

5 December 2025

TfNSW Reference: SYD25-00952/03
DPHI Reference: SSD-96248991



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
PO Box 21
Parramatta NSW 2124

Attention: Patrick Nash

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (SSD-96248991)
PROPOSED ROUSE HILL HOSPITAL
CORNER COMMERCIAL ROAD AND WINDSOR ROAD, ROUSE HILL**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the proposed Rouse Hill Hospital on the corner of Commercial Road and Windsor Road, Rouse Hill.

TfNSW has reviewed the EIS and provides suggested Development Consent conditions for the Department of Planning, Housing, and Infrastructure (**DPHI**) for consideration in **TAB A** and advisory comments in **TAB B**.

If you have any further inquiries in relation to this matter, Simon Turner, Land Use Planner, would be pleased to take your call on (02) 8265 6363 or via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning
Planning, Integration and Passenger Division

TAB A – TfNSW suggested conditions of consent

Section 87 (4) of the Roads Act, 1993 Approval for the proposed modification to existing TfNSW infrastructure

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.

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.

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.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter a Works Authorisation Deed (WAD) with TfNSW for the abovementioned work.

Construction Pedestrian and Traffic Management Plan

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 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.cjp@transport.nsw.gov.au.

Green Travel Plan

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.

TfNSW 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.

TAB B – TfNSW advisory comments

Active transport connections between the development and Rouse Hill Transport Interchange

Comment:

TfNSW encourages and supports active transport connections between the proposed hospital and Rouse Hill Transport Interchange.

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:

- 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.

Bus access

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.

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.

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

Operational Traffic Management Plan

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.

Recommendation:

TfNSW recommends that the Applicant consider managing this via the Operational Plan of Management for the development.