WINDTECH

PEDESTRIAN WIND ENVIRONMENT STATEMENT

2-30 TEMPUS STREET, ROUSE HILL

WI967-03F03(REV3)- WS REPORT

JUNE 12, 2025

Prepared for:

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DOCUMENT CONTROL

Date	Revision History	Issued Revision	Prepared By (initials)	Instructed By (initials)	Reviewed & Authorised by (initials)
Initial Engagement | WI967-01F02					
September 28, 2024	Initial.	0	AFM	SWR	AFM
Second Engagement | WI967-03F03					
March 13, 2025	Updated Plans.	0	AFM	SWR	AFM
March 17, 2025	Standard Text Added.	1	AFM	SWR	AFM
April 09, 2025	Updated Drawings.	2	AFM	SWR	AFM
June 12, 2025	Updated Drawings.	3	AFM	SWR	AFM

EXECUTIVE SUMMARY

This pedestrian wind environment assessment report has been prepared by Windtech to accompany a detailed State Significant Development Application (SSDA) for the mixed-use development at 2-30 Tempus Street, Rouse Hill. The site is made up of one lot, being Lot 19 in DP 280013.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (**SEARs**) issued for the project (SSD-76190964), and presents an opinion on the likely impact of the proposed development on the local wind environment at the critical outdoor areas within and around the subject site. The effect of wind activity has been examined for the three predominant wind directions for the region, namely the north-easterly, south to southerly-easterly, and westerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

The conclusions of this report are drawn from our extensive experience in this field and are based on an examination of the latest architectural drawings. No wind tunnel testing has been undertaken for the subject development, and hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection of the landscape and architectural drawings received June 5, 2025, and June 12, 2025, respectively. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

The results of this assessment indicate that the development has incorporated several design features and wind mitigating strategies and is expected to be suitable for the intended use for the majority of the outdoor trafficable areas. However, there are some areas that are likely to be exposed to stronger winds. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies into the design of the development:

A such, this report concludes that the proposed mixed-use development is suitable and warrants approval subject to the implementation of these mitigation measures.

Ground Level:

- Inclusion of impermeable in-fill canopy/awning segments (extending from the Level 1 slab) directly above the Tempus Street setbacks. i.e.:
    - Above the setback at the void between the 'Retail Coffee Stall' and the 'BTR Concierge and Collab Space'.
    - Above the setback at the southern corner of the building.
- Retention of the existing trees at the following locations:
    - The strips of trees along the Tempus Street footpath as shown in the attached landscape drawings.
    - The tree located on the south-eastern aspect along White Hart Drive as shown in the attached landscape drawings.
- Retention of the proposed trees along the north-western and north-eastern aspects of the site as shown in the attached landscape drawings, ensuring that the trees are of an evergreen and densely foliating species capable of growing to a height of at least 3-5m, with 3-5m wide canopies.

- As proposed, avoid seating around the western corner of the building, as any residual southerly winds that reach this corner may accelerate to speeds that exceed the sitting comfort criterion.
- Retention of the proposed under-croft/set-back design to the north-western aspect above the seating areas, as well to the south-western aspect above the walkway facing the Tempus Street.

Roof/Podium Terraces (Level 3, 10, Level 17 and Level 22):

- Level 3: Inclusion 1.5-1.8m high impermeable or porous (max 30%) perimeter screens along the entire exposed perimeter of each terrace area.
- Levels 10, 17 and 22: Inclusion 1.8-2m high impermeable or porous (max 30%) perimeter screens along the entire exposed perimeter of each terrace area.
- Retention of the proposed trees within each of the roof terraces as shown in the attached landscape drawings, ensuring that the trees are of an evergreen and densely foliating species capable of growing to a height of at least 2-3m, with 2-3m wide canopies.

Private Balconies (Up to Level 10, inclusive):

- Inclusion of 1.5m high impermeable balustrades along the shorter (exposed) aspects of all the corner balconies.
- Inclusion of 1.2m high impermeable balustrades along the longer (exposed) aspects of all the corner balconies.

Private Balconies (Above Level 10):

- Inclusion of 1.8m high impermeable balustrades along the shorter (exposed) aspects of all the corner balconies.
- Inclusion of 1.2m high impermeable balustrades along the longer (exposed) aspect of all the corner balconies.

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety. Wind tunnel testing can be undertaken at a more detailed design to quantitatively assess the wind conditions and to optimise the size and extent of the treatments required.

CONTENTS

1 INTRODUCTION

The application seeks development consent for the development of an 11, 18 and 23 storey mixed use development at 2-30 Tempus Street, Rouse Hill. Specifically, the SSDA seeks development consent for:

Site preparation works including removal of temporary planting, bulk excavation and earthworks

- Construction and operation of an 11, 18 and 23 storey mixed use development, comprising:
- Consolidated podium comprising ground level lobby, retail and wellness tenancies, and two levels of commercial floor space above
- 216 co-living units within the 11-storey tower
- 332 build-to-rent units across the 18 and 23-storey towers, including 105 units in a dual key configuration
- Rooftop internal and external amenity spaces on each tower to service the build-to-rent and co-living residents

Landscaping and public domain works, including:

- Retaining existing street trees
- Provision of a deep soil landscaped buffer zone along the rear boundary
- On-structure landscaping on each rooftop.

Construction and use of two basement levels, accessed from White Hart Drive, to accommodate:

- 111 car spaces
- Motorcycle and bicycle parking
- Loading dock facilities

Extension and augmentation of services and infrastructure as required.

The purpose of the project is to facilitate the delivery of high-quality, diverse housing and commercial floor space at a strategically located site. The proposal seeks to deliver a built form outcome that responds appropriately to its location at the edge of Rouse Hill Town Centre and adjacent to Rouse Hill Metro Station and that is consistent with the desired future character of Rouse Hill.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 30th September 2024 and issued for SSD-76190964. Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table A: SEARs Requirement

Item	Description of Requirement	Section Reference (this Report)
5. Environmental Amenity	• Assess amenity impacts on the surrounding locality, including lighting impacts, reflectivity, solar access, visual privacy, visual amenity, view loss and view sharing, overshadowing and **wind impacts**. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated.	Section 5 of this report.

This report presents an opinion on the likely impact of the proposed design on the local wind environment affecting pedestrians within the critical outdoor areas within and around the subject development. The analysis of wind effects relating to the proposed development has been carried out in the context of the predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The conclusions of this report are drawn from our extensive experience in the field of wind engineering and studies of wind environment effects.

No wind tunnel testing has been undertaken for this assessment. Hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection of the landscape and architectural drawings received June 12, 2025 (Appendix C), and June 5, 2025 (Appendix B), respectively, and any recommendations in this report are made only in-principle.

2 DESCRIPTION OF THE SURROUNDINGS

The site is located at 2-30 Tempus Street, Rouse Hill, within The Hills local government area (LGA), and is bounded by Windsor Road to the west, White Hart Drive to the south, and Rouse Hill Town Centre to the north and east. The site is legally described as Lot 19 in DP 280013, and has a frontage of approximately 118m to Tempus Street and approximately 50m to White Hart Drive. The site has a total area of 4,387sqm.

The site is located on the southern edge of Rouse Hill Town Centre and to the east of Rouse Hill Metro Station. To the east of the site across White Hart Drive is a large residential area comprising single dwellings and town houses. To the south of the site across White Hart Drive is new residential flat development of approximately 6 to 12 storeys.

Open spaces are located in proximity to the site including Castlebrook Memorial Park to the south-west of the site across Windsor Road, Caddies Creek Park and Reserve to the south of the site and Iron Bark Ridge Reserve to the west of the site at Caddies Creek.

The site is identified as a 'sleeve' site in the Rouse Hill Town Centre Precinct Plan approval (DA 1581/2005/HB) where the intent is for future development to screen the existing big box retail and car parking structures behind. As the retail and car parking structures have already been constructed and are in operation, the site was temporarily treated with earth berns, landscaping and tree planting until the site is developed. No other structures exist on the site.

A survey of the land topography indicates a gradual downward slope towards the south, however, there are no major elevation changes in the area immediately surrounding the site.

Aerial images of the subject site and the local surroundings are shown in Figures 1a to 1c, where Figure 1a presents the frequency and magnitude of the prevailing winds is superimposed for each wind direction.

The critical outdoor trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are listed as follows:

- Ground Level areas and pedestrian footpaths.
- Podium-top and Roof terraces (Level 3, 10, 17 and 22).
- Private Balconies.

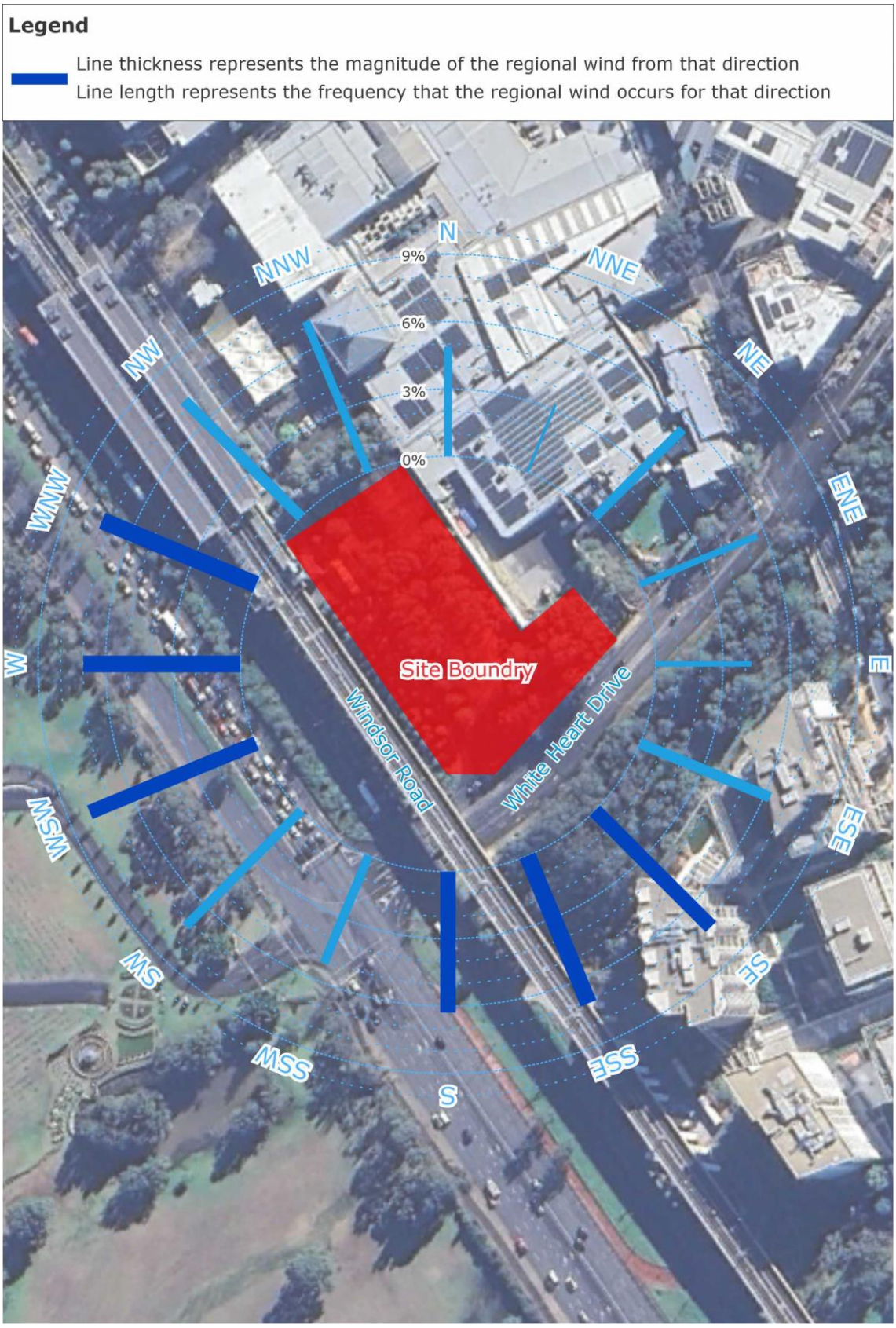

Figure 1a: Aerial Image of the Site Location and Prevailing Wind Directions

Figure 2b: Local Context (Source: Urbis)

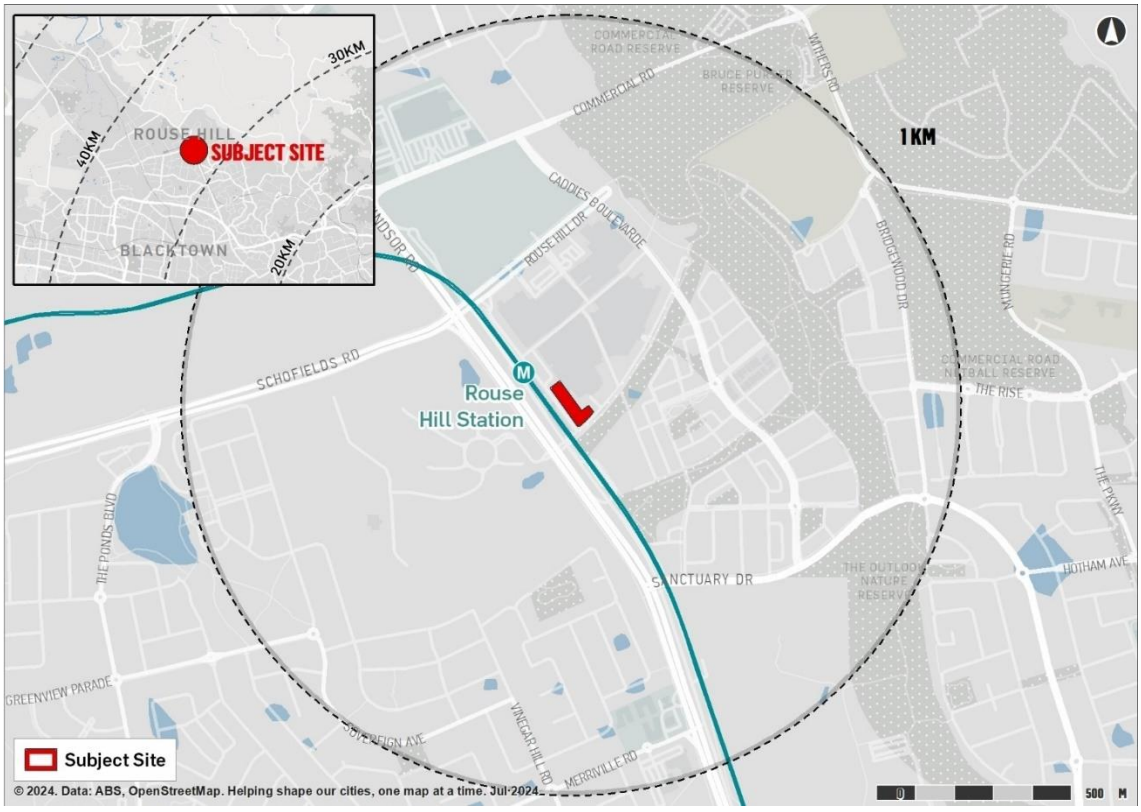

Figure 3c: Regional Context (Source: Urbis)

3 REGIONAL WIND

The Rouse Hill region is governed by three principal wind directions that can potentially affect the subject development. These winds prevail from the north-east, south to south-east, and west. These wind directions were determined from an analysis undertaken by Windtech Consultants of recorded directional wind speeds obtained from the meteorological station located at Bankstown Airport by the Bureau of Meteorology (recorded from 1993 to 2016). The data has been corrected to represent winds over standard open terrain at a height of 10m above ground level. The results of this analysis are presented in Figure 4 in the form of a directional plot of the annual and 5% exceedance mean winds for the region. The frequency of occurrence of these winds is also shown in Figure 4.

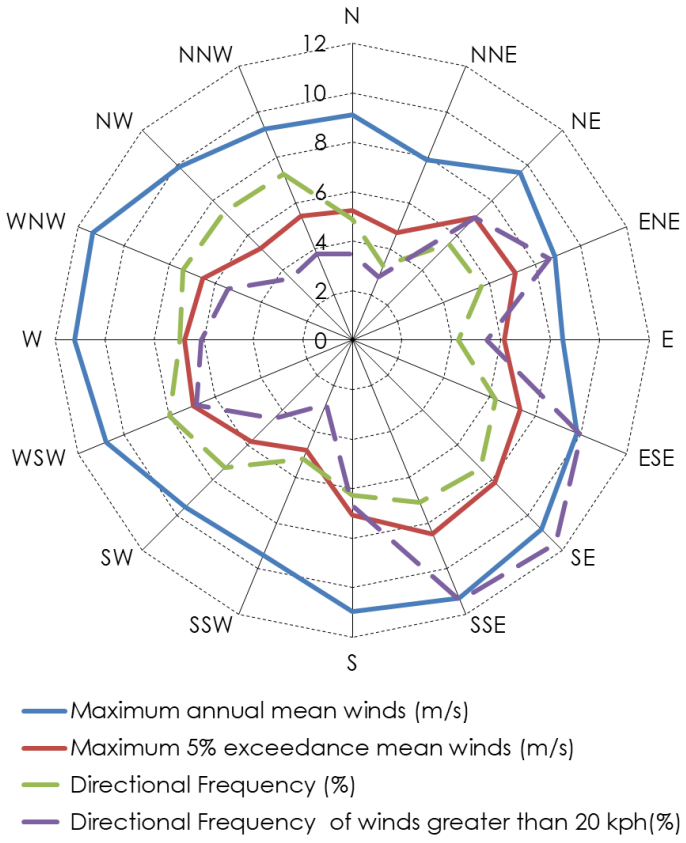

Figure 4: Directional Annual and 5% Exceedance Hourly Mean Wind Speeds (referenced to 10m height in standard open terrain), and Frequencies of Occurrence, for the Rouse Hill Region.
(Based on the analysis of the meteorological data obtained from Bankstown Airport)

4 WIND EFFECTS ON PEOPLE

The acceptability of wind in any area is dependent upon its use. For example, people walking, or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Various other researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. Some Councils and Local Government Authorities have adopted elements of some of these into their planning control requirements.

For example, A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table 1 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table 1: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Mean Wind Speed (m/s)	Effects
Calm	0	Less than 0.3	Negligible.
Calm, light air	1	0.3 – 1.6	No noticeable wind.
Light breeze	2	1.6 – 3.4	Wind felt on face.
Gentle breeze	3	3.4 – 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read.
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged.
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant.
Near gale	7	13.9 – 17.2	Inconvenience felt when walking.
Gale	8	17.2 – 20.8	Generally impedes progress, difficulty balancing in gusts.
Strong gale	9	Greater than 20.8	People blown over.

It should be noted that wind speeds affecting this particular development can only be accurately quantified with a wind tunnel study. This assessment addresses only the general wind effects and any localised effects that are identifiable by visual inspection and the acceptability of the conditions for outdoor areas are determined based on their intended use. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

5 RESULTS AND DISCUSSION

The expected wind conditions affecting the development are discussed in the following sub-sections of this report for the various outdoor areas within and around the subject development. The interaction between the wind and the building morphology in the area is considered and important features taken into account including the distances between the surrounding buildings and the proposed building form, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report. A glossary of the different wind effects described in this report included in Appendix A.

For this assessment, the wind speed criteria for pedestrian comfort that are considered are listed as follows:

- Walking Criterion (8m/s with a 5% probability of exceedance)
  for general circulation and pedestrian thoroughfares, e.g. footpaths, private balconies/terraces, through-site links etc.

- Standing (Short Exposure) Criterion (6m/s with a 5% probability of exceedance)
  for stationary activities generally less than an hour, e.g. waiting areas, communal terraces, main entries, café seating etc.

- Sitting (Long Exposure) (4m/s with a 5% probability of exceedance)
  for stationary activities longer than an hour, e.g. outdoor cinemas, outdoor fine dining etc.

Note that the above wind comfort levels are derived from the Lawson (1975) criteria. Although this assessment is qualitative in nature, the abovementioned criteria for pedestrian comfort are considered when assessing the wind environment impacts. However, all areas are also assessed with consideration to a pedestrian safety criterion of 23m/s for the annual maximum gust.

5.1 Ground Level Areas

The pedestrian footpath along Tempus Street is exposed to the westerly and south to south-easterly prevailing winds. While the proposed development extends to the site boundary along this aspect, the strips of existing trees along the footpath are expected to intercept the approaching direct prevailing winds. These trees are also expected to reduce the extent of the westerly and south to south-easterly winds that side stream off the building façade along this aspect at the Ground Level. However, some of the westerly winds that approach the Level 1 façade along this aspect may concentrate within the set-back zones and down-wash onto the entrance zones as well as the footpath area in front. These undesirable wind effects are expected to be ameliorated with the retention of the existing trees along Tempus Street, as well as with the inclusion of in-fill awning structures directly above the Tempus Street entrances to the building.

The pedestrian footpath along White Hart Drive is also exposed to direct south to south-easterly and westerly winds. However, the set-back of the building façade line from the site boundary along this aspect is expected to maintain wind conditions within the footpath area below the walking comfort criterion. The south-easterly winds may, however, be caught by the south-eastern façade of the building and result in down-wash effects that can deteriorate the wind conditions along the walkway abutting the façade. This can be ameliorated with the colonnade set-back along this aspect.

The communal zone consisting of seating areas located at the north-western end of the site is expected to be shielded from the prevailing winds due to the existing Rouse Hill Town Centre Shopping Mall and the built form of the Rouse Hill train station. Further protection is provided by the existing trees along Tempus Street as well as the proposed trees adjacent to the north-western façade. As proposed. it is recommended that seating areas be placed away from the western corner of the building, as any residual southerly winds that reach this corner may accelerate to speeds that exceed the sitting comfort criterion (although this effect is not expected to cause the winds to exceed the standing criterion).

The outdoor communal strip located along the north-eastern aspect of the building may be impacted by the north-easterly winds that down-wash off the north-eastern façade of the development. However, these winds tend to be relatively weaker, and the wind conditions are expected to remain suitable for short duration activities with the retention of the proposed line of trees along this aspect (to provide protection against any direct winds that flow over the existing shopping mall).

In summary, the following treatment measures are recommended to be included/retained in the design to ensure safe and comfortable wind conditions within and around the Ground Level (refer to Figure 3):

Ground Level:

- Inclusion of impermeable in-fill canopy/awning segments (extending from the Level 1 slab) directly above the Tempus Street setbacks. i.e.:
    - Above the setback at the void between the 'Retail Coffee Stall' and the 'BTR Concierge and Collab Space'.
    - Above the setback at the southern corner of the building.
- Retention of the existing trees at the following locations:
    - The strips of trees along the Tempus Street footpath as shown in the attached landscape drawings (Appendix C).
    - The tree located on the south-eastern aspect along White Hart Drive as shown in the attached landscape drawings (Appendix C).
- Retention of the proposed trees along the northern and north-eastern aspects of the site as shown in the attached landscape drawings (Appendix C), ensuring that the trees are of an evergreen and densely foliating species capable of growing to a height of at least 3-5m, with 3-5m wide canopies.
- As proposed, avoid seating around the western corner of the building, as any residual southerly winds that reach this corner may accelerate to speeds that exceed the sitting comfort criterion.
- Retention of the proposed under-croft/set-back design to the north-western aspect above the searing areas, as well to the south-western aspect above the walkway facing the Tempus Street.

5.2 Podium/Roof Terraces

The terraces at Level 3 (podium top), Level 10 (co-living), Level 17 (BTR) and Level 22 (BTR) are exposed all the prevailing winds for the region. This can result in undesirable wind effects within these terraces due to direct and side-streaming of these winds along the various facades, as well as due to the acceleration of these winds around the various corners at these levels. The following treatment measures are recommended to be included in the design to ameliorate these wind effects:

Roof Terraces (Level 3, 10, Level 17 and Level 22):

- Level 3: Inclusion 1.5-1.8m high impermeable or porous (max 30%) perimeter screens along the entire exposed perimeter of each terrace area.
- Levels 10, 17 and 22: Inclusion 1.8-2m high impermeable or porous (max 30%) perimeter screens along the entire exposed perimeter of each terrace area.
- Retention of the proposed trees within each of the roof terraces as shown in the attached landscape drawings (Appendix C), ensuring that the trees are of an evergreen and densely foliating species capable of growing to a height of at least 2-3m, with 2-3m wide canopies.

5.3 Private Balconies

The majority of private balconies within the development are expected to be suitable for their intended uses due to the inclusion of various wind mitigation features such as their overall recessed design and impermeable balustrades. These features should be retained in the final design. However, balconies that are located on the corners of the towers are expected to be exposed to increased wind speeds due to corner acceleration effects. We recommend that the corner balconies be treated as follows:

Private Balconies (Up to Level 10, inclusive):

- Inclusion of 1.5m high impermeable balustrades along the shorter (exposed) aspects of all the corner balconies.
- Inclusion of 1.2m high impermeable balustrades along the longer (exposed) aspects of all the corner balconies.

Private Balconies (Above Level 10):

- Inclusion of 1.8m high impermeable balustrades along the shorter (exposed) aspects of all the corner balconies.
- Inclusion of 1.2m high impermeable balustrades along the longer (exposed) aspect of all the corner balconies.

5.4 Concluding Remarks

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety. Wind tunnel testing can be undertaken at a more detailed design to quantitatively assess the wind conditions and to optimise the size and extent of the treatments required.

REFERENCES

Davenport, A.G., 1972, "An approach to human comfort criteria for environmental conditions". Colloquium on Building Climatology, Stockholm.

Lawson, T.V., 1973, "The wind environment of buildings: a logical approach to the establishment of criteria". Bristol University, Department of Aeronautical Engineering.

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Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions". *Journal of Wind Engineering and Industrial Aerodynamics*, vol. 3, pp241-249.

Penwarden, A.D. (1973). "Acceptable Wind Speeds in Towns", Building Science, vol. 8: pp259–267.

Penwarden, A.D., Wise A.F.E., 1975, "Wind Environment Around Buildings". Building Research Establishment Report, London.

APPENDIX A WIND EFFECTS GLOSSARY

A.1 Downwash and Upwash Effects

The downwash wind effect occurs when wind is deflected down the windward face of a building, causing accelerated winds at pedestrian level. This can lead to other adverse effects as corner acceleration as the wind attempts to flow around the building, as seen in Figure A.1.

This can also lead to recirculating flow in the presence of a shorter upstream building, causing local ground level winds to move back into the prevailing wind.

The upwash effect occurs near upper level edge of a building form as the wind flows over the top of the building. This has the potential to cause acceleration of winds near the leading edge, as well as potentially reattaching onto the roof area. This effect causes wind issues particularly near the leading edges of tall building and on the rooftop areas if there is sufficient depth along the wind direction. Upwash is more apparent in taller towers and podia.

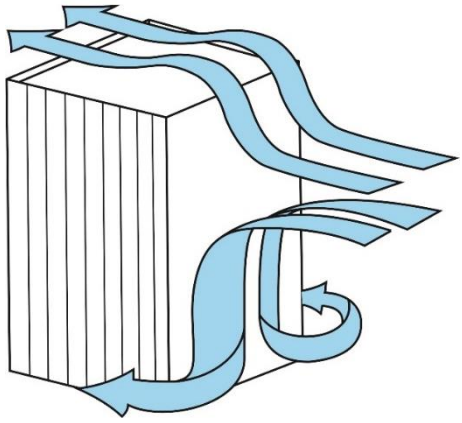


Figure A.1: Downwash Leading to Corner Wind Effect, and Upwash Effects

A.2 Funnelling/Venturi Effect

Funnelling occurs when the wind interacts with two or more buildings which are located adjacent to each other, which results in a bottleneck, as shown in Figure A.2. This causes the wind to be accelerated through the gap between the buildings, resulting in adverse wind conditions and pedestrian discomfort within the constricted space. Funnelling effects are common along pedestrian links and thoroughfares generally located between neighbouring buildings that have moderate gaps between them.

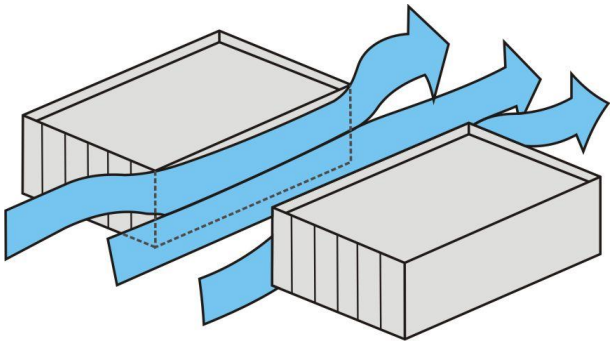


Figure A.2: Funnelling/Venturi Wind Effect

A.3 Gap Effect

The gap effect occurs in small openings in the façade that are open to wind on opposite faces, as seen in Figure A.3. This can involve a combination of funnelling and downwash effects. Presenting a small gap in the façade on the windward aspect as the easiest means through which the wind can flow through can result in wind acceleration through this gap. The pressure difference between the windward façade and the leeward façade also tends to exacerbate the wind flow through this gap.

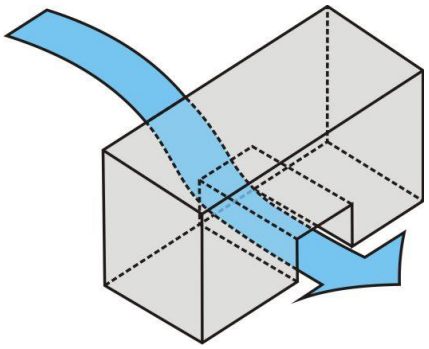


Figure A.3: Gap Wind Effect

A.4 Sidestream and Corner Effects

The sidestream effect is due to a gradual accumulation of wind shearing along the building façade that eventuates in an acceleration corner effect. The flow is parallel to the façade and can be exacerbated by downwash effects as well, or due to corner effect winds reattaching on the façade.

This is shown in Figure A.4. The corner refers to the acceleration of wind at the exterior vertical edge of a building, caused by the interaction of a large building massing with the incident wind, with the flow at the corner being accelerated due to high pressure differentials sets up between the windward façade and the orthogonal aspects. It can be further exacerbated by downwash effects that build up as the flow shears down the façade.

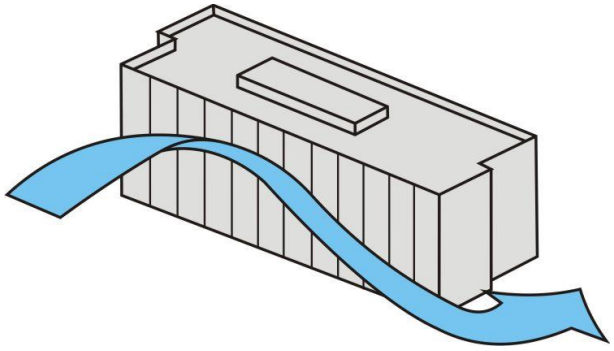


Figure A.4: Sidestream and Corner Wind Effect

A.5 Stagnation

Stagnation in a region refers to an area where the wind velocity is significantly reduced due to the effect of the flow being impeded by the bluff body. For a particular prevailing wind direction, this is typically located near the middle of the windward face of the building form or over a short distance in front of the windward face of a screen or fence. Concave building shapes tend to create an area of stagnation within the cavity, and wind speeds are generally low in these areas.

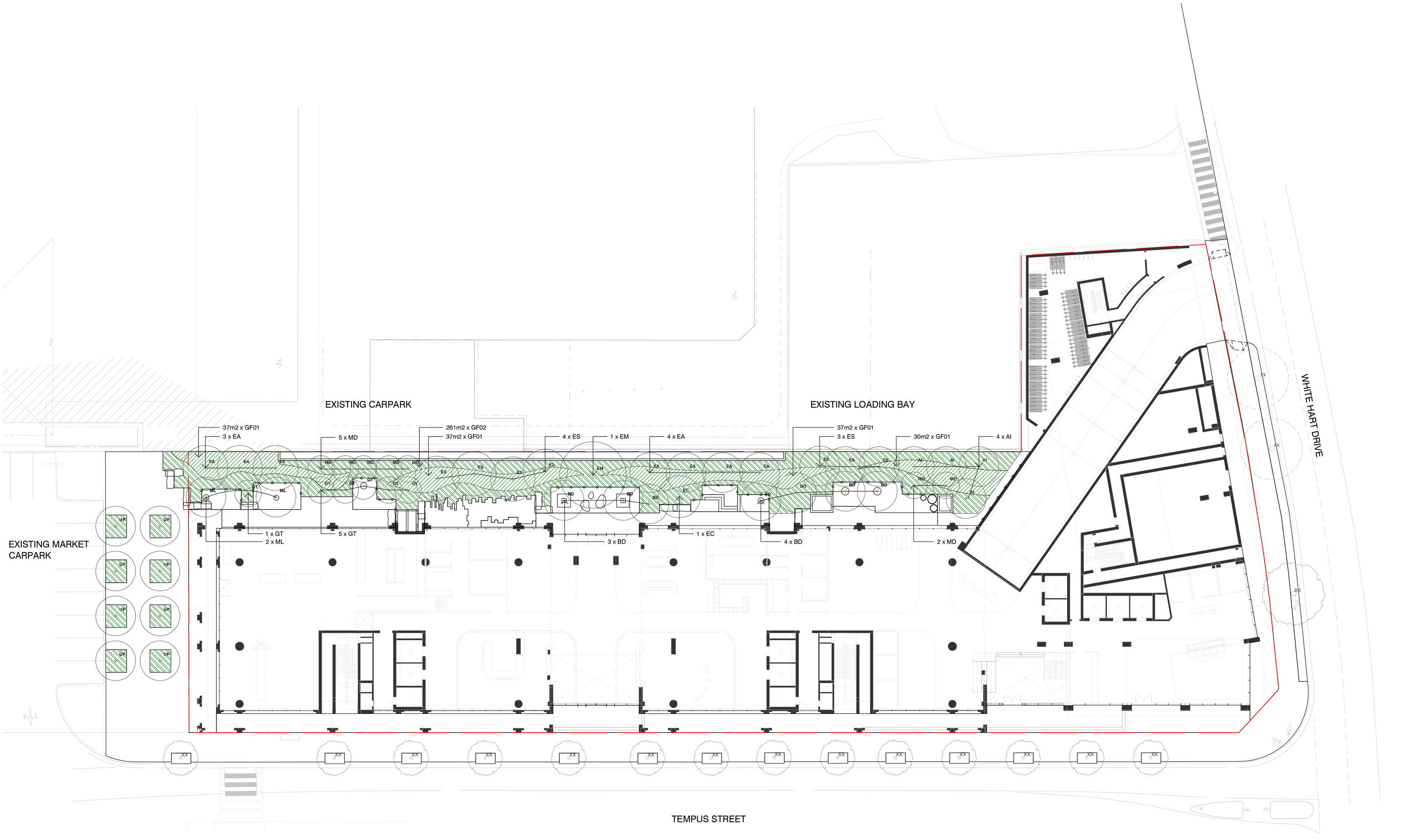
APPENDIX B LIST OF ARCHITECTURAL DRAWINGS REFERENCED

Table B1: List of Architectural Drawings Referenced (received June 5, 2025)

DA0000_DRAWING LIST

SHEET NO.	SHEET NAME	REVISION
DA0000	DWG Register - Title Page	P.04
DA0001	Basix Design Specification	P.04
DA0002	Site Plan	P.04
DA0003	Site Analysis	P.04
DA0004	Demolition Plan	P.04
DA0091	Basement 2 Plan	P.05
DA0092	Basement 1 Plan	P.05
DA0093	Basement 1 Mezzanine Plan	P.03
DA0100	Ground Plan	P.04
DA0101	Level 1-2 Plan	P.04
DA0103	Level 3-4 Plan	P.04
DA0105	Level 5-8 Plan	P.04
DA0109	Level 9 Plan	P.04
DA0110	Level 10 Plan - Co-living Rooftop Amenities	P.04
DA0111	Level 11-16 Plan	P.04
DA0117	Level 17 Plan - BTR Rooftop Amenities	P.04
DA0118	Level 18-21 Plan	P.04
DA0122	Level 22 Plan - BTR Rooftop Amenities	P.04
DA0123	Roof Plan	P.04
DA0200	Section A	P.05
DA0201	Section B	P.04
DA0202	Section C	P.05
DA0203	Section D	P.04
DA0300	North Elevation	P.04
DA0301	East Elevation	P.04
DA0302	South Elevation	P.04
DA0303	West Elevation	P.04

APPENDIX C LANDSCAPE DRAWINGS REFERENCED



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ABN 34 074 882 447

This drawing is to be read in conjunction with all landscape architecture schedules, technical specifications, and other consultant drawings. Please check and verify all dimensions and site conditions prior to the commencement of any work. Do not scale drawings – refer to figured dimensions only. Please inform OCULUS of any discrepancies for clarification before proceeding. Unless otherwise noted this drawing is not for construction. Services shown on this drawing are approximate only, the exact location is to be confirmed on-site by contractor prior to commencement – before you dig (byda.com.au).

KEY PLAN

SCALE
1:200 @ A1

2 0 2 4 10m

PROJECT S24-022
TEMPUS STREET, ROUSE HILL
2-30 TEMPUS STREET, ROUSE HILL,
NSW 2155, AUSTRALIA

STATUS
DEVELOPMENT APPLICATION

CLIENT
FREECITY GROUP

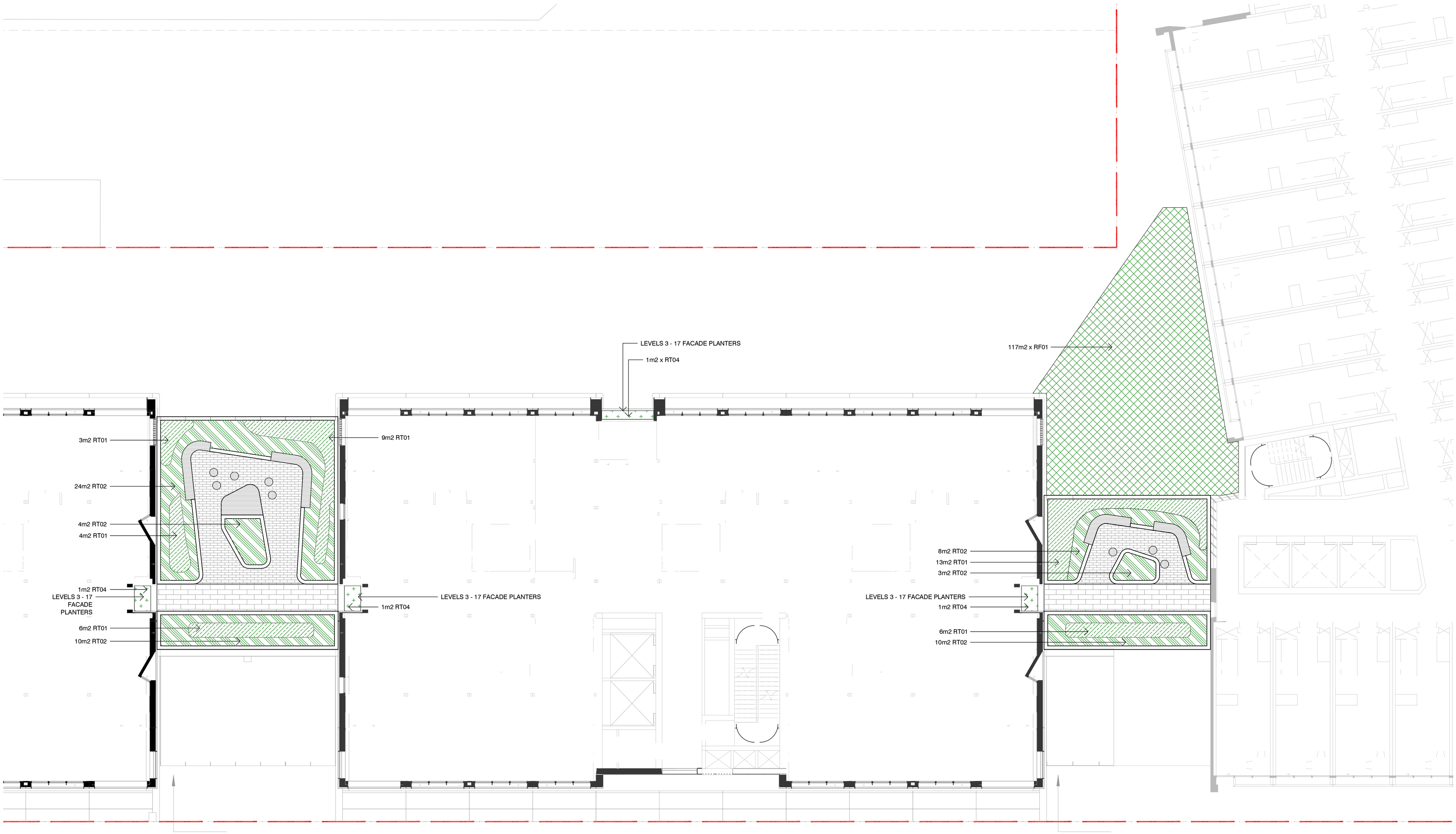
ARCHITECT
ARCHITECTUS

ISSUE	DATE	AMENDMENT	BY	APPROVED
A	04.04.25	SSDA	GH	KS

DRAWING TITLE
PLANTING PLAN - GROUND FLOOR

DRAWING NUMBER
L500

REVISION
A



OCULUS

FREECITY

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ABN 34 074 882 447

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KEY PLAN

SCALE
1:100 @ A1

1 0 1 2 5m

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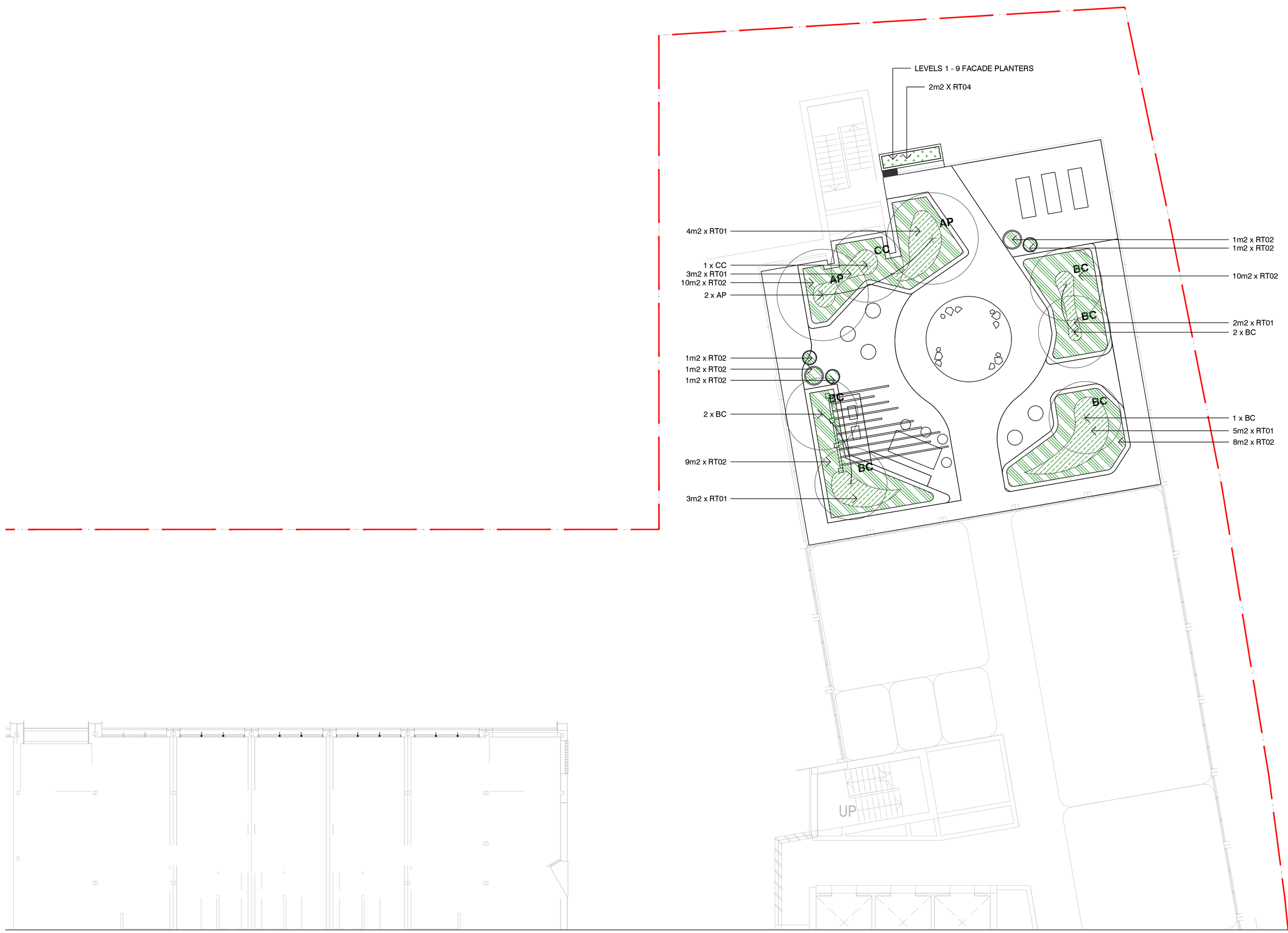
ARCHITECT
ARCHITECTUS

ISSUE	DATE	AMENDMENT	BY	APPROVED
A	04.04.25	SSDA	GH	KS
B	16.05.25	SSDA	GH	KS
C	10.06.25	SSDA	GF	KS

DRAWING TITLE
PLANTING PLAN - LEVEL 1&3

DRAWING NUMBER
L510

REVISION
C



OCULUS

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ABN 34 074 882 447

KEY PLAN

SCALE
1:100 @ A1

1 0 1 2 5m

PROJECT S24-022
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NSW 2155, AUSTRALIA

STATUS
DEVELOPMENT APPLICATION

CLIENT
FREECITY GROUP

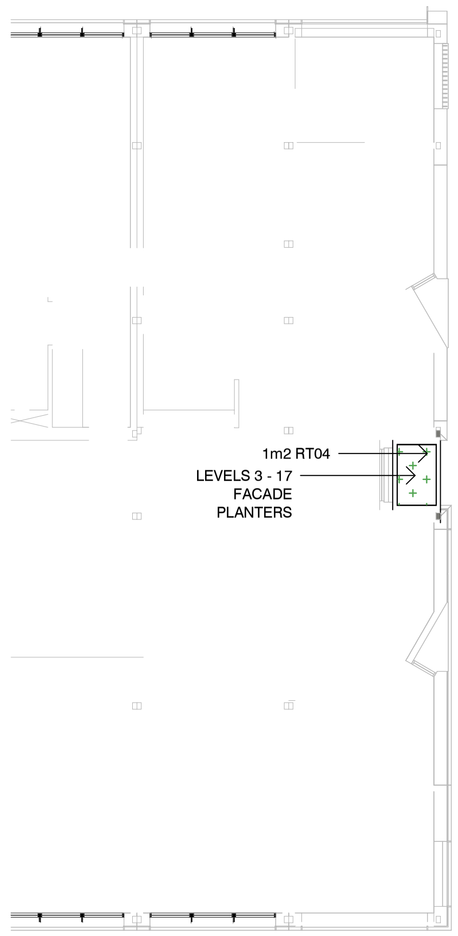
ARCHITECT
ARCHITECTUS

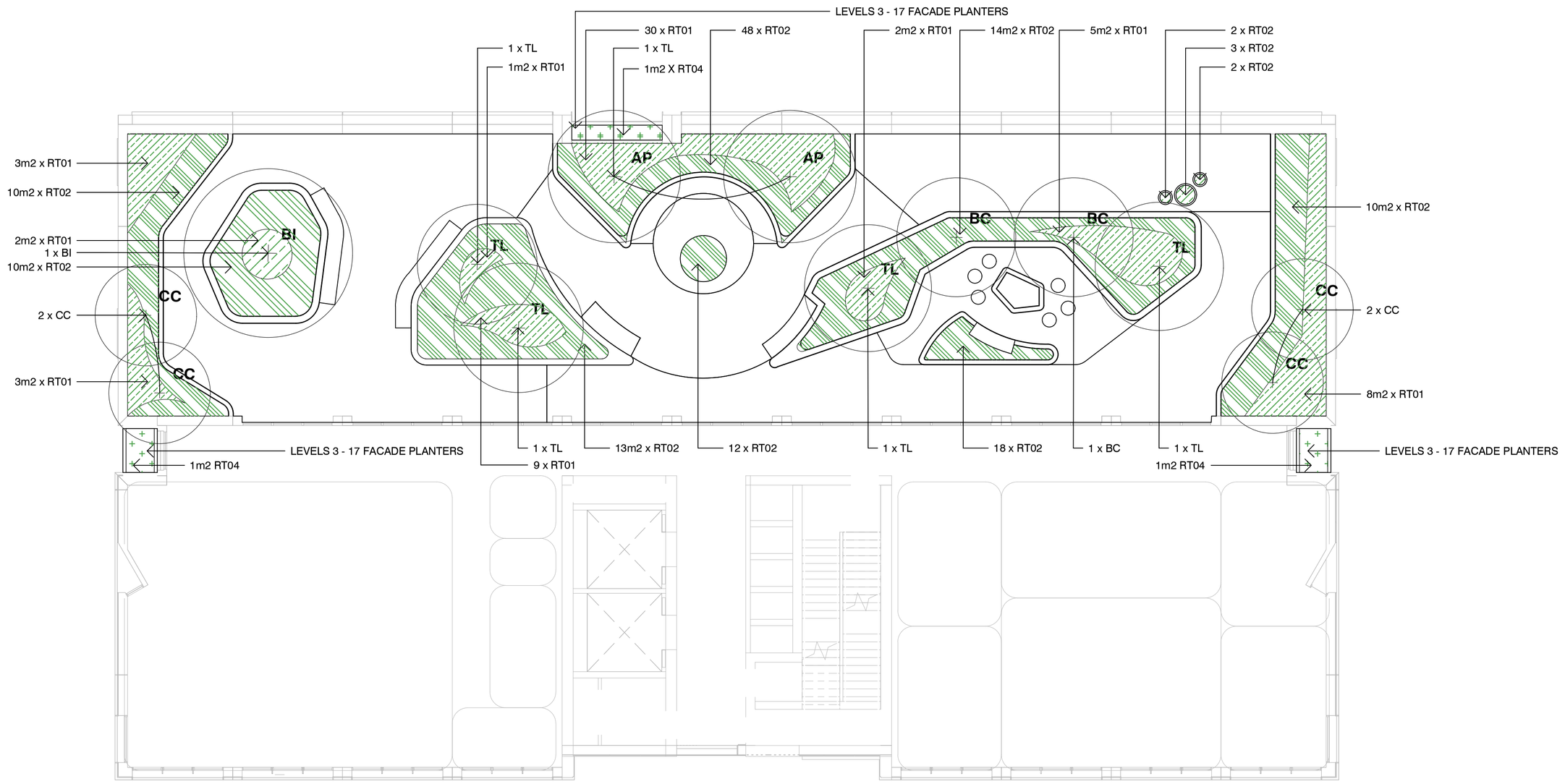
ISSUE	DATE	AMENDMENT	BY	APPROVED
A	04.04.25	SSDA	GH	KS
B	16.05.25	SSDA	GH	KS

DRAWING TITLE
PLANTING PLAN - LEVEL 10 TERRACE

DRAWING NUMBER
L520

REVISION
B





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KEY PLAN

SCALE
1:100 @ A1

1 0 1 2 5m

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STATUS
DEVELOPMENT APPLICATION

CLIENT
FREECITY GROUP

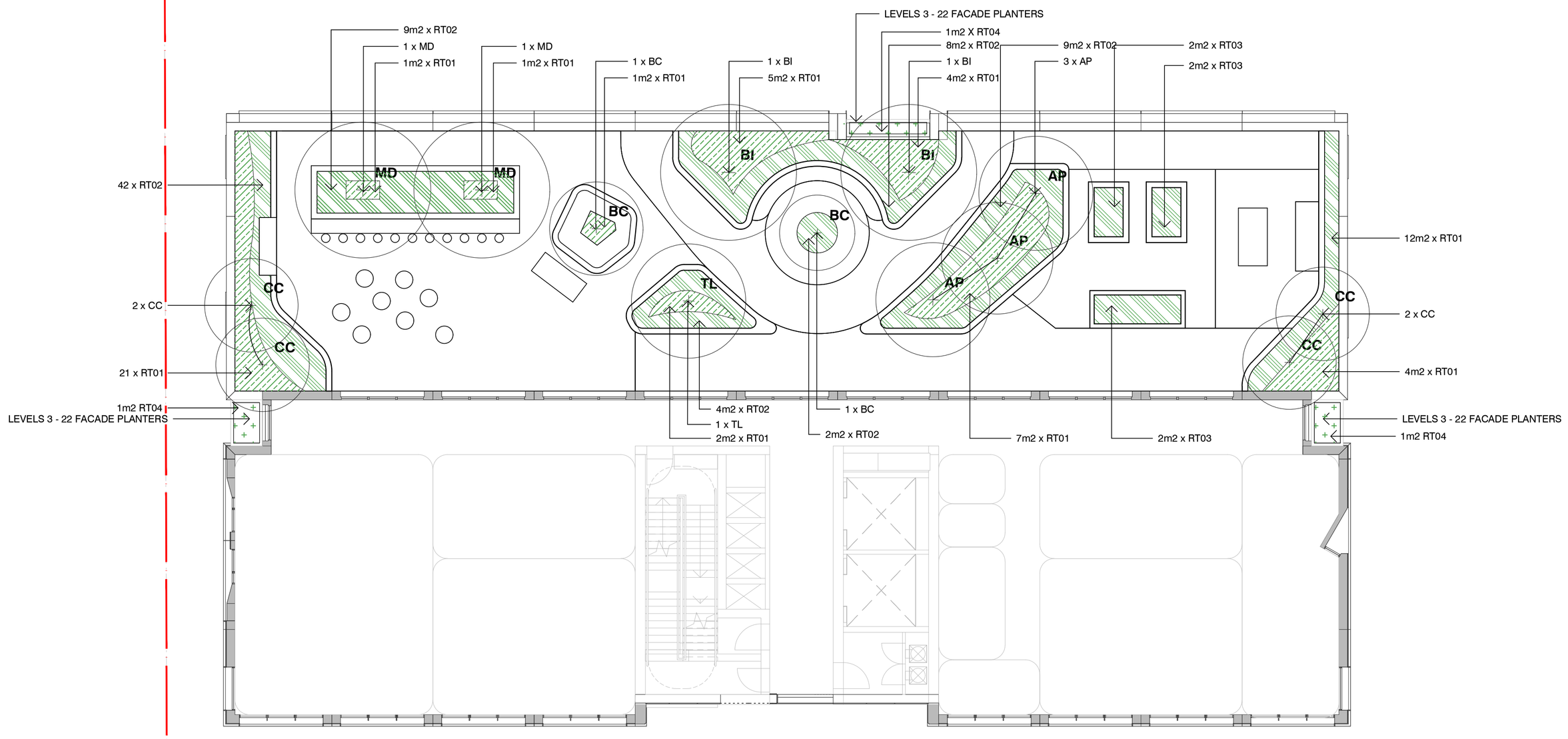
ARCHITECT
ARCHITECTUS

ISSUE	DATE	AMENDMENT	BY	APPROVED
A	04.04.25	SSDA	GH	KS
B	16.05.25	SSDA	GH	KS

DRAWING TITLE
PLANTING PLAN - LEVEL 17 TERRACE

DRAWING NUMBER
L530

REVISION
B



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KEY PLAN

SCALE
1:100 @ A1

1 0 1 2 5m

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FREECITY GROUP

ARCHITECT
ARCHITECTUS

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A	04.04.25	SSDA	GH	KS
B	16.05.25	SSDA	GH	KS

DRAWING TITLE
PLANTING PLAN - LEVEL 22 TERRACE

DRAWING NUMBER
L540

REVISION
B