. In this context it is not considered appropriate to link a whole of campus Green Travel Plan condition to an individual building. Likewise, it is also inappropriate to require a Green Travel Plan for one building in isolation.</p>

Item No	Name	Type	Issue	Response
59			<p>key actions identified in the GTP to support sustainable transport outcomes; and</p> <ul style="list-style-type: none"> TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery. 	<p>It is also noteworthy that the proposed UNSW HTH building contains no on-site car parking spaces. The building will also provide significant End of Trip Facilities. The implementation of these strategies will contribute to reducing parking demand, particularly for staff, and encourage other forms of sustainable transport to the site.</p>
60			<p><u>Recommendation</u></p> <p>It is requested that the applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW and submit a copy of the final plan for TfNSW endorsement, prior to the issue of the Occupation Certificate.</p>	<p>It is also noted that the recently approved D14 project (SSD-9606) and B22 projects (SSD-9673), part of the UNSW Kensington Campus, did not have such a requirement imposed.</p> <p>Therefore, it is not considered appropriate to impose a Green Travel Plan condition on this consent.</p>
61			<p>Safety Assessment of the Proposed Development</p> <p><u>Comment</u></p> <p>The proposed access arrangement allows light and heavy vehicle movements via Botany Street with multiple conflicts at the access to the loading dock to the subject site, the loop road and the car park access for the Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre. The following conflicts in vehicle / pedestrian movements would have potential to cause safety issues:</p> <ul style="list-style-type: none"> Vehicles accessing the loading dock of the subject site and the car park for the Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre; Vehicles accessing the loading dock for the subject site and the proposed loop road; and Vehicles accessing the subject site as well as other properties adjacent to the site and pedestrian accessing these sites. <p>Appendix A of the Transport Impact Assessment includes swept paths of the service vehicles within the loading dock. However, a swept path analysis has not been undertaken for the maximum size of the service vehicles (Heavy Rigid Vehicle) entering and leaving the loading dock via Botany Street.</p>	<p>UNSW and HI have worked collaboratively for a number of years to consider the most appropriate integrated design solution for the UNSW HTH Building and the proposed SCH Stage 1 and CCCC building. As part of this collaborative design process a single loading dock access point via Hospital Road was considered however not deemed to be feasible due to issues around project staging and building design and distinctly differing building operations.</p> <p>In lieu of a single loading dock entry, UNSW and HI have developed a safe, legible and efficient internal road network which allows for logistics vehicles to access the UNSW HTH loading dock. The UNSW HTH loading dock will generate a relatively small number of vehicles per day and not significantly impact the safety of other users in the internal road network. Most vehicles accessing the site will be small vans and utes, with a maximum of 10% of vehicles expected to be large rigid vehicles such as Medium Rigid Vehicles (MRVs). Deliveries via Heavy Rigid Vehicles (HRVs) are expected to be rare, approximately once per month.</p> <p>Consistent with TfNSW's recommendation vehicle swept path analysis has been undertaken for an HRV entering and leaving the loading dock to / from Botany Street. The swept paths demonstrate that the internal road network and site access intersection have been designed appropriately to accommodate this vehicle type. The swept paths are provided in Appendix A of this document.</p> <p>Additionally, also consistent with TfNSW's recommendation, a Stage 2 (Concept Plan) Road Safety Audit has been undertaken by an independent consultant (DC Traffic Engineering) for the proposed vehicle and pedestrian access and is provided as Appendix B of this document. The audit has identified only five items in total, none of which relates to the internal vehicle and pedestrian access arrangements which was noted as a potential issue by TfNSW in their</p>

Item No	Name	Type	Issue	Response
			<ul style="list-style-type: none"> Consider providing a consolidated loading dock for the subject site as well as the Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre with access via Hospital Road. This is to remove the heavy vehicle access via Botany Street; A Stage 2 (Concept Plan) Road Safety Audit for the proposed vehicles and pedestrian access arrangement to the subject site in accordance with Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits by an independent TfNSW accredited road safety auditor; and A swept path analysis for Heavy Rigid Vehicles entering and leaving the loading dock to / from Botany Street. <p>Based on the results of the road safety audit and the swept path analysis, the design drawings need to be reviewed to identify safety measures that may need to be implemented.</p>	<p>submission. Importantly the five items identified have been classified as either a 'medium' or 'low' priority. No 'high' priority items were identified in the audit, demonstrating there are no road safety issues of significance in the current design.</p> <p>One of the items identified in the audit is the indented parking bay and its impact on cyclists movements on Botany Street. This issue will be resolved through the removal of the indented parking bay and creation of a continuous kerb line treatment – consistent with the recommendation of Randwick City Council.</p> <p>As noted in the audit, the remaining items identified will be considered as part of the detailed design process for the project.</p>
62			<p>Construction Pedestrian and Traffic Management</p> <p><u>Comment</u></p> <p>Several construction projects are likely to occur within the Randwick Precinct at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the Randwick Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.</p> <p>Details on how the pedestrian bridge over Botany Road will be constructed to minimise impacts on all road users should be provided.</p>	<p>No objections are raised to the recommended condition of consent.</p>

Item No	Name	Type	Issue	Response
63			<u>Recommendation</u> <i>It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and the Sydney Light Rail Operator and submit a copy of the final CPTMP for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.</i>	
64			Draft Conditions of Consent <i>TfNSW provides a list of proposed draft conditions of consent, which can be considered further once draft conditions are issued.</i>	HI and UNSW will review and comment on the consolidated draft conditions of consent prior to determination.
65	Heritage NSW - Aboriginal Cultural Heritage Division	Comment	Aboriginal cultural heritage regulation review of EIS and ACHAR <i>Heritage NSW has reviewed the EIS and ACHAR and note that a significant Aboriginal site was identified within the project area during investigations for the Integrated Acute Services Building. An area of both Aboriginal cultural and archaeological significance was identified within test pit 8, which consisted of stone hearths and red ochreous material. Radiocarbon dating of charcoal associated with the hearth returned a date of 8,000 years before present. The site has been salvaged and recorded but is yet to be re-fitted and interpreted by the La Perouse Local Aboriginal Land Council. There is considered to be no further areas of archaeological or cultural significance within the project area, and Mary Dallas Consulting Archaeologists (MDCA) do not recommend any further investigations.</i> <i>It is understood that Aboriginal consultation for the project has been undertaken in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010). The Registered Aboriginal Parties for the project supported the recommendations included in the ACHAR.</i>	Noted and agreed. No further action required at this time.
66			Aboriginal cultural heritage regulation advice for EIS <i>The Aboriginal cultural heritage assessment provided for the EIS meets the SEARs for this SSD to the satisfaction of Heritage NSW.</i>	Noted and agreed. No further action required at this time.

Item No	Name	Type	Issue	Response
			<p><i>The EIS states that the development will be carried out in accordance with the recommendations in the ACHAR (EIS page 89). Heritage NSW support the mitigation measures and recommendations outlined by MDCA in Section 6.0 (on pages 39-40) of the ACHAR (October 2018). We recommend that the conditions of consent specifically reference the monitoring methodology in the ACHAR.</i></p> <p><i>We remind the applicant that the following report is yet to be registered on the Aboriginal Heritage Information Management System (AHIMS), and request they register it at their earliest convenience:</i></p> <p><i>Aboriginal Archaeological Assessment Stage 1 Development and Proposed Future Expansion of The Randwick Hospital Campus Randwick, NSW. Mary Dallas Consulting Archaeologists. 2018. Report to Advisian.</i></p>	
Public Submissions				
67	BIKEast	Comment	<p>Basement Level Floor Plan</p> <ul style="list-style-type: none"> <i>We have noted the rapid adoption of electric and cargo bicycles by commuter cyclists in recent years. We would encourage the designers to ensure that the bike store has adequate parking facilities for longer, wider, and heavier bicycles that may not fit into typical bike racking systems. The plans of the bike store do not currently seem to show parking for these bicycle types.</i> <i>Similarly, we would encourage the design team to ensure that turning radii, door swings, and door activators are sized and located to adequately accommodate longer, wider, and heavier bicycles. We note that many cyclists who commute with children will push their bicycles with their children still on board, so adequate manoeuvring space is especially important. In the current design, the door at gridline 5 along the entry ramp looks narrow for a cyclist pushing a cargo bicycle.</i> 	The design of the end of trip facilities have been designed to be as flexible as possible in order to accommodate a range of bicycles. Notwithstanding, the detailed design and operation of the EOT facilities will be explored in the next stages of the project, with the assistance of an EOT consultant. The current design has spatial flexibility to accommodate a wide range of bike cycles and user needs.
68			<p>Ground Floor Plan</p> <ul style="list-style-type: none"> <i>We also encourage the design team to ensure safe and comfortable cargo bicycle access through the End of Trip entry</i> 	

Item No	Name	Type	Issue	Response
			<p>door near gridline 12, and the internal and external ramps on either side of this entry door. We are concerned that the manoeuvring clearances through the 90-degree turns and around the door swings seem narrow for pushing a cargo bike.</p> <ul style="list-style-type: none"> • We are concerned that the short term bicycle parking racks shown near grid A5 are located in a relatively distant and unsurveilled location, and will be underused for these reasons. We would encourage the design team to reconsider this location. A position nearer a building entry or within the UNSW Plaza would be better used and better protected. • We appreciate the shared path along Botany Street, but are concerned about the lack of safe, connecting cycling network infrastructure in nearby surrounding areas. We would encourage the University, Randwick Council, and Transport for New South Wales to prioritise safe and continuous bicycle routes within the Randwick Health and Innovation Precinct, and between the Precinct and other origins and destinations within Randwick and beyond. 	
69	PWL Lau and Mrs ASK Lau	Comment	<i>This submission expresses support for the proposal, by virtue of its social and economic benefits to Randwick, Sydney and NSW.</i>	Noted.