

Department of Planning, Housing and Infrastructure

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New Rouse Hill Hospital

State Significant Development Assessment Report (SSD-96248991)

April 2026





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of the State significant development (SSD) application for the New Rouse Hill Hospital located at the corner of Windsor Road and Commercial Road, Rouse Hill, lodged by Health Administration Corporation (the Applicant). The report includes:

- an explanation of why the project is considered SSD and who the consent authority is.
- an assessment of the project against government policy and statutory requirements, including mandatory considerations.
- a demonstration of how matters raised by the community and other stakeholders have been considered.
- an explanation of any changes made to the project during the assessment process.
- an assessment of the likely environmental, social and economic impacts of the project.
- an evaluation which weighs up the likely impacts and benefits of the project, having regard to the proposed mitigations, offsets, community views and expert advice; and provides a view on whether the impacts are on balance, acceptable.
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the project should be granted and any conditions that should be imposed.

Executive Summary

This report details the Department's assessment of the State significant development application SSD-96248991 for the New Rouse Hill Hospital.

This report will be provided to the Director, Social Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces (the Minister) for their consideration when deciding whether to grant consent to the SSD.

Project

Health Infrastructure, on Health Administration Corporation (the Applicant), proposes to construct and operate a new hospital. The project is located on the corner of Windsor Road and Commercial Road, Rouse Hill in The Hills local government area (LGA).

Strategic context

The Department considers the development is generally consistent with the principal aims of key relevant strategies including Transport for NSW's Future Transport Strategy 2056, Infrastructure NSW's State Infrastructure Strategy, the North West Rail Link Corridor Strategy, The Hills Local Strategic Planning Statement and the Rouse Hill Precinct Plan.

Statutory context

The project is classified as State significant development (SSD) under section 4.36 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is for the purposes of a hospital and has a CIV greater than \$30 million pursuant to clause 14 of Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021. Consequently, the Minister is the consent authority for the project under section 4.5A of the EP&A Act.

The application is permissible with consent.

Engagement

The Department exhibited the environmental impact statement (EIS) from 13 November 2025 until 10 December 2025. During the exhibition period, the Department received:

- seven submissions from the public (five submissions from individuals, one from GPT RE Limited and one from Mecone Group Pty Ltd on behalf of Lewis Land Group Pty Ltd).

- submissions from The Hills Shire Council and Blacktown City Council.
- advice from the following five government agencies: Transport for NSW; Conservation Programs, Heritage and Regulation Group; Sydney Metro; Heritage NSW; and Heritage NSW Aboriginal Cultural Heritage.
- advice from three utility providers: Ausgrid; Sydney Water; and Endeavour Energy.

Of the seven public submissions, two supported the project and five were comments.

Key concerns raised related to traffic, vehicular access and parking, proposed road network design, acoustic impacts, safety and security, bicycle facilities, public transport and staffing.

The Applicant submitted an Amendment and Submissions Report on 6 March 2026, to address the issues raised in submissions and agency advice.

Assessment

Built form and urban design

The Department is satisfied that the proposed built form and urban design outcomes are acceptable. The height and bulk of the proposed development responds to the site context and surrounding features and would not result in any unreasonable visual or amenity impacts. The building design incorporates setback from the allotment boundaries and new landscaping that would provide a positive contribution to the streetscape and wider area.

Landscaping and public domain

The proposed development incorporates a site-wide landscaping regime. The proposed landscape design for the site incorporates: a significantly higher percentage of tree canopy cover than currently exists, formal gathering area, cultural gardens, seating, terraced lawn area, ecological grassland area, pedestrian pathways and buffer plantings along the site boundaries. This includes a landscaped buffer adjacent to Commercial Road to assist screening of the proposed multi-storey carpark, the western side boundary adjacent to the T-Way and on the eastern and southern portions of the site adjacent to the proposed internal road. The buffer plantings would create an appropriate softening of the built form and contributes to the local character of the area.

Traffic, transport and parking

The proposal include works to Commercial Road including realignment of the existing median strip, kerb and gutter, footpath and line marking. These works are required to provide vehicular access from Commercial Road into the hospital. The Department has recommended suitable conditions of

consent concerning these works. The proposal would have an acceptable impact on the local traffic network and surrounding key intersections, and parking demand generated by the hospital can be accommodated at the site.

Strategic planning

The site is subject to the Rouse Hill Regional Centre Masterplan (approved under 1604/2004/HB, as modified), the Northern Precinct Plan (approved under 354/2013/HB) and Precinct Plan – Rouse Hill Strategic Centre (adopted by Council in November 2023). These approvals established broad parameters for development of the site and surrounding area, including land uses, open space, road hierarchy, density and maximum building heights. The design of the proposed development provides an acceptable degree of consistency with the applicable controls throughout these approvals and strategic policies.

Conclusion

Overall, the Department's assessment concludes the impacts of the development are acceptable and can be appropriately managed or mitigated through the implementation of recommended conditions of consent. Consequently, the Department has formed the opinion the development:

- would provide benefit for the community by delivering improved and additional health facilities within the region.
- is consistent with government strategy.
- would provide construction and operational jobs.

As such, the Department considers the project's benefits outweigh the costs, is in the public interest and is recommended for approval, subject to conditions.

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1 Introduction

1.1 The proposal

Health Infrastructure, on behalf of Health Administration Corporation (the Applicant), proposes the construction and operation of the New Rouse Hill Hospital.

The project description and mitigation measures provided in the environmental impact statement (EIS), as amended by the Amendment and Submissions Report, are the subject of this report and will form part of the development consent if the project is approved.

An overview of the proposed development is provided in Section 2.

1.2 Project location

The subject site is located at the corner of Commercial Road and Windsor Road, Rouse Hill, within the Rouse Hill Regional Centre and Town Centre, approximately 34km north-west of the Sydney Central Business District (CBD) and 15km north-west of Parramatta CBD (see Figure 1). The main hospital site is legally described as Lot 311 DP 127439 and Lot 312 DP 1274392. Other parcels forming the subject site are part Lot 229 DP 1249147, part Lot 101 DP 1060353, part Lot 2011 DP 1131519 and part Commercial Road reserve.

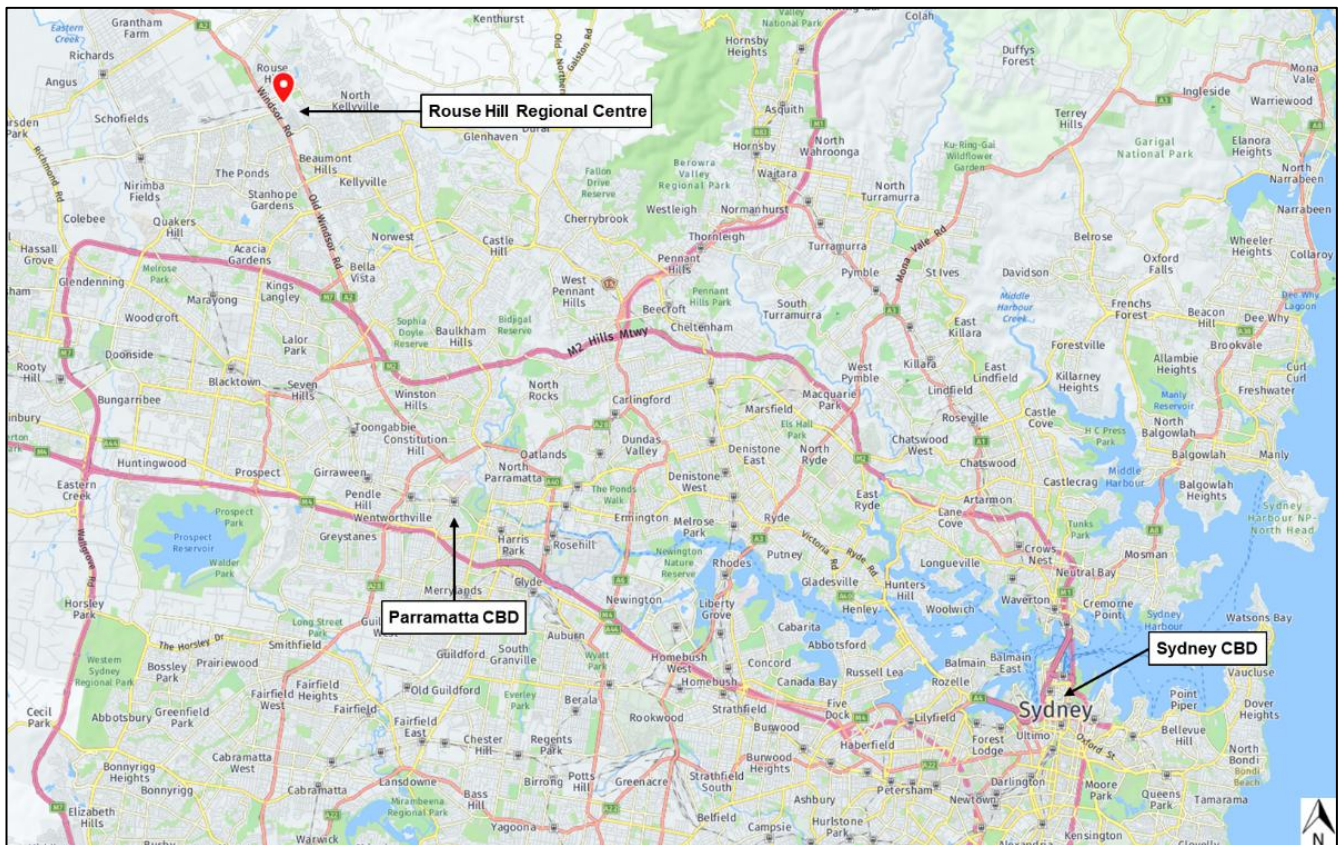


Figure 1 | Regional context map, the site indicated by red pin (Source: Nearmap)

The site is irregular in shape and covers an area of approximately 2.4 hectares. It is bounded by Commercial Road and a large electrical sub-station to the north, the North West Transit Way (T-Way) bus stand / turn-around facility fronting Windsor Road to the west and vacant land within the Rouse Hill Regional Centre / Town Centre to the east and to the south (see Figure 2).



Figure 2 | The hospital site layout and immediate context (Source: Nearmap)

The site is currently undeveloped and comprises an open grassed area with trees scattered throughout. The topography of the land varies and generally slopes gently from the north-west to the south-east corners of the site with a fall of 7.25m (from RL 57.64 to RL 50.39).

The site has a single street frontage to Commercial Road. Vehicular access is achieved via an existing gated private driveway off Commercial Road that terminates approximately 50m into the site adjacent to the large electrical sub-station.

Two underground high-voltage electrical cables are located within the site, setback approximately 10m from the western side boundary and run north-south for the full length of the site.

The site is not identified as a heritage item or as being located within a conservation area.

The site is located at the north-east corner of the Rouse Hill Regional Centre, within the Rouse Hill Town Centre (RHTC) Frame north of the RHTC Core. Additionally, the site is adjacent to, and east of, the western extent of the North-West Priority Growth Area (established by the Growth Centres SEPP), which is located largely within the Blacktown City Council LGA (see Figure 3).

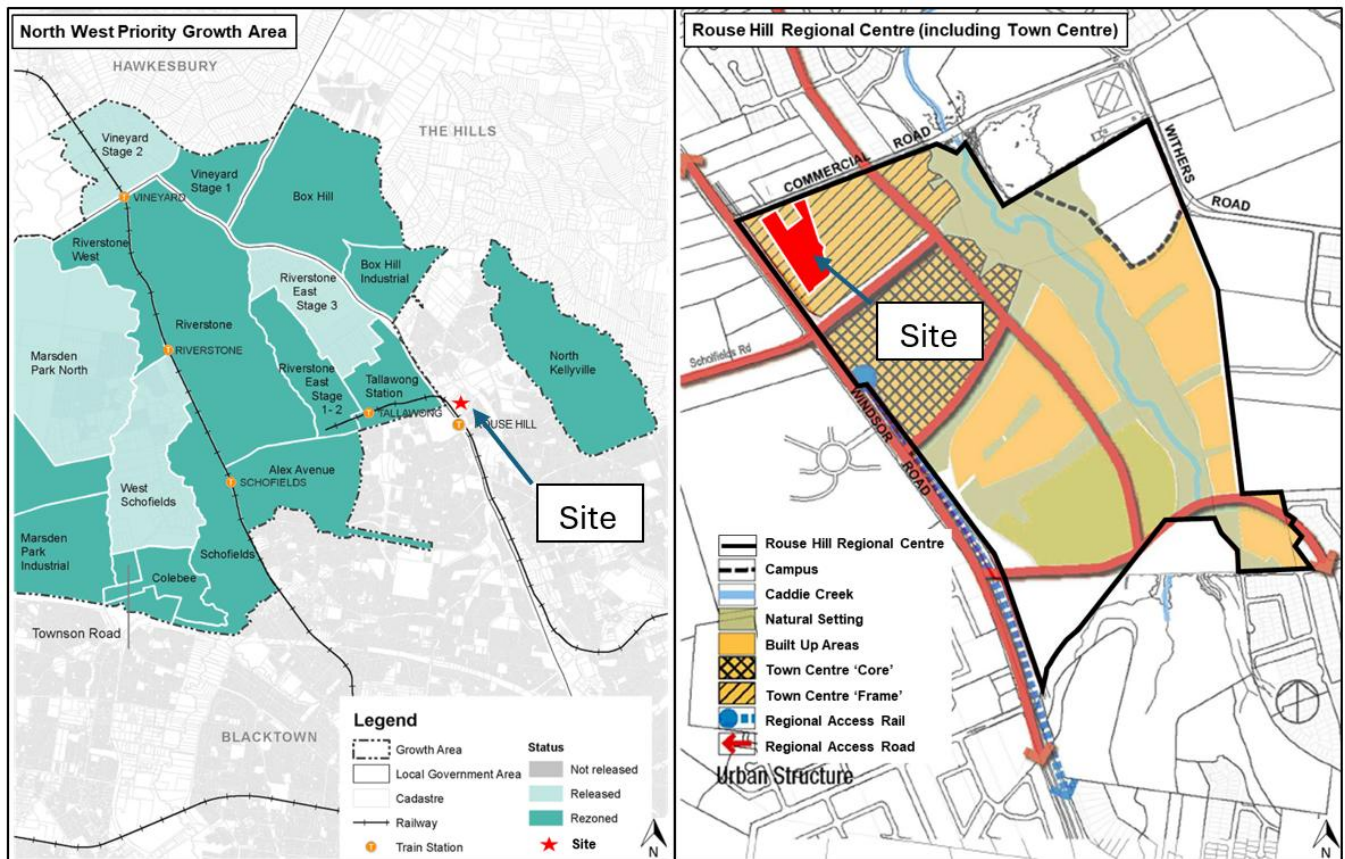


Figure 3 | The site in relation to the North West Priority Growth Area (left) and the Rouse Hill Regional Centre and Town Centre (right) (Source: Hills Shire Council)

The surrounding development within the vicinity of the site is generally comprised of commercial and residential uses, as well as former agricultural uses. Development in the area varies in form, age, height and architectural design. The surrounding context is summarised below:

- to the north, across Commercial Road, is a retail park with large at-grade car parks with The Fiddler hotel and Royal Oak Inn, Raine and Horne, KFC, Centrelink office, Mercure Hotel, Guardian Childcare Centre and bulky goods stores (see 1 in Figure 4).
- to the east is vacant land known as ‘the Northern Frame’ (see 2 in Figure 4) currently zoned MU1 Mixed Use which allows development up to 32m in height. In the eastern corner of the site is an 11 storey residential flat building. That site is subject to a Planning Proposal (2/2025/PLP) currently under consideration (see Section 1.4 of this report).
- to the south is the Rouse Hill Town Centre (see 3 in Figure 4), a large shopping mall with over 200 retailers, Council library, town plaza and basement car parking. The Rouse Hill Metro

Station (see 4 in Figure 4) and bus interchange are located between the Town Centre and Windsor Road. An extension to the Rouse Hill Town Centre over an existing carpark at the western end of the town centre, is currently under construction. The extension will add 10,000sqm of retail space and new public open space.

- to the west, adjoining the site, is government land (see 5 in Figure 4) including the T-Way bus stand and with a bus operations field office and elevated Sydney Metro Rail line including cable stayed bridge over Windsor Road. West of Windsor Road are vacant sites, part of the Tallawong Station Release Area.

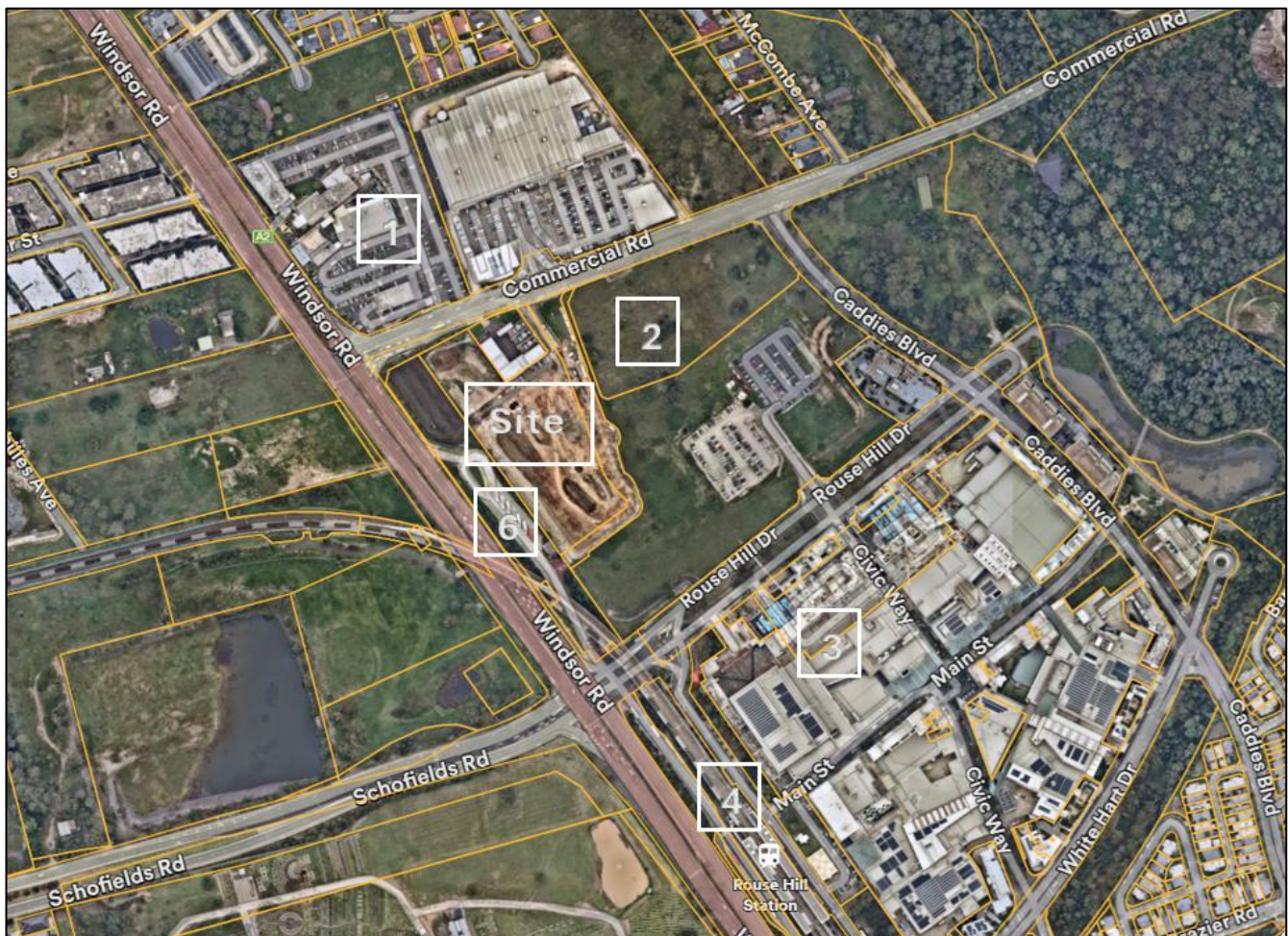


Figure 4 | Surrounding context (Source: Nearmap)

Windsor Road is oriented north-south, Schofields Road is oriented east-west and both roads are State Roads. Commercial Road and Rouse Hill Drive are oriented east-west, Caddies Boulevard is oriented north-south and these roads are local roads. All of the above roads are comprised typically of two lanes in each direction with additional lanes on approaches to intersections. There are a number of key intersections nearby the site. In particular, Commercial Road terminates at a signalised 'T' intersection with Windsor Road and there are signalised and priority intersections providing access to surrounding commercial properties and to Caddies Road along Commercial

Road. Schofields Road within the Blacktown LGA becomes Rouse Hill Drive when it crosses Windsor Road at a signalised intersection.

The site is located approximately 300m north of the Metro North-West Rouse Hill station, served by 14 bus services including the beginning of the North-West T-Way rapid transit bus route.

1.3 Project background

As outlined in the EIS, in 2015, the NSW Government announced \$300M towards the development of the new Rouse Hill Hospital. The September 2023 State Budget confirmed additional capital funding for a total \$700M allocation. In April 2025, the Federal Government made a commitment for a further \$120M to deliver maternity and birthing services at the hospital, followed by an additional \$90M funding commitment by the NSW Government announced in May 2025. This increased the total project budget to \$910M.

1.4 Related projects and works

Related development applying to the site

- SSD-45373580 – Rouse Hill Hospital Concept and Stage 1 Early Works was lodged in October 2022 and was subsequently withdrawn by the Applicant on 18 December 2023.
- SSD-66111708 – New Rouse Hill Hospital – SEARs issued on 20 December 2023 but withdrawn on 30 May 2025 due to expansion of the project's scope.
- On 2 October 2025 site works were approved under Part 5 of the EP&A Act, which are separate to the main works to which the subject SSD relates.

Related surrounding development

- Planning Proposal 2/2025/PLP – Northern Frame Precinct, Rouse Hill (see Figure 5) – seeks to increase maximum height of buildings up to 87m, introduce incentive floor space ratio and local provisions to facilitate a high density mixed use development comprising 1,500 dwellings and 60,000sqm of employment floor space. The Planning Proposal application was lodged with Council in August 2024 and is currently under consideration.

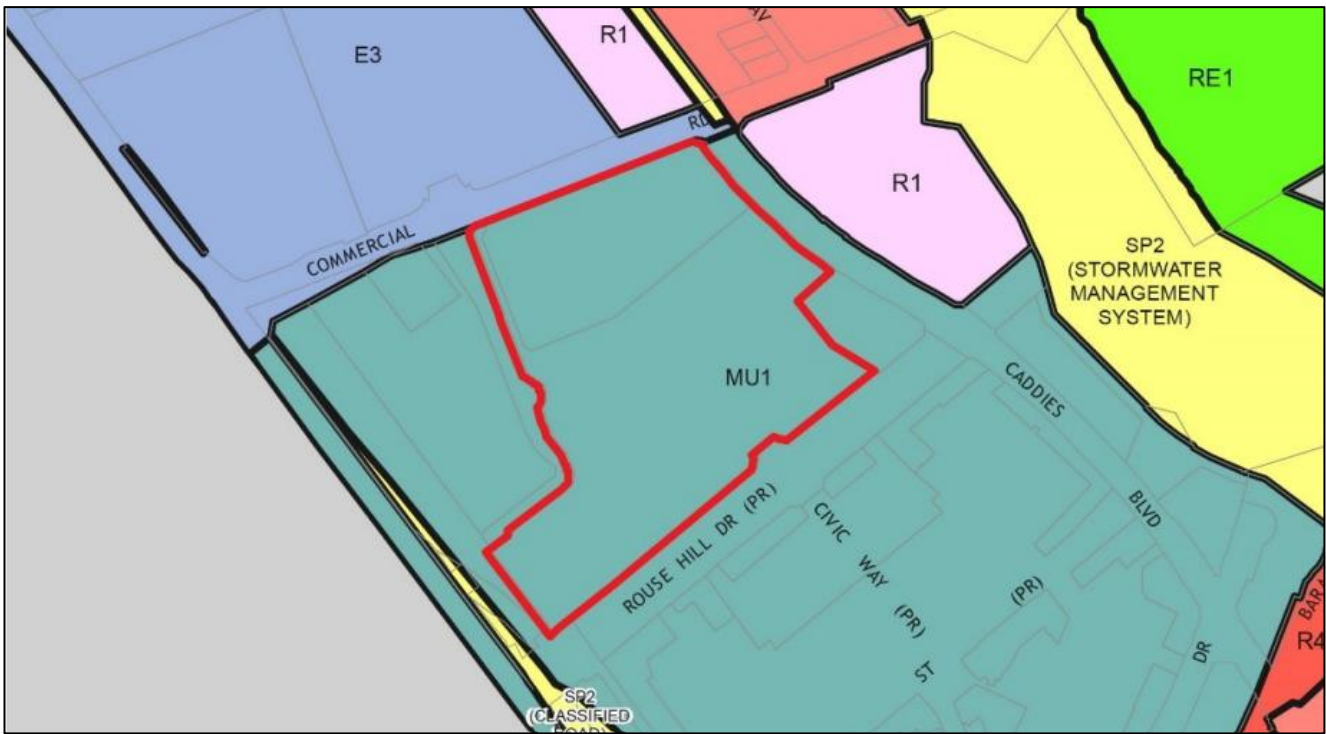


Figure 5 | Land to which Planning Proposal 2/2025/PLP relates (Source: Ethos Urban)

2 Project

2.1 Project overview

The key aspects of the project are provided in detail in the Project Description chapter of the EIS and are outlined in Table 1, with visual perspectives of the new hospital shown in Figures 6 and 7.

Table 1 | Key aspects of the project

| Aspect | Description |
|-----------------------|---|
| Project summary | <p>Construction and operation of Rouse Hill Hospital, including: site preparation works; internal road construction; multi-storey carpark; landscaping and cycle pathways; and ancillary works to Commercial Road.</p> <p>The ancillary works to Commercial Road include realignment of the existing median strip, removal of westbound righthand turn lane, kerb and gutter, footpath and line marking to enable vehicular access from Commercial Road into the new internal road layout within the hospital site.</p> |
| Demolition | <p>The application does not seek consent to undertake any demolition works on the site, noting that the site is currently vacant.</p> |
| Built form and design | <ul style="list-style-type: none"> • Construction of a new 11 storey public hospital building, including a basement level and rooftop plant. The maximum height extends to RL101.27 or approximately 49m. The hospital is an irregular shaped building and would incorporate: <ul style="list-style-type: none"> ○ an emergency department, birthing services, inpatient beds and day surgery services, short stay medical assessment services, pathology and medical imaging, outpatient and ambulatory care including paediatrics, renal dialysis and antenatal and postnatal services. ○ administration, staff support, loading dock and back-of-house services. ○ ancillary commercial uses to support the hospital, including retail. • Construction of a standalone multi-storey carpark at the north western end of the site up to 12 storeys, being a maximum height of RL90.2 or approximately 34m as measured to the top of the lift overrun, that would incorporate: <ul style="list-style-type: none"> ○ a total of 744 car parking spaces. ○ 14 motorcycle spaces. ○ rooftop solar panels. |

| Aspect | Description |
|--|--|
| | <ul style="list-style-type: none"> ○ a perforated external screen to modulate and provide interest to the façades. |
| Site area | 23,528sqm |
| Hospital Gross floor area (GFA) | 39,100sqm |
| Access | <ul style="list-style-type: none"> • The primary public access point is from Commercial Road, then onto proposed Hospital Road (private road), giving direct access to the hospital and multi-storey carpark. • Two proposed internal access roads (Hospital Road and Hospital Avenue) would form a ring road and provide internal circulation within the site. The ring road around the new hospital building would provide a primary access route for ambulances to access the ambulance bays. • A secondary emergency access point for ambulances is proposed via a connection to the existing North West T-Way to the west of the site. • Public drop-off areas are proposed on the northern side of the hospital, with capacity for seven vehicles. • The loading dock is located at the southern end of the hospital. Loading, servicing and waste vehicles would enter and exit the loading dock via proposed Hospital Road. |
| Car and bicycle parking, and ambulance parking | <ul style="list-style-type: none"> • A total of 744 car parking spaces to be provided within the multi-storey carpark comprised of: 596 standard spaces, 113 small car spaces, 24 accessible spaces and 11 parent with pram spaces. • There is a further nine car parking spaces at-grade consisting of: one pathology space, one police vehicle space, our maintenance vehicle spaces and three Health NSW fleet spaces. • Pick-up and drop-off for seven vehicles (including taxi and ride share). • 14 motorcycle spaces within the multi-storey carpark. • 52 bicycle parking spaces. • Five ambulance bays. |
| Public domain and landscaping | <ul style="list-style-type: none"> • The proposal includes external road and public domain works, including: |

| Aspect | Description |
|--------------------|---|
| | <ul style="list-style-type: none"> ○ Commercial Road: realignment of the existing median strip, kerb and gutter, footpath and line marking to enable vehicular access from Commercial Road into the new internal road layout within the hospital site. ○ North West T-Way access: a secondary access point to the site is proposed via connection to the existing North West T-Way to the west of the site. This is proposed to be a controlled access point as a secondary alternative connection for ambulances only. ○ footpath link to Rouse Hill Metro Station: A 2.5m wide shared path and pedestrian fence is proposed from the south western corner of the site, parallel to the existing Windsor Road bus T-Way to connect to the existing shared path that runs along Rouse Hill Drive. • Site landscaping throughout, including an 11 per cent tree canopy across the site with 120 new trees. |
| Hours of operation | 24 hours per day, seven days a week. |
| Signage | A number of illuminated and non-illuminated signs are proposed of various sizes. These designs are predominately for building identification and wayfinding purposes. |



Figure 6 | Perspective of the proposed hospital as viewed from Hospital Road (Source: EIS)



Figure 7 | View of the north eastern corner with podium element (Source: EIS)

2.2 Physical layout and design

The external envelope of the hospital building is an irregular shape. A two storey podium configuration is proposed to break up the visual bulk of the overall development, provide scale on ground level and enable visual detail and materiality. The tower façade above has been designed with a clear and refined expression and is located centrally within envelope. The multi-storey carpark at the north western end of the site adjacent Commercial Road, is entirely detached from the hospital. It is lower in overall height and scale compared to the hospital building. It is screened with an articulated perforated façade to provide modulation and visual interest. The proposed project layout is shown in Figure 8.

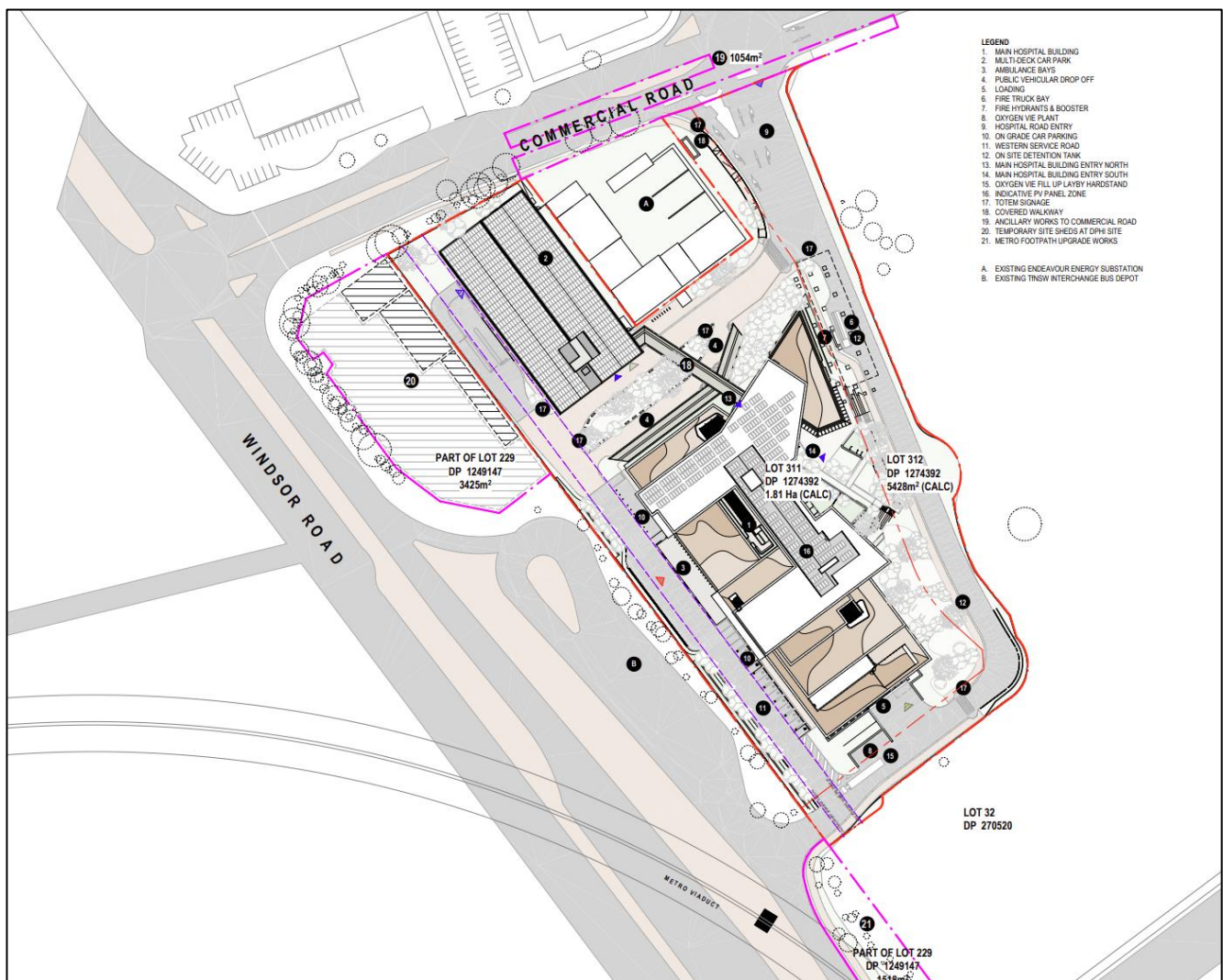


Figure 8 | Site layout plan (Source: EIS)

2.3 Uses and activities

The proposed New Rouse Hill Hospital would provide new health services facilities including: an emergency department; birthing services; inpatient beds and day surgery; pathology; pharmacy and medical imaging; outpatient and ambulatory care; paediatrics; renal dialysis; administration areas; staff support; back-of-house services; and retail. The proposed operating hours are 24 hours per day, seven days a week.

3 Strategic context

3.1 Key strategic issues

The project is largely consistent with the strategies, plans and policies outlined in Table 2, and therefore the Department considers it appropriate for the site.

Table 2 | Summary of government strategies, plans and policies

| Strategy, plan or policy | Consistency | Comments |
|--|-------------|---|
| Transport for NSW's Future Transport Strategy 2056 | Consistent | The development would provide a new facility in an accessible location and provide access to new employment opportunities close to public transport. |
| Infrastructure NSW's State Infrastructure Strategy | Consistent | The development would provide investment in health infrastructure and would enable more complex and higher volumes of services to be delivered. |
| North West Rail Link Corridor Strategy | Consistent | The North West Rail Link Corridor Strategy guides development around new Metro stations. The strategy identifies Rouse Hill to become a major transport, retail and commercial hub for the surrounding suburbs. The proposal would support the strategy by providing increased employment within walking and cycling distance of the station. |
| The Hills Local Strategic Planning Statement (LSPS) | Consistent | The proposal would align with development and growth of Rouse Hill as a strategic centre. The proposed new hospital would deliver new jobs during the construction and operational phases, consistent with the planning priorities within the LSPS. |
| Rouse Hill Precinct Plan, The Hills Shire Council | Consistent | The site is identified for a future hospital and potential future expansion within Council's Rouse Hill Precinct Plan. |

The new hospital has been designed to embrace advanced digital technology and innovative models of care to bring world-class care right to Sydney's north-west. The Rouse Hill Hospital will ensure communities in north-western Sydney will have access to contemporary health care closer to home. The Rouse Hill Hospital will complement Blacktown and Mount Druitt Hospitals, as well as Westmead Hospital to ensure comprehensive healthcare throughout the north west.

4 Statutory context

4.1 Permissibility and assessment pathway

Details of the legal pathway under which consent is sought and the permissibility of the project are provided in Table 3.

Table 3 | Permissibility and assessment pathway

| Consideration | Description |
|---------------------------|---|
| Assessment pathway | <p>State significant development</p> <ul style="list-style-type: none"> The project is declared SSD under section 4.36 of the EP&A Act as it satisfies the criteria under section 2.6(1) of the Planning Systems SEPP, pursuant to clause 14 of Schedule 1, as development is for the purposes of a hospital with a CIV greater than \$30 million. The proposed development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and the proposed development is specified under clause 14 of Schedule 1 of the Planning Systems SEPP. |
| Consent authority | <p>Minister for Planning and Public Spaces</p> <ul style="list-style-type: none"> The Minister is the consent authority under section 4.5(a) of the EP&A Act. |
| Decision-maker | <p>Director, Social Infrastructure Assessments</p> <ul style="list-style-type: none"> In accordance with the Minister for Planning and Public Spaces' delegation to determine applications, dated 9 March 2022, the Director, Social Infrastructure Assessments may determine the application as: <ul style="list-style-type: none"> Council has not made an objection to the application. there are less than 15 public submissions objecting to the application. a political disclosure statement has not been made for the application. |
| Permissibility | <p>Permissible with consent</p> <ul style="list-style-type: none"> The site is located within the MU1 – Mixed Use zone under The Hills Local Environmental Plan 2019 (HLEP). Health services facilities are a permissible form of development within the MU1 – Mixed Use zone. Therefore, the Minister for Planning and Public Spaces (or a delegate) may determine the carrying out of the development. |

4.2 Other approvals and authorisations

The project will not require an environment protection licence issued by the NSW Environment Protection Authority under section 42 of the *Protection of the Environment Operations Act 1997*.

Under section 4.41 of the EP&A Act, a number of other authorisations required under other Acts are not required for SSD and SSI. This is because all relevant issues are considered during the assessment of the SSD application.

Under section 4.42 of the EP&A Act, certain approvals cannot be refused if they are necessary to carry out the SSD (e.g. approvals for any road works under the *Roads Act 1993*). These authorisations must be substantially consistent with any SSD development consent for the project.

The Department has consulted with and considered the advice of the relevant government agencies responsible for these other authorisations in its assessment of the project (see Section 5 and Section 6). Suitable conditions have been included in the recommended conditions of consent (see Appendix D).

4.3 Planning Secretary's environmental assessment requirements

The Department's review determined that the EIS addresses each matter set out in the Planning Secretary's environmental assessment requirements (SEARs) issued on 16 October 2025 and is sufficient to enable an adequate consideration and assessment of the project for determination purposes.

4.4 Mandatory matters for consideration

4.4.1 Matters of consideration required by the EP&A Act

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application. The Department's consideration of these matters is shown in Table 4.

Table 4 | Matters for consideration

| Matter for consideration | Department's assessment |
|---|-------------------------|
| Environmental planning instruments, proposed instruments, development control plans & planning agreements | Appendix C & Appendix D |

| Matter for consideration | Department's assessment |
|--------------------------|--|
| EP&A Regulation | Appendix C |
| Likely impacts | Section 6 – Assessment |
| Suitability of the site | Section 1.3 – Project background, Section 3 – Strategic Context and Section 6 – Assessment |
| Public submissions | Section 5 – Engagement & Section 6 – Assessment |
| Public interest | Section 5 – Engagement, Section 6 – Assessment & Section 7 – Evaluation |

4.4.2 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the project is consistent with the relevant objects of the EP&A Act (s 1.3) including the principles of ecologically sustainable development. Consideration of those factors is described in **Appendix C**.

As a result of the analyses in **Appendix C**, the Department is satisfied that the development is consistent with the objectives of the EP&A Act and the principles of ecologically sustainable development (ESD).

4.4.3 Biodiversity development assessment report

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the project is not likely to have any significant impact on biodiversity values (as identified in the BC Act and in the *Biodiversity Conservation Regulation 2017*).

The EIS included a BDAR. The BDAR and the overall impact of the project on biodiversity values is assessed in Section 6.

5 Engagement

5.1 Exhibition of the EIS

5.1.1 Public exhibition of the EIS

After accepting the EIS, the Department:

- publicly exhibited the project from Thursday 13 November 2025 until Wednesday 10 December 2025 on the NSW Planning Portal.
- notified occupiers and landowners in the vicinity of the site about the public exhibition.
- notified and invited comment from relevant government agencies and the relevant council, The Hills, as well as the council from the adjacent LGA, Blacktown.

5.1.2 Summary of advice received from government agencies

The Department received advice from five government agencies and three utility providers on the EIS.

A summary of the agency advice is provided in Table 6. A link to the full copy of the advice is provided in Appendix B.

Table 6 | Summary of agency advice

| Agency | Advice summary |
|----------------------------------|---|
| Transport for NSW (TfNSW) | <p>TfNSW made the following comments:</p> <ul style="list-style-type: none">A Crime Prevention Through Environmental Design (CPTED) analysis relating to active transport connections between the development and Rouse Hill Transport Interchange should be undertaken.A 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.TfNSW will continue to liaise with the Applicant with regards to the ability of buses to enter the site.An Operational Plan of Management for the loading dock is required to manage potential vehicular conflicts. |

| Agency | Advice summary |
|---|--|
| | <ul style="list-style-type: none"> • A separate approval under the Roads Act 1993 will be required from TfNSW for the proposed civil works and modification of existing traffic control signals on Commercial Road. TfNSW provided a suggested condition of consent relating to this. • 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. • A Green Travel Plan (GTP) should be prepared in consultation with TfNSW and Council. |
| Conservation Programs, Heritage and Regulation Group (CPHRG) | <p>CPHR advised that:</p> <ul style="list-style-type: none"> • Conditions of consent should be included that require the implementation of the mitigation measures from the Biodiversity Development Assessment Report and the tree protection measures in the Arboricultural Impact Assessment. • 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. |
| Heritage NSW – Aboriginal Cultural Heritage (Heritage ACH) | <p>Heritage NSW (ACH) requested the Aboriginal Cultural Heritage Assessment Report (ACHAR) to be updated to include:</p> <ul style="list-style-type: none"> • The full area of impact including laydown areas. • A clear summary of the background of the project area (including the Part 5 approval). • Consideration of AHIP 5439 and the approved on-site salvage excavation. • Clarification if the Aboriginal Cultural Heritage Management Plan referred to in the ACHAR has been developed to guide the salvage excavations under the AHIP, or if additional excavation is required under the SSD. • An updated impact assessment and recommendations. |
| Heritage NSW | <p>Heritage NSW noted that there is one State Heritage Register (SHR) item in the vicinity of the site, that being the Royal Oak Inn (SHR 00698). The submitted Statement of Heritage Impact stated that the proposed development would alter the broader setting of the Royal Oak Inn, but this would have little impact on its heritage significance. Heritage NSW supported this assessment and did not raise any further concerns.</p> |
| Sydney Metro | <p>Sydney Metro advised that:</p> <ul style="list-style-type: none"> • Concurrence of Sydney Metro is not required. |

| Agency | Advice summary |
|-------------------------|--|
| | <ul style="list-style-type: none"> Conditions of consent should be imposed in order to ensure the appropriate management and mitigation of the proposed development's impacts on the M1 Metro North West rail corridor. |
| Sydney Water | Sydney Water advised that they do not object to the proposed development and recommended conditions of consent. |
| Ausgrid | Ausgrid advised that the subject site sits outside Ausgrid's boundary. |
| Endeavour Energy | Endeavour Energy did not object to the proposed development and noted that new substations must be located within the property in a suitable and accessible location. |

5.1.3 Summary of Council submission

Both The Hills Shire Council and Blacktown City Council provided comments on the proposal. A summary of the issues raised by both Councils is provided in **Table 7** and a link to all submissions in full is provided in **Appendix B**.

Table 7 | Summary of issues raised by Councils

| The Hills Shire Council | |
|-------------------------|---|
| General comments | <ul style="list-style-type: none"> sought details of the internal hospital layout, number of beds, staffing details and planning pathway for fit out works. requested further assessment concerning DCP car parking rates, Rouse Hill Masterplan and the building height non-compliance. raised concerns regarding the potential for the works on Commercial Road to impact upon Council's assets. |
| Health | <ul style="list-style-type: none"> further acoustic assessment of plant and equipment should be undertaken during the detailed design phase to confirm any noise control measures. the preparation of a Construction Noise and Vibration Management Plan is required. 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. |

The Hills Shire Council

| | |
|------------------------------|---|
| | <ul style="list-style-type: none"> considers that the recommendations of the Dryland Salinity and Acid Sulfate Soil Assessment should be implemented. |
| Landscaping and trees | <ul style="list-style-type: none"> replacement trees should be provided to offset the loss of street trees along Commercial Road. soil depths should comply with The Hills DCP requirements, all fencing should be integrated with landscaping and car parking areas should be appropriately screened with soft landscaping. |
| Contributions | <ul style="list-style-type: none"> Council does not support an exemption from development contributions. It is requested that the Applicant make a monetary payment in accordance with The Hills Section 7.12 Contributions Plan. the Applicant should contribute funding towards the construction of a new pedestrian bridge that is identified in the Rouse Hill Precinct Plan. |
| Traffic and transport | <ul style="list-style-type: none"> request for evidence in the Traffic and Access Impact Assessment (TAIA) as to how the parking and trip rates and mode split assumptions were derived. the TAIA must further consider the cumulative traffic impacts from nearby development of Northern Residential Precinct, Northern Frame Precinct, Rouse Hill Town Centre Expansion and Tallawong Station Release Areas. 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. Land for pedestrian bridges should be dedicated to Council. insufficient amount of bicycle parking spaces provided. 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. clarification sought on the scope of the Green Travel Plan. concern with regards to the impacts upon local road infrastructure and congestion. confirmation that the site is not a flood controlled lot and the potential for overland flooding is insignificant. However, further analysis is required concerning the protection of carpark entry from overland flows within the internal access road. |
| Stormwater | <ul style="list-style-type: none"> various recommendations concerning the proposed stormwater disposal strategy to ensure that it is consistent with Council's requirements. |

The Hills Shire Council

Road layout and traffic

- sight distances, swept paths, circulation aisles, clearance heights and other technical items are to be detailed to ensure compliance with the Australian Standards.
- concern that the proposed internal road layout is inconsistent with Part D Section 6 Rouse Hill Regional Centre and the Precinct Plan DA 354/2012/HB (as amended).
- recommended that further consultation occurs between the Applicant, TfNSW, Council and GPT with respect to the access arrangements for the hospital and the surrounding existing and proposed road network.

Blacktown City Council

Traffic modelling and associated impacts

- traffic modelling should be revised to take into consideration:
 - the Windsor Road and Commercial Road intersection as a 4-way signalised intersection and the left turn out of Schofields Road to the hospital.
 - the impact of traffic generated by the proposal within the Blacktown LGA.

Car parking, shared path and bicycle parking

- sufficient on-site car parking should be provided to minimise the likelihood of people parking on-street.
- recommended that the proposed pedestrian pathway is a minimum of 2.5m wide with appropriate street tree planting.
- concern that the amount of bicycle parking spaces provided is inadequate.

Wayfinding strategy

- it is unclear whether a wayfinding strategy has been developed.

Tree canopy and biodiversity

- advice that the proposed tree canopy coverage is too low and should be increased to a minimum of 15 per cent.
- concern that the mitigation measures do not contain the biodiversity mitigation measures recommended. Various aspects of the BDAR sought to be clarified.
- recommendation for a project arborist to be engaged prior to the commencement of any work on the site with appropriate tree protection put in place.

Social planning

- recommendation for lighting throughout the hospital, improved public transport services, extended hours for any on site café and consideration of pedestrian pathways from The Fiddler to the hospital.

5.1.4 Summary of public submissions

The Department received seven submissions¹ during the public exhibition period of the EIS, including five submissions from individuals, one from GPT RE Limited and one from Mecone Group Pty Ltd on behalf of Lewis Land Group Pty Ltd. Five submissions provided comment and two supported the project. Further detail is provided in Table 8 and a link to all submissions in full is provided in Appendix B.

Table 8 | Key issues raised in submissions on the EIS

| Issue | Number of Submissions |
|---|-----------------------|
| <p>Traffic, vehicular access and egress and parking impacts on The Fiddler site (2 Commercial Road, containing The Fiddler, Mercure Hotel, KFC and Raine and Horne)</p> <ul style="list-style-type: none"> • A submission was received from Mecone Group Pty Ltd, on behalf of Lew Land Group Pty Ltd, who broadly supported the proposal, however raised concerns with respect to impacts to The Fiddler operations in terms of traffic, vehicular access and egress and parking. • Clarification is sought as to whether the proposed works on Commercial Road would restrict right-hand turn access to/from The Fiddler site, including any temporary blockages during works. • Insufficient details are provided concerning how the proposed onsite carparking system will function. Concern is raised that workers and visitors to the hospital may attempt to use free on-site car parking at The Fiddler site if the proposed car parking facilities are not available for free. | One |
| <p>Traffic modelling, proposed road network design, construction traffic management and other impacts</p> <ul style="list-style-type: none"> • The traffic modelling adopted assumes a 4-way signalisation of the Commercial Road/Caddies Boulevard intersection. However, these works are currently under review. The traffic assessment should consider the existing 3-way intersection that is in place. • The proposed road network on the hospital site does not allow for direct access for the immediately adjoining site to the east (Rouse Hill Northern Frame). Further consultation should be undertaken between key | One |

¹ Each petition or submission that contains the same or substantially the same text is counted as one submission in accordance with section 2.7(6) of the Planning System SEPP.

| Issue | Number of Submissions |
|--|-----------------------|
| <p>stakeholders to determine the best traffic management approach for the precinct.</p> <ul style="list-style-type: none"> The Applicant should ensure that construction vehicles to not adversely affect the access and operations of the Rouse Hill Town Centre. Any requirements for access into GPT's land must be subject to appropriate arrangements being established between the parties. Requirement for dilapidation surveys. | |
| <p>Landscape design</p> <ul style="list-style-type: none"> The design and delivery of the external ground landscaped areas should be further considered and coordination with GPT as the direct neighbour of the hospital site. | One |
| <p>Acoustic impacts</p> <ul style="list-style-type: none"> The Rouse Hill Precinct Plan (2023) envisions the adjoining land to the east as a high-density mixed-use precinct, including residential dwelling. Acoustic noise measures should be adopted to ensure impacts on residential amenity are minimised. | One |
| <p>Safety/security management and signage</p> <ul style="list-style-type: none"> The Applicant should provide appropriate safety and security measures to manage risks to the general public noting that 24/7 emergency services are proposed. Appropriate signage should be provided to clearly identify the hospital access. | One |
| <p>Bicycle facilities</p> <ul style="list-style-type: none"> Concern that there are no bicycle storage facilities provided for staff. | One |
| <p>Adequacy of public transport</p> <ul style="list-style-type: none"> Insufficient public transport options servicing the site. | One |
| <p>Provision of staff and housing</p> <ul style="list-style-type: none"> Comment that there must be sufficient staff for the hospital and appropriate pay conditions. On-site housing for NSW Health staff should be provided. | One |

5.2 Response to submissions

Following the public exhibition period, the Department asked the Applicant to respond to the issues raised in submissions and the advice received from government agencies. The Applicant provided a submissions report (RtS) to the Department on 4 February 2026. Changes made to the project, include:

- an additional part one, part two storeys added to the multi-storey carpark, increasing the number of car parking spaces from 659 to 744.
- an additional 22 bicycle parking spaces provided on site.
- refinements made to the design of the new right-turn lane from Commercial Road into Hospital Road.

As part of the RtS, the Department notes that the Applicant undertook updated traffic modelling, additional site contamination investigations and a Walking Space Guide Assessment for the hospital to assess the proposed footpaths and to ensure that a comfortable walking environment is provided to connect the site to the Rouse Hill Metro Station and key bus stops. Further, an updated mitigation measures table was provided.

The Department published the submissions report on the NSW Planning Portal and forwarded the submissions report to relevant government agencies and local Council(s) for comment on 5 February 2026.

5.2.1 Council and agency advise on the RtS

The Hills Shire Council, Blacktown City Council and three government agencies commented on the RtS. A summary of their advice is provided in **Table 9**.

Table 9 | Summary of Council and agency advice on the RtS

| Council/agency | Summary of advice |
|--------------------------------|--|
| The Hills Shire Council | <ul style="list-style-type: none">• sought details of the internal hospital layout, number of beds, staffing details and planning pathway for fit out works.• requested further assessment concerning DCP car parking rates, Rouse Hill Masterplan and the building height non-compliance.• raised concerns regarding the potential for the works on Commercial Road to impact upon Council's assets.• concern with the absence of the non-provision of the link road between Hospital Road and Rouse Hill Drive.• recommendations concerning the proposed stormwater disposal strategy to ensure that it is consistent with Council's requirements. |

| Council/agency | Summary of advice |
|-------------------------------|--|
| | <ul style="list-style-type: none"> • sight distances, swept paths, circulation aisles, clearance heights and other technical items are to be detailed to ensure compliance with the Australian Standards. • concern that the proposed internal road layout is inconsistent with Part D Section 6 Rouse Hill Regional Centre and the Precinct Plan DA 354/2012/HB (as amended). • recommended that further consultation occurs between the Applicant, TfNSW, Council and GPT with respect to the access arrangements for the hospital and the surrounding existing and proposed road network. • advice that the mitigation measures in the BDAR and Arboricultural Impact Assessment should be reflected in the conditions. • insufficient justification provided for the non-provision of a new pedestrian bridge as shown in the Rouse Hill Precinct Plan. • maintained position that contributions should be imposed. • specific data within the traffic modelling remains unclear. • recommendation that the Applicant and TfNSW continue to investigate the option of bus access into the site. • recommendation that 'Keep Clear' pavement markings are provided at the median opening on Commercial Road to maintain access to The Fiddler. • critical road infrastructure upgrades should be delivered for the opening of the hospital. |
| Blacktown City Council | <ul style="list-style-type: none"> • the traffic modelling for the intersection of Windsor and Commercial Roads has been undertaken as a signalised T-intersection whereas in the Cudgegong Station Precinct Plan this intersection has a fourth leg which is to the west of Windsor Road. • the impact of traffic generated by the proposal within the Blacktown LGA must be fully assessed. • the traffic modelling and assessment should therefore explicitly account for the cumulative traffic generation and revised intersection geometry associated with SSD-82943710 (a proposal for three x eight storey residential apartment buildings). • inadequate justification for the proposed 11.5 per cent tree canopy target. • concerns regarding the width of the shared pathway on Commercial Road. |

| Council/agency | Summary of advice |
|---------------------|--|
| | <ul style="list-style-type: none"> a wayfinding plan and updated CPTED report should be lodged. Concerns raised regarding how waiting areas in the hospital will meet operational needs. |
| TfNSW | <ul style="list-style-type: none"> re-iterated its recommended conditions of consent with respect to pedestrian accessibility and safety, Green Travel Plan, Construction Pedestrian and Traffic Management Plan. |
| Heritage ACH | <ul style="list-style-type: none"> confirmed that the additional information provided adequately address prior comments made and recommended conditions of consent. |
| Sydney Metro | <ul style="list-style-type: none"> re-iterated its previously recommended conditions of consent. |

5.3 Request for further information and Amendment Report

On 20 February 2026, the Department asked the Applicant to provide further information to address comments made on the RtS from TfNSW. Specifically, the Applicant was requested to demonstrate that the proposed design can accommodate bus access. On 24 February 2026, the Applicant was also asked to address traffic comments made by The Hills Shire Council on the RtS and clarify aspects on the provided civil plans. Furthermore, on 26 February 2026, the Applicant was instructed by the Department to formally amend the application to reflect the design changes proposed as part of the RtS documentation. In response, an Amendment and Submissions Report was submitted on 6 March 2026.

The following additional information was provided to the Department:

- a bus route study within the hospital site which demonstrates the ability for buses to traverse the site.
- further technical details and supporting evidence concerning the material relied upon in the traffic model to determine the trip and parking rates. Confirmation was provided that the traffic model was developed in consultation with TfNSW, which reviewed the model and associated data inputs and did not raise any concerns in relation to the methodology or data utilised.
- advice that the Commercial Road upgrade works are part of a broader road upgrade scope, which includes the upgrade and signalisation of the Commercial Road/Main Hospital Access Road intersection. This is being undertaken by TfNSW in consultation with Health Infrastructure, The Hills Shire Council and adjoining landowners. Any required road marking

and signage will be coordinated by TfNSW in consultation with the Applicant and adjoining landowners as relevant.

- clarification of the land acquisition details on the civil plans, which relates to works being undertaken by TfNSW.

On 23 March 2026, the Department asked the Applicant to provide further information to address the vehicular safety implications of retaining the right-turn access to and from The Fiddler driveway (2 Commercial Road) on Commercial Road considering the proposed deletion of the existing dedicated right-hand turn lane. Further justification for the section 7.12 contributions exemption request was also requested.

The Applicant provided a response on 17 April 2026. The following additional information was provided:

- advice that the Commercial Road works have been reviewed in consultation with TfNSW. To maximise safety, the proposed works have been amended and the right-in and right-out access to and from 2 Commercial Road (The Fiddler site, including KFC and Raine and Horne) is proposed to be permanently closed. The Applicant and TfNSW met with representatives of the Lewis Land Group (owners of 2 Commercial Road) to advise that the access would be closed and further engagement occurring in light of the planned traffic changes. Further discussion is provided in **Section 6.4**.
- amended civil plans were submitted to document the proposed median strip changes along Commercial Road.
- detailed justification for the exemption request from the payment of development contributions. This is discussed in further detail in **Section 6.3**.

6 Assessment

6.1 Built form and urban design

Building siting, height and bulk

Clause 4.3(2) – Height of buildings within HLEP 2019 applies to the site and states the following:

- (2) *The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.*

The Height of Buildings Map accompanying HLEP 2019 indicates a building height development standard of 32m for the hospital site. However, the above clause is put aside by the operation of clause 5.12 of the HLEP 2019 – Infrastructure development and use of existing buildings of the Crown, which states:

5.12 Infrastructure development and use of existing buildings of the Crown

- (1) *This Plan does not restrict or prohibit, or enable the restriction or prohibition of, the carrying out of any development, by or on behalf of a public authority, that is permitted to be carried out with or without development consent, or that is exempt development, under State Environmental Planning Policy (Transport and Infrastructure) 2021, Chapter 2.*
- (2) *This Plan does not restrict or prohibit, or enable the restriction or prohibition of, the use of existing buildings of the Crown by the Crown.*

The 32m height control would restrict the carrying out of development by a public authority that is permitted to be carried out with development consent on the subject site. Accordingly, the height limit control does not apply in accordance with clause 5.12(1) of HLEP 2019.

The proposed new hospital is a maximum of eleven storeys and has a maximum height of approximately 49m (RL101.27m). The multi-storey carpark is a maximum of 12 storeys and has a height of approximately 34m (RL90.2m) as measured to the top of the lift overrun.

The Department acknowledges that the proposed hospital building and carpark would be taller than other existing buildings in the vicinity of the site, but considers that the scale of the proposed buildings would be acceptable as:

- the EIS demonstrates that the proposed siting and layout of the new Rouse Hill Hospital results from a detailed options analysis. Whilst some options achieved a building height compliant building, the chosen option, incorporating a podium and tower element results in a greater height and reduced footprint and building bulk. The building footprint provides for efficient internal circulation for staff, patients and equipment.

- the reduced building bulk increases natural light and view availability. It also maximises soft landscaping and use of the external areas on the ground floor for improved streetscape and pedestrian amenity (see Figure 9).
- the overall volume of the development is setback from the allotment boundaries, enabling the provision of landscape zones (see Figure 10) to soften and enhance the external appearance of the development as viewed from the public domain and/or adjoining properties.
- there are key operational benefits of taller hospitals which achieve the clinical demands of the facility. These include:
 - a smaller footprint with vertical design means the hospital can accommodate a larger number of clinical services within a smaller footprint.
 - less movement for patients with the grouping of related services on the same floors, minimising the need for patient movements between different buildings or departments. Similarly, staff efficiency is enhanced by reducing time spent moving across floor or departments.
 - an efficient workflow is vital to providing the highest quality emergency and general health care. Accordingly, design considerations for optimising layout, proximities and designated pathways are vital for ensuring smooth patient flow, minimising delays and maximising staff efficiency.
- the Rouse Hill Precinct Plan, adopted by Council on 28 November 2023, sets the framework for Rouse Hill to grow into a thriving regional destination and mixed use strategic centre. The Plan identifies the immediately adjoining land to the east in the Northern Frame Precinct as being a high density residential, height density employment and health services and mixed use area. The Plan states that Building height are envisaged to vary between 12 and 20 storeys. The same land in the Northern Frame Precinct is also the subject of Planning Proposal 2/2025/PLP that is currently under assessment and seeks to increase the maximum height of buildings up to a maximum of 87m. Higher buildings are therefore anticipated and continue to be contemplated within the locality and the scale of the proposed development would not be inconsistent with this.



View towards hospital drop off and main entry

Figure 9 | View towards hospital drop off and main entry (Source: EIS)



Figure 10 | Landscape site plan (Source: EIS)

Built form and design

Prior to the lodgement of the SSD application, the design of the hospital was guided by NSW Government Architect (GANSW) as part of the State Design Review Panel (SDRP) process. As part of its review of the proposal, the SDRP made the following key recommendations:

- better mitigate the bulk and scale of the western elevation by increasing articulation. Suggested to consider massing adjustments to generate further depth and revisit the corner and base treatments for opportunities.
- consider alternative treatments to the southern metal roof to improve its performance with respect to outlook and mitigating reflected heat and glare.
- concern that the carpark has the potential to be bulky. When car parking numbers are finalised, further develop the form to mitigate against bulk and scale impacts. Ensure that a façade strategy is in place that is simple and elegant.
- ensure that wind testing is undertaken for the proposed Care Arcade to understand the likely weather conditions and the comfort and safety of users of the space.

Seeking to address the SDRP comments, at EIS stage the Applicant refined the design as follows:

- improved articulation of the western elevation of the hospital building.
- southern roof amended from metal to ballast to improve the outlook and amenity for the internal area.
- commitment to numerical modelling of wind within the Care Arcade, as detailed within the submitted Wind Assessment Report provided with the EIS.
- provided a perforated façade screen to the multi-storey carpark. The modulated façade provides interest and visual rhythm to the carpark.

The design of the development incorporates varied building scale, articulation and materials and finishes within a landscape setting. The arrangement of the proposed hospital building with a podium and tower form effectively minimises the overall footprint of the building, restricting visual bulk impacts for the streetscape and/or surrounding properties. The selection of external materials and finishes expresses the design intent and is considered to be responsive to the landscape setting of the site that is created. A range of external materials (see **Figure 11** and corresponding numbers below) are proposed to be used, comprising:

- green panelised wall (5).
- double glazed unit wall with olive green spandrels (2).
- recycled brick slip panels/ FC sheets – terracotta (3).
- metal louvres (4).
- ceramic panels (1).
- feature art screens (6).
- perforated metal panels (7).



Figure 11 | Building fabric – proposed material selection (Source: EIS)

Overall, the Department is satisfied that the Applicant has provided an appropriate response to the issues outlined during the SDRP process. As a result, the built form and design outcomes are appropriate and are supported.

Visual impacts

The EIS was accompanied by a Visual Impact Assessment (VIA) to assess the visual impacts of the proposed development within the existing context. A total of 12 views (see Figure 12) were identified to be analysed as part of the VIA, including:

- Lakes Edge Park near Clematis Circuit (V1) and near Neighbourhood Centre (V2).
- Centenary Playing Fields (V3) and Kanebridge Oval (V4).
- Rouse Hill Metro – Platform (V5).
- The Fiddler – along Windsor Road (V6).
- Tempus Street (V7) and Schofields Road (V8).
- Windsor Road – north (V9) and Windsor Road/Schofields Road (V10).

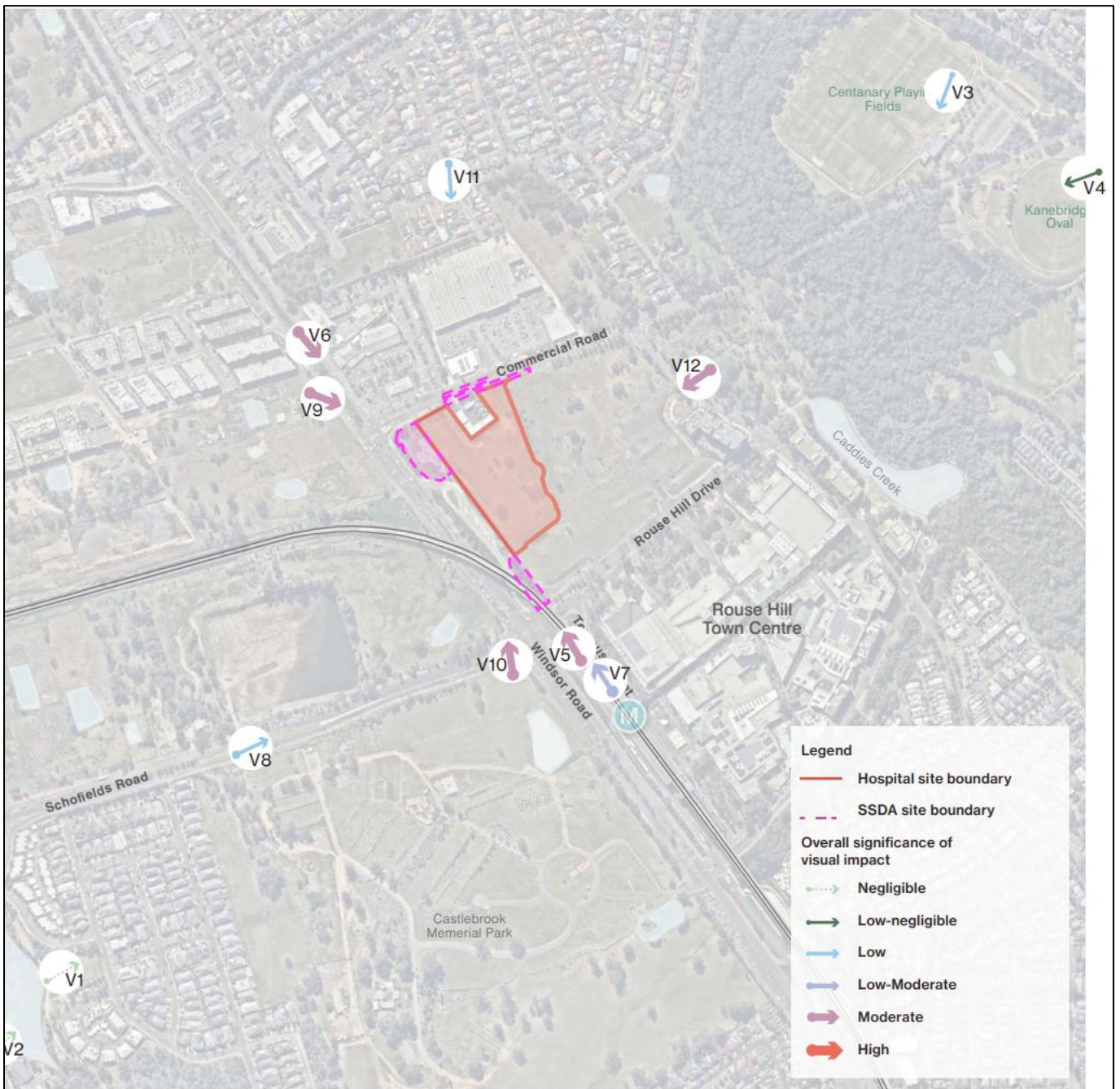


Figure 12 | Extract of VIA analysis points (Source: EIS)

All representative views are rated as experiencing a negligible, low, low-negligible or moderate level of visual impact (see Figure 13).

The Department has considered the visual impacts of the proposed development and considers them to be acceptable for the following key reasons:

- no views of identified importance in the area are significantly impacted.
- where the proposed development is seen, it obstructs an area of existing sky in a location that is anticipated to accommodate development at a similar scale.
- the area surrounding the site is planned for greater density.

- the proposed development provides substantial landscaping for partial screening and is further screened by nearby significant trees.
- the proposed development is designed to present varied facades towards key views.

| View no. | Description | Importance of view | View change | Overall significance of visual impact |
|----------------------------|---|--------------------|-----------------|---------------------------------------|
| Public domain views | | | | |
| V1 | Lakes Edge Park near Clemantis Circuit | Moderate - High | Negligible | Negligible |
| V2 | Lakes Edge Park near Neighbourhood Centre | Moderate - High | Negligible | Negligible |
| V3 | Centenary Playing Fields | High | Low | Low |
| V4 | Kanebridge Oval | High | Low- Negligible | Low- Negligible |
| V5 | Rouse Hill Metro Station - Windsor Road | High | Moderate | Moderate |
| V6 | The Fiddler - Windsor Road | Moderate - High | Moderate | Moderate |
| V7 | Tempus Street | Low - Moderate | Low - Moderate | Low - Moderate |
| V8 | Schofields Road | Low - Moderate | Low | Low |
| V9 | Windsor Road - north | Moderate | Moderate | Moderate |
| V10 | Windsor Road - south | Moderate | Moderate | Moderate |
| V11 | Glen Abbey Street | Moderate - High | Low | Low |
| V12 | Proposed public open space | Moderate - High | Moderate | Moderate |

Figure 13 | Summary table of the view analysis and associated visual impact (Source: EIS)

Amenity impacts

The Department has considered potential amenity impacts caused by the proposed development, which are acceptable as detailed below:

Overshadowing – the EIS was accompanied by shadow diagrams that demonstrate the additional overshadowing impacts of the proposed development. The orientation of the site and the placement of the proposed buildings at the centre and northern end of the site results in minimal shadows being cast outside of the site boundaries after midday during the winter solstice. Those shadows cast from 9am to midday during the winter solstice generally fall across Windsor Road and the adjoining bus laydown area that is adjacent to the western boundary of the site. No further concerns

are raised in this respect given that it is road and bus infrastructure that is not a sensitive receiver for solar access.

Visual privacy – the proposed hospital building is concentrated in the centre of the site, well setback from the allotment boundaries. The majority of views out of the building are long distance and are not anticipated to generate any adverse amenity impacts with respect to visual privacy for existing or future development.

Generally, the design of the hospital affords a high level of amenity within the building itself for future users and staff. In this regard, public circulation and waiting areas have large amounts of glazing. Inpatient bedrooms and staff areas have access to daylight, many with extensive views of the region. The care arcade is a paved plaza between the main hospital building entry and the retail space that provides a welcoming entry point with information seating and gathering. The space provides relief from the clinical environment and is located underneath a bridged wing of the building above, providing protection in all weather.

6.2 Landscaping and public domain

Tree removal

A total of 57 trees were approved for removal on 2 October 2025 under Part 5 of the EP&A Act. The SSD EIS was accompanied by an Arboricultural Impact Assessment (AIA), which assessed 137 remaining trees. A total of 129 of those trees are proposed to be retained and protected. The AIA provides specific tree protection recommendations to ensure appropriate construction techniques and methodology are employed to mitigate any potential negative impacts on the retained trees.

The SSD application seeks removal of eight existing trees, four of which are located on Commercial Road (T43, T44, T45 and T46 – see Figure 14) and four of which are located within the proposed pedestrian pathway connection to Rouse Hill Drive (T168, T171, T176 and T177 – see Figure 15) on TfNSW land. The AIA states that the four trees proposed for removal that are located on Commercial Road have a high retention value, whilst the four trees located within the proposed pedestrian pathway connection have a low retention value.



Figure 14 | T43, T44, T45 and T46 along Commercial Road (Source: EIS)

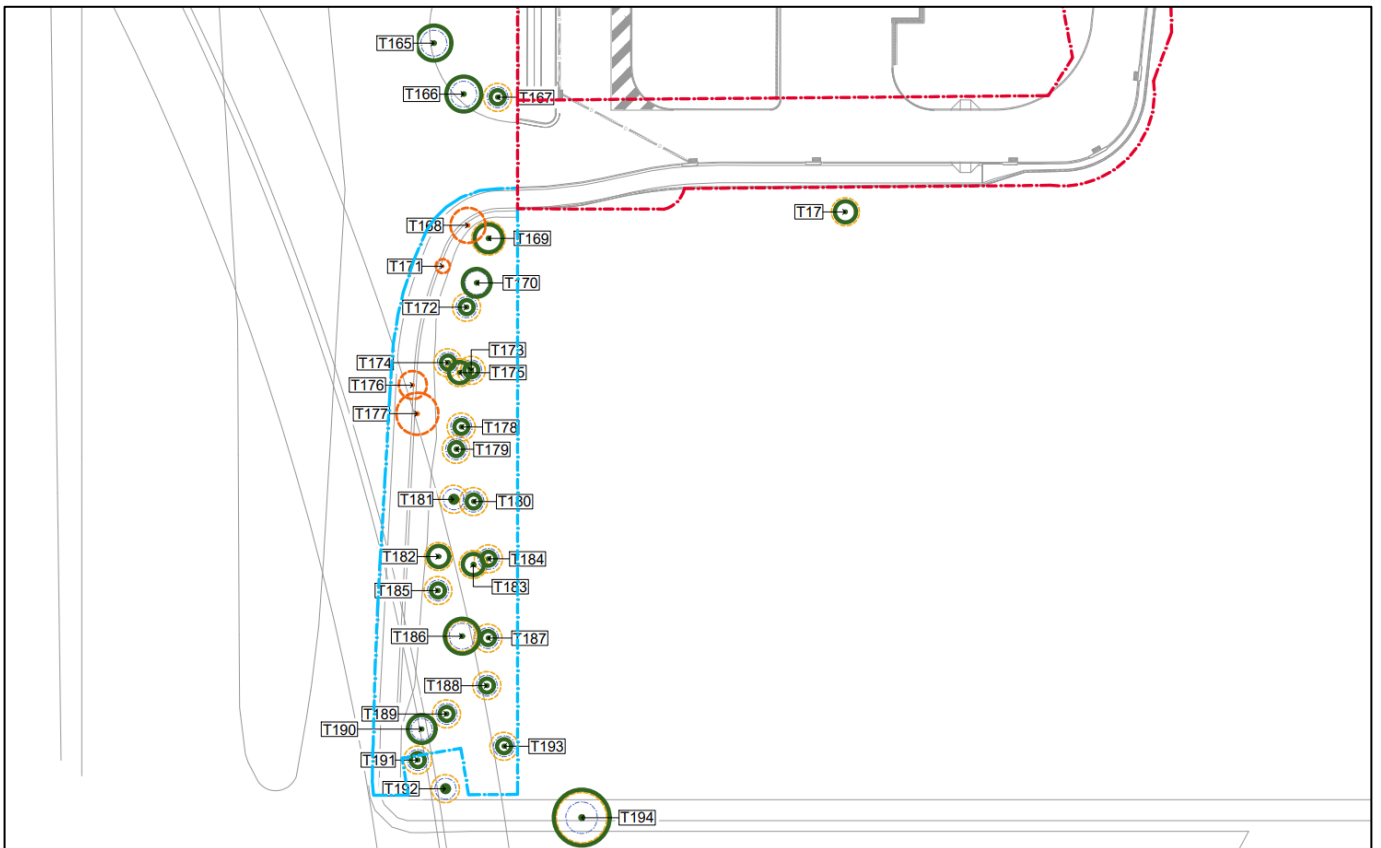


Figure 15 | T168, T171, T176 and T177 within the pedestrian pathway area (Source: EIS)

On balance, the Department considers that the loss of eight trees to be acceptable for the following reasons:

- the project will introduce 120 new trees onto the hospital site, providing a canopy cover of 11.5 per cent.
- the tree removal is required to facilitate works for the upgrading of Commercial Road and the delivery of a new pedestrian connection to Rouse Hill Drive from the hospital site. This enables essential travel connections for the new hospital to be created.
- opportunities to maximise tree retention were investigated but the design of the proposed public domain infrastructure is constrained by the need to connect with existing infrastructure, limiting alternative options.

Landscaping

The proposed development incorporates a site-wide landscaping regime. The proposed landscape design for the site incorporates:

- a higher percentage of tree canopy cover (11.5 per cent) than currently exists. The new tree canopy has been achieved within open space and buffer zones within the development site to provide amenity, integrate within the existing context, and to reduce the urban head island effect and maintain comfort.
- formal gathering area, indigenous cultural gardens, seating, terraced lawn area, ecological grassland area and rooftop plantings/gardens.
- incorporated pedestrian pathways.
- buffer plantings along the site boundaries. This includes a landscaped buffer adjacent to Commercial Road assisting to screen the proposed multi-storey carpark, along the western side boundary adjacent to the T-Way and on the eastern and southern portions of the site adjacent to the proposed internal road. The buffer plantings create an appropriate softening of the built form and contributes to the local character of the area.
- a consolidated deep soil area in the proposed roadway area, in between the multi-storey carpark and proposed hospital buildings, assisting to provide shading of the pedestrian path, which links the carpark and hospital buildings.

Overall, the proposed landscaping serves a variety of functions including an outlook for the hospital, contribution to local character and ground level open space that is open to the broader community. The landscaping design will aid in creating a more welcoming and less institutionalized feel, encouraging engagement with the hospital and its services. A quality, locally appropriate, attractive, green and accessible public domain and landscape design would be achieved. During the SDRP

reviews, the Panel generally supported the proposed landscape scheme subject to minor refinements, which have largely been undertaken by the Applicant where feasible.

An extract of the Landscape Masterplan is shown in Figure 16.

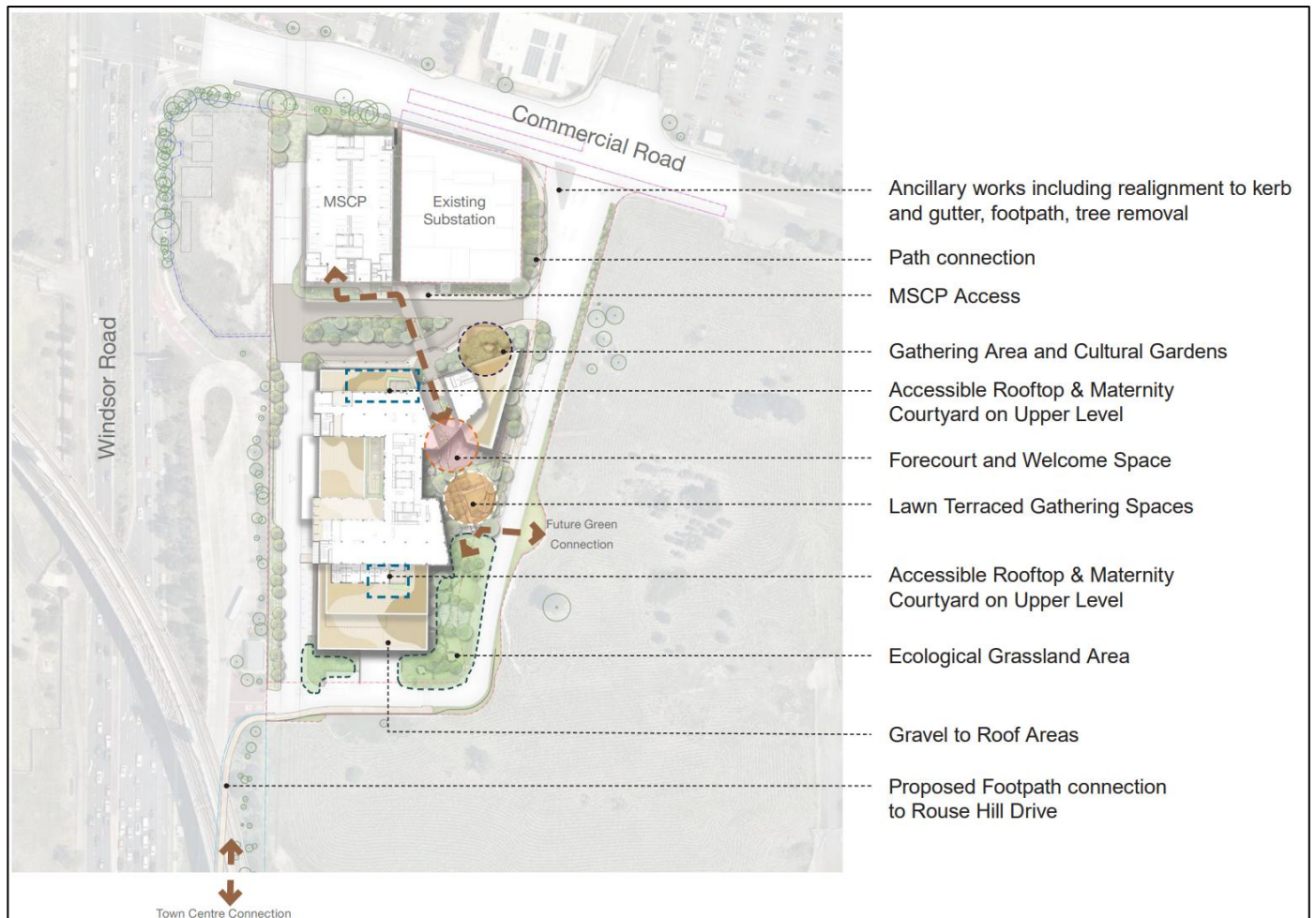


Figure 16 | Landscape Masterplan (Source: EIS)

Public infrastructure works

The proposal incorporates the following public infrastructure works:

- Commercial Road works, including realignment of the existing median strip, removal of the westbound right hand bay into 2 Commercial Road (The Fiddler site) and closure of the centre road median, kerb and gutter, footpaths and line marking. These works are required to provide access from Commercial Road into the hospital as shown in Figure 17. TfNSW did not raise any objection to these works and advised that a separate approval under section 87(4) of the Roads Act 1993 will be required from TfNSW for the proposed civil works and modification of the existing traffic control signals at Commercial Road. The Department has recommended appropriate conditions in this regard.

- connection works for vehicle access to the North West T-Way. This is proposed to be a secondary vehicle access on the western side of the site for emergency vehicles only. The proposed connection works are shown in Figure 18. TfNSW did not raise any objection to the proposed arrangement. No further concerns are raised by the Department.
- A footpath link to Rouse Hill Metro Station is proposed. This involves a new 2.5m shared path (see Figure 19) and pedestrian fence from the south western corner of the hospital site, parallel to the existing Windsor Road bus T-Way to connect to the existing shared path at Rouse Hill Drive. The proposed pathway connection would improve movement, connectivity and legibility within the hospital and is supported by the Department.

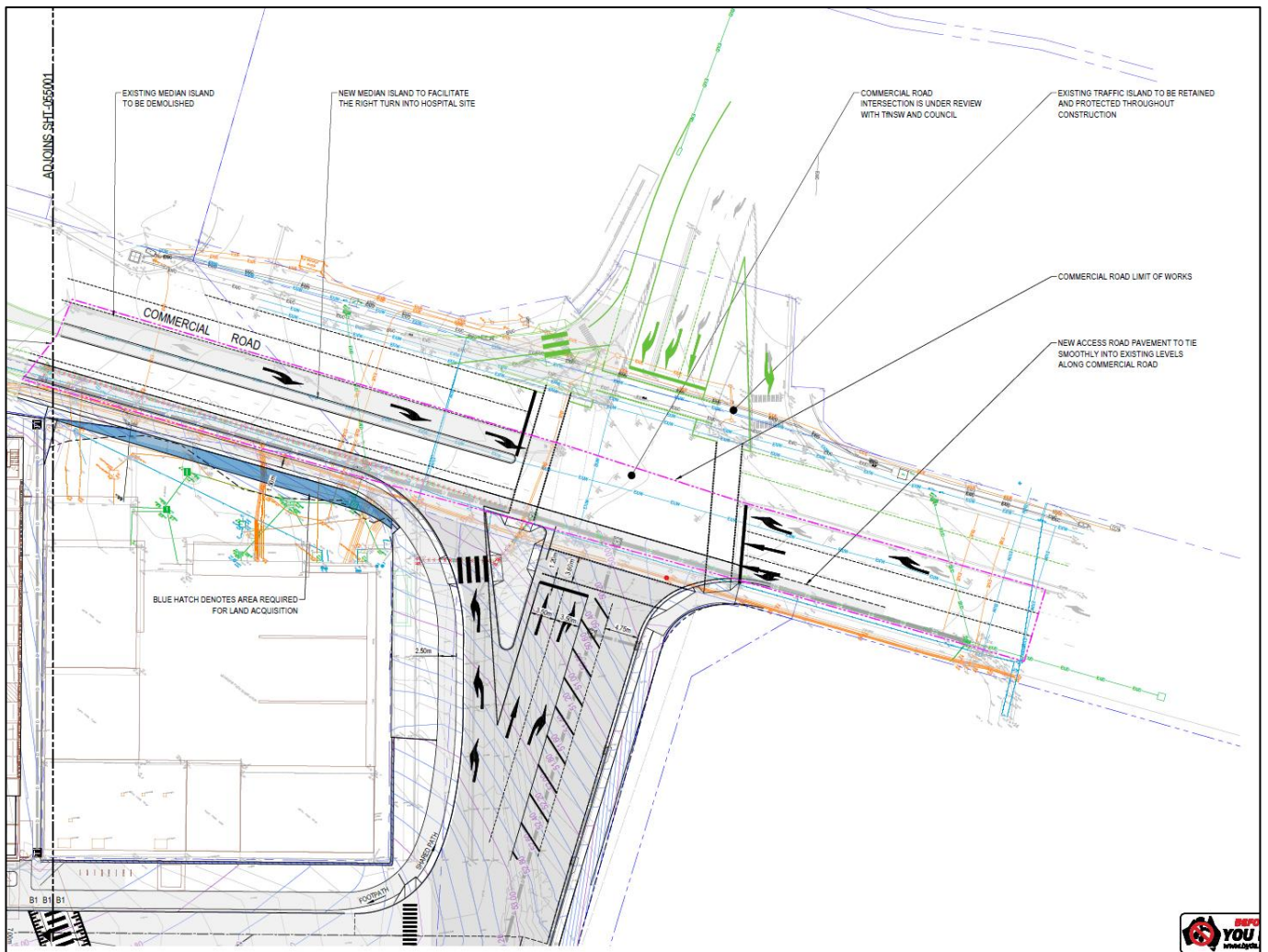


Figure 17 | Proposed civil works to Commercial Road (Source: EIS)

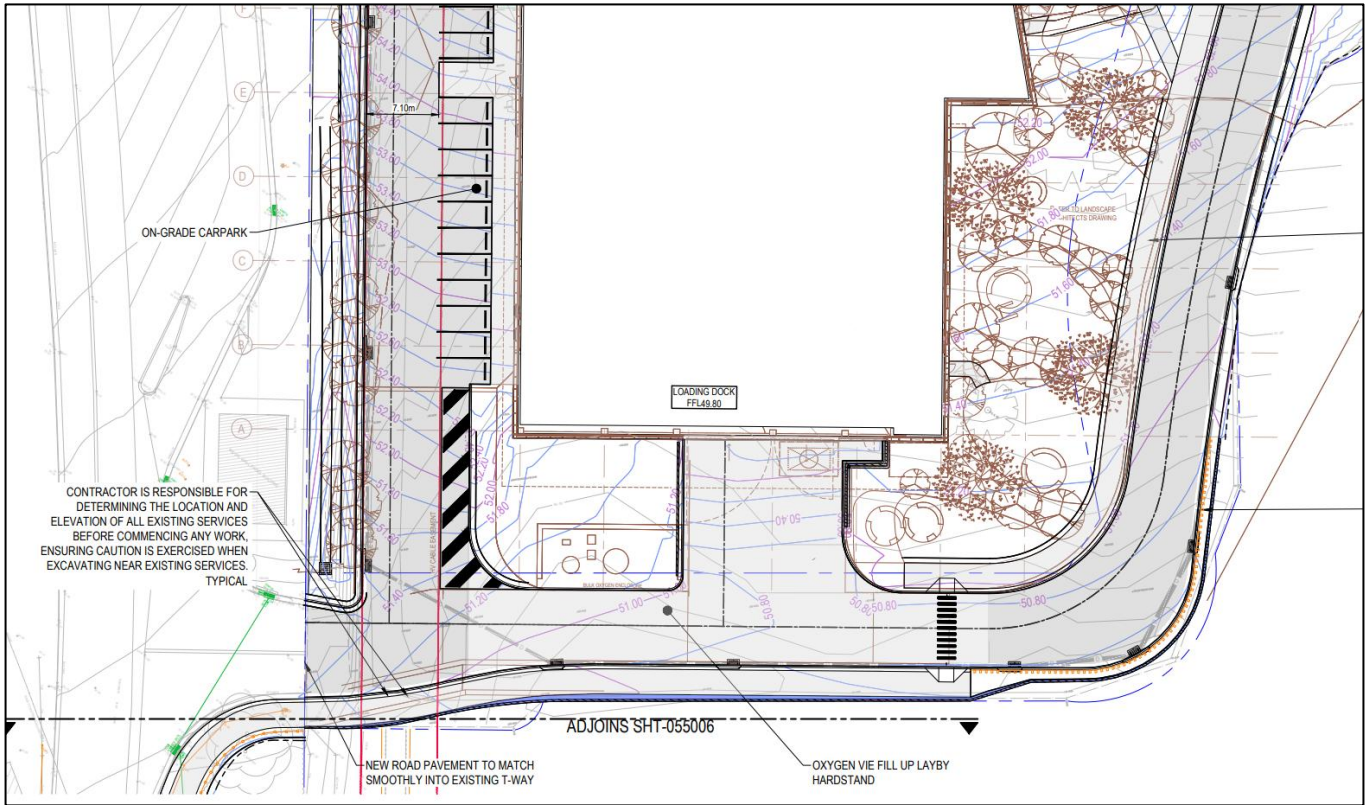


Figure 18 | Proposed vehicle connection to the North West T-Way (Source: EIS)

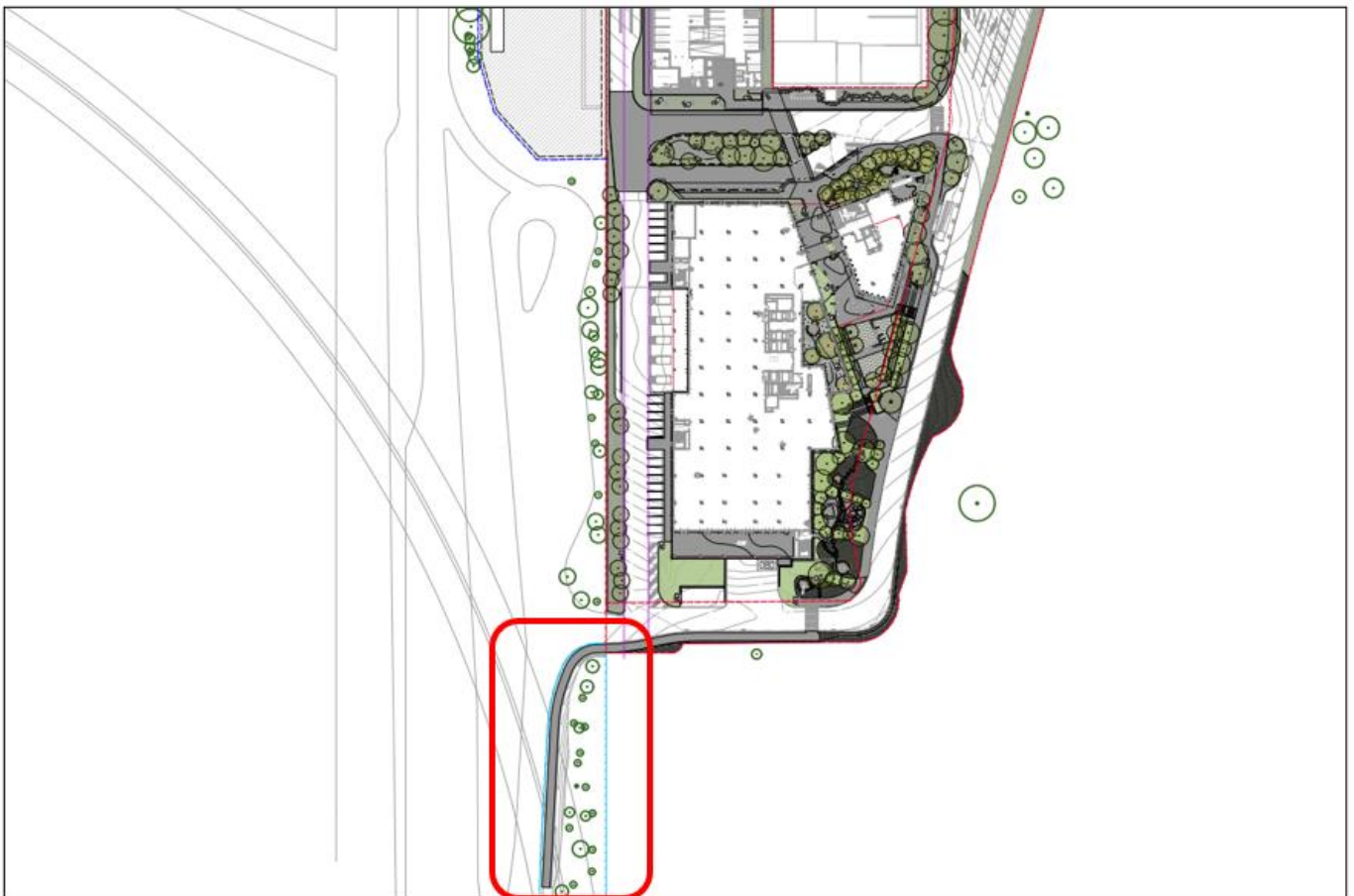


Figure 19 | Proposed new footpath link shown circled (Source: EIS)

6.3 Traffic, transport and parking

A Transport and Accessibility Impact Assessment (TAIA) was submitted as part of the EIS, incorporating a Preliminary Construction Traffic Management Plan (CTMP) and draft Green Travel Plan (GTP), which considers the existing road and pedestrian connections, predicated construction and operational impacts, transport mode share and sustainable transport measures.

Access

The proposed access arrangements for the hospital are summarised below:

- Main vehicular access - vehicular access to the site is proposed via Commercial Road and then onto proposed Hospital Road, giving direct access to Rouse Hill Hospital. Two internal access roads (proposed Hospital Road and Hospital Avenue) would form a ring road and provide internal circulation within the site. The ancillary works to Commercial Road include realignment of the existing median strip, removal of the right turn bay into The Fiddler site, kerb and gutter, footpath and line marking to enable vehicular access from Commercial Road into the new internal road layout within the hospital site.
- Drop-off and multi-storey carpark access - drop-off areas would be provided on the northern side of the new hospital building from Hospital Avenue. The drop-off areas have been sized to accommodate up to seven vehicles at any one time, with a width of at least 3.2m for accessible parking. Access into the new multi-storey carpark would consist of one lane and be facilitated via an automatic number plate recognition (ANPR) system and exit would be facilitated by two boom-gate controlled lanes.
- Ambulance access - within the site, the ring road around the new hospital building would provide a primary access route for ambulances to access ambulance bays, as well as a secondary access route via the adjacent North West T-Way to the west in the case of a blockage on the primary route. Five ambulance bays are provided and sized according to NSW Ambulance access requirements.
- Other Emergency vehicle access - provision for fire and police emergency vehicles has also been allowed. A fire truck lay by area would be provided adjacent to fire boosters immediately south of the substation on Hospital Avenue. During an emergency, fire trucks would park in the lay by area, which would be sized to accommodate a specialist appliance fire truck. To exit the site, fire trucks would undertake a three-point turn to the west near the multi-storey carpark. In addition, a police parking bay would be provided adjacent to the ambulance bays. Police vehicles would access these bays via Hospital Avenue.
- Loading and service vehicle access - loading, servicing and waste vehicles would enter and exit the loading dock via Hospital Road, south of the Site. The loading dock includes provision for service vehicles, vans and couriers, waste vehicles and hearse vehicles. Vehicles would reverse

park in the five loading bays. Oxygen tanker vehicles would be required for occasional bulk oxygen deliveries. The design allows for up to a 17.8m articulated oxygen tanker vehicle to access a dedicated bay on ground level, immediately west of the loading dock. The oxygen tanker would travel in a forward-only direction via Hospital Road around the ring road, except when reversing into the dedicated bay located near the loading dock to the southwest of the site.

- Pedestrian and cyclist access - pedestrian access for the site is proposed from Commercial Road. Footpaths are provided along Hospital Road and Hospital Avenue, and pedestrian crossings are provided to connect pedestrians to the multi-storey carpark and new hospital building. Furthermore, a 2.5m wide shared pathway is proposed in the south eastern corner of the site, connecting to the existing shared path located along Rouse Hill Drive. Cyclist access to the multi-storey carpark would be on-road via Hospital Avenue.

Overall, the Department considers the proposed vehicular and pedestrian access arrangements to be acceptable, as it presents a site layout which considers all access needs for various user groups and responds satisfactorily to the site constraints.

Car parking

The Applicant has developed a parking demand study/model to model the anticipated parking demand. For staff, the model starts from the projected Full Time Equivalent (FTE) staffing for the opening year. These positions are broken down into standard public hospital staff categories (nursing, medical, administrative, allied health or technical and commercial or support services). For each category, benchmark data is used to determine the proportion of staff who are typically on site on a weekday and the typical number of staff movements per day for that category. Applying these on-site ratios and movement rates to the FTE produces the total daily staff person trips (arrivals plus departures) that forms the basis of the parking calculations.

Parking and visitor car parking demand has been derived from the Schedule of Accommodation, which specifies the indicative parking demand for 2031 and 2036. Visitor demand is estimated from occupied bed numbers on an assumption of two vehicle trips per occupied bed per day, which is consistent with observed visitor behaviour at other Sydney hospitals.

Based on the assumptions and application of the model, the TAIA states that the overall peak parking accumulation at the site is estimated to be 615 vehicles. The demand is driven by daytime staff, with patients and visitors forming a smaller portion of the demand. The proposal includes the provision of 744 car parking spaces within the multi-storey carpark, which will be sufficient to accommodate the estimated demand, plus an additional buffer which ensures that the site remains self-sufficient in terms of parking provision.

It is noted that Council sought clarification of aspects of the parking demand study/model relied upon in the TAIA. TfNSW did not raise any concerns. At RtS stage, the Applicant provided a detailed response to the specific queries raised by Council and added additional on-site car parking spaces. The Department considers that the overall quantum of car parking provided is suitable and the Applicant has satisfactorily addressed the queries raised in the submissions.

Operational traffic generation

The TAIA includes traffic modelling surrounding the proposed development to inform the likely impacts of the hospital on the surrounding road network and intersections. The model network includes six intersections as follows:

- Windsor Road / Commercial Road.
- Commercial Road / The Fiddler Access.
- Commercial Road / Health Co Access.
- Commercial Road / Caddies Boulevard.
- Windsor Road / Rouse Road / Mile End Road.
- Windsor Road / Schofields Road / Rouse Hill Drive.

The following scenarios have been considered for the above six intersections:

- Existing scenario.
- Future 2029 scenario without the proposal (year of opening).
- Future 2029 scenario with the proposal (with the addition of traffic generation of the development).
- Future 2039 scenario without the proposal.
- Future 2039 scenario with the proposal.

Traffic surveys were carried out which provided a basis for the traffic demand development, coding of signal phasing and timing in the model as well as base year model calibration and validation. The Department notes that the traffic modelling adopted in the TAIA has been reviewed with TfNSW and no concerns have been raised with the assumptions within the model. The modelling and assessment within the TAIA has made the following key conclusions:

- under the 2024 Base year (existing) conditions, four out of the six intersections assessed – Windsor Road / Commercial Road, Commercial Road / Caddies Boulevard, Windsor Road / Rouse Road / Mile End Road and Windsor Road / Schofields Road / Rouse Hill Drive – operate at or near capacity (i.e. – Degree of saturation close to 1.00).
- under 2024 Base year (existing) conditions, three out of six intersections – Commercial Road / Caddies Boulevard, Windsor Road / Rouse Road / Mile End Road and Windsor Road / Schofields Road / Rouse Hill Drive – operate with unacceptable delays (Level of Service “F” or LoS F).

- four out of six intersections are expected to operate with unacceptable delays (LoS F) and degrees of saturation in 2039 Base Case. The exceptions are Commercial Road / Health Co Access and Commercial Road / Caddies Boulevard noting that:
 - the proposed Commercial Road / Health Co Access intersection is expected to operate satisfactorily in all modelled scenarios.
 - the Commercial Road / Caddies Boulevard intersection is expected to operate satisfactorily with the proposed upgrade. Planning for the upgrade is currently being undertaken by TfNSW, Council and landowners.
- in 2029, the assessed intersections are generally able to accommodate additional traffic generated by the proposal. In 2039, the Commercial Road / The Fiddler intersection and Windsor Road / Commercial Road intersections are expected to significantly worsen, even without the proposal intersections are estimated to perform at LoS E and LoS F at AM and PM peak periods, respectively. The queue lengths are likely to extend to adjacent intersections. This performance is primarily due to background traffic growth, particularly in the Northwest Growth Area.
- traffic generated by the proposal would slightly worsen average delay. However, it should be noted that traffic generated by the proposal is expected to be relatively low compared to background traffic volumes.

Overall, the modelling shows that traffic volumes associated with the new Rouse Hill Hospital are less than five per cent of the total intersection volume in any future year or peak at the six intersections assessed. The expected performance of the intersections analysed is primarily due to the expected background traffic growth.

Road safety

The civil plans submitted with the EIS for the Commercial Road upgrade to facilitate ingress and egress from the site show the deletion of the westbound separated right hand turn lane on Commercial Road. The current separated right hand turn lane on Commercial Road and the break in the median enables westbound traffic on Commercial Road to enter 2 Commercial Road (The Fiddler site). The current break in the median also allows traffic leaving 2 Commercial Road to cross two lanes of eastbound traffic on Commercial Road to then turn west onto Commercial Road, towards Windsor Road. Concerns were raised in submissions regarding the removal of the right hand turn bay for westbound traffic and clarity was sought regarding the status of the break in the median in relation to construction and ongoing operation of the upgraded intersection.

The updated civil plans lodged at RtS stage continued to show that the right hand turn bay has been removed, but that the new median on Commercial Road would not extend back past the access driveway at 2 Commercial Road. In the RFI letter dated 23 March 2026, the Department raised safety and vehicle conflict concerns with respect to the deletion of the separated right hand turn

lane on Commercial Road, the break in the median that enables westbound traffic to enter 2 Commercial Road and queuing of east bound vehicles on Commercial Road through this median access area. In response, the Applicant advised that:

- the Commercial Road works have been further reviewed in consultation with TfNSW. To maximise safety, the proposed works have been amended and the right-in and right-out access to and from The Fiddler site is proposed to be permanently closed.
- Health Infrastructure and TfNSW met with representatives of the Lewis Land Group (owners of 2 Commercial Road) to advise that the access would be closed during construction and on a permanent basis, and further engagement will be occurring in light of the planned traffic changes.

The updated information, including amended civil plans, were published on the Department's website on 16 April 2026. The Department subsequently engaged with TfNSW regarding the closure of the central median as proposed by the Applicant, who were supportive of the closure.

Other matters

Various concerns were raised throughout the submissions concerning the traffic modelling within the submitted TAIA, which related to trip generation and parking demand assumptions, Windsor Road and Commercial Road intersection arrangement, Commercial Road and Caddies Boulevard intersection arrangement, Windsor Road and Schofields Road intersection arrangement and the adequacy of local road infrastructure.

Trip generation and parking demand assumptions

The trip generation and parking demand assumptions adopted has been discussed previously under the heading of 'Car parking'. The traffic model in the TAIA was developed in consultation with TfNSW, who reviewed the model and associated data inputs. TfNSW has not raised any concerns with the traffic modelling and has not made any submission in relation to the methodology or data utilised.

The Department notes that at RtS stage, the Applicant updated the traffic model to reflect the additional vehicle movements associated with the extra on-site car parking spaces added within the multi-storey carpark.

Windsor Road and Commercial Road intersection arrangement

A submission has questioned the appropriateness of modelling a three-way T-intersection at the junction of Windsor Road and Commercial Road as it currently operates, rather than as a four-way intersection with a western connection as proposed in the Cudgegong Station Precinct Plan. At RtS stage, the Applicant addressed this matter and noted that:

- given that the timeframe for delivery of the new road is not certain or imminent, it is considered unwise to model a potential alternative intersection arrangement.
- Health Infrastructure have consulted with TfNSW on this matter. On 14 January 2026 TfNSW stated: “TfNSW does not see the need to change the modelling to a four-way intersection”. Accordingly, the model should not be updated.

Commercial Road and Caddies Boulevard intersection arrangement

A submission has questioned the appropriateness of modelling a four-way intersection at the junction of Commercial Road and Caddies Boulevard, with an extension to Green Hills Drive, rather than the existing three-way configuration. At RtS stage, the Applicant addressed this matter and noted that:

- provision for this connection has been made through zoning the land as SP2 Infrastructure and identifying it on the Land Reservation Acquisition Map under the HLEP. In addition, a section 138 application for works at this intersection has recently been lodged (Council reference 6/2026/EC). Accordingly, the model should not be updated.

Windsor Road and Schofields Road intersection arrangement

A submission has requested that the traffic assessment clarify if the single left turn lane from Schofield Road into Windsor Road requires upgrading to two left hand lanes. At RtS stage, the Applicant addressed this matter and noted that:

- the traffic model reflects this existing arrangement and predicts 24 additional trips from Schofield Road to Rouse Hill Hospital in the AM peak and seven trips in the PM peak. This is considered to be a negligible impact on existing traffic conditions and therefore no change is proposed to this intersection arrangement.
- Windsor Road and Schofields Road are both classified as State roads and are under the responsibility of TfNSW, which has reviewed the submitted traffic modelling and has not requested any changes to the model.

Adequacy of local road infrastructure

While Council has raised concern regarding the ability of existing roads to support hospital patronage, the provided traffic modelling demonstrates that the local road network can accommodate the hospital subject to the proposed upgrades to Commercial Road. Overall, the Department considers the justification provided by the Applicant to be satisfactory in terms of road performance and safety.

Construction traffic and parking

The TAIA includes a preliminary Construction Traffic and Pedestrian Management Plan (CTPMP), which details key principles, construction vehicle movements, routes of travel, parking and access

arrangements and measures to address potential impacts. The preliminary CTPMP is intended to provide a framework within which a future CTPMP can be developed, finalised and implemented. The Department is satisfied that impacts on the road network can be managed and has recommended a condition of consent requiring the preparation of the final CTPMP prior to the commencement of works.

Bus access

Council and TfNSW have both recommended that the design and layout of the hospital should not preclude future bus operations. In response to the RFI, the Applicant provided bus route options demonstrating the ability of buses to traverse the site to and from Windsor Road (via the North West T Way) and Commercial Road. The Department supports the capability of the site to accommodate future bus services and raises no further concerns in this respect.

6.4 Strategic planning

The site is subject to the following:

- Rouse Hill Regional Centre Masterplan (approved under 1604/2004/HB).
- Precinct Plan – Rouse Hill Strategic Centre (adopted by Council in November 2023).

The EIS and RtS provided an assessment of the proposal against the Masterplan and the Precinct Plan. These approvals established broad parameters for development of the site and surrounding area, including land uses, open space, road hierarchy, density and maximum building heights. Further assessment of the Masterplan is provided in **Table 10**.

Table 10 | Assessment against Rouse Hill Regional Centre Masterplan 1604/2004/HB

| Item | Masterplan | Proposal | Comment |
|--------------------------|--|--|--|
| Land use | Mixed use Commercial and/or show rooms and/or residential and/or retail. | Health services facility (Hospital) | The proposed hospital use is a permissible use in the zone and would service the needs of the growing population in this locality. |
| Public Realm Plan | Identifies a small portion of public open space in the middle of the site. | The proposal integrates high quality open space throughout the site. | The hospital has integrated public gathering areas and gardens throughout the site to ensure that the hospital delivers a high-quality public domain. Consideration has been given to the building and public domain's |

| Item | Masterplan | Proposal | Comment |
|--|---|---|--|
| | | | interface with future greenspace identified in the masterplan. |
| Pedestrian and Cycling Circulation Plan | Identifies pedestrian only routes along Windsor Road and pedestrian footpath routes adjacent to the site. | Integrated pedestrian routes throughout the site and north-south connection to the Metro station. | Pedestrian accessibility has been well considered throughout the design on the ground floor plan. |
| Road Hierarchy | Identifies a public collector road (Orchard Road) connecting Commercial Road accessing the site. | The site is accessed by a private road directly connecting to Commercial Road. | Since the development of the Masterplan, the regional road layout has changed, requiring reconsideration of road connections servicing and passing through the hospital site. This is discussed in further detail below. |
| Loading and Access | Identifies basement parking entries from Orchard Road to the site. | Parking is provided in a separate multi-storey carpark to meet predicted demand. | The multi-storey carpark will better service the parking demand for future patients and staff. |
| Maximum Building Height | 32m | Hospital – 49m Multi-storey carpark – 34m | The height of the proposed development exceeds the 32m. However, this is considered to be acceptable in the circumstances, for the reasons identified in Section 6.1. |

The site is identified for the future hospital and potential future expansion within the Rouse Hill Precinct Plan which was adopted by Council in 2023 (see Figure 20). The site is situated within the ‘Northern Frame’ of the Rouse Hill Town Centre, adjacent to the Rouse Hill Metro Station, which provide significant commercial, transport and lifestyle opportunities. The hospital has been positioned within the Northern Frame to provide significant opportunity for growth and investment in health services. The proposed development is consistent with the strategic vision for Focus Area 1 and the Northern Frame as it will deliver a new hospital and promote job growth.

The Precinct Plan seeks to increase connectivity and improve pedestrian and cycling links, including potential new pedestrian bridges across major roads. The Precinct Plan nominates an indicative site for a pedestrian bridge across Commercial Road and within the hospital along the western boundary

with the Mungerie Park Zone Substation sites (see **Figure 21**). The EIS acknowledges this and notes that there is no land reservation identified, and no confirmed timing or funding for this potential pedestrian bridge. In any case, the proposal does not prevent delivery of a pedestrian bridge within the public road reserve in the future. There will be safe and accessible pedestrian access across Commercial Road with signalised crossings at the intersections with Windsor Road and the proposed intersection connection at the Hospital access Road, bookmarking the northern boundary of the site with crossings approximately 150m apart.

The Department acknowledges that submissions have been received raising concerns that Hospital Road should provide an eastern connection to a future road network into the adjoining Northern Frame site to the south. This road connection is identified in the Precinct Plan (see **Figure 22**).

The proposed development does not include a connection from Hospital Road to the adjoining Northern Frame site to the east. The EIS states that this connection is not provided to maximise safety and security for the internal private road (Hospital Road) and the broader hospital campus. The RtS material states that the Applicant's traffic engineers have determined that such a connection is not necessary or beneficial for the operation of the proposed Rouse Hill Hospital. Further, the Department notes that the proposed internal layout of Hospital Road does not necessarily preclude the delivery of a north south connection through the adjoining site to the east in the future if that was considered beneficial at that time.

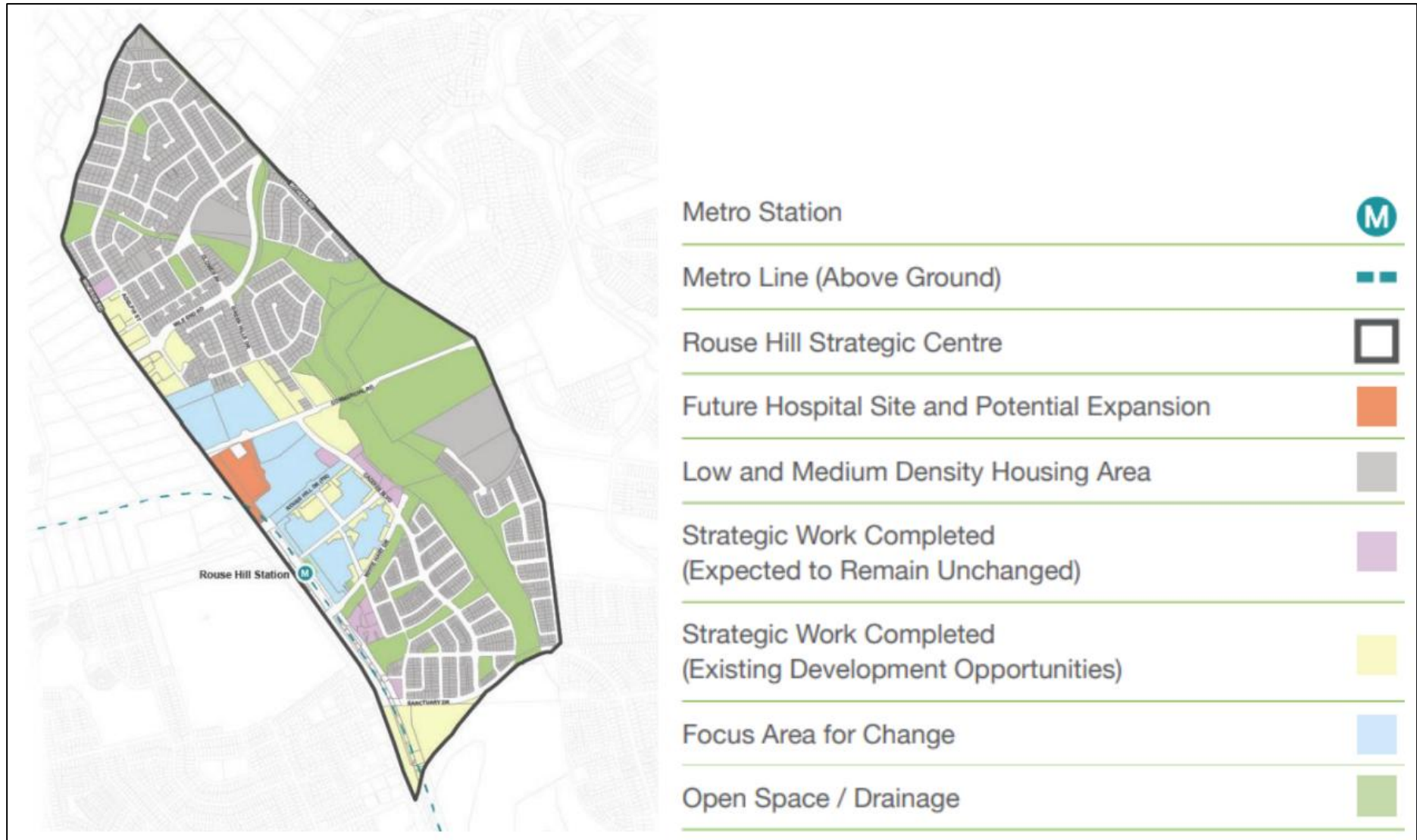


Figure 20 | Rouse Hill Precinct Plan – overview (Source: EIS)



Figure 21 | Rouse Hill Precinct Plan – Indicative Layout Plan (Source: EIS)

Council raised concerns that the proposed road layout would be inconsistent with the Northern Precinct Plan, which shows a road layout incorporating a vehicle connection from Windsor Road via Rouse Hill Way and Hospital Road (previously known as Orchard Road) to Commercial Road. This provided the only Collector Road north/south connections through the Northern Precinct (see **Figure 23**). However, Rouse Hill Drive has been constructed to provide a more direct Collector Road north/south connection, inconsistent with the Northern Precinct Plan (adjoining the site to the east) as well as the original Masterplan.

The construction of Rouse Hill Drive provides a four lane connection between Rouse Hill Drive and Caddies Boulevard with signalised intersections at both ends and at the Civic Way connection into the Northern Frame Site. The Department considers that the connection, not envisaged by the approved adjoining Northern Precinct Plan, now negates in part the need for the north/south road through the hospital site and a connection at either end. This is evident in the subsequent Rouse Hill Precinct Plan (adopted in 2023), which has since abandoned this connection (see **Figure 22**).

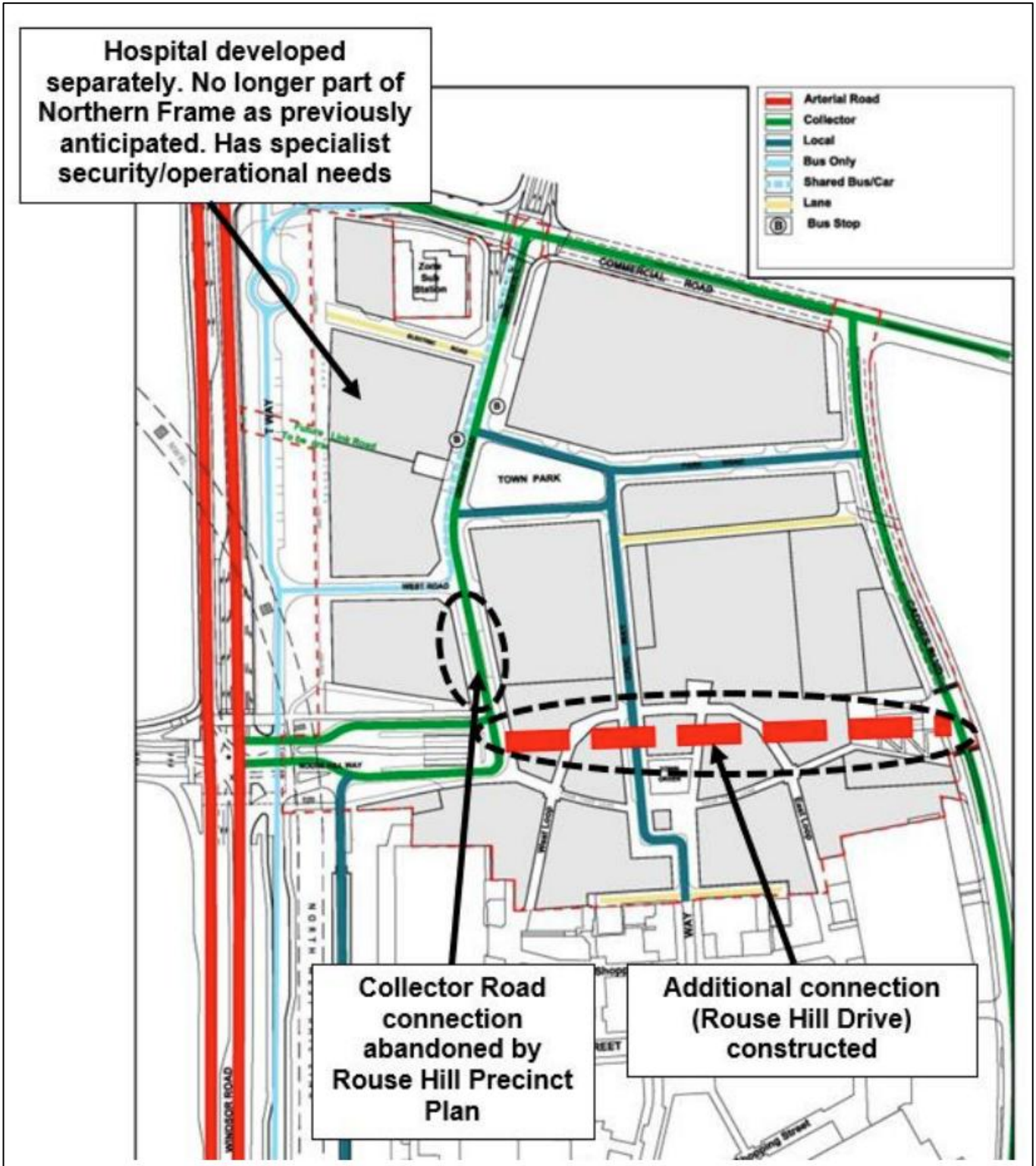


Figure 22 | Approved Northern Precinct Road Hierarchy Plan (354/2013/HB) with Applicant commentary (Source: RtS)

6.5 Other issues

The Department's consideration of other issues is summarised in Table 11.

Table 11 | Assessment of other issues

| Issue | Findings and conclusions | Recommended conditions |
|-----------------------------------|---|--|
| <p>Noise and vibration</p> | <p>The EIS was accompanied by a Noise and Vibration Impact Assessment (NVIA) that assessed the operational noise and construction noise and vibration impacts associated with the proposal.</p> <p><u>Construction noise</u></p> <p>The NVIA details that construction noise is likely to exceed the relevant criteria at:</p> <ul style="list-style-type: none"> • commercial receivers 1 (Mungerie Park Zone Substation) and 2a (bus interchange) • residential receivers 2B (future mixed use – east of the site) and 9 (798 Windsor Road). <p>The report recommends that a detailed Construction Noise and Vibration Management Plan is prepared prior to construction commencing to further detail any required mitigation measures based on the project specific construction stages and equipment. The report also details various project specific and general mitigation measures to be implemented.</p> <p>The NVIA also details the Commercial Road package of work, which is proposed to be undertaken as out of hours and details proposed mitigations to better manage impacts on surrounding sensitive receivers.</p> <p><u>Operational noise</u></p> <p>The report assessed the key operational noise sources associated with the proposal, including:</p> <ul style="list-style-type: none"> • plant and equipment. • traffic noise. | <p>The Department is satisfied that noise impacts generated by the development can be adequately managed and mitigated subject to a condition requiring compliance with the recommendations contained within the NVIA.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|----------------------|--|---|
| | <ul style="list-style-type: none"> • noise emissions from ambulance movements and sirens. • noise emissions from the multi-storey carpark, loading dock and waste removal/collection. • oxygen decanting activities. <p>Oxygen decanting activities are expected to exceed sleep disturbance criteria and is recommended to be scheduled during day periods to minimise impacts to nearby receivers.</p> <p>The report confirms that, subject to implementation of the recommended mitigation measures, the remainder of the hospital operations are likely to comply with the relevant noise criteria.</p> | |
| Contamination | <p>Detailed Site Investigations (DSI) and preparation of an unexpected finds procedure reports were undertaken and provided with the EIS. The DSI determined that additional targeted testing was required in the form of a Human Health Risk Assessment. At RtS stage, the Applicant undertook the additional testing and provided a Tier 2 quantitative site-specific Human Risk Assessment.</p> <p>The assessment has considered the uncertainties identified in the DSI and found that human health risks are low and acceptable for all workers involved in construction, intrusive works for maintenance of subsurface services and for gardening/landscaping activities, and that human health risks are low and acceptable for all workers, patients and visitors to the hospital once the hospital has been constructed. The assessment concluded that the site is suitable for the proposed development and that a Remedial Action Plan is not required.</p> | <p>The Department has recommended a condition of consent which requires the mitigation measures set out in the DSI reports to be implemented.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|--|--|---|
| <p>Aboriginal cultural heritage</p> | <p>The EIS was accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR). It is noted that Commercial Road at the northern frontage of the site previously contained two items of Aboriginal heritage. The appropriate salvage works/excavations were completed under AHIP #5439.</p> <p>The ACHAR was updated at RtS stage to address comments made by Heritage NSW (ACH) (see Section 5). The ACHAR makes various recommendations to guide post-approval requirements for Aboriginal heritage. These include the preparation of an Aboriginal Cultural Heritage Management Plan (ACHMP), requirements for any necessary long-term management of artefacts and general requirements for workers and contractors on-site.</p> <p>Heritage NSW (ACH) raised no concerns regarding the ACHAR's recommendations.</p> | <p>Heritage NSW (ACH) recommended several conditions for the protection of Aboriginal heritage.</p> |
| <p>Heritage</p> | <p>A Statement of Heritage Impact (SoHI) was submitted with the EIS to assess potential heritage impacts of the proposal. The proposed development is in proximity to the following nearby heritage items:</p> <ul style="list-style-type: none"> • Royal Oak Inn – State Heritage Item (SHR 00698) • Windsor Road from Baulkham Hill to Box Hill – Local Heritage Item (Item I28) • Queens Arms Inn site – Local Heritage Item (A24) <p>The SoHI concluded that the proposal will have no physical impacts on the above heritage items in the vicinity nor impact on significant views (indirect impacts). Heritage NSW raised no concerns regarding the conclusions drawn in the SoHI.</p> | <p>Heritage NSW recommended a condition concerning the implementation of an unexpected finds procedure.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|-----------------------------------|---|--|
| <p>Hazardous materials</p> | <p>The EIS was accompanied by a Preliminary Hazard Analysis (PHA). The preliminary risk screening indicates that the proposal is potentially hazardous under Chapter 3 of the Resilience and Hazards SEPP (formerly SEPP 33) due to the storage of oxygen and nitrous oxide associated with Hospital operations (up to 29.4 tonnes total in bulk tanks and cylinders) which would exceed the five tonne threshold.</p> <p>The PHA adopted a Level 1 qualitative approach in accordance with the Department's Multi-Level Risk Assessment. Through this approach, the PHA verified that the storage and handling of dangerous goods associated with the SSD is capable to comply with all relevant Australian Standards, especially Australian Standard 1894 The storage and handling of non-flammable cryogenic and refrigerated liquids (AS 1894) in regard to the on-site spacing requirements for liquid oxygen. As such, the PHA has appropriately demonstrated that the proposal can comply with the Department's Hazardous Industry Planning Advisory Paper No. 4, 'Risk Criteria for Land Use Safety'.</p> <p>The Department's Hazards branch reviewed the PHA and are satisfied that it has demonstrated that the proposed development meets the qualitative risk criteria Department's HIPAP No.4.</p> | <p>The Department has recommended conditions requiring:</p> <ul style="list-style-type: none"> that the storage and handling of dangerous goods within the development does not exceed Table 2 of the Preliminary Hazard Analysis (PHA , revision 1.3, dated 6 August 2025) and is consistent with the overall PHA. storage of all chemicals, fuels and oils used on-site to be in accordance with the requirements of all relevant Australian Standards and the NSW EPA's Storing and Handling of Liquids: Environmental Protection - Participants Handbook if the chemicals are liquids. |
| <p>Social impacts</p> | <p>A Social Impact Assessment (SIA) accompanied the EIS, prepared in accordance with the Department's Social Impact Assessment Guideline.</p> <p>The most significant negative impacts are associated with construction activities and relate to temporary traffic, noise, dust and visual impacts.</p> | <p>The Department has recommended conditions that relate to managing construction related impacts.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|----------------------------------|---|---|
| | <p>During operation, the proposed hospital would provide high quality, contemporary health care to the communities across the health district. The hospital will include high quality accessible design features, pedestrian pathways, in close proximity to major public transport nodes and emergency care facilities to provide a whole of community service.</p> <p>The Department considers the proposal would represent a net overall positive social impact and is therefore acceptable.</p> | |
| Signage | <p>The application seeks approval for various signage as part of the wayfinding strategy, including identification, directional and operational signs. The signage has been assessed against the requirements of State Environmental Planning Policy (Industry and Employment) 2021 at Appendix C.</p> | <p>The Department has recommended conditions requiring the operation, way-finding and car parking signage to be installed prior to the commencement of operation.</p> |
| Stormwater infrastructure | <p>The stormwater design proposes on-site detention (OSD) to manage the stormwater discharge rate from the site and water sensitive urban design (WSUD) features to achieve the specific stormwater targets. The stormwater strategy ensures that the rate of stormwater runoff does not adversely affect the existing regional stormwater system and post-development discharge rates are limited to predevelopment rates.</p> | <p>The Department has recommended conditions requiring the development to comply with the stormwater design, relevant Australian Standards and industry best practice guidance.</p> |
| Services and utilities | <p>An infrastructure management plan was submitted with the EIS. It concluded that essential services are available at the site for connection and augmentation.</p> | <p>The Department recommends conditions requiring approvals be obtained from the relevant authorities.</p> |
| Development contributions | <p>The Hills Section 7.12 Contributions Plan applies to the site and is the relevant plan for non-residential development. The Applicant seeks an</p> | <p>No conditions necessary.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|-----------------|--|---------------------------------|
| | <p>exemption from these contributions. The Applicant notes the following:</p> <ul style="list-style-type: none"> • Health Infrastructure is a government agency that relies on government funds to provide new facilities for the local community. • The enforcement of payment of a development contribution would remove a portion of these public funds. Rouse Hill Hospital would be public infrastructure and represents public investment in the LGA and broader region, and therefore an exemption is sought for this development. • The works are wholly associated with the provision of public health services serving the local population, it would not be considered fair or reasonable to impose a section 7.12 contribution levy. <p>The Development is satisfied that due to the significant community benefit provided by the new hospital, that the imposition of a section 7.12 development contribution is not justified and should not be applied.</p> <p>The Housing Productivity Contribution (HPC) applies to new development applications in designated high-growth NSW regions such as Rouse Hill. The HPC applies primarily to new residential, commercial, and industrial developments, but it does not apply to health facilities such as that proposed.</p> | |
| Flooding | <p>The site is not located on flood affected land and is not impacted by flooding. Agency advice received from CPHRG states that the site is situated on a ridge and poses no flood risk management concerns. The Department notes that the intersection of Rouse Hill Drive and Windsor Road has been identified as flood affected during a PMF event in studies</p> | <p>No conditions necessary.</p> |

| Issue | Findings and conclusions | Recommended conditions |
|-------|--|------------------------|
| | undertaken by TfNSW. However, this is not anticipated to result in any impacts upon the operation of the hospital. | |

7 Evaluation

The Department has reviewed the EIS, RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, Council and public submissions.

The Department considers that the proposal should be approved as it would provide benefit for the community by delivering new health facilities, is predicted to generate both construction and full-time equivalent jobs during operation.

The Department considers the key issues raised to be: built form and urban design; landscaping and public domain; traffic, transport and parking; and strategic planning concerns relating to the Rouse Hill centre.

The height and bulk of the proposed developments respond to the site context and surrounding features and would not result in any unreasonable visual or amenity impacts. The design of the hospital and multi-storey carpark includes setbacks from the allotment boundaries and extensive new landscaping to ensure that it would make a positive contribution to the streetscape and wider visual setting.

The proposed development incorporates a site-wide landscaping regime. The proposed landscape design for the site incorporates: a significantly higher percentage of tree canopy cover, a formal gathering area, cultural gardens, seating, terraced lawn area, ecological grassland area, pedestrian pathways and buffer plantings along the site boundaries. This includes a landscaped buffer adjacent to Commercial Road which would assist to partially screen the proposed multi-storey carpark, along the western side boundary adjacent to the T-Way and on the eastern and southern portions of the site adjacent to the proposed internal road. The buffer plantings create an appropriate softening of the built form and contributes to the local character of the area.

The proposal include works to Commercial Road to facilitate egress and ingress to the new hospital site, including realignment of the existing median strip, closure of the existing break in the centre road median, kerb and gutter, new footpaths and line marking. These works are required to provide safe and adequate vehicular access to and from the hospital site and to the wider road network. The Department has recommended suitable conditions of consent concerning these works, which would be the subject of a further approval process under the *Roads Act*.

Parking demand generated by the hospital can be accommodated at the site and the proposal would have an acceptable impact on the local traffic network and surrounding key intersections.

The site is subject to the Rouse Hill Regional Centre Masterplan (approved under 1604/2004/HB), the Northern Precinct Plan (approved under 354/2013/HB) and Precinct Plan – Rouse Hill Strategic Centre (adopted by Council in November 2023). These approvals established broad parameters for

development of the site and surrounding area, including land uses, open space, road hierarchy, density and maximum building heights. The design of the proposed development provides an acceptable degree of consistency with the applicable controls throughout these approvals and policies.

Overall, the Department concludes that the impacts of the development are acceptable and can be appropriately managed or mitigated through the implementation of recommended conditions of consent. Consequently, the Department has formed the opinion that the development is in the public interest, and the project should be approved subject to conditions.

8 Recommendation

It is recommended that the Director, Social Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- considers the findings and recommendations of this report.
- accepts and adopts the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- agrees with the key reasons for approval listed in the notice of decision.
- grants consent for the application in respect of New Rouse Hill Hospital (SSD-96248991), subject to the conditions in the attached development consent.
- signs the attached development consent (Appendix D).

Recommended by:



Patrick Nash
Senior Planning Officer
Social Infrastructure

Recommended by:



David Gibson
Team Leader
Social Infrastructure

9 Determination

The recommendation is adopted by:



29 April 2026

Karen Harragon
Director
Social Infrastructure Assessments

Glossary

| Abbreviation | Definition |
|------------------------------------|--|
| AHD | Australian height datum |
| CPHRG | Conservation Programs, Heritage and Regulation Group |
| Council | The Hills Shire Council |
| Department | Department of Planning, Housing and Infrastructure |
| EDC | Estimated Development Cost |
| EIS | Environmental impact statement |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979</i> |
| EP&A Regulation | Environmental Planning and Assessment Regulation 2021 |
| EPBC Act | <i>Environment Protection and Biodiversity Conservation Act 1999</i> |
| EPI | Environmental planning instrument |
| ESD | Ecologically sustainable development |
| FRNSW | Fire and Rescue NSW |
| Heritage ACH | Heritage NSW – Aboriginal Cultural Heritage |
| LEP | Local environmental plan |
| Minister | Minister for Planning and Public Spaces |
| Planning Systems SEPP | State Environmental Planning Policy (Planning Systems) 2021 |
| Resilience and Hazards SEPP | State Environmental Planning Policy (Resilience and Hazards) 2021 |
| RtS | Response to Submissions Report |

| Abbreviation | Definition |
|--|---|
| SEARs | Planning Secretary's Environmental Assessment Requirements |
| Secretary | Secretary of the Department of Planning, Housing and Infrastructure |
| SEPP | State environmental planning policy |
| SSD | State significant development |
| TfNSW | Transport for NSW |
| Transport and Infrastructure SEPP | State Environmental Planning Policy (Transport and Infrastructure) 2021 |

Appendices

Appendix A – Summary of key amendments to the project

Since lodgement, some key aspects of the project have been amended as part of the Applicant's RtS. A summary of the key amendments is provided in Table A1.

Table A1 | Key amendments

| Aspect | Original project in EIS | Amended project |
|------------------------------------|---|--|
| Multi-storey carpark | The multi-storey carpark comprised 10 storeys with a total of 659 car parking spaces. | Additional 1.5 storeys added to the multi-storey carpark, resulting in a total of 744 car parking spaces across 12 storeys. |
| Bicycle parking spaces | 10 internal bicycle parking spaces proposed. | In addition to the 10 internal bicycle spaces, a further 22 external bicycle spaces are provided on the southern side of the multi-storey carpark. |
| Commercial Road civil works | New right-turn lane proposed into Hospital Road, from Commercial Road. | Minor refinements made to the design of the new right-turn lane into Hospital Road to improve its connection into the existing roadway. |

Appendix B – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department's website as follows:

1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/projects/new-rouse-hill-hospital-0>

2. Submissions and agency advice

<https://www.planningportal.nsw.gov.au/major-projects/projects/new-rouse-hill-hospital-0>

3. Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/projects/new-rouse-hill-hospital-0>

4. Additional information

<https://www.planningportal.nsw.gov.au/major-projects/projects/new-rouse-hill-hospital-0>

Appendix C– Statutory considerations

Objects of the EP&A Act

A summary of the Department’s consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in Table C1.

Table C1 | Objects of the EP&A Act and how they have been considered

| Object | Consideration |
|--|--|
| <p>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,</p> | <p>The proposal seeks to construct new health services facilities close to services and public transport. The proposal would not adversely impact on any natural or artificial resources or natural areas.</p> <p>The proposal seeks to maximise the use of the site and provide public benefits including increased staff and patient capacity for the region, new healthcare facilities, and construction and operational jobs.</p> <p>The public benefits would contribute to the social and economic welfare of the community. The Department considers the proposal is in the public interest, subject to recommended conditions.</p> |
| <p>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</p> | <p>The proposal includes measures to deliver ecologically sustainable development (ESD), as detailed below.</p> |
| <p>(c) to promote the orderly and economic use and development of land,</p> | <p>The proposal is considered an orderly and economic use of the land. The development would deliver improved health services and facilities for the local area, within a setting that minimises impacts on the surrounding environment. The redevelopment would provide economic benefit through job creation and infrastructure investment.</p> |
| <p>(d) to promote the delivery and maintenance of affordable housing,</p> | <p>Not applicable.</p> |

| Object | Consideration |
|---|---|
| <p>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</p> | <p>The Department is satisfied that the proposal will not result in significant impacts to the biodiversity values within and adjacent the site, subject to recommended conditions, which have been incorporated into the recommendation (see Section 6).</p> |
| <p>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</p> | <p>The proposal is unlikely to cause any adverse impacts to built or cultural heritage, as discussed in Section 6.5. The Department notes that Heritage NSW (ACH) recommended several conditions for the protection of Aboriginal heritage and the implementation of an Aboriginal Cultural Heritage Management Plan, which have been incorporated into the recommendation (see Section 6).</p> |
| <p>(g) to promote good design and amenity of the built environment,</p> | <p>The Department considers the overall built form of the development to be an acceptable outcome for the site and surroundings (see Section 6).</p> |
| <p>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</p> | <p>The application includes a Building Code of Australia (BCA) Report, which concludes that the development can comply with BCA requirements, either via Deemed to Satisfy Provisions or through the preparation of Performance Solutions to demonstrate compliance. The Department has considered the proposed development and has recommended a number of conditions of consent to ensure construction and maintenance is undertaken in accordance with relevant legislation, guidelines, policies and procedures (Appendix C).</p> |
| <p>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</p> | <p>The Department publicly exhibited the proposal, consulted Council and other public authorities, and considered the responses received (see Sections 5 and 6).</p> |

| Object | Consideration |
|---|--|
| (j) to provide increased opportunity for community participation in environmental planning and assessment. | The Department publicly exhibited the proposal, notifying adjoining and surrounding landowners. The EIS and subsequently the RtS, was made available on the Department's website |

Ecologically sustainable development

The EP&A Act adopts the definition of ecologically sustainable development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The Department required the Applicant to demonstrate how the principles of ESD have been incorporated into the project, including how it addresses:

- national best practice sustainable building principles to improve environmental performance and reduce ecological impact.
- projected climate change impacts.

The application proposes ESD initiatives and sustainability measures, including:

- establishment of documented environmental targets, including Net Zero by 2030, zero organic waste by 2030, best practice outside air rates to habitable spaces, and water efficiency targets.
- low carbon materials.
- rooftop solar PV panels.
- fully electric building services to eliminate fossil fuel use on site.
- sustainable transport plans to promote active and low-emission commuting, including end-of-trip facilities and EV chargers.
- passive design – insulated, shaded and high-performance façade with appropriate window to wall ratio.

- best practice WELS rated fixtures, rainwater harvesting, drought tolerant native plants and water sensitive urban design with integrated water management such as bioswales, rain garden and infiltration trenches.

The abovementioned sustainability measures will be implemented to ensure the development achieves the required rating under the Health Infrastructure Engineering Services Guidelines (incorporating Design Guidance Note 058). The Applicant has developed the Health Infrastructure ESD Evaluation Tool (ESD tool), which includes a list of nine sustainable initiative categories. The ESD tool has been previously endorsed by the Planning Secretary and outlines a self-certification approach to achieve 'Australian best practice' level, which is equivalent to 60 points out of 110 points available (based on the nine sustainable initiative categories). This approach has been designed to demonstrate an equivalency against the Green Building Council of Australia (GBCA) Green Star rating system. A condition of consent is recommended to certify that each of these measures has been delivered and that the targeted rating has been attained by the proposed development.

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough and rigorous assessment of the environmental impacts. The proposed development is consistent with ESD principles as described in section 6.9 and Appendix Z of the Applicant's EIS, which has been prepared in accordance with the requirements of clause 192 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation). Overall, the proposal is consistent with ESD principles, and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

EP&A Regulation

The EP&A Regulation requires the Applicant to have regard to the *State Significant Development Guidelines* when preparing their application. In addition, the SEARs require the Applicant to have regard to the following:

- *Social Impact Assessment Guideline for State Significant Projects*
- *Undertaking Engagement Guidelines for State Significant Projects*

The Department is satisfied the Applicant has demonstrated the application has been prepared having had regard to the guidelines outlined above.

Environmental Planning Instruments (EPIs)

To satisfy the requirements of section. 4.15(a)(i) of the Environmental Planning and Assessment Act 1979 (EP&A Act), this report includes references to the provisions of the EPIs that govern the

carrying out of the project and have been taken into consideration in the Department’s assessment. Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP).
- State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP).
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP).
- State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings)
- The Hills Local Environmental Plan 2019 (HLEP)

State Environmental Planning Policy (Planning Systems) 2021

Chapter 2 of the Planning Systems SEPP identifies State significant development (SSD). An assessment of the development against the relevant provisions of the Planning Systems SEPP is provided in Table C2.

Table C2 | Planning Systems SEPP compliance table

| Relevant Sections | Consideration and Comments | Complies |
|---|---|----------|
| <p>2.1 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development</p> | The proposed development is identified as SSD. | Yes |
| <p>2.6 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and b) the development is specified in Schedule 1 or 2.</p> | The proposed development is permissible with development consent. | Yes |

| Relevant Sections | Consideration and Comments | Complies |
|---|--|------------|
| <p>Schedule 1 State significant development – general</p> <p>14 Hospitals, medical centres and health research facilities</p> <p>Development that has a capital investment value of more than \$30 million for any of the following purposes:</p> <ul style="list-style-type: none"> (a) hospitals, (b) medical centres, (c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute). | <p>The proposal is for a hospital with a capital investment value (CIV) in excess of \$30 million.</p> | <p>Yes</p> |

State Environmental Planning Policy (Transport and Infrastructure) 2021

The Transport and Infrastructure SEPP facilitates effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

An assessment of the development against the relevant considerations of the Transport and Infrastructure SEPP is provided below in Table C3.

Table C3 | Consideration of the relevant provisions of Transport and Infrastructure SEPP

| Clause(s) | Consideration and comment |
|--|--|
| <p>Division 10 Health services facilities</p> <p>2.60 – Development permitted with consent</p> | <p>A health services facility (hospital) is permissible with consent in the MU1 – Mixed Use zone in accordance with Division 10.</p> |

| Clause(s) | Consideration and comment |
|---|--|
| <p>2.98 – Development adjacent to rail corridors</p> | <p>The site is located immediate adjacent to a rail (metro) corridor. The development was referred to Sydney Metro for comment. Sydney Metro did not object to the proposal and provided recommended conditions of consent. The Department’s consideration of Sydney Metro’s comments can be found in Section 5. The development is not likely to have an adverse effect on rail safety, subject to the implementation of the conditions of consent recommended by Sydney Metro that have been incorporated into the recommendation.</p> |
| <p>2.100 – Impact of rail noise or vibration on non-rail development</p> | <p>The proposal is on land that is adjacent to a rail (metro) corridor. Accordingly, the Department has taken the Development near rail corridors and busy roads: interim guideline into consideration. The Noise and Vibration Impact Assessment provided demonstrates that the proposed development is capable of being constructed to comply with the relevant noise criteria. A condition is recommended requiring the Applicant to provide evidence of compliance with the required internal amenity requirements prior to occupation.</p> |
| <p>2.119 – Development with frontage to classified road</p> | <p>A portion of the proposed development has a frontage to Windsor Road, which is a classified road, and work is also proposed within proximity to the Commercial Road/Windor Road intersection that has the potential to impact on the function of that intersection.</p> <p>There is no existing or proposed direct vehicular access to Windsor Road. Vehicular access to the site is provided from Commercial Road, which is considered more practical and safer. The development includes a secondary, emergency ambulance connection to the North West T-Way (adjacent to Windsor Road). The Department is satisfied that:</p> <ul style="list-style-type: none"> • primary vehicular access to the land is provided by a road other than the classified road. • the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development. • the development is appropriately located and designed and incorporates measures to ameliorate potential traffic noise on future occupants. |

| Clause(s) | Consideration and comment |
|--|---|
| 2.120 – Impact of road noise or vibration on non-road development | <p>The proposed hospital is adjacent to Windsor Road which has an annual average daily traffic volume of more than 20,000 vehicles. The Noise and Vibration Impact Assessment provided demonstrates that the proposed development is capable of being constructed to comply with the relevant noise criteria. A condition is recommended requiring the Applicant to provide evidence of compliance with the required internal amenity requirements prior to occupation.</p> |
| 2.122 – Traffic generating development | <p>The proposal comprises development for the purpose of a hospital with size or capacity of 200 or more beds with access to a road. In accordance with the Transport and Infrastructure SEPP, the development was referred to TfNSW for comment.</p> <p>TfNSW did not object to the proposal, however provided comment and recommended conditions of consent. The Department’s consideration of TfNSW comments can be found in Sections 5 and 6.</p> |

State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 – Remediation of land

Detailed Site Investigations (DSI) were undertaken and provided with the EIS. The DSI considered that additional targeted testing was required in the form of a Human Health Risk Assessment. At RtS stage, the Applicant undertook the additional testing and provided a Tier 2 quantitative site-specific Human Risk Assessment. The assessment has considered the uncertainties identified in the DSI and found that human health risks are low and acceptable for all workers involved in construction, intrusive works for maintenance of subsurface services and for gardening/landscaping activities. Additionally, the Human Risk Assessment identified that human health risks are low and acceptable for all workers, patients and visitors to the hospital once the hospital has been constructed. The assessment concluded that the site is suitable for the proposed development and that a Remedial Action Plan is not required.

State Environmental Planning Policy (Industry and Employment) 2021

The Industry and Employment SEPP applies to all signage that can be displayed with or without development consent and is visible from any public place or public reserve. The Department has assessed the proposed signage against the relevant requirements in Table C4 and the specific assessment criteria of Schedule 5 of the Industry and Employment SEPP in Table C5.

Table C4 | Industry and Employment SEPP compliance table - signage

| Clause(s) | Assessment Criteria | Comments | Complies |
|---|---|--|----------|
| Part 3.2 Signage generally | | | |
| 3.6 Granting of consent to signage | The signage is to be consistent with the objectives of this policy. | The proposal is consistent with the objectives of the Industry and Employment SEPP, is compatible with the desired amenity and visual character of the area and provides effective communication and public benefit. | Yes |
| | The signage is to satisfy the assessment criteria in Schedule 5. | See Table D5. | Yes |

Table C5 | Industry and Employment SEPP compliance table – Schedule 5

| Assessment Criteria | Consideration and Comments | Complies |
|---|---|----------|
| 1 Character of the area | | |
| Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? | The proposal is compatible with the existing character of the area and is not expected to have any adverse impacts. | Yes |
| Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? | Not applicable. | Yes |
| 2 Special areas | | |
| Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? | The signs will not detract from any sensitive areas. | Yes |

| Assessment Criteria | Consideration and Comments | Complies |
|--|---|----------------|
| 3 Views and vistas | | |
| Does the proposal obscure or compromise important views? | The signs are either attached to buildings or free-standing and set within the public domain. The Department is satisfied the proposal would not obscure or compromise any important views. | Yes |
| Does the proposal dominate the skyline and reduce the quality of vistas? | The signs would not dominate the skyline or reduce the quality of vistas. | Yes |
| Does the proposal respect the viewing rights of other advertisements? | The signs are not proposed in proximity to any advertisements and would therefore not impact on the viewing rights of advertisers. | Yes |
| 4 Streetscape, setting or landscape | | |
| Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? | The signs are modest for the size of the site and the scale of existing and proposed buildings. The signs would not detract from the character of the streetscape or setting. | Yes |
| Does the proposal contribute to the visual interest of the streetscape, setting or landscape? | The proposed signs would be of a high quality and would complement the built form. | Yes |
| Does the proposal reduce clutter by rationalising and simplifying existing advertising? | The signs are simple in design and would not result in visual clutter. | |
| Does the proposal screen unsightliness? | Not applicable. | Not applicable |
| Does the proposal protrude above buildings, structures or tree canopies in the area or locality? | The signs would not protrude above any proposed new buildings. | Yes |
| Does the proposal require ongoing vegetation management? | No ongoing vegetation management is required in relation to signage. | Yes |

| Assessment Criteria | Consideration and Comments | Complies |
|---|---|----------|
| 5 Site and building | | |
| Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? | The proposed signs are compatible with the scale and proportion of the existing and proposed buildings. Wayfinding pylons are not proposed to be attached to any existing or proposed buildings. | Yes |
| Does the proposal respect important features of the site or building, or both? | The proposed signs are modest in scale and respect the design of the buildings and the site. | Yes |
| Does the proposal show innovation and imagination in its relationship to the site or building, or both? | The purpose of the signs is to identify site/building and assist with wayfinding. | Yes |
| 6 Associated devices and logos with advertisements and advertising structures | | |
| Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? | Signage plans were provided with the EIS which shows that there would not be any safety devices, platforms, lighting devices or logos designed as integral parts of the proposed signage. | Yes |
| 7 Illumination | | |
| Would illumination result in unacceptable glare? | The signs would be non-digital, static illuminated. The illumination would be controlled and would not result in any unacceptable glare. | Yes |
| Would illumination affect safety for pedestrians, vehicles or aircraft? | No. | Yes |
| Would illumination detract from the amenity of any residence or other form of accommodation? | The signs are not located within close proximity to any residence or other form of accommodation. | Yes |
| Can the intensity of the illumination be adjusted if necessary? | Plans of the proposed signage would be determined during detailed design stage. | Yes |

| Assessment Criteria | Consideration and Comments | Complies |
|---|--|----------|
| | Adjustment of illumination is not anticipated. | |
| Is the illumination subject to a curfew? | No. The Department does not consider a curfew is necessary, given that wayfinding and building identification signage is required at all times during 24-hours operation of the hospital facility. | Yes |
| 8 Safety | | |
| Would the proposal reduce the safety for any public road? | The signage is located wholly within the site and would not reduce safety or obscure sightlines from public areas. | Yes |
| Would the proposal reduce the safety for pedestrians or bicyclists? | The signage is located wholly within the site and would not reduce safety for pedestrians or cyclists. | Yes |
| Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? | The proposed signage is set back from the roadway and would not reduce road safety. | Yes |

State Environmental Planning Policy (Planning Systems) 2021

Chapter 2 of the Planning Systems SEPP identifies State significant development (SSD). An assessment of the development against the relevant provisions of the Planning Systems SEPP is provided in Table C6.

Table C6 | Planning Systems SEPP compliance table

| Relevant Sections | Consideration and Comments | Complies |
|--|---|----------|
| 2.1 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development | The proposed development is identified as SSD. | Yes |
| 2.6 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: | The proposed development is permissible with development consent. | Yes |

| Relevant Sections | Consideration and Comments | Complies |
|--|--|------------|
| <p>c) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and</p> <p>d) the development is specified in Schedule 1 or 2.</p> | | |
| <p>Schedule 1 State significant development – general</p> <p>14 Hospitals, medical centres and health research facilities</p> <p>Development that has a capital investment value of more than \$30 million for any of the following purposes:</p> <p>(d) hospitals,</p> <p>(e) medical centres,</p> <p>(f) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).</p> | <p>The proposal is for a hospital with a capital investment value (CIV) in excess of \$30 million.</p> | <p>Yes</p> |

The Hills Local Environmental Plan (HLEP) 2019

The Department has consulted Council throughout the assessment process and considered all relevant provisions of the HLEP 2019 and those matters raised by Council in its assessment of the development (refer to Sections 5 and 6). The Department concludes that the development complies with the requirements of HLEP 2019. Consideration of the relevant clauses of the HLEP 2019 is provided in Table C7.

Table C7 | Consideration of the HLEP 2019

| HLEP 2019 | Department Consideration |
|--|---|
| <p>Land Use Table – MU1 Mixed Use Zone</p> | <p>The site is zoned MU1 – Mixed Use Zone. Hospitals are permitted with development consent in the MU1 zone.</p> |
| <p>Clause 4.3 - Height of buildings</p> | <p>The height of building standard that applies to the site is 32m. However, this control does not apply in this instance in accordance with clause 5.12(1) of HLEP 2019. The Department considered the proposed height of the development in Section 6 and is satisfied that it is acceptable in the site circumstances.</p> |
| <p>Clause 5.10 - Heritage conservation</p> | <p>The Department has considered heritage impacts in detail in Section 6 and is satisfied that the proposal is acceptable with respect to heritage conservation.</p> |

| HLEP 2019 | Department Consideration | | | | |
|--|--|------------|-----------------------------|--|---|
| Clause 5.21 - Flood planning | The site is not located within flood affected land and the proposed development does not cause an increase in flood affectation of neighbouring sites. | | | | |
| Clause 6.3 - Public utility infrastructure | This clause requires that development consent must not be granted for development on land unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when it is required. Services and utilities are available or will be made available, and it has been demonstrated that the hospital can be adequately serviced. | | | | |
| Clause 7.1 - Acid Sulfate Soils | The site is not impacted by acid sulfate soils. | | | | |
| Clause 7.2 - Earthworks | <p>The clause requires the consent authority consider the likely disruption of earthworks on drainage patterns and soil stability, future use and redevelopment of the land, the quality of excavated soil or fill, the likelihood of disturbing relics, the effects of earthworks on waterways, drinking water catchments and neighbouring amenity, and appropriate measures to mitigate the impacts of development.</p> <p>The Department has considered the impacts of the proposed earthworks and is satisfied that subject to conditions, the development is acceptable.</p> | | | | |
| Clause 7.7 – Design Excellence | <p>The site is subject to the design excellence clause, which provides that the consent authority must have regard to whether a high standard of architectural design is achieved, the form and appearance of the building will improve the public domain, and how the built form of the development addresses the site constraints.</p> <p>The Department is satisfied that the project demonstrates design excellence, as detailed in the table below and at Section 6.</p> <table border="1" data-bbox="464 1671 1471 1883"> <thead> <tr> <th data-bbox="464 1671 1050 1753">Clause 7.7</th> <th data-bbox="1050 1671 1471 1753">Department’s Considerations</th> </tr> </thead> <tbody> <tr> <td data-bbox="464 1753 1050 1883"></td> <td data-bbox="1050 1753 1471 1883"><i>(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters –</i></td> </tr> </tbody> </table> | Clause 7.7 | Department’s Considerations | | <i>(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters –</i> |
| Clause 7.7 | Department’s Considerations | | | | |
| | <i>(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters –</i> | | | | |

| | | |
|--|---|---|
| | <p><i>(a) whether a high standard of architectural design, materials and details appropriate to the building type and location will be achieved,</i></p> | <p>Proposed architectural design, materials and detailing respond to the surrounding context in terms of scale and materiality. See Section 6.1.</p> |
| | <p><i>(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,</i></p> | <p>The proposal will improve legibility through the site from public domain areas through the provision of improved pedestrian paths, linkages and landscaping.</p> |
| | <p><i>(c) whether the proposed development detrimentally impacts on view corridors,</i></p> | <p>The Department is satisfied that project would not detrimentally impact any view corridors as there are no significant view corridors to or from the site.</p> |
| | <p><i>(d) whether the development detrimentally impacts on any land protected by solar access controls established under a development control plan</i></p> | <p>DCP's do not apply. Notwithstanding, Section 6.1 considers the overshadowing impacts of the proposal which are found to be acceptable in the site circumstances.</p> |
| | <p><i>(e) the requirements of any development control plan to the extent that it is relevant to the proposed development</i></p> | <p>DCP's do not apply.</p> |
| | <p><i>(f) how the proposed development addresses the following matters</i></p> | |

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| | <i>(i) the suitability of the land for development,</i> | The Applicant has demonstrated that the site is not subject to any conditions that would prevent development, including geotechnical conditions, contamination, flooding, biodiversity, or Aboriginal cultural heritage. |
| | <i>(ii) existing and proposed uses and use mix,</i> | The proposed hospital use is considered to be appropriate for the site and locality. |
| | <i>(iii) heritage issues and streetscape constraints,</i> | The Department is satisfied that the project responds to the heritage and landscape settings. |
| | <i>(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form.</i> | The Department is satisfied that the proposed development will have a satisfactory relationship with development (existing or proposed) on neighbouring sites noting that the proposed incorporates building setbacks and landscape buffer zones from the allotment boundaries. |
| | <i>(v) bulk, massing and modulation of buildings,</i> | As discussed in Section 6.1, the proposed bulk, massing and modulation is acceptable given the nature of the proposed use as well as the desired future character of the area. |

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| <p><i>(vi) street frontage heights</i></p> | <p>There are no specific controls on the site relating to street frontage heights.</p> |
| <p><i>(vii) environmental impacts, such as sustainable design, overshadowing, wind and reflectivity.</i></p> | <p>The Department is satisfied that the proposed development will not result in any adverse environmental impacts. See discussion in Section 6.1.</p> |
| <p><i>(viii) the achievement of the principles of ESD,</i></p> | <p>As discussed in this appendix, the proposal incorporates measures to achieve ESD. The project would achieve a 5-Star Green Star Design As Built sustainability rating.</p> |
| <p><i>(ix) pedestrian, cycle, vehicular and service access, circulation and requirements.</i></p> | <p>As discussed in Section 6, the project addresses pedestrian and vehicle access and circulation opportunities and constraints.</p> |
| <p><i>(x) the impact on, and any proposed improvements to, the public domain,</i></p> | <p>The proposal will improve legibility through the site from the public domain area at the front of the site, with the provision of improved pedestrian paths, linkages and landscaping.</p> |
| <p><i>(xi) the configuration and design of public access areas, recreation areas and communal open space on the site and whether that design incorporates exemplary and innovative treatments.</i></p> | <p>The design of the hospital incorporates large public access and recreation areas at ground level to provide amenity for patients and staff.</p> |

Appendix D – Recommended instrument of consent