

Notice of decision

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant development
Application number and project name	SSD-96248991 New Rouse Hill Hospital
Applicant	Health Administration Corporation
Consent Authority	Minister for Planning and Public Spaces

Decision

The Director under delegation from the Minister for Planning and Public Spaces has, under section 4.38 of the *Environmental Planning and Assessment Act 1979 (the Act)* granted consent to the development application subject to conditions.

A copy of the development consent and conditions is available [here](#).

A copy of the Department of Planning, Housing and Infrastructure's assessment report is available [here](#).

Date of decision

29 April 2026

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the department's assessment report;
- the prescribed matters under the Environmental Planning and Assessment Regulation 2021;
- the objects of the Act;
- the considerations under s 7.14(2) and 7.16(3) of the *Biodiversity Conservation Act 2016* (NSW);
- all information submitted to the Department during the assessment of the development application;
- the findings and recommendations in the Department's assessment report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the Department's assessment report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including capital investment in health infrastructure, as well as the creation of construction and operational jobs.
- the project is permissible with development consent and is consistent with NSW Government policies including Transport for NSW's State Future Transport Strategy 2056 and Infrastructure NSW's State Infrastructure Strategy 2022-2042.
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards.
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent. Engagement on the project is considered to be in line with *Undertaking Engagement Guidelines for State Significant Projects*, including the community participation objectives outlined in these guidelines.
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Applicant engaged with the community during the preparation of the environmental impact statement (EIS) as a requirement of the Secretary's environmental assessment requirements. The EIS detailed the findings of the engagement and how it influenced the scope and design of the project.

Once the EIS was submitted to the Department it was placed on exhibition from Thursday 13 November 2025 until Wednesday 10 December 2025 (28 days). Seven submissions were received, two supported the project and five were comments. Submissions were also received from The Hills Shire Council and Blacktown City Council.

The key issues raised by the community (including in submissions) and considered in the Department's assessment report and by the decision maker include traffic impacts and modelling, vehicular access and parking, proposed road network design, trees and landscaping, bicycle facilities, adequacy of public transport and provision of hospital staff and housing. Other issues are addressed in detail in the Department's assessment report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic impacts and modelling</i></p> <ul style="list-style-type: none"> ● Consideration of the cumulative traffic impacts from nearby development required. ● Request for further evidence concerning the parking, trip rate and mode split assumptions adopted. ● Concerns with the impacts upon local road infrastructure and congestion, including within the Blacktown Local Government Area. ● Concerns with the traffic model adopted and assumptions within that model. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> ● Additional information was provided to the Department incorporating further technical details and supporting evidence relating to the material relied upon in the traffic model. ● Confirmation was provided that the traffic model was developed in consultation with TfNSW who reviewed the model and associated data inputs and did not raise any concerns in relation to the methodology or data utilised. ● The Transport Access Impact Assessment (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: <ul style="list-style-type: none"> ○ 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 ● 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. <p><i>Conditions</i></p> <ul style="list-style-type: none"> ● No further conditions required.
<p><i>Vehicular access, parking and proposed road network design</i></p> <ul style="list-style-type: none"> ● Concern that the proposed road network on the hospital site does not allow for direct access for the adjoining site to the east. ● The proposed internal road layout is inconsistent with the Masterplan and Precinct Plan. ● Clarification is required as to whether the proposed works on Commercial Road would restrict access to/from The Fiddler driveway and cause road safety issues. ● Comment that sufficient on-site car parking should be provided to minimise the likelihood of people parking on the street. ● Potential impacts of construction vehicles on surrounding land. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> ● 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. ● 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. ● Concerns were raised 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. 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 proposed works on Commercial Road include deletion of the separated right hand turn lane, which enables westbound traffic on Commercial Road to enter 2 Commercial Road (The Fiddler hotel site), and the closure of the centre road median that currently allows access to 2 Commercial Road

	<p>from this lane. The Department, in consultation with TfNSW, is satisfied that this will ensure that safety is maintained on Commercial Road.</p> <ul style="list-style-type: none"> • The TAIA states that the overall peak parking expected 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. • The Hills Council sought clarification on aspects of the parking demand study/model relied upon in the TAIA in terms of determining demand for the hospital campus. 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. • 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 Department is satisfied that impacts on the road network can be managed and a condition of consent has been imposed requiring the preparation of the final CTPMP prior to the commencement of works. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • A condition of consent is imposed requiring the preparation of a final CTPMP prior to the commencement of works.
<p><i>Trees and landscaping</i></p> <ul style="list-style-type: none"> • Advice that the tree canopy area is too low and should be increased to 15 per cent and suitable replacement trees should be provided to offset the loss of trees. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • 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. The SSD application seeks removal of eight existing trees, four of which are located on Commercial Road and four within the proposed pedestrian pathway connection to Rouse Hill Drive. • The Department considers that the loss of eight trees to be acceptable in the site circumstances as: <ul style="list-style-type: none"> ○ 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. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • No further conditions required.
<p><i>Bicycle facilities</i></p> <ul style="list-style-type: none"> • Concern that the amount of bicycle parking spaces provided is inadequate and there is no bicycle storage for staff. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • At RtS stage, the Applicant made design changes to the proposal to provide an additional 22 bicycle spaces. The Department is satisfied that this addresses the concerns raised. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • No further conditions required.
<p><i>Adequacy of public transport</i></p> <ul style="list-style-type: none"> • Public transport services to the locality should be improved to support the Hospital. • Insufficient public transport options servicing the site. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • At RtS stage, the Applicant prepared and submitted 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. • The Department notes that Council and TfNSW have both stated 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. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • No further conditions required.

Provision of hospital staff and housing

- Comment that there must be sufficient staff and appropriate pay conditions.
- On-site housing for staff should be provided.

Assessment

- These matters are outside the assessment scope of the application.

Conditions

- No further conditions required.