

Rouse Hill Town Centre Stage 2.0

Design Statement

AR-DA-4-0001 REV A
4th December 2018

Please note (disclaimer):

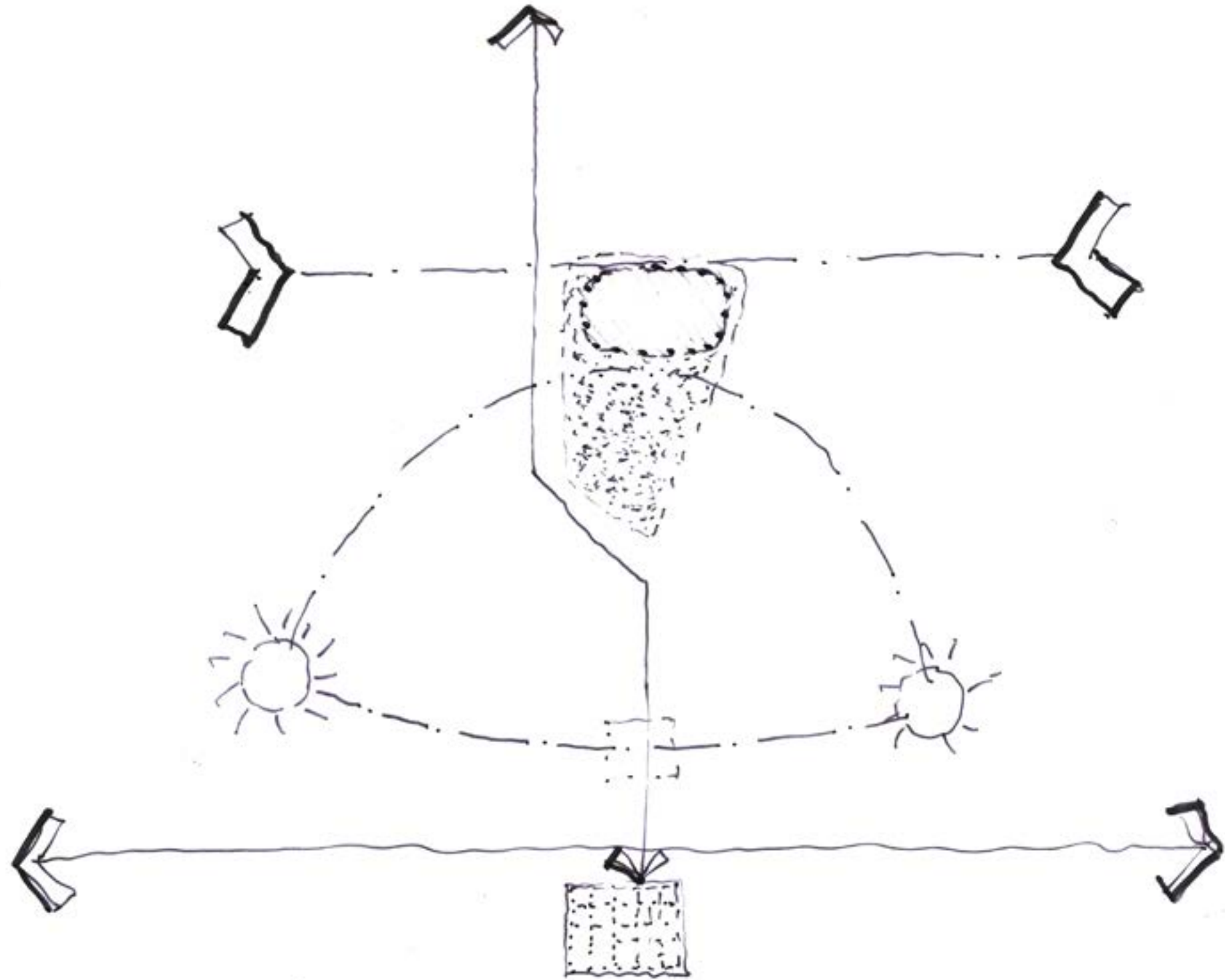
This design statement for Rouse Hill Town Centre Stage 2.0 has been prepared by Cox Architecture for GPT in collaboration with the following consultants:

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Rouse Hill Town Centre key concept sketch. This represents the design intent and ideology

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01

Introduction

01 Introduction

This design statement describes the design intent of GPTs’ proposal for the retail for the Stage 2.0 of the Rouse Hill Town Centre (RHTC).

The architectural design statement forms part of the Level 3 Development Application and supporting architectural documentation associated with the proposed expansion to Rouse Hill Town Centre – Stage 2.0.

The Northern Precinct Master Plan for the proposed expansion of RHTC envisages a broad range of additional complementary uses for the centre commensurate with its role as a Regional Centre for the North West Growth centre area.

Description

Rouse Hill Town Centre (RHTC) is in the north-west region of Sydney and forms part of the Rouse Hill Strategic Centre. The current centre comprises approx. 72,000m² of retail, commercial, learning, community and library space and is anchored by a strong mix of major tenants, including Woolworths and Coles supermarkets, Big W and Target Discount Department Stores and Reading Cinemas. Currently, there are over 200 specialty shops including cafes, and restaurants as well as civic, residential and commercial uses.

The Stage 2.0 expansion of the RHTC will provide approximately 15,907m² of incremental Gross Lettable Floor Area (GLFA), 4,902m² of commercial GFA and 3,486m² of reconfigured existing retail GLFA. This includes the following:

- 2 new Mini Major tenancies on ground floor
- 2 new reconfigured mini majors on ground floor
- 1 new pavilion style tenancy north of Town green
- 4,500m² NLA commercial premises over 3 levels
- 1 level of Leisure and Entertainment space (the specific use of which will be subject to a separate DA)
- Approximately 50 additional speciality shops

The Development Application (DA) to which this report relates is for the Stage 2.0 retail podium incorporating all of the above activities. Below the new podium will be basement parking (as contemplated by DA 1009/2017) and above the podium will be two apartment buildings each with a ground floor lobby (to be subject of a separate DA to Council).



Rouse Hill Town Centre – Stage 2.0

Context

Separate Development Applications have been prepared or will be submitted for other components of Stage 2.0 which includes:

- Basement car parking including temporary car parking
- Residential Stage 2.0
- Signage
- Quadrant C-D Canopy

Compliance With The Current Level 2 Development Consent

The concept design for the Northern Precinct's Central District has been prepared generally consistent with the Level 2 Development Consent 15 December, 2014.

- In particular the concept generally consistent with:
 - The approved drawings DA 003 – DA 011
 - The Northern Precinct Built Form Guidelines

The proposed design is consistent in the following key areas as per the approved Level 2 Precinct Plan :

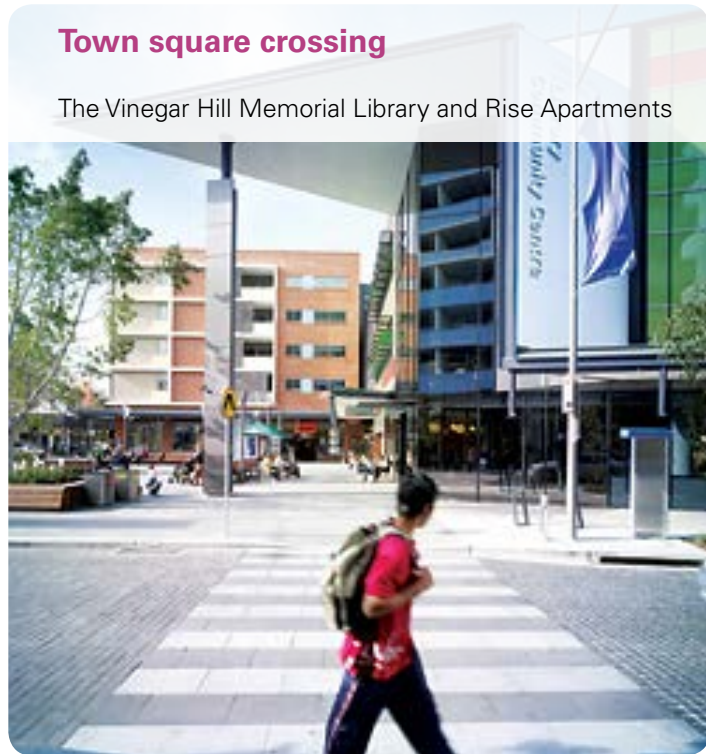
- West and East retail loops
- Town Green in the central part of the precinct
- Single Storey retail
- Civic Way as a key vehicular access route through the precinct
- Direct connections to the Shopping Street (Target to Big W, C to D Loop)
- East and West Gate visual and pedestrian access point to the west and the east of the site.
- A retail building (Pavilion) with direct access and visual connection to the proposed Town Green
- Continuation of the pedestrian street networks

Minor revisions are proposed to the location and geometry of pedestrian paths and roadways. In addition existing loading docks accessed from Civic Way from upper service road are proposed to be demolished. New and existing stores will be serviced by existing loading docks accessed from Caddies Boulevard to the north east (proposed East Gate) and Rouse Hill Drive adjacent to the proposed West Gate



Rouse Hill Town Centre – Stage 2.0 ⊕

Existing Site Photos



Civic Way / main street

Dining on the street at the intersection of Main Street and Civic Way



Vertical transport

Running east to west across the town centre, landing at the Big W and Target forecourt



Civic Way

Looking north towards Town Square



Main street

The entry to the Target forecourt at Main Street



The Backyard

Public play space associated with outdoor dining in small public plazas



Big W forecourt

Architectural entrance gesture to the major department stores



Landscaping

Target to Big W landscaping with integrated seating



Target forecourt

Retractable fabric roofing along the pedestrian loop provides weather protection

Site Analysis

The Rouse Hill Town Centre (RHTC) is a master planned community within the Hills District in the north-western suburbs of Sydney. The Centre has been earmarked and set aside by the NSW Government since the 1980’s for the development of a regional scale centre as a focal point of the emerging North West Growth Sector.

In October 2003, Lend Lease and GPT were selected as the development partner for the RHTC. Since that time, Stage 1 of the Rouse Hill Town Centre has been completed (opening in stages in September 2007 and March 2008) and two of the three main residential precincts are progressively being developed. Overall, there are two commercial precincts, five residential precincts and open space/community use precincts within the RHTC.

The introduction of Sydney Metro – North West and the incorporation of Rouse Hill Metro Station off Tempus Street and Main streets located in the town centre will only increase the connectivity and accessibility of RHTC; and in turn make a significant regional centre.

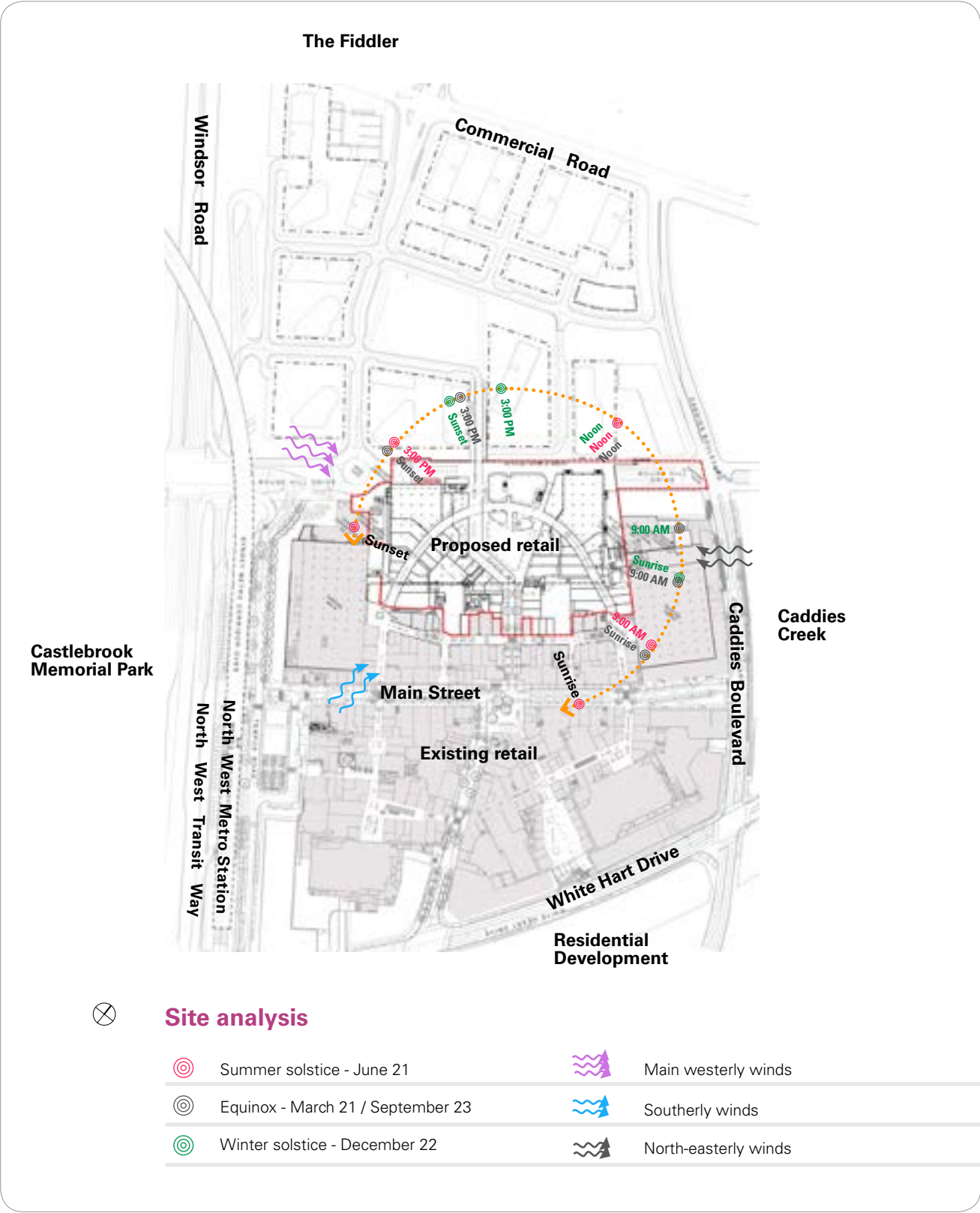
The RHTC is emerging as a vibrant and diverse community due to the incorporation of residential, retail, commercial, open space, community, entertainment and learning spaces.

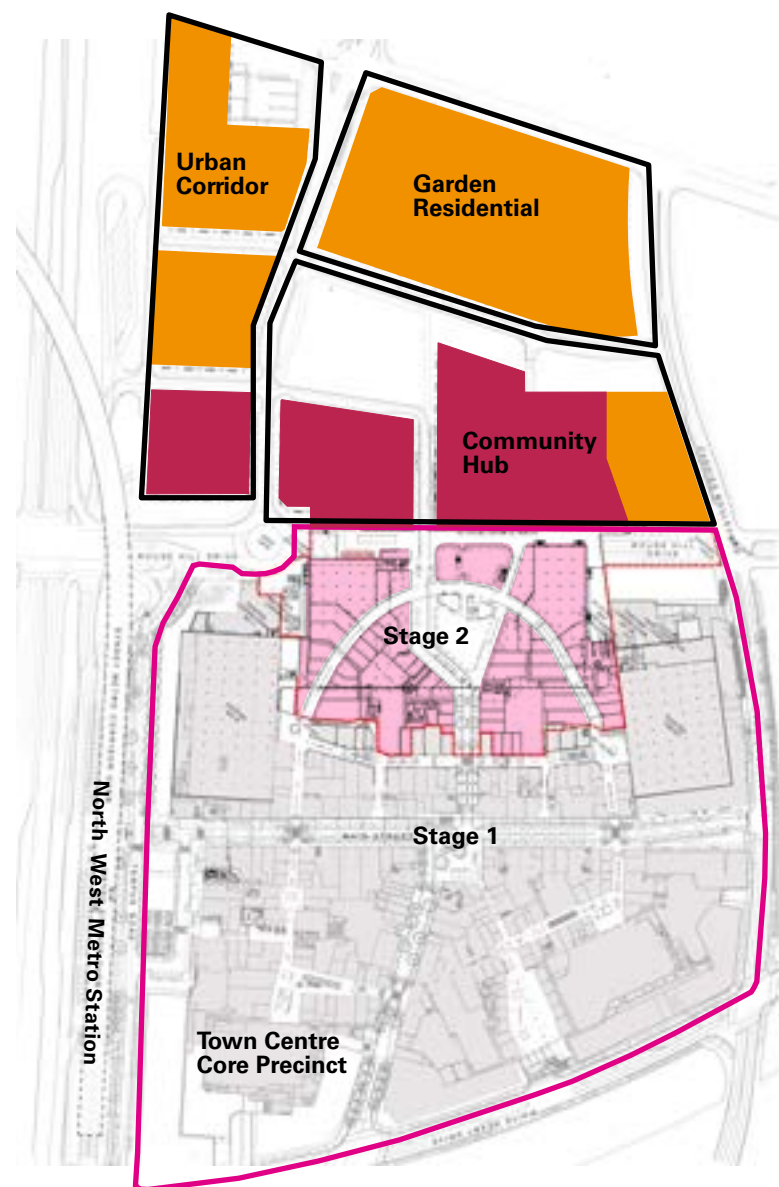
- The RHTC spans an area of around 120 hectares and contains:
- Stage 1 of the Town Centre which incorporates shops, offices, community space, a library, a Council office, education facilities and entertainment facilities as well as two residential apartment buildings;
 - Three emerging residential precincts to the east and south of the Stage 1 Town Centre;
 - A bus interchange for the North West Transit-way where it will coincide with the proposed North West Metro Line;
 - Regional road, cycle and pedestrian infrastructure;
 - And land developed or reserved for open space, recreation, environmental preservation / management and heritage conservation.

Windsor Road bounds the RHTC to the west, Commercial Road lies to the north, Sanctuary Drive lies to the south and Withers Road is to the east.

The topography of the Regional Centre is gently undulating, and while there have been some minor alterations to the typography over time, the site largely follows its natural state. The surface slopes run into Caddies Creek. The land at the base of the valley, where the creek lies, is relatively flat.

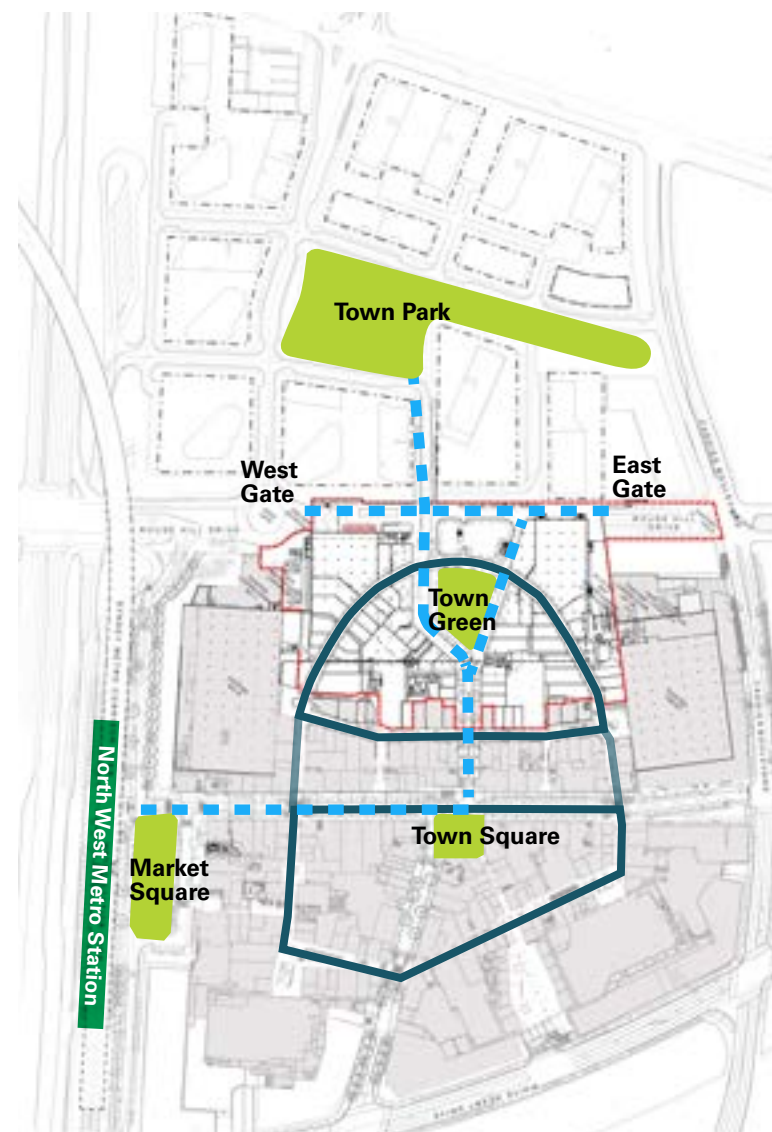
Caddies Creek bisects the RHTC, flowing in a south-east to north-west direction. Caddies Creek has a significant tributary associated with it (known as Tributary 3) and several ephemeral swales. Caddies Creek is a permanent water course maintaining at least some permanent flow, and discharges into Cattai Creek which in turn flows into the Hawkesbury / Nepean River system.





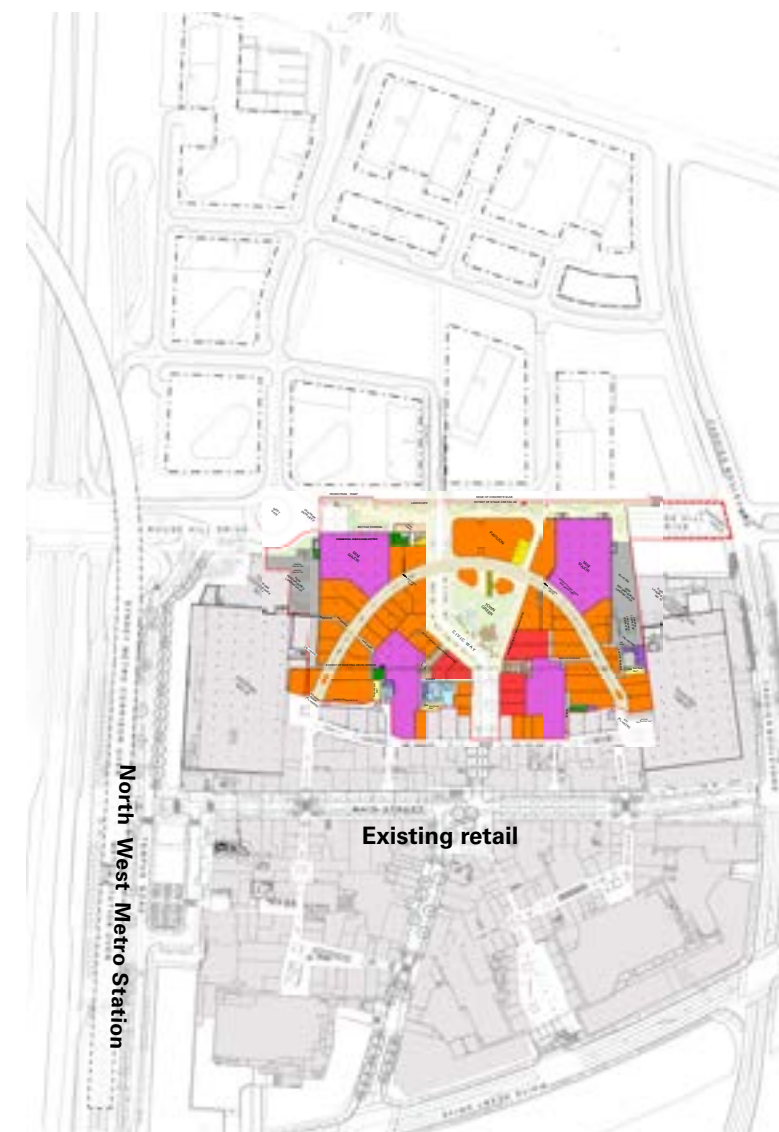
Districts of the northern precinct

- Proposed retail
- Residential
- Mixed use commercial and / or residential and / or retail and / or community



Open space hierarchy

- Key urban journey
- North West Metro Station
- Key retail journey
- Open space



Stage 2.0 precinct

- Food and beverage
- Specialty Retail
- Mini – Major Retail
- Temporary Landscape
- Existing specialty tenancy

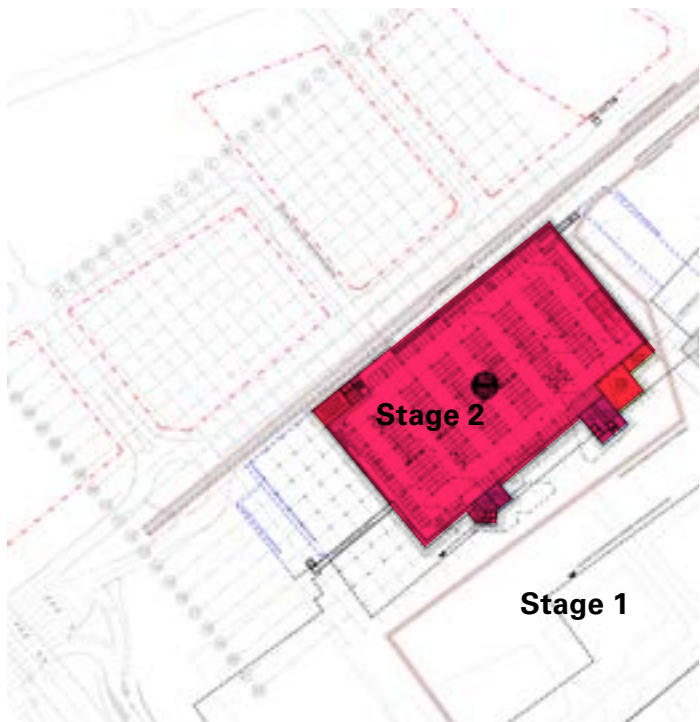
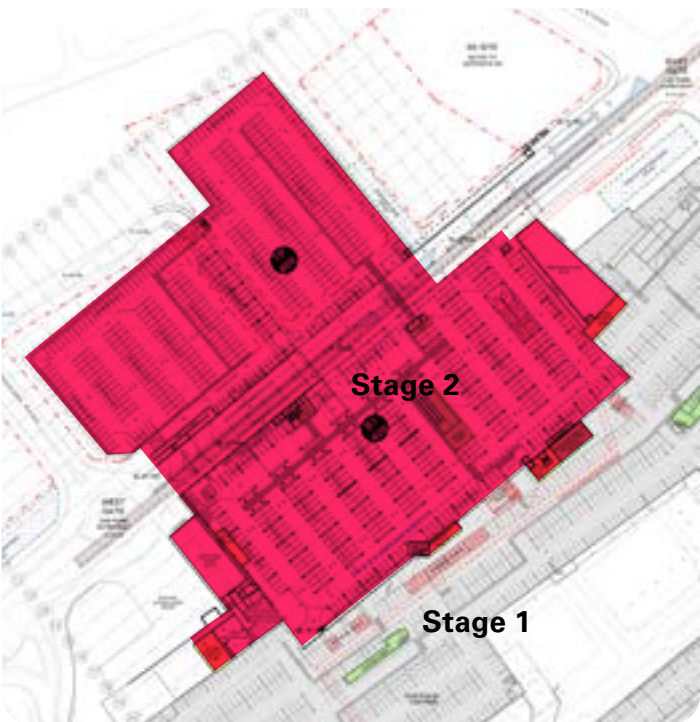
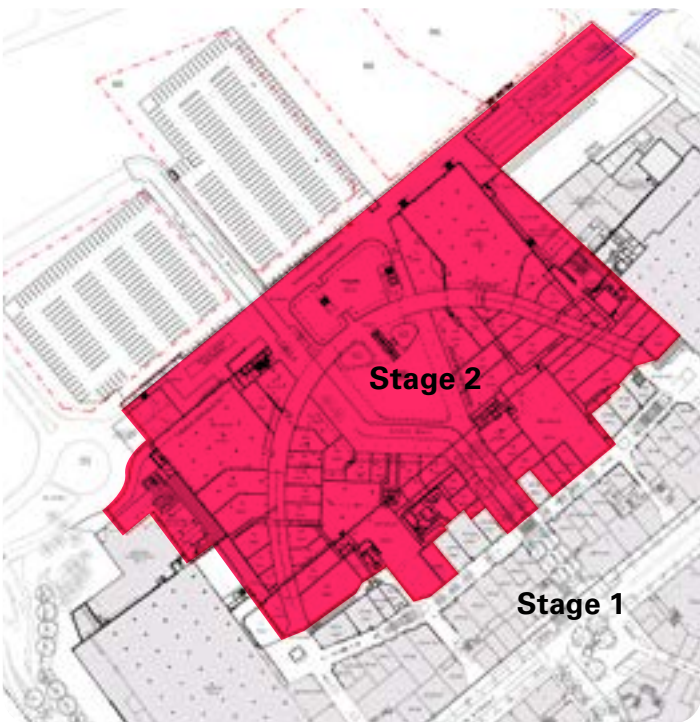
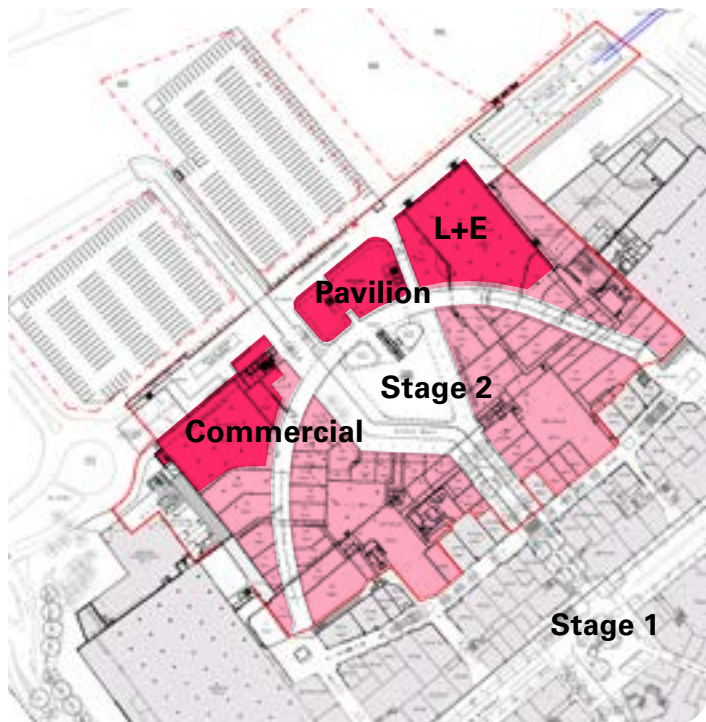
Site Overview

Roof

Podium Level

Basement Level 1

Basement Level 2



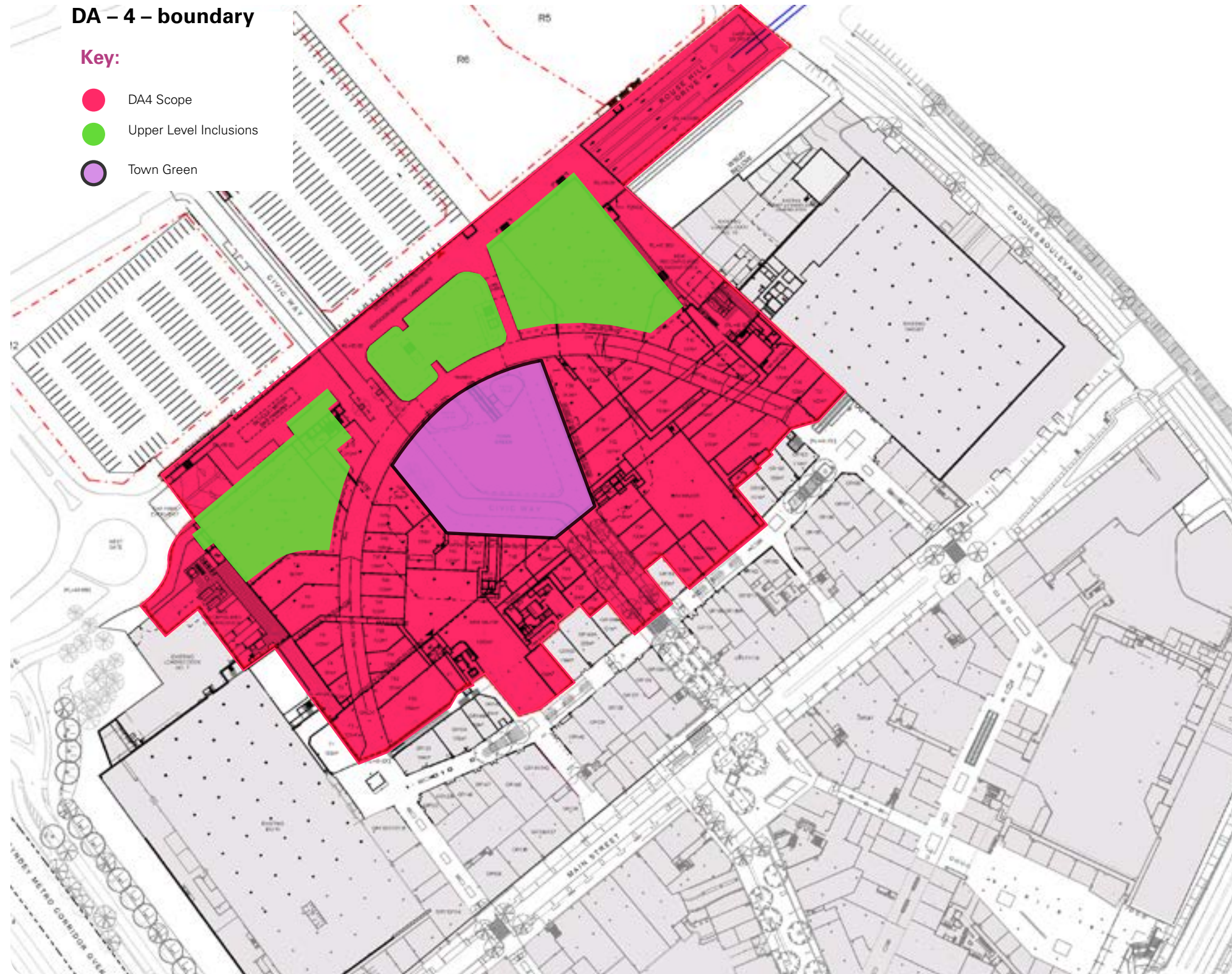
Note:
Car park subject to a separate DA
residential subject to a separate DA

Note: Temporary Car Park area extent
work in progress.

DA – 4 – boundary

Key:

- DA4 Scope
- Upper Level Inclusions
- Town Green



Inclusions

- Specialty retail
- Mini Majors
- Retail Kiosks
- Back of house / storage
- Amenities
- Reconfigured retail
- Landscape
- Leisure/ Entertainment Facilities
- Canopies (except canopy C-D)
- Civic Way
- Reconfigured loading docks
- Street trees
- Materials and finishes
- Commercial development

Exclusions

- Infrastructure
- Roads (except Civic way)
- Canopy C-D
- Loading dock 11/12
- Car-parking
- Residential development
- Sleeve sites

Note:

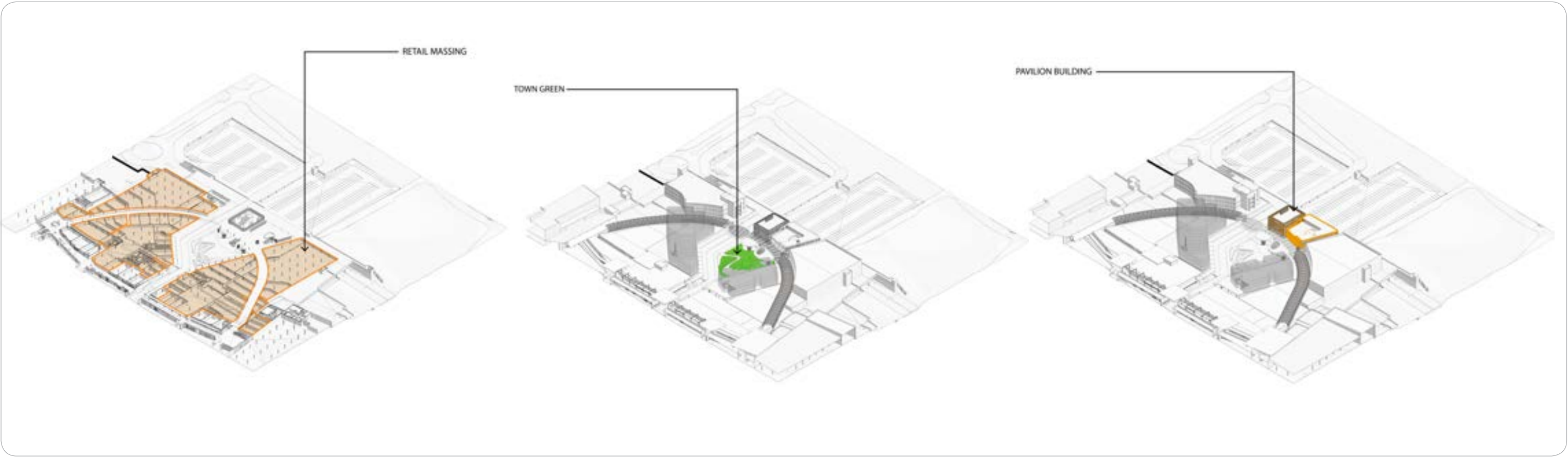
Residential subject to a separate DA

Components of the RHTC

Retail Massing (Stage 2.0)

Town Green

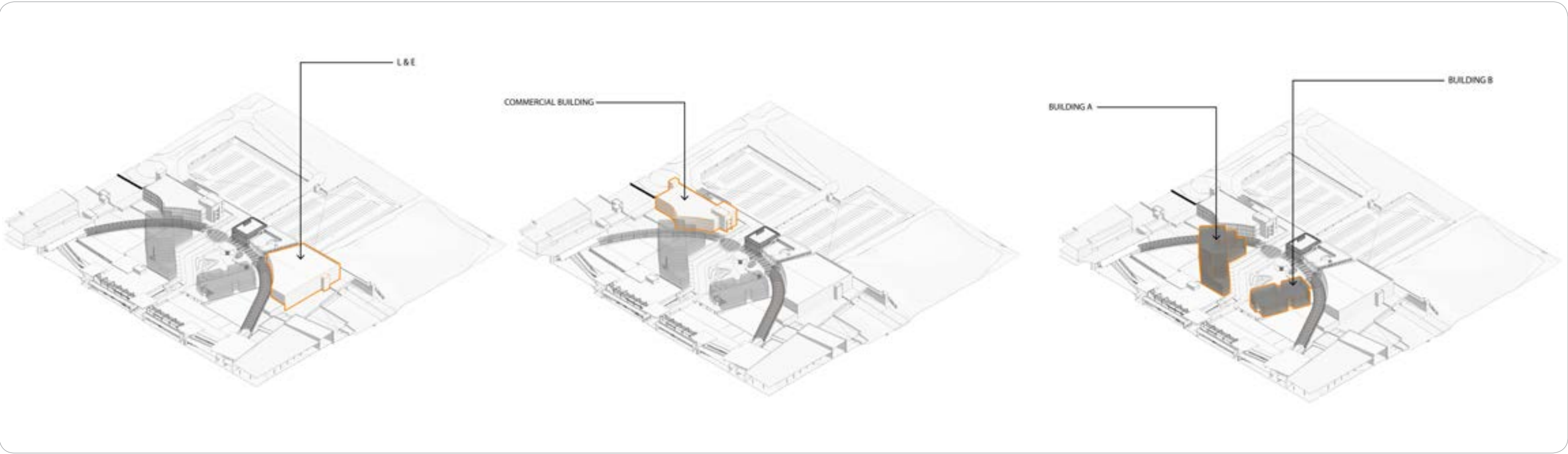
Pavilions



Leisure + Entertainment

Commercial Building

Residential



Note:
Residential development subject to a separate DA

Northern Precinct Urban Design Principles

The following over arching principles for the Northern Precinct have been endorsed by council and various government agencies through the approval of the masterplan for the Rouse Hill Regional Centre. These principles have been used in conjunction with the overall guiding principles of Built Form Framework, to inform the masterplan of Rouse Hill Town Centre.

This DA demonstrates a high level of consistency with each of these principles.

The proposal, builds upon these principles through the more detailed land use, built form and design requirements for the various components within the Precinct.

01

Provide a mixed use, integrated Town Centre

Create an authentic material with versatility and substance. A material which can be moulded, coloured and detailed to produce a contemporary finish. Concrete can add strength and warmth to a space in a subtle, practical way.



02

Create a fine grain block structure

Encourage permeability and connectivity throughout the plan with a highly accessible block plan and fine grain uses.



03

Reinforce historic & natural environments of Rouse Hill

Establish connections with Caddies Creek by extending green 'fingers' through the urban fabric as an integral part of the public open space system.



04

Provide a diversity of streets & public passages

Provide a hierarchy and diversity of the streets to encourage easy access to a variety of uses and animating the urban experience.



05

Create a memorable public gathering place

Provide a visible and iconic open space that is climate Responsive, spatially defined, and has unique landscape elements complementary to and different from the Town Square.



06

Make Civic Way a great street

Create a dynamic streetscape for the new Civic Way, supported by active uses and engaging open spaces along its route with a civic termination.



07

Maximize all mobility options

Provide seamless and connected access to alternative forms of transit, including bikes, bus, elevated rail and cars.



08

Ensure a sustainable land use balance

Increased residential development should be balanced by increased employment opportunities to achieve a 1:1 jobs to household ratio within the Town Centre.



09

Create 18/7 activation

Provide a mix of uses that extends street activation over an 18/7 span by including residential, cafés, restaurants, community, civic, and entertainment uses.



10

Expand the pedestrian primacy of the core

Provide a comfortable, walk-able, and accessible Town Centre experience throughout the Northern Precinct.



Urban Design Intent

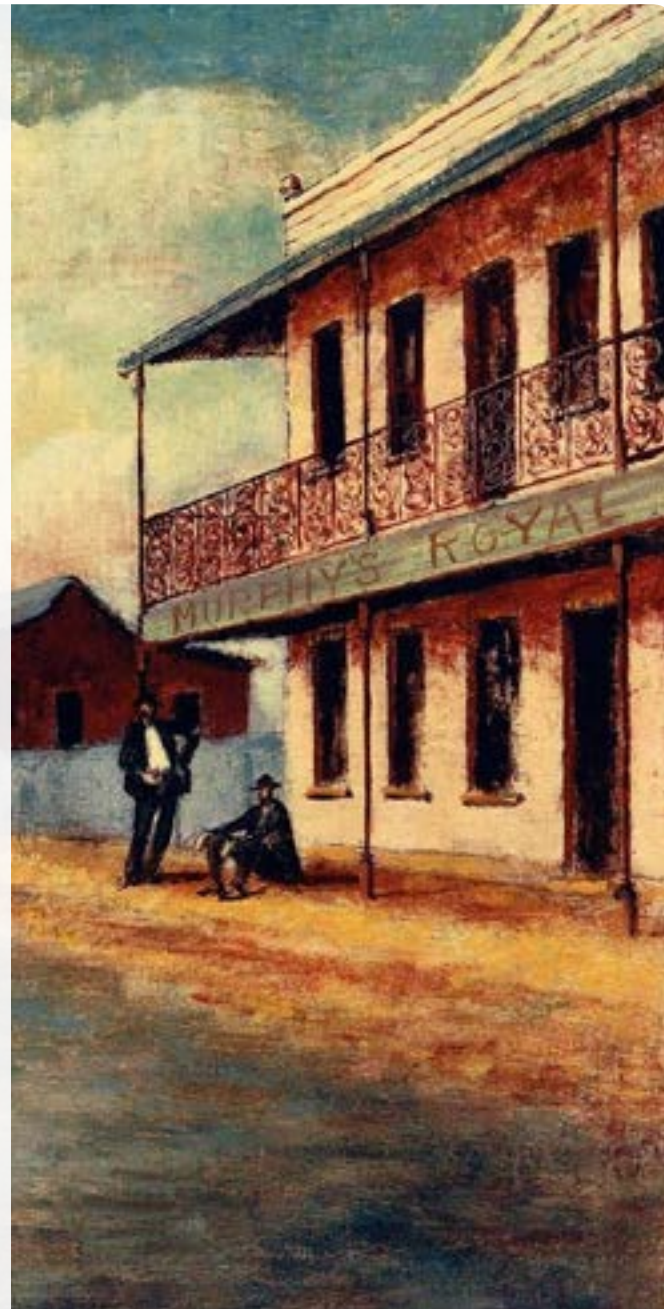
Rouse Hill Town Centre currently provides a sub-regional centre role within the trade area. By including the attractor and an expanded retail offer, the proposed expansion will elevate its role to that of a Regional Centre, similar to the current role of centres such as Castle Towers and West-point Blacktown, both of which are on the edge of the Rouse Hill Trade Area.

The Rouse Hill Town Centre Stage 2.0 scheme addresses the following items in its new enhanced design response:

- It responds to the structural changes occurring in Retail
- It looks to create an Attractor not an Anchor
- It responds by creating something that is Better not Bigger
- Still delivers the conventional retail needs of customers and delivers the more aspirational retail not available at RHTC today
- Enhances the leisure & entertainment and food and beverage offer
- Creates private/public space that is better than home
- Creates opportunities for Pop up experiences and events that:
 - Surprise and delight
 - Build off the events of RHTC today

The proposed urban expression seeks to reinterpret the robust nature of an Australian town through contemporary material and spatial expression.

The broader urban design strategy seeks to differentiate the retail from adjacent centres by providing a vibrant and natural setting in which to shop with greater connectivity to the elements provided by public gathering places, beautiful streetscapes, water sensitive urban design strategies and a greater connection to public transport (Sydney Metro Northwest).



The contemporary Australian town

Variety – Tactility

Architectural Intent

- Continue and enhance the look and feel of RHTC
- Create 3 distinctive design languages - organic, rectilinear and contemporary, in order to enhance the spatial and experiential diversity of the town centre.
- Create a space that lives and breathes
- Maintain an atmosphere which is dynamic and changing, throughout the day and throughout the seasons.
- Greater connectivity to the outside environment & landscape as a point of differentiation from other local retail centres .

Environmental Performance Requirements

1. Wind and rain protection
2. Heat protection
 - Minimise solar radiant heat gain using shading
 - Dynamic air flow
3. Protection from the cold
 - Through localised heating and weather protection
4. Natural light
5. Passive ventilation.

Materials

- Continue the story of RHTC
- Compliment and enhance the retail experience
- Natural and de-constructed
- Refined neutral palette
- Nod to the rural heritage of Rouse Hill.



Organic

Forms drawn from the history of the site



Tactile

Materiality of the marketplace



Contemporary

Re-imagination of the Australian town typology

Design Concepts

Natural light



Dappled Light Quality

De-constructed material palette



Neutral

Refined, Consistent, Cohesive



Contemporary

Aspirational, Sophisticated, Rustic, Unpretentious, Authentic



02

Built Form / Character

02 Built Form / Character

"The central district is an expansion of the town centre retail core, and is envisioned to be vibrant, mixed use district that includes a variety of commercial and retail uses, including community, residential and public open spaces for local residents and visitors."

Elements defining the character of the central district include:

- Built form surrounding the Town Green to clarify and define the central public space
- Cohesive building character to create a sense of unified district and destination
- Comfortable and continuous interfaces between private realm and public realm (includes awnings, street trees and grade changes)
- Streets have long pedestrian friendly character with traffic calming and clearly defined pedestrian crossings."

*Northern Precinct Built Form Guidelines rev01,
Level 2 Development Application Addendum,
Rouse Hill Town Centre, May 2015*



View of Town Green from South

Pedestrian Experience Characteristics



Public plazas



Subtle transition between outside and in



Walkable streets



Active edges



Meandering arcade

Street Network Framework

Vehicular Entrance:

- The main retail and commercial entry and exit points to the Basement car park are off the West Gate to East Gate entry portals located on existing Rouse Hill Drive.
- West Gate access comes from Windsor Road, whilst East Gate access comes from Caddies Boulevard.
- Residential Car park entry and exit access comes from within Basement 1 and the access is from the eastern side off East Gate and Caddies Boulevard. All decisions pertaining to car parking are subject to a separate DA.
- Civic Way connects Town Square to Town Park through Town Green and has a pleasant pedestrian character throughout.
- Share-way principles to be used to mitigate traffic and generate a sense of pedestrian primacy within the Town Green. Civic Way alignment encourages lowered vehicular speeds through Town Green.

Note:

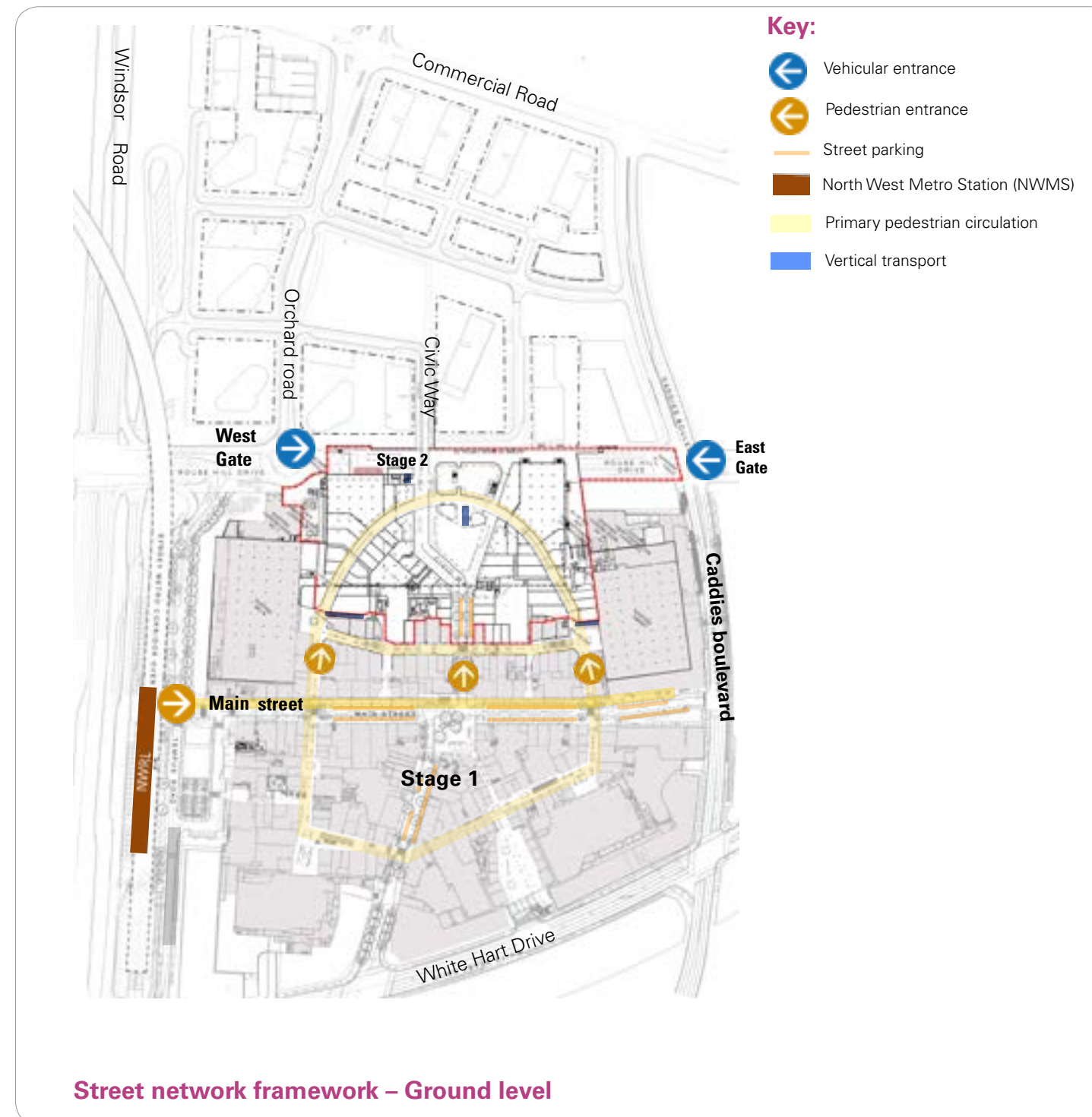
Car park subject to a separate DA



Street Network Framework

Pedestrian Access:

- Consistent with the existing character of the core of RHTC, Stage 1 pedestrian only quadrant loops have been extended to the east and west of Civic Way for Stage 2.0.
- Consistent with creating pedestrian streets – the East / West quadrants have been designed with a central landscape ribbon with street trees at regular intervals, in turn creating real urban streets characterised by street trees.
- A visual and pedestrian connection to Caddies Creek through East Gate is facilitated. This is facilitated through a pedestrian lift and a stair case connecting the Podium retail level to Caddies Boulevard.
- This area has a strong relationship with the adjoining R5 Residential land parcel and the proposed design facilitates this development and its connectivity to the retail podium.
- Through Town Green, Civic Way becomes a pedestrian share-way, articulated by the use of blue stone paving to the street. Safety devices include bollards and clear street markings can be considered.
- The pedestrian experience along Civic Way is characterised by street awnings, street trees and street furniture. A sense of urban spatial containment is generated through street definition, façade articulation, vertical proportions and visual clarity. Comfortable, walk-able, shared space through Town Green is a priority.
- Pedestrian only streets have solar and weather protection provided by a family of canopies detailed in the Architectural drawing set.
- Street trees along Civic Way provide passive shade protection and cooling.

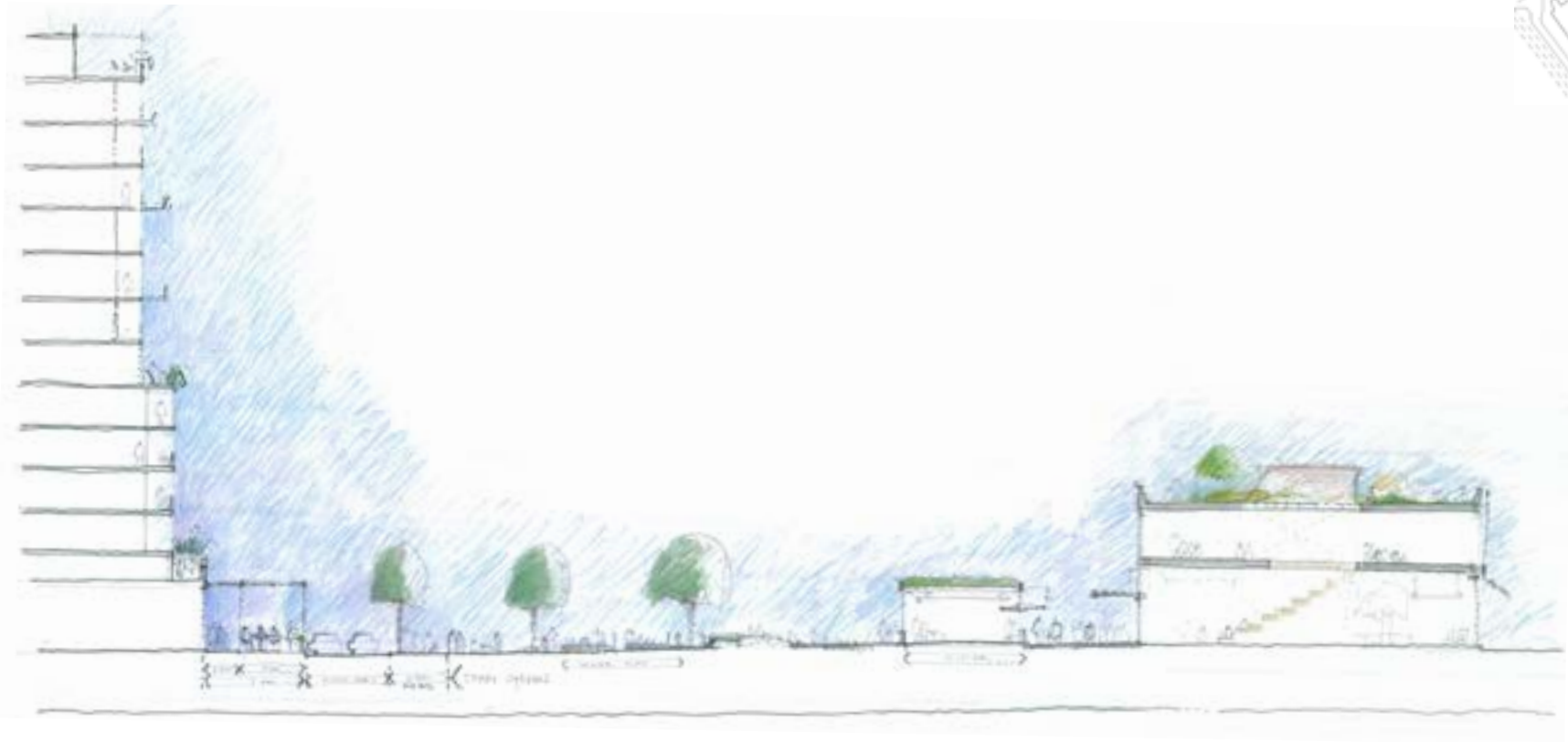
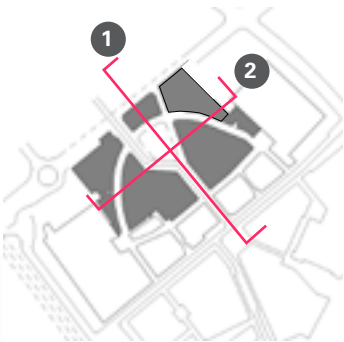


Street Edges

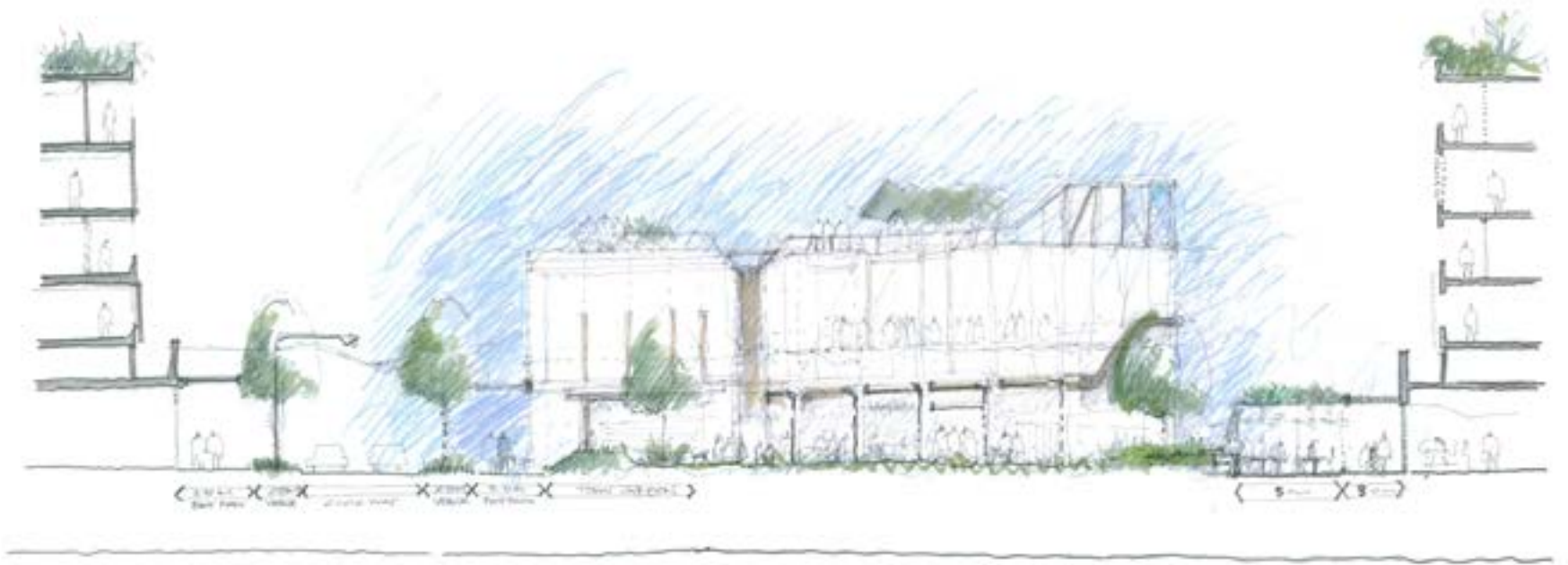
Street edge alignment

The intent of street alignment is to maintain a well defined urban edge whilst reinforcing the pedestrian primacy of the streets. As such;

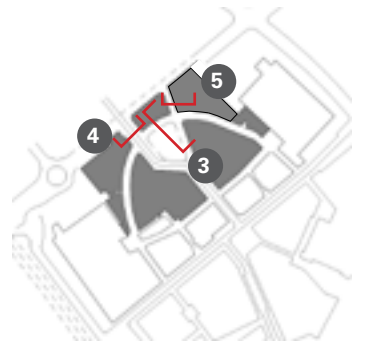
- Balconies and canopies over food and beverage overlook Town Green to the South in order to generate a sense of urban spatial containment. They serve to activate the façade bringing life and movement to the urban spaces.
- Residential and commercial office uses above retail have been set back 1m from the tenancy line.
- A portal to the Northern District is provided by extending the retail canopy over Civic Way to both the North and South of Town Green. This serves the dual purpose of creating a seamless pedestrian loop and creating an entrance gesture to the Town Centre.



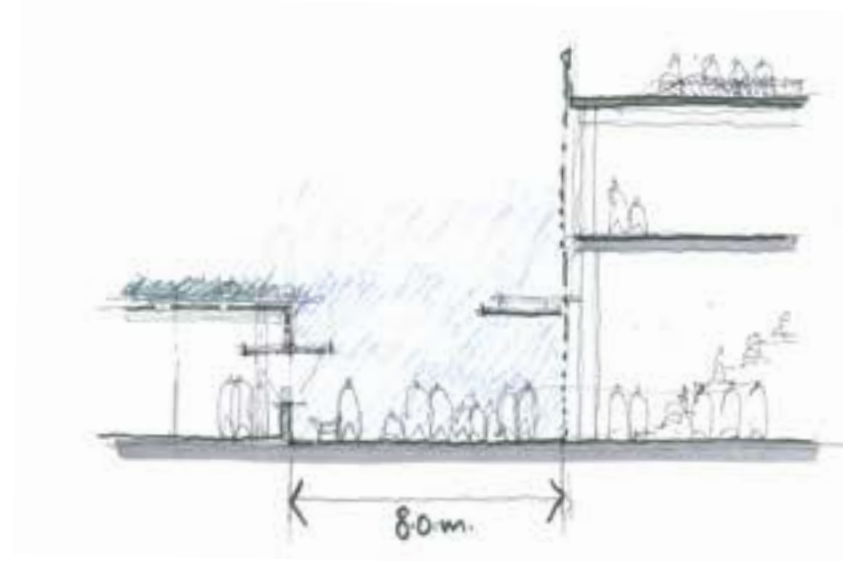
Section 1 – Long section through Town Green



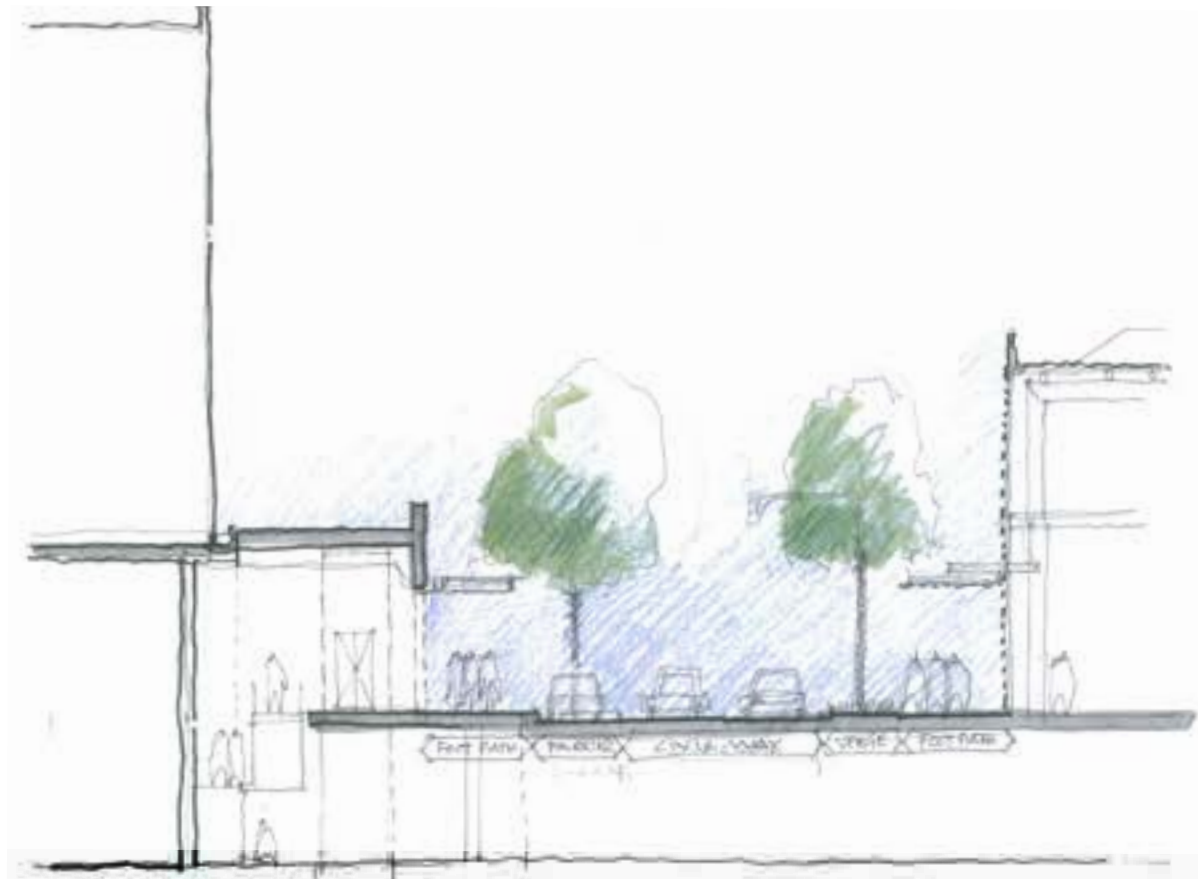
Section 2 – Short section through Town Green



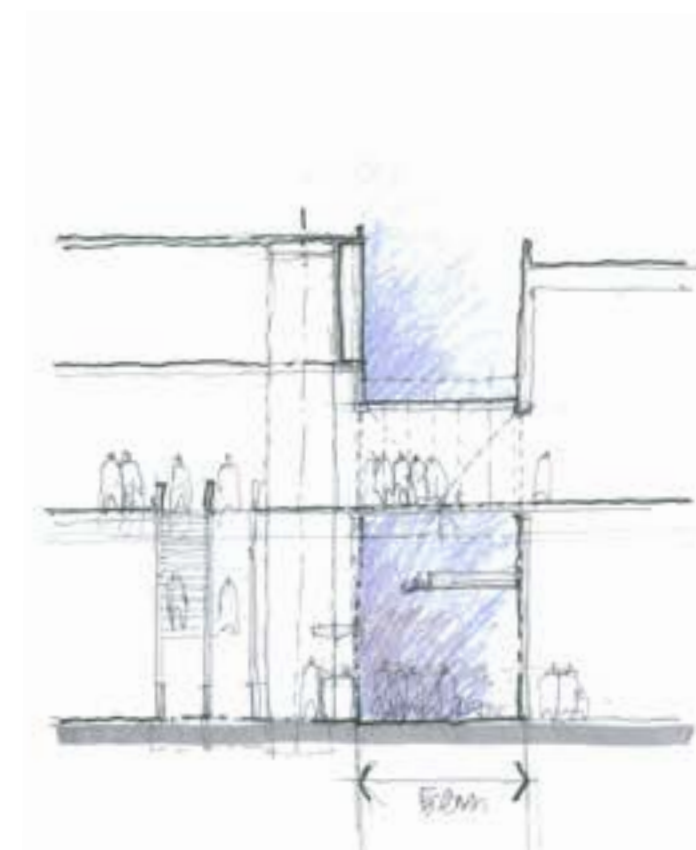
- Build to lines along the southern edge of Civic Way have been inset from the property line to allow for outdoor dining facing Town Green. A similar gesture is used to the North and East.
- Active food and beverage uses have been proposed to the south of Town Green off Civic Way & eastern side of Town Green. They in turn create permeable façades & street edges to the Town Centre.



Section 3 – West Kiosk & Pavilion



Section 4 – Civic Way – Commercial & Pavilion



Section 5 – Pavilion and Leisure & Entertainment

Public realm framework

Public realm framework:

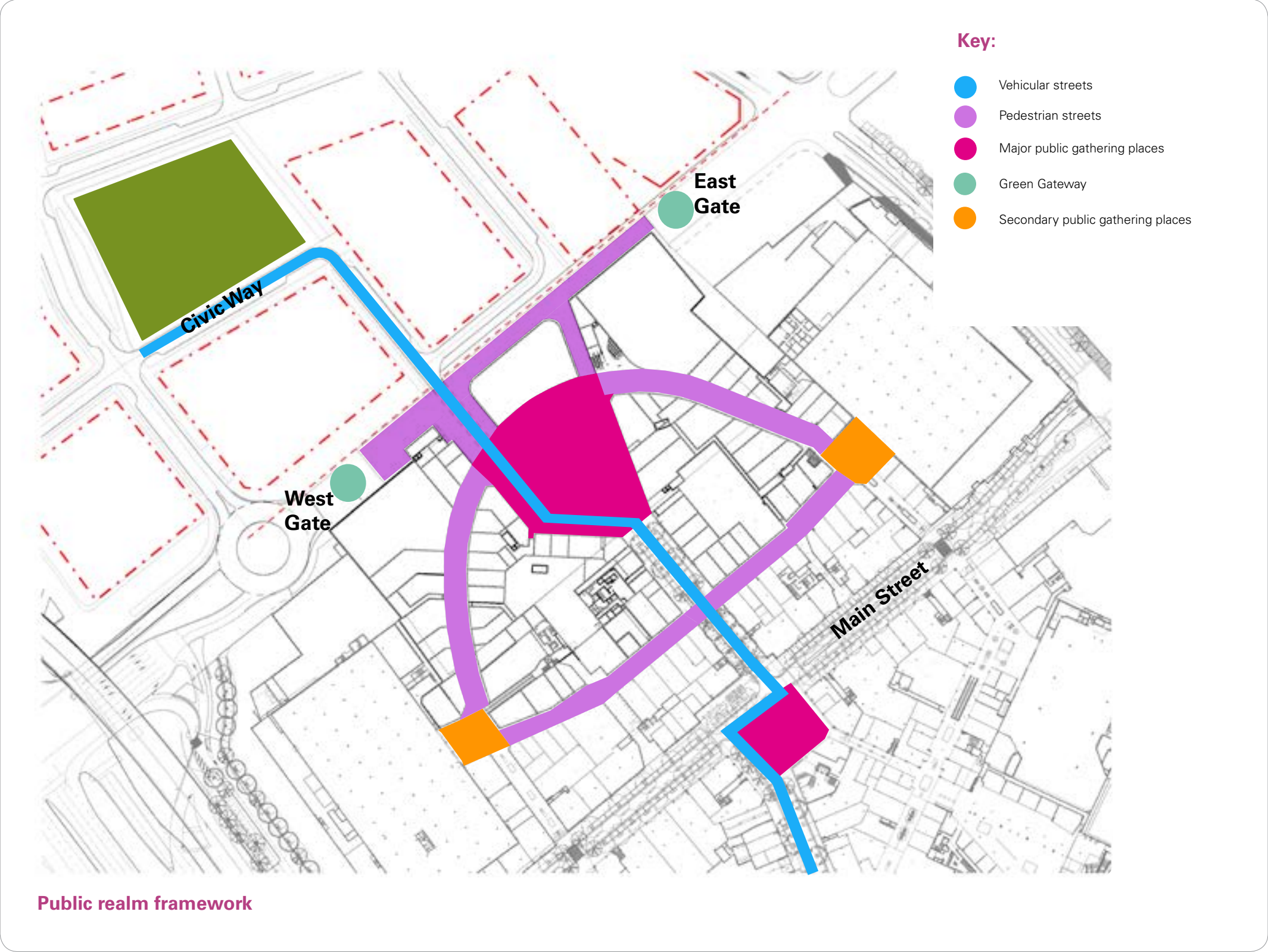
The public realm is characterised by **4 key journeys**;

1. *Pedestrian:* Town Green is the central public space for the district. The urban experience along Civic Way connects the three major public gathering places to create an evolving pedestrian experience typified by green plazas and tree lined streets.
2. *Vehicular:* East and West gate provides a significant green gateway experience for vehicles entering the into the district whilst providing access to subterranean car parking
3. *Public Transit Oriented:* The Sydney Metro Northwest Rouse Hill Station is a 5 minute walk from the town centre core precinct along Main Street and Civic Way.
4. *Customer Oriented:* The retail loop which connects Stage 1 to Stage 2.0 developments.

Great care has been taken to provide amenity to these critical paths and urban journeys.

Pedestrian streets:

- Walkable streets connect the proposed core of Stage 2.0 with the Sydney Metro Northwest Rouse Hill Station to facilitate a comfortable and beautiful pedestrian experience down Civic Way and Main Street.
- The pedestrian experience is characterized by a variety of spatial experiences through the pedestrian loop. The Width is 8m through east and west loop.
- The retail loop is characterised by a sense of openness- in opposition to an air conditioned space, canopies over-sail the loop providing shade, wind and rain protection with access to natural light and ventilation.
- Retail kiosks and street trees add vitality and movement to the loop with the ribbon concept pulling all the elements together in a cohesive manner.



Built Form Framework

Building heights

The intent is to achieve an urban character that expands and integrates with the existing Town Centre Core precinct with strongly defined streets and contained open spaces.

Built form and character for the Stage 2.0 Retail will follow on from Stage 1. It will be primarily one storey, with the Leisure and Entertainment Areas located on Level 1 to the north corner of the proposed Town Green adjacent to the Pavilion.

The retail areas are arranged in blocks addressing roads, open spaces and semi enclosed retail loops to maintain a town like atmosphere.

The existing ground plain will be extended and sloped up to the natural ground level in the North West corner of the site. It will range from RL 48.5 in the South to RL 50 at the northern end.

The form will continue the precedent for Stage 1 where parapet walls have awnings over openings or open roofs to shopping loops.

Residential, commercial and leisure facilities are located above the retail uses.

Note:

Residential and commercial facilities subject to a separate DA + Roof pitch and ground level changes may result in max. building height exceeding height indicated.



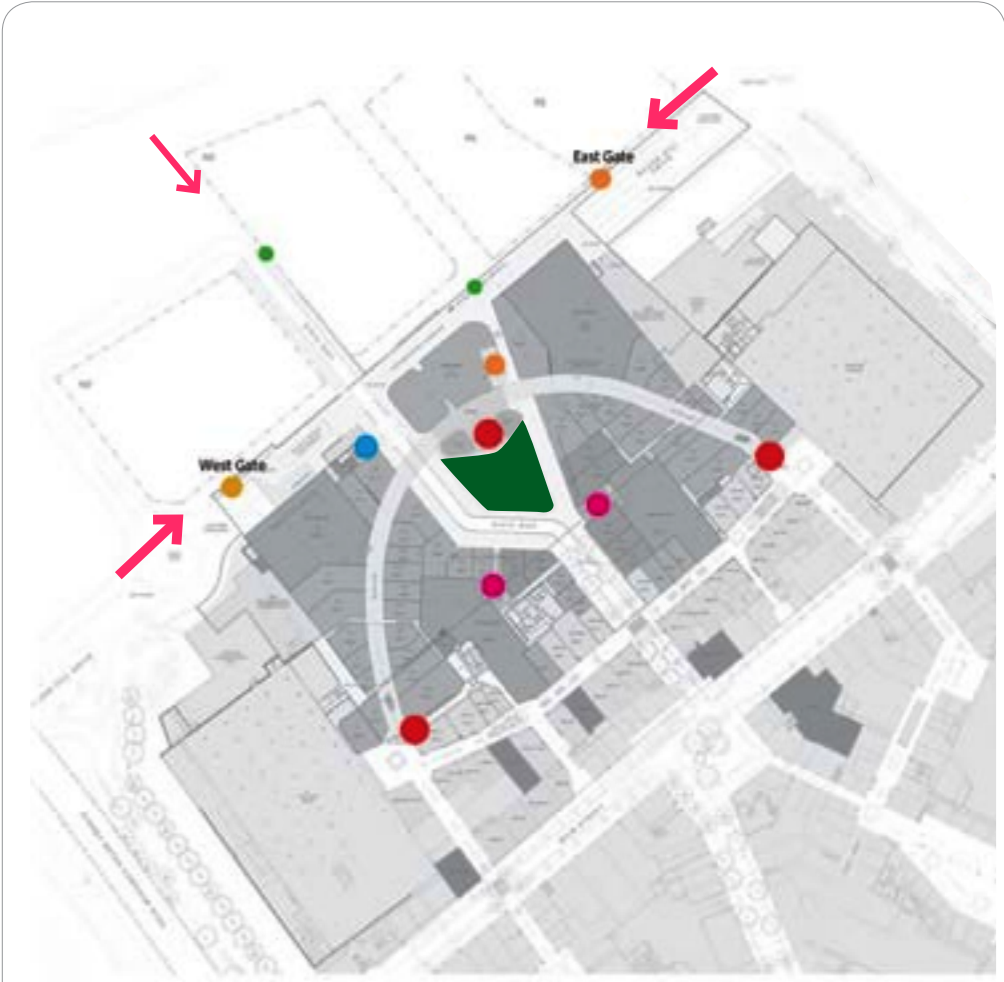
Building Access

Building Access

- Car-park entrances have weather protection, accessible stairs and elevators. Vertical transport from the car-park below is provided in the locations indicated, in particular to Town Green.
- All building entrances have weather protection
- Fine grain retail entries are provided along all pedestrian interfaces.
- Access to upper the level commercial lobbies has been provided to north of Civic Way giving the commercial building a prominent street address.
- Access to leisure and entertainment facilities also maintain a public address to the north east of Town Green and to basement 1.
- Main vertical transport node from basement 1 is located to the north of Town Green and allows for access to the pavilions, leisure & entertainment and retail loops.
- Residential lobbies are all located off Civic Way, giving all future residential towers a 'street address'.
- Additional street lobby off Civic Way to basement 1 has also been provided adjacent to the commercial lobby.



Lobbies and Vertical Transport locations – Level B1



Lobbies and Vertical Transport locations – Ground level

Key:

- Main Vertical Transport Lobby with Lift & Travelator
- Stair & Lift
- Ramp & Stair
- Stair from Temporary Car Park
- Residential Lobby (subject to future DA)
- Commercial Lobby
- ➔ Car park access



Civic Way south at Town Green looking towards Stage 2.0



Civic Way north looking toward Town Green

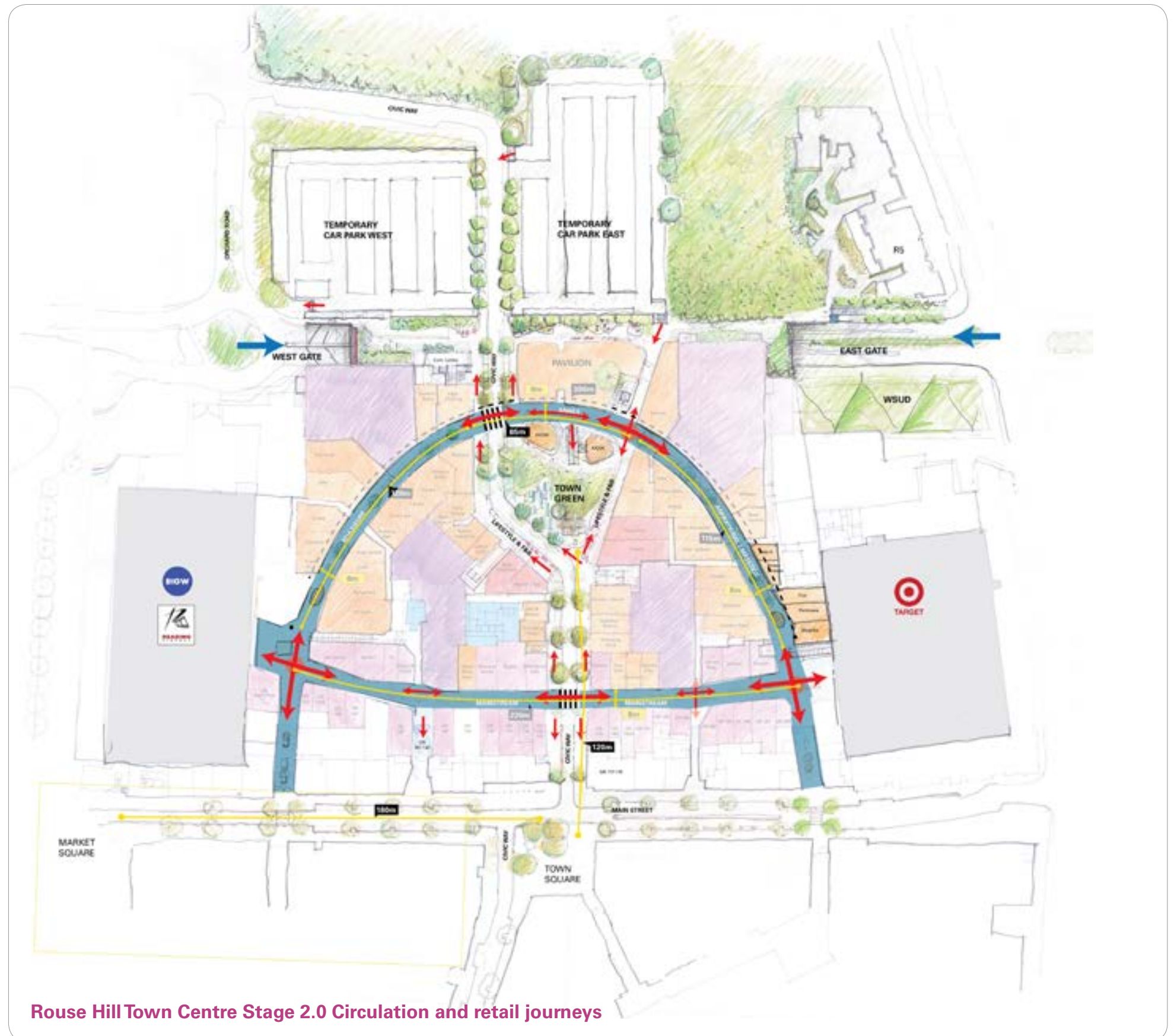


Temporary car park view

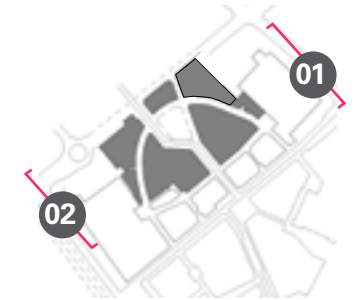
Circulation

The proposed Stage 2.0 extension provides the following customer pedestrian paths:

- Radially connecting and completing the linear Quad C to D customer journey
- Provides two distinct retail loops to the east/west of the new extended Town Centre
- Town Green is located at the centre connecting the radial paths
- A proposed covered Civic Way pedestrian crossing to the north of Town Green
- Pedestrian footpaths to either side of Civic Way
- A shareway pedestrian and vehicular path in the centre of Town Green, providing permeable circulation options
- Permeable laneway connections across the retail loop to the east/west laneway north of the Pavilion
- Creating distinctive decision making opportunities to maximise permeability across the circulation path.

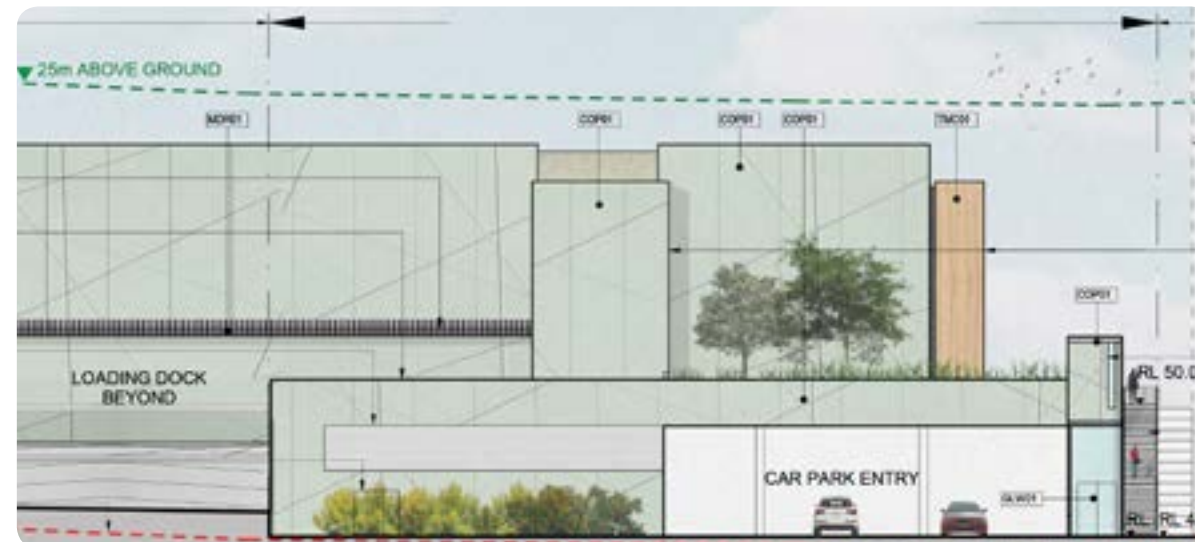


Public / private interface

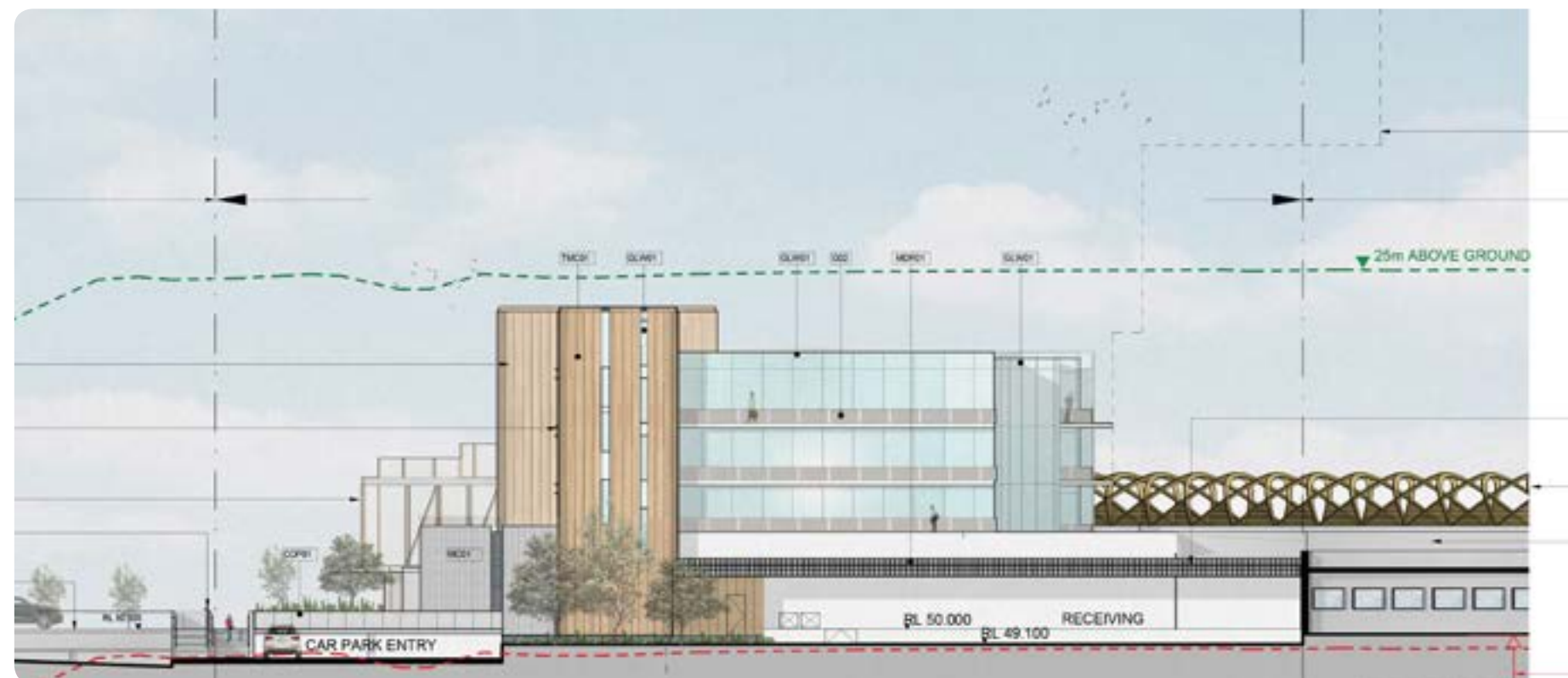


Public / private interface

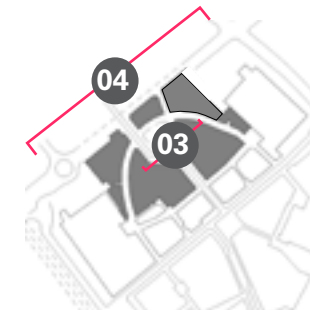
- Active edges are proposed on all frontages to Town Green and along Civic Way.
- Weather protection is provided by a series of awnings and canopies to all pedestrian zones.
- Food and beverage outlets are located surrounding Town Green to encourage night-time activation and generate activity beyond standard trading hours, including evenings and weekends. The leisure and entertainment lobby is also located on the north eastern quarter of Town Green. Trading hours are expected to extend to around 10:30pm on both weekdays and week nights.
- Pavilion (Attractor) and two kiosks have been proposed to the north of Town Green, providing a strong architectural backdrop to the Town Green.
- Shade devices are proposed to all dining areas (including the west and northern façades) surrounding the Town Green to provide a transient extension of the built form and mediate the scale of the adjacent buildings. They also serve to provide variable weather protection throughout the day and throughout the year. These provide solar protection to assist passive building cooling.
- Pavilions are expected to be activated both during the day time and night time.



01 East Gate elevation



02 West Gate elevation



External elevations

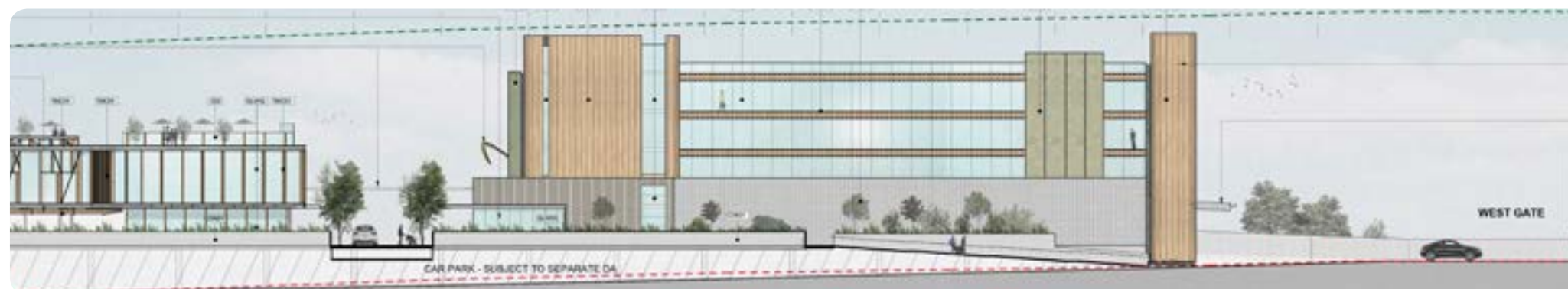
- Non activated frontages of retail, commercial and parking facilities have architectural façade treatments to reduce the negative impacts of these façades on surrounding land uses. Refer to the elevations in the architectural drawing set.
- Loading docks, BOH and service areas are acoustically and visually screened from the public realm by sleeve sites (subject to a separate DA.) In the interim, it is proposed that temporary landscaping screen these edges. Permanent pre-cast concrete panels are proposed to the northern façade of loading dock 1 and the east is articulated by metal screening.
- A palette of timber, steel and metal cladding has been proposed to ensure that a strong, simple and robust expression to the Town Centre is maintained.
- Material and external façades are described in detail in each section for the Pavilion and commercial buildings.
- Diversity and variety will be demonstrated through individual application.



03 Town Green main elevation



04 Rouse Hill Drive elevation 1



04 Rouse Hill Drive elevation 2

Pedestrian streets

Pedestrian streets are a system of pedestrian-only linkages that create a hierarchy of internal open spaces within the building sites of the central district.

- The existing RHTC pedestrian streets are characterized by a sense of openness and architectural diversity created by the use of multiple design languages. The height, materiality, lighting and scale varies vastly within each of the precincts.
- Many existing precinct canopies are entirely enclosed. For example, Coles Forecourt – yet the overall sense of RHTC is that of openness.
- The proposed extension seeks to work with these characteristics – whilst retaining a more refined and natural material palette.
- In analysing the existing canopies it should be understood that the overall performance of the centre is affected during inclement weather. Environmental performance modelling suggests that it is necessary to reduce glazing in certain areas and increase weather protection to enhance performance on windy, rainy, hot and cold days in order to achieve passive thermal control.

The three distinct criteria for the East and West Loop are:

- Retail is the primary activity
- The loop maintains the nature of a pedestrianised street
- The street is a higher order experience to match the lift in retail offer and the civic nature of Town Green.

Existing canopies



Coles Forecourt Vertical Transport



Vertical transport



The backyard



Big W forecourt



Quadrant C-D loop



Street awnings

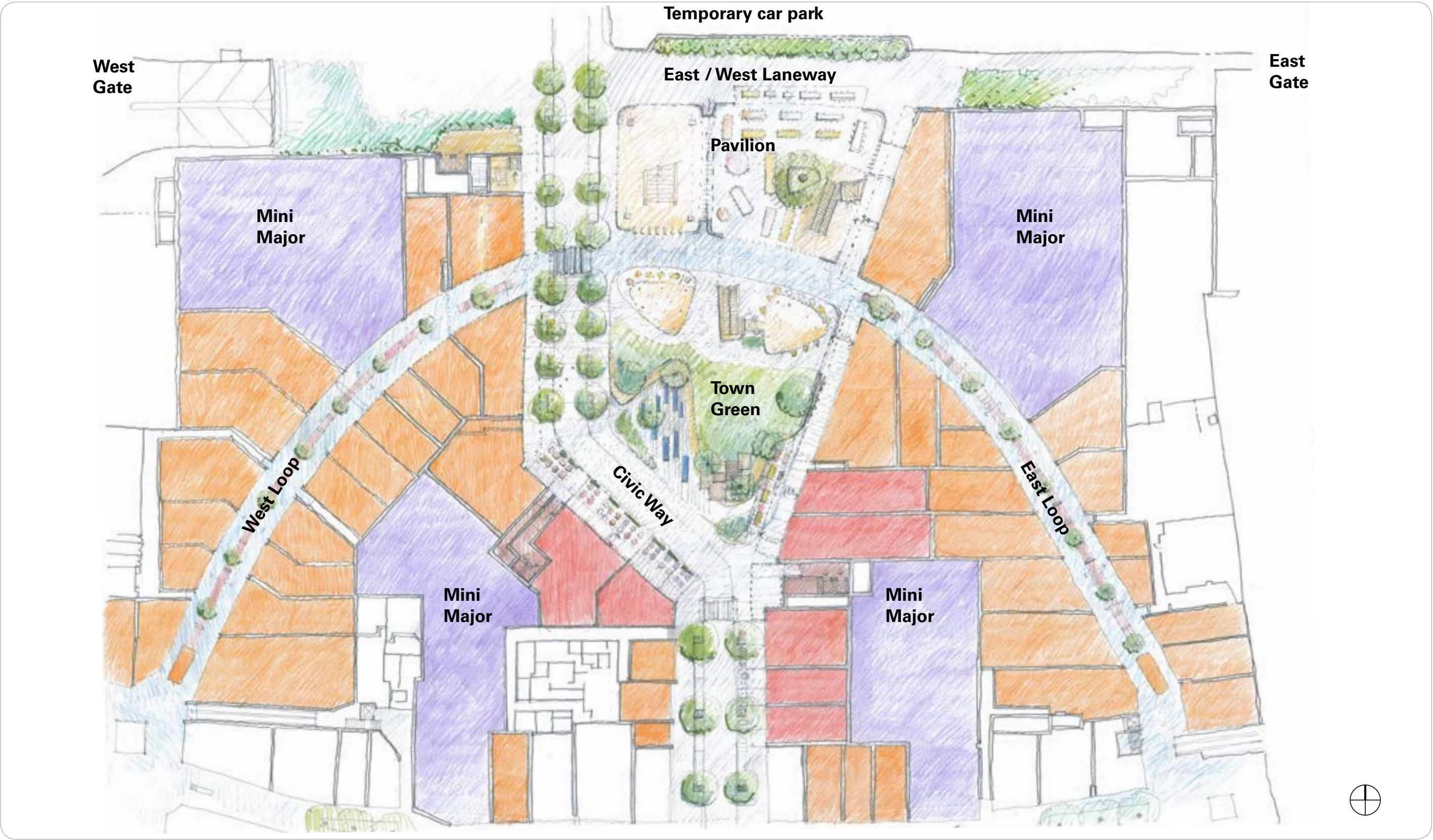


Corner Main Street

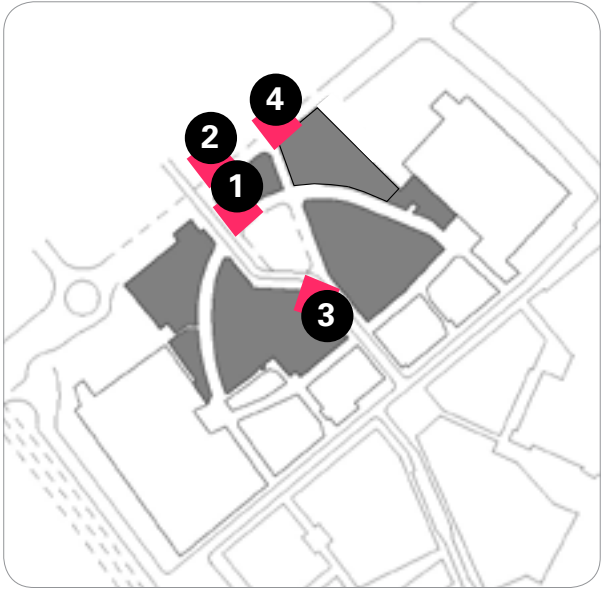


Food court

Podium level illustrated plan



Pedestrian streets



1 North Civic way at Commercial Building interface



2 North Civic Way at Pavilion and Commercial Building



3 Town Green at Civic Way



4 Pavilion and Leisure + Entertainment at East / West Laneway

Temporary car park (day and night time visualisations)

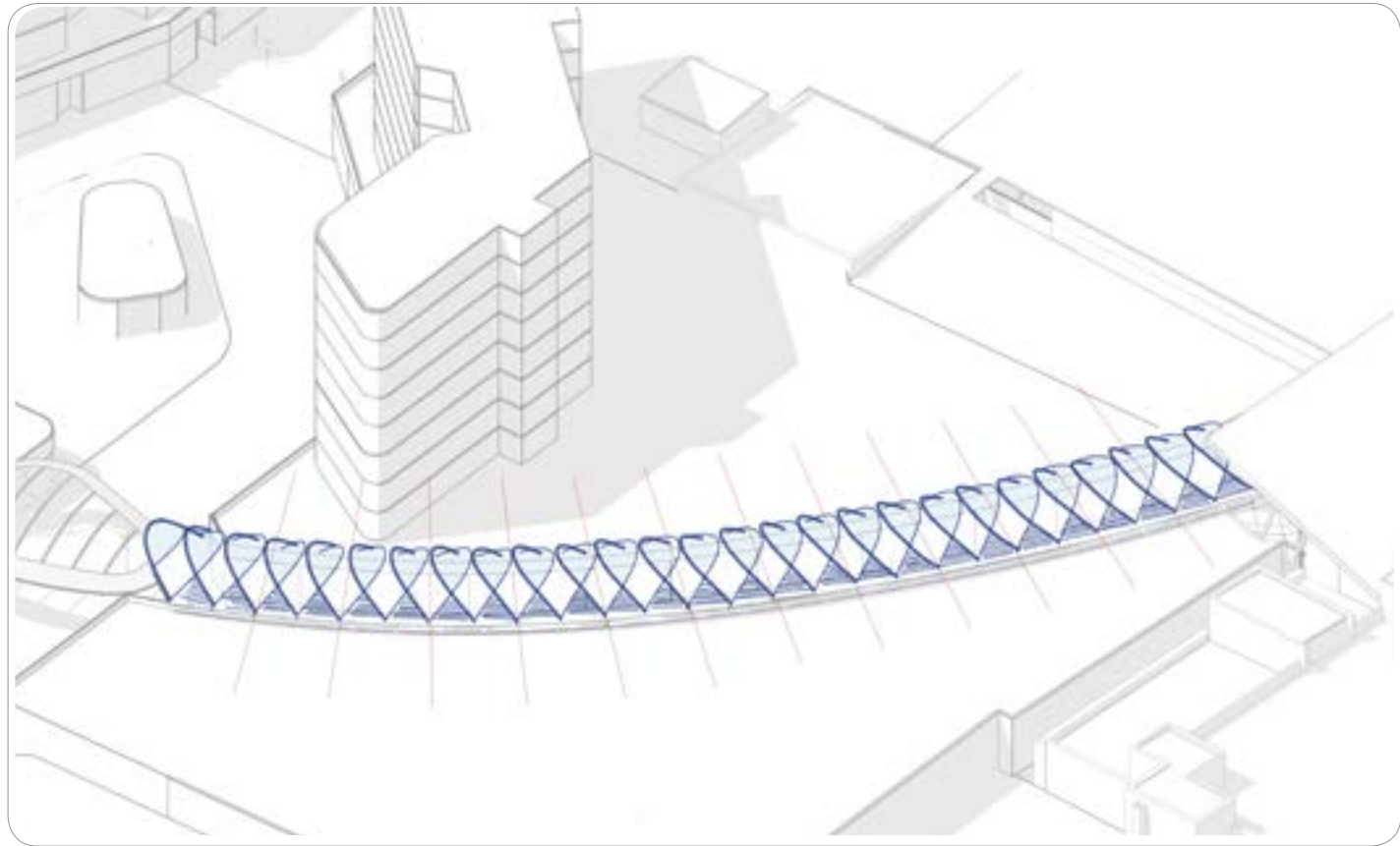
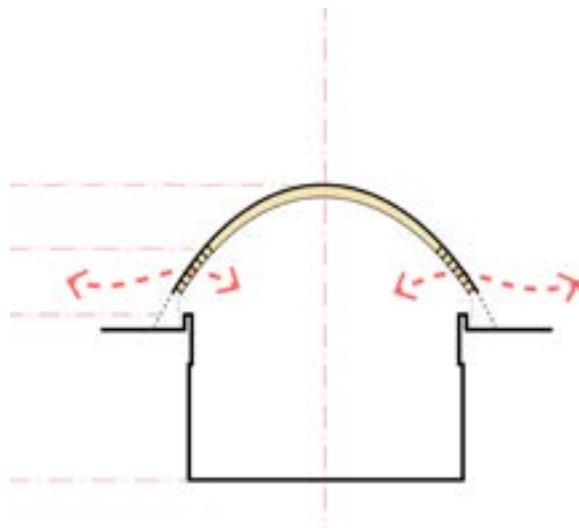


Canopies

Three design languages have been utilised throughout the design proposal – the organic forms drawn from nature, rectilinear forms reminiscent of a marketplace and contemporary reinterpretation of traditional design languages in street awnings and colonnades.

A consistent and refined material palette brings cohesion to the proposal – tying together the different languages and forms. This consistency should create a sense of place unique to Rouse Hill building on Stage 1, whilst creating a subtle point of differentiation between Stage 1 and 2. This will also maintain the nature and experience of the street whilst providing an enhanced customer experience with respect to inclement weather and matching the level of retail offer that will form part of the precinct.

- The Canopies aim to retain a degree of open- and lightness to support a ‘street feel’, whilst providing protection against the elements in both summer and winter scenarios.
- Filtered daylight will animate the inner streets and will enable the seasonal rhythms of the sky to be experienced, contributing to a high-quality atmosphere and clear orientation for the visitor. The inclined surfaces of the canopy will include louvres to allow for cross ventilation.
- The rhythmic aesthetic of the timber arches creates a strong visual dynamic, forming a welcoming gesture that signifies the entrances to the pathways. The geometries of the timber arches have been optimised structurally to provide a lean and elegant support to the lightweight roof cladding. The landings of the arches are concealed, evoking a sense of lightness by creating the illusion of the canopies to ‘float’ over the retail spaces below.



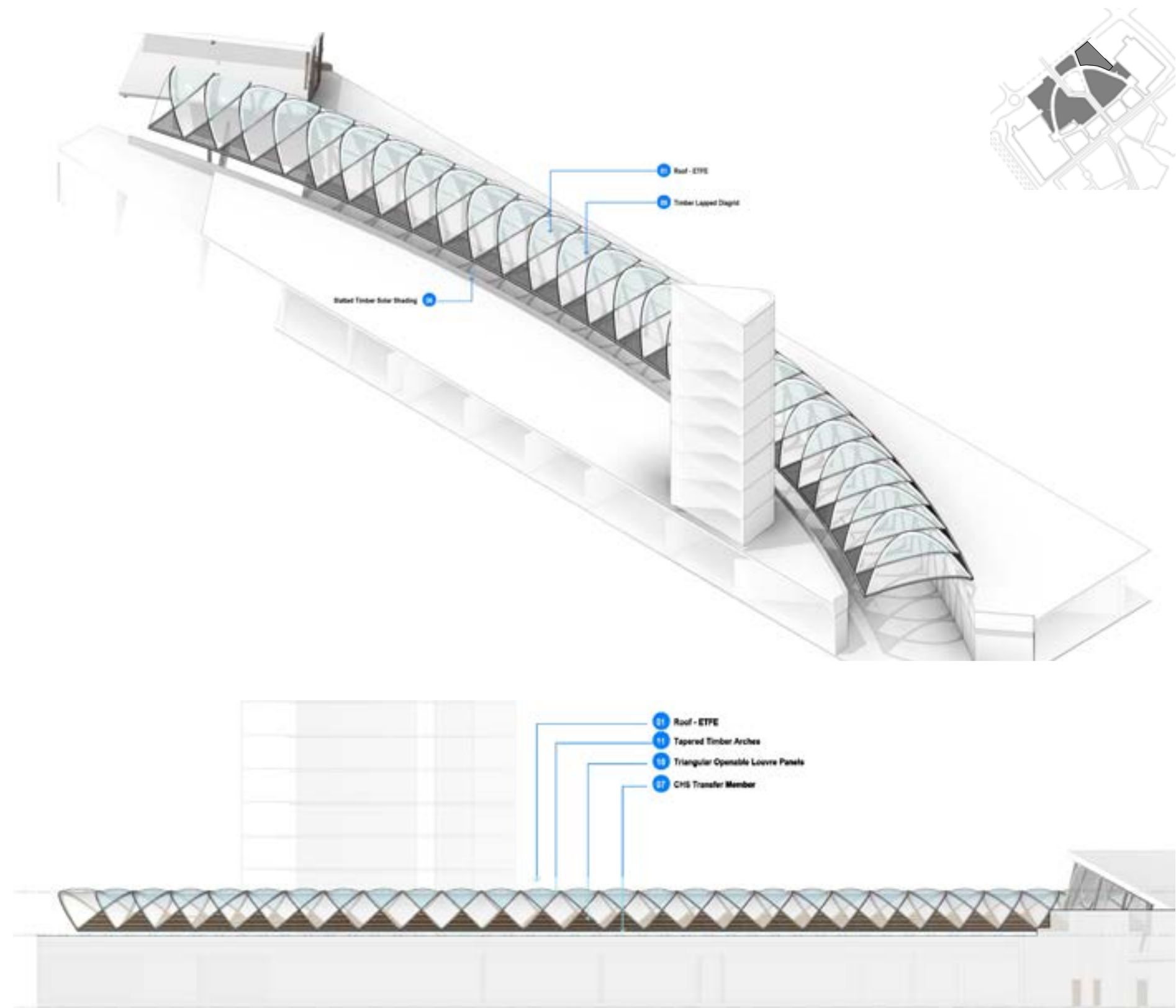
Canopies developed
in collaboration with **CREATE**

Cladding

- The overhead central zone provides controlled natural light to the space using lightweight, transparent and translucent cladding materials, with the side zones composed of infill triangular shading panels offer texture and prevent sunstrike to the shopping fronts.
- Together they enclose the space, keeping out rain, wind and direct solar radiation while retaining a feel of openness and lightness. The light weight cladding responds to the curved geometries of the arch structure and is able to cover large areas without additional support structure. The integrated design of structure and roof cladding aims to achieve a clean design aesthetic, absent of unnecessary visual clutter.

Canopies developed
in collaboration with

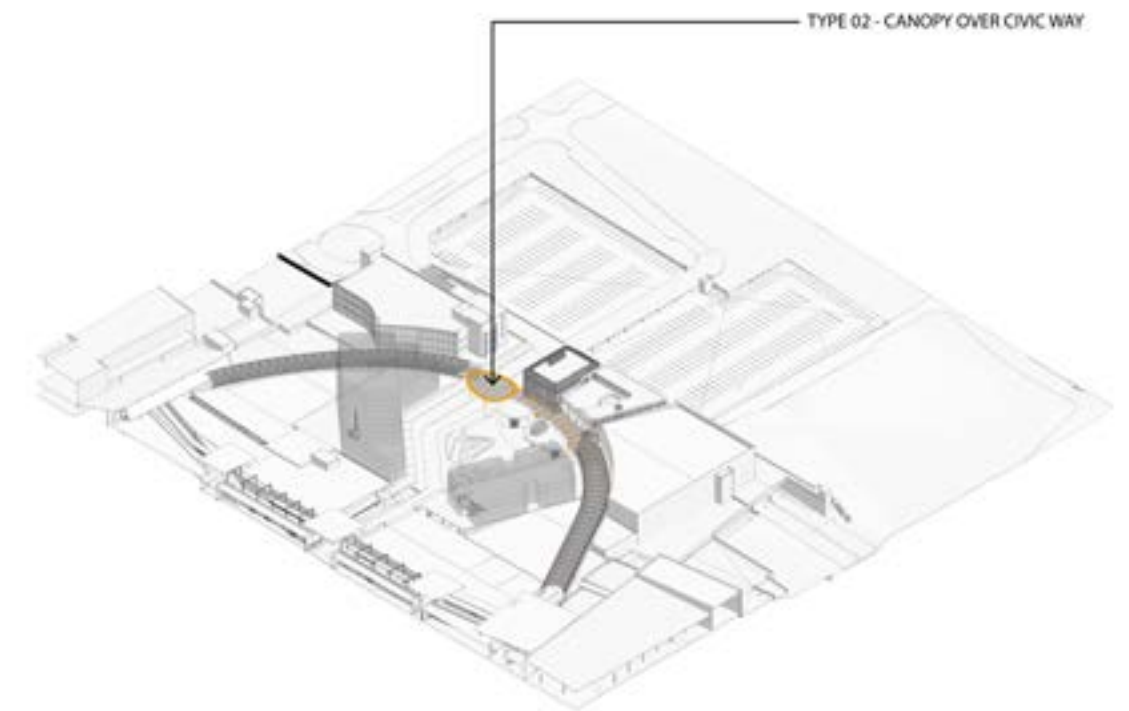
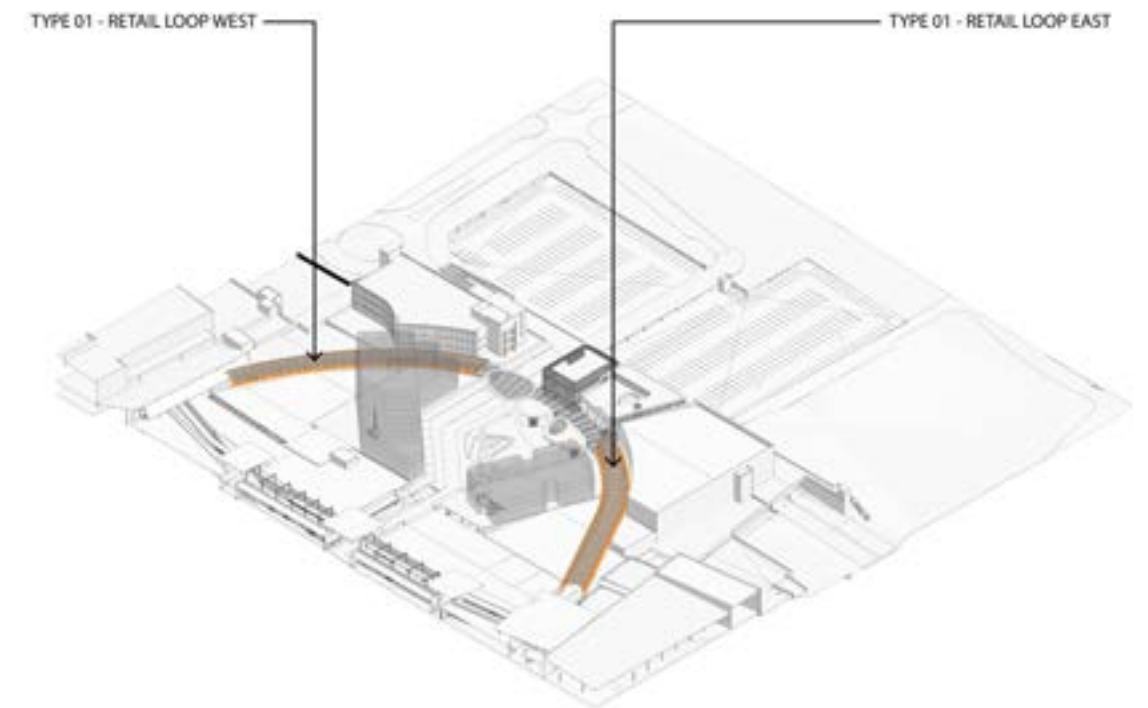
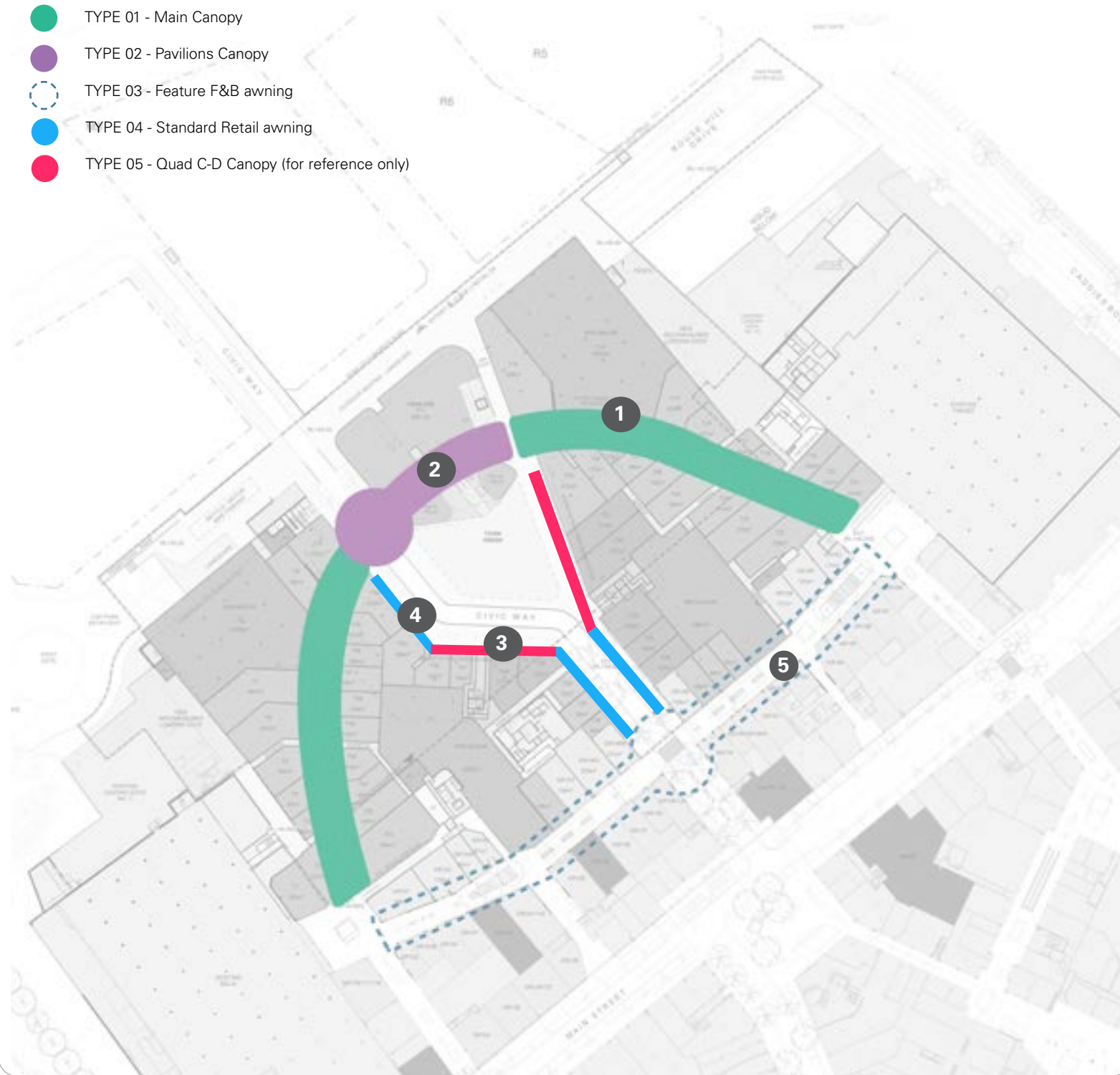
CREATE



Stage 2.0 Canopies

Key:

- TYPE 01 - Main Canopy
- TYPE 02 - Pavilions Canopy
- TYPE 03 - Feature F&B awning
- TYPE 04 - Standard Retail awning
- TYPE 05 - Quad C-D Canopy (for reference only)



Canopies developed
in collaboration with **CREATE**



1 Type 01 – Retail Loop West

Canopies developed
in collaboration with **CREATE**



2 Type 01 – View of the Retail Loop East



3 Type 01 – Retail Loop East



4 Aerial view of Town Green



5 Civic Way and Town Green Interface with Kiosks



5 Night time view to Town Green



03

Retail Journeys

03 Retail Journeys

Key Retail Journeys – Intent

Speciality Retail

- Stage 2.0 enhances and expands the specialty retail offer available at Rouse Hill Town Centre.
- The offer seeks to introduce higher order apparel and fashion retail not currently available in the centre today.
- This will enhance the experience for customers and visitors and help shift Rouse Hill Town Centre from an asset that provides for the everyday to an asset that can provide a full day out.

Existing Character

- The retail experience of Rouse Hill is characterised by an existing pedestrian loop skirting Main Street. The loop is anchored by Supermarkets (Coles and Woolworths), and Discount Department Stores (Target and Big W).
- Other anchor destinations include Reading Cinemas , Town Square and the Food Court.
- The intent has been to ensure an even pedestrian distribution across the entire centre. In order to achieve this, critical mini majors and attractors have been arrayed to balance the quadrants of the retail loops.

Attractor

For Stage 2.0 the following key retail journeys have been proposed to compliment and enhance the existing offer at Rouse Hill Town Centre

- Stage 2.0 seeks to enhance the retail offer at RHTC through the introduction of key retail over 2.5 storeys to the north of Town Green.
- The Attractor (Pavilions) is a permeable, unique building that offers a potential tenant or multiple tenants an opportunity to provide a unique food/ beverage/technological or health + fitness offer to the heart of RHTC.
- The Pavilion will relate directly to the retail loop and Town Green in addition to the kiosks that it connects off the retail loop.

Food & Beverage

- In Stage 1, food outlets are clustered around open spaces to provide activation and amenity to the public realm. Stage 2 seeks to replicate this gesture - food has been clustered around Town Green and down Civic Way creating a culinary journey that unites Rouse Hill.
- The intent is to create a vibrant central meeting place and dining precinct within the Town Centre. Situating dining on Town Green encourages a greater connectivity to the outdoors and enables play and recreation in a safe environment for a broad appeal to both the young and old.

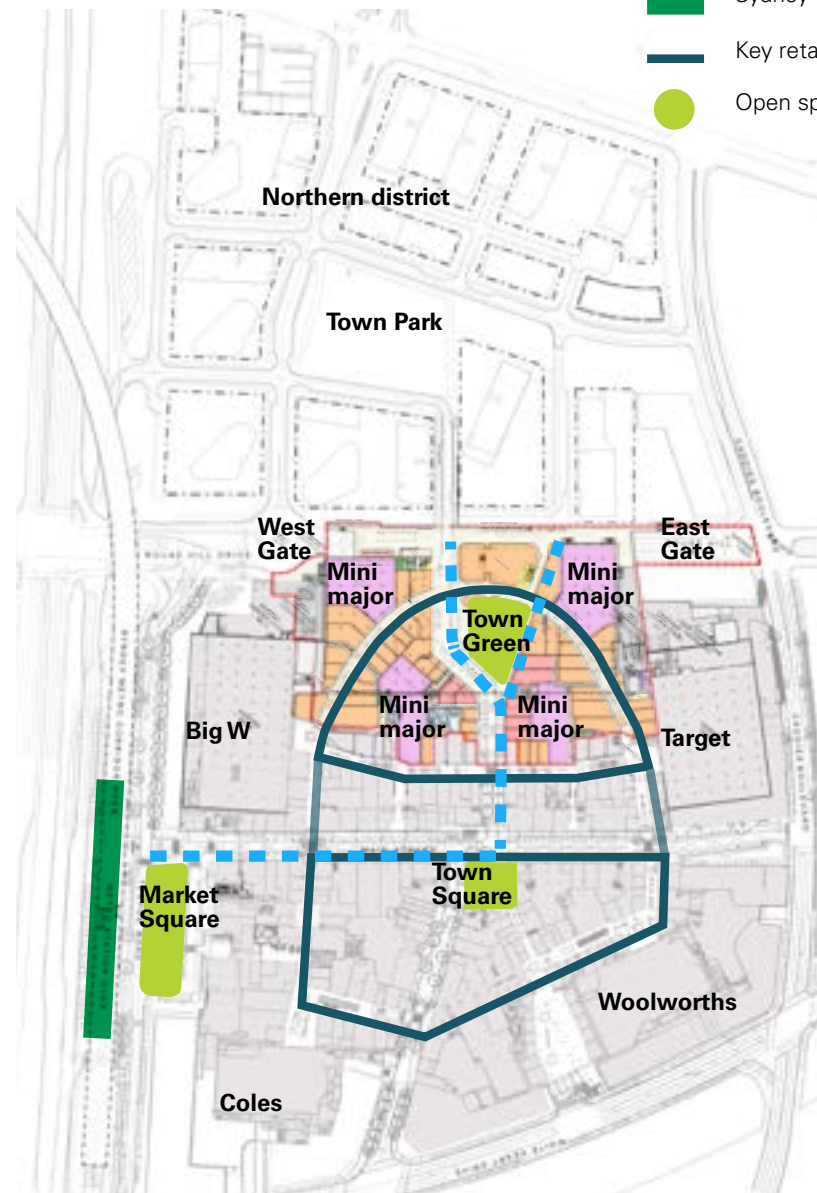
Leisure & Entertainment

- The introduction of Rouse Hill Metro Station will add additional pedestrian density to the south western quadrant. The proposed entertainment facility has been located to the north east of Town Green in order to draw pedestrians through the centre of Stage 1 and into Stage 2.0.
- This gesture should serve to activate Town Green, Main Street and Civic Way later into the evening after general trading hours.
- The leisure and entertainment location adjacent to the Pavilion, east retail loop and Town Green ensures maximum visibility and connectivity.
- Proposed retail journeys are explained in detail in the next section.



Legend

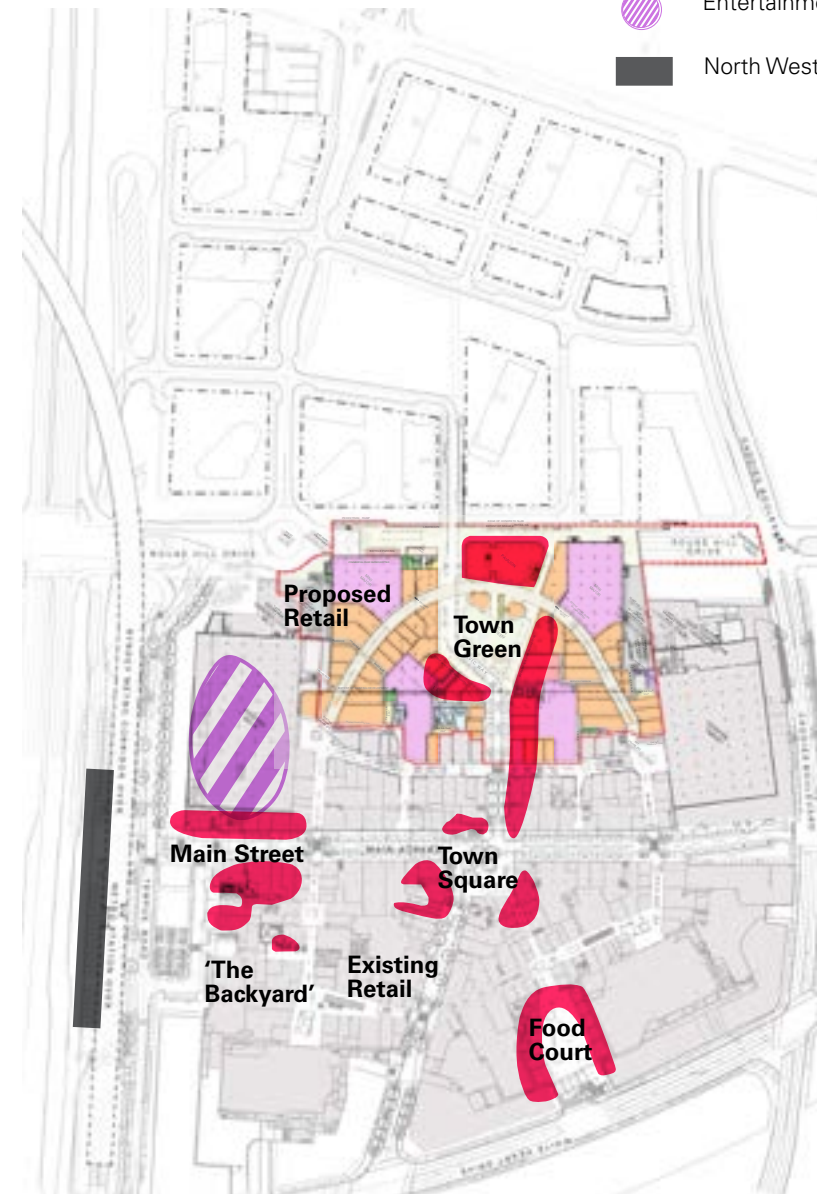
- — Key urban journey
- Sydney Metro Northwest Rouse Hill Station
- Key retail journey
- Open space



Key Urban Journeys

Legend

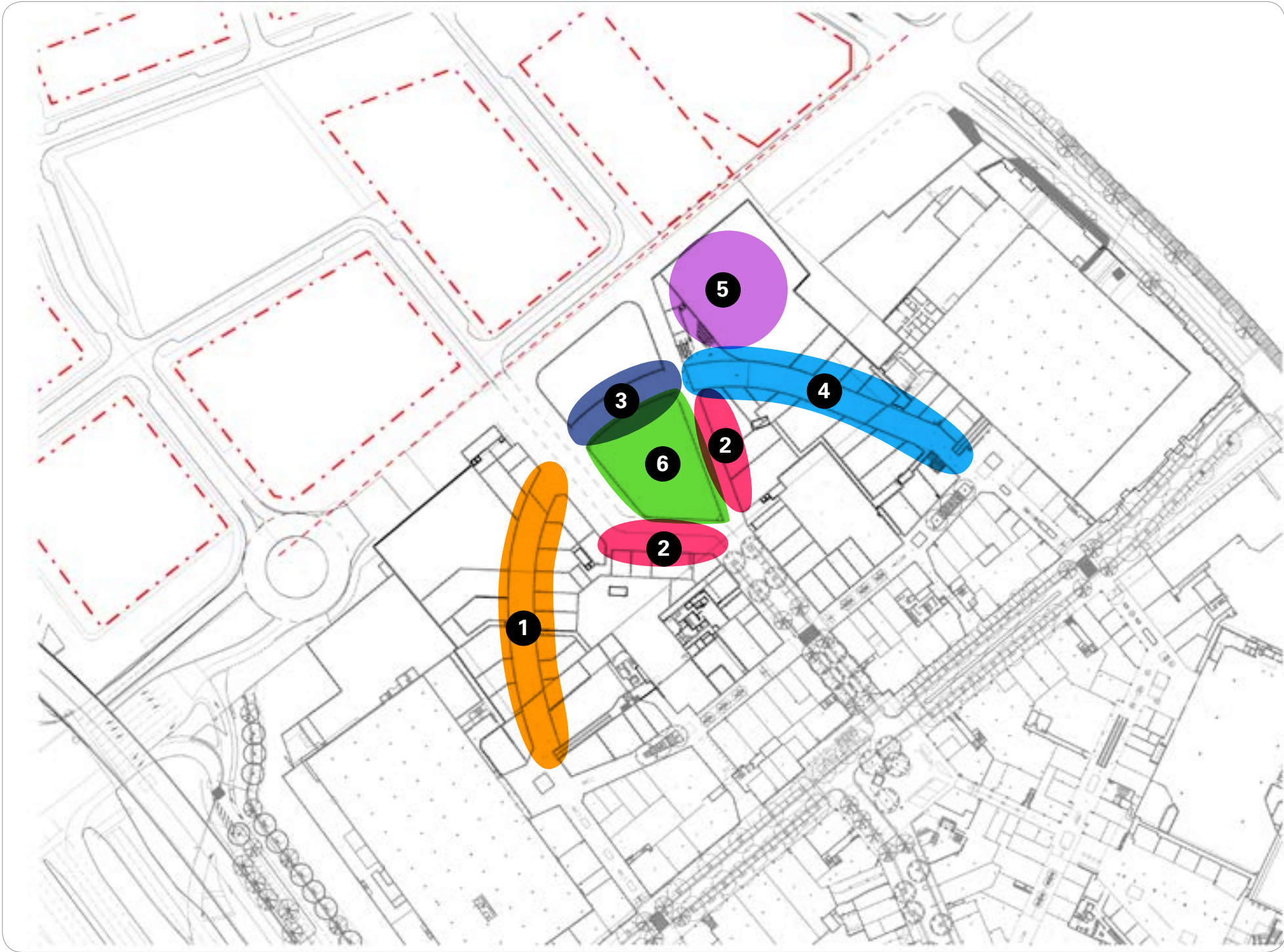
- Culinary journey
- Entertainment journey
- North West Metro Station



Overall Culinary / Entertainment Journey

Stage 2.0 Key Retail Journeys

To complement and enhance the existing retail journeys and offer in Stage 1, Stage 2.0 has been designed to offer a unique retail offering to provide the customer at RHTC with a more diverse and enhanced experience that is currently unavailable. These are described in detail in the following section.



- Legend**
- 1 Athleisure
 - 2 Lifestyle & F+B
 - 3 Pavilions
 - 4 Aspirational + Masstige
 - 5 Leisure + Entertainment Journey
 - 6 Town Green



1 Athleisure

The western retail loop connection connects the Big W Forecourt to the attractor and Town Green precinct.

The retail offer will be sports and active wear specialty to compliment mini major apparel and meet the youth and urban market. The look and feel is to relate to the more natural and authentic materials that reflect the outdoor and natural environment associated with active lifestyle. Generous light and integrated landscape within the loop will further enhance the customer experience.



2 Food & Beverage / Lifestyle

Intended to be an extension and diversification of the existing food and beverage journey of Rouse Hill Town Centre.

A mixture of international and local cuisines. The spaces are to be animated, flexible and permeable. The new food and beverage extension is to take the existing food court and Main Street food offer at Rouse Hill to a new enhanced experience and provide it all with the green lush backdrop of Town Green.



3 Pavilions

The introduction of the Pavilions as the Key attractor of Stage 2.0 provides a unique retail, food experience reinforces the point of difference and offer for Stage 2.0 for RHTC.



4 Aspirational / Masstige Journey

The eastern retail loop connection connects the Target Forecourt to the attractor and Town Green precinct. The retail offer will compliment the mini major apparel and is positioned between the everyday and aspirational retail offers. As such, the look and feel is to relate to the more youthful, urban and contemporary material composition.

The loop is also a sophisticated extension of the Rouse Hill fashion and retail offering. The offer will provide a level of retail offer not currently available in Rouse Hill today. This will include an international mini major and specialty fashion that complements and enhances the existing centre offering. The space is too be relaxed, casual at the same time stylish, exciting and stimulating.

Generous light and landscape spaces provide a distinctive architectural and spatial volume for the retail offering.



5 Leisure + Entertainment journey

To compliment the existing entertainment and leisure offering at RHTC Stage 1, an entertainment and leisure offering has been proposed to the north/eastern side of the Town Green precinct with direct access from basement car park and adjacent to the Pavilion and the eastern retail loop.



6 Town Green

Town Green is the main public gathering and heart of Stage 2.0. It forms the key green, open and passive customer offering in the centre of Stage 2.0. All retail loops / pavilions connect directly to it and the development has been designed to address Town Green.



04

The Attractor – Pavilions

04 The Attractor – Pavilions

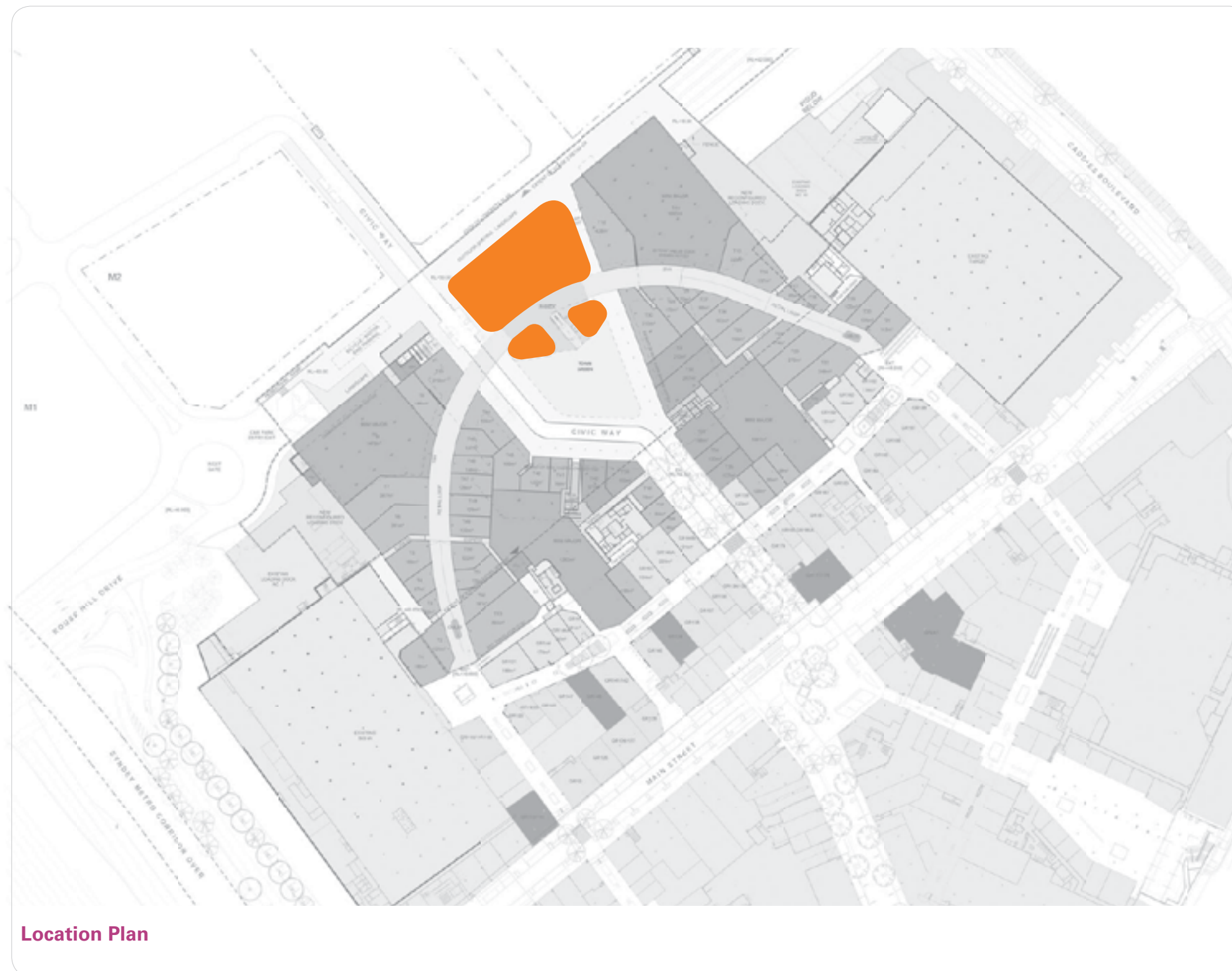
Concept

Central to the strategy of the development of the enhanced Stage 2.0 has been the incorporation of an Attractor at its core.

The Pavilion is designed fundamentally to be a memorable and unique offering in the enhanced The Town Centre, and one that has the potential to become a unique purpose built and designed destination in the north west growth corridor.

The Pavilion as referred to in this document is designed specifically to address the following for RHTC;

- Structural change occurring in retail (create an attractor not an anchor)
- Creating an attractor that is better and more dynamic rather than bigger
- Creates opportunities for pop up dynamic experiences and ones that surprise and delight the customer.
- Is a focus to the north of Town Green
- Is the key connector between the east and west retail loops
- Provides a dynamic strong built form that addresses the transition precinct between the future northern precinct and the Town Green
- Ensures the permeability of Town Green and the integration of landscape is expanded from its boundaries to the north of the Town Centre and beyond
- The retail experience is multi level one and one which addresses and activates the east-west laneway
- Is able to be divided into multiple tenancies to provide flexibility
- Encourages the sense of exploration with the laneways that surround the pavilion
- Provides an engaging and dynamic front door to the Leisure and Entertainment activities above



Location Plan

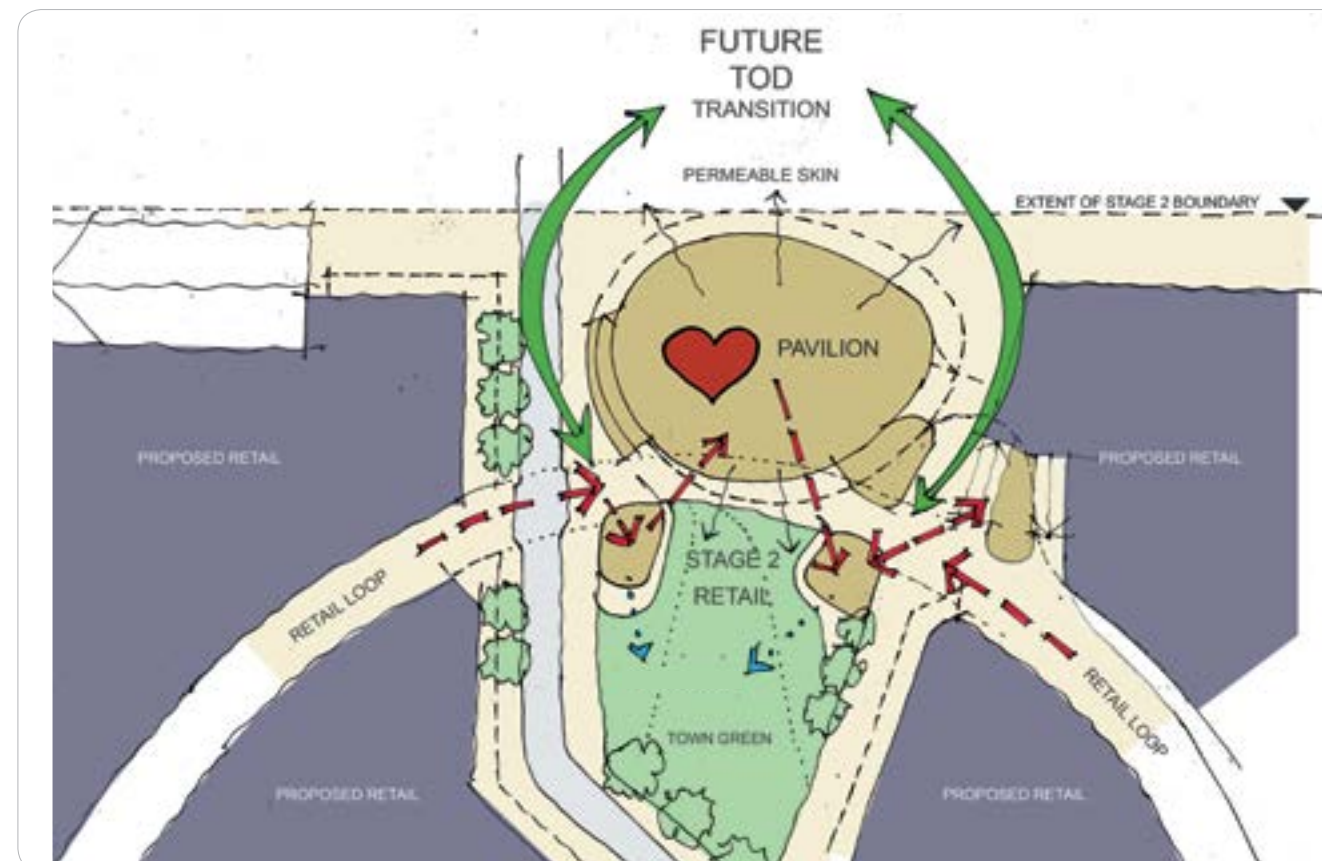
Concept

The pavilion building has been designed with the following considerations:

- With a high level of permeability in its internal planning
- A floor plan that integrates roof terraces that are potentially landscaped and allow for a passive / active uses
- A layout design that can be divided into multiple tenancies
- A flexible layout that allows for the incorporation of balconies and terraces to encourage outdoor dining and uses on multiple levels
- An external cladding design that is integrated in the design and talks to the origins of the Rouse Hill and warm, natural finishes
- A façade system that talks to being organic, raw and at the same time technologically advanced and highly detailed in execution.
- A façade system that talk to skin (origins of the site as an orange orchard) and weaving (baskets and crates)
- Utilising the above façade system to address environmental issues with north and west facing elevations
- A ground level that is high in volume to encourage a food and beverage offering and transparency from Town Green to the north
- A permeable and direct connection with the kiosks across the retail loop



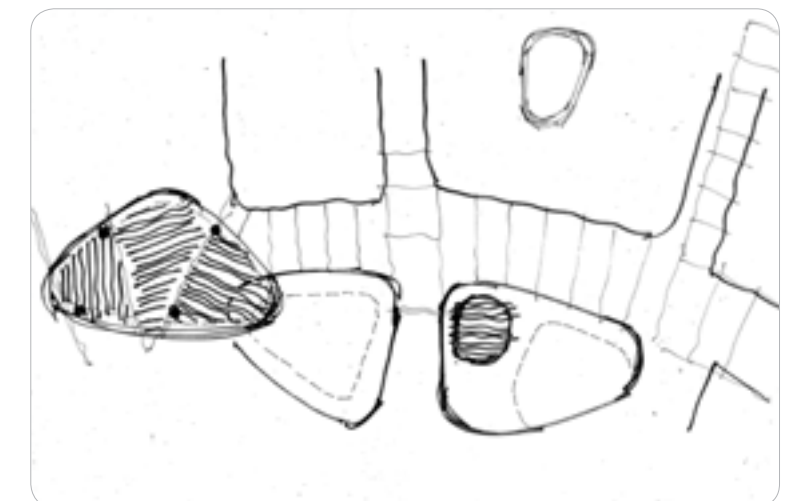
‘the social sphere circular forms interpret the citrus fruit. The spheres are clustered to facilitate gathering, rest and play’



Kiosks

The kiosks in Town Green have been designed with the following considerations:

- The conceptual extension of the landscaped Town Green
- ‘Lily pad’ like forms to reinforce the organic landscape nature of Town Green
- Located at the threshold and edges of Town Green in order to activate the perimeter and ensure a continuous customer experience is reinforced
- Green roofs and landscaping proposed to the roofscape ensuring a strong green visual link when viewed from the above levels and from Town Green
- Floor to ceiling permeable glazed walls to the kiosk – providing transparency and visual cues to the pavilion beyond.



Concept – the beginning

Icon . Typology . Visibility . #Hashtag . Moment . Memory . Instagram



Rouse Hill 1860

The Orange Orchard

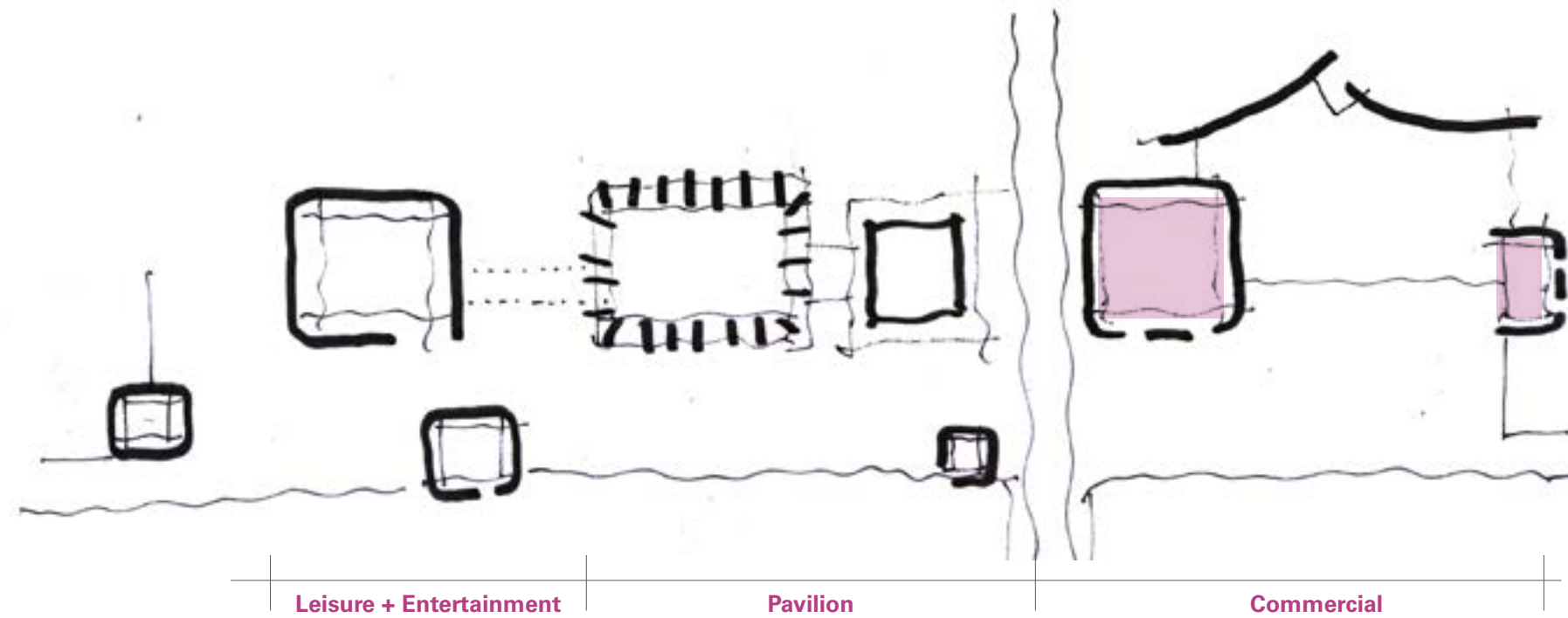


Layers . Skin . Peel . Reveal . Fruit . Stitch . Weave

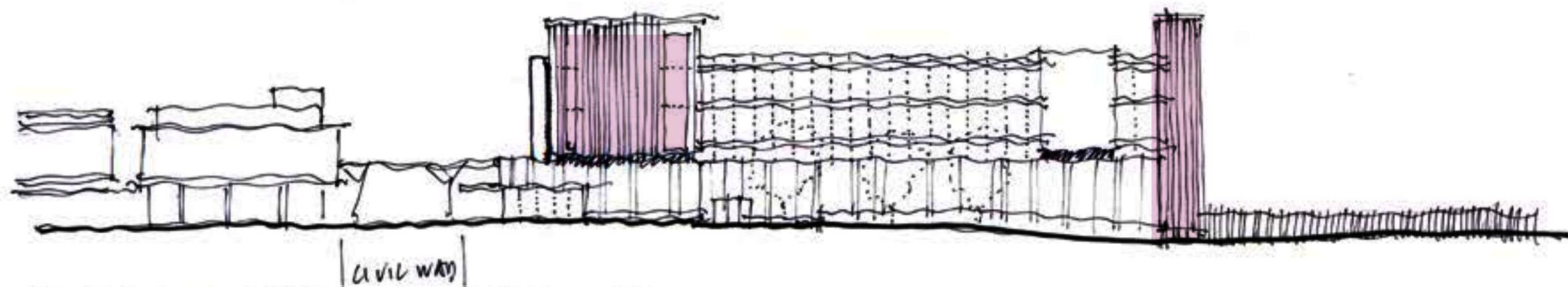


Protection . Transparency . Transformation . Colour . Pattern

The Pavilions – skin concept



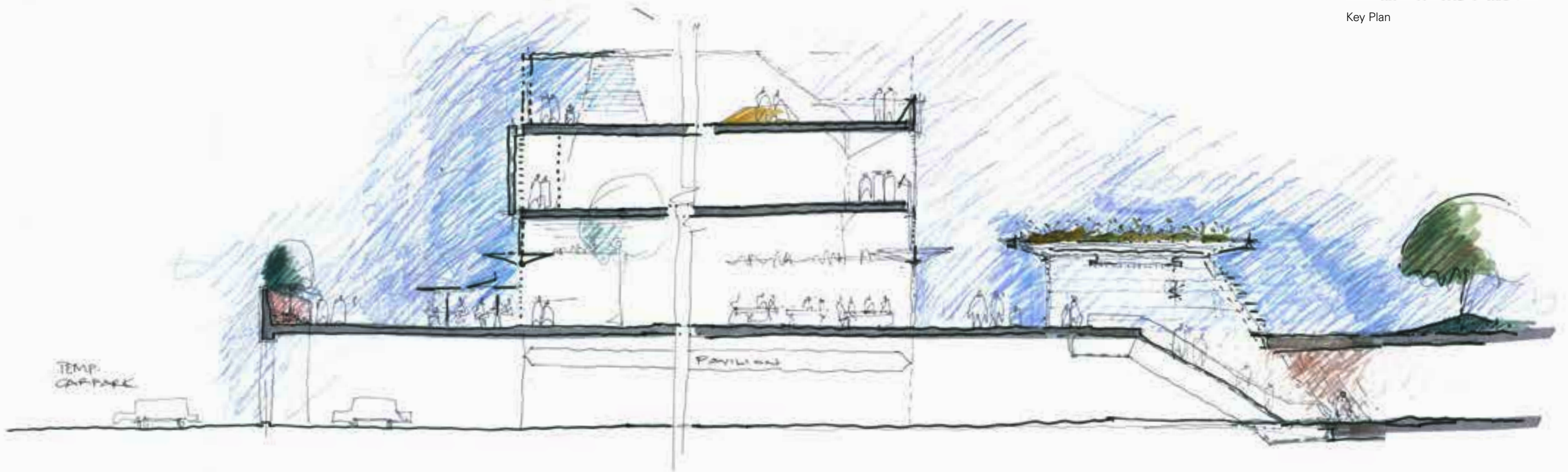
“Peel, also known as rind or skin is the outer protective layer of fruit which can be peeled off revealing the fruit.”



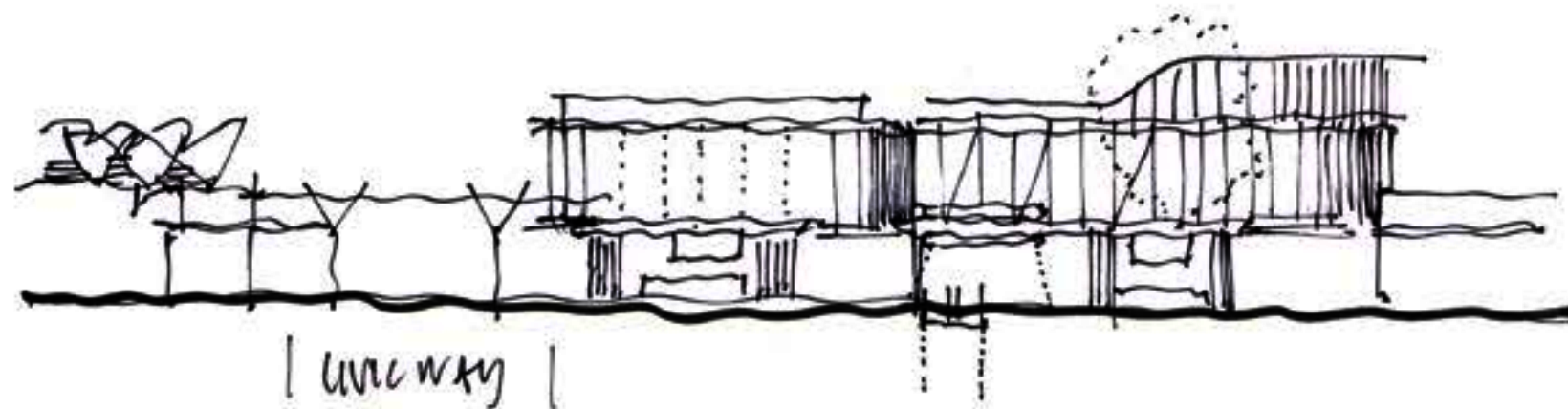
Rouse Hill Drive elevation (sketch)



Key Plan

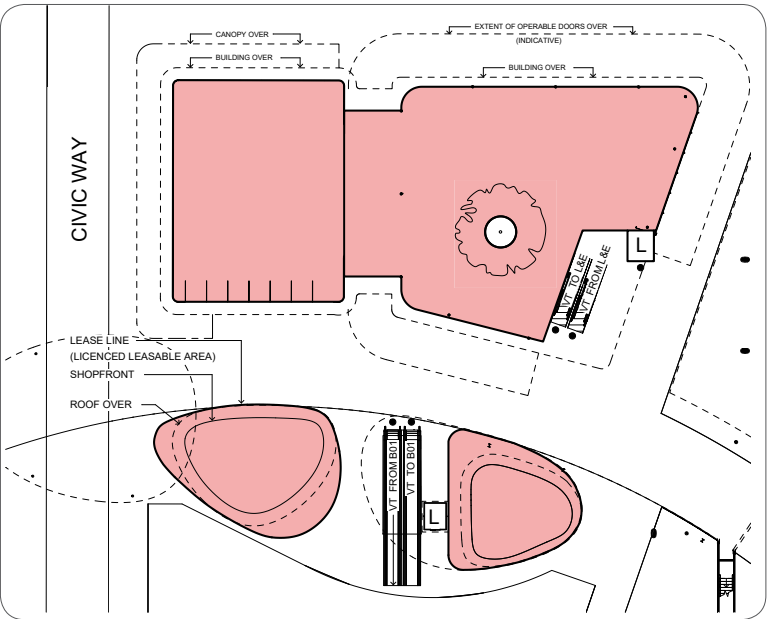


Section through Pavilion at Town Green

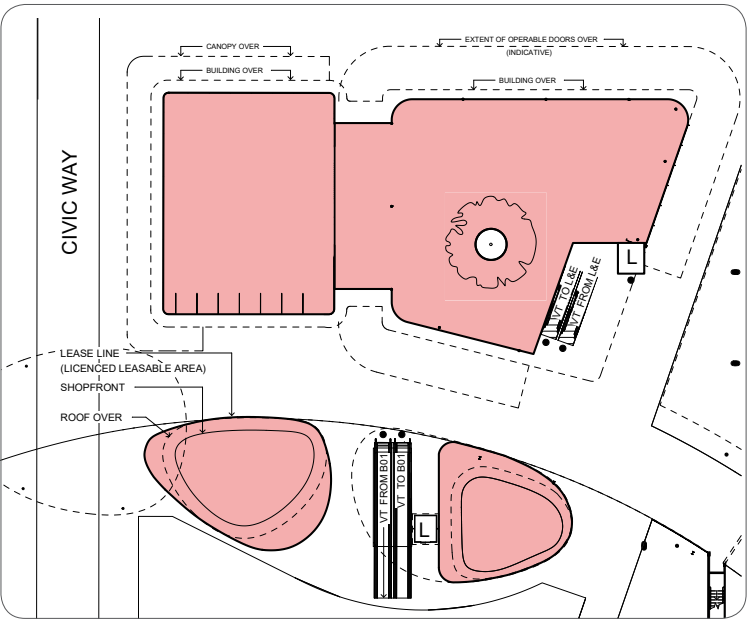


Pavilion south elevation (sketch)

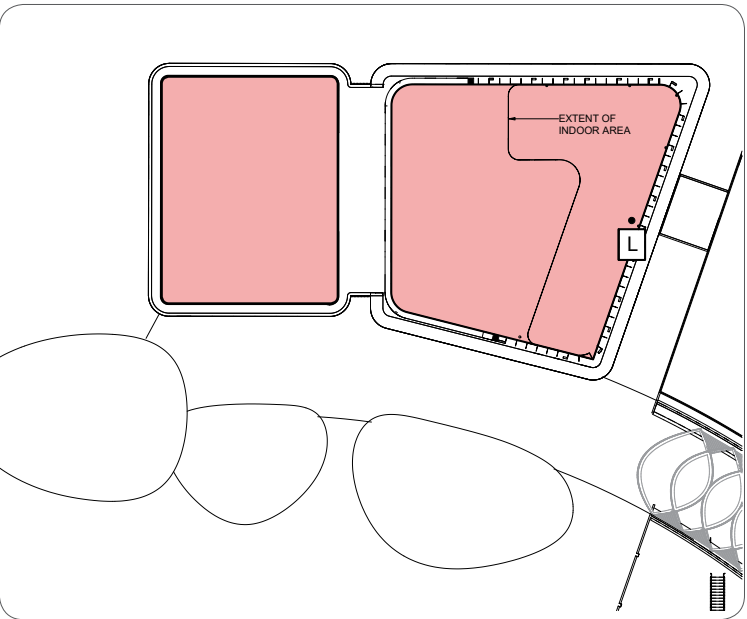
Drawings – plans



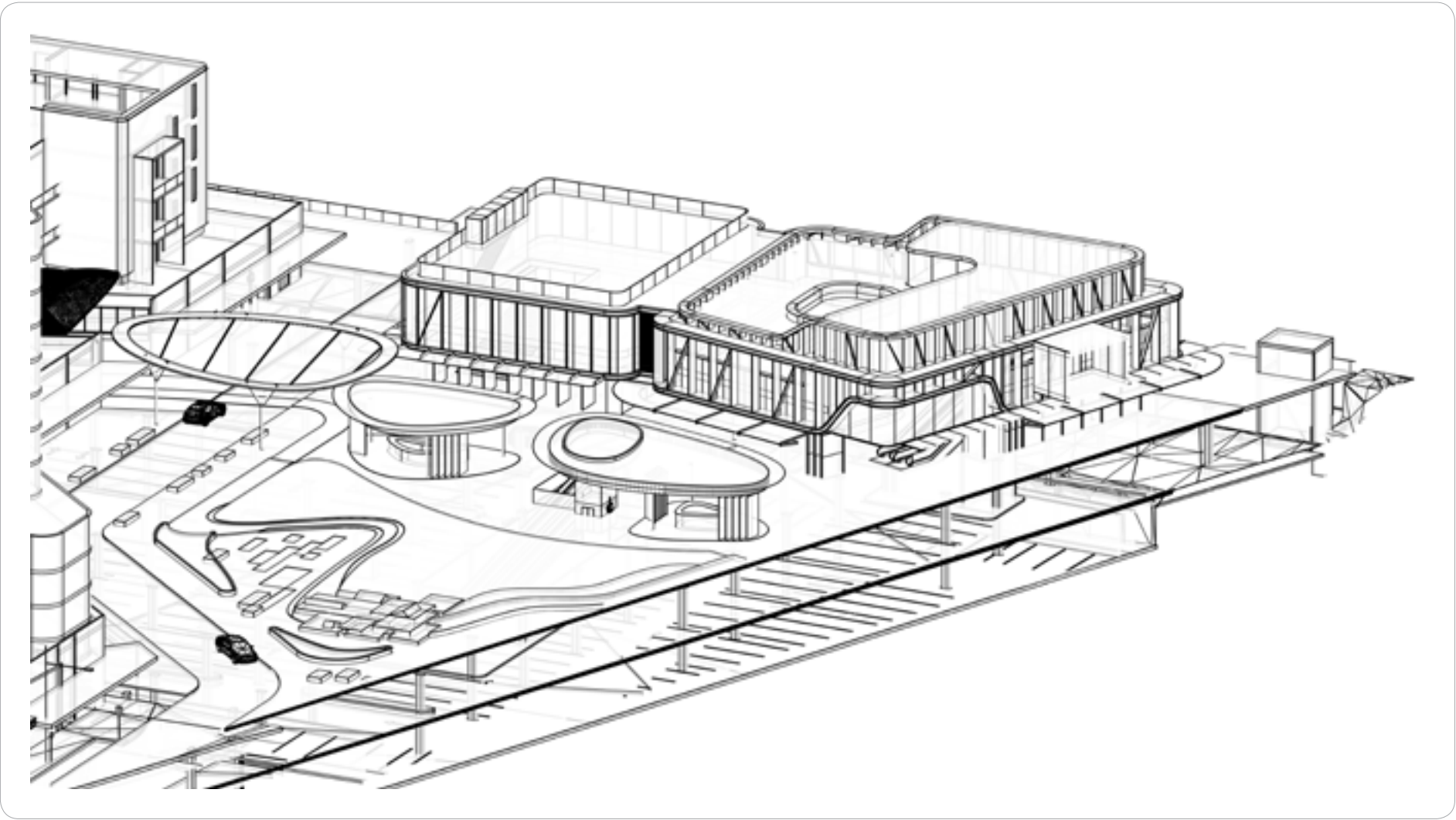
Ground Floor level

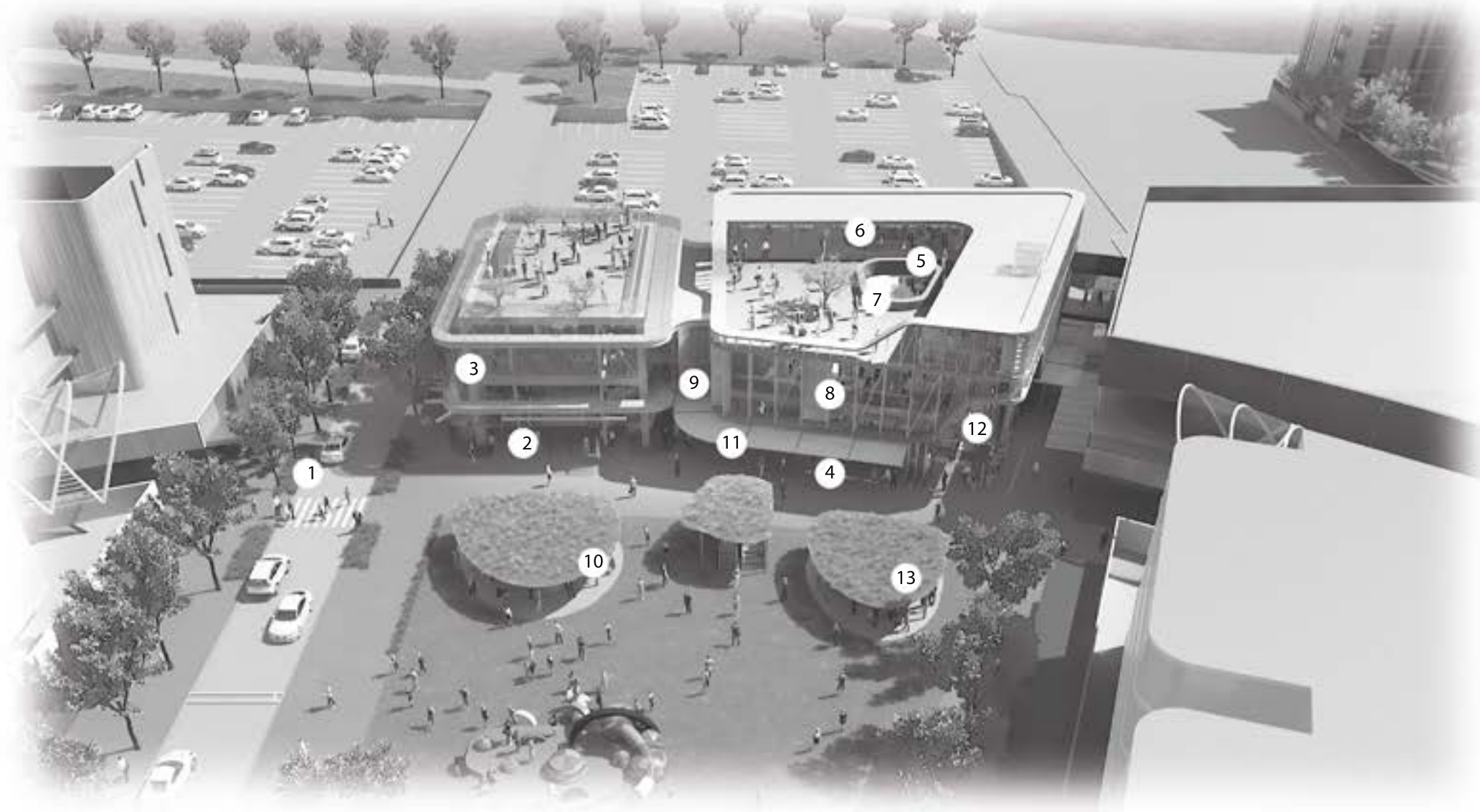


First Floor



Second Floor





Visualisations





05

Commercial building

05 Commercial Building

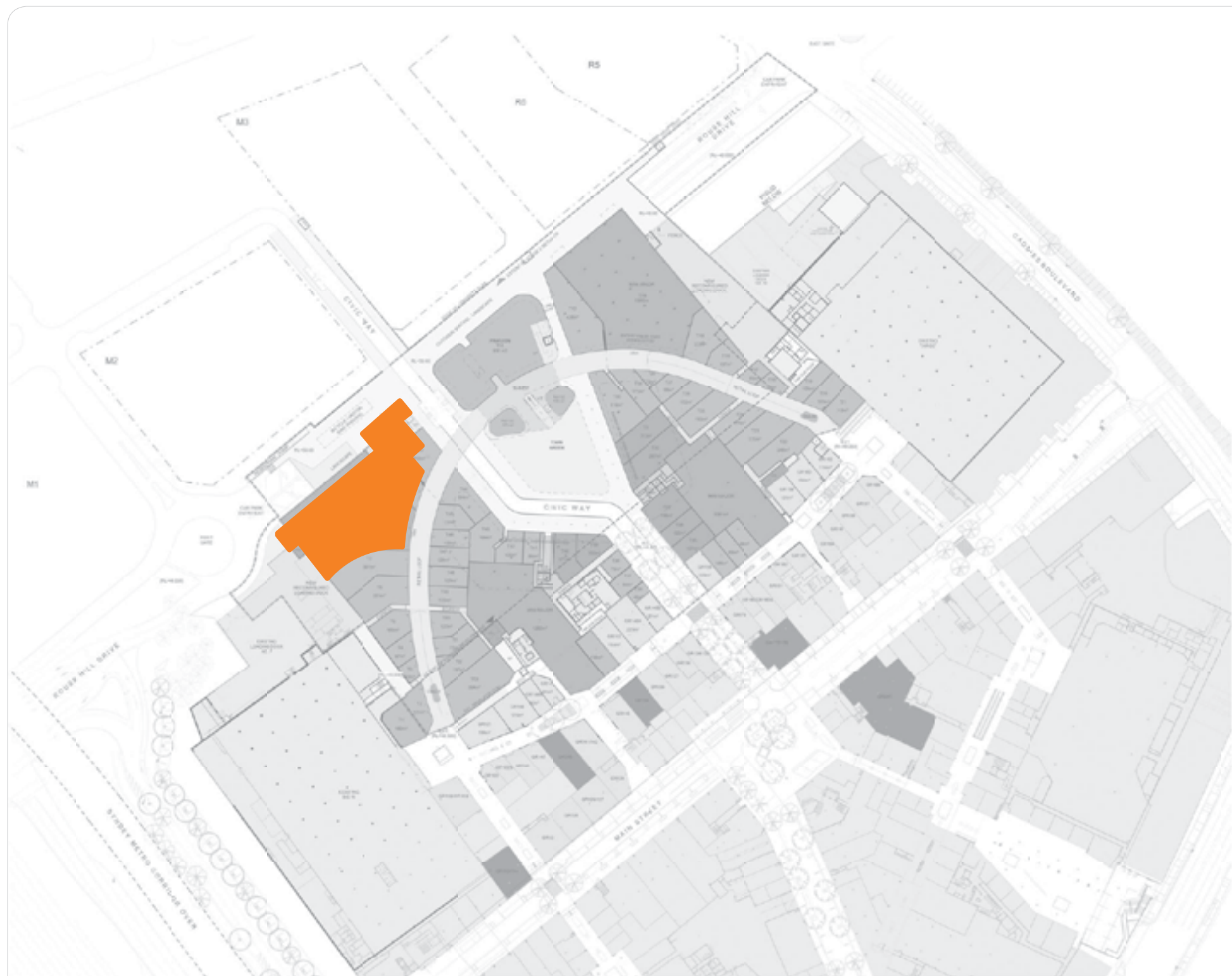
Concept

RHTC Stage 2.0 in a similar manner as Stage 1 proposes a commercial development as part of the expansion of the centre.

The demand for a commercial aspect to the development is further enhanced by the introduction of Rouse Hill Metro Station and by the retail expansion proposed.

The commercial development proposed consists of the following;

- Located prominently at West Gate with high visibility from entry points to Rouse Hill Town Centre
- Dedicated glazed lobby at Civic Way north – providing street address and presence to the commercial offer
- Great northerly orientation , maximising access to natural light
- Prominent corner position with a direct visual and physical link from Town Green and the adjacent pavilions
- Three (3) levels of 1645 sq.m. per level
- Flexible, permeable commercially viable floor plates
- Dedicated amenities on each level
- Stairs connecting levels with access to natural light
- Balconies accessible on each level providing views to the
- Floor plates allowing for good quality sunlight penetration and natural light
- Permeable floor plates designed to allow for optimum suite divisions
- Floor to ceiling curtain wall glazing with sun shading , minimising heat gain
- Direct access to Basement 2 via lifts and end of trip facilities. (Car Park DA subject to a separate DA)



Location plan

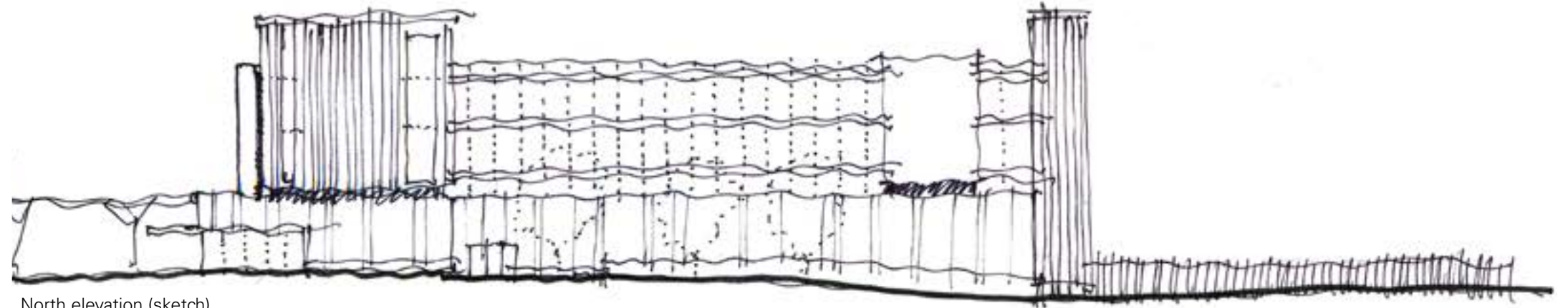
Material Palette

A contemporary and robust selection of materials has been proposed for the cladding to the commercial building.

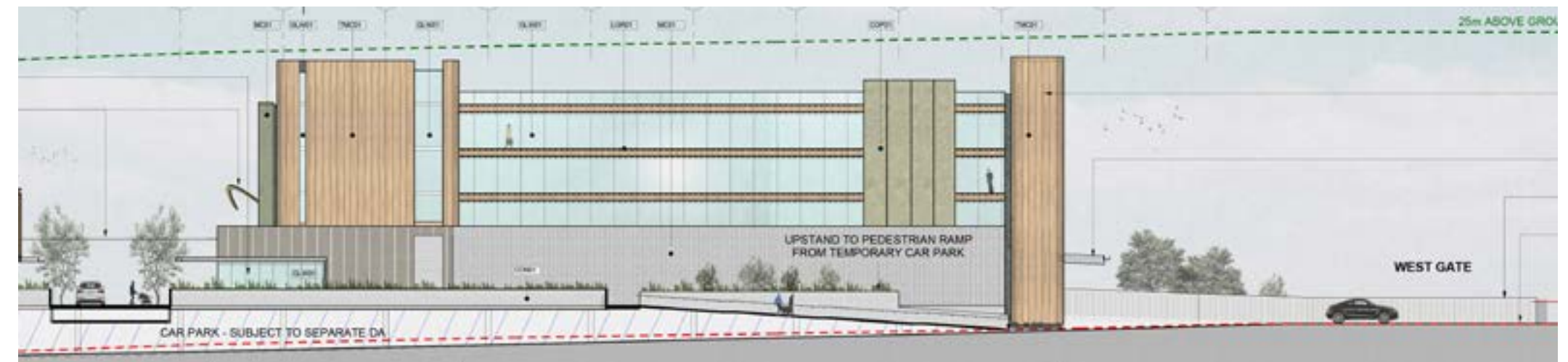
These have been selected to firstly to ensure that the built form is seen as a 'gateway' to the centre from the west gate and also has a strong and civic presence and street address from Civic Way and the Town Green.

These include the following :

- Floor to ceiling performance glazing to the external façade of the building.
- Horizontal and vertical sunshade louvre systems ensuring a high level of amenity on floor plates
- A fully glazed street lobby on Civic Way
- Timber (or similar) cladding to the core facing Civic Way and the fire stair cladding to the loading dock and west gate.
- Solid precast cladding (or similar) to the amenities block on each floor plate
- Terraces with glazed balustrades providing visual permeability from floor plates to Town Green and Civic Way.
- Metal cladding to limited sections of the building i.e; breakout portal window surround and ground level façade.



North elevation (sketch)



North elevation



Visualisations



View of commercial building at Civic Way



View of commercial building at West Gate



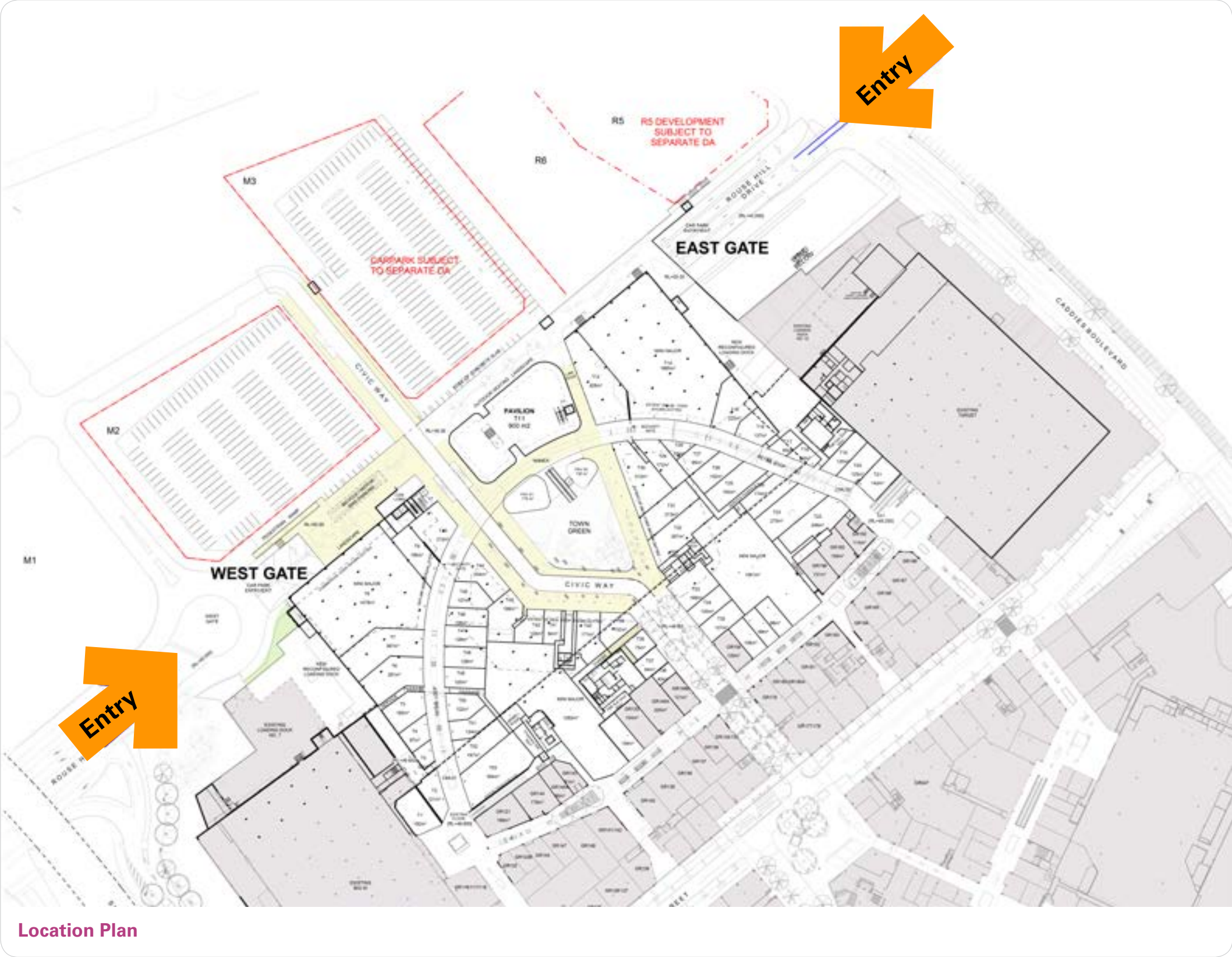
06

East + West Gates

06 East + West Gates

Podium Level Plan

NOTE: Temporary Car park area
extent work in progress



East-West Laneway

One of the key urban design pedestrian circulation routes in the proposed development is the east/west laneway (path) on the northern side of Stage 2.0.

This connection provides the following key urban initiatives;

- Provides pedestrian access from east and west gates to the retail loop, Civic Way and Town Green
- Provides a strong visual open aired link between the east and west gateways
- Provides a permeable and flexible laneway connection directly with the future proposed mixed use sites to the northern precinct
- Ensures that active edges are proposed to the northern face of the pavilion
- Ensures the northern outlook from the proposed pavilion is green and landscaped and well considered
- Ensures customer pedestrian connection is provided and visible from temporary car park
- Ensures the connection and relationship with Civic Way is generous and has legibility in the temporary stage and also the future stages
- The western and eastern edges of the link provide generous paved zones with direct and safe connectivity to the west to Orchard Road and to the east to Caddies Boulevard and beyond.
- Customer outdoor seating has been provided with a zone for bicycle storage areas
- A generous landscaped zone in the central area provides a high level of amenity and backdrop to the northern face of the pavilion
- Seating pods recessed in the landscaped planter in the central zone provide distinct areas for respite to north of the pavilion
- A pedestrian plaza also outside the proposed Commercial lobby



East-West Laneway Illustrated Plan



View of commercial building at West Gate



East Gate view from Caddies Boulevard

East and West Gates

The two distinct connection points of the east-west laneway are the East and West Gates. The two (2) distinct areas have been noted as key green gateway zones in the Precinct Plan.

West Gate

- West Gate is located at the western entry to Stage 2.0 off Windsor Road
- The space forms a strong generous landscape gateway to the Town Centre from the west.
- The space is defined by an entry / exit to the basement car park in addition to a pedestrian access to the east-west laneway
- Visually the commercial building forms a prominent aspect to the southern side of the west gate gateway
- The landscape proposal is to be generous and 'lush' to mitigate the visual impact of the basement car park entry portal
- Future 'digital signage' opportunities can be located at the West Gate gateway (DA for external signage is subject to a separate DA)
- Pedestrian access is provided at West Gate to the temporary car park in addition to the east-west gateway
- Level differences (approximately 3 metres) are mitigated from Orchard Road street level to east-west laneway by a pedestrian ramp and a generous public stairway



East Gate detail view from Caddies Boulevard

East Gate

- East Gate is located at the eastern entry to Stage 2.0 off Caddies Boulevard.
- The space is heavily landscaped and to directly relate to the strong landscape backdrop of Caddies Creek
- The space is defined mainly by the entry/exit to basement car park and to the south of the entrance a rain garden landscaped zone
- The landscape zones also provide shielding from the existing retail loading dock.
- The level difference between the east-west laneway and Caddies Boulevard is approximately 8 metres
- This pedestrian access from Caddies Boulevard to the east-west gateway is provided to the north of the site by a public stair and a public lift.
- A series of terraced planters mediate the level change to the north of the public stairs – to provide a lush landscaped backdrop the pedestrian path and accessway.

The landscaped response to the east-west laneway and the gateways are described in detail by OCULUS in later sections of this Design Statement.



East Gate detail view at the podium



07

Materials and Finishes

07 Materials and Finishes

Colour Palette

Concept & Inspiration



Nature. Peaceful. Escape.

Dappled Light. Explore. Mother Nature.



Athleisure

Active, Earthy, Tech Integrated

Masstige / aspirational fashion

Unique, Cutting edge, Current

Culinary

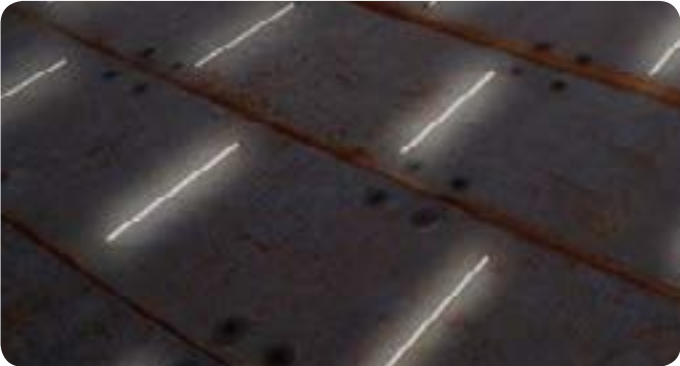
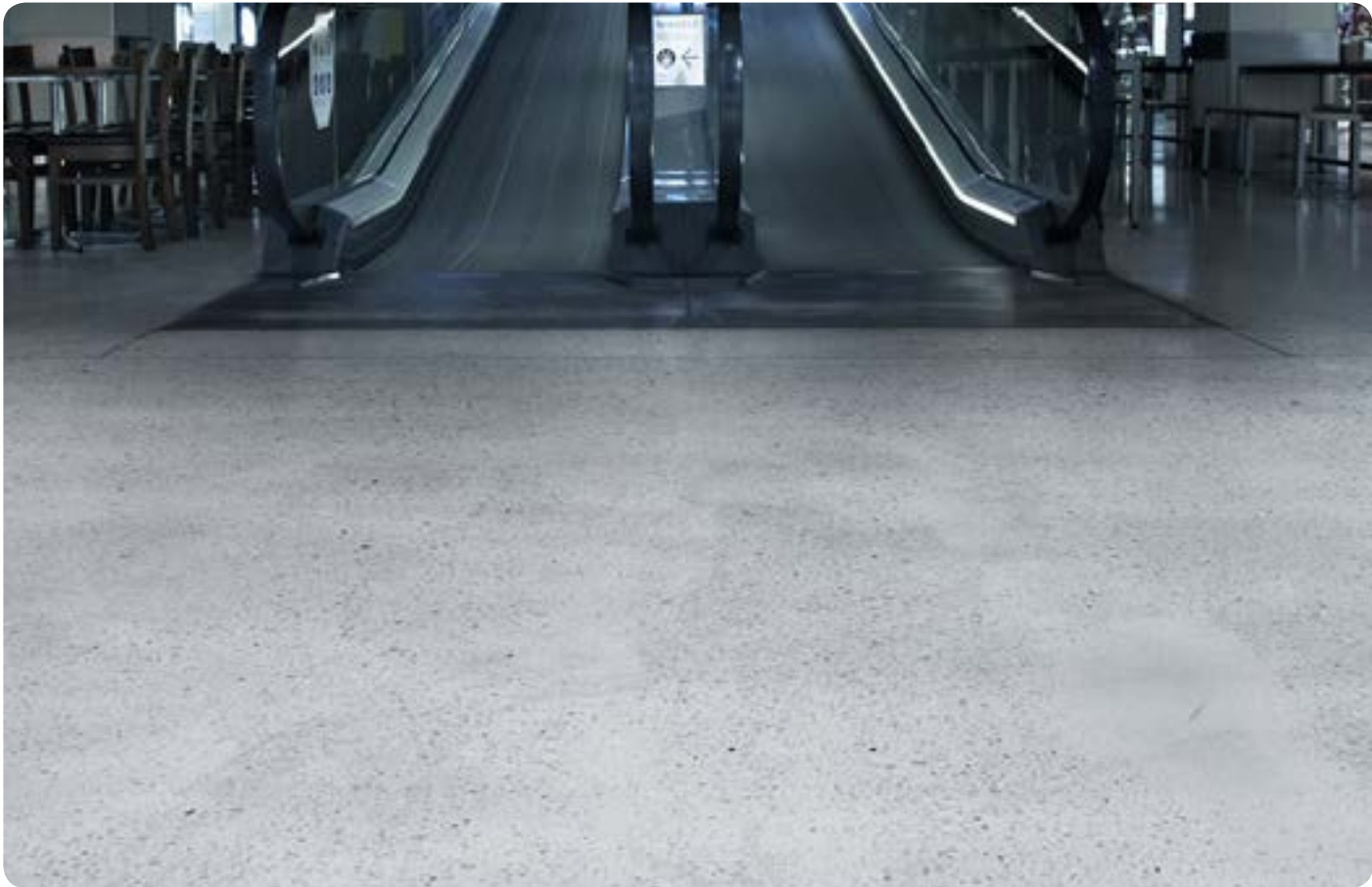
Crisp, Organic, Fresh, Sun drenched dining, Shared food

Design Principles

Details

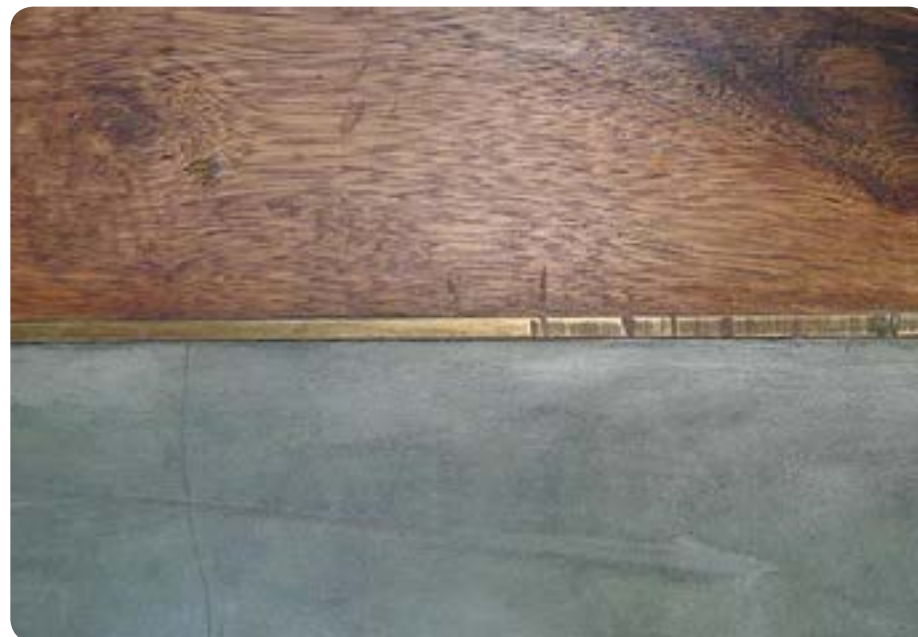
Flooring

Floor finishes will be used not only as an extension of the existing Town Centre materiality, creating a seamless connection between existing and proposed, but to also guide the visitor and shoppers on their journey through the different precincts.



Details

Natural, robust materials are complimented by the fine details and craftsmanship.



Material Palette

Concept

The intent is to replicate materiality found in an Australian country town and to bring it into the 21st century with contemporary application.

Materiality will be consistent throughout the town centre to create a sense of cohesion.

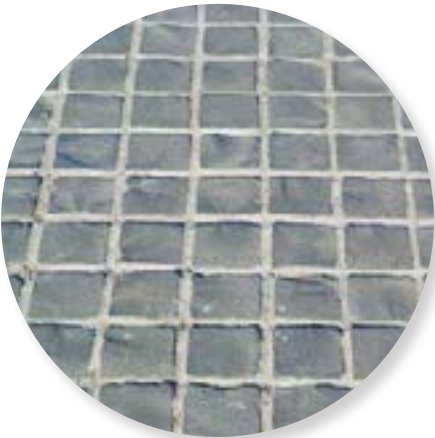
Each precinct within Rouse Hill Town Centre Stage 2.0 will have variation in the extent and application of the materials in order to differentiate the retail precincts. The finishes have been chosen to be natural, de-constructed, durable and fit-for-purpose.

A refined and timeless architectural palette provides a quiet backdrop in juxtaposition to the retail tenancies, which add their own vibrancy, colour and material diversity to the space.

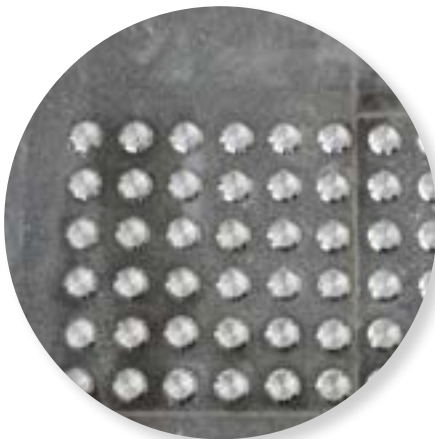
Floor finishes



Blue-stone pavers



Blue-stone cobblestones



Stainless steel tactile indicators



Bitumen, concrete kerb

External finishes



Pre-finished steel cladding



equitone fibre cement panels



Green roof



Coloured pre-cast Concrete

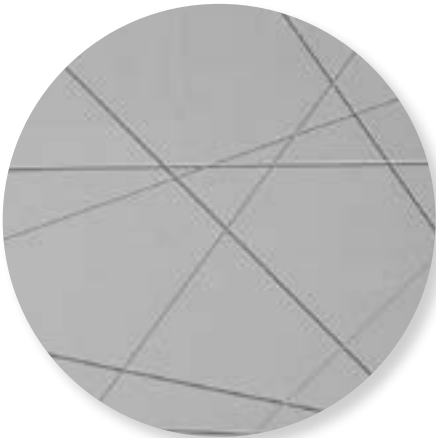


Steel/hardwood structure



Shadowed timber cladding

Canopy finishes



Pre-cast concrete



Ply soffit



Fritted glazing



ETFE



Fibre cement various colours



Integration of green elements



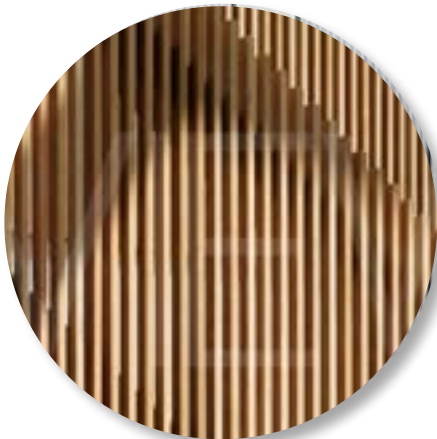
Grey steel / FC awnings



Clear glazing



Retractable canvas

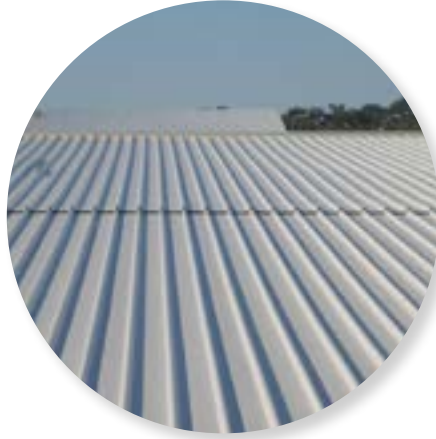


Timber

Roof finishes



Box gutter, flashing to parapet



Metal deck roof



08

Landscape response

Landscape response

Landscape Concept

The overall landscape concept for Rouse Hill Town Centre is based upon the following key overarching design principles:

- providing strong connections with adjacent neighbourhoods and the rest of the regional centre as a whole;
- reinforcing the main through street (Civic Way) and the Retail Loop as the primary structuring device for the Town Centre;
- bringing the surrounding landscape into the Town Centre through street tree planting and other means;
- providing a legible and safe pedestrian circulation system using the footpaths along Civic Way, and the Retail Loop and other laneways as the main routes;
- creating a well-connected and varied network of public realm spaces;
- providing a strong landscape treatment to the main entry points at East gate and West Gate;
- integrating ESD principles, particularly water sensitive urban design (WSUD) into the landscape design;
- providing opportunities for the landscape design to contribute to the interpretation strategy for the Town Centre.



Aerial view of Town Green

Landscape response
prepared by

O C U L U S

Connections

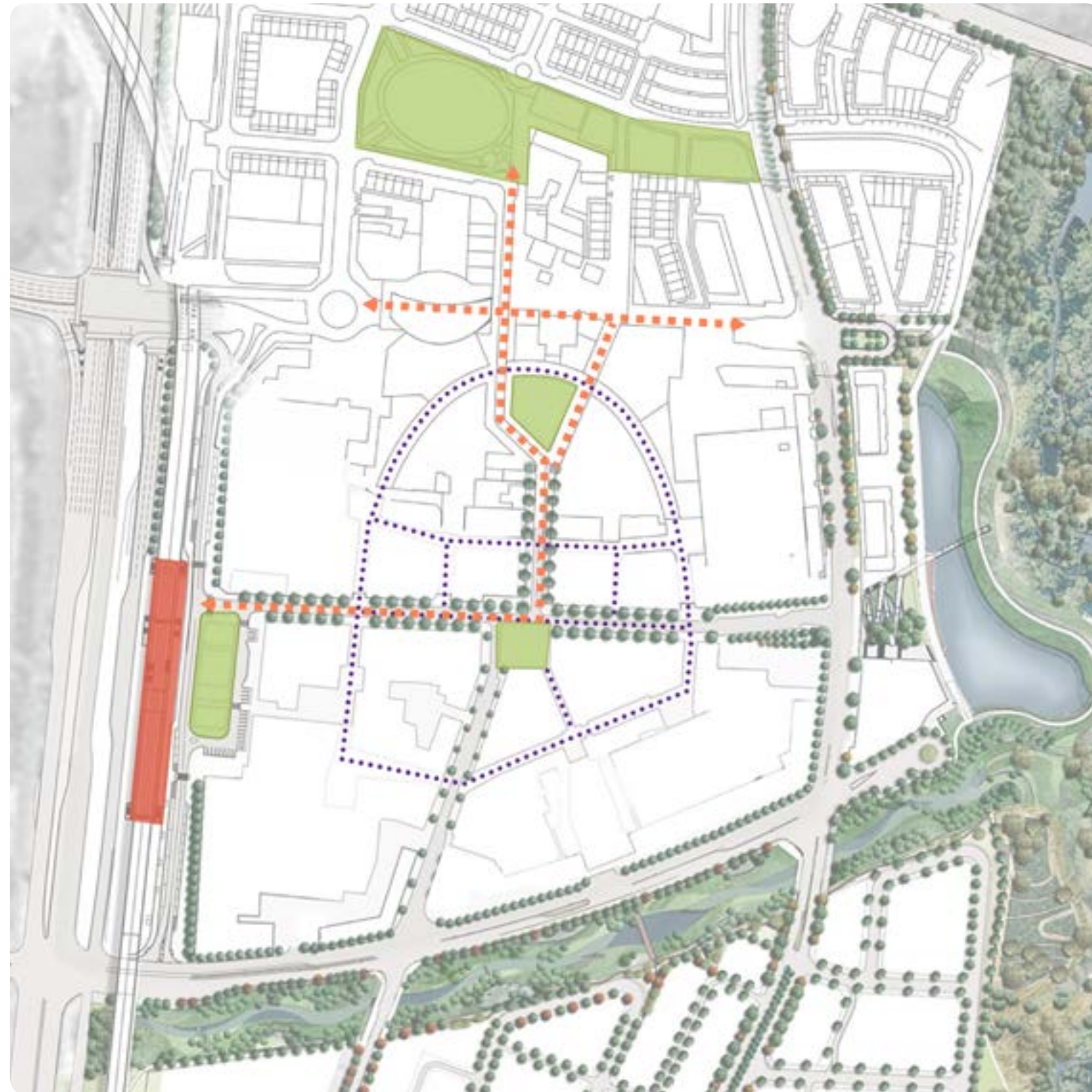
Providing strong connections between the Town Centre and the surroundings is critical to its future success. Immediately adjacent to the Town Centre are the following:

- The Rouse Hill metro station and transport interchange to the south-west;
- Windsor Road to the west;
- Stage 1 of the town centre and Central and Southern Residential Precincts to the south;
- Northern Residential Precinct, Caddies Creek and Eastern Residential Precinct to the east;
- Northern Precinct to the north.

Windsor Road and the station/transport interchange will provide the primary point of access for the whole regional centre. The transport interchange, located along the west side of the Stage 1 Town Centre, with its bus and metro train connections, will form the main arrival/departure point for those using public transport. Main Street provides the primary link between the transport interchange and the rest of the Town Centre.

The continuation of Civic Way into Stage 2.0 of Rouse Hill Town Centre creates a physical and visual link to Stage 1 including Town Square, and, thereafter, to Central Residential Precinct and Mungerie House. Civic Way also extends to the north to connect with Town Park and the rest of the Northern Precinct. To the east, the termination of the current Rouse Hill Drive east of Caddies Boulevard provides access to Pond 1 and Caddies Creek (including the regional cycleway) and the bridge crossings to the schools and residential areas on the east side of the creek.

The main entry point for private vehicles accessing the basement car park for Stage 2 will be at East Gate and West Gate with access off Caddies Boulevard and Windsor Road respectively (the existing Rouse Hill Drive will be closed as a public road).



A Connected Centre

Landscape response

Structure

The structure of Stage 2.0 of the Town Centre is intended to be simple and highly legible, with the main through street (Civic Way) and pedestrian walkways creating the urban structure. The Retail Loop provides a continuous pedestrian route through the Quadrants which crosses and connects with Civic Way. An east-west laneway along the north edge of the town centre provides pedestrian access from East and West Gates. The Town Green is located in the centre at the intersection of Civic and the Retail Loop and forms the primary public space within Stage 2 of the Town Centre.

At the western entry off Windsor Road, a large landscape space has been created (West Gate) to act as a gateway to the Town Centre. This area will be heavily landscaped to provide a ‘green’ entry and help mitigate the impact of the basement car park entry. At the eastern entry off Caddies Boulevard, there is a similar landscape space which acts in a similar way.

The basic structure of the Town Centre is reinforced by the landscape design. The main through street (Civic Way) is further defined with strong street tree planting, which brings the surrounding landscape into the Town Centre and also provides a number of environmental benefits. The Retail Loop will have a more urban character with planting and street furniture complementing the retail tenancies and kiosks, all sitting below the glazed overhead canopy. Other laneways will also have an urban character with wider laneways incorporating planting and furniture whilst minor laneways will be kept free of planting and furniture in order to allow for circulation and views. Key nodal and arrival spaces will be reinforced with distinct planting, paving and furniture treatments.



Town Green proposal

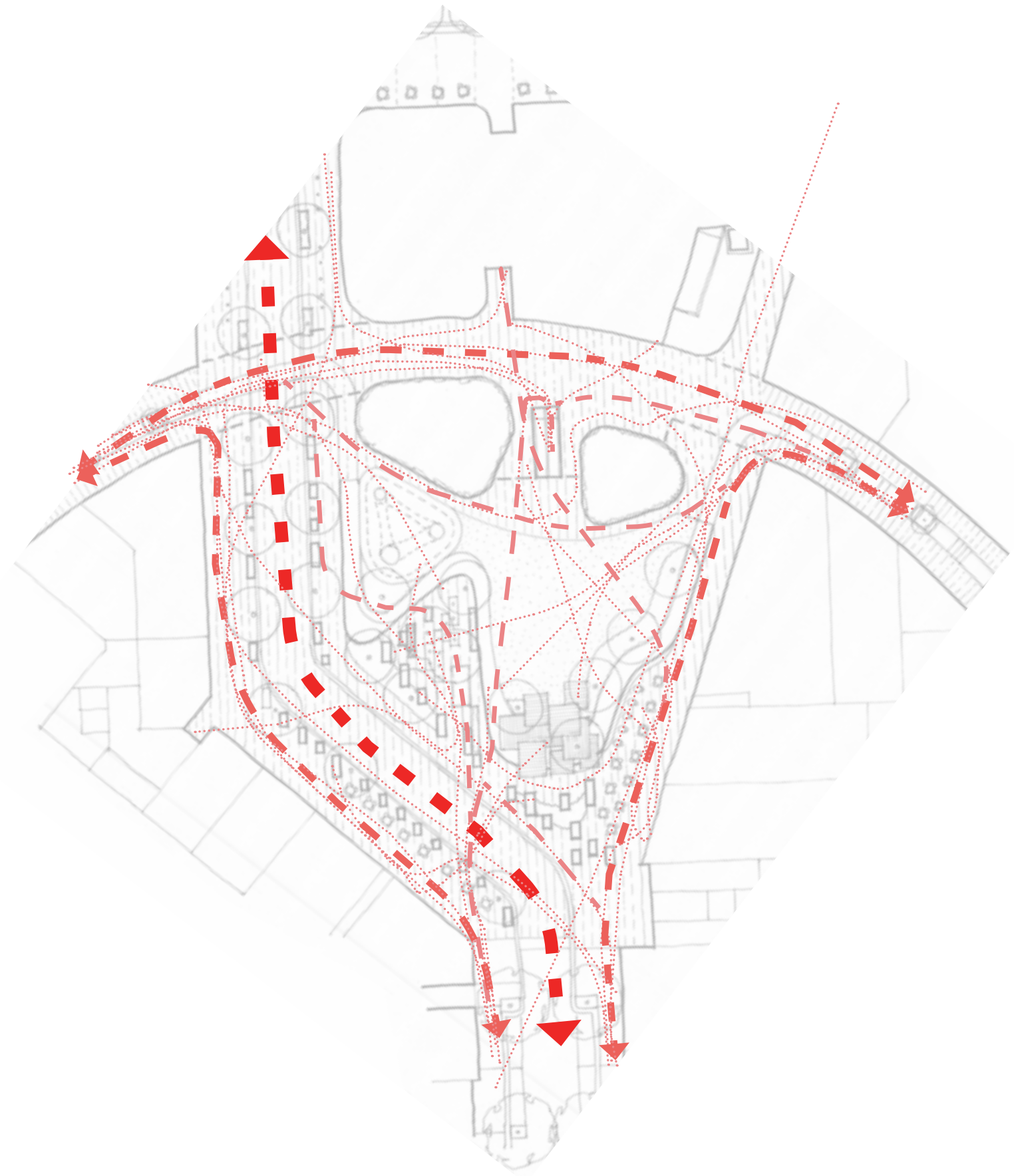
Circulation

Circulation through and within the Town Centre reflects the overall structure, with Civic Way being the through route for vehicles and pedestrians and the Retail Loop forming the main internal pedestrian circulation route. They will have a quite different character with Civic Way being a typical street with vehicle carriageway, on-street parking and pedestrian footpaths, whilst the Retail Loop will be an entirely pedestrian zone.

A number of secondary pedestrian routes will create additional connections, including the east-west laneway along the north edge of the town centre which will provide pedestrian access from East and West Gates into the town centre. A minor laneway will connect the north-east corner of Town Green to the Retail Loop.

A ramp and stair will be provided from the south end of Orchard Road and the temporary car park to the north-west up to the podium level of Stage 2.0 of the Town Centre.

Bicycle routes through Stage 2.0 of the Town Centre will be predominantly along Civic Way. It should also be noted, in accordance with the Precinct Plan for Northern Precinct, that an off-road shared cycleway is being provided as part of the Civil and Infrastructure works along the east side of Orchard Road. Bike parking will be provided within the western part of space on the north edge of the Town Centre.



Public Realm

The public realm within and adjoining Stage 2 of the Town Centre includes:

- Town Green;
- Civic Way;
- Retail Loop;
- East-West Laneway;
- Minor Laneway;
- East Gate; and
- West Gate.

Town Green

Town Green, located on the Civic Way axis, will form the focus and primary public space for Stage 2 of the Town Centre. It is intended that the design of the space will be multi-functional and flexible, providing opportunities for relaxation and respite, gatherings and events of various sizes, play, public seating and outdoor dining, amongst others.

Civic Way passes through the space on the western side, with the street treated as a shared zone based on the high level of pedestrian activity in the space. The carriageway will be paved in a similar material to the rest of the space with flush or roll kerbs. Vehicle movement will be physically contained by trees and street furniture elements. The main pedestrian movements through the space will be on the western side along Civic Way and along the eastern edge. The north side of the space connects with the Retail Loop around and between the two retail pods located here.

Town Green will have active retail edges on all sides with shopfronts along the east and west sides, and the two retail pods on the north side of the space with the retail pavilion behind beyond the Retail Loop. A number of retail tenancies on the east and south sides of the space are intended to be F&B tenancies with associated outdoor seating. Two residential buildings (subject of a separate DA) will sit above the retail on the east and west sides of the space, with residential lobbies opening onto Town Green to provide further activation.

Town Green will be able to accommodate programming of various sizes from smaller daily informal gatherings right through to large occasional organised events. Smaller events can be accommodated on the central lawn area with the ability to expand these into the paved areas beyond. Larger events can be catered for by closing off Civic Way to vehicles, with the opportunity to extend events down to Town Square and Main Street.

Pedestrian walkways, the interface with the retail pods and the Civic Way shared zone will be paved with high quality stone paving. Rough textured stone paving will be used at the entries to Town Green to create thresholds and mark the start of the shared zone as well as encouraging vehicles to slow down upon entering the space.

The central part of Town Green will consist of a raised lawn area capable of accommodating a wide range of formal and informal activities. The eastern, western and southern sides of the lawn will be defined by a sinuous raised insitu concrete edge. The lawn will grade down gently from south to north to create a flush interface with the paving around the retail pods.



At the southern end of the lawn, a series of raised timber platforms at different levels will create a varied range of seating provision including bench seating, seating with backs and lounge type seating. These platforms will also provide an informal play opportunity.

Adjacent to this, to the west, will be an interactive water feature creating a wide range of effects including shallow pools, films of water, elevated water channels, cascades and jets. This water feature will be capable of being programmed to provide different effects depending on the time of day or year, and provide for a wide range of interaction by both adults and children. The water feature will be designed with appropriate water treatment systems (similar to the recently upgraded system for the Town Square in Stage 1) to meet public health regulations and comply with public safety requirements. The adjacent sinuous edge will allow for seating in close proximity to the water feature.

Along the east side of the lawn, the raised edge will help define an outdoor seating zone for F&B tenancies with the edge providing additional seating. On the south side of the water feature and along either side of Civic Way, stone block seating will be provided, the latter helping to define the vehicular route through the space.

The lawn area will be constructed to sports grade standards with subsoil drainage, suitable base and irrigation to permit high levels of use. Tree planting will be provided on the eastern, southern and western sides of the lawn and around the water feature for shade. Civic Way will also be defined by tree planting through the space. Town Green will have a large set down 1.2m deep in the structural slab over the entire area to allow for flush planting. Swathes of low mass planting of native grasses will help soften the edges of the lawn. The roofs of the two retail pods will be planted with hardy, low growing ground covers which will spill over the roof edges.

Civic Way

Civic Way will form an important part of the public realm. It will connect Stage 2 of the Town Centre to Stage 1 and beyond to the surrounding residential precincts to the north and south. Civic Way will also provide a direct street connection between the key public spaces of the Town Centre, namely Town Square (in Stage 1), Town Green (in Stage 2.0) and Town Park (in the Northern Precinct to the north).

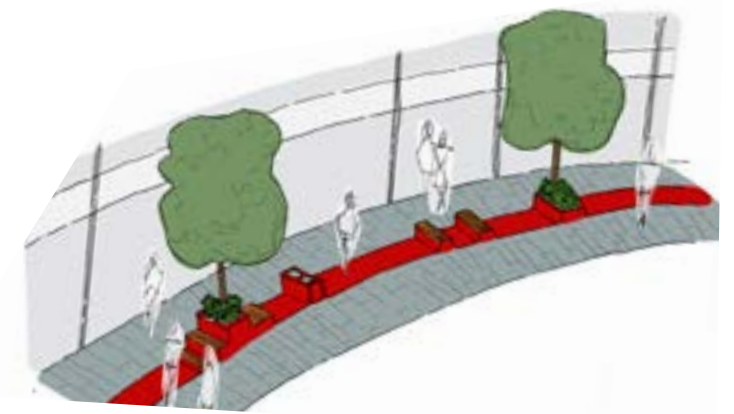
The extent of Civic Way through Stage 2 of the Town Centre will be a shared zone reflecting the high pedestrian use of Town Green through which it passes and the Retail Loop which crosses it. The carriageway will be paved in a similar material to the rest of the space with flush or roll kerbs. Vehicle movement will be physically contained by trees and street furniture elements.

Rough textured stone paving will be used at the start of the shared zone to create thresholds and mark the start of the shared zone as well as encouraging vehicles to slow down upon entering the space. Civic Way will have loading and drop-off bays on both sides north of the Retail Loop crossing.

The crossing on Civic Way by the Retail Loop marks an important nodal point and gathering space. This area will be designed in accordance with the following principles:

- Clear sightlines both along Civic Way and the Retail Loop;
- Clear stemmed trees with low level planting to define the space;

- Street furniture in the form of bench seats, bins, bike racks and bollards;
- Bluestone paving to pedestrian footpaths; and
- Contrasting paving carried across the carriageway to mark the pedestrian crossing point.
- The portion of Civic Way which passes through Stage 2 of the Town Centre will sit on top of the basement car park and will be located on structural slab. A large set down (1.2m deep) will be provided across the full extent of Town Green and full width of Civic Way elsewhere for flush planting.



Retail Loop

The Retail Loop will form the other main pedestrian circulation route within Stage 2 of the Town Centre, providing a pedestrian only circuit through the retail area, and connecting with the similar loop in Stage 1. In contrast to Stage 1, the Retail Loop in Stage 2 will be covered by a glazed canopy and will have a more urban street feel with furniture, paving and planting used in conjunction with the canopy and shopfront design to establish the overall character along its length.

The Retail Loop in Stage 2 will typically be 8m wide. It will contain kiosks and furniture elements which will be located towards the centre, leaving a minimum 3.0m zone along the sides for unobstructed pedestrian movement. The landscape design for the Retail Loop needs to take account of a number of design constraints, including:

- Clear pedestrian circulation zones on both sides
- Clear visibility to shop fronts
- Opportunities for people to cross the loop at regular intervals
- Exclusion zones in front of majors and mini-majors
- Zones for kiosks and associated licensed seating
- Zones for casual mall leasing, screens, signage and vending machines

The Retail Loop will be designed in accordance with the following principles:

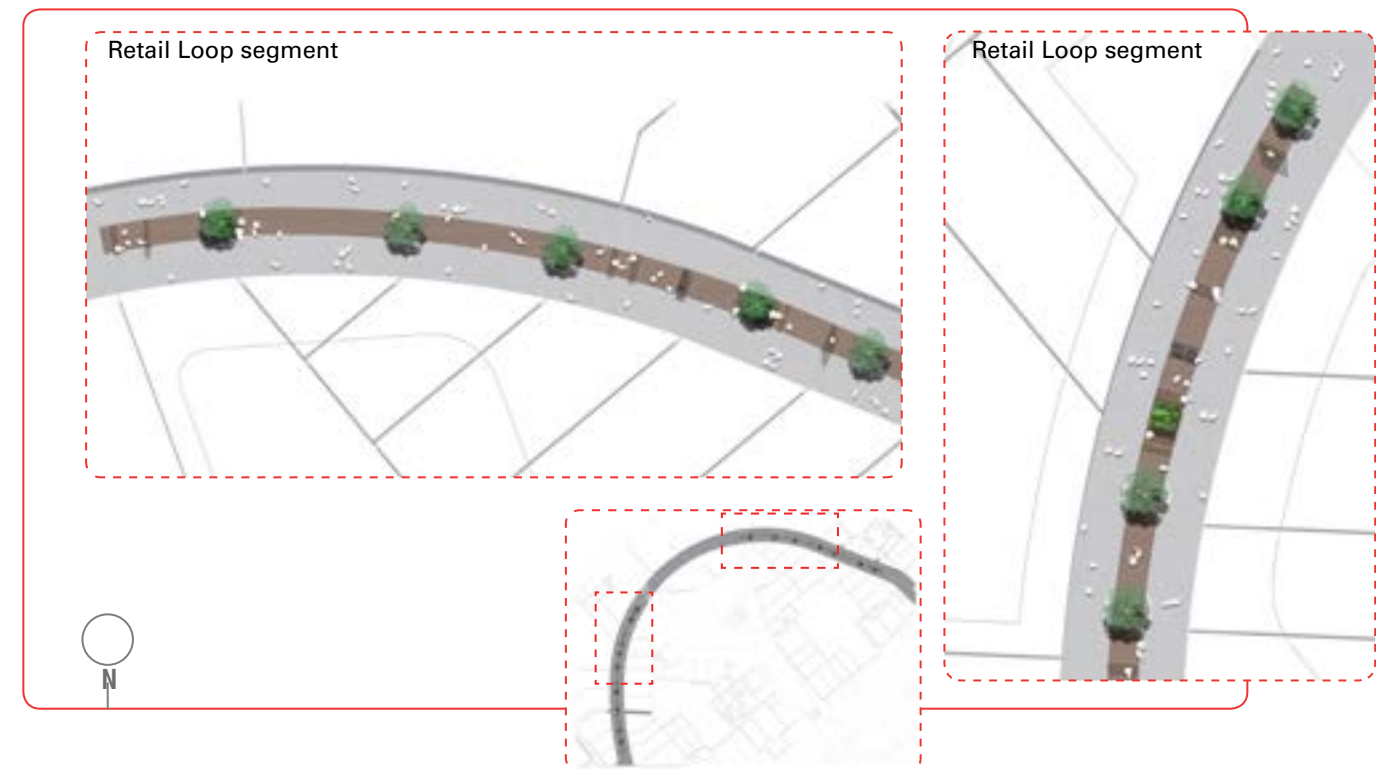
- Clear circulation routes of 3.0m along both sides
- Clear view lines along and across the loop
- Central zone for furniture, planters and kiosks
- Standard unit size bluestone paving

The Retail Loop will be paved predominantly with bluestone to match that in Stage 1 and provide a seamless interface. A 'ribbon' like element will be created running down the centre of the loop. This will be a continuous band which in some sections forms the floor treatment but in others rises up to form planters, seats and also incorporate other elements within the loop such as bins, advertising signs, phone charging points, and vending machines. This element will help to integrate all of these disparate elements into a singular design element.

The 'ribbon' is intended to be formed from steel with select use of other materials inserted into it such as timber for seats. The sides of the 'ribbon' will be recessed in and painted in a different colour to make the top surface stand out.

The Retail Loop will incorporate planting in the form of tree and low level planting as appropriate to its character as an 'urban' laneway or pedestrian street. There will be regular tree planting along the loop with a total of 9 trees being provided in the western part and 8 in the eastern part of the loop. The amount and regularity of the tree planting will be more than that provided in the Stage 1 Retail Loop.

Planting will be integrated into the 'ribbon' element. Trees will be planted flush with the paving level in set-down planters 900mm deep covered by the 'ribbon'. Low level planting will typically be provided within raised planters to provide protection to the plants. Plant species will be selected for their suitability to grow in what is essentially an internal environment with relatively low light levels.



It is intended that the Retail Loop will be paved in bluestone as with Stage 1 to reinforce its pedestrian nature and to differentiate it from the streets. Where the Retail Loop crosses Civic Way, the stone paving will be continued across the carriageway with the introduction of a contrasting colour stone to stress its continuous nature whilst providing sufficient contrast for pedestrian safety.

Where the Retail Loop meets Town Green, the central 'ribbon' element will visually connect with the curved edge to the lawn, reinforcing the link between the two spaces. In the section of the loop in front of the pavilion building, the 'ribbon' will all be flush with the paving level and will have a slightly different materiality and expression with bluestone cobbles and steel edging defining the central band.

East-West Laneway

The east-west laneway on the north side of Stage 2 of the Town Centre will form an important pedestrian circulation route, providing pedestrian access from East and West Gates to the Retail Loop, Civic Way and Town Green.

In the future, this laneway will interface directly with the proposed mixed use sites of the Northern Precinct with active edges along both sides and the central section being a shared street with street tree planting. In the interim, prior to the development of the mixed use sites to the north, the northern edge of the laneway will be the extent of the podium slab with a drop down to the temporary car park levels below. The landscape treatment of the laneway will therefore partly be temporary in nature. A pedestrian ramp and stair will be provided at the west end of the laneway connecting with Orchard Road and the temporary car park. Civic Way will cross this laneway and continue north providing the primary internal connection between the Town Centre and the Northern Precinct.

The eastern and western sections of the laneway will consist of generous paved pedestrian walkways with raised planters against blank retail walls to enable planting to cover these walls. Public seating will be provided, extending out from the planters, and the western part will also contain a bicycle storage area with space for 46 bikes. The eastern end of the laneway will provide access to the public stair and lift down to East Gate and Caddies boulevard. This area will include a planted edge above the East Gate entry to the car park allowing planting to spill over as well as a planter within the space with seating and feature tree. The northern edge of the laneway will have a (temporary) raised planter along its entire edge to provide a green edge to the podium against the temporary car parks below in the interim until the adjacent mixed use sites in the Northern Precinct are developed. The central part of the laneway which directly interfaces with the retail pavilion will provide the opportunity for outdoor seating against the façade and also a number of seating pods recessed into the edge planter.

Minor Laneway

The minor north-south laneway will connect Civic Way with the Retail Loop, passing along the eastern edge of Town Green. It will provide a secondary pedestrian link and help contribute to the fine grain of the town centre.

On the east side of the retail pavilion north of the Retail Loop, the laneway will be paved and kept free of furniture and tree planting to allow for clear circulation given its width (5m).

Where it passes through Town Green further south, the laneway will interface with the lawn area and will be defined by the curved raised edge to the lawn. The paved zone will widen out opposite the two F&B tenancies located here to provide an outdoor seating zone.



East Gate

East Gate is located at the eastern entry to Stage 2 off Caddies Boulevard. At street level (Caddies Boulevard), this space will create a strongly landscaped gateway entry. The car park entry will be flanked by large scale native tree planting (*Eucalyptus amplifolia*) on both sides. The area to the south of the entry will incorporate a 500m² rain garden and additional tree planting against the blank walls of the retail and loading dock.

Along the north side of East Gate, a public stair and lift will provide public access between Stage 2 of the Town Centre and Caddies Boulevard (and then across to Caddies Creek). The north side of East Gate will interface with the R5 residential site (subject of a separate DA). As the R5 podium will be at a similar level to the town centre podium, there will be a significant change in level (approximately 7m) down to the car park entry level. A series of terraced planters will run alongside the public stair and planters will be provided at the lower level against the podium wall (within the R5 site) in order to soften this edge.

At podium level, a planter will be provided above the car park entry along the edge of the podium slab. This will include planting which will hang down along the front edge of the planter, further enhancing East Gate as a 'green' portal. There will also be a raised island planter within the paving which will include a feature tree and seating edge looking out towards Caddies Creek.

West Gate

West Gate is located at the western entry to Stage 2 of the Town Centre off Windsor Road. A large landscape space has been created to act as a gateway to the Town Centre. This area will be heavily landscaped to provide a 'green' entry and help mitigate the impact of the basement car park entry. The majority of this area forms part of the Civil and Infrastructure DA but a landscape area on the south side of the car park entry will fall within the Retail DA as described below.

On the north side, large sized native tree planting (*Corymbia maculata*) will be provided in the verge with a 500m² rain garden sitting in front of the adjacent residential development site in the Northern Precinct. The central median will be planted with large sized, formal feature trees (*Agathis robusta*) with low level mass planting beneath.

On the south side, planting in the form of tree and mass planting will be provided against the extended loading dock.



Residential Roof Gardens

Two residential buildings are proposed to be located above the retail on the eastern and western sides of Town Green. Whilst these will be the subject of a separate DA, it is intended that both of the buildings will have landscaped roof gardens which will be partly visible from Town Green adding to the amenity of Stage 2 of the Town Centre.

Temporary Car Parks

Temporary car parks (subject of a separate DA) will be provided to the north of Stage 2 of the Town Centre on future mixed-use sites within the Northern Precinct. These car parks will connect with the Basement level 1 of the new Stage 2 underground car park. As noted under 2.5.4 East-West Laneway above, in the interim, until the mixed-use sites are developed, there will be drop from podium level at RL 50.0 down to the level of these temporary car parks, with a temporary planted edge provided along the edge of the podium slab.

The planting to the temporary landscape car parks will consist of tree and mass planting around the edges and batters of the car parks to provide screening. It is intended that the species used will be native with low water and maintenance requirements.

ESD

The landscape design will play an important role in achieving broader ESD objectives, particularly in the area of water sensitive urban design (WSUD).

The key ways in which the landscape design will contribute to the stormwater management of the Town Centre include:

- the creation of a rain gardens at East Gate and West Gate for water storage and treatment;
- the provision of a bioswale along the eastern side of Orchard Road between Commercial Road and Park Road; and
- use of a large proportion of native species to minimise water requirements.

Automatic irrigation will only be provided for planting located on building structure in suspended or raised planters. Other trees located on natural ground will not be irrigated after the establishment period.

The careful selection and location of street tree species will also assist with solar access and shading, with evergreen trees used to provide shade along certain elevations and deciduous trees used to permit solar access during winter.

The detailed design and selection of materials will seek to minimise wastage and use renewable and / or recyclable materials wherever possible.



Materials And Finishes

Paving

The paving materials have been selected to reflect the overall landscape design intent, reinforce the legibility of the Town Centre, and marry with Stage

Town Green, the central section of the Retail Loop and the East-West Laneway will be paved in a variety of materials including bluestone pavers, cobblestones and insitu concrete in a banded pattern. The Civic Way carriageway will be paved in bluestone cobblestones to help define the vehicle route through the space. Kerbs will be flush or roll kerbs in stone.

The Retail Loop and Laneways are intended to be paved in bluestone to create a quality public realm and reinforce its pedestrian-only nature. In the main Retail Loop, the main walkways along either side will be paved in bluestone slabs with the central 'ribbon' element made from steel painted with a 'corten' coloured paint system. In the central section of the Retail Loop in front of the pavilion building, the central 'ribbon' will be defined by corten coloured steel edges and paved in bluestone cobblestones.

Where the Retail Loop crosses Civic Way, the pedestrian crossings will be paved in alternating courses of bluestone and a light coloured granite to highlight to pedestrians that this is a road crossing.

Inlays of other materials or objects may be used in the paving in select locations as part of the interpretation strategy. Expansion joints in the paving will generally be accommodated using proprietary metal and neoprene expansion strips. Tree pits in paved areas will typically be paved as infills to match the surrounding paving material. Other trees e.g. in Town Green adjacent to the lawn area, will be planted in planting beds.

The seating pods in the East-West laneway will be raised timber deck areas set into the edge planter.



Walls And Edges

The sinuous edge to the lawn in Town Green will be insitu concrete with a Class 2 grit blast finish. The low edges to the planters along the East-West laneway will be steel. Flush edges between lawn and planting areas will be corten steel.

Furniture

The street furniture is intended to follow the principles adopted for Stage 1 with the design of the street furniture is an opportunity to help establish a unique character for the different spaces within the Town Centre.

Within Town Green, the bench seats along Civic Way will be precast concrete with some timber tops and back rests. The timber platforms at the south end of the lawn will be timber fixed to a steel frame with concrete support walls. The raised elements of the water feature will either be precast concrete or bluestone with brass detailing.

The Retail Loop will have its own unique style of furniture based on the 'ribbon' concept where the central steel ribbon will create seats and tables, as well as integrating bins, advertising and directory screens. Timber inlays will be used in the steel ribbon for seats.

Fixed seating within the East-West Laneway will be precast concrete with some timber tops and back rests. The bike store will be a steel structure with timber cladding.

It is intended that movable furniture will be used in outdoor dining areas within Town Green, adjacent to the Retail Pavilion and on the decked seating pods in the East-West Laneway. Movable furniture may also be provided for use on the lawn area of Town Green subject to Centre Management.

Lighting will play an important role in Stage 2 of the Town Centre as it did in Stage 1. Lighting of the public domain will meet relevant pedestrian lighting standards. Lighting in Town Green will consist of a limited number of taller poles with directional spot lights to minimise visual clutter. Feature lighting will be used to highlight key landscape elements including the water feature, timber platforms and sinuous edge to the lawn. Along the Retail Loop, lighting will be integrated into the shop fronts and canopy with feature lighting provided within the ribbon element. In the East-West Laneway, lighting will be integrated into the raised seating pods and planter edges.



Planting

The selection of species for the trees within Stage 2 of the Town Centre has taken account of a number of factors including:

- climate/microclimate;
- size requirements/constraints;
- form;
- native/exotic;
- density of foliage;
- growth rate;
- availability;
- maintenance (eg. leaf fall, fruit drop) and safety (branch drop)
- other considerations such as interpretation.

The predominant tree species chosen for Civic Way are native evergreen trees (Grey Gum) with tall clear stems and light foliage. These will establish quickly into tall trees with minimal conflict with buildings or roads and will provide shade without creating excessive overshadowing. Civic Way will also use an exotic flowering deciduous tree (Callery Pear) in select locations to mark key points along its length such as the Retail Loop crossing. These species are consistent with those used for Civic Way along its entire length from Mungerie House to the edge of Stage 1 of the Town Centre.

The other tree planting within Town Green adjacent to the lawn area will be a clear stemmed deciduous species (Zelkova serrata 'Green Vase') to provide solar access in winter and shade in summer. The mass planting around the edges of the lawn will consist of native grass species to provide fine texture and contrast with the built elements of the space. The green roofs to the two retail pods will be planted with low growing native ground covers and grasses able to thrive in full sun and shallow soil profile.



The planting within the Retail Loop will consist of shade tolerant species capable of growing in the lower light conditions created by the overhead canopy. Tree species will consist of *Tristanopsis laurina* (Water Gum) and *Ficus benjamina* which can tolerate internal environments. Groundcovers will be low-growing species typically up to 0.5m high suitable for internal planting. The Retail Loop will have its own distinct plant palette consisting of flowering species such as Peace Lily and Anthurium, combined with more ornamental foliage plants such as Calathea and Ctenanthe spp.

The planting within the East-West Laneway will include low level shrubs and climbing plants against the blank walls on the southern side and tiered planting on the north side with low ground covers on the front edge, taller bamboo planting behind and cascading plants spilling over to soften the northern edge visible from the temporary car parks below.

The planting to East Gate and West Gate will include large size native tree planting, low level mass planting and sedge and rush planting within the rain garden. It is intended that the species used will be native to establish quickly, minimise water use and maintenance, and provide a link to the existing vegetation on the site.





09

Environmentally Sustainable Design

09 Environmentally sustainable design

The design of the Rouse Hill Town Centre Stage 2.0 has adopted a clear strategy of ESD principles to be implemented in the project, the design of which is committed to reducing the environmental impact of the development whilst aspiring to be an overall positive contributor to environmental sustainability that enriches the outcome of the project.

The design of town centre is targeting a 5 Star Green Star and 5 Star NABERS Energy and Water rating.

Lighting:

The use of LED Lighting will ensure the most efficient lighting system in terms of lifetime, energy efficiency, durability and maintenance whilst providing the most environmentally friendly solution.

Throughout the centre a minimum of 30% glazing to the roof has been used to balance day lighting with Solar Heat Gain. This allows for natural lighting to the retail arcade whilst mitigating glare and heat.*

Ventilation:

Computational Fluid Dynamics (CFD) Modelling has been adopted to refine the design and to maximize the benefits of natural ventilation to the retail centre. Recommended 5% passive ventilation allows for stack effect cooling whilst maintaining thermal comfort without the need for air conditioning.*

Materiality:

Natural, sustainable materials are favoured over concrete and steel which have a high carbon footprint. Durability is also a critical factor for consideration. Finishes and fixatives have been selected based on VOC ratings, and materials are selected which do not require constant maintenance in an attempt to reduce cleaning chemicals used on site.

Water

Rainwater Tanks located in the Basement Car Park will allow for the collection of water from surfaces on which rain falls. This will allow for rain water harvesting for irrigation and flushing WC within amenities.

The application of Water Sensitive Urban Design (WSUD) will ensure the efficient use of water resources and minimize water use within the development. This will allow for the management of overflow from all rainwater and storm water events within the catchment as possible, allowing for on-site reuse whilst managing, protecting and restoring waterways and wetlands, retaining native vegetation and natural landforms.

Landscaping:

Native vegetation has been used throughout the Stage 2.0 development. Care has been taken to ensure a broad range of species used in temporary landscaping, street landscapes, retail loop vegetation, permanent landscaping, and WSUD zones. Native vegetation is typically more drought resilient, has lower water requirements and supports native insect and bird life. **

The Northern Precinct utilises Water Sensitive Urban Design Strategies including the use of swales to process storm-water runoff.

Refer to ARUP environmental performance report for a more comprehensive analysis.

** Refer to landscape package for more comprehensive analysis







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Visualisations