



Prepared for
Health Infrastructure NSW

Date
4 February 2026

Appendix A – Submissions Register

New Rouse Hill Hospital

Acknowledgement of Country

Architectus acknowledges the Australian Aboriginal and Torres Strait Islander peoples of this nation as the Traditional Custodians of the lands on which we live and work.

We pay our respects to Elders, past and present and emerging.

Architectus is committed to honouring Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to the land, waters, and seas and their rich contribution to society.

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1. Introduction

1.1 Purpose of this report

This Submissions Register 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 checklist to confirm a response has been included in the Submissions Report and associated supporting documentation to all issues raised in submissions by Government agencies, authorities and the public.

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 Land 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).

2. Government agencies and authorities

This section documents agency advice received during exhibition and the location of associated project responses.

2.1 Department of Planning, Housing and Infrastructure

Table 1 Department of Planning, Housing and Infrastructure

Issue	Section where issues addressed in submissions report
Road Connections	
<p><i>(Road Layout and alignment and Access)</i></p> <p>As detailed in the submissions from the Hills Shire Council (Council) and the GPT Group, the Rouse Hill Precinct Plan (RHPP) anticipates a road connection from Hospital Road to the adjoining Northern Frame site to the east. The proposal fails to provide this connection. The justification offered in the EIS requires further expansion, beyond simply reasons of safety and security.</p> <p>Consideration must be given to the intent of the road connection in the RHPP and the implications of not delivering the connection as part of the project, specifically the expected/predicted outcomes in the RHPP.</p> <p>Consideration must also be given to identifying, in consultation with Council, any alternate mitigations or alternatives that would be delivered to achieve the same or similar outcome if the connection does not form part of the hospital development. Council should be consulted in relation to understanding and detailing the outcome contemplated by its inclusion in the RHPP.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Section 4.3 – Alignment with Masterplan and Precinct Plan</p> <p>Appendix F - Traffic and Access Response</p>
Traffic Modelling	
<p><i>(Traffic modelling, reporting, and impact)</i></p> <p>The Department notes that there are various queries raised throughout the submissions concerning the traffic modelling within the submitted Transport and Accessibility Impact Assessment (TAIA). The Department considers traffic flow to be a key issue associated with the proposed development and you are therefore asked to address these queries thoroughly.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Section where issues addressed in submissions report
Site Sheds	
<p><i>(Construction and Site Management)</i></p> <p>The drawing SSDA-Site Plan Proposed shows the provision of site sheds on Lot 229 DP 1249147 (corner of Windsor Rd and Commercial Rd). The Landscape Plans appear to indicate the same. The Department considers that the site sheds should be removed upon completion of the works with this area being appropriately treated/finished. Clarification is sought on the intended outcome for this parcel of land.</p>	Section 4.11 - Other
Site Contamination	
<p><i>(Contamination)</i></p> <p>The Detailed Site Investigation (DSI) for the Proposed Rouse Hill Main Hospital states that the site can be made suitable for the proposed development by undertaking the additional investigations and Human Health Risk Assessment (HHRA) and if required, preparing and implementing a RAP. The recommended additional investigations must be undertaken as soon as possible, and a RAP prepared if required and submitted with the Response to Submissions, so that a definitive statement of the suitability of the site for the development can be made to satisfy the requirements of State Environmental Planning Policy (Resilience and Hazards) 2021.</p>	<p>Section 4.4 - Contamination and geotechnical suitability</p> <p>Appendix G - Contamination and Remediation Response</p> <p>Appendix H - Advice letter - DSI and Tier 2 Human Health Risk Assessment</p>

2.2 Conservation Programs, Heritage and Regulation Group

Table 2 Conservation Programs, Heritage and Regulation Group

Issue	Response
Biodiversity	
<p><i>(Trees, Landscaping and Ecology)</i></p> <p>Biodiversity CPHR has reviewed the Biodiversity Development Assessment Report (Ecological Australia Pty Ltd, V4, dated 27 October 2025) (BDAR) and Arboricultural Impact Assessment (CPS Pty Ltd, Revision B, dated 29 August 2025) (AIA). 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.</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>
Flood Risk Assessment	
<p><i>(Flood Risk)</i></p> <p>The site is situated on a ridge and poses no flood risk management concerns. Therefore, no further consultation is required with CPHR regarding flood risk management. If you have any questions about this advice, please do not hesitate to contact Khatera Tokhi Senior Conservation Planning Officer, via khatera.tokhi@dcceew.nsw.gov.au.</p>	<p>Section 4.5 - Civil engineering</p> <p>Appendix E - Civil Engineering Response</p>

2.3 Heritage NSW

Table 3 Heritage NSW

Issue	Response
Aboriginal Community Consultation	
<p>In accordance with the Aboriginal Consultation Guidelines for Proponents 2010 (Consultation Guidelines), please provide an unredacted copy of the ACHAR, including all consultation records (including all letters and email correspondence) undertaken for the project.</p> <p>Specifically, please provide evidence that emails/letters have been issued to all project RAPs.</p>	<p>Section 4.6 – Heritage</p> <p>Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>
<p>Heritage NSW note that the consultation records included in the redacted ACHAR relate to the previous assessment undertaken for the project area (see Item 3 below) and are not specific to this SSD application.</p> <p>Please clarify if additional consultation was undertaken for the SSD in accordance with the SEARs.</p>	<p>Section 4.6 – Heritage</p> <p>Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>
Archaeological Assessment	
<p>Heritage NSW note that a Development Application (DA) has been previously assessed and approved for much of the project area as informed by a Review of Environmental Factors (REF).</p> <p>We understand that the DA approval is for early site works, including earthworks.</p> <p>Further, we note that an ACHAR was prepared as part of the REF, with archaeological test excavation undertaken of sites Commercial Road AFT1 (AHIMS ID# 45 -5-5669) and Commercial Road AFT2 (AHIMS ID# 45 -5-5671) as part of the assessment. Subsequently, Aboriginal Heritage Impact Permit (AHIP) 5439 was issued to archaeologically salvage the above sites on 8 October 2025.</p> <p>In consideration of this, please update the ACHAR to include:</p> <ol style="list-style-type: none"> a. a clear summary of the approval background of the project area. This should include mapping showing approval and/or assessment boundaries. b. consideration of AHIP 5439 and the proposed salvage excavation. Please clarify how the AHIP and salvage area interact with the SSD project area. c. <i>Updated Impact Assessment (Section 8.4 Table 36) and Recommendations (Section 10 Table 40), in consideration of the above points.</i> 	<p>Section 4.6 – Heritage</p> <p>Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>

Issue	Response
<p>Please clarify if the Aboriginal Cultural Heritage Management Plan (ACHMP) referred to throughout the ACHAR and issued as part of the AHIP application has been developed to guide the salvage excavations under the AHIP, or if additional excavation is required under the SSD.</p>	<p>Section 4.6 – Heritage Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>
<p>Heritage NSW note that an Aboriginal Objects Due Diligence Assessment (DD) for a site laydown area was issued as part of the SSD. This area was not included in the ACHAR assessment and was accordingly not subject to Aboriginal community consultation.</p> <p>We note that the due diligence process outlined in the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW, 2010) is a legal defence against harm under section 87 of the National Parks and Wildlife Act 1979 (NPW Act). As the regulator under the NPW Act, Heritage NSW can be called upon on to participate in non-compliance investigations under the Act, including strict liability offences for which due diligence is used as a defence. For this reason, Heritage NSW has a strict practice of not reviewing or providing comment on due diligence assessments, irrespective of the approval pathway.</p>	<p>Section 4.6 – Heritage Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>
<p>To ensure the SEARs regarding Aboriginal heritage are addressed, the ACHAR should be updated to include the site laydown area. The project RAPs should be informed about the addition to the project area and given an opportunity to provide input into and review of the ACHAR, as per the Consultation Guidelines.</p>	<p>Section 4.6 – Heritage Appendix I - Updated Aboriginal Cultural Heritage Assessment</p>
<p>European Heritage</p>	
<p>The Statement of Heritage Impact (SoHI) has assessed that there would be no direct impacts on any State Heritage Register (SHR) listed items as a result of the SSD.</p> <p>There is one SHR listed item in the vicinity of the proposed SSD –Royal Oak Inn (former; SHR 00698). The SoHI has assessed that the SSD would alter the broader setting of the Royal Oak Inn but this would have little impact on its heritage significance.</p> <p>The Baseline Historical Archaeological Assessment (BHAA) has assessed that the project area has nil to low archaeological potential for relics.</p> <p>The conclusions of the BHAA are supported by Heritage NSW.</p>	<p>Noted</p>

2.4 Transport for NSW

Table 4 Transport for NSW

Issue	Response
Transport for NSW suggested conditions of consent	
<p>Section 87 (4) of the Roads Act, 1993 Approval for the proposed modification to existing TfNSW infrastructure</p> <p>Comment: TfNSW advises DPHI that separate approval under section 87 (4) of the Roads Act, 1993 will be required from TfNSW for the Applicant's proposed civil works and modification of the existing traffic control signals (TCS) on Commercial Road.</p> <p>TfNSW Suggested condition: The Applicant shall obtain TfNSW approval under section 87 (4) of the Roads Act, 1993 for the Traffic Control Signal (TCS) works on Commercial Road and shall be designed to meet TfNSW requirements. The TCS plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.</p> <p>The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.transport.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@transport.nsw.gov.au.</p> <p>TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p> <p>The developer will be required to enter a Works Authorisation Deed (WAD) with TfNSW for the abovementioned work.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>Construction Pedestrian and Traffic Management Plan</p> <p>Comment: 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. TfNSW.</p> <p>suggested condition: A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate. Please send to development.ctmp@transport.nsw.gov.au.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>Green Travel Plan</p> <p>Comment: To encourage and support sustainable transport outcomes for future users of the development, particularly with high levels of current and future public and active transport accessibility in the precinct, TfNSW recommends that a Green Travel Plan (GTP) is prepared in consultation with TfNSW and Council.</p> <p>Suggested condition: As part of the ongoing operation of the development, a detailed Green Travel Plan (GTP), which includes target mode shares to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>Tab – B TfNSW advisory comments</p>	
<p><i>Active transport connections between the development and Rouse Hill Transport Interchange</i></p> <p>Comment: TfNSW encourages and supports active transport connections between the proposed hospital and Rouse Hill Transport Interchange.</p> <p>Recommendation As part of the Response to Submissions (RtS), TfNSW seeks clarification that the following will be provided to encourage and support travel demand management of the new hospital:</p> <ul style="list-style-type: none"> • A Crime Prevention Through Environmental Design (CPTED) is being undertaken by the Applicant as part of any Development Consent issued to ensure the safety and personal security of hospital staff, patients and visitor accessing and leaving the hospital via this active transport connection 24 hours a day, 7 days a week. • Road Safety Assessment (RSA) should be considered to ensure that the pedestrian and vehicle access points to the new hospital ensure a safe systems design is implemented and that pedestrian safety is to be considered in the vicinity 	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Public Transport Connectivity)</i></p> <p>Comment: TfNSW has been in discussion with the Applicant regarding the ability of buses to enter the proposed hospital site with a view of providing more efficient bus services in the locality.</p> <p>It would also enable bus services to provide public services that directly access the hospital if desired to support travel demand strategy of the site but also ensure future users of the development have a direct access point to the facility.</p> <p>Recommendation: TfNSW will continue to work with the proponent to confirm whether bus operations can be accommodated through the site and can be documented as part of the RtS</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p data-bbox="371 304 600 328"><i>(Parking and loading)</i></p> <p data-bbox="371 352 1563 475">Comment: It appears that Truck bays 1, 4 & 5 cannot enter the loading dock if other heavy vehicles are parked in either dock 1 or dock 2. This may result in trucks waiting on the access road until such time as they can enter safely. It is also noted that trucks leaving the loading dock occupy the full road width when turning from the loading dock driveway into the access road.</p> <p data-bbox="371 499 1451 555">Response: TfNSW recommends that the Applicant consider managing this via the Operational Plan of Management for the development.</p>	<p data-bbox="1597 304 2022 328">Section 4.2 - Transport and accessibility</p> <p data-bbox="1597 352 2051 376">Appendix F - Traffic and Access Response</p>

2.5 Sydney Metro

Table 5 Sydney Metro

Issue	Response
<p>Following this review, Sydney Metro advises that it is not in a position to make a decision until the additional information outlined below is provided for Sydney Metro's further review:</p> <ul style="list-style-type: none"> • A detailed survey plan and sections prepared by a NSW registered surveyor (as per Sydney Metro At-grade and Elevated Corridor Protection Technical Guideline), including: <ul style="list-style-type: none"> ○ Lot and Deposited Plan (DP) number(s) ○ Site dimensions o reduced levels (RLs) to Australian Height Datum (AHD) o existing basements within the subject site o the boundaries between the Development and: <ul style="list-style-type: none"> - the rail corridor (including Sydney Metro First and Second Reserves) - adjoining (surface, below and above ground) rail infrastructure and utilities - any Sydney Metro land - any Easements (including right of ways). 	<p>Additional information provided to Sydney Metro on 13 January 2026.</p> <p>Sydney Metro confirmed no further information was required on 20 January 2026.</p>
<p>Transport for NSW (TfNSW) has delegated its rail authority functions in relation to the M1 Metro North West & Bankstown Line rail corridor to Sydney Metro. Therefore, Sydney Metro is the relevant rail authority for this rail corridor for the purpose of the T&ISEPP.</p>	<p>Noted</p>
<p><i>Concurrence of Sydney Metro is not required</i></p> <p>As this is an SSD development application, the provisions of section 2.99 of the T&I SEPP do not apply. Section 4.13(2A) of the Environmental Planning and Assessment Act 1979 excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.99 of the T&ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence is not required for the SSD. Notwithstanding this, in order to ensure the appropriate management and mitigation of the proposed development's impacts on the M1 Metro North West & Bankstown Line rail corridor, Sydney Metro has reviewed the SSD documents that were received by Sydney Metro on 13 January 2026, including having regard to the matters outlined in the T&ISEPP.</p> <p>Based on this review, Sydney Metro is of the view that the proposed development would have an adverse impact on the operation and safety of the M1 Metro North West & Bankstown Line rail corridor unless conditions are imposed on the development, should development consent be granted.</p> <p><i>Conditions requested in event of approval of the SSD</i></p>	<p>Section 4.11 - Other</p>

Issue	Response
<p>If the Department of Planning, Housing and Infrastructure determines to grant consent to the SSD, Sydney Metro requests that the conditions in Attachment A be imposed on the development consent.</p> <p>The Department of Planning, Housing and Infrastructure is also advised that Sydney Metro's conditions are not to be amended, replaced or superseded without further agreement from Sydney Metro.</p>	

2.6 Sydney Water

Table 6 Sydney Water

Issue	Response
<p>Water, Recycled Water and Wastewater Servicing</p> <p><i>(Civil Engineering, Stormwater and Water Sensitive Urban Design)</i></p> <ul style="list-style-type: none"> • Our preliminary assessment indicates that water, recycled water and wastewater servicing should be available for the proposed development. • Amplifications, adjustments, deviations and/or minor extensions may be required. • Detailed requirements will be provided at the Section 73 application stage. 	<p>Section 4.9 - Utility infrastructure and servicing</p>
<p>Next Steps</p> <p><i>(Civil Engineering, Stormwater and Water Sensitive Urban Design)</i></p> <ul style="list-style-type: none"> • Should the Department of Planning, Housing and Infrastructure (the Department) decide to progress with the subject development application, Sydney Water would require the following conditions be included in the development consent. <ul style="list-style-type: none"> ○ Section 73 Compliance Certificate ○ Building Plan Approval Further details of the conditions can be found in Attachment 1. • The Department is advised to forward the enclosed Sydney Water Development Application Information Sheet (for proponent) to assist the proponent in progressing their development. This Info Sheet contains details on how to make further applications to Sydney Water and provides more information on Infrastructure Contributions. <p>Note: Suggested conditions of consent are not included in this table. It is accepted that they can be enforced in the development consent.</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>
<p>Attachment 1 – Recommended development conditions</p>	
<p><u>Prior to the issue of an occupation/subdivision certificate</u></p> <p>Section 73 Compliance Certificate</p> <p>A compliance certificate must be obtained from Sydney Water, under Section 73 of the Sydney Water Act 1994. Our assessment will determine the availability of water and wastewater services, which may require extensions, adjustments, or connections to our mains. The compliance certificate also identifies any applicable Infrastructure Contribution charges. Make an early application for the certificate, as there may be assets to be built and this can</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>

Issue	Response
<p>take some time. A Section 73 Compliance Certificate must be obtained before an Occupation or Subdivision Certificate will be issued.</p> <p>Applications can be made either directly to Sydney Water or through a Sydney Water accredited Water Servicing Coordinator.</p> <p>Go to the Sydney Water website or call 1300 082 746 to learn more about applying through an authorised WSC or Sydney Water.</p>	
<p><u>Prior to the issue of a construction Certificate/Complying Development Certificate</u></p> <p>Building Plan Approval (including Tree Planting Guidelines)</p> <p>The plans must be approved by Sydney Water prior to demolition, excavation or construction works commencing. This allows Sydney Water to determine if sewer, water or stormwater mains or easements will be affected by any part of your development. Any amendments to plans will require re-approval. Please go to Sydney Water Tap in@ to apply.</p> <p>Sydney Water recommends developers apply for a Building Plan Approval early as to reduce unnecessary delays to further referrals or development timescales.</p> <p>Tree Planting</p> <p>Certain tree species placed in proximity to Sydney Water’s underground assets have the potential to inflict damage through invasive root penetration and soil destabilisation. Section 46 of the Sydney Water Act specifies what might occur when there is interference or damage to our assets caused by trees</p> <p>For any trees proposed or planted that may cause destruction of, damage to or interference with our work and are in breach of the Sydney Water Act 1994, Sydney Water may issue an order to remove that tree or directly remove it and seek recovery for all loss and associated compensation for the removal.</p> <p>For guidance on types of trees that can cause damage or interference with our assets see Sydney Water webpage Wastewater blockages. For guidance on how to plant trees near our assets, see Diagram 5 – Planting Trees within Sydney Water’s Technical guidelines – Building over and adjacent to pipe assets.</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>
<p>Attachment -2 Sydney Water Requirements for Commercial and industrial developments.</p> <p>Trade Wastewater Requirements If this development is going to generate trade wastewater, the property owner must submit an application requesting permission to discharge trade wastewater to Sydney Water’s sewerage system. You must obtain Sydney Water approval for this permit before any business activities can commence. It is illegal to discharge Trade Wastewater into the Sydney Water sewerage system without permission.</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>

Issue	Response
<p>The permit application should be emailed to Sydney Water's Business Customer Services at businesscustomers@sydneywater.com.au.</p> <p>A Boundary Trap is required for all developments that discharge trade wastewater where arrestors and special units are installed for trade wastewater pre-treatment.</p> <p>If the property development is for Industrial operations, the wastewater may discharge into a sewerage area that is subject to wastewater reuse. Find out from Business Customer Services if this is applicable to your development.</p>	
<p>Backflow Prevention Requirements</p> <p>Backflow is when there is unintentional flow of water in the wrong direction from a potentially polluted source into the drinking water supply.</p> <p>All properties connected to Sydney Water's supply must install a testable Backflow Prevention Containment Device appropriate to the property's hazard rating. Property with a high or medium hazard rating must have the backflow prevention containment device tested annually. Properties identified as having a low hazard rating must install a non-testable device, as a minimum.</p> <p>Separate hydrant and sprinkler fire services on non-residential properties, require the installation of a testable double check detector assembly. The device is to be located at the boundary of the property.</p> <p>Before you install a backflow prevention device:</p> <ol style="list-style-type: none"> 1. Get your hydraulic consultant or plumber to check the available water pressure versus the property's required pressure and flow requirements. 2. Conduct a site assessment to confirm the hazard rating of the property and its services. <p>Contact PIAS at NSW Fair Trading on 1300 889 099. For installation you will need to engage a licensed plumber with backflow accreditation who can be found on the Sydney Water website: https://www.sydneywater.com.au/plumbing-building-developing/plumbing/backflowprevention.html</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>
<p>Water is our most precious resource and every customer can play a role in its conservation.</p> <p>By working together with Sydney Water, business customers are able to reduce their water consumption. This will help your business save money, improve productivity and protect the environment.</p> <p>Some water efficiency measures that can be easily implemented in your business are:</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>

Issue	Response
<ul style="list-style-type: none"> • Install water efficiency fixtures to help increase your water efficiency, refer to WELS (Water Efficiency Labelling and Standards (WELS) Scheme, http://www.waterrating.gov.au/) • Consider installing rainwater tanks to capture rainwater runoff, and reusing it, where cost effective. Refer to https://www.sydneywater.com.au/your-business/managingyour-water-use/water-efficiency-tips.html • Install water-monitoring devices on your meter to identify water usage patterns and leaks. • Develop a water efficiency plan for your business. It is cheaper to install water efficiency appliances while you are developing than retrofitting them later 	
<p>Contingency Plan Recommendations</p> <p>Under Sydney Water's customer contract Sydney Water aims to provide Business Customers with a continuous supply of clean water at a minimum pressure of 15meters head at the main tap. This is equivalent to 146.8kpa or 21.29psi to meet reasonable business usage needs.</p> <p>Sometimes Sydney Water may need to interrupt, postpone or limit the supply of water services to your property for maintenance or other reasons. These interruptions can be planned or unplanned.</p> <p>Water supply is critical to some businesses and Sydney Water will treat vulnerable customers, such as hospitals, as a high priority.</p> <p>Have you thought about a contingency plan for your business? Your Business Customer Representative will help you to develop a plan that is tailored to your business and minimises productivity losses in the event of a water service disruption.</p> <p>For further information please visit the Sydney Water website at: https://www.sydneywater.com.au/your-business/managing-trade-wastewater/commercialtrade-wastewater.html or contact Business Customer Services on 1300 985 227 or businesscustomers@sydneywater.com.au.</p>	<p>Section 4.9 - Utility infrastructure and servicing</p>

2.7 NSW Ambulance

Table 7 NSW Ambulance

Issue	Response
<p>NSW Ambulance strongly supports the proposed Rouse Hill Hospital development. This hospital is critical Health Infrastructure that will strengthen emergency care and response for the rapidly growing north-west Sydney community.</p>	<p>Noted</p>
<p>Health Infrastructure has engaged with NSW Ambulance during the planning phase of the project, including discussions on internal and external access arrangements.</p> <p>Our paramedics are trained and authorised under the Road Rules 2014, Road Transport Act 2013 and Work Health and Safety Act 2011 to use emergency driving procedures and warning devices when required. They routinely manage challenging traffic and environmental conditions to deliver safe patient care.</p> <p>If severe congestion or road network disruption occurs, NSW Ambulance has procedures to maintain emergency response. Ambulances use real-time traffic monitoring and GPT integrated with Transport Management Centre systems to reroute via the most efficient path. Ehen traffic is stationary, emergency vehicles may use opposing lanes, shoulders or emergency access points under controlled conditions. Patients remain safe throughout, as all ambulances are clinically equipped and staffed to provide advanced life support until arrival.</p> <p>NSW Ambulance is satisfied that emergency access and patient safety will be maintained under all traffic conditions. The new hospital will bring care closer to where people live, reducing travel distances and improving not only access to general hospital services but also emergency and mobile medical care for this growing community.</p>	<p>Section 4.2 - Transport and accessibility Appendix F - Traffic and Access Response</p>

2.8 Endeavor Energy

Table 8 Endeavour Energy

Issue	Response
<p>From the Architectural Plans the proposed 'two new chamber substations' do not appear to be shown / detailed.</p> <p>Any required distribution substation/s will need to be located within the property (in a suitable and accessible location) and be protected (including any associated cabling not located within a public road / reserve) with an appropriate form of property tenure as detailed in the attached copy of Endeavour Energy's 'Land Interest Guidelines for Network Connection'.</p> <p>Generally, it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc. If the substation does not comply with Endeavour Energy's standards, the applicant must request a dispensation.</p> <p>For further information please also refer to the attached copies of Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'.</p> <p>Please find attached for the applicant's reference a copy of Endeavour Energy's Standard Conditions for Development Applications and Planning Proposals, Version 10A, August 2025 which provides some additional and updated information.</p>	<p>Section 4.9 – Utility infrastructure servicing</p>

2.9 Ausgrid

Table 9 Ausgrid

Issue	Response
Ausgrid is not able to provide a response to this SSD application as the proposed development does not sit within Ausgrid's boundary. Please redirect this to the appropriate utility (Endeavour or Essential Energy) for further processing	Noted

3. Local government

This section provides documents agency advice received during exhibition and the location of associated project responses.

3.1 The Hills Shire Council

Table 10 The Hills Shire Council

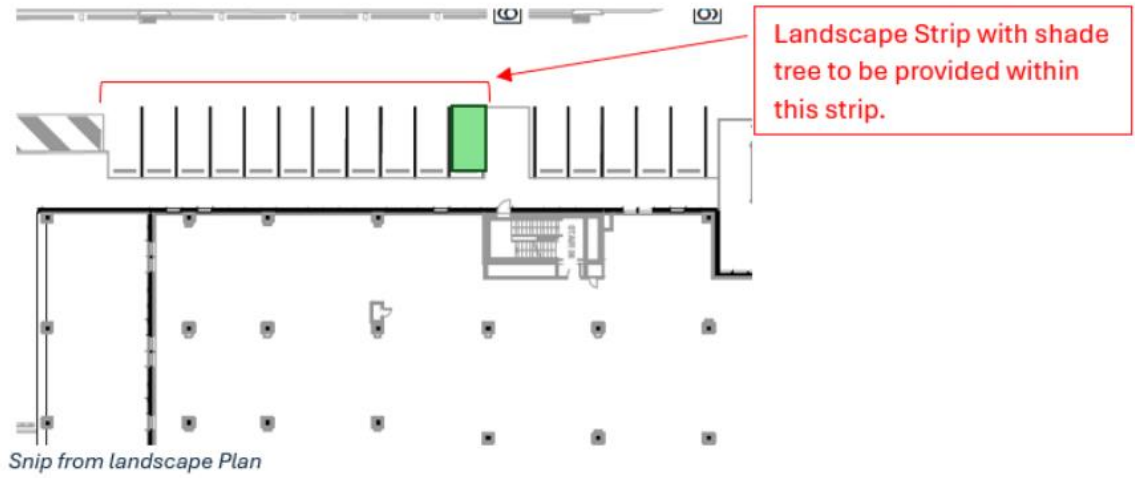
Issue	Response
<p>Development Comments</p> <p><i>(Hospital operation, design and function)</i></p> <p>Provide details of the internal layout of the hospital</p> <p>Provide details of the planning pathway forward for the internal layout works for the hospital ie: use of exempt or complying development for internal partition works and fit-out.</p> <p>Provide confirmation of the number of beds within the hospital.</p> <p>Provide confirmation of the proposed number of staff, including overall staff numbers, maximum staff per shift, maximum staff during day time hours and any visiting medical officers.</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p><i>(Parking and loading)</i></p> <p>Undertake an assessment of the requirements for parking for a hospital under DCP Part C Section 1 – Parking.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Road Layout and alignment and Access)</i></p> <p>The proposal has not adequately addressed the non-provision of the link road between Hospital Road and Rouse Hill Drive. This matter was raised at the prelodgement meeting with the applicant on 19 October 2024. Concerns are raised that the Masterplan shows a road link from Rouse Hill Drive to Commercial Road (known as Orchard Road) which has been ear marked to be a public road in discussions regarding the development of the precinct. Should Hospital Road remain as a private road/driveway, this would be contrary to the Masterplan.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Section 4.3 - Alignment with Masterplan and Precinct Plan</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Hospital Operation, Design and Function)</i></p> <p>Provide details of any proposed private medical suites ie. private consultation rooms</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p><i>(Built form)</i></p>	<p>Noted</p>

Issue	Response
The proposed height and Clause 4.6 variation request are required to be reviewed by DPHI. Given that the height limit on the majority of the site is 32 metres, strong justification for the proposed height of 49 metres is required given the exceedance to the maximum height provisions of LEP 2019.	
Provide a detailed assessment of the proposal against the Rouse Hill Regional Centre Masterplan approved under 1604/2004/HB (as amended) and Precinct Plan 354/2013/HB.	Section 4.3 – Alignment with Masterplan and Precinct Plan
Concerns are raised in regard to the proposed extent of the works on Commercial Road and how these works will impact on Council’s assets. The letter received on behalf of Health Infrastructure dated 3 November 2025 regarding the provision of notice in respect to owner’s consent is noted. Notwithstanding this, you are requested to liaise with Council staff regarding any works which have the potential to impact on Council’s assets.	Section 4.2 - Transport and accessibility Section 4.11 - Other Appendix F - Traffic and Access Response
Health Comments	
<p><i>(Noise and Vibration Impacts)</i></p> <p>The Noise Vibration Impact Assessment report addresses road and traffic noise, potential vibrations from the adjacent substation, operational noise, including mechanical services, ambulance movements, loading dock and multistorey carpark noise. The provided mitigation recommendations are considered suitable. Plant selection has not yet been made; further assessment is required to be carried out during the detailed design phase to confirm any control measures. The preparation of a Construction Noise and Vibration Management Plan will be required for construction works.</p> <p>The report also makes recommendations for the building construction such as avoidance of polished concrete for the multistorey carpark to avoid substantial tyre noise generated with this type of floor, and solid sections of the façade to have minimum sound reduction index of Rw50 to protect from external noise intrusion. These recommendations should be considered prior to development of final plans, and also be included in the Mitigation Measures document</p>	Section 4.10 - Noise and vibration impacts
<p><i>(Contamination and Geotech)</i></p> <p>The Rouse Hill Hospital Site Investigation report recommended additional targeted sampling then site-specific Tier 2 Human Health Risk Assessment to address NEPM framework. If risks are found to be unacceptable, a Remedial Action Plan (RAP) will be required and long-term Environment Management Plan (EMP) if required. An Unexpected Finds Protocol (UFP) is required for all areas.</p>	Section 4.4 - Contamination and geotechnical suitability Appendix G - Contamination and Remediation Response Appendix H - Advice letter - DSI and Tier 2 Human Health Risk Assessment
The report Dryland Salinity and Acid Sulfate Soil Assessment recommends additional investigation for works to be carried out along Commercial Rd, shared pathway and DPHI sites and a Salinity Management Plan (SMP) be prepared. The Mitigation Measures document states that the Salinity Management Plan will be implemented during	Noted

Issue	Response
all construction activities. The recommendations of the SMP, including ongoing management, should be implemented.	
Resource Recovery	
<p><i>(Construction and Site Management)</i></p> <p>As outlined in the Waste Management Plan, the Operational and Construction Waste Management Plans must be updated as main plans progress.</p>	Noted
Landscape and Trees	
<p><i>(Trees, Landscaping and Ecology)</i></p> <p>Trees 43–46, identified as <i>Corymbia maculata</i>, are of high retention value and currently function as street trees along Commercial Road. Removal of these trees may be justified with measures implemented to replace them through the proposed landscape design. Replacement planting must achieve equivalent canopy contribution and comply with relevant council and AS 4970:2025 – Protection of Trees on Development Sites requirements.</p>	Section 4.7 - Tree impacts and biodiversity
Provide quantities in the planting schedule	Quantities included in planting schedule on page 26 of the Landscape Report
<p>Ensure that any planting above basement extents, OSD, or on slab are in accordance with The Hills DCP 2012 Part C Section 3 – Landscaping minimum soil depth requirements where:</p> <ul style="list-style-type: none"> i. 1.2m for large trees, 1m for medium trees, and 800mm for small trees. ii. 500-600mm for shrubs. iii. 300-450mm for groundcovers. iv. 200mm for turf. iii. 300-450mm for groundcovers. iv. 200mm for turf. <p>Note: this is the soil depth alone and not the overall depth of the planter, and that mounding to achieve soil depth is not supported.</p>	Section 4.7 - Tree impacts and biodiversity
<p>Ensure that fencing is integrated with landscaping with variations in the planting to provide an attractive street frontage. All boundary fencing/walls fronting a street are to be set back a minimum of 2 metres, to allow for landscaping</p>	Section 4.1 - Hospital operation, design and function
<p>As per DCP Part C Section 3.12. Car parking -(c) Outdoor parking areas are to be screened by a minimum of two-metre-wide landscaping strips. Such landscaping is to be of a mature and dense nature.</p>	
<p>Car parking to be designed in accordance with THSDCP Part C Section 3 – Landscaping Clause 3.12 Car Parking, and Part C Section 1-Parking. Two-metre-wide Landscape strips are to be provided between rows served by</p>	

Issue	Response
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different aisles and between spaces at a rate of one in every ten car parking spaces. Shade trees are to be provided within the landscape strips. (See snip Below)



Issue	Response
<p>Forward Planning Comments</p> <p><i>(Alignment with Planning Policy and controls)</i></p> <p>With respect to infrastructure, it is noted that the application seeks an exemption from contributions and submits that this request is supported by Planning Circular (25-002) relating to Crown Development Applications. However, the Circular refers to conditions of consent which may be appropriate to impose on Crown developments and specifically notes that for health services developments, contributions toward drainage infrastructure and local road upgrades are appropriate categories of contributions to levy Crown developments that are providing an essential community service.</p> <p>As such, Council staff do not support an exemption from development contributions with the SSDA and does not accept the Applicant's position that the community benefits of the development outweigh the need to provide essential infrastructure when that demand for infrastructure is generated. The community would ultimately pay the cost of providing this infrastructure in the absence of payment from this Developer. Payment should therefore be made in accordance with The Hills Section 7.12 Contributions Plan, which notably does not provide exemptions for health services facilities. A Cost Summary Report is required to be prepared and submitted with the SSDA to enable the consent authority and Council to calculate appropriate contributions and impose appropriate conditions to levy the development under this Plan.</p> <p>In addition to payment under The Hills Section 7.12 Contributions Plan, The Hills Rouse Hill Precinct Plan identifies the need for infrastructure improvements as a result of the growth specifically identified in the Rouse Hill Precinct, where the subject site is located. Road network improvements are identified in the immediate vicinity of the site, as well as the provision of a pedestrian bridge to improve connectivity from the Rouse Hill Metro Station. These infrastructure items are not funded through Council's Section 7.12 Contributions Plan and as such, an appropriate infrastructure mechanism should be proposed by the Applicant to secure funding towards these items. This is particularly important given the significant mode shift towards public transport usage that has been relied upon within the SSDA material. Given this, the Hospital development should contribute towards funding the pedestrian bridge, which is a key piece of unfunded infrastructure that will provide a direct pedestrian connection from the Rouse Hill Metro Station to the Hospital site. This is fundamental to ensuring that the Hospital becomes a broader social benefit to the community through ease of access and achieves the mode split outcomes identified within the SSDA material.</p>	<p>Section 4.11 - Other</p>
<p>Traffic and Transport Comments</p> <p><i>((Traffic modelling, reporting, and impact) and Impact)</i></p> <p><u>Trip Rates</u></p> <p>The TAIA needs to provide evidence as to how the parking and trips rates were derived.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>The report only provides sizes of site/development as shown below. More detailed information needs to be provided to assist in understanding how the trips rates were derived and any assumption associated</p> <p>The trips have been revised compared to the initial study however the size of the development has increased from 15,000m2 to 39,100 m2 (excluding the proposed multistorey car park of 13,750 m² GFA). This represents more than a twofold increase in GFA. However, the corresponding revised trips have not increased in proportion to the increase in development size as expected. The revised trips have a marginal impact on the road network.</p> <p>The TAIA provides parking spaces and person/vehicle trips however it says the rates are based on the Schedule of Accommodation (SoA), other project-specific information from Health Infrastructure, and profile surveys of other Sydney hospitals. No evidence has been provided to support these claims.</p> <p>The peak parking demand is derived from the peak point of a graph in the study however there is no evidence showing how the demand and peak period axes were determined.</p> <p>Similarly, the peak hour person and vehicle trips are also based on graphs produced by the applicant's traffic consultant with no supporting evidence.</p>	
<p><u>Numerical Overview</u></p> <p>The trips have been revised compared to the initial study however the size of the development has increased from 15,000m2 to 39,100 m2 (excluding the proposed multistorey car park of 13,750 m² GFA). This represents more than a twofold increase in GFA. However, the corresponding revised trips have not increased in proportion to the increase in development size as expected. The revised trips have a marginal impact on the road network. The TAIA provides parking spaces and person/vehicle trips however it says the rates are based on the Schedule of Accommodation (SoA), other project-specific information from Health Infrastructure, and profile surveys of other Sydney hospitals. No evidence has been provided to support these claims. The peak parking demand is derived from the peak point of a graph in the study however there is no evidence showing how the demand and peak period axes were determined.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue

Response

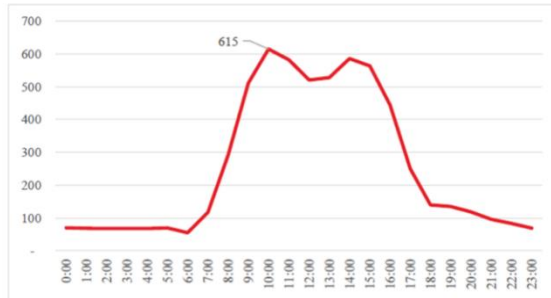


Figure 13: Daily parking accumulation profile for staff, patients and visitors

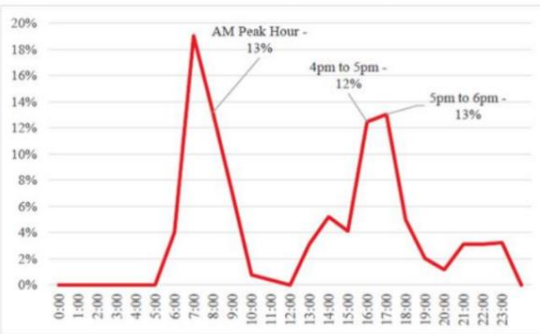
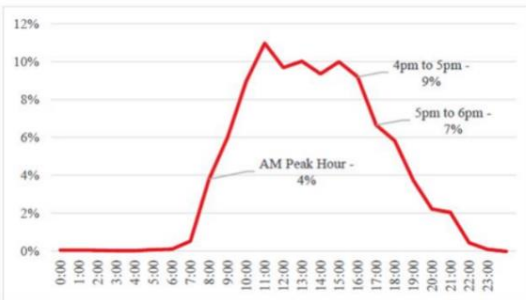


Figure 22: Daily departure/arrival profile for staff (note percentages are rounded)



Similarly, the peak hour person and vehicle trips are also based on graphs produced by the applicant's traffic consultant with no supporting evidence.

Issue	Response												
<p><u>Mode Split Assumptions</u></p> <p>Evidence needs to be provided to support the mode split assumptions. The vehicle trips are derived from the mode share percentage (as below).</p> <table border="1" data-bbox="378 432 1111 727"> <thead> <tr> <th>Type</th> <th>Car (driver) mode share</th> <th>Vehicle occupancy</th> </tr> </thead> <tbody> <tr> <td>Staff</td> <td> <ul style="list-style-type: none"> 50% for daytime shift* 95% for nighttime shift </td> <td> <ul style="list-style-type: none"> 1.09 for daytime shift 1.0 for nighttime shift </td> </tr> <tr> <td>Patients</td> <td>84%</td> <td>1.0</td> </tr> <tr> <td>Visitors</td> <td>60%*</td> <td>1.2</td> </tr> </tbody> </table> <p>The staff trips rates for the shifts needs clarity. Hospitals typically have three shifts with overlap between them which can impact both the AM and PM peak (particularly with school hours). The TAIA needs to capture shift-change peaks and related parking accumulation and access/egress spikes.</p> <p>The 50% mode share for daytime staff is very low compared to:</p> <ul style="list-style-type: none"> Blacktown Hospital Stage 1 and 2 which used a mode split of 83–88% for staff. ABS 2016 Census data for Rouse Hill–Beaumont Hills (SA2) of 88% (80% as driver and 8% as passenger). <p>The 60% mode share for visitors are also not realistic based on Council experience, and 80% is considered a more appropriate assumption.</p>	Type	Car (driver) mode share	Vehicle occupancy	Staff	<ul style="list-style-type: none"> 50% for daytime shift* 95% for nighttime shift 	<ul style="list-style-type: none"> 1.09 for daytime shift 1.0 for nighttime shift 	Patients	84%	1.0	Visitors	60%*	1.2	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
Type	Car (driver) mode share	Vehicle occupancy											
Staff	<ul style="list-style-type: none"> 50% for daytime shift* 95% for nighttime shift 	<ul style="list-style-type: none"> 1.09 for daytime shift 1.0 for nighttime shift 											
Patients	84%	1.0											
Visitors	60%*	1.2											
<p><u>Cumulative traffic impacts from nearby developments</u></p> <p>The TAIA has not demonstrated it has considered the current cumulative traffic impacts from nearby developments of Northern Residential Precinct, Northern Frame Precinct, Rouse Hill Town Centre Expansion and Tallawong Station Release Area.</p> <p>The Rouse Hill Northern Frame Precinct trip rates used were from the Rouse Hill Precinct Plan (original masterplan). The TAIA should use the GPT Planning Proposal for the Northern Frame Precinct which has significantly higher trip rates (approximately 1,394 AM, 1,438 PM, and 520 weekend trips) with a forecast of 15% of trips to use Commercial Road.</p> <p>As the hospital proposal prohibits access from Commercial Road to the Rouse Hill Northern Frame Precinct, this 15% share (equivalent to approximately 200–215 weekday peak-hour vehicle trips) is expected to be redistributed to</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix D – Updated Civil Plans</p> <p>Appendix F - Traffic and Access Response</p>												

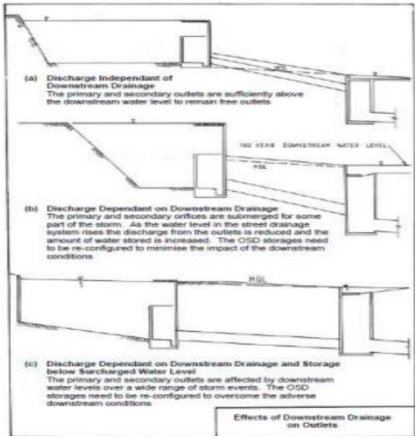
Issue	Response
<p>Rouse Hill Drive. This redistribution has the potential to increase queuing on Rouse Hill Drive, affecting the Northern Frame Precinct access as well as the Windsor Road intersection (including the T-Way) and the Caddies Boulevard intersection.</p> <p>It is recommended that the traffic impact assessment incorporate the traffic generation forecasts from the Northern Frame Precinct Planning Proposal and assess the broader impacts on Rouse Hill Drive that may arise from the removal of Commercial Road access due to the proposed hospital layout.</p> <p>The proposed intersection at the hospital access with Commercial Road includes the closure of the right-turn access from Commercial Road into the Fiddler Hotel (in order to facilitate the right-turn lane into the hospital). The TAIA should assess the impacts of this turn closure and consult with the hotel landowner.</p> <p>Council is in the process of updating its in-house traffic study and modelling for the extended Rouse Hill Precinct Area, which was previously undertaken using the applicant's interim data. The study is expected to be finalised before 18 December 2025 and will be provided to the applicant as part of the process to understand how the trips rates were derived and the forecast impact to the road network.</p>	
<p><u>Pedestrian Trips</u></p> <p>The pedestrian trips need to be forecasted including an assessment of the walking routes to/from Rouse Hill interchange/bus stops including performance of pedestrian crossings phases/delay. The development is likely to generate significant pedestrian trips. The proposal has not included any walking and cycling analysis. Based on the assumed mode shares of 50% for daytime staff, 84% for patients, and 60% for visitors, the development is expected to generate approximately 145 AM peak and 158 PM peak pedestrian and cycling trips (i.e., trips made by modes other than the private car). The pedestrian bridges over Commercial Road and Rouse Hill Drive identified in the Rouse Hill Precinct Plan continue to be supported by Council. The bridges provide pedestrian connectivity between the trip generators on the northern side of Commercial Road, Rouse Hill Northern Precinct and Rouse Hill Town Centre including the station and bus interchange. The nearest alternative crossing on Commercial Road is at Windsor Road and Commercial Road intersection. The nearest alternative crossing on Rouse Hill Drive is at Windsor Road and Rouse Hill Drive intersection. Both are likely to have long pedestrian waiting times due the traffic performance of the intersections. The design of the pedestrian bridges is yet to be determined with a recommendation that they incorporate lifts rather than long ramps, with potential for high level bridges directly into adjacent developments where possible. Land for the pedestrian bridges will need to be dedicated by developers.</p> <p>The ongoing maintenance of pedestrian lift needs to be determined, with Council preference for State Government to provide to be responsible for lifts at Rouse Hill Drive as it will be highly utilised by hospital visitors and staff and form an integral part of Rouse Hill interchange. The NSW Government has allocated \$10 million for planning critical upgrades to Windsor Road at the future Rouse Hill Hospital site and it is recommended that the pedestrian bridge be</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p> <p>Environmental Impact Statement, Section 2 – Strategic Context</p>

Issue	Response
<p>included in the overall infrastructure budget. It is noted that the Australian Government has committed \$200 million for broader Windsor Road upgrades, contingent on matching NSW funding.</p>	
<p><i>(Car and Bicycle Parking)</i></p> <p>The number of beds or employees needs to be provided to determine the number of car parking spacing to be provided. A proportion of spaces capable of providing vehicle EV recharge facilities, it is suggested that this is between 5-10% of spaces.</p> <p>The level of cycle parking at 10 spaces is too low. The basis of the rate needs to be provided. Staff bicycle parking needs to include secure parking and shower facilities. Visitor bicycle parking needs to be provided separately.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Public Transport Connectivity)</i></p> <p><u>Bus services and infrastructure</u></p> <p>The public transport trips need to be forecasted including an assessment of the walking routes to/from Rouse Hill interchange/bus stops including performance of pedestrian crossings phases/delay. In addition, there needs to be an assessment of bus reliability due to the impact of generated traffic and the need or otherwise of bus priority. Bus reliability impacts on bus attractiveness and mode split assumptions. It is noted that TfNSW's preference is a bus routes from Rouse Hill northern bus layover to Commercial Road through the RHH site.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Traffic modelling, reporting, and impact)</i></p> <p><u>Travel Plan</u></p> <p>The scope of the Travel Plan needs to be clarified.</p> <p>Best practice travel plans are usually finalised post occupation once travel patterns are understood through travel surveys. Travel behaviour change programs can then be developed to response to known behaviours. Travel Plans prepared before occupation tend to capture mitigating measures to encourage/enable preferred mode split identified through the transport impact assessment process and have little impact on travel behaviour change as travel behaviours have not yet been established or understood.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><u>Upgrade of Local Road Infrastructure</u></p> <p>Upgrade of Local Road Infrastructure The development does not adequately address the impact on the already under pressure local road network. While the federal government has announced a \$200 million commitment towards Windsor Road upgrades, this funding is contingent on Transport for NSW completing a \$10 million study to identify required infrastructure improvements within the precinct, and on the NSW State Government agreeing to match the federal contribution dollar for dollar. Even if these conditions are met, the hospital development itself provides no clarity on how surrounding roads, including Commercial Road, Caddies Boulevard, and the connecting</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>corridors through Box Hill, Gables, North Kellyville, and the Kellyville and Bella Vista Transit Oriented Development precincts will be upgraded to accommodate the significant increase in traffic demand. These areas are experiencing rapid housing growth as part of the Northwest Growth Precinct, which is already adding substantial pressure to the local road network. Without a clear identification of infrastructure improvements to not just Windsor Road, but the local road network, Council has concerns about the currently proposed infrastructure items of being incapable of supporting the patronage to the hospital.</p>	
<p>Waterways Comments</p>	
<p><i>(Flood Hazard)</i></p> <p>The site is not a flood-controlled land and is therefore not subject to Council's DCP Part C Section 6 – Flood Controlled Land. Additionally, there are berms/mounds along the southern edge of Commercial Road and the eastern edge of Windsor Road that, in addition to the roads, would prevent external overland flows from reaching the subject site. 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, the entry into basement carparking levels (if any) need to be protected from local overland flows within the driveway/private road up to the probable maximum flood (PMF) event. This can be investigated through a desktop analysis not a full flood study.</p>	<p>Section 4.5 - Civil engineering Appendix E - Civil Engineering Response</p>
<p>Ecology Comments</p>	
<p><i>(Trees, Landscaping and Ecology)</i></p> <p>There is a remaining patch of Cumberland Plain Woodland just outside the north-west portion of the subject land that has been assessed within the Arboricultural Impact Assessment (AIA) (ECM DSI 22292835). The AIA proposes tree protection fencing around this area, and the layout of the site shed zone has been changed from the Early Works REF to locate sheds further away from the vegetation. It is recommended that the area proposed for car parking should be set at a 3-5m distance from the TPZ identified within the AIA to ensure the developments impacts do not have negative effects on the remaining vegetation</p>	<p>Section 4.11 – Other</p>
<p>Engineering Comments</p>	
<p><i>(Civil Engineering, Stormwater and Water Sensitive Urban Design)</i></p> <p>Concentrating stormwater surface flows into the adjoining site will not be permitted. The proposed dispersion trench is not supported. Refer to Section 4.4 - Lawful Point of Discharge of Council's Design Guidelines Subdivisions/ Developments.</p>	<p>Section 4.5 - Civil engineering Appendix E - Civil Engineering Response</p>

Issue	Response
<p>The design of the stormwater including Water Sensitive Urban Design shall be consistent with the approved stormwater management strategy under Masterplan DA 1604/2004/HB (as amended) and DA 354/2013/HB (as amended).</p>	<p>Section 4.3 - Alignment with Masterplan and Precinct Plan</p> <p>Section 4.5 - Civil engineering</p> <p>Appendix E - Civil Engineering Response</p>
<p>The capacity of the stormwater system into which stormwater from the development discharges into, must be checked/analysed. Please note that the check/analysis shall be carried out to the legal point of discharge to ensure that the street pits will not be surcharged during minor events up to the 10 years ARI storm event and up to the 20 years ARI storm event for the sag pit.</p>	<p>Section 4.5 - Civil engineering</p> <p>Appendix E - Civil Engineering Response</p>
<p>The Rainfall Intensities shall be consistent with Section 4.10 Council's Design Guidelines Subdivisions/ Developments. Similarly, the duration of the analysis shall be extended to 72 hours.</p>	
<p>Any proposed work on Council's land/road due to the proposed development shall be prepared and provided in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/Developments.</p>	
<p>The OSD, water quality and rainwater tanks shall be shown on the civil plans and relevant section plans. OSD and rainwater tanks are permitted on common areas only. Rainwater tank and OSD underneath the hospital building will not be supported.</p>	
<p>Any proposed work on Council's land/road due to the proposed development shall be subject/ requires separate approval from Council beforehand via Section 138 of the Roads Act 1993.</p>	
<p>When OSD, Water Sensitive Urban Design elements and rainwater tanks are provided for the development, Positive Covenant/Restriction-as-to-use – legal protection is required to be placed on a property title requiring owners to repair and maintain the OSD systems.</p>	
<p>Catchment plan (including internal and external), pipe sizes, design and existing levels shall be shown on the plans.</p>	
<p>Cross-catchment/redirection of catchment flow is not permitted. The design shall include two separate OSD's/construction sediment basins.</p>	
<p>The Water Sensitive Urban Design elements must demonstrate a reduction in annual average pollution export loads from the development site in line with the following environmental targets:</p> <ul style="list-style-type: none"> • 90% reduction in the annual average load of gross pollutants 	

Issue	Response
<ul style="list-style-type: none"> • 85% reduction in the annual average load of total suspended solids • 65% reduction in the annual average load of total phosphorous • 45% reduction in the annual average load of total nitrogen • All model parameters and data outputs are to be provided. 	
<p>Any proposed retaining wall shall be designed such that it accepts and caters for any surface runoff from the up slope adjoining land in a 'failsafe' manner without affecting any other property. No diversion or concentration of stormwater surface flows will be permitted. Any proposed retaining wall including footing and subsoil drain shall be designed and constructed fully inside the property boundary.</p>	
<p>Civil Engineering plans shall be prepared and provided as part of the submission. This shall include but not limited to full road's width, long section, cross-section, earthworks, extent of the cut/full, drainage, services, etc. Earthwork plans, cut and fill, and retaining wall shall be provided on a separate plan.</p>	
<p>Geotechnical report will need to assess the groundwater and shall report the extraction/removal volume from the development per year during construction phase and ongoing operation/post development. If the extraction/removal volume from the development per year during construction phase and ongoing operation is found to be less than 3ML per year for the whole site then exemptions might be granted. Refer to the link below for further details: Groundwater WAL exemptions for 3ML and Botany Sands NSW Dept of Natural Resources Access Regulator. If the extraction/removal volume from the development per year during construction phase and ongoing operation is found to be more than 3ML per year for the whole development, then either any basement will need to be tanked or amend the application and provide concurrence from NRAR regarding the basement design.</p>	<p>Section 4.4 - Contamination and geotechnical suitability</p>
<p>Details of what the applicant is proposing with respect to stormwater design is required (i.e Lawful Point).</p>	<p>Section 4.5 - Civil engineering</p>
<p>With respect to the above, the OSD and water quality will not be supported over future public roads, therefore, the OSD and water quality chamber shall be located within private land.</p>	<p>Appendix E - Civil Engineering Response</p>
<p>Check whether the OSD is impacted by Drowned outlets. Refer to Figure 6.3 of the On-site Stormwater Detention R3, of the Handbook Upper Parramatta River Catchment Trust, and the snapshots below:</p>	

Issue	Response
 <p>(A) Discharge Independent of Downstream Drainage The primary and secondary outlets are sufficiently above the downstream water level to remain free outlets.</p> <p>(B) Discharge Dependent on Downstream Drainage The primary and secondary outlets are submerged for some part of the storm. As the water level in the street drainage system rises the discharge from the outlets is reduced and the amount of water stored is increased. The OSD storages need to be re-configured to minimize the impact of the downstream conditions.</p> <p>(C) Discharge Dependent on Downstream Drainage and Storage below Recharged Water Level The primary and secondary outlets are affected by downstream water levels over a wide range of storm events. The OSD storages need to be re-configured to overcome the adverse downstream conditions.</p> <p>Effects of Downstream Drainage on Outlets</p> <p>Options “B and C” will not be supported, therefore, ensure the depth of the OSD is reduced and Options “B and C” are avoided</p>	
<p>Max gutter width is 2.5m for the 100 years stormwater with max 200mm bonding depth and shall not be extended into private land.</p>	
<p>Any discrepancy or non-compliance with the Council's Design Guidelines for Subdivision/Developments (dated December 2023) or the relevant Council DCP—particularly regarding civil works, stormwater, traffic, and access—may result in the refusal of a future Section 68 permit application.</p>	
<p><i>(Traffic modelling, reporting, and impact)</i></p> <p>A Traffic report prepared by a suitably qualified traffic engineer shall be provided with the application. A traffic report will be required addressing sight distance, driveways, ramps, circulation aisles, car park areas, clearance heights etc.</p> <p>If Hospital Road is proposed as a public road, the design, construction and future maintenance shall comply with Council’s Design Guidelines Subdivisions/ Developments and construction specification.</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Road Layout and alignment and Access)</i></p> <p>The design of the internal road and site access shall comply with Part D Section 6 Rouse Hill Regional Centre and the Precinct Plan DA 354/2013/HB (as amended).</p>	<p>Section 4.2 - Transport and accessibility</p> <p>Section 4.3 - Alignment with Masterplan and Precinct Plan</p>

Issue	Response
Minimum Sight Distance Requirements (MSDR) and Minimum Gap Sight Distance (MGSD) (including sight distance for pedestrian) shall comply with relevant AS/ NZS 2890.1, AS 2890.2 and AS/ NZS 2890.6 and Ausroad	Section 4.2 - Transport and accessibility Appendix F - Traffic and Access Response
Footpath and shared pathway shall be shown on the plans and shall be connected to an existing footpath and shared pathway	Section 4.5 - Civil engineering Appendix E - Civil Engineering Response
<i>(Alignment with Planning policy and controls)</i> The proposed road layout is inconsistent with the Part D Section 6 Rouse Hill Regional Centre and the Precinct Plan DA 354/2013/HB (as amended), which is not supported.	Section 4.2 - Transport and accessibility Section 4.3 - Alignment with Masterplan and Precinct Plan
<i>(Civil Engineering, Stormwater and Water Sensitive Urban Design)</i> The note on the civil plans which states “note: only construct roads and bulk excavation are included in the early works kerbs, gutters, footpaths, final road build up and surface are not included in early works and are shown only for information” the future surface levels can only be vary by 100mm or less is required to be clarified. The surface level will be fixed by this Development Application approval hence the earthwork plan, cut and fill, and retaining wall (including ToW, BoW, long section) shall be provided on a separate plan any batter shall be 1:4.	Section 4.5 - Civil engineering Appendix E - Civil Engineering Response
Details are to be provided for the expected longest vehicle type that will access the driveway/basement (e.g. MRV/HRV).	Section 4.2 – Transport and accessibility Appendix F - Traffic and Access Response
Carpark layout driveways, and aisles are to be designed according to the relevant Australian Standards. AS/NZS 2890.1:2004, AS 2890.2-2002 and AS/NZS 2890.6:2009. All dimensions are to be clearly labelled on the plans. Plans should also clearly identify if they are dedicated to visitors or staff. All dimensions are to be detailed on the plan including the parking spaces relevant to the user classification.	
A cross-section plan of all ramps will need to be provided on plan; it must detail the gradient and the rate of grade change compliance with the relevant Australian Standards.	
Submit swept turning paths demonstrating the required manoeuvring in order for longest vehicle to enter and leave the site in a forward direction	
The driveway width must be designed to facilitate expected longest vehicle type and a B99 car pass each other simultaneously (i.e. maintaining two-way traffic flow).	
It was indicated that Hospital Road would remain as a private road/driveway and would only provide access between the hospital site and Commercial Road. Concerns are raised that the Masterplan shows a road link from Rouse Hill Drive to Commercial Road (known as Orchard Road) which has been earmarked to be a public road in discussions	Section 4.2 - Transport and accessibility

Issue	Response
<p>regarding the development of the precinct. Should Hospital Road remain as a private road/driveway, this would be contrary to the Masterplan. Should Hospital Road be proposed as a private road, agreement is required to be provided from GPT for a private road. If Hospital Road is proposed as a public road, the design, construction and future maintenance shall comply with Council’s Design Guidelines Subdivisions/ Developments and construction specification.</p>	<p>Section 4.3 - Alignment with Masterplan and Precinct Plan</p> <p>Appendix F - Traffic and Access Response</p>
<p>It is recommended that further consultation occur between Health Infrastructure, Transport for NSW, Council and GPT with respect to the access arrangements for the future hospital and the surrounding existing and proposed road network.</p>	<p>Section 4.11 – Other</p>
<p>Any discrepancy or non-compliance with the Council’s Design Guidelines for Subdivision/Developments (dated December 2023) or the relevant Council DCP— particularly regarding civil works, stormwater, traffic, and access— may result in the refusal of a future Section 138 permit application.</p>	<p>Noted</p>

3.2 Blacktown City Council

Table 11 Blacktown City Council

Issue	Response
City Transport	
<p><i>(Traffic modelling, reporting, and impact)</i></p> <p>It is noted that the traffic modelling for the intersection of Windsor Road and Commercial Road has been undertaken as a signalised T-intersection. In the Cudgegong Station Precinct Plan this intersection has a fourth leg which is to the west of Windsor Road. This means that Commercial Road is expected to be extended in a westly direction into the Blacktown LGA.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>The impact of the traffic generated by the hospital will also affect the intersection of Schofields Road/Windsor Road, especially the left turn out of Schofields Road onto Windsor Road to get to the hospital. This must be evaluated to determine if this single lane is adequate or has to be upgraded to 2 left turn lanes to cater for the demand to get to the hospital.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>Based on the above, traffic modelling needs to be revised to take into consideration:</p> <ul style="list-style-type: none"> • the Windsor Road and Commercial Road intersection as a 4-way signalised intersection and an increased demand on the left turn out of Schofields Road to the hospital • The impact of traffic generated by the proposal within the Blacktown LGA must be assessed, especially from Schofields Road. 	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
Landscape Architect	
<p><i>(Parking and loading)</i></p> <p>Provide sufficient on-site car parking.</p> <p>The proposed location of the carpark is approximately 150 metres from the future local road within the BCC LGA in the Tallawong precinct. To minimise the likelihood of people parking on nearby local streets and walking across Windsor Road to access the hospital (which would place additional parking pressure on the surrounding neighbourhood), our team recommends that the proposal incorporate sufficient on-site parking for both staff and visitors, as well as bus stops within the site.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p><i>(Road Layout and alignment and Access)</i></p> <p>Provide shared path and street trees along Commercial Road.</p> <p>There is an existing signalised pedestrian crossing at the corner of Windsor and Commercial Roads, which pedestrians and cyclists are likely to use to cross Windsor Road. Windsor Road is an arterial road and includes a shared path that connects north to Rouse Road and south to Schofields Road. We recommend that the proposed path along Commercial Road be a minimum 2.5 metres wide shared path, complemented by street tree planting to mitigate urban heat impacts.</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p><i>(Parking and loading)</i></p> <p>Secure bike parking and Green Travel Plan.</p> <p>There is insufficient information on hospital population and bike-parking demand. In this regard, there is no clear indication of the expected number of staff, patients, and visitors. Without this information, it is difficult to assess whether the proposed bike parking provision is adequate. As currently proposed, 10 secure bike-parking spaces is unlikely to meet the needs of a facility of this scale.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>Inadequate total bike-parking provision.</p> <p>The proposal includes 10 secure spaces within the end-of-trip facility and 20 external public bike-parking spaces. For a public hospital of this size and significance, 30 spaces in total appears substantially inadequate and not aligned with contemporary active-transport or sustainability objectives.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p>Concerns about location and visibility of external bike-parking spaces.</p> <p>The landscape plans indicate the location of 20 external bike-parking spaces. However, only 16 appear to be shown. Additionally, the proposed locations seem to be tucked behind buildings or screened by vegetation, offering little passive surveillance and presenting security risks.</p> <p>External bike parking should be placed in highly visible, well-lit areas with CCTV coverage to ensure safety and encourage use.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>
<p><i>(Ground Plane Integration, wayfinding lighting, and safety)</i></p> <p>Absence of a wayfinding strategy It is unclear whether a comprehensive wayfinding strategy has been developed. This is a critical requirement for any hospital environment. The challenges currently experienced at the new Nepean Hospital demonstrate the consequences of inadequate wayfinding. Visitors and families often struggle to navigate the facility, particularly at night when access points change and many doors are closed. A robust, clear, and intuitive</p>	<p>Section 4.1 - Hospital operation, design and function</p>

Issue	Response
<p>wayfinding system should be an essential component of this design. As part of the wayfinding strategy, details should include directional details starting from transport hubs and the shopping centre to better support access for visitors.</p>	
<p><i>(Trees, Landscaping and Ecology)</i></p> <p>Tree canopy coverage is very low (9.56% - 11.51%) - it must be increased to meet at least the bare minimum of 15% which is what the NSW Government Architect's Office has determined a target for 'CBD' scenarios.</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>
<p><i>(Ground Plane Integration, wayfinding lighting and safety.)</i></p> <p>Ground plane and pedestrian networks need better integration with future planned street networks and open/green spaces. The design reports suggest this will occur, but the drawing set does not show any evidence of these features in the design layouts.</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p>It is unclear why the BDAR by EcoLogical dated 27 October 2025 assesses only a subset of the proposal's impact area. The statement that the remainder of the construction footprint "was previously assessed through a separate BDAR, which formed part of a Review of Environmental Factors (REF) for early works associated with this project (ELA 2025)" is unclear and the details of the previous REF and BDAR were not provided with this application making it difficult to make an assessment. Have impacts been offset previously and should they be added to these and calculated as total impacts? Why has the total impact area not been added and cumulative impacts calculated? Why does the current BDAR not address cumulative impacts as is required under legislation?</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>
<p>It is unclear why the Mitigation Measures document by Architectus dated 22 October 2025 does not contain the biodiversity mitigation measures recommended in the BDAR such as timing of works, light shielding, installation of artificial habitat, preclearance fauna surveys and staged clearing protocols, making provision for ecological restoration and ongoing maintenance of retained onsite native vegetation.</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>
<p>A Project Arborist experienced in tree protection on construction sites should be engaged prior to the commencement of any works on site. The Project Arborist should monitor and report regularly to the Principal Certifying Authority (PCA) and the Applicant on the condition and protection of the retained trees during the works. The Project Arborist should supervise and monitor any excavation, machine trenching or compacted fill placement within the Notional Root Zone (NRZ) of retained trees throughout construction.</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>
<p>Tree Protection Fencing should be installed as shown on the Tree Location & Protection Plan Specification held at Appendix 2 and in accordance with Section 4.3 of AS4970-2025 and Appendix 6. Elsewhere, existing boundary site fencing has been determined as suitable to restrict and isolate the Tree Protection Zones (TPZs) of trees nominated for retention. Any additional Tree Protection should be installed under direction from the Project Arborist and in</p>	<p>Section 4.7 - Tree impacts and biodiversity</p>

Issue	Response
accordance with Section 4 of AS4970-2025 and Appendix 6. Tree protection should not be removed or altered without prior approval of the Project Arborist.	
Social planner	
<p><i>(Ground Plane Integration, wayfinding lighting and safety.)</i></p> <p>This station will service staff and visitors and should provide access that focuses on safe and direct travel. Lighting upgrades at Randwick Health District provide an example of lighting upgrades that improve perceptions of safety, particularly for women and shift workers. It is recommended that the new hospital include lighting designed in line with best practice guides such as TfNSW Great Places Toolkit, which includes warm coloured lighting promoting feelings of safety as opposed to the proposed white light. A revised lighting approach will ensure that the site is accessible to all pedestrians day and night, year-round.</p>	Section 4.8 - Crime prevention through environmental design (CPTED)
<p><i>(Public Transport Connectivity)</i></p> <p>The development should be supported by improved public transport services, particularly overnight and during off peak times to support shift staff. The site is not benefited by close proximity to high quality 24/7 transport options like an inner city area resulting in private car centric behaviour. To support staff, NSW Health is committed to supporting mode shifts to encourage more active transport. This shift relies upon quality public transport to ensure its uptake. The large scale investment and anticipated size of the hospital presents a sufficient need for an increase in 'off peak' services, encouraging the modal shift detailed in transport reports.</p>	Section 4.2 – Transport and accessibility Appendix F - Traffic and Access Response
<p><i>(Hospital operation, design and function)</i></p> <p>The design statement has included details of site facilities and amenities that will enhance services to staff, patients and visitors. These details include cafes, reflection gardens and end of trip facilities, many in line with feedback recorded to date. It is recommended that as the SSDA progresses these details are added to architectural designs as early as possible to ensure delivery. It is also recommended that the café design allow for a flexible service solution that permits staff access across extended hours. This will allow for café operation to serve shift staff without being opened externally, minimising operational requirements and reducing any security or surveillance risk.</p>	Section 4.1 - Hospital operation, design and function
<p><i>(Ground Plane Integration, wayfinding lighting and safety.)</i></p> <p>Further to the CPTED recommendations, the pedestrian paths from 'The Fiddler' towards the hospital should be designed in a way to divert patrons from traversing through pedestrian paths in close proximity to the hospital, without reducing the safety of these pedestrians. The alternative route will discourage potentially intoxicated pedestrians from loitering or disturbing as they pass through, signage and way finding details will also encourage positive interactions.</p>	Section 4.8 - Crime prevention through environmental design (CPTED)

4. Organisations

This section documents submissions received from organisations (landowners of adjacent sites) during exhibition and the location of associated project responses.

4.1 GPT Group

Table 12 GPT Group

Issue	Response
<p>Traffic Modelling <i>(Traffic modelling, reporting, and impact)</i></p> <p>HINSW’s proposal assumes the 4-way signalisation of the Commercial Rd / Caddis Blvd intersection. It should be noted that the 4-way signalisation is subject to the DA Conditions and Voluntary Planning Agreement in place between Council and Norlex Holdings, of which we understand the VPA has been novated to the current landowner. The 4-way signalisation is dependent on the commencement of development on Lot 5 and is not reliant on GPT as inferred in the TAIA.</p> <p>Furthermore, GPT’s Development Consent for the RHTC Retail Expansion conditions the signalisation of the existing 3-way intersection, in line with the Council approved Concept Plan. It is noted that GPT is in ongoing discussions with Council and TfNSW regarding this condition, as TfNSW questions the merit of this upgrade.</p> <p>HINSW should consider the above in their assessment and update their modelling, with the existing 3-way intersection in place.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix E - Traffic and Access Response</p>
<p>Road Network design <i>(Road Layout and alignment and Access)</i></p> <p>The proposed road network to facilitate the operations of the future Rouse Hill Hospital does not currently allow for vehicular access between Hospital Road and Park Road North (Rouse Hill Northern Frame). GPT are supportive of their being a logical road connection between the two sites, to achieve a more efficient traffic flow and provide alternate routes during peak periods of the day. Given the existing satisfactory performance of the Windsor Road/Commercial Rd/Rouse Hill Drive/Caddies Blvd intersections, and additional traffic impacts of the RHH, further consultation should be undertaken between key stakeholders (i.e. GPT, TfNSW, HINSW and Council) to determine the best traffic management approach for this precinct.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>Landscape Design <i>(Trees, Landscaping and Ecology)</i></p> <p>Design and delivery of the external ground landscaped areas should be further considered and coordinated with GPT as the direct neighbour of the RHH site. The Site Image landscape design does not take into account the adjacent proposed footpaths adjoining the Northern Frame’s western boundary and Commercial Road, nor the proposed public Central Park.</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p>Operational Impacts <i>(Noise and Vibration Impacts)</i></p> <p>The Rouse Hill Precinct Plan adopted in November 2023 envisioned the Northern Frame as a mixed-use high-density precinct, including a proportion of residential dwellings. Acoustic noise mitigation should be prioritised 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.</p>	<p>Section 4.10 - Noise and vibration impacts</p>
<p>Safety/Security Risk Management <i>(Ground Plane Integration, wayfinding, lighting and safety)</i></p> <p>It is understood that the Rouse Hill Hospital will provide 24/7 Emergency services that will generate a level of ‘high-aggression incidents’. Adequate and effective safety measures should be enforced and maintained by the hospital, balancing both natural and integrated surveillance/security measures. The proximity to the future public park may also drive further crime incidents. HI should include surveillance of their boundary to the park and other appropriate methods to manage the potential risks to the general public visiting the park and future residents and workers of the Northern Frame.</p>	<p>Section 4.8 - Crime prevention through environmental design (CPTED)</p>
<p>6. Signage <i>(Ground Plane Integration, wayfinding, lighting and safety)</i></p> <p>Clear visual identification of the RHH should be provided by HI to minimise confusion between access to the hospital and the Northern Frame, via building and traffic signage. This is regardless of whether Hospital Road and Park Road North are connected.</p>	<p>Section 4.1 - Hospital operation, design and function</p>
<p>Traffic Management during Construction <i>(Construction and site management)</i></p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>During the construction of the hospital, inclusive of the early works, HI should ensure that the construction vehicles do not adversely affect the access and operations of RHTC at Rouse Hill Drive and Caddies Creek. This is relevant for both the retail operations, and the construction operations underway for the Stage 2 expansion.</p>	
<p>Northern Frame interface <i>(Construction and site management)</i></p> <p>a. Crane Oversail, Ground Anchors, Access and other arrangements: any requirements for access (into, below or above) GPT's land shall be subject to the Applicant entering into a Licence arrangement with GPT, under terms satisfactory to GPT.</p> <p>b. Dilapidation Survey: the Applicant should be conditioned to undertake a detailed dilapidation survey prior to and post development, and shall be obligated to rectify any damage to GPT's existing Asset and its associated infrastructure.</p>	Noted
<p>Consultation Post-SSDA Consent</p> <p>The Applicant is to consult with GPT, as the neighbouring landowner, as it develops and finalises its design, given the important interfaces with Northern Frame and RHTC. Furthermore, the Applicant is to provide GPT with the opportunity to review and comment on its Management Plans that are prepared for construction purposes, in particular Construction Management Plans and Traffic Management Plans.</p>	Section 4.11 - Other

4.2 Lewis Land Group

Table 13 Lewis Land Group, The Fiddler Hotel

Issue	Response
<p>Construction works and Vehicular access</p> <p><i>(Construction and site management and Traffic modelling, reporting, and impact)</i></p> <p>In the event that construction works will result in a temporary blockage of the right turn lane, the submitted information does not provide details regarding how long such disruption is anticipated to occur and alternative site access/egress arrangements. The submitted documentation does not provide details regarding what (if any) additional impact this may have upon the surrounding road network.</p> <p>If any blockage were to occur, then this would have significant and adverse impacts on businesses at 2 Commercial Road, particularly as the surrounding road network does not provide any opportunities for westbound traffic on Commercial Road to turn around or 'double back' to access the site from eastbound lanes. As such, we therefore request that further information be provided as to whether proposal may affect vehicular access and egress to/from the site (including any temporary blockages during works).</p> <p>It is to be noted that any blockage of vehicular access to the site from westbound lanes in Commercial Road will be strongly opposed. If access and egress will be affected, then information must demonstrate how suitable alternative access arrangements will be provided (noting that such alternatives must be practicable and without expense to our client and/or other business owners and operators at 2 Commercial Road).</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix D – Updated Civil Plans</p> <p>Appendix F - Traffic and Access Response</p>
<p>Traffic Impacts and Intersection Performances</p> <p><i>(Traffic modelling, reporting, and impact)</i></p> <p>The submitted Transport and Accessibility Impact Assessment (TAIA) provides that traffic surveys were undertaken at the intersection of numerous roads/driveways (which includes the sole vehicular access/egress point to the site from Commercial Road) at the following dates and times:</p> <ul style="list-style-type: none"> • Tuesday 25 June 2024, 7:00am to 10:00am and 3:00pm to 6:00pm • Wednesday 26 June 2024, 7:00am to 10:00am and 3:00pm to 6:00pm • Thursday 27 June 2024, 7:00am to 10:00am and 3:00pm to 6:00pm. <p>While these times have considered traffic volumes during the AM and PM peaks, they do not correlate with the peak trading times for both The Fiddler and the KFC (i.e. evenings and weekends) and associated traffic volumes. Consultation undertaken for the Social Impact Assessment (SIA) noted concerns raised about high levels of traffic and congestion on Windsor Road during peak times, in particular the amount of traffic turning at the intersection from Windsor Road onto Commercial Road during peak times and on Friday nights to access The Fiddler and KFC.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix D – Updated Civil Plans</p> <p>Appendix F - Traffic and Access Response</p>

Issue	Response
<p>Concern is therefore raised that traffic volumes and intersection performance in proximity to the hospital has not been adequately surveyed and considered and should be investigated prior to any determination.</p>	
<p>Parking</p> <p>Whilst we welcome onsite parking that is proposed, we note that the carpark will include boom gates and an Automatic Number Plate Recognition (ANPR) system. It is therefore unclear how the onsite carpark will be managed, and whether the carpark will provide:</p> <ul style="list-style-type: none"> • free or paid parking • other means (such as ticket validation) to ensure that parking is not inappropriately used (e.g. by persons working at/visiting the nearby Rouse Hill Town Centre) • free parking for workers at the hospital. <p>We are concerned that if workers and/or visitors are required to pay for onsite parking at the hospital, then they may attempt to utilise free onsite car parking facilities at 2 Commercial Road. If this were to occur, then this would reduce available onsite parking for staff, customers and patrons visiting businesses at 2 Commercial Road which would adversely affect their respective operations. Without necessary measures to avoid this from occurring, it would impose additional and unreasonable costs onto our clients and other business operators. We therefore request that further information be provided as to how the onsite carpark will be managed, and how hospital staff and visitors will be incentivised to not use onsite parking at 2 Commercial Road.</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

5. Individuals

This section documents submissions received from individuals during exhibition and the location of associated project responses.

5.1 Individuals

Table 14 Individuals

Individual	Issue	Response
Daniel Mendes	<p>I completely support the project. I believe a new hospital in the area is long overdue and will really serve the needs of the community now and well into the future. I also completely support the future proofing of the site.</p> <p>However, I would also like to see housing on site for NSW Health staff,</p>	Section 4.1 - Hospital operation, design and function
Name Withheld	<p>A new hospital in the rouse hill area will take the pressure off the Blacktown Hospital, given that there had been significant population grown in the surrounding areas in the last decade. However, more important than building new infrastructure, government needs to make sure it has enough qualified doctors and nurses to run the hospital. It means more funding to the hospital and better pay conditions for doctors and nurses.</p>	Section 4.1 - Hospital operation, design and function
Virginia Barrios	<p>I am supportive of the new Rouse Hill hospital development and the services it will provide the growing residential community in the northwest area of The Hills LGA and neighbouring local council areas. It is also good there are maternity services because a lot of the local residents are in the family stages of their lives, and we need to match this with maternity and early child health services, and educational facilities. The only aspect I would add is that there will be additional strain on public transport and road traffic on Winsdor Rd. It cannot be avoided, it is part of developing entire suburbs like Box Hill and the Blacktown side of Rouse Hill which the LGAs have not accommodated for despite being happy to take our rates money. Can the town planners please discuss with</p>	<p>Section 4.2 – Transport and accessibility</p> <p>Appendix F - Traffic and Access Response</p>

Individual	Issue	Response
	<p>CDC/whoever runs the Sydney bus system to arrange additional bus services to the Box Hill areas, particularly for the Gables area because the other residents of Box Hill are not able to get onto buses going to the Rouse Hill Metro or Town Centre stop because they are already full once they leave the Gables area. Specific routes in question 740 and 746. More buses and more frequent would reduce the number of people driving to Tallawong metro or even Kellyville metro station to park and ride. I don't think there will be sufficient car parking at the new Rouse Hill hospital to deal with the influx of people anticipated for the health services required. Otherwise the overall design of the hospital, the visual amenity considerations, walkability design etc look well considered from my lay person's perspective.</p>	
Mark Bishop	<p>There seems to be no bike cage for those staff who wish to commute to work by push bike. There should be a secure cage where staff can leave their bikes locked to protect them from theft. This would aid in encouraging staff to ride to work and thus reduce the number of cars on the road. It also encourages environmentally friendly commute</p>	<p>Section 4.2 – Transport and accessibility Appendix F - Traffic and Access Response</p>
Ming Lau	<p>I would like to see this hospital get build quickly and start now</p>	<p>Section 4.1 - Hospital operation, design and function</p>