



CONNECTING PEOPLE,
POLICY AND PLACE.

Appendix D – Community Engagement and Consultation Summary

Table 1. Community Engagement and Consultation Summary Table

Stakeholder	Consultation Undertaken	Issues/Comments Discussed	Project Response
Georges River Council	Pre-DA Meeting – 15 July 2025. - Held in person with the Proponent, Patch Planning, Fitzpatrick & Partners, Ramsay Health Care and Addisons. Social Impact Meeting – 15 July 2025. - Held online with Umwelt and Council.	Need for health services including expanded ED/Kogarah as a health precinct	Project aligns with strategic priority to maintain and improve Kogarah as a health district.
		Accessibility of Hospital for people with different access needs.	A BCA Compliance Report and Accessibility Report have been prepared by McKenzie Group which find that the building design is capable of complying with requirements of BCA 2022 Amendment 2.
		Heavily used existing green space near Hospital by staff and visitors	Noted. The proposal includes some additional landscaped areas including the Therapeutic Garden at Level 2 which provides a private area for patients and staff above podium with sheltered seating.
		Pedestrian accessibility/use of footbridge	Access to the footbridge over Princes Highway will be maintained throughout construction and operation. Further, a Construction Management Plan will be implemented to ensure safe pedestrian access during construction.
		Parking and traffic including ambulance accessibility	A Traffic Impact Assessment (TIA) has been prepared by PTC. PTC's modelling finds that the proposal is expected to generate approximately 75 vehicle trips during the AM peak hour and 82 vehicle trips during the PM peak hour. This is net additional traffic generated by the development, above the existing hospital operations. The additional traffic movements are found to only result





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POLICY AND PLACE.

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			in a marginal increase in delay and degree of saturation which are considered to be within the acceptable thresholds. Therefore, the road network has sufficient capacity to accommodate the development. A designated Ambulance entry and exit driveway is accommodated along the western side boundary, separate from car access. Three dedicated ambulance bays are also provided. The proposal will delivery a new basement car park with 241 spaces, and the construction of the remaining two levels at the 6 Hogben Street multi-storey car park will result in a net increase of 10 additional spaces. The TIA confirms that the proposal delivers a surplus of parking supply for the calculated demand.
		Bank Lane Dedication	The proposal has been designed to ensure that the objective and intent of Clause 8.1.5 of GRDCP 2021 can be achieved. Use of the site area below ground level, will not inhibit the widening of Bank Lane should Council elect to carry out such work in future.
		Loading dock vehicles entering and exiting in forward direction	The loading dock has been designed to enable vehicles to enter and exit in a forward direction. Swept paths are provided demonstrating such, and sight lines can be accommodated in line with the relevant Australian Standards as confirmed within the TIA.
		Recommendation for new exit driveway within the at-grade car park	Vehicle entry and exit locations at the main hospital campus are proposed to be retained. This allows vehicles to enter off South Street at the north-east of the site, then exit in a circular direction to the west of such. A designated Ambulance entry and exit driveway is accommodated along the western side boundary. Cars will exit the site adjacent to this location, as existing.



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Bayside Council	Social Impact Meeting – 4 August 2025. Held online with Umwelt and Council.	The community is generally concerned about impacts to traffic and parking and impacts to businesses as a result of new development.	See comments above in project responses to issues raised by Georges River Council regarding parking and traffic. Construction related vehicles will not be permitted to idle/block circulation in Hogben Street to reduce likelihood of businesses being impacted during the construction phase. Furthermore, it is expected that due to the influx in construction workers, that nearby commercial businesses will benefit from increased customers.
		Council is generally supportive of redevelopment projects that deliver social and community benefit and don't disrupt existing business operations.	See comment above regarding disruption of businesses.
		Council's perspectives on the benefit of the proposal include increased employment opportunities, potential placement for students, more access to the public system, increased access to private health services and reduced emergency wait times.	Acknowledged, no project response required.
		Council's concerns of the proposal include construction disruption, traffic congestion, noise and visual impact.	The Noise and Vibration Impact Assessment prepared by RDWI Australia Pty Ltd indicates that in-principle, operational noise emissions from the site are capable of complying with the relevant acoustic requirements. Construction noise levels are predicted to exceed the established





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			NMLs for receivers near the site. Site-specific noise mitigation measures are recommended to be further developed as part of the detailed Construction Noise and Vibration Management Plan. This disturbance will, however, be limited to the construction period; as above, nearby receivers will not be discernibly impacted by operational noise intrusion. A Visual Impact Assessment has been prepared by Terras which has assessed the proposal as having a low cumulative visual impact which is reflective of its integration within the foreground, midground and background landscape layers and its alignment with the existing and approved development character.
		Council's thoughts on how benefits or concerns could be addressed or enhanced were: • Encourage open line of communication between Council and the project team. • If there are any impacts to businesses during construction, ensure that signage is up and access is not impacted. • Implement a community liaison number.	Throughout the planning process to date, there has been an open line of communication with Council. A community liaison number and directional signage will likely be mitigation measures proposed in the Construction Management Plan to minimise disruption during construction where possible.



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NSW State Design Review Panel and Department of Planning, Housing and Infrastructure (DPHI)	SDRP meeting held in-person on 13 August 2025	A detailed response table to the SDRP feedback received is provided within Appendix B of the Design Report (refer Appendix 5 of EIS). Furthermore, the Engagement Report also sets out how the project has been amended in response to SDRP feedback (refer to Table 6 in Appendix 40 of EIS).	
Community and other stakeholders	- Project information sheets distributed to approximately 1,600 adjacent and proximal residents, businesses and health services on 7 July 2025. - Online community survey completed by 46 community members/stakeholders over the weeks of 7 July and 3 August 2025. - Intercept surveys completed by 111 users of the Princes Highway footbridge and 42	Reduced access to street and public car parking.	Construction vehicles will not be permitted to idle within Bank Lane or Hogben Street. Vehicular access to the clinical tower site will be via Bank Lane where possible, as identified within the Preliminary Construction Management Plan submitted with this SSDA. A detailed Construction Management Plan will also be prepared prior to works commencing on site, and detailed community engagement will be carried out to inform road users of any temporary interruptions. The proposal delivers a new basement car park with 241 spaces, and the construction of the remaining two levels at the 6 Hogben Street multi-storey car park will provide additional parking. As confirmed by the accompanying TIA the proposal delivers a surplus of parking supply for the calculated demand.
		Diminished public access and reduced public safety associated	A Construction Management Plan will be implemented to ensure safe pedestrian access during construction. This will likely include restricting construction vehicles from parking on Hogben Street,





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	employees, contractors, patients and visitors of the St George Public and Private Hospitals on 22 July 2025. - Targeted interviews with stakeholders between July and September with: - CEO of St George Private Hospital - St George Hospital Drug and Alcohol Service - SG Public Exhibition Team - Owner of MediStay - Kogarah Progress Association - Kogarah Historical Society.	with construction activity and altered traffic conditions	ensuring the principal access point for the clinical tower is off Bank Lane. Furthermore, access to the footbridge over the Princes Highway will be maintained throughout construction and operation.
		Diminished public access and reduced public safety associated with construction activity and altered traffic conditions	A Construction Management Plan will be implemented to ensure safe pedestrian access during construction. This will likely include restricting construction vehicles from parking on Hogben Street, ensuring the principal access point for the clinical tower is off Bank Lane. Furthermore, access to the footbridge over the Princes Highway will be maintained throughout construction and operation.
		Reduced access to private property i.e. garages on Bank Lane	As above, a Construction Management Plan will be prepared to ensure impacts are minimised during construction. It is not anticipated that the Project would result in reduced access to private properties, and appropriate signage and traffic management protocols will be enforced during construction to limit interruptions of proximal residents and businesses.
		Reduced access and privacy to users of the Drug and Alcohol Unit	Engagement with the St George Public Hospital Executive Team proposed several practical mitigation strategies to preserve and potentially enhance service accessibility. This includes possibly relocating the Unit and other services in the building to another available building. If this is not practical, other measures will be considered such as a focus on wayfinding to maintain access and minimal disruption to parking.
		Reduced social amenity due to dust, noise, and vibration associated with	Noise and vibration will be monitored as part of a future detailed Construction Management Plan, to identify, assess and manage noise



CONNECTING PEOPLE,
POLICY AND PLACE.

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		Project construction activity	and vibration impacts and to facilitate clear lines of communications and outline grievance mechanisms for potentially impacted residents. The Noise and Vibration Impact Assessment indicates that in-principle, operational noise emissions from the site are capable of complying with the relevant acoustic requirements. Construction noise levels are predicted to exceed the established NMLs for receivers near the site. Site-specific noise mitigation measures are recommended to be further developed as part of the detailed Construction Noise and Vibration Management Plan. This disturbance will, however, be limited to the construction period; as above, nearby receivers will not be discernibly impacted by operational noise intrusion.
		Disruption to existing Private Hospital services	The main hospital campus will continue operating at its usual capacity, with disruptions kept to a minimum wherever possible. Detailed communication updates will be issued prior to and during the construction stage to keep hospital users, staff, and nearby residents/business operators informed of any temporary disruptions.
		Reduced livelihood outcomes for local businesses due to temporary decline in foot traffic during construction	As noted above, construction related vehicles will not be permitted to idle/block circulation in Hogben Street. Vehicular access to the clinical tower site is primarily to be obtained off Bank Lane. Furthermore, it is expected that due to the influx in construction workers, that nearby commercial businesses will benefit from increased customers.
Local Health District	Letter sent on 2 October 2025	No response received	N/A



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Transport for NSW	Letter sent on 2 October 2025	The advice noted that a TIA shall be prepared in accordance with the Guide to Transport Impact Assessment (GTIA), such that TfNSW can understand the impacts the development may have on the road network it manages. This advice includes the TIA must address, including (but not limited to) trip generation forecasts, intersection modelling, site access details and parking provision analysis.	As noted above, a TIA has been prepared in accordance with the GTIA. The TIA addresses trip generation forecasts, intersection modelling, site access details and parking provision analysis. Georges River Council were engaged with about Bank Lane and outcomes of these discussions is outlined above.
TAFE NSW	Letter sent on 2 October 2025	No response has been received.	N/A
NSW Fire & Rescue	Letter sent on 2 October 2025	Email response received on 8 October 2025 advising that Fire & Rescue would not comment on the project at this time, however, will provide advice through the Department of Planning or other consent authority as the project progresses.	N/A



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Ausgrid	Application to Ausgrid for preliminary advice on 18 September 2025.	A preliminary advice letter was received on 23 October 2025 advising that the Ausgrid network has the capacity for the proposed works.	N/A
Sydney Water	Sydney Water mains map provided on 16 September 2025 Sydney Water Available Water Pressure and Flow Statements received 22 – 24 April 2025	A Statement of Available Pressure and Flow was received on 24 April 2025 which confirms that sewer and water supply services are adequate and suitable for the proposal. Upon approval, the normal Sydney Water Section 73 application process will commence.	N/A
Local Knowledge Holders (14 RAPs)	A letter inviting expressions of interest and an overview of the project was sent to all Aboriginal individuals and/or organisations identified by several agencies on 8 July 2025. 69 Aboriginal individuals and/or organisations were contacted to register an interest in being consulted. 14 responses were received indicating their	RAPs provided cultural knowledge and feedback pertaining to the design of the clinical tower proposal, including a recommendation that local Aboriginal knowledge should be incorporated through design elements as the Project is completed. A suggested example was sourcing art from local Aboriginal artists depicting local Aboriginal stories.	Cultural expression is integrated via a large format Aboriginal mural anchoring Bank Lane and brickwork with integrated narratives along the highway elevation.



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	interest in registering as RAPs for the project. On 3 October 2025, all RAPs were sent a draft copy of the ACHAR for review and comment. The review period ran for 28-days in accordance with the consultation requirements.		
CASA	Email sent on 17 July 2025	Preliminary advice was received that concluded no specific design considerations were required in relation to airspace and/or flightpaths.	N/A
Airservices Australia	Email sent on 14 July 2025	Airservices confirmed they do not maintain instrument flight procedures for the nearby helipad and therefore had no comments on the proposal. It was noted that Sydney Airport may refer the application to Airservices for additional assessment at the relevant approvals stage.	N/A

