



Prepared for
Health Infrastructure NSW

Date
4 February 2026

Submissions Report - SSD-96248991

New Rouse Hill Hospital

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Contents

1. Introduction	7
1.1 Purpose of this report	7
1.2 Applicant's details	7
1.3 Overview of proposed development	7
2. Analysis of Submissions	8
2.1 Overview	8
2.2 Categorisation of submissions	8
3. Actions Taken Since Exhibition	10
3.1 Additional consultation	10
3.2 Additional investigations	10
3.3 Built form amendments	11
3.4 Comparison of proposal numeric values	13
3.5 Mitigation measures	13
4. Response to Submissions	16
4.1 Hospital operation, design and function	16
4.2 Transport and accessibility	17
4.3 Alignment with Masterplan and Precinct Plan	20
4.4 Contamination and geotechnical suitability	23
4.5 Civil and stormwater	23
4.6 Heritage	24
4.7 Tree impacts and biodiversity	24
4.8 Crime prevention through environmental design (CPTED)	25
4.9 Utility infrastructure and servicing	25
4.10 Noise and vibration impacts	26
4.11 Other	26
5. Project justification	28

Tables and Figures

List of tables

Table 1 Submission summary	8
Table 2 Agency, authorities and council advice categories	9
Table 3 Summary of built form and landscape amendments	13
Table 4 Additional mitigation measures proposed post exhibition	14
Table 5 Mitigation measures proposed to be deleted post exhibition	15
Table 6 Assessment against Rouse Hill Regional Centre Masterplan 1604/2004/HB	22

List of figures

Figure 1 Car park northern elevation as exhibited (left) and as amended (right)	11
Figure 2 Additional bicycle parking spaces	12
Figure 3 Amended Commercial Road right turn lane	12
Figure 4 Approved Northern Precinct Road Hierarchy Plan (354/2013/HB)	21

Appendices

Appendix A	Submissions Register <i>Architectus</i>
Appendix B	Updated Mitigation Measures <i>Architectus</i>
Appendix C	Updated Architectural Plans <i>HDR</i>
Appendix D	Updated Civil Plans <i>Acor</i>
Appendix E	Civil Engineering Response <i>Acor</i>
Appendix F	Traffic and Access Response <i>Arup</i>
Appendix G	Human Health Risk Assessment <i>Environmental Risk Sciences</i>
Appendix H	Advice letter - DSI and Tier 2 Human Health Risk Assessment <i>JK Environments</i>
Appendix I	Updated Aboriginal Cultural Heritage Assessment <i>Niche</i>

1. Introduction

1.1 Purpose of this report

This Submissions Report has been prepared by Architectus Australia Pty Ltd (Architectus) on behalf of Health Infrastructure NSW (Health Infrastructure) in support of the State Significant Development Application (SSDA) (SSD-96248991) for the Rouse Hill Hospital located at the corner of Commercial Road and Windsor Road, Rouse Hill.

This report provides a response to key issues raised in submissions by Government agencies, authorities and the general public. This report also documents amendments made to the design since exhibition and provides environmental assessment of these changes.

The SSDA was publicly exhibited from 13 November 2025 to 10 December 2025. During this period, a total of 18 responses were received. These comprise nine letters of advice from government agencies and utility providers, and submissions from two local councils, GPT Group and Lewis Lanf Group (The Fiddler Hotel) as adjoining land owners, and five individual public submissions. In addition, an Issues Letter was received from the Department of Planning, Housing and Infrastructure (DPHI).

A summary of key issues raised and the associated project response is provided within this Submissions Report.

This Submissions Report should be read in conjunction with the supporting documents provided at **Appendix A** to **Appendix I** that accompany this report.

1.2 Applicant's details

The Applicant's details for the project are as follows:

- Name: Health Infrastructure
- Address: 1 Reserve Road St Leonards NSW 2065
- ABN: 89 600 377 397

1.3 Overview of proposed development

As exhibited, the SSDA seeks approval for the:

- Site preparation including earthworks and tree removal;
- Construction of internal roads with connection to Commercial Road;
- Incoming electrical and communications services
- Construction of hospital buildings up to eleven storeys;
- Construction of a ten storey above-ground car park; – Pedestrian and cycle pathway connections;
- Landscaping; and
- Ancillary works to Commercial Road, comprising:
 - minor works (including realignment of existing median strip, kerb and gutter, footpath and lane marking) to provide access from Commercial Road into Hospital Road; and
 - associated tree removal along Commercial Road.

2. Analysis of Submissions

2.1 Overview

The SSDA was publicly exhibited from 13 November 2025 until 10 December 2025. A list of the submissions is provided in **Table 1**.

Table 1 Submission summary

Submission Group	Author
Agency advice (9)	Conservation Programs, Heritage and Regulation Group (CPHR Group)
	Heritage NSW - Aboriginal Cultural Heritage (HNSW - ACH)
	Heritage NSW - European Heritage (HNSW - EH)
	Transport for NSW (TfNSW)
	Sydney Metro
	Sydney Water
	NSW Ambulance
	Endeavor Energy
	Ausgrid
Local government (2)	The Hills Shire Council (THSC)
	Blacktown City Council (BCC)
Organisations (2)	GPT Group – The Northern Frame
	Lewis Land Group - The Fiddler Hotel
Individuals (5)	Anonymous, Caddens NSW
	Virgina Barrios, Box Hill NSW
	Ming Lau, North Kellyville NSW
	Mark Bishop, The Ponds NSW
	Daniel Mendes, Chatswood NSW

An Issues Letter was also received from DPHI.

2.2 Categorisation of submissions

In accordance with the *State Significant Guidelines – Preparing a Submissions Report* (DPHI 2024), the issues raised in the agency advice has been categorised and grouped as per **Table 2** below.

Table 2 Agency, authorities and council advice categories

Submission theme	DPHI	CPHR Group	HNSW – ACH	HNSW - EH	TFNSW	Sydney Metro	Sydney Water	NSW Ambulance	Endeavor Energy	THSC	BCC	GPT Group	Lewis Land Group	Individuals
Hospital operation, design and function										✓	✓	✓	✓	✓
Transport and accessibility	✓				✓			✓		✓	✓	✓	✓	✓
Alignment with Masterplan and Precinct Plan										✓				
Contamination and geotechnical suitability	✓									✓				
Civil and stormwater		✓								✓				
Heritage			✓	✓										
Tree impacts and biodiversity		✓								✓	✓		✓	
CPTED										✓	✓	✓	✓	
Utility infrastructure and servicing							✓		✓	✓				
Noise and vibration impacts										✓			✓	
Other	✓					✓				✓		✓		✓

Ausgrid wrote to advise that the proposal is not within their boundary and that they do not wish to make a submission. This submission has not been included in the table above as they did not raise any relevant matters.

3. Actions Taken Since Exhibition

Following exhibition, the Applicant has undertaken design refinements in response to the agency advice and as part of the ongoing design development of the project. A summary of the design changes is provided below and is detailed in the amended Architectural Plans provided at **Appendix C**.

3.1 Additional consultation

For the Rouse Hill Hospital, Health Infrastructure has been engaging with stakeholders and the community since 2020. A summary of community engagement activities undertaken was provided at Section 5 and Appendix D of the Environmental Impact Statement (EIS) as exhibited.

Since this time, Health Infrastructure have continued to consult with relevant agencies and stakeholders to assist with the development of the proposal. In addition to the formal notification process, the following consultation has been undertaken:

- Hills Shire Council: project briefing, 4 November 2025
- Blacktown City Council, project briefing, 7 November 2025
- GPT Group: project briefing, 7 November 2025
- TfNSW: Transport and Accessibility Impact Assessment enquiries, 5 November 2025
- TfNSW and Endeavour Energy: Road network discussions, 15 November 2025
- TfNSW and The Hills Shire Council: Road network discussions, 26 November 2025
- Sydney Metro: Correspondence regarding request for additional information and confirmation that all required information has been provided, 12 December 2025 to 20 January 2026

3.2 Additional investigations

Site contamination investigations

Detailed Site Investigations were undertaken by JK Environments and provided at Appendix AG to the EIS. Based on the findings of the investigation, JK Environments considers the site suitable for the proposed development subject to additional targeted testing. It had been proposed that this additional testing be imposed as a condition of consent (mitigation measure SCD2 as exhibited).

To confirm if any additional testing is required post approval, Health Infrastructure has commissioned an additional desktop review. Environmental Risk Sciences have undertaken a Tier 2 quantitative site-specific Human Health Risk Assessment (provided at **Appendix G**).

The assessment has considered the uncertainties identified in the Detailed Site Investigations and found that human health risks are low and acceptable for all workers involved in construction, intrusive works for maintenance of subsurface services and for gardening/landscaping activities, and that human health risks are low and acceptable for all workers, patients and visitors to the hospital once the hospital has been constructed.

Environmental Risk Sciences have concluded that the site is suitable for the proposed development and that a Remedial Action Plan is not required.

JK Environmental have been provided with the Human Health Risk Assessment and concur with the findings of Environmental Risk Sciences, stating: *“a review of the Tier 2 HHRA has indicated that the human health risks posed by the PCBs encountered during the DSI are low and acceptable. The HHRA also noted the following: no further investigation or analysis of PCBs in soil is required; and a RAP is not required for the proposed development”* (provided at **Appendix H**).

Traffic modelling

A Transport and Accessibility Impact Assessment including traffic modelling was prepared by Arup and provided at Appendix S to the EIS. This modelling forecast traffic generation associated with the proposal which was found to be modest relative to the background growth. At initial occupation, the

local road network is generally expected to perform satisfactorily. By full occupation, intersections such as Windsor Road / Commercial Road and Commercial Road / The Fiddler are forecast to experience operational strain due to background traffic growth; however, the hospital's contribution is marginal.

This traffic model was developed in consultation with TfNSW who received the model and confirmed their satisfaction with it.

As expressed in **Section 3.3** below and the updated Architectural Plans at **Appendix C**, provision has been made to increase on site car parking within the multi-storey car park spaces from 659 to 744. Accordingly, Arup have been commissioned to update traffic modelling to reflect the additional vehicle movements associated with this added available car parking.

The updated modelling continues to show that traffic volumes associated with the new Rouse Hill Hospital are less than 5% of the total intersection volume in any future year or peak at the six intersections assessed. Due to oversaturated network conditions expected at the key intersections (particularly along Windsor Road) in future year base case (without the proposal), the comparison of impact between previous model as exhibited and updated model is negligible.

A summary of the updated traffic modelling is provided in the Traffic and Access Response prepared by Arup provided at **Appendix F**.

Pedestrian accommodation review

Arup has undertaken a Walking Space Guide Assessment for the new Rouse Hill Hospital to assess the proposed footpaths and to ensure a comfortable walking environment if provided to connect the site to the Rouse Hill Metro Station and key bus stops.

The assessment concludes that an appropriate level of service is provided by existing and proposed signalised intersection crossings and that no pedestrian bridges are required. A summary of the Walking Space Guide Assessment is included in the Traffic and Access Response prepared by Arup provided at **Appendix F**.

3.3 Built form amendments

Health Infrastructure and Arup have reviewed the proposed provision of on-site car parking and have determined to add an additional 1.5 storeys to the multi-storey car park taking the roof ridgeline to RL 88.2m and the absolute height to RL 89.7m (refer to **Figure 1**). Updated Architectural Plans have been prepared by HDR and are provided at **Appendix C**. A total 744 spaces are provided in the multi-storey car park. A breakdown of the types of spaces is provided in **Table 3** below.

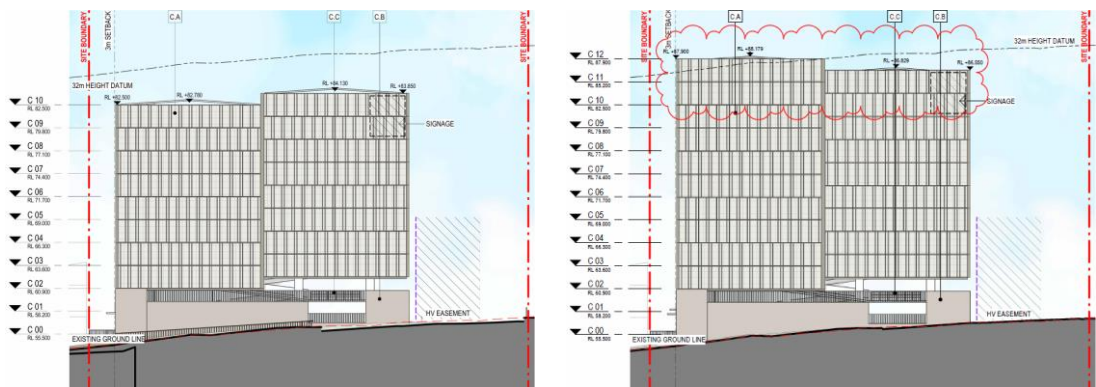


Figure 1 Car park northern elevation as exhibited (left) and as amended (right)
Source: HDR

Provision has been made to accommodate an additional 22 bicycle parking spaces on site. These additional spaces will be provided on the southern side of the multi storey car park near the proposed end of trip facilities (see **Figure 2** below).



Figure 2 Additional bicycle parking spaces

Source: HDR

The Civil Plans prepared by Acor have been revised to incorporate refinements to the design of the new right-turn lane into Hospital Road, improving its connection to the existing roadway (see **Figure 3** below). The updated Civil Plans are provided at **Appendix D** to this report.

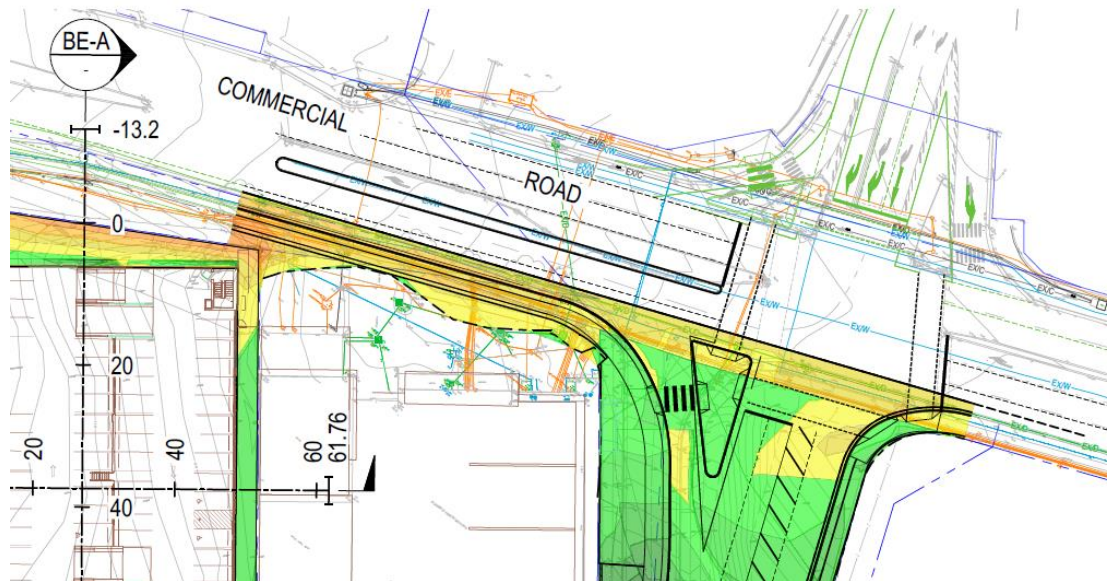


Figure 3 Amended Commercial Road right turn lane ancillary works

Source: Acor

3.4 Comparison of proposal numeric values

A summary of the built form and landscape design changes is provided in **Table 3** below.

Table 3 Summary of built form and landscape amendments

Issued Category	As exhibited	As amended
Hospital building gross floor area	39,100m ²	No change
Hospital building absolute height	49 metres (RL 101.17m)	No change
Trees and landscaping		
Trees to be removed	8 within project site 0 within hospital site	No change
Trees to be planted	120 within hospital site	No change
Proposed canopy cover	2,704m ² within hospital site (11.51% canopy cover)	No change
Vehicle parking		
Multi-storey carpark	659 car parking spaces comprising: - 529 standard spaces - 100 small car spaces - 20 accessible spaces - 10 parent with pram spaces	744 car parking spaces comprising: - 596 standard spaces - 113 small car spaces - 24 accessible spaces - 11 parent with pram spaces
At-grade	9 car parking spaces comprising: - 1 pathology car space - 1 police vehicle space - 4 maintenance vehicle space - 3 fleet vehicle spaces	No change
Motorcycle parking	14 spaces (within multi-storey car park)	>14 spaces (within multi-storey car park)
Other vehicle facilities	Pick-up and drop-off for 7 vehicles Five ambulance bays Five loading bay docks	No change
Bicycle parking spaces	Internal spaces: 10 External spaces: 20	Internal spaces: No change External spaces: 42

3.5 Mitigation measures

Recommended mitigation measures have been updated to reflect agency requests and consultant advice (**Appendix B**). The additional mitigation measures added post exhibition are listed in **Table 4** below.

Table 4 Additional mitigation measures proposed post exhibition

Item*	Mitigation Measure	Timing
ACH1	<i>Aboriginal Cultural Heritage Assessment Report</i> The recommendations contained in Section 10 of the Aboriginal Cultural Heritage Assessment Report prepared by Niche, dated 29 January 2026 will be implemented at the relevant stage as described within the that report.	Prior to construction, during construction, and during operation
ATP3	<i>Tree protection zones</i> The Construction Environmental Management Plan will ensure construction staff car parking, site sheds and associated construction infrastructure is not located within the tree protection zone of any tree on or around the site.	During construction
ATP4	<i>Biodiversity Development Assessment Report</i> The mitigation measures contained in Section 7.5 of the Biodiversity Development Assessment Report prepared by Eco Logical, dated 27 October 2025 will be implemented at the relevant stage as described within the that report.	Prior to construction, during construction, and during operation
ECS2	<i>Coordination with Endeavour Energy</i> The applicant will continue to work with Endeavour Energy and have regard to all reasonable conditions and advice imposed by Endeavour Energy through the accreditation process.	Prior to construction and during construction
NVB7	<i>Car park flooring</i> The multi storey car park is to avoid substantive tyre noise generation with the avoidance of polished concrete flooring.	Prior to construction
TAA5	<i>Construction Pedestrian Traffic Management Plan</i> A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to TfNSW for review and endorsement prior to construction.	During construction
SMC1	<i>Sydney Metro</i> The recommendations contained in Appendix A to Sydney Metro's letter of agency advice dated 29 January 2026 will be considered in consultation with Sydney Metro.	Prior to construction

*Reflects the Mitigation Measure reference in the amended (post-exhibition) mitigation measures as at Appendix B

Select matters have been adequately satisfied through post exhibition changes to the SSD application and proposal, negating the need for associated mitigation measures. Other mitigation measures as proposed in the SSD application at the time of lodgement have been superseded by new mitigation measures added post exhibition and so are no longer required. Mitigation measures proposed to be deleted post exhibition are listed in **Table 5** below.

Table 5 Mitigation measures proposed to be deleted post exhibition

Item*	Mitigation Measure	Timing
ACH1	<p><i>Site induction</i></p> <ul style="list-style-type: none"> - All workers should be inducted into the Activity Area, so they are made aware of their obligations under the National Parks and Wildlife Act 1974 prior to, during and following the proposed works. 	During construction
ACH2	<p><i>Unexpected finds procedure</i></p> <p>The following Find Procedure should be put in place as a minimum response in the event of the identification of artefacts within the Activity Area during proposed works:</p> <ul style="list-style-type: none"> - Work in the surrounding area is to stop immediately; - A temporary fence is to be erected around the Aboriginal cultural heritage site, with a buffer zone of at least 10m around the known edge of the Aboriginal cultural heritage site; - An appropriately qualified archaeological consultant is to be engaged to identify the material; and - Should the material be confirmed as an Aboriginal object or archaeological site, facilitate, in cooperation with the appropriate authorities and the local Aboriginal community: <ul style="list-style-type: none"> o The recording and assessment of the finds. o Compliance with any legal requirements and Heritage NSW directions. o The development and implementation of appropriate management strategies based on an assessment of the significance of the finds: - The recommencement of ground disturbance works may only resume once legal requirements are fulfilled; and - An Aboriginal Heritage Impact Permit (AHIP) will be required. In the unlikely event that suspected human remains are encountered during construction, all work in the area that may cause further impact, must cease immediately and: <ul style="list-style-type: none"> - The location, including a 20 m curtilage, should be secured using barrier fencing to avoid further harm; - The NSW Police must be contacted immediately; - No further action is to be undertaken until the NSW Police provide written notification the applicant; - If the skeletal remains are identified as Aboriginal, the applicant or their agent must contact: Heritage NSW's Enviroline on 131 555; and - No works are to continue until Heritage NSW provides written notification to the applicant or their Agent. 	During construction
SCD2	<p><i>Contamination screening</i></p> <p>Targeted sampling and analysis is to be undertaken in accordance with Detailed Site Investigation Report - New Hospital Site prepared by JK Environments dated 24 September 2025.</p>	Prior to the commencement of works

**Reflects the Mitigation Measure reference in the mitigation measures as exhibited, provided at Appendix C to the EIS*

It is also proposed to amend mitigation measure NVB5 - Consultation, Notification and Complaints Handling to delete the words "Maintain good communication between the community and project staff" as this requirement is not measurable and therefore not enforceable.

4. Response to Submissions

A summary of key issues raised in submissions, and the associated project response is outlined below.

4.1 Hospital operation, design and function

Demand and delivery

Submissions raised that there is substantial demand for additional hospital services in north western Sydney and request that a new hospital be delivered as quickly as possible.

Health Infrastructure is building a new hospital at Rouse Hill to provide expanded clinical services and capacity for WSLHD to meet the healthcare needs of the growing northwestern Sydney community. General support for the proposal is noted and appreciated. The hospital is being delivered as quickly as practicable and site preparation works have already commenced as approved under a separate planning pathway.

Staff and patient capacity

Submissions have requested additional details regarding the number of staff and patients anticipated on site. *Due to the ongoing planning and design process*, Health Infrastructure seeks flexibility in the provision of staffing and clinical services to meet demand and operational requirements.

Hospital staffing and accommodation

It has been requested that Health Infrastructure ensure there are enough qualified doctors and nurses to run the hospital. Health workforce education, training, recruitment and retention are outside the scope of this SSDA.

It has been requested that the hospital includes on-site housing for NSW health staff. Health Worker accommodation will be delivered for Rouse Hill Hospital under a separate planning pathway and is therefore outside the scope of this SSDA.

Internal layout details

Submissions have requested details of the internal building layouts.

Floor plans have been provided showing all structural elements and vertical circulation. The detailed internal fit-out has not yet been finalised and will be subject to detailed design following approval. Health Infrastructure seeks to retain flexibility in the internal layouts to optimise clinical operations and adapt to operational experience.

Waiting areas

A submission has raised concerns regarding the size and suitability of proposed waiting areas. The submission suggests that consideration should be given to the assumptions such as number of persons and waiting periods that have informed design decisions regarding location, size and layout of waiting areas.

The provision of waiting areas and other spaces in hospitals is governed by Ministry of Health Policy Directives, relevant guidelines, and the Australasian Health Facility Guidelines. The proposal has been designed in accordance with these requirements.

Landscaping

It has been requested that external spaces be designed to integrate with the surrounding existing and proposed public domain. The landscape strategy prepared by Site Image has had careful consideration for how it can appropriately integrate with adjoining existing and proposed development as detailed in the submitted plans and report.

Similarly, GPT Group request that landscaped areas be further considered and coordinated with GPT to appropriately connect to and work with future footpaths and public spaces within the Northern Frame site. Health Infrastructure anticipates continued consultation with GPT Group through the detailed design of the hospital site's interface.

It has been requested that the proposed footpath along Commercial Road be no less than 2.5m wide and incorporate street trees. The proposed footpath will meet relevant standards and existing trees have been retained as much as possible within the Commercial Road corridor. Road upgrade works are being designed in consultation with TfNSW.

It has been requested that fencing be integrated with landscaping to provide attractive street frontages and that landscaping be incorporated into at grade car parking spaces to provide shade. This has been implanted as far as practicable without compromising the number of parking spaces provided.

Signage and wayfinding

It is requested that clear signage and wayfinding be provided to minimise frustration and improve efficiency. Appropriate signage and wayfinding will be developed through detailed design.

Café operations

It is requested that the café operate with extended hours to service shift workers. The café is designed and located to allow flexibility of its operations, but its ultimate operating hours are for the Hospital and operator to determine.

A range of pleasant waiting places have been provided including indoor and outdoor spaces, places of quiet and calming and others that are stimulating. These are sized and located in accordance with the design brief prepared by relevant clinical service experts.

4.2 Transport and accessibility

Construction traffic

To ensure that construction traffic impacts are suitably managed and mitigated, TfNSW recommends that the Applicant develops a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and Council. The recommended condition of consent has been included in the updated mitigation measures (Ref TAA5) provided at **Appendix B**.

The CPTMP will ensure that construction traffic does not adversely affect local businesses including the Rouse Hill Town Centre.

Traffic modelling

There are various queries raised throughout the submissions concerning the traffic modelling within the submitted Transport and Accessibility Impact Assessment. Questions raised relate to:

- Trip generation and parking demand assumptions
- Windsor Road and Commercial Road intersection arrangement
- Commercial Road and Caddies Boulevard intersection arrangement
- Windsor Road and Schofields Road intersection arrangement
- Adequacy of local road infrastructure

These items are summarised and addressed below.

Trip generation and parking demand assumptions

Submissions have raised questions regarding various assumptions and data inputs that have informed the traffic modelling submitted with the SSDA.

The traffic modelling has been extensively reviewed with TfNSW and no concerns have been raised with the assumptions within the model.

As outlined in **Section 3.2** above, Arup have updated the traffic model to reflect the additional vehicle movements associated with the additional on-site car parking now proposed. The updated modelling continues to show that traffic volumes associated with the new Rouse Hill Hospital are less than 5% of the total intersection volume in any future year or peak at the six intersections assessed. Due to oversaturated network conditions expected at the key intersections (particularly along Windsor Road) in future year base case (without the proposal), the comparison of impact between previous model as exhibited and updated model is negligible.

A summary of the updated traffic modelling is provided in the Traffic and Access Response prepared by Arup provided at **Appendix F**.

Windsor Road and Commercial Road intersection arrangement

A submission has questioned the appropriateness of modelling a three-way T-intersection at the junction of Windsor Road and Commercial Road as it currently operates, rather than as a four-way intersection with a western connection as proposed in the Cudgegong Station Precinct Plan.

Given that the timeframe for delivery of the new road is not certain or imminent, it is considered unwise to model a potential alternative intersection arrangement.

Health Infrastructure have consulted with TfNSW on this matter. On 14 January 2026 TfNSW stated: "TfNSW does not see the need to change the modelling to a four-way intersection". Accordingly, the model should not be updated.

Commercial Road and Caddies Boulevard intersection arrangement

A submission has questioned the appropriateness of modelling a four-way intersection at the junction of Commercial Road and Caddies Boulevard, with an extension to Green Hills Drive, rather than the existing three-way configuration.

It is appropriate to anticipate the future extension of the Green Hills Drive connection, as it is identified under Part D, Section 5 – Sheet 1 of The Hills DCP. Provision for this connection has been made through zoning the land as SP2 Infrastructure and identifying it on the Land Reservation Acquisition Map under The Hills LEP. In addition, a Section 138 application for works at this intersection has recently been lodged (Council reference 6/2026/EC). Accordingly, the model should not be updated.

Windsor Road and Schofields Road intersection arrangement

A submission has requested that the traffic assessment clarify if the single left turn lane from Schofield Road into Windsor Road requires upgrading to two left hand lanes.

The traffic model reflects this existing arrangement and predicts 24 additional trips from Schofield Road to Rouse Hill Hospital in the AM peak and seven trips in the PM peak. This is considered to be as negligible impact on existing traffic conditions and therefore no change is proposed to this intersection arrangement.

Windsor Road and Schofields Road are both classified as State roads and are under the responsibility of TfNSW, which has reviewed the submitted traffic modelling and has not requested any changes to the model.

Adequacy of local road infrastructure

THSC has raised concern regarding the adequacy of existing local road being incapable of supporting the patronage to the hospital. The traffic modelling provided demonstrates that the local road network is capable of accommodating the hospital subject to the proposed upgrades to Commercial Road.

Hospital Road connection

Submissions have raised that Hospital Road should provide an eastern connection to a future road network into the adjoining Northern Frame site. This road connection is identified in the Rouse Hill Precinct Plan (1604/2004/HB) and Northern Precinct Plan (354/2013/HB). The proposal does not propose to include a connection from Hospital Road to the adjoining Northern Frame site to the east.

Arup reviewed the potential for a direct connection to the Northern Frame site and determined that such a connection is not necessary or beneficial for the operation of the proposed Rouse Hill Hospital.

Consistency with the Rouse Hill Precinct Plan (1604/2004/HB) and Northern Precinct Plan (354/2013/HB) is discussed at **Section 4.3** below.

Impacts on The Fiddler operations

Lewis Land Group, the owner of The Fiddler at 2 Commercial Road, Rouse Hill, has raised concerns regarding the potential impacts of their site, particularly in relation to traffic conditions, site access and egress, and car parking.

The proposed works to Commercial Road include the provision of a right-turn slip lane from Commercial Road eastbound into the hospital access road, as well as the installation of a raised

median. As outlined in **Section 3.3** and **Appendix D**, the Civil Plans prepared by Acor have been revised to incorporate refinements to the design and to provide clarification that the existing right-in and right-out arrangement to and from The Fiddler site is not impacted by the proposed Commercial Road ancillary works.

Concern has been raised that traffic volumes and intersection performance in the vicinity of the hospital have not been adequately surveyed on the basis that the traffic surveys relied upon weekday peak commuter periods (7:00–10:00am and 3:00–6:00pm), rather than the peak trading periods of nearby businesses such as The Fiddler and KFC, namely Friday evening periods.

It is considered appropriate to assess traffic conditions during weekday network peak periods, as these periods represent the worst-case congestion scenario for the surrounding road network. The weekday commuter peaks capture the highest background traffic volumes and place the greatest demand on key intersections and road links within the study area.

On this basis, it can be reasonably ascertained that if the road network and intersections are demonstrated to operate satisfactorily during peak commuter periods, they will also be capable of accommodating the comparatively lower traffic volumes that occur during the peak trading hours of individual land uses, including Friday evening hospitality and fast-food operations. Accordingly, the use of weekday network peak periods provides a conservative and robust assessment of traffic and intersection performance.

The owners of The Fiddler have also raised concerns regarding the operational management of on-site parking associated with the hospital, specifically that hospital visitors may seek to utilise the unrestricted parking available within The Fiddler site.

The proposal provides an adequate quantum of on-site parking to meet the operational requirements of the hospital. On this basis, there is no reliance on external or off-site parking to support the hospital's operation.

Matters relating to the management, regulation, and enforcement of parking arrangements within The Fiddler site, including any measures to restrict patron or visitor parking, are private matters for the owner and operator of that site and are not attributable to, nor required to be resolved by, the hospital proposal.

Bus services

Submissions have raised the opportunity to provide bus services directly into the hospital site.

At this time, it is not proposed that bus services enter the hospital site. The Transport and Accessibility Impact Assessment prepared by Arup has assessed existing bus services and infrastructure as adequate to service the hospital and its anticipated travel mode split. It states that the site is well serviced by existing local bus services, T-way express services and night service. Access to the Rouse Hill Transport Interchange will be provided via a new footpath connection running south from the site to Rouse Hill Drive.

Health Infrastructure will continue to work with TfNSW to explore opportunities to improve active transport access and services and will monitor travel behaviour over time in accordance with the site's Green Travel Plan.

Car parking

Submissions have encouraged the hospital to provide sufficient on-site car parking.

Based on the indicative number of beds and staff, and travel patterns at other hospitals across Sydney, the resulting parking accumulation profile for staff, patients and visitors at Rouse Hill Hospital is estimated to peak at 615 vehicles. The exhibited proposal included provision for 678 parking spaces, which accommodates the full estimated demand with an additional buffer of approximately 10%.

Through an ongoing review of the proposal, Health Infrastructure has taken the opportunity to propose an additional level to the multi-storey car park. This increase raises on-site parking capacity from 659 spaces to 744 spaces, providing further capacity and ensuring the site remains self-sufficient in terms of parking provision.

It has also been requested that the proposal undertaken an assessment against the car parking provisions contained in The Hills Development Control Plan 2012. However, Clause 2.10 of *State*

Environmental Planning Policy (Planning Systems) 2021 states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against The Hills DCP 2012 for this SSDA.

Bicycle parking

Concern is raised that there is inadequate bicycle parking available for staff and visitors. The proposal is encouraged to provide bike parking in a safe and accessible location.

Arup have undertaken a review of mode split and bicycle parking demand for the new hospital. As expressed in **Section 3.3**, provision has been made to accommodate an additional 22 bicycle parking spaces on site. These additional spaces will be provided on the southern side of the multi storey car park near the proposed end of trip facilities. This brings the total provision to 42 on-site bicycle parking spaces. The hospital's Green Travel Plan will monitor demand for these bicycle parking spaces during the operation phase and increase on-site provision is required.

Pedestrian trips

Additional details are requested regarding pedestrian trip forecasts including an assessment of the walking routes to/from Rouse Hill Metro station and bus stops.

In response to this submission, Arup have completed a Walking Space Guide Assessment contained within the Traffic and Access Response at **Appendix F** to this report. The assessment concludes that an appropriate level of service is provided by existing and proposed footpaths and signalised intersections.

Green Travel Plan

It has been expressed that best practice travel plans are usually finalised post occupation once travel patterns are understood through travel surveys.

A Green Travel Plan has been prepared by Arup and is contained in the Transport and Accessibility Impact Assessment provided at Appendix S to the EIS. The Green Travel Plan is a dynamic document, dependent on continuous monitoring and review for effective implementation. This includes regular travel surveys to assess staff and visitor travel patterns and evaluate the plan's effectiveness. Strong governance is also key to its success. This approach is outlined within the Green Travel Plan.

Swept paths and design compliance

THSC have provided advice regarding road design compliance, including swept path analysis, sight lines, drainage requirements, surface levels, and related matters. One concern was identified regarding potential conflicts within the loading dock, which could restrict heavy vehicle access to certain truck bays when other bays are in use.

To mitigate potential heavy vehicle queuing, the site's Operational Plan of Management will incorporate heavy vehicle scheduling and dedicated truck bay allocation.

Other matters relating to compliance with relevant standards will be addressed through detailed design and, where required, the Section 138 approval process.

4.3 Alignment with Masterplan and Precinct Plan

THSC assert that the proposal does not contain a detailed assessment against the Rouse Hill Regional Centre Masterplan approved under 1604/2004/HB (as amended) and Precinct Plan 354/2013/HB (referred to as 'the Masterplan' and 'the Precinct Plan' hereafter). For the avoidance of doubt, this is different to *Precinct Plan – Rouse Hill Strategic Centre* adopted by Council in November 2023.

Section 2.1 of the EIS contains an assessment of the proposal against the Masterplan and the Precinct Plan. This assessment has been expanded on below.

The Masterplan establishes broad parameters for development of the site and surrounding area, including land use, open space, road hierarchy, density, and maximum building heights. However, beyond the road network, limited detail was provided for the site, which was identified as a "Town Centre Frame subject to further Precinct Planning". Building on the Masterplan, the Precinct Plan received concept approval in 2014 and designated the site for mixed-use development, allowing for a range of potential uses including commercial, showroom, residential, and retail development.

The proposal has incorporated the recommended Stormwater Management Strategy and Water Sensitive Urban Design (WSUD) of the Precinct Plan, utilising principles for the main overland flow path and the low points on the northern and southern sides of the site as recommended in the Hyder Stormwater Management Plan – Level 2 DA Addendum, DA 354/2013/HB.

The approved road layout proposed a vehicle connection from Windsor Road via Rouse Hill Way and “Hospital Road” (previously known as Orchard Road) to Commercial Road. This provided the only Collector Road north/south connection through the Northern Precinct (see **Figure 2** below). However, Rouse Hill Drive has been constructed to provide a more direct Collector Road north/south connection through the precinct inconsistent with the approved Masterplan.

The construction of Rouse Hill Drive provides a four lane connection between Rouse Hill Drive and Caddies Boulevard with signalised intersections at both ends and at the Civic Way connection into the Northern Frame Site. This connection not envisaged by the approved Northern Precinct Plan negates the need for the Park Road connection. Performance of the proposed road layout is discussed at **Section 4.2** above.

There are opportunities for The Northern Frame site to provide additional connections to Commercial Road, Caddies Boulevard and Rouse Hill Drive in the future.

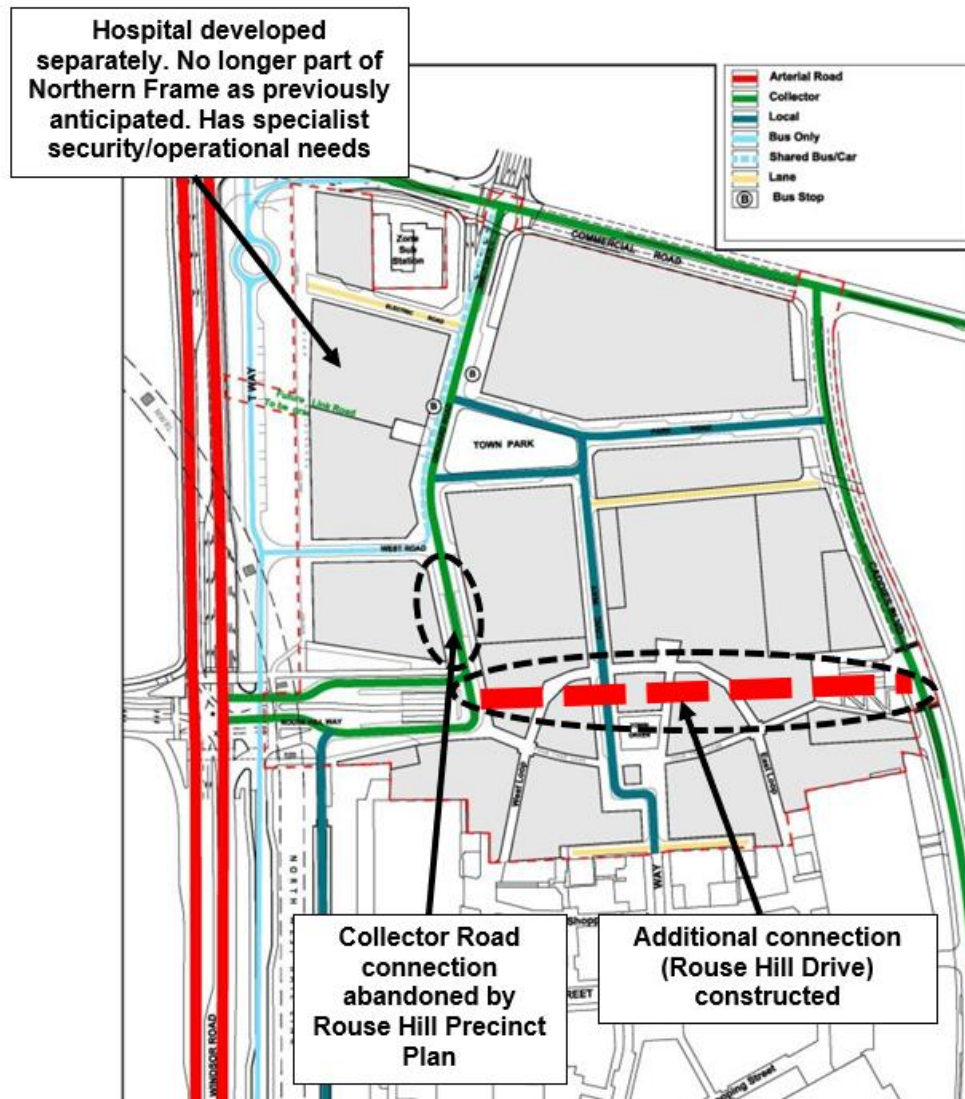


Figure 2 Approved Northern Precinct Road Hierarchy Plan (354/2013/HB)

Source: Civitas for GPT Group

In 2021, the NSW Government announced that the new Rouse Hill Hospital would be located on the subject site, taking advantage of its proximity to the Rouse Hill Metro and the existing Rouse Hill Town Centre.

In summary, since the approval of the Masterplan and Precinct Plan, the regional road network and land use envisaged for the subject site has undergone transformative changes. Notwithstanding, an assessment against the approved Masterplan is provided in **Table 6** below.

Table 6 Assessment against Rouse Hill Regional Centre Masterplan 1604/2004/HB

Item	Masterplan	Proposal	Commentary
Land use	Mixed use Commercial and/or show rooms and or residential and/or retail.	Health Services Facility (Hospital) including ancillary functions	The proposed hospital use is an improvement for the site as it services the growing need for health services in the region. A ground floor café is incorporated into the proposal to help activate the space.
Public Realm Plan	Identifies a small portion of public open space in middle of site	Integrates high quality open space throughout the site.	The hospital has integrated public gathering areas and gardens throughout the site to ensure that the hospital delivers a high quality public domain. Consideration has been given to the building and public domain's interface with future greenspace identified in the masterplan.
Pedestrian and cycling Circulation Plan	Identifies pedestrian only routes along Windsor Road and Pedestrian Footpath routes adjacent to the site.	Integrated pedestrian routes throughout the site and north-south connection to the Metro station.	Pedestrian accessibility is prioritised throughout the design to enhance the ground plan experience.
Road Hierarchy	Identifies a public collector road (Orchard Road) connecting commercial road accessing the site.	The site is accessed by a private road directly connecting to Commercial Road. This arrangement better services the needs of the hospital and is an improvement on the previous layout.	Since the development of the precinct plan, the regional road layout has changed, necessitating careful reconsideration of road connections servicing and passing through the hospital site. Refer to Section 4.2 for more information.
Loading and Access	Identifies basement parking entries from Orchard Road to the site.	Parking is provided in a separate multi-story carpark to meet predicted demand.	The multi storey carpark will better service the parking demand for future patients and staff.
Maximum Building Height	32 metres	Hospital: 49 meters Carpark: 29 meters	As addressed in the EIS and accompanying Clause 4.6 variation request, the proposed building height ensures: <ul style="list-style-type: none"> – The building footprint provides for efficient internal circulation for staff, patients and equipment; – Reduced building bulk that increases natural lighting and views, important for physical and mental wellbeing and recovery; – Maximised green space and separation of ancillary operations around the building for improved streetscape and pedestrian amenity; and – Ability to host all needs of the facility within the available site

The proposed height will not result in any unreasonable amenity outcomes relating to bulk and scale, overshadowing and solar access, views and visual impacts, heritage impacts and social impacts.

While the proposal is not entirely consistent with the Masterplan and Precinct Plan, these changes enable the delivery of a vital piece of infrastructure, not envisaged at the time of the beforementioned approvals, which will improve access to health services and support employment opportunities for the region. The design for the hospital campus has been augmented to positively address the intended future uses surrounding the site, aligning with the broader layout of the Masterplan and Precinct Plan.

4.4 Contamination and geotechnical suitability

Contamination

Submissions have flagged that the Detailed Site Investigation recommends additional targeted testing to confirm if site remediation is required.

As referred to in **Section 3.2**, a Human Health Risk Assessment has now been prepared by Environmental Risk Sciences and is provided at **Appendix G**. The assessment concluded that the site is suitable for the proposed development without remediation.

Unexpected finds protocols are retained in the proposed mitigation measures (**Appendix B**).

Groundwater

It has been requested that the proposal adequately consider groundwater quantum during excavation and construction.

JK Geotechnical and JK Environments have prepared a series of reports to comprehensively instigate ground and water conditions across the site which are provided at Appendix AG to the EIS. Groundwater was encountered at limited locations at depths ranging between 2.0m and 6.4m below existing surface levels. Based on the proposed levels, groundwater is only anticipated near the loading dock. The expected dewatering rates are expected to range from nil to a maximum of 0.05ML/year which is considered relatively negligible. It is considered that potential risks associated with the surface and groundwater at the site can be adequately managed through recommended mitigation measures as contained in **Appendix B**.

4.5 Civil and stormwater

Flooding

CPHR Group state that the site is situated on a ridge and poses no flood risk management concerns and therefore, no further consultation is required with CPHR on this matter. Similarly, THSC confirm the site is not flood-controlled land and overland flooding and the potential for it to be redirected or obstructed by the proposed hospital development is insignificant and is therefore not seen as an issue for the site. However, TSHC state that the entry into basement carparking (if any) need to be protected from local overland flows within the driveway/private road up to the probable maximum flood (PMF) event. They state this can be investigated through a desktop analysis not a full flood study.

Acor have considered this request and find that the risk of overland flow entering the lower car park level is negligible, as the proposed site grading directs runoff away from the car park access ramps. Furthermore, the hydraulic design includes a transverse grate drain at the carpark entrance and a comprehensive internal drainage network. Collected runoff will be managed via a pump-out system discharging to the site's primary stormwater drainage network. Refer to the Civil engineering response letter prepared by Acor, provided at **Appendix E**.

Stormwater

THSC have provided technical details regarding their preferred design and performance targets for stormwater management.

The project team has worked with THSC to design a stormwater management system that satisfies their statement requirements. A formal review of stormwater infrastructure will be undertaken by THSC as part of the Section 68 permit process.

A technical response to relevant design requirements is provided in the Civil engineering response letter prepared by Acor, provided at **Appendix E**.

Bulk earthworks and road construction

Clarification has been sought regarding proposed earthworks, road widths, drainage and servicing details. These details are available within the civil plans and an accompanying civil report provided at Appendix U and Appendix V to the EIS.

4.6 Heritage

Aboriginal cultural heritage

Heritage NSW requested an unredacted copy of the Aboriginal Cultural Heritage Assessment Report (ACHAR) including records of consultation undertaken for the project. Contact details of Registered Aboriginal Parties should not be made public. Accordingly, an unredacted copy of the ACHAR will be provided to DPHI for forwarding to Heritage NSW. It should be noted that consultation for the site works under Part 5 and the main hospital works subject to this SSDA were undertaken simultaneously due to the relationship between the two projects and the common project site.

It has been requested that the ACHAR be updated to include:

- The full area of impact including laydown areas.
- A clear summary of the background of the project area (including the Part 5 approval).
- Consideration of AHIP 5439 and the approved on-site salvage excavation.
- Clarify if the Aboriginal Cultural Heritage Management Plan referred to in the ACHAR has been developed to guide the salvage excavations under the AHIP, or if additional excavation is required under the SSD.
- An updated impact assessment and recommendations.

Niche have updated the ACHAR to address these points and is provided at **Appendix I**.

The Aboriginal Cultural Heritage Management Plan referred within and attached to the ACHAR has been developed to guide the salvage excavations under AHIP 5439. No additional excavation is required under this SSD.

The updated ACHAR makes nine recommendations which have been reflected in proposed mitigation measure ACH1 (see **Appendix B**).

4.7 Tree impacts and biodiversity

Biodiversity Development Assessment Report (BDAR)

Clarification has been sought by BCC as to whether the BDAR (EcoLogical, 27 October 2025) is based on 'existing' site condition before or after the completion of early works approved under Part 5, and whether the cumulative biodiversity impacts of all works have been assessed, including whether any biodiversity offsets have already been accounted for.

The biodiversity impacts associated with the early works undertaken on site were assessed in the Review of Environmental Factors (REF) and the BDAR submitted under that Part 5 assessment. Offsets were calculated in the BDAR accompanying the REF. The required biodiversity credits were purchased prior to the works being carried out.

The BDAR accompanying the SSDA solely assesses the biodiversity impacts of the works following the completion of the early works. Cumulative impacts are not required to be addressed by *Biodiversity Assessment Method 2020*.

In their submission, CPHR Group advised that the BDAR covers a small area with limited biodiversity values, and no credits are required to be retired. CPHR recommends that conditions of approval

require the implementation of the mitigation measures from the updated BDAR and the tree protection measures as outlined in the updated AIA.

A mitigation measure as been added at Ref. BDV1 requiring the implantation of the measures proposed by the BDAR to mitigate and manage impacts of the proposal (see **Appendix B**).

Canopy cover

It is requested that the site's canopy cover be increased to 15% to achieve the NSW Government Architect's 'CBD' scenario target.

The proposed landscape strategy is harmonious with the local landscape character and has had appropriate consideration for environmental performance and microclimate. Deep soil zones have been maximised and the proposed tree planting, as listed on page 26 of the Landscape Report, more than compensates for the trees required to be removed.

The landscape strategy has had appropriate consideration for Crime prevention through environmental design (CPTED) assessment including minimising concealment/hidden areas, maximising passive surveillance, providing defined circulation spaces and appropriate lighting.

Overall, it is considered that the landscape amenity of the site is improved by the addition of high-quality landscape elements and areas for staff and visitors of the hospital to use safely and comfortably.

Tree protection

It has been requested that an experienced project arborist be engaged to supervise and monitor construction activities undertaken in proximity to existing trees, and that appropriate tree protection measures be implemented. These requirements have been appropriately addressed through proposed mitigation measures ATP1 and ATP2.

4.8 Crime prevention through environmental design (CPTED)

Submissions request that safe paths of travel be provided through and around the site. Most notably, a safe path of travel to Metro Station should be carefully considered to encourage active transport use. Additionally, pedestrian routes from The Fiddler toward Rouse Hill Hospital should be configured to divert patrons away from the hospital's internal circulation paths, reducing the potential for reducing the potential for loitering or nuisance within the hospital grounds.

Rouse Hill Hospital will operate 24/7 emergency services, necessitating the implementation of robust and effective safety measures. These measures will adopt a balanced approach that integrates natural surveillance, passive design principles, and coordinated security systems. The hospital's surrounding context including proximity to the future public park has been carefully considered, underscoring the importance of a coordinated and proactive safety strategy across the wider precinct.

Rouse Hill Hospital has been designed in consultation with a specialist CPTED and security risk management consultant WEBB. The design team will continue to evaluate a combination of CPTED and technical measures to manage safety and security risks within the hospital, along pedestrian routes and public transport nodes, including along the site boundaries and adjoining public domain areas.

These matters will be addressed through detailed design with the implementation of mitigation measures SCP1 – SCP4.

4.9 Utility infrastructure and servicing

Water infrastructure

Sydney Water have advised that water, recycled water and wastewater servicing should be available for the proposed development and that a compliance certificate must be obtained from Sydney Water, under Section 73 of the *Sydney Water Act 1994*. They request that careful consideration be given to proposed tree planting to ensure it does not damage Sydney Water's underground assets through invasive root penetration or soil destabilisation.

The project's landscape strategy has had consideration for existing and proposed infrastructure to ensure tree species selection and location minimises risks to built infrastructure. Detailed design requirements will be addressed through the Section 73 process.

Sydney Water have also provided advice regarding trade wastewater and backflow prevention, water efficiency and contingency plan requirements which will be addressed through the Section 73 process.

Electricity infrastructure

Endeavour Energy have been consulted through the development of the project which has informed the proposal. In response to the formal notification period Endeavour Energy have confirmed that they have no objection to the proposal subject to the implantation of conditions and advice as provided by Endeavour Energy.

Health Infrastructure will continue to work with Endeavour Energy through the usual processes during detailed design. Mitigation measure ECS2 has been added within **Appendix B** to observe this commitment.

4.10 Noise and vibration impacts

It is requested that acoustic noise mitigation be included to ensure minimal impact to the future residential community at the Northern Frame, including but not limited to emergency vehicle sirens, deliveries and general hospital operations.

The Noise Vibration Impact Assessment report prepared by JHA has considered impacts to existing and potential future sensitive receivers and finds the proposal is acceptable subject to mitigation measures.

The preparation of a Construction Noise and Vibration Management Plan will be required for construction works as required by Mitigation Measure NVB1.

The hospital access road is not proposed to connect directly into the Northern Frame site, minimising the travel of sirens through the proposed residential areas of the Northern Frame. An ambulance noise generation assessment was undertaken to determine potential noise impacts to nearby receivers. The operational noise from ambulance movements is not expected to affect the amenity of nearby residents, in accordance with the NPI.

Peak hour vehicle noise impacts from the proposed Multi Storey Carpark were assessed for the nearest noise sensitive residential receiver and the hospital. Based on the results of the assessment, the multi-storey carpark is not expected to have any adverse impact on residential receivers and the hospital from peak-hour vehicle movements.

Plant selection has not yet been made. Accordingly, further assessment is required to be carried out during the detailed design phase to confirm any control measures.

It has also been requested that the multi storey car park avoid the use of polished concrete to minimise tyre noise. An additional mitigation measure (NVB7) has been recommended to implement this advice.

4.11 Other

Construction compound

It is requested that proposed construction staff car parking and site sheds avoid the tree protection zones of trees on site. The submitted Arboricultural Impact Assessment prepared by Creative Planning Solutions, 29 August 2025 has defined the tree protection zones for all relevant trees. The Construction Environmental Management Plan will ensure site sheds and car parking spaces are located within these zones. A mitigation measures (ATP3) has been added to this effect.

The site shed on Lot 229 DP 1249147 (corner of Windsor Rd and Commercial Road) will be removed upon completion of construction works.

Development contributions

The EIS requested that the project be exempt from development contributions on the basis that Crown-led projects are infrastructure for the community and does not create the same demands for public

amenities or services as private development. THSC states that they do not support this requested exemption.

Health Infrastructure maintains their position as expressed in Section 6.11 of the EIS.

Consistent with long standing practice, Health Infrastructure is not willing to accept a condition of consent requiring the payment of Section 7.12 local infrastructure contributions works are wholly associated with the provision of public health services serving the local population.

Protection of Sydney Metro corridor

Sydney Metro have reviewed the proposal and requested several mitigation measures to protect the Sydney Metro corridor. These recommendations will be considered in consultation with Sydney Metro. Refer to mitigation measure SMC1 in **Appendix B**.

Ongoing consultation

Various authorities and landowners have requested to be part of ongoing consultation. Health Infrastructure is committed to undertaking open and genuine consultation with relevant authorities and neighbours, consistent with their practice on this project to date.

5. Project justification

Having regard for the project SEARs, applicable strategic and statutory planning framework, and merit assessment of the environmental impacts including assessment of site suitability, a risk assessment, and an evaluation of the public interest, the project is justified for the following reasons.

Operational needs

The development of Rouse Hill Hospital is being delivered in partnership with Health Infrastructure and WSLHD. It will deliver expanded clinical services and capacity to meet the healthcare needs of the growing north-western Sydney community.

The new hospital is being specifically designed to embrace advanced digital technology and innovative models of care to bring world-class care to Sydney's northwest. It will ensure communities in north western Sydney have access to contemporary health care much closer to home. The Rouse Hill Hospital will complement Blacktown and Mount Druitt Hospitals and Westmead Hospital to ensure comprehensive healthcare throughout the northwest.

Strategic and contextual fit

The proposed development has been assessed against relevant State, district and local strategic planning policies, and is found to be generally consistent with:

- Future Transport Strategy, Transport for NSW;
- North West Rail Link Corridor Strategy, Department of Planning and Infrastructure (former);
- Movement and Place, Transport for NSW;
- The Hills Local Strategic Planning Statement, The Hills Shire Council; and
- Rouse Hill Precinct Plan, The Hills Shire Council.

The proposed development will act on the NSW Government's investment in delivering a hospital in north west Sydney at Rouse Hill. The growing population in north west Sydney will have improved access to world-class medical support and health services facilities. As the site is positioned within the Rouse Hill strategic centre and the 'northern frame' of Rouse Hill, the proposed development will support the strategic vision of becoming a thriving regional destination and mixed use hub focused on health, education, science, technology, finance and advanced manufacturing. The new Rouse Hill Hospital will deliver employment opportunities in health, supporting economic productivity in the area.

Engagement

Engagement for the new Rouse Hill Hospital has focused on early and proactive communications throughout all stages of the project. This approach has ensured the community and other stakeholders understand the proposed development scope, and have had the opportunity to voice their concerns, needs and preferences for the site. The proposed development includes elements that have responded to concerns raised through the engagement process as demonstrated in the EIS and this Submissions Report. Community and stakeholder engagement will continue for the full lifecycle of the project.

Consistency with Statutory Planning Framework

The proposed development has been assessed against relevant statutory planning controls and is found to be generally consistent with these, as detailed within Section 4 of this EIS.

Assessment Summary

The key environmental impacts of the proposed development are assessed in the environmental impact section of this EIS at Section 6, and concludes that the impacts are acceptable, with the implementation of appropriate mitigation measures.

The key environmental impacts of the proposed development are given commensurate weight in the EIS and this Submissions Report. These are namely:

- **Built form and design** – The proposed buildings will not result in any unreasonable amenity outcomes relating to bulk and scale, overshadowing, solar access, views and visual impacts, heritage impacts and social impacts as outlined in the EIS. Careful and deliberate siting of the hospital will activate and uplift the quality of the adjoining streets. The proposed landscape treatments surrounding the hospital will also enhance the adjoining streetscapes and public domain and soften the overall scale of the development.
- **Transport and accessibility** – Traffic generation during construction is expected to be modest and is therefore unlikely to have a significant impact on the surrounding road network. Construction worker parking will be provided on site, and any potential impacts from construction traffic, including cumulative impacts, will be appropriately managed through the implementation of a Construction Traffic Management Plan.

Extensive traffic modelling has been undertaken in consultation with Transport for NSW to inform ancillary traffic infrastructure requirements. This modelling confirms that traffic generation associated with the proposal is modest relative to background traffic growth.

In accordance with Section 2.10 of State Environmental Planning Policy (Planning Systems) 2021, development control plans do not apply to State Significant Development. Accordingly, Arup has prepared a site-specific assessment to determine the appropriate transport infrastructure needed to service the development. Adequate provision has been made for on-site car and bicycle parking. Active transport will be prioritised through the delivery of safe and comfortable shared path connections to Rouse Hill Metro Station, bus stops and the regional shared path network, supported by the implementation of a Green Travel Plan.

- **Contamination and geotechnical** - Detailed Site Investigations were undertaken by JK Environments. Based on the findings of the investigation, the site was found to be suitable for the proposed development subject to additional targeted testing. Environmental Risk Sciences subsequently undertook a Tier 2 quantitative site-specific Human Health Risk Assessment which concluded that the site is suitable for the proposed development and that remediation is not required.
- **Civil and stormwater** – A robust stormwater system, including pits and pipes and an on-site stormwater detention (OSD) system, is proposed to ensure post-development discharge rates do not exceed pre-development rates and that stormwater runoff does not adversely affect the existing regional stormwater system. The operation of the OSD system and the proposed water-sensitive urban design features meet the specified stormwater targets. The site is not located within flood-affected land, and the proposed development does not increase flood affectation to neighbouring sites.
- **Heritage** - Aboriginal archaeological salvage excavations under AHIP #5439 have been undertaken. Niche Consultants confirmed that the SSDA will not result in any impacts to Aboriginal sites and that no further archaeological testing or salvage is required. Appropriate safeguards, including unexpected finds protocols, will be implemented during construction. Health Infrastructure will continue to consult with Registered Aboriginal Parties in accordance with legislative requirements. The proposal will have no physical impact on any non-Aboriginal heritage items in the vicinity of the site, nor will it impact significant views.
- **Tree impacts and biodiversity** - The project BDAR confirms that the impacts of the proposal on biodiversity and habitats are minimal. An experienced project arborist will be engaged to supervise and monitor construction activities undertaken in proximity to existing trees and will ensure that appropriate tree protection measures be implemented. The project will introduce 120 new trees onto the hospital site increasing canopy cover to 11.5%.
- **Crime prevention through environmental design** - Rouse Hill Hospital has been designed in consultation with a specialist CPTED and security risk management consultant WEBB. The design team will continue to evaluate a combination of CPTED and technical measures to manage safety and security risks within the hospital, along pedestrian routes and public transport nodes, including along the site boundaries and adjoining public domain areas.
- **Utility infrastructure and servicing** - The availability of authority utilities to service the new Rouse Hill Hospital has been found to be adequate. Relevant agencies, namely Endeavour Energy and Sydney Water, have been consulted during the development of the project, which has

informed the proposal, including connection and augmentation requirements. Both authorities have confirmed that they have no objection to the proposal, subject to the implementation of conditions and advice as provided.

- **Noise and vibration impacts** - A Noise and Vibration Impact Assessment was prepared for the proposal, with consideration given to existing and anticipated future receivers. The proposal, including associated construction activities, ambulance and traffic movements, and hospital and car park operations, is not expected to adversely affect the amenity of nearby residents or internal hospital spaces, provided that appropriate mitigation measures are implemented.

Suitability of the Site and Public Interest

The proposed development is highly suitable for the site given: – The site is zoned MU1 Mixed Use under The Hills LEP 2019. ‘Hospitals’ are not expressly prohibited in the zone and are therefore permitted with development consent. Further, ‘health services facilities’ are permitted with consent in the MU1 zone under Clause 2.60 of the TI SEPP.

- There are no known site conditions that would prevent the development, including geotechnical conditions, contamination, flooding, biodiversity, Aboriginal cultural heritage, or other constraints.
- Transport accessibility is high with Rouse Hill Sydney Metro station, approximately 300m away.
- The site is close to Rouse Hill Town Centre, where retail and hospitality services are readily available. The proposed development is in the public interest given it: – Will respond to the health care needs of the growing WSLHD.
- Will improve connectivity in The Hills LGA, by improving links to Rouse Hill Town Centre and Rouse Hill Sydney Metro Station.
- It is consistent with the strategic context of the site, being generally in accordance with the relevant State and local strategic plans.
- It is generally consistent with the State and local planning controls, with the exception of Clause 4.3 Height of Buildings under The Hills LEP 2019. A Clause 4.6 Variation Request has been submitted with the SSDA despite the operation of Clause 5.12(1) of The Hills LEP 2019 which provides that development standards under the instrument including maximum building height cannot restrict development undertaken by a public authority.
- Will generate a significant number of construction jobs and a diversity of operational jobs, supporting the local economy.

The assessment finds that the SSD Application has merit and can be supported by DPHI and the Minister for Planning and Public Spaces.

Government investment in major health facilities, including Rouse Hill Hospital, brings opportunity for local jobs and growth in ancillary services, with potential for health clusters to evolve and increase economic productivity.

The proposal will provide for future development that is responsive to site and context and maintains a high level of amenity within the site and surrounds. It represents the orderly and economic use of land with high-quality built environment, consistent with Section 1.3 of the EP&A Act.