



Australian Government
National Capital Authority

Consultation Report

Works Approval No WA-001392

University of New South Wales Canberra City Campus –
Stage 1

(Block 12 Section 3 Parkes)

August 2025

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Introduction

Under the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Authority (NCA) prepares and administers the National Capital Plan (the Plan) to ensure Canberra and the Territory are planned and developed in accordance with their national significance.

The Plan sets out the broad planning framework for the Australian Capital Territory (ACT). Areas designated as having special characteristics of the National Capital are subject to detailed planning policies and guidelines.

Any buildings or structures, demolition, landscaping or excavation works in Designated Areas require the approval of the NCA. The NCA considers such proposals in the context of the relevant provisions of the Plan.

On 5 February 2025 an application for works approval was received by the NCA from Canberra Town Planning for the construction of Stage 1 of the University of New South Wales Canberra City Campus for the construction of two education and research buildings, basement car parking, internal access driveways, and associated landscaping and civil works, on Block 12 Section 3 Parkes (200 Constitution Avenue), with further information for the assessment submitted on 5 February 2025 and further information submitted on 18 July 2025, 28 July 2025 and 29 July 2025.

This Consultation Report outlines the NCA's review of the key issues raised during the consultation period and consideration of the Works Approval application.

Context

Block 12 is currently unleased land under the custodianship of Transport Canberra City Services. It is intended that the site will be subject to a Holding Lease to be granted by the ACT Government over the whole of the Block 12 staged development.

Stage 1 is the first of four stages, as envisaged under the Master Plan, to implement the entire UNSW Canberra City campus. The campus will be a complete campus at each stage, including academic and residential buildings, car parking, open spaces and landscaping. The proposed four stages of the UNSW Canberra City Campus include works to Block 12 Section 33 Reid, north of Constitution Avenue.

Following the issue of Works Approval for Stage 1, a Crown lease would be granted over the Stage 1 portion of the site, with the balance of the land to remain within the Holding lease for development as part of future stages of the campus.

Precinct Deed

A Precinct Deed was issued on 3 March 2020, between the ACT Government and UNSW. Condition 4 of the Precinct Deed requires all development activities on the Precinct must be completed within 15 years of the date of the Deed.

Unless with the prior written approval of the Territory, the development of the Precinct will occur in sequential stages under a Holding Lease granted for each stage up completion of the previous stage, in accordance with the terms of the Deed.

The Precinct must be developed for use by UNSW only for the purposes of an Education and Research Establishment, and accordance with the following planning requirements:

- Establishment of a Master Plan for the Campus
- Approval of the proposal by the Territory
- First stage of development to be submitted to the Territory no later than 12 months after the approval of the Master Plan
- Staged development of the Campus under a Holding lease to be granted by the Territory
- Requirements for 75% of the GFA on the Campus to be used for primary use of education and research establishment.

Master Plan

The UNSW Canberra City Master Plan was prepared by MGS Architects and Snøhetta in October 2022 and approved by the ACT Government in April 2023.

Condition 3.7 of the Precinct Deed requires the establishment of a Master Plan to provide a foundation for development outcomes for the Campus and realise UNSW's campus vision for:

“a world-class, lively urban campus consisting of an ensemble of buildings, each diverse in program, ambition and character but connected to a shared campus vision which complements the broader neighbourhood.”

The UNSW Canberra City Campus Master Plan responds to the directions, controls and policies from a range of documents including statutory planning controls applicable to the site.

The Master Plan provides a comprehensive foundation to guide the staged development and realisation of the vision of the Campus over the next 15 years.

The Master Plan is designed around flexibility in implementation as the overall campus development will be delivered in stages. Specifically, the Master Plan seeks to ensure that the architectural and landscape design can evolve and respond to the needs and requirements of the Campus over time.

The Master Plan is structured to provide a framework that includes an overall campus vision, vision ambitions, design principles, design strategies and Precinct areas to outline plans and intentions from the macro to the micro site scale.

The Works Approval for Stage 1 responds to the design strategies and initiatives for the Civic Interface and City Edge campus precincts outlined in the Master Plan.

Detailed Conditions of Planning, Design and Development

The Crown Lease includes a requirement that works are to be consistent with the ‘*Detailed Conditions of Planning, Design and Development for Block 12 Section 33 Reid and Block 12 Section 3 Parkes*’ (Detailed Conditions) as well as with the National Capital Plan.

The Detailed Conditions were endorsed by the NCA in November 2019.

These site planning and development parameters (the parameters) specify requirements aimed at achieving the highest quality master planning, design and development outcomes for any future redevelopment on Block 12 Section 33 Reid and Block 12 Section 3 Parkes.

Block 12 Section 33 Reid and Block 12 Section 3 Parkes (the sites) are within Designated Areas, specifically, the Constitution Avenue and Anzac Parade Precinct under the Plan. These conditions reinforce the provisions of the Plan for the Constitution Avenue and Anzac Parade Precinct by requiring the delivery of high-quality buildings and landscaping on the sites, and development which is integrated into the surrounding urban environment.

The document is intended to be complementary to, and be read in conjunction with, the Plan. Any works on the sites is subject to approval by the National Capital Authority (NCA) and assessment against the Plan and these detailed conditions of planning, design and development.

Public Consultation requirements

National Capital Plan

Under the Plan, requirements for public consultation apply to:

- Major developments proposed for Section 9 Barton;
- A landmark building to RL617 adjacent to Commonwealth Avenue (within the Constitution Avenue and Anzac Parade Precinct);
- Detailed plans for development at Academy Close, Campbell;
- High-impact telecommunications facilities;
- All residential proposals within the Deakin/Forrest Residential Area Precinct; and
- All residential and commercial development proposed for Section 5 Campbell.

The NCA determined that the Works Approval application required public consultation due to being located on Lake Burley Griffin and due to the nature of development proposed on the site.

Commitment to Community Engagement

The NCA's *Commitment to Community Engagement* guides the way in which the agency engages with the community to keep people informed about decisions that have already been made and to offer opportunities for input to decision-making. The NCA considers how best to approach public participation processes having regard to the training curriculum delivered by the International Association for Public Participation.

The *Commitment to Community Engagement* sets out the following engagement principles:

Intentional

- Be clear about what we are trying to achieve.
- Be clear about the scope for people to influence outcomes and where other processes have made recommendations and decisions.
- Be clear about limitations and constraints for community comment and involvement.

Inclusive

- Use a variety of methods allowing as many Australians as possible to participate if they wish.
- Proactively seek appropriate participants where there are missing voices.

Timely

- Allow sufficient time for the community to participate in consultation processes.
- Begin engagement at the earliest appropriate stage in the life of a project.

Feedback

- Let people know how their input and feedback was used.
- Meet or exceed all statutory engagement requirements.

The NCA assesses whether a proposal is consistent with the National Capital Plan and if it requires public consultation. An assessment is made in relation to impacts on:

- public space and community amenity;
- environment, heritage, or landscape values;
- amenity of the locality in terms of materials, finishes, scale, massing, design, and quality; and
- consistency with an existing Heritage Management Plan.

When an application for works approval is lodged and consultation is required, consultation with the community and stakeholders may be undertaken by the applicant, the NCA, or both. Where consultation is undertaken by the applicant, the NCA may choose to stipulate specific requirements that the applicant is required to implement.

Summary of Public Consultation

2.1 The public consultation process

Public consultation was undertaken by the NCA between 30 April 2025 and 23 May 2025 in the following manner:

- On Wednesday 30 April 2025, publishing a public notice in *The Canberra Times* detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal ([Attachment A](#))
- On 30 April 2025 publishing details of the Works Approval application on the NCA's website.
- Between 30 April 2025 and 23 May 2025, placing of A1 size signs on site.

2.2 Submissions Received, Comments and Response

The NCA received a total of 18 submissions on the proposal, with one submission being made prior to public consultation commencing. The submissions raised support, issues and objections in relation to elements of the proposal. Majority of the submissions supported the use of the site as an Educational and Research Establishment.

On 30 May 2025, emails of acknowledgment were sent to all submitters advising them that their submissions will be taken into consideration before a decision is made on the application.

Key themes

Key themes in the submissions relate to:

- Dust, air quality and noise concerns during construction.
- Traffic congestion and safety impacts with only one access point on Constitution Avenue.
- The need for ongoing consultation between UNSW and The Griffin.
- Building heights exceeding 25m with the plant on the roof.
- Lack of integrated lighting strategy.
- Lack of building signage and wayfinding strategy.
- Links to Lake Burley Griffin.

A summary of the submission comments, grouped into key themes, and the NCA responses are provided in the section below.

Consultation Process

The Works Approvals Community consultation process has been designed with reference to the IAP2 Spectrum and in accordance with the NCA's principles. Under prescribed functions in the *Australian Capital Territory (Planning and Land Management) Act 1988*.

The NCA will assess whether a proposal is consistent with the National Capital Plan and if it requires public consultation. An assessment will be made in relation to adverse impacts on:

- public space and community amenity
- environment, heritage or landscape values
- amenity of the locality in terms of materials, finishes, scale, massing, design and quality
- consistency with an existing Heritage Management Plan.

All submissions are considered based on their merits and compliance with the National Capital Plan in the assessment of Works Approval applications.

Matters for consideration

Dust, Air Quality and Noise Concerns

Some comments received related to dust and air quality concerns and impacts on adjacent residents during construction, noting:

"The Griffin is continuously covered in dust from the ACT Government dirt carpark to our west, and this issue was raised to UNSW during the March 19 presentation. Our apartment balconies are covered in dust, our cars in the car park are covered in dust, and our HVAC/plant equipment requires regular filter changes due to dust buildup, and we are concerned that this represents a health risk to the residents, commercial tenants and visitors of The Griffin.

The Executive Committee (EC) thanks UNSW for adding a gravel car park to its plans in Phase 1, which was in response to our request in the March 19th presentation.

The EC asks that the NCA, ACT Transport and UNSW work together to reduce the impact of noise and dust to the residents of The Griffin both immediately and throughout the life of the Master Plan. Mitigation strategies such as adding gravel to the dirt carpark, grass, or bitumen will go a long way to addressing this issue."

"Effect: Substantially increased airborne dust and possibly harmful particles drawn into air conditioning intakes and blown into Griffin apartments, balconies and outdoor spaces.

Impact Risk:

- 1. Heightened anxiety that dust particles disturbed by excavation work will contain as yet unknown toxins.*
- 2. Residents, particularly those residing on the western side of the Griffin, will be unable to utilise balconies and outdoor spaces during working hours.*
- 3. Use of air conditioning units may be constrained in the expectation that filters will be excessively clogged, shortening the life of A/C units.*

Suggested Mitigation:

4. Circulation to all neighbouring residents of an independent soil and dust analysis before work commences.
5. Implement effective dust suppression practices. Maintain strict standards on load coverings to reduce dust escaping from exiting trucks.
6. Consult with Griffin Executive Committee regarding the funding of additional air conditioner services throughout the life of the Stage 1 development."

"The unsurfaced medium (dirt) of the land subject to development proposal presents intense environmental impact to the residential living at The Griffin. To my knowledge this is one of very few, potentially the only, unsurfaced public carpark facilities in operation within the city precinct.

Airborne and wetted dirt from the carpark surface constantly pose hygiene concerns to owners and residents. Patrons using the carpark and drivers using the informal route between Constitution Avenue and Parkes Way and instances of nominal to high winds stir clouds of dust consistently in large proportions.

- *Cleaning the building's exterior annually costs tens of thousands of dollars over budget.*
- *Residents are unable to open windows and doors in periods of elevated temperature due to dust ingress, increasing energy use and associated impacts (cost, degraded standard of living).*
- *Increased cleaning of internal surfaces, including basement car parking, due to dirt from vehicle tyres during wet weather.*
- *Some residents are unable to use outdoor areas due to excessive dirt accumulation.*

The carpark is poorly maintained and presented, illustrating to the public a zone of general disrepair that is unkept and disregarded. Assets designed and installed to facilitate appropriate use of the carpark are regularly vandalised, dilapidated and failing, and in combination with public behaviour have resulted in safety concerns and in limited cases safety incidents for local residents. The concluding result is an area in conflict, with highly desirable public recreation (Lake Burley Griffin, the memorial zone of ANZAC Parade), high-standard office spaces (ANZAC Park West) and private living spaces heavily compromised by the presentation and use of the ACT Government operated parking facility."

"I am writing to express concern about the apparent lack of consideration given to the amenity of Griffin residents in the planning of traffic and parking arrangements associated with the proposed University of NSW Stage One development.

Since moving in, we have been adversely affected by dust generated from the adjacent unsealed car park, in addition to having to endure the disruption of a what will be a prolonged, multi-phase construction site directly on our doorstep. Residents are bearing the ongoing costs of cleaning, including those for common areas, parking spaces, and air conditioning units.

It is disappointing—and frankly, an embarrassment—that a dirt car park remains in place within the National Triangle, the symbolic heart of the national capital. We also understand that the removal of trees from the car park is being considered to increase parking capacity. We urge the National Capital Authority to seriously consider paving the car park instead, thereby preserving the existing trees and improving both amenity and environmental standards."

"The car park is not sealed. It generates significant dust on windy days. It is expected more dust will be generated through the excavation and construction phases of Stage 1 (and subsequent stages). As the project development moves progressively towards the Griffin apartments this issue will become

an increasing issue for Griffin residents, again with the amenity of local residents likely to decline. What, if anything, will be done to attempt to minimise the volume of dust generated by the development during the excavation and construction phases?”

NCA Considerations

Issues arising from the condition of the existing carpark are not a matter of consideration for this assessment. It is acknowledged that dust and noise will be generated during the construction phase of the development.

The development will however be required to comply with the ACT's Environment Protection Regulation 2005 and Environmental Protection Policies (EPP's) under the *Environment Protection Act 1997*, as they relate to construction activities. The EPP's provides guidance on meeting legislative requirements, including the need to adopt the general environmental duty as specified in the Act to prevent or minimise environmental harm, including dust, air quality and noise impacts.

A Noise Management Plan (NMP) has been prepared by Acoustic Studio, with a noise and vibration impact assessment carried out to inform the NMP and determine the potential noise impacts and considerations for the proposed UNSW Canberra City Campus Stage 1. Appropriate criteria for both noise and vibration have been established based on relevant guidelines and standards.

The applicant has advised that they will continue ongoing engagement with adjoining residents of the Griffin, and wider community, during the construction phase of the project to ensure that amenity concerns are appropriately managed.

A condition of approval will require the applicant to prepare a Construction Environmental Management Plan, for consideration by the NCA and the ACT EPA prior to works commencing on site, to address matters including dust suppression, air quality monitoring and noise monitoring.

Traffic Congestion and Safety – One access to Constitution Avenue

Some of the comments received in relation to traffic congestion and safety noted:

“This feedback revolves centrally around the entry and exit points for vehicles to the site.

I agree that using the current exit onto Parkes Way from the dirt carpark is difficult and therefore a left-in only access needs to be created.

However, I disagree that only one Constitution Avenue entry point is to be kept. This will put large amounts of pressure for residents exiting and entering the Griffin complex either by car or by foot. It will also encourage people to illegally park their cars in the small number of free visitor spots available rather than paying for parking in the car park.

Trying to turn right out of the Griffin complex will become dangerous and difficult if it is 2 way traffic totalling over 500 cars per day especially during peak times in the morning and evening.

The current carpark on the site is full of deep potholes and steep grade areas where dirt has been washed away over many years at the eastern end and is dangerous and damages vehicles currently attempting to park there. This needs to be fixed prior to construction commencing. By keeping the western Constitution Avenue entrance in existence, this would divide the traffic up and make it far less dangerous for Griffin residents and construction traffic.”

“Generally, I think it’s great that there is another university campus in Canberra, the plans look amazing, and I like the additional jobs this creates. It is also great that our little town will have two G08 universities here, which will surely attract a lot of students from Australia and overseas. Great for Canberra!

I think it would be good if the light rail would be developed on constitution avenue as well, providing an environmentally friendly and convenient way for staff and students to travel to the campus and avoid traffic congestion. Also, it would be good to have bike and scooter „parking spaces“, to ensure students and staff who cycle to campus have a good (perhaps even try) spot to park their bikes.”

“I am a resident of The Griffin, living in the west-facing building overlooking the proposed construction site. I imagine interested parties will have a range of concerns about the project, I will focus on just one - that of traffic.

While I recognise the importance of development, I must raise serious concerns regarding the anticipated traffic congestion and safety risks that will result from the planned changes to the carpark entry and exit points.

...To mitigate these issues, I urge the NCA to identify alternative exit routes, such as relocating the western carpark entry/exit further east along Constitution Avenue. This would allow construction traffic to enter from Parkes Way and exit via this proposed exit point. Once construction is complete, it also would provide UNSW with a dedicated entrance, surely a desirable objective. It is also essential to maintain an operational exit to Parkes Way through temporary road modifications to prevent severe bottlenecks.”

“The development seems to have taken no account of the impact of existing let alone likely future traffic flows on the local community. The traffic flow report accepts that current arrangements are at best sub-optimal and at worst very poor but seems to accept this is what it will be going forward with no plans or contemplation of modifications being made to the street architecture in the area (beyond formalising an “in only” slip way off Parkes Way) and forcing all traffic to leave the site through a single access road separating the UNSW site from the Griffin complex.

In my view, the NCA needs to consider the longer-term traffic flow arrangements for the area arising from the UNSW development at this stage of the development, and to identify options for addressing pressures on traffic flows and parking that will be caused by the overall development of the UNSW site and not just Stage 1.”

“I am also concerned that the consultation documentation presents a recommendation that an existing vehicle entry/exit point from Parkes Way to the current surface level car park which will ultimately become the UNSW building site should immediately be made an entry only point.

This would then leave a single exit point onto Constitution Avenue for all vehicles including the entirety of the proposed UNSW construction site, all users of the surface level dirt car park whilst still operational (500 - 600 per day currently in May 2025 ie., well above the figures quoted by UNSW) and for the Griffin residents.”

“In general, we welcome the development of the UNSW Canberra City Campus, and the future complete removal of the gravel carpark to the west of the Griffin. However, we are concerned at the construction site and transport arrangements proposed for Stage 1 as outlined below. Our main concern is the proposal to close the vehicular connection to Constitution Ave from the gravel carpark.

We refer to the following extract from section 3.1 of the Traffic Impact and Parking Assessment Report (page 18):

The second vehicular connection to Constitution Avenue, located nominally 200m from the intersection of Constitution Avenue and Coranderrk Street was initially proposed to be relocated further east to provide a secondary access to the large existing gravel car park and minimise any potential queuing issues. Consultation with the NCA resulted in TTW being directed to remove the secondary vehicle connection point and that only the eastern most vehicular connection to Constitution Avenue shared with the Griffin Apartments would be permitted.

As such, all access for the University, the on-grade gravel carpark and the Griffin are proposed off the access lane at the eastern end of the site.

This extract of the Report highlights that it was recommended that the vehicular connection being closed, be relocated further east so that a secondary access to the carpark is maintained. The Report indicated that the NCA has not accepted this recommendation. As residents of the Griffin, we strongly disagree with this and believe that construction traffic should not be able to access the site via the Griffin's vehicular access to Constitution Ave."

"We are concerned that all construction and parking traffic will now be funnelled through the access road adjacent to our apartments. This situation has arisen due to the closure of the Constitution Avenue access point, the current lack of access to Parkes Way during construction, and the prohibition of left-hand turns onto Parkes Way.

All heavy construction traffic will be forced to exit via Constitution Avenue using the access road next to the apartments, even though there is another entrance further along Constitution Avenue. We request that this alternative access point be used to the maximum extent possible to minimize the impact on residents."

"The current entry and exit into the dirt car park near the set of lights on Constitution Avenue is to be closed as per the plans. This leaves only one exit point for all vehicles coming out of the dirt car park. This is via the common tiny road shared by the dirt car park and The Griffin residents. Besides this causing congestion and possible accidents, it will also lead to health issues due to increased air-borne contaminants. There is already a lot dust in the apartment due to the car park not being sealed and I get a lot of dust everyday. Trucks driving in and out multiple times a day will only exacerbate the issue. I strongly urge you to keep the current carpark entry and exit as is OR have an exit point onto Parkes Way from the dirt car park."

"Noting we have residents of various age groups who live adjacent to the proposed heavy diesel vehicle exit route, in the spirit of fostering good neighbourly relationships it would be appreciated if an alternative route could be found for heavy diesel vehicles exiting the site."

NCA Considerations

UNSW have consulted with the Transport Canberra and City Services Directorate in the development of the traffic impact analysis for this proposal.

Traffic impacts of university campus's are dispersed across day and it is not anticipated that the peak travel times for the university will be the same as the surrounding developments. Students and academic staff are anticipated to arrive periodically throughout the day depending on when they have classes.

Given this and the low volume of traffic generated by the university during peak time, the development is not anticipated to have a significant impact on surrounding road network.

The development proposes to provide sufficient parking for both the current carpark usage and that required by the university through the form of basement carpark and retaining a significant number of the existing on grade carpark currently situated on the site.

Vehicular access to the UNSW Canberra campus is proposed through an access lane, connecting between Parkes Way and Constitution Avenue, through the existing access at the eastern end of the site. This access lane will also provide access to the Griffin Development and the existing gravel carpark, with their respective existing driveways being retained.

One driveway access is proposed for the final Stage 1 development to ensure pedestrian and cyclist safety along Constitution Avenue, with the second driveway access to the west remaining open for construction vehicles, during construction of Stage 1. A pedestrian crossing will be located at the driveway access points, requiring construction vehicles to give way to pedestrians and cyclists using the Constitution Avenue footpath/cycle path.

The access from Parkes Way will be entry only for eastbound traffic on Parkes Way, with a 150m slip lane to provide sufficient deceleration prior to traffic entering the site. Access off an arterial roadway has been provided at the direction of the National Capital Authority (NCA).

The vehicular access points to the site have been determined in consultation with Transport Canberra City Services, the National Capital Authority and other entities to meet the operational requirements of the development and the traffic management requirements of the surrounding area.

The proposal provides consideration to pedestrian and traffic safety, as outlined in the Traffic Impact and Parking Assessment, prepared by TTW.

Ongoing Consultation

Some of the comments received in relation to ongoing consultation between UNSW and nearby residents noted:

“UNSW communications have to date been effective and timely. Continued goodwill may be undermined if Griffin residents do not receive regular updates concerning the progress of the development and cause increased anxiety and negativity. Suggested mitigation measures include:

- 1. A hotline number which can be utilised 24/7 in the event of malfunctioning alarms etc.*
- 2. In addition to the newsletter noted on the consultation website, site specific email notifications to Griffin residents via the Civium strata manager will provide instantaneous information on site developments.”*

“Enhanced signage and public communication strategies would ensure that drivers and pedestrians are aware of traffic changes before entering the area. A formal safety assessment should be conducted to evaluate risks associated with increased traffic and construction vehicles on narrow roadways. Furthermore, engaging with stakeholders, including residents, local businesses, emergency services and commuters, will be crucial in developing practical solutions that minimise disruption and improve safety.”

“I note that UNSW has been proactive in conducting a limited consultation with the local community in December 2022 and gave a verbal presentation of its plans to Griffin residents on 19 March 2025. In those consultations, UNSW representatives have been keen to emphasise that they wish to be “good neighbours” with residents and businesses in the surrounding area. However, as a resident on the neighbouring block, I have a number of concerns about the impact of the development on the neighbouring residential community and on the general amenity of the Parkes-Reid area.”

NCA Considerations

UNSW Canberra engaged Struber to undertake community and stakeholder consultation between 23 November and 17 December 2023, and to prepare a Community and Stakeholder Consultation Report. The consultation program took place through face-to-face and online engagement channels and supported by promotional program to ensure as many people as possible that are likely to have an interest in the Stage 1 development were given the opportunity to provide feedback.

The consultation program received feedback from 73 people. There was a diverse range of opinions expressed, with a diversity of views about the design and scope of the proposed development.

Following the consultation, UNSW commissioned a revised concept design to reflect community and stakeholder feedback received in late 2023 and early 2024 and undertook supplementary consultation between 13 May and 26 May 2024 through an online survey, pop-up sessions, stakeholder meetings, media releases and direct phone/email enquiries. This consultation period received feedback from 53 people in response to the revised Stage 1 concept plans.

The applicant has advised that they will continue ongoing engagement and community consultation with adjoining residents of the Griffin, and the wider community, during the assessment of the Works Approval application and construction phases of the project to ensure that amenity concerns are appropriately managed.

Building Heights

Some of the comments received in relation to building heights exceeding 25 metres noted:

“Residents of Campbell participated in the Master Plan consultations. We made clear in those consultations our concern that the 25-metre height plane for developments along Constitution Avenue be maintained and complied with. We see that the Design Review Panel made recommendations in response to the Master Plan for adjustments to be made to the Master Plan proposal for compliance with the building height plan. It is with disappointment that we see from the Works Approval plans that both Buildings 1 and 2 will exceed the 25-metre height plane by a wide margin.

Consistently, for more than a decade, many Campbell residents have indicated their strong commitment to the 25-metre height plane above adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra. The proponent’s Works Approval documentation pays attention to impacts of the height overrun on the solar access of Parkes Green. The documentation pays scant attention to the primary reasons for the 25-metre height standard for the quality of design and landscape in central Canberra. The space occupied in the height over-run on both buildings is plant, and a smokestack on Building 1. These facilities are integral to buildings’ functionality and should be included inside the 25-metre standard. “

NCA Considerations

The planning and development policies applicable to this proposal have been in place since 2016 and are built upon the NCA's Griffin Legacy Policy framework which was concluded in 2006.

The building heights comply with the National Capital Plan and the '*Detailed Conditions of Planning, Design and Development*' that apply to this site. The Detailed Conditions require that no habitable space encroaches above 25 metres.

Those parts of the buildings that exceed 25m in height are where plant equipment is located on the roof. Building heights over 25m is permissible to enable plant to be located on the roof. The proposed use, as an Educational and Research Establishment requires plant equipment that is larger and more complex than the plant required on the surrounding residential apartment buildings. The plant/equipment on the roof of building 1 and 2 have been setback from the façades to minimise visual impacts.

The buildings have been designed with consideration to the human scale experience and comfort, and amenity at street level, as determined through the Wind Assessment prepared by ARUP.

The building design responds to the proposed uses of the buildings, as well as the landscape structure and Central National Area, as demonstrated in the submitted documents.

During pre-Works Approval application discussions between the NCA and the applicant, the NCA recommended that the applicant consider alternative plant room configurations that minimise any negative visual and solar impacts.

The applicant has revised the proposal to reduce the impact of the upper-level plant and equipment areas to address the NCA's expectations for building height. The submitted proposal moved some of the roof plant on Building 1 to the Level 1 Mezzanine to reduce the footprint of the plant on the roof.

The architectural treatment of the plant/equipment enclosures on the roof of Building 1 and 2 incorporate an aluminium batten louvre façade system. The roof profiles have been designed to minimise the visual impact of the plant/equipment, that may be visible from surrounding areas, through integration with the built form, materiality and finishes that complement the buildings architecture.

Furthermore, the proposed Building 1 and 2 building heights are consistent with existing recently constructed surrounding development, subject to the same building height requirements, with the overall proposed heights being sympathetic and complementary to these developments.

The NCA considers the proposed works are not inconsistent with the provisions of the National Capital Plan.

Integrated Lighting Strategy

Some of the comments received in relation to an integrated lighting strategy noted:

"I find it extraordinary, but not uncommon, that there is no integrated lighting design, no renders or depictions or words about how a precinct like this will function and thrive at night. Lighting or media architecture as a design discipline is often added after the architectural and master planning phases are completed, but this is a poor outdated methodology. Light can and should become part of the architectural fabric of the project, not just an afterthought. I hope you consider this when proceeding, and I wish you all the best on this great project."

NCA Considerations

A precinct Lighting Strategy, prepared by ARUP, was submitted with the application. The lighting strategy has been developed to minimise light pollution and glare, meet the statutory requirements for lighting (Australian Standards) and the NCA's Outdoor Lighting Policy, applicable to the Central National Area, and to encourage night-time activity in and around the campus.

The proposed lighting is to be modulated and varied throughout the evening to compliment a variety of uses and activities throughout the site, while also considering dimming down any uplight to 0% after 11pm to prevent light spillage and for when the site will not occupy active uses.

It is proposed that lighting across the site will have motion sensors for when spaces are not in use. The lighting will be dimmed to 20% and increase to normal capacity when motion is detected.

The lighting throughout the site has been adapted to the different environments and functions within spaces.

With regard to façade lighting on the building, the Lighting Strategy has identified that the lighting will accentuate the architecture and support intuitive wayfinding throughout the site. Uplighting to the façade using wall mounted direct/ indirect lights is proposed. 'Smart lighting' has been incorporated into the design of the buildings to ensure that the façade glazing will dim the appearance of internal lighting.

Wall washing to the vertical elements on the façade support wayfinding and low-level lighting has been incorporated into the landscaping to maintain human scale portions within the landscape. Lighting to the crown of the buildings has been considered as a way to give the building a landmark feel, while reducing any upward light spill.

A detailed site lighting strategy will be subject to a separate Works Approval application and public consultation. A condition will be included in the Decision Notice requiring the applicant to submit a separate Works Approval application for lighting.

Signage and Wayfinding Strategy

Some of the comments received in relation to signage and a wayfinding strategy noted:

"I am curious to understand why signage is not part of the concept - ie external building signage, wayfinding signage to get people to move around the spaces, particularly from the carparking spaces into the buildings

This is a great opportunity to start the discussion at an early stage, so that the signage design is not an afterthought, but is integrated into the final solution. And you have taken people along the journey."

NCA Considerations

Signage plans were provided as part of the Works Approval submission however these were not included in the public consultation documentation, as the site and building signage will be subject to a separate Works Approval application.

A condition will be included in the Decision Notice requiring the applicant to submit a separate Works Approval application for signage.

The NCA considers the proposed works are not inconsistent with the provisions of the National Capital Plan.

Links to Lake Burley Griffin

Some of the comments received in relation to providing links from the site to Lake Burley Griffin noted:

“Just wondering how the UNSW proposal satisfies your Detailed Conditions Of Planning 5.6, which states that the proposal should link the area with Lake Burley Griffin. There's no proposed crossing of Parkes Way from the site, which is a hostile pedestrian barrier between Reid/Campbell and the lake. The current spider-infested tunnel hundreds of metres away is a grim 1960s thing that deters people from using the park.

If you want students and staff enjoying the park at lunchtime you need straight line access to cross the road. If you get this right you won't have to fixate as much on the 15 metre grass square on-site.

The ACT Government is currently in a once in 50 years planning phase for Commonwealth Park, including where to put paths and access points. Literally across the road from the park there's a brand new university campus going through the approvals process, a campus which will employ and educate thousands of people. This is absolutely the logical time to figure this linkage out and make it good, you'll never get a better opportunity in this lifetime.

The stars are aligned beautifully, yet it feels like it's being... squandered due to a lack of coordination? What's the point of having a magnificent park next to your shiny Constitution Avenue precinct if you're not going to insist on creating high quality, safe pedestrian access to it?”

“In my review of the architectural plan documentation included in this consultation, I noted that the Stage 1 site appears to propose fencing land which is nominally that of Block 15, Section 3 - the Griffin, and the public pathway for people wishing to access Commonwealth Park through the pedestrian tunnel under Parkes Way.

It would be useful if the NCA would review this aspect of the UNSW proposal and request appropriate modifications to address right of way access to a) land-title holders, and b) members of the public.”

NCA Considerations

A public pedestrian underpass to Commonwealth Park will continue to remain available through the adjoining Griffin apartments site.

This is a matter that could potentially be considered as part of the consultation that was undertaken by the NCA on the *Commonwealth Park Concept Vision 2025* project, which concluded on 20 June 2025. The *Commonwealth Park Concept Vision 2025* sets out the NCA's early thinking on options and opportunities for the renewal of Commonwealth Park over the coming decades.

The *Commonwealth Park Concept Vision 2025* recognises that the location of Commonwealth Park between Lake Burley Griffin, Commonwealth Avenue and Parkes Way has meant that the park has felt somewhat disconnected from adjacent areas including the Canberra CBD and suburbs of Acton and Reid. The park needs general improvements to connectivity for walking, cycling and public transport.

Conclusion

The NCA's consultation process was carried out in accordance with the Plan and the NCA's 'Commitment to Community Engagement'.


The NCA has assessed issues raised by submitters and have been taken into account as part of the assessment process and final design of the proposal.

The NCA is satisfied that major concerns of the community have been addressed. The proposal is not inconsistent with the provisions of the National Capital Plan and is supported by the NCA.

On 4 August 2025, the NCA approved the Works Approval application.

Attachment A

The Canberra Times Public Notice and Onsite Sign



Australian Government
National Capital Authority

WORKS APPROVAL

Open for Public Consultation
**Block 12 Section 3 Parkes – Stage 1
of the University of New South
Wales Canberra City Campus**

The National Capital Authority (NCA) has received a works approval application that includes the construction of; two university/academic buildings, six storeys in height, with basement carparking, associated landscaping and off-site civil works.

The remainder of the site will be retained as a surface level car park until future stages of the development are progressed.


The plans and supporting documentation can be viewed on the NCA's website at <https://www.nca.gov.au/planning/works-approval/wa-under-consultation>.



Submissions can be made by:

- Email to waconsultation@nca.gov.au
- Writing to
GPO Box 373
Canberra ACT 2601

The NCA welcomes feedback on this application by
5:00pm, Friday 23 May 2025

For further information, please contact the NCA on (02) 6271 2888.



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HAVE YOUR SAY

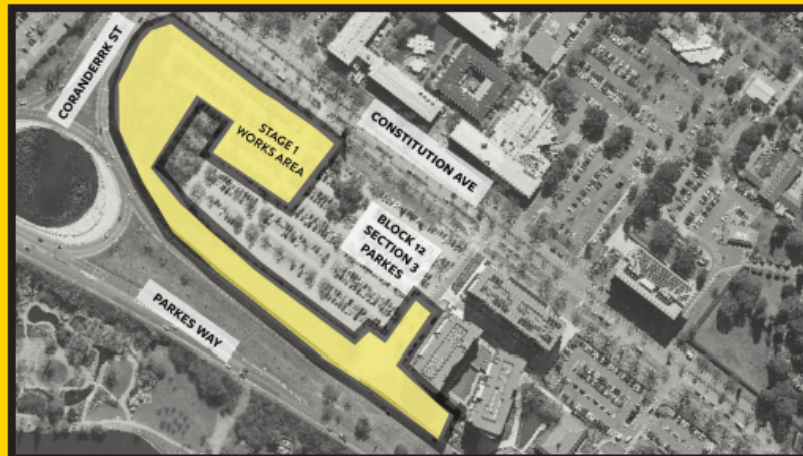


Australian Government
National Capital Authority

BLOCK 12 SECTION 3 STAGE 1 - UNSW CANBERRA CITY CAMPUS

The National Capital Authority (NCA) has received a works approval application for the construction of Stage One of the University of New South Wales Canberra City Campus, including two university/academic buildings, six storeys in height, with basement carparking, associated landscaping and off-site civil works.

The remainder of the site will be retained as a surface level car park until future stages of the development are progressed.



The plans and supporting documentation can be viewed on the NCA's website at
<https://www.nca.gov.au/planning/works-approval/wa-under-consultation>.

The NCA welcomes feedback on this application by
5:00pm Friday 23 May 2025 via email to: WAconsultation@nca.gov.au.

Please contact the NCA for further information on (02) 6271 2888
www.nca.gov.au

Attachment B

List of Submitters

| Submission No. | Submitter |
|----------------|--|
| 1. | Mark van Tatenhove |
| 2. | Bruce Ramus |
| 3. | Carolyn Cole |
| 4. | Name Withheld |
| 5. | Colleen Chapman |
| 6. | Lena Fruend |
| 7. | Shane Byrne |
| 8. | Harry Tys |
| 9. | Bruce Papps |
| 10. | Patrick Conway |
| 11. | Stephen Richards |
| 12. | Name Withheld |
| 13. | Margaret Henderson (Campbell Community Association) |
| 14. | Edsel Sequeira |
| 15. | Shivani Pillay |
| 16. | Name withheld |
| 17. | The Griffin Executive Committee |
| 18. | Rohan McNeil |