



Prepared for
Health Infrastructure

Date
4 February 2026

ROUSE +
HILL
HOSPITAL

Submissions Report - Appendix B – Mitigation Measures

New Rouse Hill Hospital

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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.

Architectus Australia Pty Ltd
ABN 90 131 245 684

Adelaide
Level 1, 15 Leigh Street
57 Wyatt Street
Adelaide SA 5000
T +61 8 8427 7300
adelaide@architectus.com.au

Brisbane
Level 11, 123 Eagle Street
Brisbane QLD 4000
T +61 7 3229 3555
brisbane@architectus.com.au

Canberra
Level 7, 221 London Circuit
City, ACT 2601
T +61 2 8458 3500
canberra@architectus.com.au

Melbourne
Level 25, 385 Bourke Street
Melbourne VIC 3000
T +61 3 9429 5733
melbourne@architectus.com.au

Perth
QV1 Upper Plaza West
250 St Georges Terrace
Perth WA 6000
T +61 8 9412 8355
perth@architectus.com.au

Sydney
Level 17, 25 Martin Place
Sydney NSW 2000
T +61 2 8252 8400
sydney@architectus.com.au

architectus.com.au

Report Contact

Piers Hemphill
Associate, Planning
Piers.hemphill@architectus.com.au

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G	3 February 2026	Draft (Submissions Report)
H	4 February 2026	Final (Submissions Report)

1. Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed development are detailed in **Table 1** below.

Table 1 Recommendations and Mitigation Measures

Item	Mitigation Measures	Timing
Non-Aboriginal Heritage		
NAH1	<p>Unexpected finds procedure</p> <ul style="list-style-type: none"> – An Unexpected Heritage Finds Procedure for the site should be prepared and implemented prior to construction works being undertaken. 	Prior to commencement of work
Aboriginal Cultural Heritage		
ACH1	<p>Aboriginal Cultural Heritage Assessment Report</p> <p>The recommendations contained in Section 10 of the Aboriginal Cultural Heritage Assessment Report prepared by Niche, dated 29 January 2026 will be implemented at the relevant stage as described within the that report.</p>	Prior to construction / During construction / During operation
Historical Archaeology		
HAR1	<p>Unexpected finds procedure</p> <ul style="list-style-type: none"> – An Unexpected Heritage Finds Procedure for the site should be prepared and implemented prior to construction works being undertaken. 	Prior to commencement of work
Arboriculture and Tree Protection		
ATP1	<p>Project arborist</p> <ul style="list-style-type: none"> – 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 shall 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; and – The Project Arborist is to supervise and monitor any excavation, machine trenching or compacted fill placement within the notional root zones of retained trees throughout construction. 	Prior to the commencement of works / During construction
ATP2	<p>Tree protection measures</p> <ul style="list-style-type: none"> – Tree protection fencing must be installed as shown on the tree location and protection plan specification held at Appendix 2 of the Arboricultural Impact Assessment, as well as in accordance with Section 4.3 of AS4970-2025, and with Appendix 5 of the Arboricultural Impact Assessment; – Any additional required tree protection fencing should be installed under the direction of the Project Arborist and in accordance with Section 4 of AS4970-2025, as well as with Appendix 6 of the Arboricultural Impact Assessment; and – Tree protection measures should not be removed or altered without prior approval from the Project Arborist. 	Prior to the commencement of works
ATP3	<p>Tree protection zones</p> <p>The Construction Environmental Management Plan will ensure construction staff car parking, site sheds and associated construction infrastructure is not located within the tree protection zone of any tree on or around the site.</p>	During construction

Item	Mitigation Measures	Timing
ATP4	<p><i>Biodiversity Development Assessment Report</i></p> <p>The mitigation measures contained in Section 7.5 of the Biodiversity Development Assessment Report prepared by Eco Logical, dated 27 October 2025 will be implemented at the relevant stage as described within the that report.</p>	<p>Prior to construction / During construction / During operation</p>
Noise and Vibration		
NVB1	<p><i>Construction noise and vibration management plan</i></p> <p>To meet the noise and vibration requirements of the site, the Contractor is recommended to engage a qualified acoustic consultant to assist in the compilation of a Construction Noise and Vibration Management Plan. The report shall document acoustic measures required to minimise any adverse noise impacts to the nearby affected receivers. The acoustic measures detailed within the report may include fixed and/or mobile acoustic screens, scheduling of works including any respite periods and identifying noisy works that can be further managed. Further to this, a noise and vibration survey is recommended to be defined for any noisy and/or vibration intensive works.</p>	<p>Prior to the commencement of works</p>
NVB2	<p><i>Plant and equipment</i></p> <p>Work practices that will reduce noise and vibration at the source include:</p> <ul style="list-style-type: none"> – Employing quieter techniques for all high noise activities such as rock breaking, concrete sawing, and using power and pneumatic tools. – Use quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks. – Selecting plant and equipment with low vibration generation characteristics. – Operate plant in a quietest and most effective manner. – Where appropriate, limit the operating noise of equipment. – Regularly inspecting and maintain plant and equipment to minimise noise and vibration level increases, to ensure that all noise and vibration reduction devices are operating effectively. 	<p>During construction</p>
NVB3	<p><i>On-site noise management</i></p> <p>Practices that will reduce noise from the site include:</p> <ul style="list-style-type: none"> – Maximising the distance between noise activities and noise sensitive receivers. Strategically locate equipment and plant. – Undertaking noise fabrication work off-site where possible. – Avoid the use of reversing beeping alarms or provide for alternative systems, such as broadband reversing alarms, particularly during night or out-of-hours work. – Maintaining any pre-existing barriers or walls on a demolition or excavation site as long as possible to provide optimum sound propagation control. – Constructing barriers that are part of the project design early in the project to afford mitigation against site noise. – Using temporary site building and material stockpiles as noise barriers. These can often be created using site earthworks and may be included as a part of the final landscape design. 	<p>During construction</p>
NVB4	<p><i>Work scheduling</i></p> <p>Scheduling work during periods when people are least affected is an important way of reducing adverse impacts. The following scheduling aspects may reduce impacts:</p>	<p>During construction</p>

Item	Mitigation Measures	Timing
	<ul style="list-style-type: none"> – Provide respite periods, including restricting very noise activities to daytime, restricting the number of nights that after-hours work is conducted near residences, or by determining any specific requirements, particularly those needed for noise sensitive receivers; – Scheduling activities to minimise impacts by undertaking all possible work during hours that will least adversely affect sensitive receivers and by avoiding conflicts with other scheduled events; – Scheduling work to coincide with non-sensitive periods; – Scheduling noisy activities to coincide with high levels of neighbourhood noise so that noise from the activities is partially masked and not as intrusive; – Planning deliveries and access to the site to occur quietly and efficiently and organising parking only within designated areas located away from sensitive receivers; – Optimising the number of deliveries to the site by amalgamating loads where possible and scheduling arrivals within designated hours; – Designating, designing and maintaining access routes to the site to minimise impacts; and – Including contract conditions that include penalties for non-compliance with reasonable instructions by the principle to minimise noise or arrange suitable scheduling. 	
NVB5	<p><i>Consultation, Notification and Complaints Handling</i></p> <ul style="list-style-type: none"> – Provide information to neighbours before and during construction. – Have a documented complaints process and keep register of any complaints. – Give complaints a fair hearing and provide for a quick response. – Implement all feasible and reasonable measures to address the source of complaint. Implementation of all reasonable and feasible mitigation measures for all works will ensure that any adverse noise impacts to surrounding receivers are minimised when noise goals cannot be met due to safety or space constraints. 	Prior to commencement of work / During construction
NVB6	<p><i>Additional control measures</i></p> <p>If, during construction, an item of equipment exceeds either the noise criteria at any location or the equipment noise level limits, the following noise control measures, together with construction best practices, shall be considered to minimise the noise impacts on the neighbourhood.</p> <ul style="list-style-type: none"> – Schedule noisy activities to occur outside of the most sensitive times of the day for each nominated receiver. – Consider implementing equipment-specific screening or other noise control measures recommended in Appendix C of the Noise and Vibration Impact Assessment. – Limit the number of trucks on site at the commencement of site activities to the minimum required by the loading facilities on site. – When loading trucks, adopt best practice noise management strategies to avoid materials being dropped from height into dump trucks. – Avoid unnecessary idling of trucks and equipment. – Ensure that any miscellaneous equipment (extraction fans, hand tools, etc.) not specifically identified in this plan incorporates silencing/shielding equipment as required to meet the noise criteria. 	During construction

Item	Mitigation Measures	Timing
	Implementation of all reasonable and feasible mitigation measures for all internal and underground works will ensure that any adverse noise impacts to surrounding residential, commercial and recreational receivers are minimised when noise goals cannot be met due to safety or space constraints.	
NVB7	<p>Car park flooring</p> <p>The multi storey car park is to avoid substantive tyre noise generation with the avoidance of polished concrete flooring.</p>	Prior to construction
Transport and Accessibility		
TAA1	<p>Key principles</p> <ul style="list-style-type: none"> – Disruption to all road users during the construction period would be kept to a minimum. – Traffic control would need to be provided to manage and regulate traffic movements during construction. – Construction and delivery vehicles entering or leaving the site compound and/or construction sites would use arterial roads. These movements would be scheduled to non-peak traffic periods where possible. – In most cases, property access would be maintained throughout the construction period with suitable alternative access arrangements provided otherwise. – Clear signage and alternate pedestrian routes should be organised if footpaths are affected. 	During construction
TAA2	<p>Proposed working hours</p> <p>Depending on the construction stage, the size of the workforce which includes both construction and design personnel will vary. Construction would be undertaken during standard working hours which are assumed to be as follows:</p> <ul style="list-style-type: none"> – Monday to Friday: between 7am to 6pm – Saturday: between 8am to 1pm – Sunday and public holidays: no work <p>In some circumstances it may be necessary to undertake night works to minimise the disruption that construction has on traffic. Further assessment of these requirements would be undertaken once the detailed design stage is undertaken, and the requirements are known. All night works would be undertaken in accordance with the TfNSW <i>Environmental Noise Management Manual (2001): Practice Note vii – Roadworks outside normal hours, as well as the Office of Environment and Heritage Interim Construction Noise Guideline (DECC 2009)</i>. All construction activities are expected to occur within the standard permissible hours set by The Hills Shire Council.</p>	During construction
TAA3	<p>Construction parking</p> <p>Construction worker and heavy vehicle parking would be accommodated on-site where possible to minimise impacts on surrounding car parks and local streets.</p>	During construction
TAA4	<p>Heavy construction vehicles</p> <p>It is estimated that a maximum of 50 heavy construction vehicle trips per day is anticipated during periods of intensive activity, such as concrete pours. Larger capacity vehicles will be used where possible to minimise the number of truck movements on the road network.</p> <p>During the AM and PM peak hours, it is anticipated that up to 5 vehicles (5 inbound and 5 outbound movements) would access the Site. Heavy construction vehicles</p>	During construction

Item	Mitigation Measures	Timing
	would be scheduled to non-peak traffic periods where possible and are assumed to occupy the Site for less than one hour.	
TAA5	<p>Construction Pedestrian Traffic Management Plan</p> <p>A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to TfNSW for review and endorsement prior to construction.</p>	During construction
Ecologically Sustainable Development		
ESD1	<p>The precautionary principle (design)</p> <p>ESD principles will be incorporated into the project and demonstrated through DGN058 HI Evaluation Tool credit compliance, including the following:</p> <ul style="list-style-type: none"> – The project site not to contain critically endangered, endangered, or vulnerable species of ecological value; – A conditional requirement that project site is not to include old-growth forest, prime agricultural land, wetland of 'High National Importance', nor aspects considered 'Matters of National Environmental Significance' listed under the Environmental Protection Biodiversity Conservation Act 1999; – Reducing embodied impact of materials using Life Cycle Assessment (LCA) and procurement of responsibly sourced materials (timber FSC certified). 	Prior to commencement of works
ESD2	<p>The precautionary principle (construction)</p> <p>The head contractor will prepare and implement the following:</p> <ul style="list-style-type: none"> – An Environmental management Plan (EMP) covering demolition, excavation, and construction, in-line with NSW Environmental Management Systems Guidelines; and – An Environmental Management System (EMS) to manage environmental impacts on site, certified to a recognised standard such as AS/NZS ISO 14001. 	During construction
ESD3	<p>Intergenerational equity</p> <p>The project will consider the following principles of intergenerational equity:</p> <ul style="list-style-type: none"> – Resilient design with climate change risk and adaptation assessment, implementing design and operational measures to reduce critical risks, for example air conditioning equipment is designed for future climate; – Reduced carbon emissions and associated contribution to climate change; – Reduced waste to landfill; – Reduced potable water usage; and – Culture, Heritage, Identity – the design incorporates Connecting to Country Design Principles through engagement. 	Prior to commencement of work / During construction / During operation
ESD4	<p>Reporting requirements</p> <p>The project will achieve the following minimum sustainability reporting requirements in DGN 58 Rev C:</p> <ul style="list-style-type: none"> – Sustainability Plan; – Net Zero Plan, including: <ul style="list-style-type: none"> ○ Full electrification analysis ○ Energy efficiency measures ○ Embodied carbon 	Prior to operation

Item	Mitigation Measures	Timing
	<ul style="list-style-type: none"> ○ Solar or renewable energy assessment – EV charging infrastructure plan; – Climate risk assessment and adaptation plan; – Operational waste management plan; – Final list of sustainability initiatives; and – Tender documents and tender evaluation plan. 	
ESD5	<p>Performance targets</p> <p>The project will achieve the following minimum performance targets from DGN 058 Rev C:</p> <ul style="list-style-type: none"> – 100% electric in operation (excluding emergency backup generator); – 10% energy performance improvement beyond NCC Part J; – Reduction in upfront carbon emissions (no current target, measure only); – Reduction in portable water use to NCC (no current target, measure only); – Construction waste diverted from (no current target, measure only); and – Recycled content in construction materials (no current target, measure only). 	During operation
ESD6	<p>Greenhouse gas emissions and energy</p> <p>The project will minimise its carbon footprint and limit its contribution to human-induced climate change. The building will be designed and constructed to reduce its upfront carbon, be energy efficient, fully electric and utilise on-site renewable energy sources, and be aligned with the NSW State government target of net zero emissions by 2050. Considerations will include:</p> <ul style="list-style-type: none"> – Target at least 20% reduction in upfront carbon through design strategy: Build less, Build clever, Build with Right Materials; – Low carbon materials such as fly ash replacement for Portland Cement in concrete and consideration for timber structure for portions of the build (note bulk structural timber has been discounted as an initiative); – Maximise rooftop solar PV panels, consideration for PV on the façade, and consideration for the remainder of energy from off-site renewables; – Fully electric building services to eliminate fossil fuel use on site, aside from emergency generation which will be able to use Hydrotreated Vegetable Oil (HVO) instead of diesel fuel; – Selection of cooling equipment with low Global Warming Potential (GWP) refrigerant, with associated GHG emissions to be offset; – Sustainable procurement guidelines; – Consideration of demand response and peak load shifting with energy storage and EVs; and – Sustainable transport plan to promote active and low-emission commuting, including end-of-trip facilities and EV chargers. 	Prior to commencement of work
ESD7	<p>Energy consumption</p> <p>The project will minimise operational energy use, with a reduction of at least 10% compared to a standard practice build, through the following considerations:</p> <ul style="list-style-type: none"> – Passive design – insulated, shaded and high-performance façade with appropriate window to wall ratio; 	Prior to commencement of work

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	<ul style="list-style-type: none"> – Efficient building systems – high efficiency chillers and heat pumps, controls tuning, relaxed set points in non-critical areas, low lighting power density, and lighting controls with occupancy and daylight sensors; and – On-site renewable energy – maximising roof space for solar PV panels. 	
ESD8	<p>Water consumption and water sensitive urban design (WSUD)</p> <p>The project will use recycled water for non-potable water needs, and use efficient fixtures to reduce potable water consumption including the following considerations:</p> <ul style="list-style-type: none"> – Best practice WELS rated fixtures; – Rainwater harvesting with investigation of other sources such as recycled water mains, condensate from air conditioning system and dialysis waste water; – Captured water used for irrigation, toilet flushing, hosing outdoor surfaces, etc; – Drought tolerant native plants; – Water Sensitive Urban Design with integrated water management such as bioswales, rain garden, infiltration trenches to minimize environmental degradation and improve aesthetic and recreational appeal; and – Permeable surfaces and Jellyfish Filters to reduce stormwater flow and pollutants. 	During operation
ESD9	<p>Materials and circular economy (construction)</p> <p>The project will adopt the following circular economy principles:</p> <ul style="list-style-type: none"> – Maximise locally sourced materials; and – Divert demolition and construction waste from landfill as much as practicable. 	During construction
ESD10	<p>Materials and circular economy (operation)</p> <p>The hospital will adopt the following circular economy principles:</p> <ul style="list-style-type: none"> – Operational Waste Management Plan to be developed for the hospital; – Divert operational waste from landfill through recycling and reuse where possible; – Separation of waste streams - provision of storage areas for separate recycling streams; and – Correct disposal of single-use medical tools and personal protective equipment (PPE). 	During operation
Electrical and Communications Services		
ECS1	<p>Emergency back-up generation</p> <p>In accordance with the ESG the site will be equipped with dual backup generators to support power to essential and safety services during the event of a utility outage. The generators will be driven by diesel engines, however, in accordance with the SSDA Net Zero Statement, these engines will also be capable of running on Hydrotreated Vegetable Oil, a fossil fuel-free alternative to diesel.</p>	During operation
ECS2	<p>Coordination with Endeavour Energy</p> <p>The applicant will continue to work with Endeavour Energy and have regard to all reasonable conditions and advice imposed by Endeavour Energy through the accreditation process.</p>	Prior to construction and during construction

Item	Mitigation Measures	Timing
Dangerous Goods		
DGG1	<p>Bulk oxygen</p> <p>The hospital will implement and maintain the following:</p> <ul style="list-style-type: none"> – Oxygen storage to conform with AS 1894; – Periodic vessel inspection and system maintenance; – Emergency response plan and emergency evacuation plans in place; – All maintenance work on equipment carried out by competent personnel; – Pipe work separated from normal operations or protected where possible. For example with bollards and exclusion zones; – Industry standard delivery procedures followed; – Regular condition inspections of fill point; – Use of established industry procedures minimize likelihood of oxygen leak during delivery; and – Facility has appropriate fire control systems in place. 	During operation
DGG2	<p>Gas storage</p> <p>The hospital will implement and maintain the following:</p> <ul style="list-style-type: none"> – Gas cylinder handling and storage to conform with AS 4332; – Periodic storage inspection; – Emergency response plan and emergency evacuation plans in place; – Periodic cylinder inspection and system maintenance; – All maintenance work on equipment carried out by competent personnel; – Protection of gas cylinder storage to conform with AS 4332; – Gas cylinder storage separated from normal operations or protected where possible. For example with bollards and exclusion zones; – Industry standard delivery procedures followed; – Regular condition inspections of gas cylinder storage and transport pathway for cylinders into storage; – Use of established industry procedures minimize likelihood of gas cylinder damage during delivery; – Protection of gas cylinder storage to conform with AS 4332; – Industry standard delivery procedures followed; – Regular condition inspections of gas cylinder storage and transport pathway for cylinders into storage; – Use of established industry procedures minimize likelihood of gas cylinder damage during delivery; and – Facility has appropriate fire control systems in pace. 	During operation
DGG3	<p>Diesel storage</p> <p>The hospital will implement and maintain the following:</p> <ul style="list-style-type: none"> – Underground storage to conform with AS 1940; – Periodic storage inspection; – Emergency response plan and emergency evacuation plans in place; 	During operation

Item	Mitigation Measures	Timing
	<ul style="list-style-type: none"> – Diesel pipework and storage to conform with AS 1940 and AS 4041; – Periodic inspection of pipework and system maintenance; – All maintenance work on equipment carried out by competent personnel; – Protection of diesel fill point to conform with AS 1940; – Diesel fill point separated from normal operations or protected where possible. For example with bollards and exclusion zones; – Industry standard delivery procedures followed; – Regular condition inspections of diesel fill point and transport pathway to access diesel fill point; and – Facility has appropriate fire control systems in place. 	
Waste Management		
WMG1	<p>General measures</p> <ul style="list-style-type: none"> – Waste will be handled safely using appropriate Personal Protective Equipment throughout its journey through the facility from creation at ward/individual level to removal off site by waste companies; – Waste transport routes will avoid food preparation and heavily used areas where possible; – Waste will be appropriately minimised, segregated and recycled; – Storage areas will be cleaned regularly, separated from food and clean storage areas and be inaccessible to the public; – All staff are to receive education on the New Rouse Hill Hospital waste practices and Workplace Health and Safety at orientation and other appropriate/required situations; – Spill management will be conducted in accordance with the Waste Management Plan; and – Waste cost statistics are to be compiled, waste audits to be conducted and both to be reviewed periodically to ensure optimum waste management is occurring 	During construction
WMG2	<p>Waste avoidance and reduction</p> <p>The most effective strategy in the waste hierarchy is to avoid the generation of waste. Throughout both the construction and operational phase of the Project, the avoidance of waste can be achieved through a number of strategies, including but not limited to:</p> <ul style="list-style-type: none"> – Reducing materials brought to site through a thorough understanding of the design, operational requirements, required quantities and detailed project planning – Inventory control, proper storage and management of materials to avoid waste from materials that are out of date or off specification and reducing the need to reorder supplies – Appropriate Storage and Management of materials onsite to limit the potential for damage from weather or plant which will eliminate the need for purchase of replacement products and waste generation 	Prior to the commencement of works / During construction / During operation
WMG3	<p>Waste recycling and reuse</p> <p>Where the generation of waste cannot be avoided, it is encouraged to promote the reuse and recycling of waste materials. This can be achieved through a variety of strategies, including but not limited to:</p>	During construction / During operation

Item	Mitigation Measures	Timing
	<ul style="list-style-type: none"> – Evaluating waste production processes and identifying potentially recyclable materials – Identifying and recycling products that can be reintroduced into the construction and operation processes – Separating and segregating waste, particularly recyclable material from non-recyclable – Proper disposal of recyclable waste such as glass, paper and aluminium – Where possible, reusing materials and equipment in later stages of the construction phase and/or in different projects. For example, classifying excavated material as Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) to allow potential reuse off-site – The contractor's Waste Management Plan will address recycling targets and monitoring strategies to enable monthly reporting on the recycling outputs. 	
WMG4	<p>Waste segregation</p> <p>Where possible, waste such as excavated material will be separated on-site into dedicated bins and areas for reuse and/or collection by a licensed contractor:</p> <ul style="list-style-type: none"> – General waste – glass, paper and cardboard, and aluminium; – Natural material will be classified as VENM for reuse onsite where possible or for offsite reuse; – Excavated material (unable to be used onsite) to be sent to a recycling facility; and – Waste from piling works, including waste steel and formwork. <p>If separation is not possible on-site, the Contractor(s) shall organise the separation of waste off-site. Waste will be classified in accordance with the requirements of the NSW EPA (2014) Waste Classification Guidelines.</p>	During construction
WMG5	<p>Waste streaming</p> <p>Throughout the construction phase of the Project, organic waste that is biodegradable will be recycled where possible. Uses of organic waste include, but are not limited to, mulch or garden compost to enhance lawns and gardens. Where reuse is not possible, organic waste will be placed in mobile bins for regular collection by a licensed contractor.</p> <p>Domestic wastes such as non-biodegradable food scraps, bottles, cans and packaging – will be segregated into recyclables and non-recyclables at point of generation and collected by a licensed contractor.</p>	During construction
WMG6	<p>Waste handling and storage</p> <ul style="list-style-type: none"> – The contractor's Waste Management Plan will identify storage and collection areas including loading zones and stockpile locations. Storage locations of waste will be planned to consider the changing nature of the site and construction phases. Clear signage will be provided to mark the location of different types of waste and materials; – Where applicable, liquid wastes will be stored in bunded areas protected from the weather; – Containers will be labelled with name of the waste stream, composition and physical state, restricted properties and date of storage to ensure safe handling and management procedures are met; – The contractor shall ensure that the supply chain is responsible and accountable for maintaining a clean, clear and safe working environment; and 	During construction

Item	Mitigation Measures	Timing
	<ul style="list-style-type: none"> – Rubbish bins should be provided to all work areas and be regularly removed to the central skip bin location for collection and transport from site to a waste recycle facility. 	
WMG7	<p>Waste treatment</p> <p>It is intended that no waste is treated on-site. Treatment of construction and general waste will be performed by a licensed contractor after proper removal of waste off the project site.</p>	During construction
WMG8	<p>Waste disposal and transport</p> <ul style="list-style-type: none"> – Waste that cannot be recycled and/or reused will be disposed off-site by a licensed contractor to a licensed landfill or recycling facility; – Prior to disposal, waste will be classified in accordance with the requirements of the NSW EPA Waste Classification Guidelines; – All vegetation and topsoil will be assessed for site suitability. All nominated weeds must be cleared from site, or topsoil likely to contain weed material must be disposed of to an appropriately licensed off-site waste facility, and must not be reused on-site for any purpose (e.g. as compost, fill material, etc.); and – All vehicles transporting waste off-site will have covered loads. A waste tracking record will be maintained of all disposals that records the waste facility name and address, type and identity of disposal vehicle, date of disposal, type and quantity of waste and method of treatment (where applicable). Contractor(s) will keep evidence of the proper disposal of waste to licensed facilities. 	During construction
Social Impact Assessment		
SIA1	<p>Ongoing community and stakeholder engagement</p> <p>HI will continue to consult with the community until completion of the project. This will include approaches to:</p> <ul style="list-style-type: none"> – Consult with local residents, nearby businesses, road users and community members in close proximity to the project to notify them about project design, construction activities and timing of construction works; – Communicate information about potential access changes and delays, including targeted information to affected local stakeholders (e.g. businesses in Rouse Hill Town Centre, emergency service providers, The Fiddler, and commercial hub, affected residents and other community and recreation facilities); – Engagement activities with the community and key user groups to provide their input into the detailed design of RHH; and – Share information about the project with other key stakeholders (e.g. Hills Shire Council, Transport for NSW) to assist with managing cumulative impacts on local communities. 	Prior to operation
SIA2	<p>Communication plan</p> <p>A Communication Plan will be prepared and implemented as part of the Construction Environmental Management Plan to help provide timely and accurate information to the community during construction. The Communication Plan will include (as a minimum):</p> <ul style="list-style-type: none"> – Mechanisms to provide details and timing of proposed activities to affected stakeholders, including changed traffic and access conditions; – Toll free number and email address for enquiries and complaints; – How the project webpage will be maintained for the duration of the proposal; – A complaints handling procedure; and – Consultation activities to be carried out. 	Prior to the commencement of works / During construction

Item	Mitigation Measures	Timing
Security and Crime Prevention		
SCP1	<p>Capacity building</p> <p>To address the inherent limitations of CPTED, a holistic security approach incorporates capacity building as a foundational solution. The five pillars of capacity building which RHH will consider in its design are:</p> <ul style="list-style-type: none"> – Infrastructure: Ensure that all physical components of the hospital, such as building materials, layout, lighting and barriers, contribute effectively to overall security; – Domain Awareness: Maintain situational awareness across the entire hospital campus through monitoring systems, access controls and information sharing to detect and respond to potential threats. Within a care environment, this extends to situational awareness beyond traditional security matters and more towards the overall patient experience; – Culture and Governance: Establish a culture of safety through clear governance frameworks, policies and protocols that promote security awareness among all hospital users, including staff, patients and visitors; – Staff Professionalism: Training and educating hospital staff should be undertaken to ensure they are equipped with the skills to recognise, respond to and de-escalate incidents. Professionalism and readiness are key to a successful security strategy; and – Response Capability: Ensure there are efficient response mechanisms in place, including both physical infrastructure (such as alarms and barriers) and coordinated procedures for responding to incidents like Code Black situations. 	Prior to operation / During operation
SCP2	<p>Code black and emergency protocols</p> <p>The hospital's design incorporates CPTED principles in coordination with emergency response protocols to effectively handle Code Black incidents and other emergencies. Specific response mechanisms are integrated into the architectural layout:</p> <ul style="list-style-type: none"> – Clear Egress Pathways: Critical for managing evacuations and ensuring that staff and patients can move quickly to safety; – Safe Zones and Secure Areas: Defined locations where patients and staff can shelter safely during emergencies; and – Technology-driven Alerts: Integration with alarm systems, duress buttons and communication channels to ensure rapid response in crisis situations. 	During construction / During operation
SCP3	<p>Compliance considerations</p> <p>Key compliance with relevant key standards and regulatory frameworks should include:</p> <ul style="list-style-type: none"> – Alignment with regulatory requirements: Ensure that all aspects of the CPTED strategy meet the stringent safety and security regulations required for healthcare facilities, including the requirements of NSW Health and WHS legislation; – Integration of standards into design and operations: CPTED measures are to be integrated into the architectural and operational planning of the hospital, ensuring that physical and technological measures work cohesively to meet safety objectives; and – Continuous monitoring for compliance: Regular audits and assessments are to be conducted to ensure ongoing compliance with these standards. This involves adapting to new guidelines, updating systems and ensuring that both staff training and security procedures are up to date. 	Prior to the commencement of works / During operation

Item	Mitigation Measures	Timing
SCP4	<p>Standard operating procedures (SOPs)</p> <p>SOPs play a critical role in the effectiveness of the CPTED strategy by providing clear, standardised guidelines for maintaining security. Key SOPs related to the CPTED strategy include:</p> <ul style="list-style-type: none"> – Access control management: SOPs outline procedures for managing access to restricted areas, including the use of ID cards, visitor management and access logs; – Incident reporting and management: SOPs detail the process for reporting security incidents, responding to emergencies and conducting post-incident reviews to ensure continuous improvement; and – Maintenance of security systems: SOPs provide guidelines for the regular inspection and maintenance of security systems, including lighting, surveillance cameras, access controls and alarms, to ensure they remain functional and effective. 	During operation
Site Conditions		
SCD1	<p>Groundwater quality screening</p> <p>Council approval should be obtained prior to discharge to stormwater and conditions imposed by Council on the discharge should be complied with.</p>	Prior to the commencement of works
SCD2	<p>Salinity management plan (SMP)</p> <p>The SMP prepared by JK Environments and dated 1 September 2025 will be implemented during all construction activities.</p>	Prior to the commencement of works
SCD3	<p>Unexpected finds protocol (UFP)</p> <p>The UFP prepared by JK Environments and dated 9 September 2025 will be implemented during all construction activities.</p>	Prior to the commencement of works
Wind Impacts		
WDI1	<p>Wind modelling</p> <p>Wind modelling will be undertaken to inform the detailed design of the Care Arcade to ensure outdoor seating and key pedestrian entrances meet relevant comfort criterion.</p>	Prior to construction
Sydney Metro Corridor		
SMC1	<p>Protection of Sydney Metro Corridor</p> <p>The recommendations contained in Appendix A to Sydney Metro’s letter of agency advice dated 29 January 2026 will be considered in consultation with Sydney Metro.</p>	Prior to construction