

# 03

## Precinct Plans

### Rouse Hill Station and Precinct



Artists Impression of Rouse Hill Station. Source: Ai3D.



### 3.1 Precinct Context

Rouse Hill Station is adjacent to the Rouse Hill Town Centre. The architecture and urban design objective for Rouse Hill Station is to provide a high quality, urbane and open station in the centre of a new and growing major centre. The introduction of Sydney Metro Northwest has the potential to transform Rouse Hill into a hub for the region. An integrated bus and cycle network is key to achieving this.

The Rouse Hill Station public domain responds to aspects of the station's immediate context and provides a high quality setting for the station architecture. The Rouse Hill Structure Plan and intended future developments inform the precinct and architectural design.

The precinct consists of a series of plazas that have slightly different programs responding to the adjacent land uses. The precinct landscape character responds to and enhances these distinct areas.

Views of the station canopy are available from key arrival points. This allows views of the canopy to be orientation markers and enhance the identity of the station. On grade transport mode that deliver users to the station are well vegetated and shaded with pedestrian movement guided towards the station.

The station is simple in its program and intuitive for the customer. Entries are provided from adjacent precinct streets to a well organised concourse and even distribution of passengers to platform level.

The Rouse Hill precinct and station will deliver:

- \_ A network of socially connected civic spaces
- \_ Seamless interchange from cycle, bus, taxi, and kiss and ride
- \_ Socially active secondary and primary station plazas
- \_ Visible, comfortable, protected and safe station entrances
- \_ High quality proactive customer service within a modern, uplifting station environment
- \_ An intuitive journey to the train.

#### 3.1.1 Purpose and Scope

This section of the Sydney Metro Northwest Urban Design and Landscape Corridor Plan (UDCLP) provides an overall description of the built elements, their context and the design drivers for the precinct at Rouse Hill Station. This section should be read in conjunction with other sections of the UDCLP to gain an appreciation of the strategic context, design vision and system wide componentry of the project.

This section establishes the following for Rouse Hill Station:

- \_ Sets out the project context and vision
- \_ Describes the local context
- \_ Describes the urban design, landscaping and architectural design approach
- \_ Describes and details the proposed buildings within the precinct site
- \_ Outlines the key relevant issues
- \_ Describes all key inputs and outputs of the design.

The proposed station facilities include:

- \_ T-way northbound and southbound bus stops
- \_ Landscape between the T-way and Windsor Road
- \_ Primary plaza
- \_ Station entry and canopy
- \_ Two Secondary Plazas
- \_ Paid concourse
- \_ Two side platforms
- \_ Mezzanine level
- \_ Vertical transport including four lifts, Escalators and stairs
- \_ Future provision for additional escalators
- \_ Single level service and staff amenity buildings
- \_ Transport interchange facilities
- \_ Precinct landscaping
- \_ Northern and southern bus layover with driver amenity facilities.

3.1.2 Overview of Precinct Project

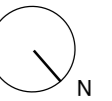
Rouse Hill Station is located between Kellyville Station and Cudgegong Road Station. The platform is orientated on a north south axis with Windsor Road to the west, Tempus Street to the east, Rouse Hill Drive to the north, and White Hart Drive to the south. The station footprint is constrained between the T-way and Tempus Street. Secondary Plazas continue to the north and south beyond the station and under the viaduct.

Other components of the station include bus layovers to the north and south, with bus amenity buildings.

Refer Figure 3.1\_Rouse Hill Station Precinct Plan and Figure 3.2\_Aerial View of Rouse Hill Station.



Figure 3.1 RSH\_Plan View Rouse Hill Station. Source: HASSELL.



The following are key components of Rouse Hill Station:

1. Primary Plaza and Station Entry
2. City End Secondary Plaza
3. Country End Secondary Plaza
4. Market Square
5. Paid Concourse
6. Service Buildings
7. Southern Bus Layover
8. Northern Bus Layover

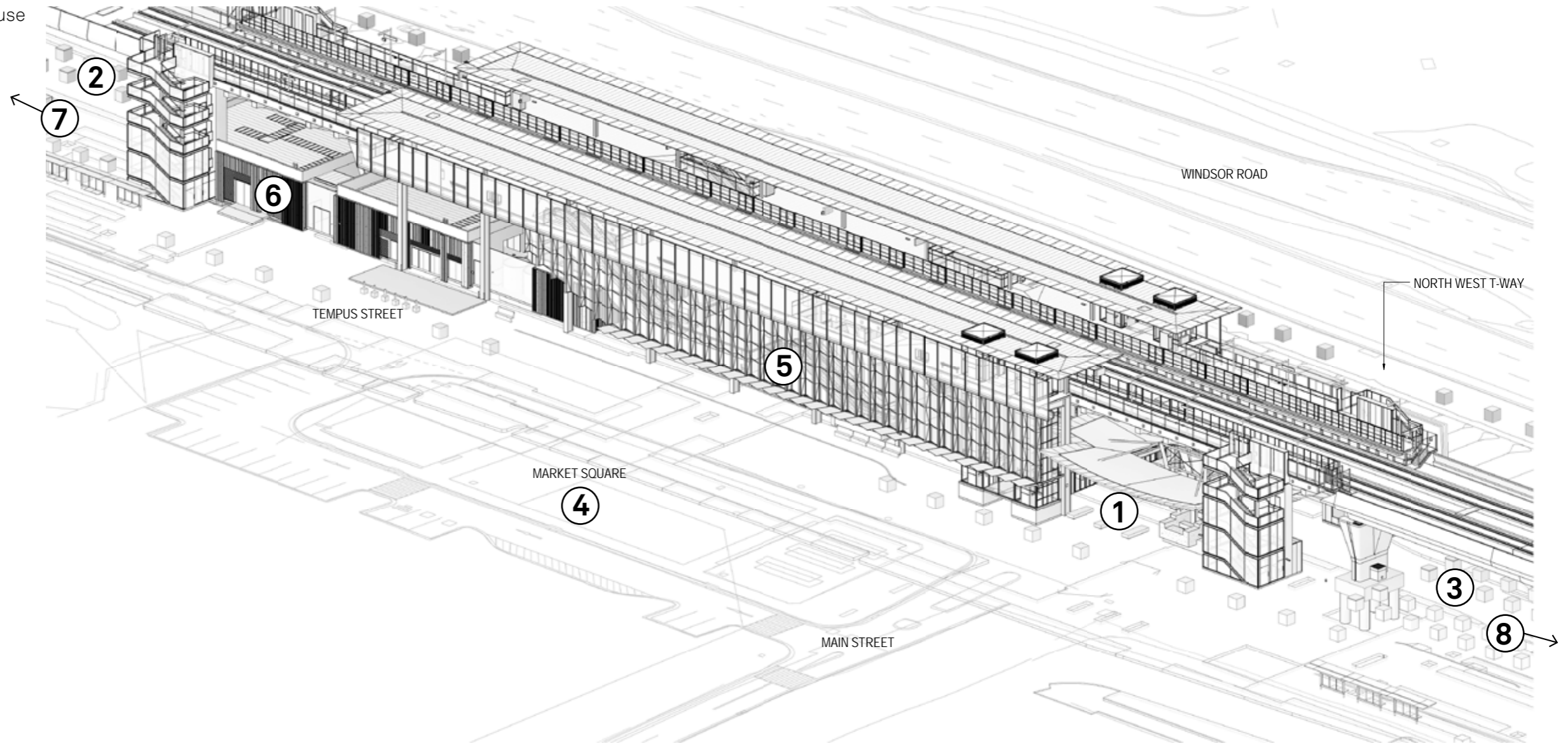


Figure 3.2 RSH\_Aerial View of Rouse Hill Station. Source: HASSELL.

### 3.1.3 Location

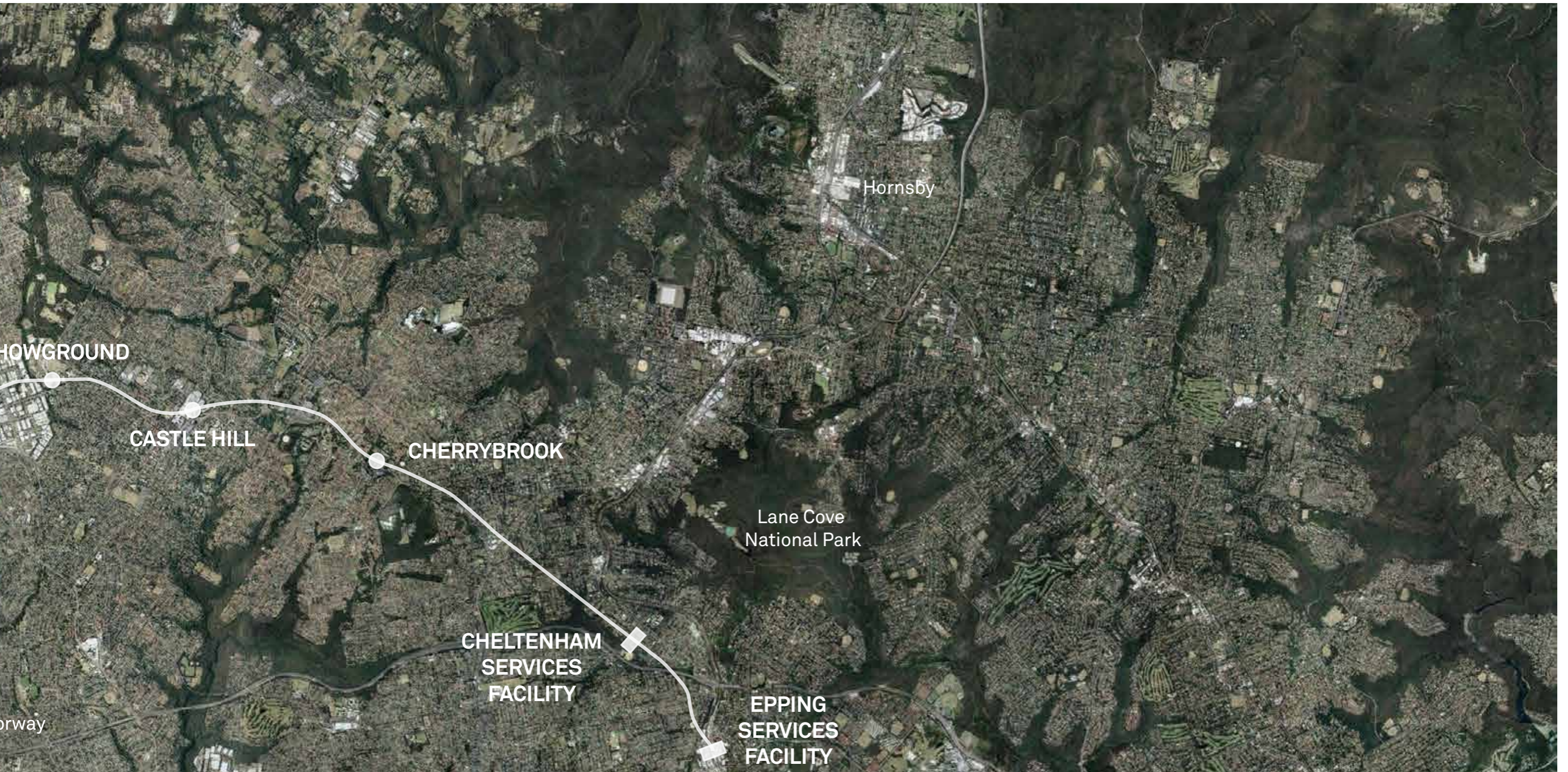
#### Regional Location

Rouse Hill Station is in the Hills Shire Council. It is located between Kellyville and Cudgegong Road Stations directly adjacent to the Rouse Hill Town Centre and above the existing T-way. Rouse Hill Town Centre is predominantly a new urban landscape setting. The existing landscape surrounding Rouse Hill Town Centre is essentially rural/rural residential in character, however rapid development is quickly changing this landscape character to low density residential. The landscape character will continue to change over time as further residential development and future expansion of the Rouse Hill Town Centre takes place.

Rouse Hill Town Centre is 37 km north west of Sydney CBD.



Figure 3.3 RSH\_Location of Rouse Hill Station. Source: Google Maps.



**Local Context**

Figure 3.4 is taken from the Rouse Hill Structure Plan from the North West Rail Link Corridor Strategy (NSW Planning 2013) and illustrates the Rouse Hill Station precinct's location within the structure plan study area and existing surrounding land uses. The legend outlines the key existing local places of note.

The new Rouse Hill Station will service this growing retail and entertainment precinct as well as new residential development which lies to the south of the station.

The station will be a major public transport interchange and the T-way will be modified to accommodate the station above it.

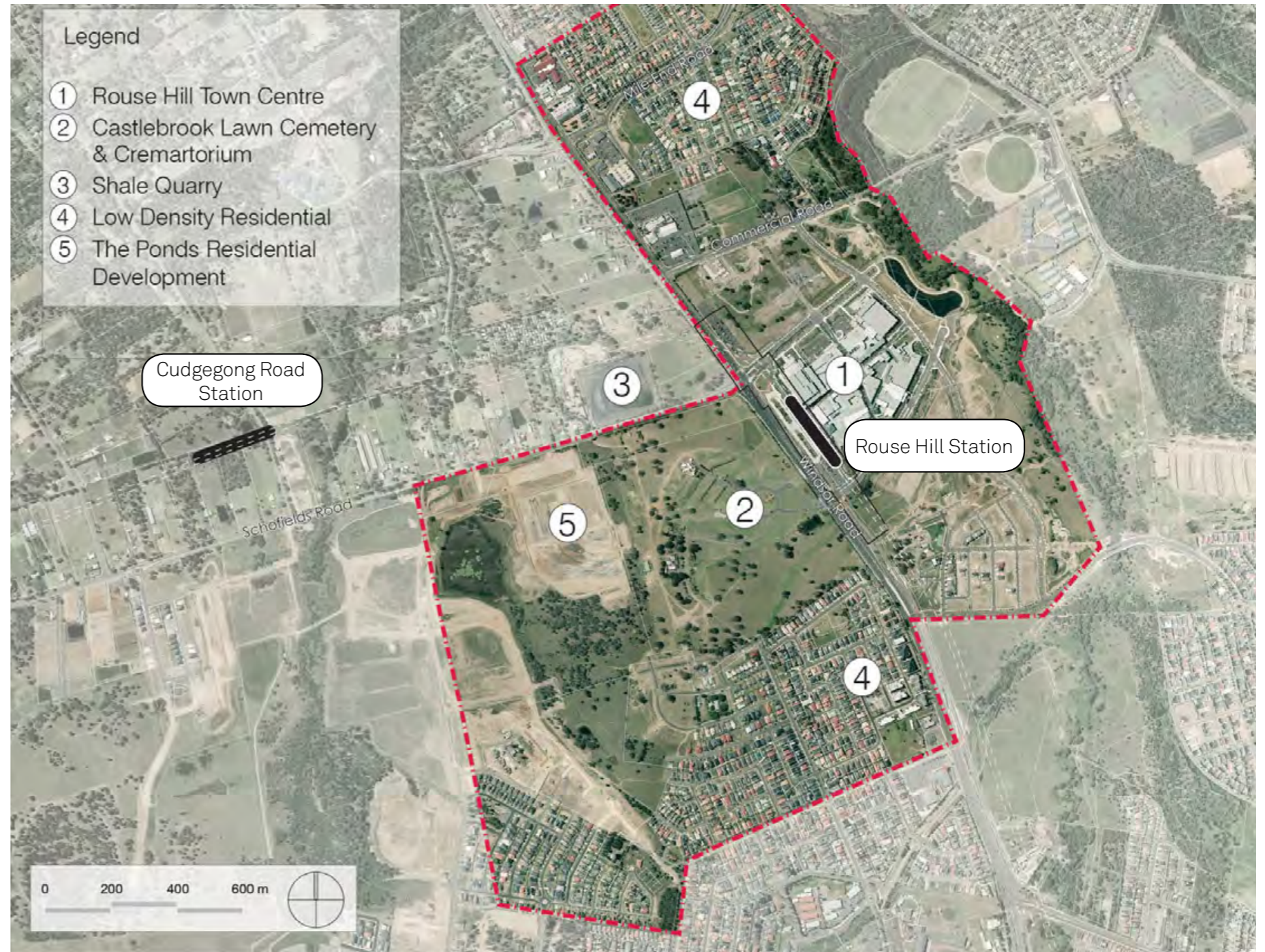


Figure 3.4 RSH\_Rouse Hill Station Aerial. Source: Planning NSW 2013.



### 3.1.4 Statutory Context

The Structure Plan prepared by the NSW Department of Planning and Environment proposes Rouse Hill to become a prominent retail and commercial hub for the North West. The Structure Plan proposes to extend the commercial/retail area northwards to Commercial Road.

Some residential uplift is proposed surrounding the retail and commercial core. In the area immediately surrounding the retail and commercial core the Structure Plan proposes residential development comprising a mixture of 2-3 storey townhouses and 3-6 storey apartments. Beyond this, low density residential development between 1 to 2 storeys is proposed.

Drawing on existing significant vegetation and parks, a green link is proposed along the Caddies Creek Riparian Corridor and at a low point close to Second Ponds Creek. These links will become significant pedestrian and recreational links between Rouse Hill, Beaumont Hills, Kellyville, The Ponds and Cudgegong Road.

Refer Figure 3.5\_ Rouse Hill Structure Plan.

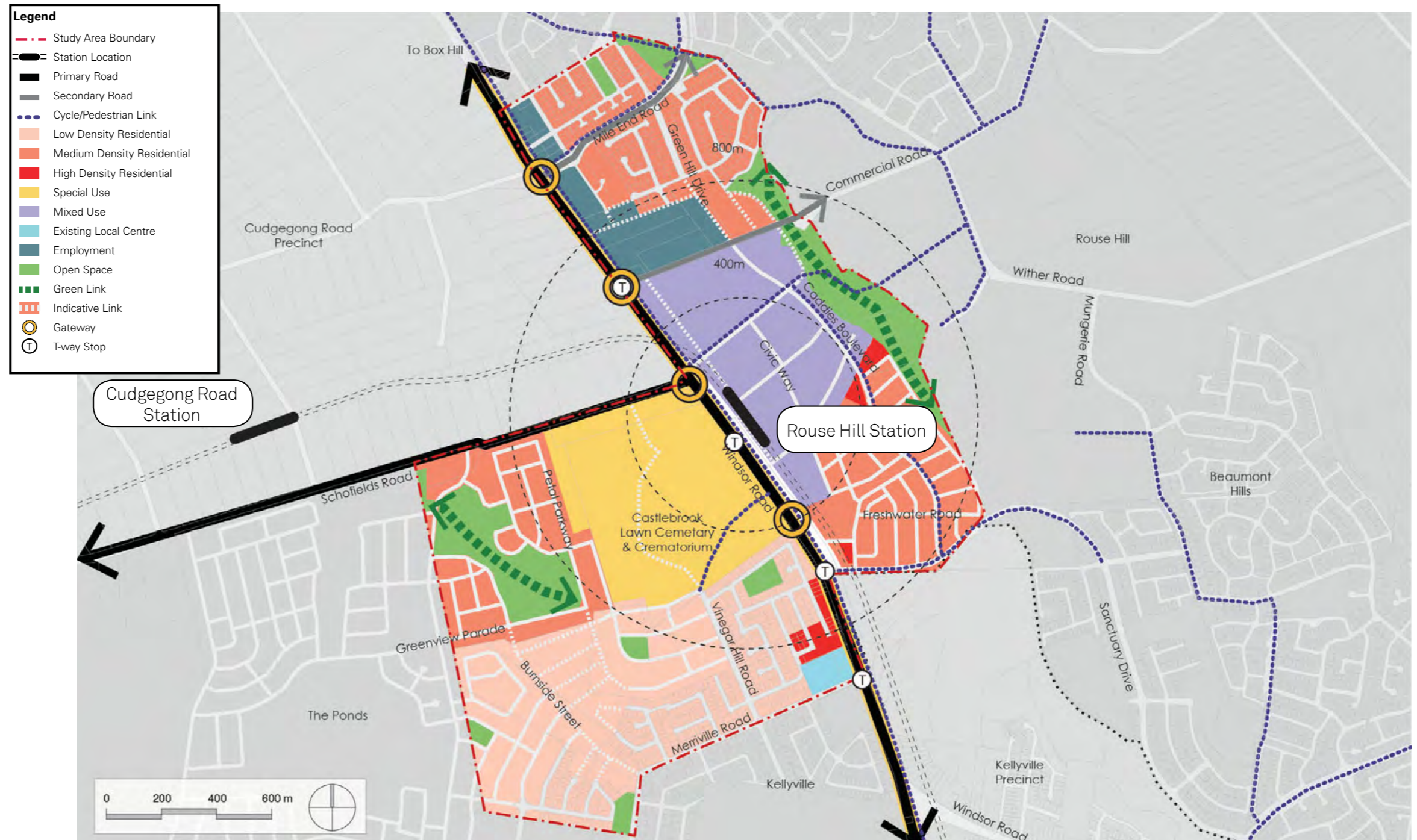


Figure 3.5 RSH\_Rouse Hill Structure Plan. Source: Planning NSW 2013.

### 3.1.5 Precinct Access

The Station Access Plans describe traffic requirements and related pedestrian movement for the precinct. These have informed the precinct kerbside provisions for bus, taxi, kiss and ride and on street parking.

The Sydney Metro Northwest Pedestrian-Cycle Network and Facilities Strategy contains recommendations for district cycle and pedestrian access requirements for the precinct. Rouse Hill Station precinct integrates off road cycle access routes to and from the station. Locations for provision of bicycle parking is consistent with these recommendations.

### 3.1.6 Parking, Pedestrian, Cyclist Access Arrangements and Facilities

The parking, pedestrian and cyclist access arrangements and facilities are consistent with the requirements of the station access plans and pedestrian cyclist strategy. They are illustrated in summary form in Figure 3.6.

- Bus stands are located on the T-way, between Windsor Road and the station entry. Two future bus stands are safeguarded on the east and west side of the T-way.
- Taxi ranks are located on Tempus Street, south of the primary plaza
- Kiss and Ride bays are also located on Tempus Street

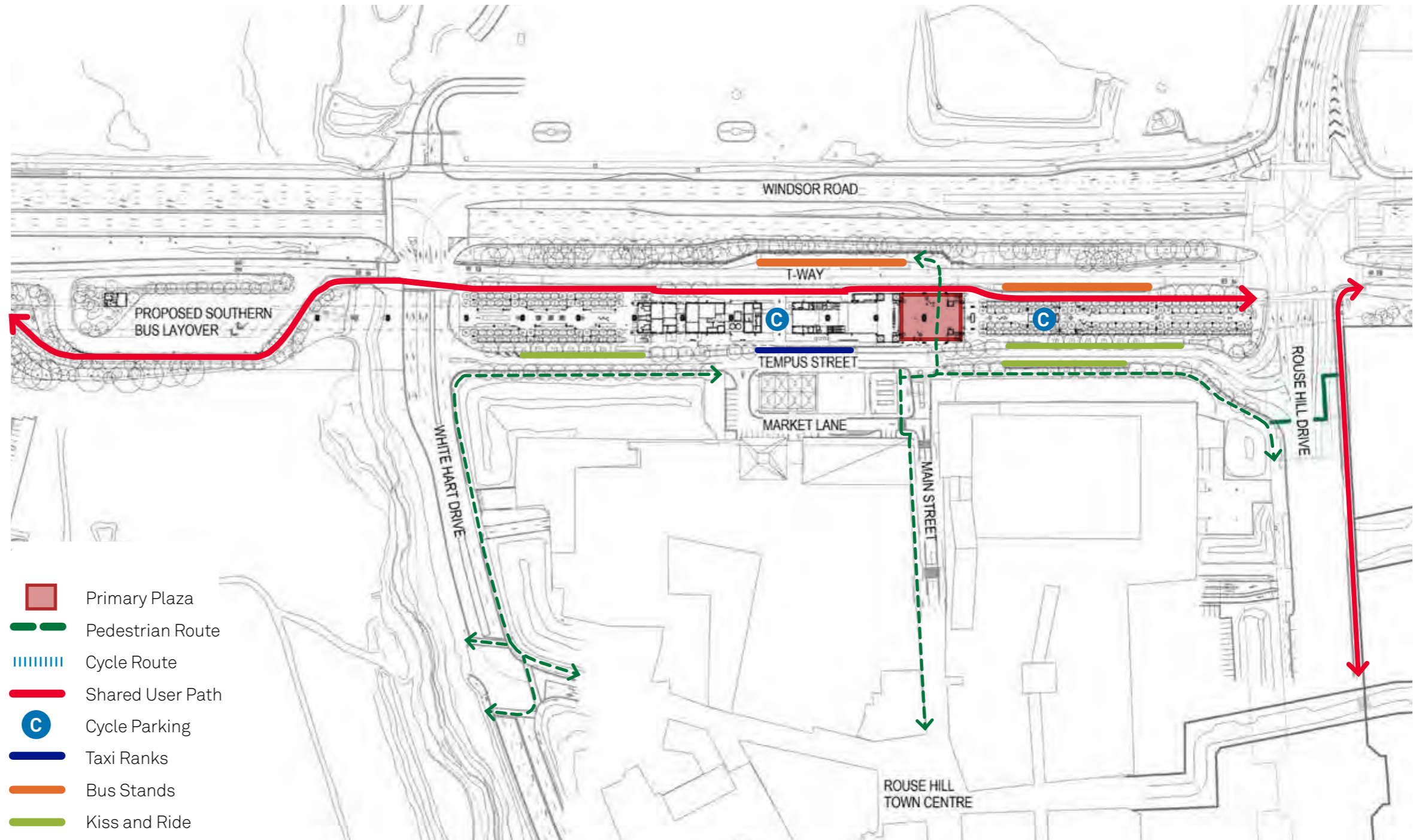
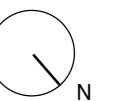


Figure 3.6 RSH\_Rouse Hill Station Plan showing Parking, Pedestrian, Cyclist Access Arrangements and Facilities. Source: HASSELL.



### 3.1.7 Precinct Planning and Design Issues

The key issues identified at Rouse Hill Station are summarised below.

- Station to link and address the Rouse Hill Town Centre
- Mitigate and manage the visual impact of the Skytrain viaduct as it passes the Rouse Hill Town Centre
- Connection to the northern side of Rouse Hill Drive
- Intersection reconfigured to improve pedestrian access and safety
- Constrained footpath width in front of entry
- Station entrance and canopy constrained by narrow site
- Allow for access to service buildings.

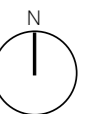
### 3.1.8 Precinct Design Principles

The key precinct principles developed for Rouse Hill Station are summarised below.

1. A station entrance set within an active interchange plaza
2. Integration of the station with new commercial development allowing appropriate street address
3. Connectivity across Tempus Street to the local centre
4. A design that enhances the character of the Precinct Streets.
5. A above ground station to enhance the setting and mitigate and manage the impact of the viaduct as it passes by the existing town centre
6. Station to be designed as a marker for the Rouse Hill Town Centre when viewed from Windsor Road
7. Station to be designed to terminate the view from Rouse Hill Town Centre and Main Street.



Figure 3.7 RSH\_Rouse Hill Precinct Principles Plan. Source: HASSELL.



**Station Type**  
Elevated

**Height Above Concourse**  
11.7m

**Centre Type**  
Major centre

**Catchment**  
Employment and Residential

**Local Government Area**  
Hills Shire Council

### 3.1.9 Key Design Drivers

The key design drivers informing Rouse Hill Station precinct are summarised below:

- Create a high quality public and civic space
- Seamless transfers between rail, bus and other travel modes in a major public transport interchange
- Introduces a visual break between the Town Centre and Windsor Road
- Constraints of existing T-way and Tempus Street
- Simple, safe and legible access for all transport
- Encourage an activated place with pedestrian priority across busy streets, traffic calming and pedestrian focussed street design
- Ensuring bus layover designs respond to planned adjoining land uses
- Minimise the extent of service buildings and integrate with station entry
- Flexibility by planning for future RMS Windsor Road expansion



Figure 3.8 RSH\_Artist Impression of Rouse Hill Plaza. Source: Ai3D.



### 3.2 Urban Design and Landscape Plan

This section contains descriptions of the proposals for the urban and landscape design of Rouse Hill Station and its immediate surrounds in the context of the wider precinct. Plans have been prepared in accordance with the strategies documented in Section 2 of this UDCLP using the componentry documented in Section 4 of this UDCLP.

#### 3.2.1 Site Interactions

Interactions between the Rouse Hill Station and its immediate surrounds that have informed the design are summarised in the adjacent diagrams. Refer Figures 3.9 to 3.12.

##### 1. Public Domain

Create a setting for a variety of active and passive activities while also providing for a wide range of users.

##### 2. Green Link

Opportunity to provide a linear green link along the corridor

##### 3. Permeable Station Public Domain

Opportunity to create new connections through the station precinct.

##### 4. Town Centre Activation

Opportunity for the precinct to respond to the town centre surrounding the station.

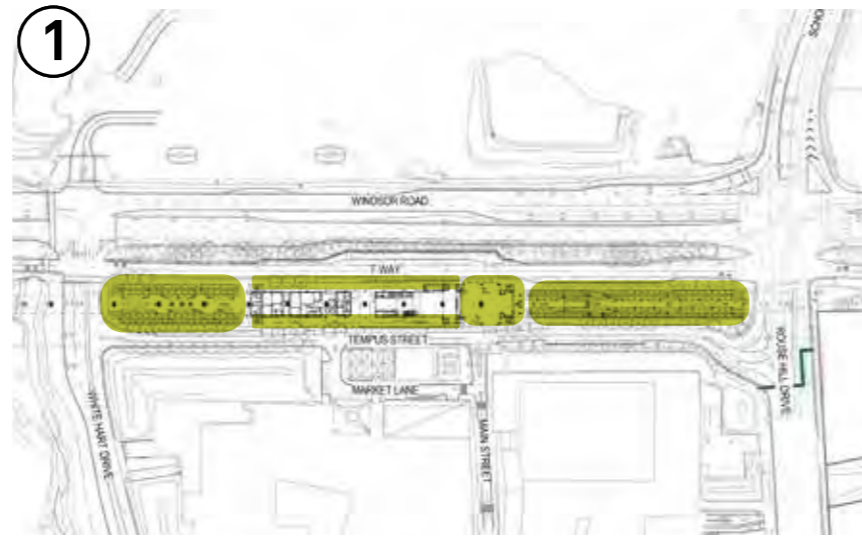


Figure 3.9 RSH\_Public Domain. Source: HASSELL.

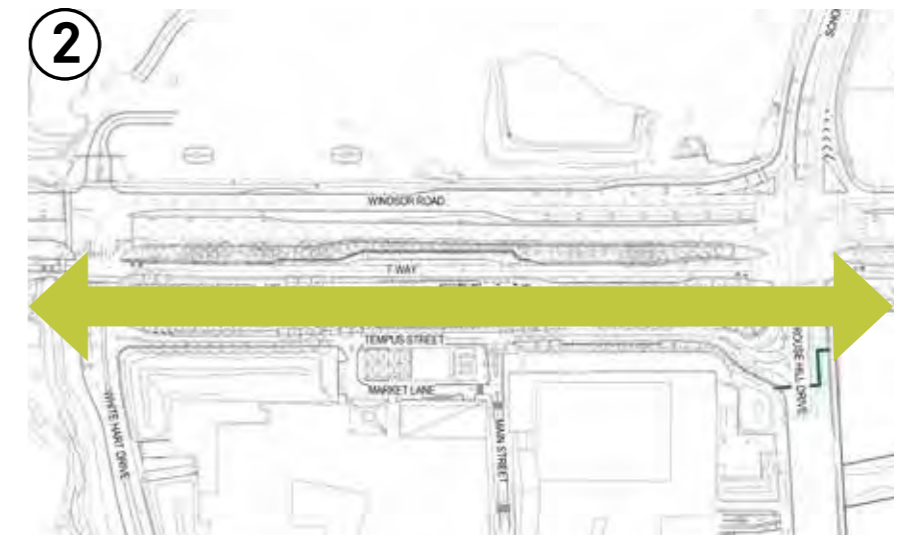


Figure 3.10 RSH\_Green Link. Source: HASSELL.

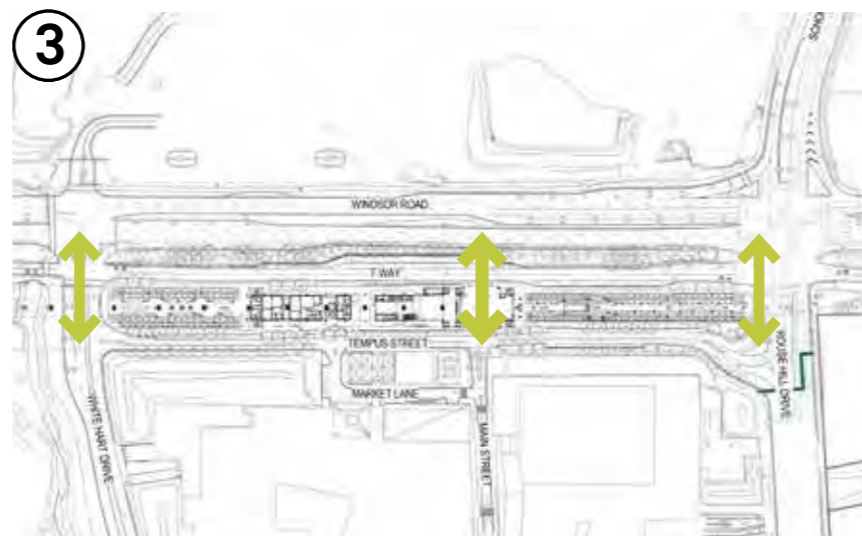


Figure 3.11 RSH\_Permeable Station Public Domain. Source: HASSELL.

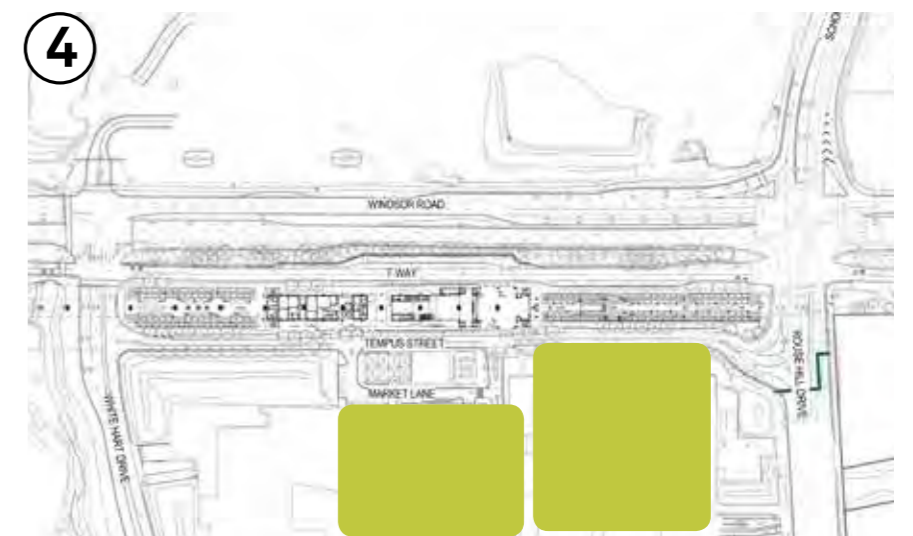


Figure 3.12 RSH\_Town Centre Activation. Source: HASSELL.



### 3.2.2 Design Opportunities

The design opportunities informing the design of the Rouse Hill Station and its immediate surrounds that have informed the precinct are summarised in the adjacent diagrams. Refer Figures 3.13 to 3.16.

#### 1. Central Axis

Opportunity to provide a strong central axis under the Skytrain Viaduct Corridor.

#### 2. Station Identity

Opportunity to create an easily identifiable station from the Rouse Hill Town Centre and Windsor Road through the design of the Station Building and the Public Art. Key views down streets, around the station and to the station canopy are maximised.

#### 3. Shady Public Domain

The viaduct provides a cool shady usable space for hot summer months and sheltered usable space during wet winter month. Opportunity to create shady public spaces for pedestrians beyond the viaduct by maximising tree planting in plazas and streetscapes.

#### 4. Activation and Connections

Opportunity to provide a setting for a variety of active and passive activities with two distinct interconnected public spaces. The new station building terminates views and connections from the Rouse Hill Main Street and Town Centre.

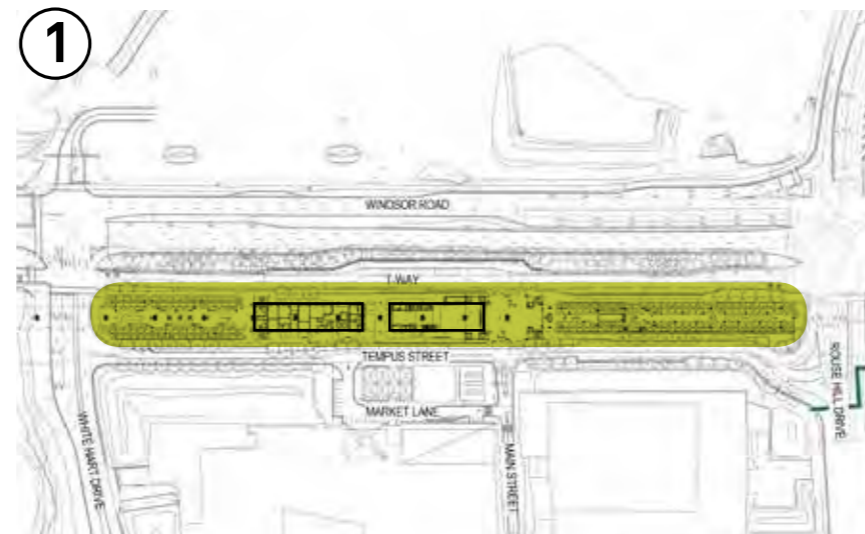


Figure 3.13 RSH\_Central Axis. Source: HASSELL.

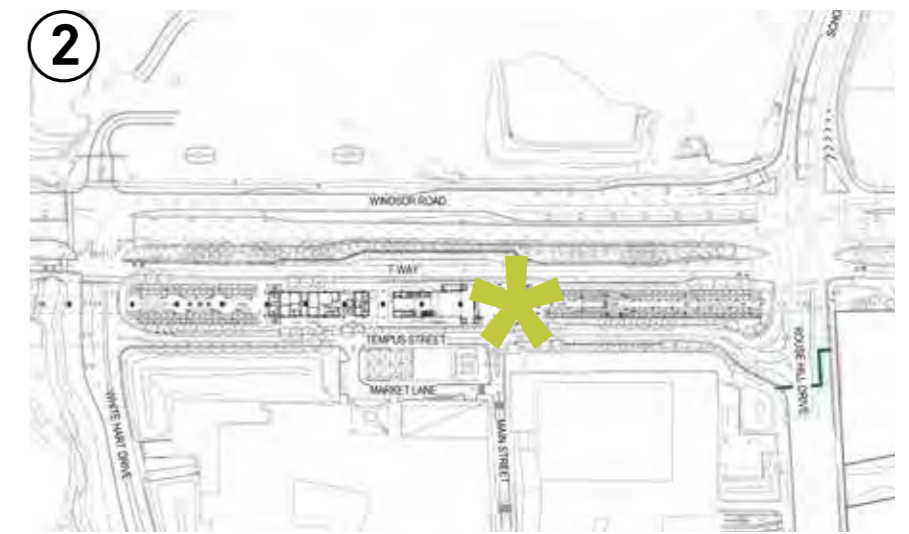


Figure 3.14 RSH\_Station Identity. Source: HASSELL.



Figure 3.15 RSH\_Shady Public Domain. Source: HASSELL.

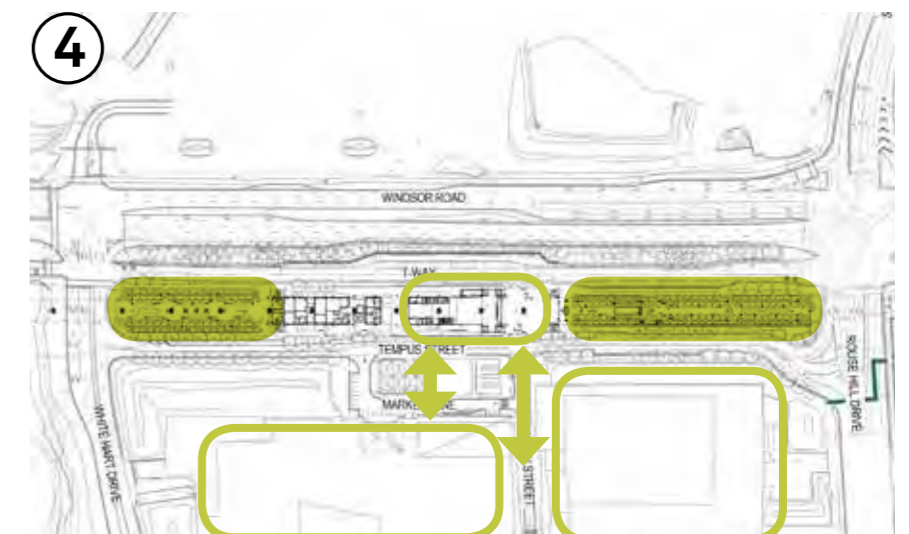
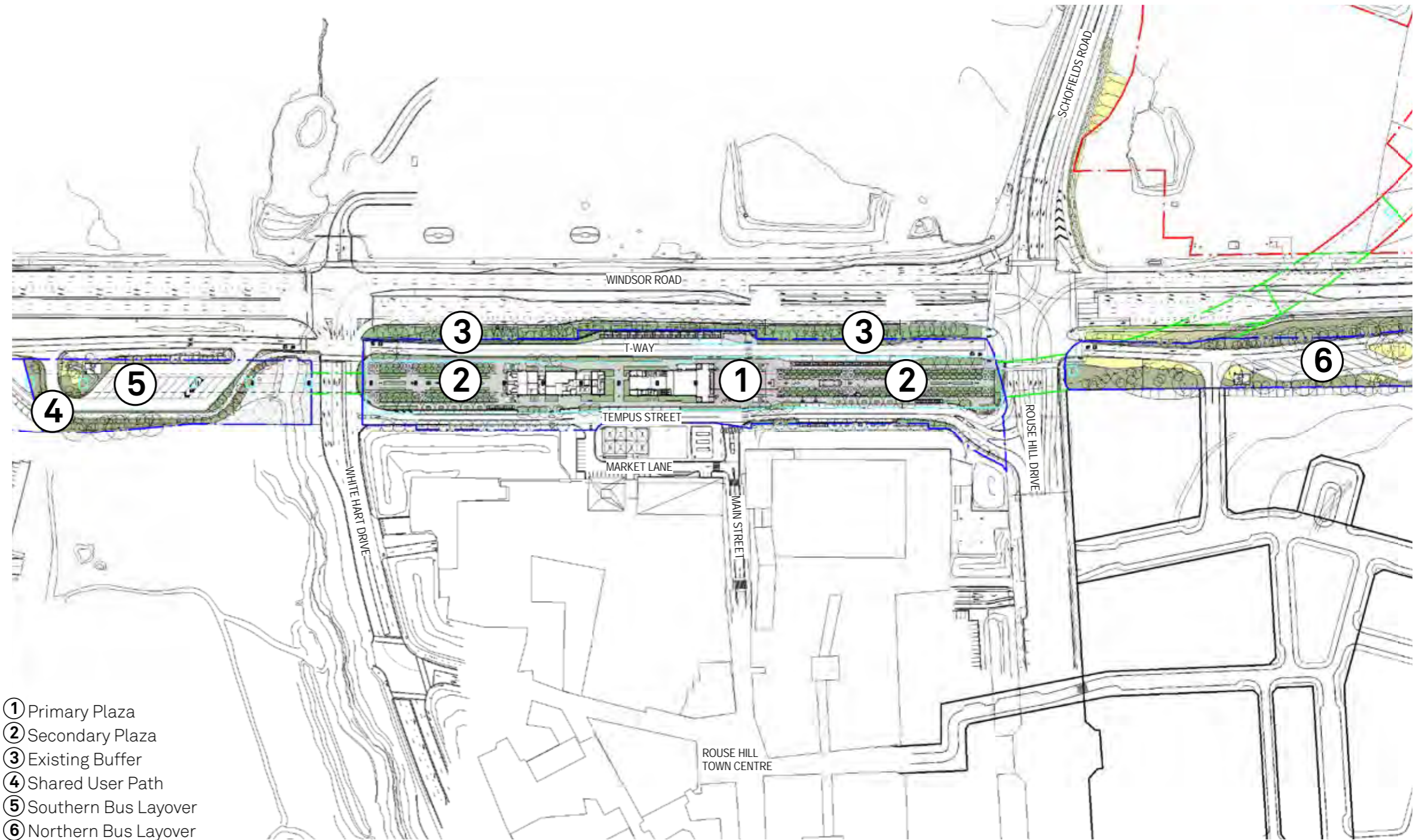


Figure 3.16 RSH\_Activation and Connections. Source: HASSELL.



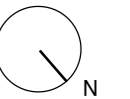
**3.2.3 Landscape Site Plan and Precinct Elements**

The main landscape precinct elements are located on the following plan of Rouse Hill Station, Figure 3.17\_Rouse Hill Station Landscape Elements Location Plan.



- ① Primary Plaza
- ② Secondary Plaza
- ③ Existing Buffer
- ④ Shared User Path
- ⑤ Southern Bus Layover
- ⑥ Northern Bus Layover

Figure 3.17 RSH\_Rouse Hill Station Landscape Elements Location Plan. Source: HASSELL.





## Plaza Spaces

### Primary Plaza

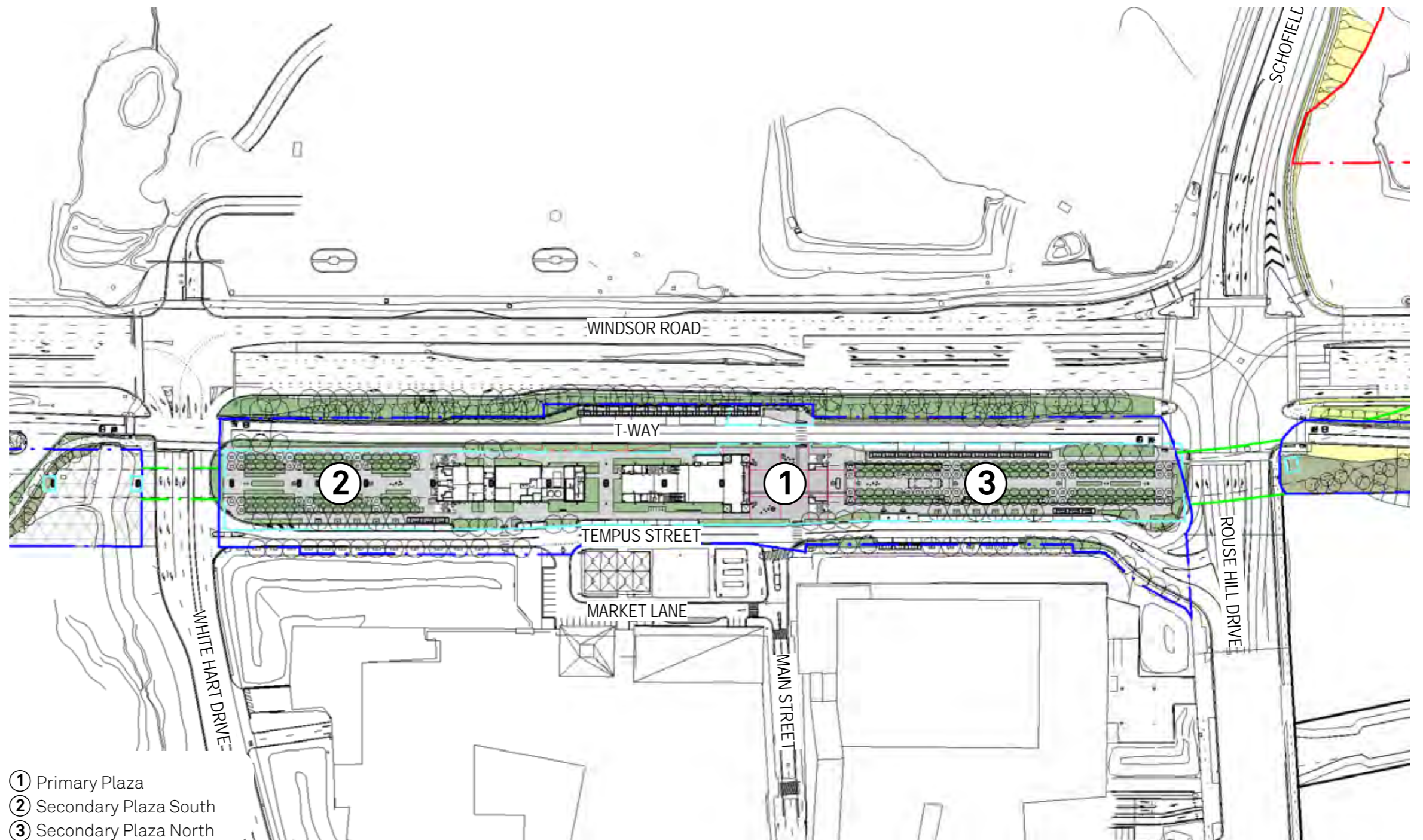
The Rouse Hill Station Primary Plaza is strategically and centrally located at the end of Rouse Hill's Main Street to achieve a clear visual and physical connection. The plaza area under the canopy allows unimpeded pedestrian movement in and out of the station. There is minimal furniture placement in this area.

### Secondary Plaza South

The southern secondary plaza reflects a clearing within its natural Cumberland Plain Woodland surroundings. Tight groves of trees represent a clearing for agriculture. Planted beds runs through the centre collecting any excess run off rain water. Larger native trees are located along the existing buffer to help screen the station from Windsor Road.

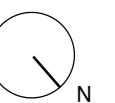
### Secondary Plaza North

The northern secondary plaza will be a semi covered lineal community based park, developed in rooms created by the viaduct piers every 24 metres. Sequential transitional spaces from corridor to entry reflects a journey from natural surroundings to an agricultural clearing. Tight groves of trees unify the lineal space. Shaded and sheltered walkways provides pedestrians options during cold, wet, hot and dry months.



- ① Primary Plaza
- ② Secondary Plaza South
- ③ Secondary Plaza North

Figure 3.18 RSH\_ Rouse Hill Station Plaza Plan. Source: HASSELL.



### Bus Layovers

#### *Southern Bus Layover*

The southern bus layover is south of White Hart Drive and has ten bus stands and bus driver facilities to use in between shifts. A curvilinear shared path of 3m width runs adjacent to the bus layover for pedestrians and cyclists to connect to Rouse Hill Station and the Town Centre.

The Cumberland Plain Woodland character of the corridor planting continues from the corridor to surround the bus layover. Overland flow and viaduct drainage systems will help irrigate the planting below the viaduct.

#### *Northern Bus Layover*

The northern bus layover is located north of Rouse Hill Drive and has nine bus stands and bus driver facilities to use in between shifts.

The Cumberland Plain Woodland character of the corridor planting continues from the corridor to surround and help screen the bus layover from Windsor Road. Overland flow and viaduct drainage systems will help irrigate the planting below the viaduct.

### Existing Streets

Rouse Hill Station is integrated into an existing street network, namely Tempus and Main Street, White Hart and Rouse Hill Drive and the North West T-way. Tempus Street has a formal boulevard character with street trees, understorey planting and generous footpaths.

Street trees and street lighting have been arranged in a common longitudinal alignment to simplify the streetscape set out and reduce clutter.

### Landscape Buffer

A landscape buffer between Windsor Road and the North West T-way screens the station services buildings and T-way interchange from Windsor Road. The planting mix within this zone is a mixture of groundcovers, shrubs and trees, which will provide a vegetated buffer to a minimum height of 8m.

The landscape buffer provides essential shade to the T-way users, whilst also deterring pedestrians from traversing this landscaped median from Windsor Road and the T-way.

The plaza edge at the western T-way bus zone has a significant change in level. This change in level will be secured by a retaining wall and barrier fence within the landscape buffer zone.



Figure 3.19 RSH\_Artist Impression of Streetscape at Rouse Hill Station. Source: Ai3D.

### 3.2.4 Sustainable Landscape Design

The key sustainable landscape design strategies used at Rouse Hill Station include the following (Refer figure 3.20):

- Generous planted areas are provided to maximise permeable surfaces
- Trees close to the station provide shade beyond built canopy. Light coloured surfaces are used where possible to reduce urban heat island effect
- Incorporation of continuous massed planting beds along streetscapes where footpath and plaza requirements allow.
- The swale between Windsor Road and the northern T-way bus layover is turf lined, with mass planting to the upper batters.
- The swale in the southern T-Way bus layover on the eastern boundary is gravel lined, with mass planting to the upper batters.
- All footpaths and paved areas are positively drained to direct runoff to planting beds where possible. Where water volumes are excessive, trench drainage has been implemented to carry these volumes away from paved areas
- Where the design allows, permeable tree grates will be provided at the base of trees. The tree grates will take advantage of levels and paving where possible to direct water flows to the trees.

Refer to Section 4.5 of this UDCLP for further detail on the project wide Sustainable Design and Maintenance initiatives.

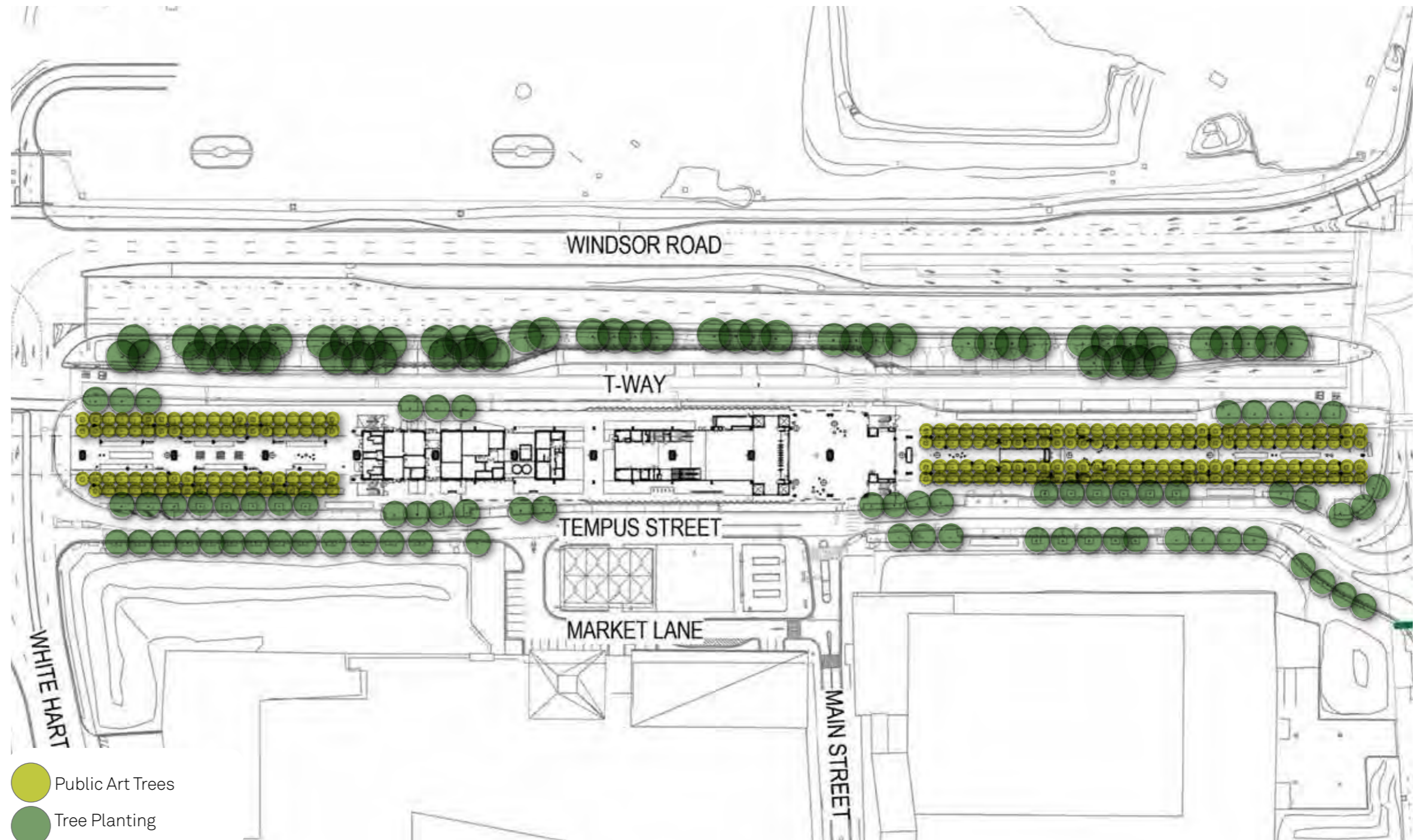


Figure 3.20 RSH\_Rouse Hill Station Plan showing Tree Planting across the Precinct. Source: HASSELL.

### 3.2.5 Heritage Interpretation, Interactions and Public Art

#### Heritage Interpretation

Heritage interpretation will be in accordance with the guidelines in Section 4.10 of this UDCLP.

#### Heritage Interactions

There are no heritage interactions in the Rouse Hill Station Precinct.

#### Public Art

Public Art for Rouse Hill Station will be in accordance with the public art plan *Light Line Social Square*. Refer Sections 2.5.4 and 4.11 of this UDCLP. Elements are arranged and orchestrated to make a cohesive composition fusing together architecture, landscape, engineering, lighting, science and art.

Figure 3.21 shows the layout and organisation of *Light Line Social Square* elements at Rouse Hill Station. They comprise:

1. *Urban Grove*- Cultural Trees
2. *Social Spheres*- Sculptural + Play Elements
3. *Incidental Play*- Ground Play Elements
4. *Cloud Room*- Mist Installation
5. *Light Screens*- Vertical Station Facade Element
6. *Light Line*- Platform and Threshold Lighting

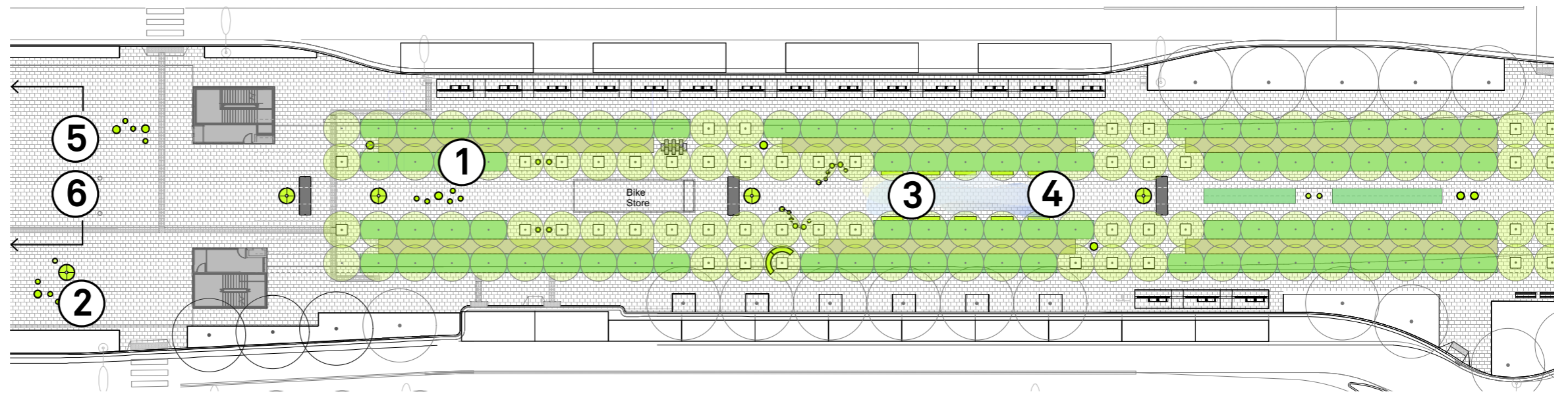
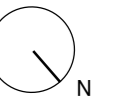


Figure 3.21 RSH\_Location of Public Art Elements at Rouse Hill Station. Source: MWA with T+C Studio.



### 3.2.6 Planting Design

Planting design for Rouse Hill Station is consistent with the project wide design themes discussed in Section 2.5 Urban and Landscape Design Values and Approach and Section 4.3 Landscaping Measures to Minimise, Mitigate and /or Offset the Impacts of the SSI, of this UDCLP. Different vegetation characters responding to functional requirements and situation, are proposed throughout the precinct. These are summarised below and illustrated on the adjacent figure.

#### Public Art Trees

Located in a formal grid through the secondary plaza spaces, these trees define the station entry areas and assist with orientation and location of the station access points from the wider public domain.

#### Street Trees

The street trees will draw influence from one existing street tree species. Avenues of trees, in a formal set out provide a graceful streetscape experience within the broader public domain beyond the station areas.

Refer to Section 4.3.7 Planting Design for further detail on the project wide tree and understorey planting strategies.

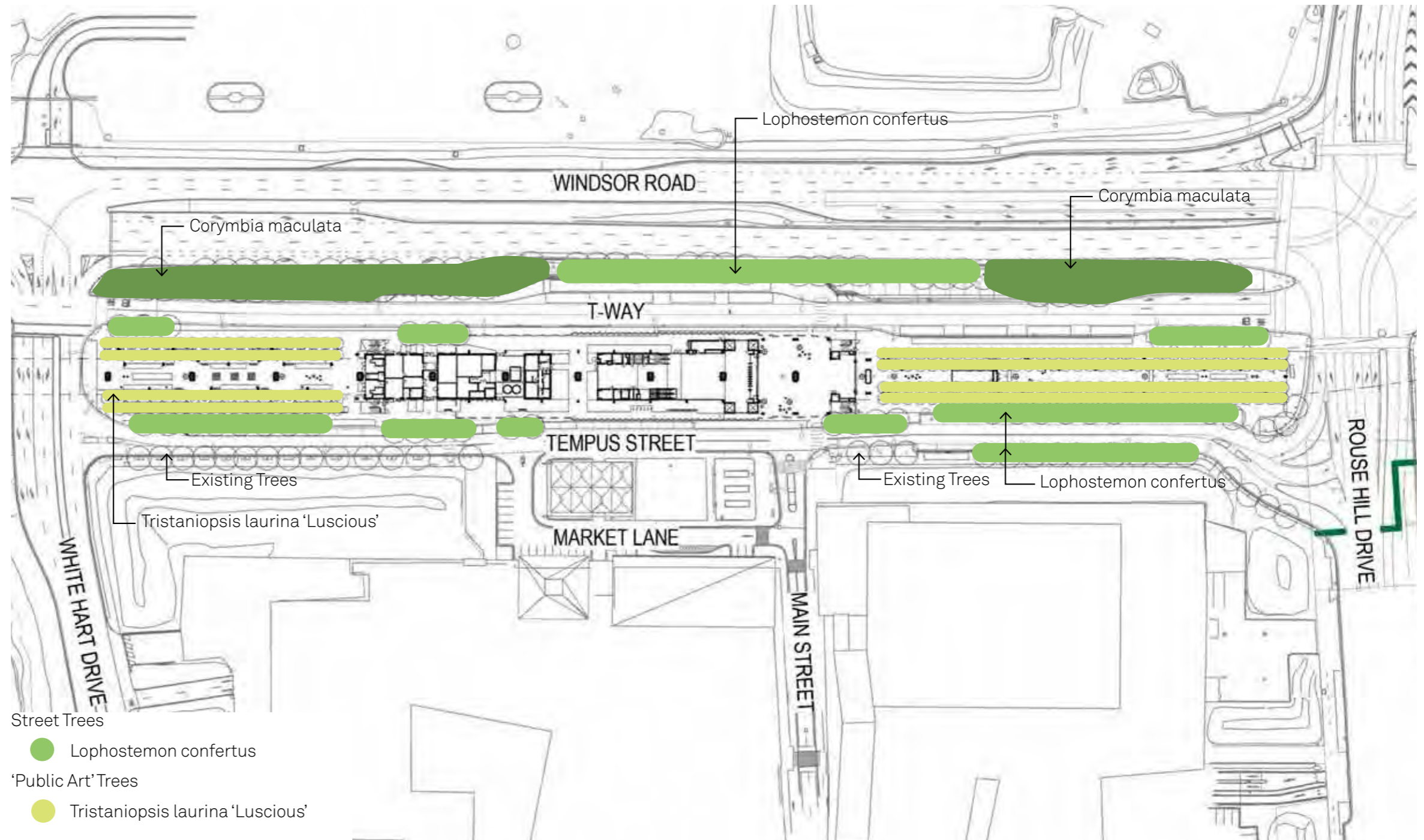


Figure 3.22 RSH\_Rouse Hill Station Precinct Planting Plan. Source: HASSELL.

### 3.3 Architectural Design

Rouse Hill Station design is based on a suite of components and systems that form part of the system wide approach to design, as well as site specific responses to the precinct. Refer to Section 4.12 for further detail on the design of these elements.

There are eight new stations along Sydney Metro Northwest with three station typologies. Rouse Hill is part of the elevated typology.

#### 3.3.1 Built Elements Typology - Elevated

Key aspects of the elevated typology at Rouse Hill Station include:

- The station is arranged over two primary levels: a ground level concourse, and the platform level set 11.7m above ground;
- An intermediate mezzanine level transfers customers between escalators from ground to mezzanine level, then mezzanine level to platform level;
- The primary plaza is aligned with Main Street in Rouse Hill Town Centre, and defines the entrance to the station via a curved entry canopy;
- Station services buildings are grouped at the southern end of the station away from primary customer activity; and
- A glazed facade shelters the paid concourse and sheltered portion of the platform.

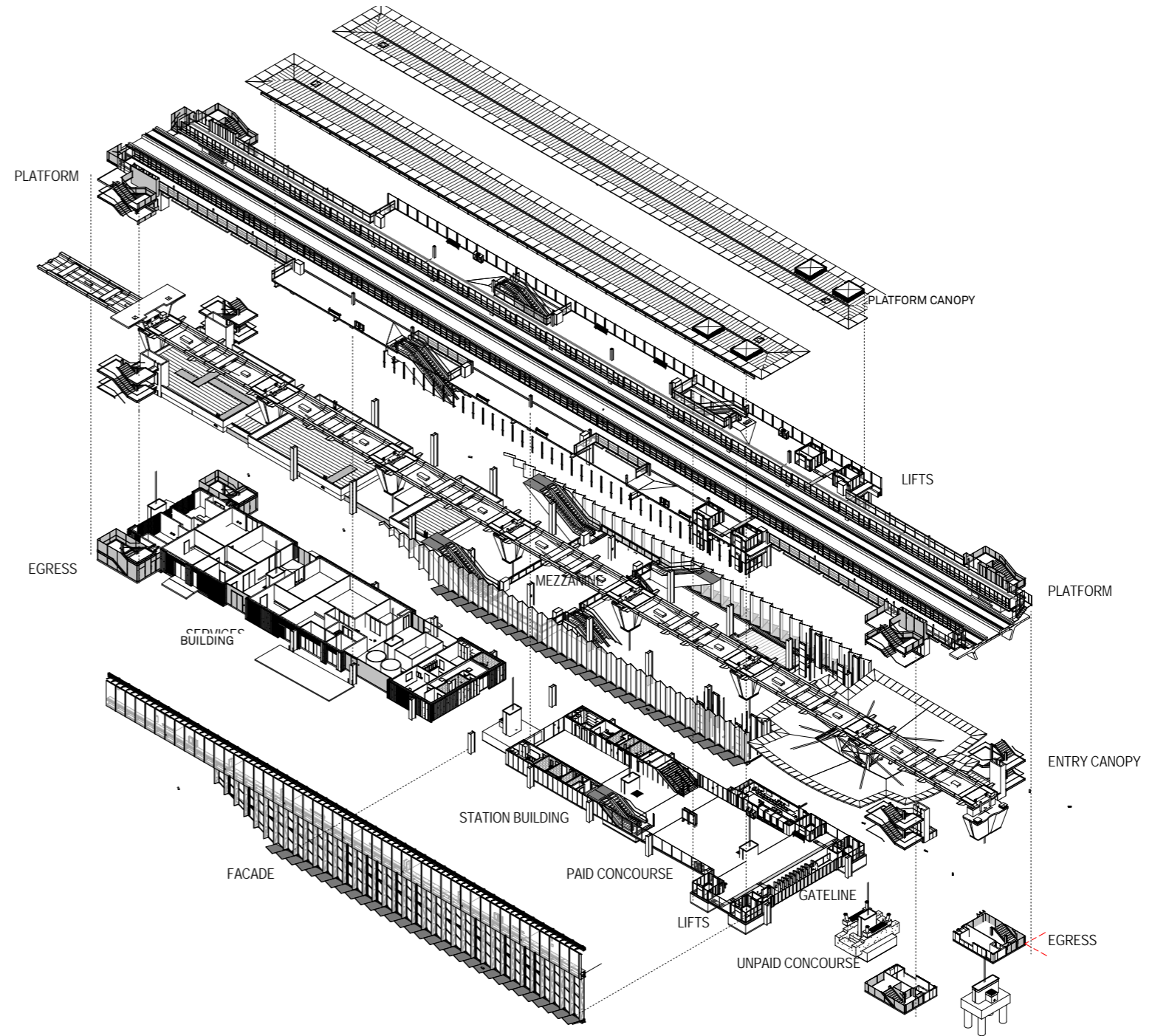


Figure 3.23 RSH\_Rouse Hill Station Exploded Diagram showing Station Configuration. Source: HASSELL.

### 3.3.2 Built Elements Design Opportunities

The arrangement of the built elements at Rouse Hill station delivers an integrated station and precinct that optimises transport interchange and community amenity and has the following features:

#### 1. Entry Canopy

The primary plaza is aligned at the junction of Temple street and Rouse Hill Main Street, and defines the entrance to the station via a curved entry canopy located beneath the viaduct.

#### 2. Station Gateline and Concourse

Station gateline and open concourse located within the station building at ground level, free from obstruction.

#### 3. Service Buildings

Collected at the southern end of the station away from customer movement. Grouped into a single level building located between the viaduct piers.

#### 4. Vertical Transport Arrangement

Westbound escalators from ground level concourse to platform, Eastbound escalators from ground level concourse to platform, with provision for additional escalators. Lifts service each platform. Platform is approximately 9.5m wide at the head of the escalators and lifts to accommodate platform customer movement.

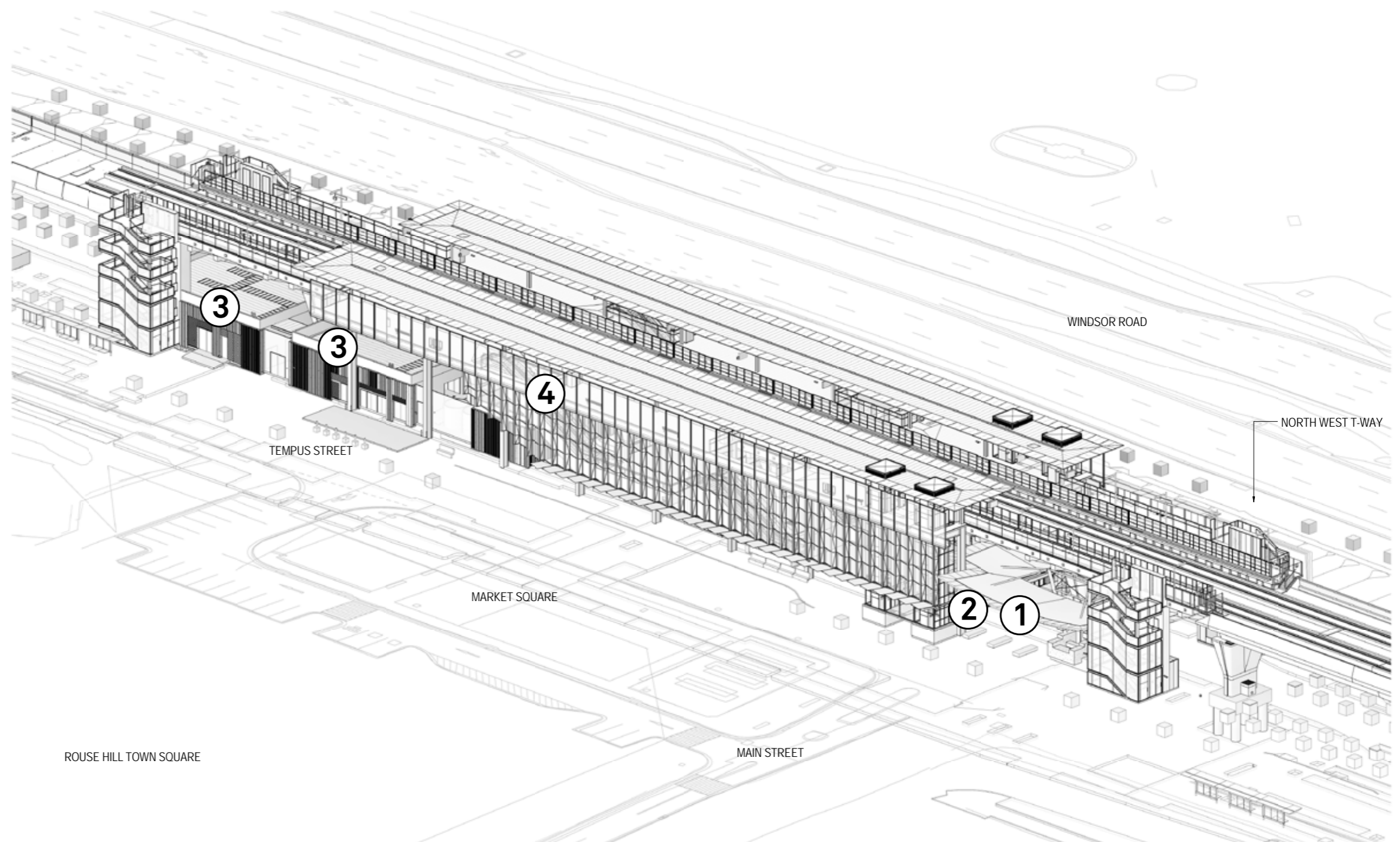


Figure 3.24 RSH\_Rouse Hill Station Diagram. Source: HASSELL.

### 3.3.3 Built Elements Design

Rouse Hill Station's key built elements are summarised below and illustrated on the adjacent Figures:

#### Station Configuration

- The platform is located approximately 12m above ground.
- The façade to the station building is glazed providing cross-precinct views through the paid concourse and ensuring plentiful natural light.
- The entry canopy aligns with Main Street to address primary pedestrian routes and provides a welcoming and identifying address to the station.
- Future development is foreseen along Tempus Street in the form of retail and social activation and augmentation of the existing social programme at Rouse Hill Town Square.



Figure 3.25 RSH\_Artist Impression of Rouse Hill Station showing arrangement of Station Building and Entry Canopy. Source: Ai3D.



### Station Entry

The station is accessed via the primary plaza, where the station entry canopy provides a welcoming, legible and identifiable feature. It orientates the customer and provides direct and legible wayfinding to the station entry and ticket gate line, and also provides additional weather protection beyond the viaduct structure above.

Customer information, ticketing and associated facilities are provided on the front face of the gateline.

The paid concourse is fully weather protected by the viaduct and platforms over, as well as by the glazed facade to the east and west. Lifts and station managers room are located behind the gateline, with customer toilets located neatly under the escalators, stair and mezzanine level.

The paid concourse area has been kept clear of fixed elements to maximise customer sight lines, and to ensure that the environment is as open and transparent as possible.



Figure 3.26 RSH\_Artist Impression of Rouse Hill Station Paid Concourse. Source: Ai3D.

### Station Accommodation Strategy

The station accommodation has been categorized into four types and has been integrated with the precinct and station design to enhance the customer experience both physically and visually.

#### 1. Customer Facilities

Located at the base of the northern egress stairs flanking the northern side of the Primary Plaza, such that they are easily legible by customers, and that queuing for the customer facilities is well clear of gateline movement. Customer toilets are located below the escalator and stair within the paid concourse.

#### 2. Staff Facilities

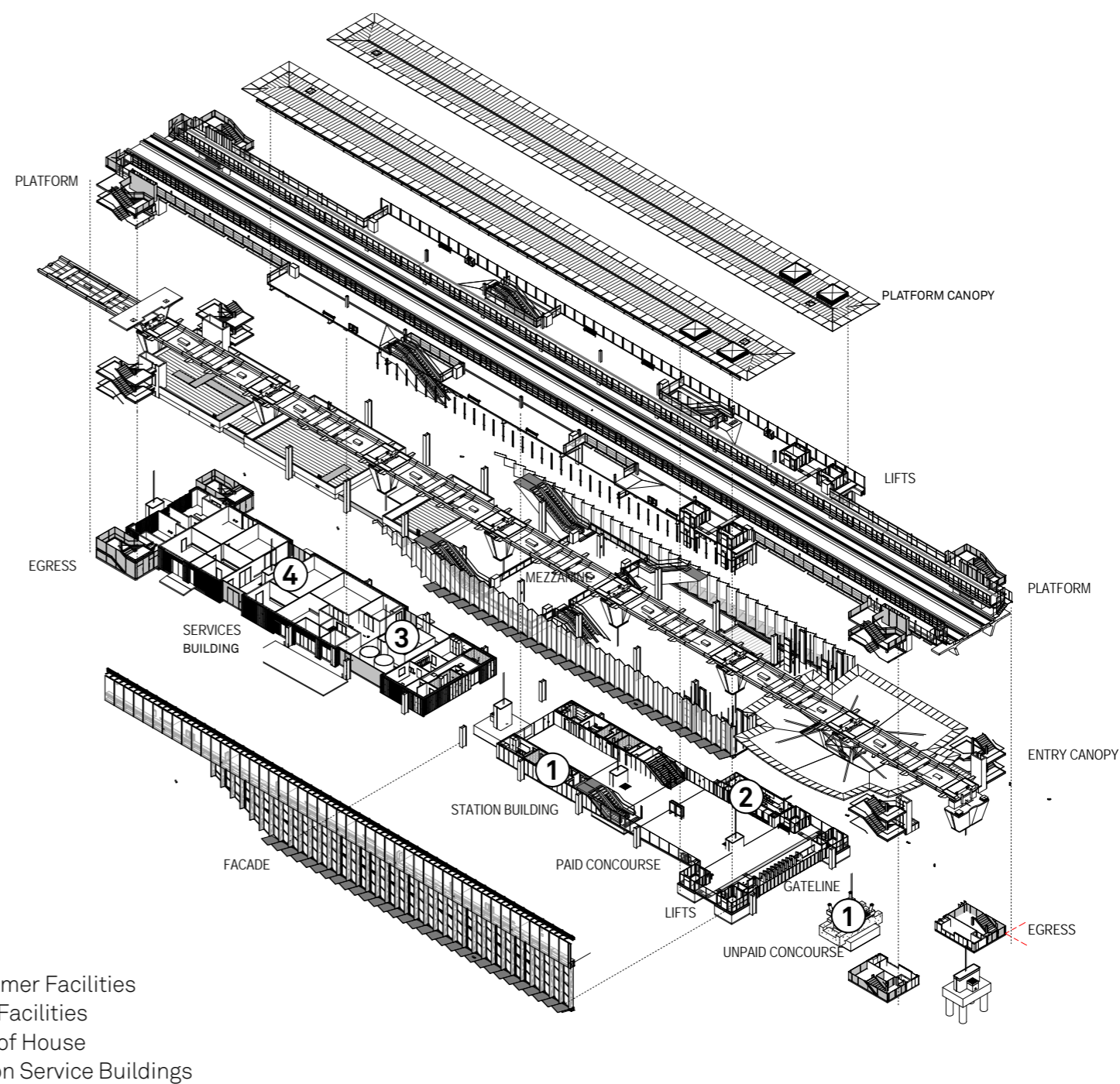
The Station Manager's room has been placed on the western edge of the paid concourse to maximise accessibility without impairing customer flow through the station.

#### 3. Back Of House

Staff back of house and maintenance rooms have been placed at street level, south of the paid concourse. They form the northern most pod in a collection of pods that are visually and physically disconnected from the station building. This maximises openness and visual legibility within the paid concourse.

#### 4. Station Service Buildings

Station services accommodation form the two southern most pods in the trio of back-of-house buildings situated at the southern end of the building. The three pods are connected by recessive perforated metal screens which provide secure access to the buildings and also allow the overall form to be articulated as three smaller elements rather than one large building.



- ① Customer Facilities
- ② Staff Facilities
- ③ Back of House
- ④ Station Service Buildings

Figure 3.27 RSH\_Rouse Hill Station Accommodation Strategy. Source: HASSELL.

### 3.3.4 Future Opportunities

Potential opportunities for the location of commercial facilities and the expansion of station facilities (where appropriate) have been identified in the design refinement of the stations. In the future, retail opportunities will be developed at this station and potential locations where such uses are likely to be suitable are identified on Figure 3.29. The final locations will be subject to further design and viability assessment.

An objective for commercial activity is that it should contribute positively to customer journeys. The following commercial opportunities have been identified.

#### Retail

Provision has been made to safeguard a future retail space adjacent to the primary plaza and station entry. Capped services will be provided to this area.

#### Vending Machines

Provision has been made for vending machines within the paid concourse. This space has been integrated with concourse pods to provide seamless integration with the architecture and not adversely impact customer circulation or wayfinding.

#### Advertising

Advertising will be integrated with the station architectural design and finishes in the future.

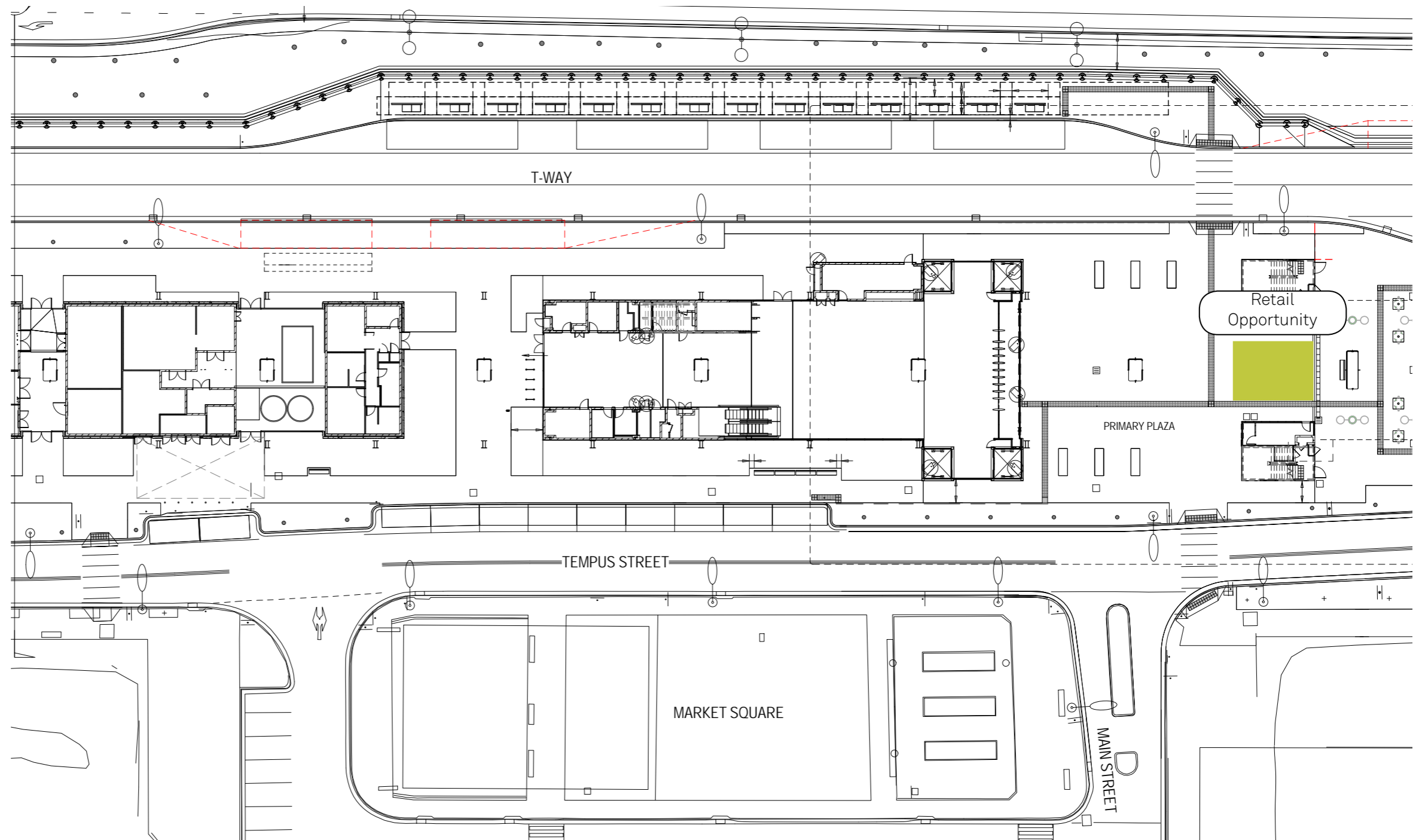
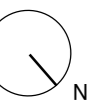


Figure 3.28 RSH\_Rouse Hill Commercial Opportunities Plan. Source HASSELL.



### 3.3.5 Signage and Wayfinding

The Sydney Metro Northwest Stations are designed to be open, accessible and intuitively navigable with a wayfinding and signage strategy that will enhance these features. The wayfinding strategy provides directional and location information through simple clear signage, messages and use of pictograms, and aims to provide the right information at the right location so customers can navigate their way around the stations safely and efficiently.

The wayfinding strategy and associated signage is designed to optimise the navigation experience inside and around the stations. This will be integrated with the station architecture, consistent with the principles currently being tested and established by TfNSW and tailored for a modern single line, rapid transit system. The current signing products as established by TfNSW will be specified for use in the stations.

The right location for signing is usually at a decision point and at the Station, there are primarily two key decision points. One of these is on entering the concourse where the correct platform has to be selected for travelling in the right direction and the other is when exiting the concourse to access the local area and other transport interchange modes. The other main choice customers face is the mode of vertical transportation and whether to use the lifts or escalators to travel between the station concourse and platform below.

The signage and customer information details shown are indicative only and will be developed in greater detail during subsequent design stages.

### Precinct Signing

The area immediately outside of the station buildings will vary in scale and function depending on location. At Rouse Hill Station the precinct provides a transport interchange function as well as access to the Rouse Hill Town Centre.

T-way bus stands and a taxi rank are provided. Precinct signing will identify and direct passengers to these facilities, primarily through the use of a standard TfNSW finger-post sign and to a lesser extent the use of a TfNSW blade sign.

The blade sign has the added advantage of incorporating poster information which can take the form of local area maps.

Precinct signs will include station totem signs, using the two (different sized) standard post mounted products developed by TfNSW.

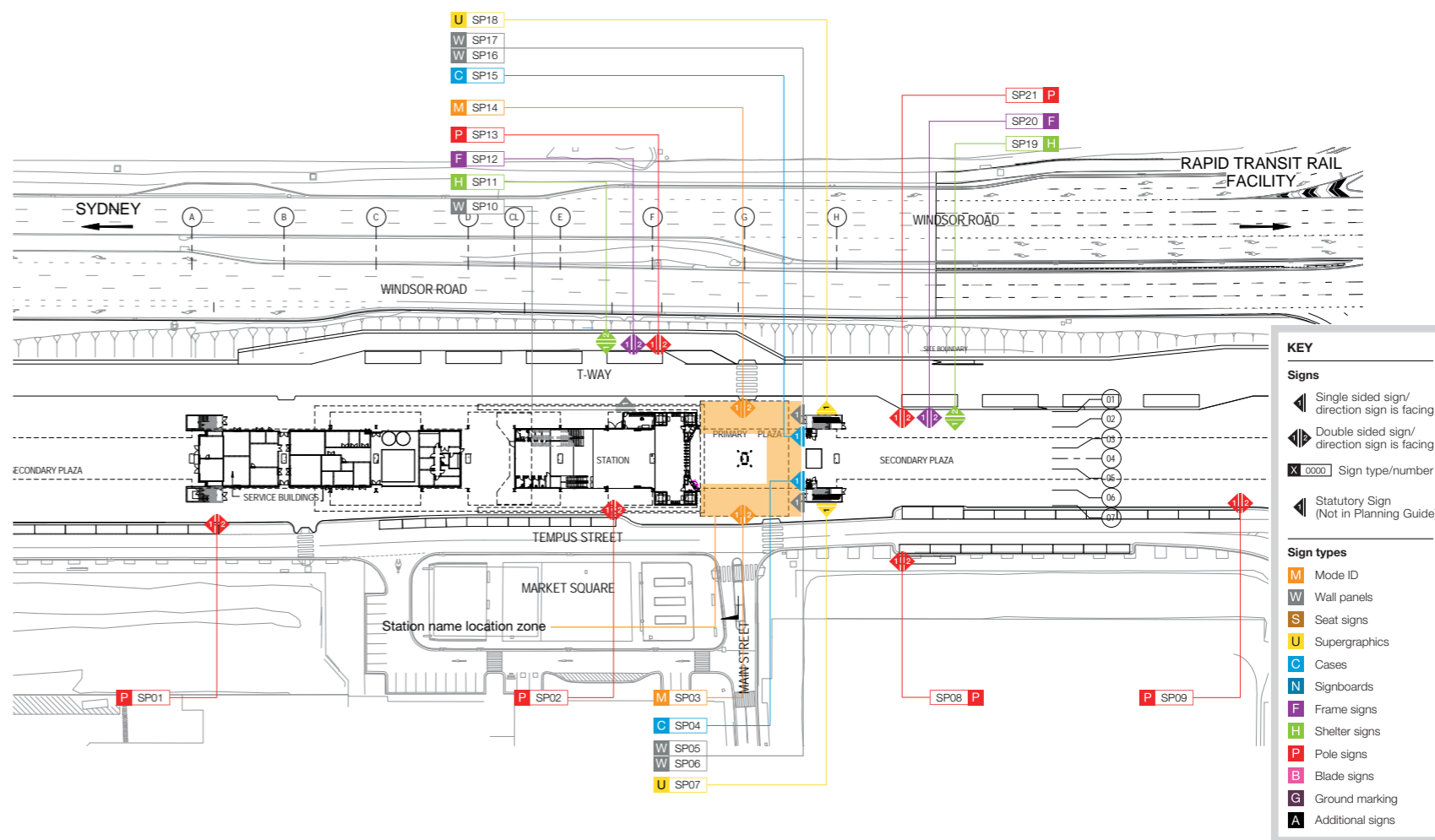


Figure 3.29 RSH\_Extract of Precinct Signing in Primary Plaza. Source: Blue Sky.

