

5 March 2026

Our Ref: SF26/778
Our Contact: Fiona Prodromou – 9562 1672

Alexander Scott
Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Dear Alexander,

**RE: Advice on EIS – St George Private Hospital Expansion
SSD-86969958 – Georges River Council**

Thank you for the correspondence dated 9 February 2026 inviting Bayside Council to comment on the Environmental Impact Statement (EIS) submitted for the proposed expansion of St George Private Hospital at 119-129 Princes Highway, 2 Hogben Street and 1 South Street, Kogarah (the subject site).

The SSDA involves the construction of a new seven storey building for the purpose of a health services facility (hospital) at the clinical tower site, and upgrades to the main hospital site including a new emergency department. The SSDA seeks consent for two components:

Main Hospital Campus

- Internal reconfiguration of the ground floor to create a new Emergency Department comprising ten (10) acute patient beds and one (1) isolation suite, together with associated support spaces.
- External alterations comprising a modified entry shell with a pedestrian entry and new drop-off from the South Street port de cochère, the provision of three (3) dedicated ambulance bays, and associated building signage to clearly identify the operation.
- Renovations to the existing entry and lobby.

New Inpatient and Support Services Building

- Site preparation works including vegetation clearance.
- Bulk earthworks.
- Provision of infrastructure comprising civil works and utilities;
- Construction of a new seven (7) storey Inpatient and Support Services Building on Hogben Street (ground plus six (6) upper levels).

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- Construction of a five (5) level basement car park, inclusive of a radiation oncology unit, storage, and a substation, providing a total of 241 car parking spaces.
- Provision of ancillary office accommodation, associated amenities, and a loading dock.
- A package of public domain enhancement works to connect existing footpaths to the Edith Blake
- Reserve via extensions along Bank Lane.
- A package of external landscaping works.

Council has reviewed the EIS and accompanying supporting documents and Councils response is provided below.

Pedestrian Accessibility / Footbridge

The existing pedestrian footbridge at the eastern end of Hogben Street, crossing Princes Highway, is a heavily used thoroughfare connecting the Georges River and Bayside Council areas. Safe and unimpeded pedestrian access must be maintained at all times, as the footbridge provides a vital link to public transport, local businesses, educational and health facilities, and other community services.

Given the proximity of the proposed hospital's loading dock to the access point of the footbridge, particular care must be taken to ensure that operations do not obstruct the public domain or create hazards for pedestrians. Any obstruction could compromise pedestrian safety, restrict access for vulnerable users including students, the elderly, and people with disabilities and disrupt essential daily movements within the community.

Access to the footbridge must remain fully open and safe at all times during hospital operations, construction, or other activities, to preserve the ongoing functionality, safety, and connectivity of this critical infrastructure.

Design Quality / Public Domain Interface - Princes Highway

A solid, non-activated building frontage is proposed along the Princes Highway, effectively turning the development's back to this major thoroughfare and resulting in an extended, unbroken wall along the highway.

The eastern elevation does not clearly identify materials proposed at ground floor level, with the plans suggesting a solid wall extending the full length of the frontage.

The height of the solid wall at ground level measures 4.92m at the south-eastern corner and 3.64m at the north-eastern corner of the site. Council is concerned that such a high, non-activating wall would create a visually oppressive streetscape and is inconsistent with principles of Crime Prevention Through Environmental Design (CPTED).

In particular, the lack of activation at street level will reduce passive surveillance, diminish pedestrian engagement, and increase the perception of risk along the Princes Highway frontage. Consideration should be given to introducing active frontages, transparent materials, or other design measures to enhance safety and urban amenity.

Cumulative Traffic Intensification

The EIS concludes that, notwithstanding the proposed development, surrounding intersections are expected to continue operating within capacity.

However, traffic generated by the proposal has the potential to contribute to peak hour cumulative congestion across both local and state road networks within the Bayside LGA. Particular attention should be given to the cumulative effects of future traffic movements on intersections in the immediate and broader context of the site, including Princes Highway / President Avenue, Princes Highway / Gray Street, and further north toward Rockdale Plaza Drive. Airport related congestion and its interaction with local traffic patterns should also be taken into account.

To fully assess these impacts, consideration should be given to updated cumulative SIDRA modelling that extends beyond the immediate local intersections, capturing both north and south bound traffic impacts throughout the Bayside LGA and providing a comprehensive understanding of potential operational and safety implications.

Additionally, careful consideration should be given to the cumulative traffic impacts of the proposal in the context of the Stage 1 M6 project, which is currently under construction in close proximity to the site. The M6 Stage 1 interchange, accessed via President Avenue approximately 930m north east of the subject site, has the potential to alter traffic distribution patterns, increase vehicle volumes, and change travel behaviours within the surrounding road network.

An assessment should therefore consider not only the standalone traffic generation of the proposed development, but also how it will interact with existing and forecast traffic associated with the M6 infrastructure, including potential construction traffic, changed turning movements, peak hour redistribution, and broader network performance implications for local and state roads within the vicinity.

SIDRA Modelling is to be provided for the following scenarios: existing base plus the 10-year growth and the existing base plus proposed development plus the 10 year growth plus the proposed development.

Glare / Traffic Safety

The subject site directly fronts the Princes Highway to the east. Careful consideration should be given to the selection of materials and glazing on the eastern and northern facades of the proposed development to minimise reflective glare.

Glare from building surfaces has the potential to distract drivers or impede visibility, which could compromise traffic safety on the surrounding road network. Appropriate design measures should be incorporated to mitigate these risks and ensure that the development does not adversely affect the safe operation of adjacent roadways.

Stormwater Management

The proposed development intends to discharge stormwater to Council infrastructure at the Princes Highway/South Street intersection. Council requires assurance that this discharge will not contribute to cumulative impacts or place additional burden on shared catchments within the Bayside LGA, which is topographically lower than the subject site.

Staff numbers for clarification

Evidence of the staff numbers for the various shifts is to be provided. Section 4.2.1 describes the shift percentages, this is to confirm the parking demand.

If you require any further information please do not hesitate to contact Fiona Prodromou - Senior Assessment Planner on (02) 9562 1672 or via email fiona.prodromou@bayside.nsw.gov.au

Yours sincerely,

A handwritten signature in grey ink, appearing to read 'Carine'.

Carine Elias
Manager, Development Services