

3. Aim

The overall aim of the Green Travel Plan is to limit the number of staff who require access to their own private motor vehicle to travel to work by facilitating alternatives such as public transport, cycling, walking and car sharing.

Green Travel Plans have the potential to increase the use of walk, cycle and public transport modes for a range of trip types and can provide the following benefits:

- Reduce the need to provide parking (reducing costs associated with providing parking and helping to create more affordable housing outcomes);
- Contribute to corporate social responsibility relating to the triple bottom line, and improve corporate image as an innovative and environmentally-aware organisation;
- Help to attract and retain staff (reducing costs associated with staff turnover);
- Contribute to a healthier, happier and more active workplace (reducing costs associated with sick days and an unhealthy, unproductive workforce) by promote healthy forms of transport through walking and cycling trips;
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities;
- Provide staff with potential travel cost savings;
- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership;
- Increase the potential market for the development by improving accessibility for those without access to a car;
- Reduce pressures on neighbourhoods through reduced congestion and on-street parking, ultimately improving amenity and the environment; and
- Reduce fuel costs and the reliance on fossil fuels, to reduce carbon emission and greenhouse gases.

The overall aim of the Green Travel Plan is to reduce the number of single occupancy private car trips to and from the site. The following specific objectives have been identified:

- Reduce the overall number of vehicle trips to and from the site;
- Increase carpooling where possible;
- Encourage the use of public transport to the site;
- Promote the use of walking and cycling modes; and
- Make visitors to the site aware of the sustainable transport alternative.

For this development, which has good parking provision onsite, the targeted travel is that of staff commuting. As this is a daily journey that typically doesn't vary in its length or destination, it is easiest travel habit to change.

4. Targets

The existing travel mode share for the Norwest Business Park has been obtained from the Census data for 2011, which has been provided by the Bureau of Transports within their Journey to Work database. Where a journey to work is comprised of more than one mode, a priority mode is allocated to one of the following hierarchies, which is generally the mode with the largest likely (but not necessarily actual) duration of the trip. The database provided the following travel mode split.

Mode	Employees	Existing Mode Share
Train	244	2%
Bus	381	2%
Ferry/Tram	3	0%
Vehicle Driver	14,129	90%
Vehicle Passenger	765	5%
Walked Only	98	1%
Other Mode	97	1%
Total	15,717	100%

Table 2: Existing Travel Mode Share

Using this information as base data, the following targets are to be established for the site:

- Reduce the number of car trips associated with the site by 5% per annum for each year to Year 3 of implementing the Plan (starting when Metro is operational); and
- Increase the number of trips by sustainable transport modes (i.e. public transport, walk, and cycle) associated with the site by 5% per annum for each year to Year 3 of implementing the Plan.

The travel plan is intended to develop a package of site specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. It will include a review of existing transport choices and sets targets so that the effective implementation of the plan can be assessed. These targets are to be realistic but ambitious enough to initiate substantial behavioural change to achieve the desired outcomes. The plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

5. Green Travel Planning Initiatives

The following sections develop the Green Travel Plan for the site. The Plan is to establish a Travel Plan Management Group comprising at least the building owner and tenants representatives and the activity operators who will meet regularly, adopting ownership and accountability for the actions, target setting and deliverables. The Plan is expected to be a living document, developed and progressed with the actual performance of the activities, measured and reviewed against the key targets.

5.1 Actions

The following actions are established to contribute achievement of the objectives. Actions are established to provide incentives for using sustainable transport modes.

Strategy	Aim	Action
Public Transport Actions		
Travel pass loan schemes	Distribution of free or discounted public transport passes to encourage public transport use and help establish new transport habits amongst tenants/staff	Subject to owner/tenant negotiations and incentives
Public transport for business travel	The commercial space organisation can promote public transport as the first preference for business travel. This should be supported by employees having access to travel passes	Subject to owner/tenant negotiations and incentives
Staff welcome packs	Train and bus timetables relevant to the local area must be included in the pack of information provided to staff upon commencing employment	Green Travel Plan Committee to prepare welcome packs and distribute
Education of available public transport services	Information about public transport routes provided within a prominent location on-site, including maps and timetables	Green Travel Plan Committee to provide on-site
Walking and Cycling		
Provide bicycle parking on-site	Provide bicycle parking on-site in a secure, prominent location, to encourage staff to cycle.	Applicant to establish on-site
Providing end of journey facilities	Providing facilities such as showers, change rooms, lockers	Applicant to establish on-site
Education of nearby pedestrian and cyclist facilities	Put up a noticeboard with leaflets and maps showing the main pedestrian and cyclist	Green Travel Plan Committee to provide on-site

Strategy	Aim	Action
Promote inclusion with advertised events	routes to key destinations Promote sustainable transport events such as Ride to Work Day and Walk to Work Day	Green Travel Plan Committee to promote
Minimising Car Use		
Car Sharing	Staff and visitors are encouraged to use a shared car (e.g. GoGet) to reduce the need for individuals to own their own vehicle	Organise 'car sharing' arrangements with service providers
Carpooling	Establish a car pooling program to help people find someone to share in their daily commute	Prepare information sheets specific to residential commuters and employees on site
Other Actions		
Flexible working hours	Allowing staff the flexibility to commute outside peak periods to reduce overall congestion and travel time	Manage staff rosters, and develop work-from-home policies and procedures, where possible

Table 3: Travel Plan Actions

6. Monitoring and Review

6.1 Strategy for Promoting and Marketing the Actions

The Travel Plan Management Group appoints a Travel Plan Coordinator is to prepare a promotional and marketing strategy, including actions to support and drive the Green Travel Plan. In particular, the key responsibilities of the Travel Plan Coordinator will include:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

The Coordinator is also to be responsible for monitoring, reviewing and updating the travel plan over time. It is likely that coordinators will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

6.2 Commitment of Resources (Do we need this?)

The establishment of a Green Travel Plan is to include financial support and human resources to allow for implementation, monitoring, review and continual improvement of the Travel Plan.

The Travel Plan will require funding to support implementation. Relevant infrastructure, such as cycle parking and showers, are to be provided (if not already provided) through the development of Actions and their implementation. The Travel Plan should identify existing and additional resources required to successfully implement the plan.

The Travel Plan Coordinator is to prepare an annual plan of financial commitment and resource allocation to be reviewed, considered and adopted by the Green Travel Plan Committee.

6.3 Monitoring and Review

Monitoring and review is a process that sets out a systematic approach to measuring the impact of the travel plan.

The travel plan will be reviewed quarterly to track progress with regards to implementation of actions and achievement of goals.

An annual travel survey of staff and visitors will be undertaken to firstly establish a baseline level of performance. The results of successive surveys are to be maintained in the Appendices (Refer Appendix A example) to the Travel Plan for continued progress monitoring and evaluation.

Following surveys will then assess progress against the baseline data and toward the targets. Initially, the Travel Plan Coordinator will be responsible for implementing the survey however this will eventually become the responsibility of the Travel Plan Management Group.

The results of this survey will be published in an annual report to the Green Travel Plan Committee. It will detail progress against objectives and targets. The annual report will identify any modifications to the travel plan that are needed, such as revision of objectives or targets, or the addition or alteration of measures.

Once the travel plan has been prepared it should be ready to submit to Council for approval. The Transport Planning team is responsible for reviewing travel plans and may provide feedback or advice about how the plan could be improved, prior to being satisfied that it meets the intent of the development consent condition if one is established.

Monitoring and reviewing a travel plan is one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on mode share. Council requires that on-going monitoring is conducted for a minimum of five years.

Once the data has been updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Is the building struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share, and how can this be addressed?

The steps outlined above should not be considered as a linear process, but rather an on-going cycle. Travel planning requires regular review and adjustment – a review may reveal the need to reconsider objectives or targets, or to add new actions to create greater incentives for the uptake of sustainable transport choices.

6.4 Governance Support

Governance support for the Travel Plan Coordinator is to be provided by the Green Travel Plan Committee. The committee is in effect a "Board". It shall therefore comprise:

- Key persons with an interest in the business, its efficient and effective operation;
- To enable the implementation of measures that may require works on the site, the committee should also include representation from the landlord or property owner representative;
- To provide for the application of the Plan in an everyday operational sense, the Travel Plan Coordinator should ideally be a person with operational responsibility and/or interface;
- Specialist expertise may be incorporated within the committee, seconded as required or engaged in relation to specific tasks or undertakings.

Responsibilities of the Green Travel Plan Coordinator will include:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

The Green Travel Plan Coordinator or Management Group will be required to oversee the implementation of the actions of the Travel Plan. These might not all be implemented at the same time, but may be staged throughout time as appropriate. There may be some crucial actions that are implemented immediately, while others might take longer to plan and develop.

Before implementing actions, it is a key responsibility of the Green Travel Plan Coordinator to make sure relevant stakeholders are on board. For example, if the Green Travel Plan involves reviewing company policies and proposing changes, relevant members of the senior management team will need to be on board to sanction and approve such changes.

Appendix A

Annual and Progress Monitoring, Survey and Review Results (to be appended)



TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000

URBISCOMAU
Urbis Pty Ltd
ABN 50 105 256 228

28 September 2018

Mr Stewart Seale
Manager Forward Planning
Hills Shire Council
3 Columbia Court
Norwest
NSW 2153

Attention: Kayla Atkins – Town Planner, by email.

Dear Sir/Madam,

PLANNING PROPOSAL - 2-4 BURBANK PLACE, NORWEST BUSINESS PARK

Further to recent discussions, we write on behalf of our client GU Custodian/Capital Bluestone in respect of the planning proposal that is currently before Council. We are pleased to provide additional information that is intended to assist the assessment of the proposal and hopefully meet the expectations of Council staff moving forward.

Additional shadow analysis

In addition to the shadow analysis originally provided, additional analysis has now been completed that now includes:

- (a) Both current and proposed building heights at hourly intervals for June 21,
- (b) Spring/Autumn equinox and summer solstice periods.

The shadow diagrams are provided in the updated **architectural plan set enclosed at Section 5.0**

Acknowledging that *The Hills Shire 2012 Development Control Plan* recommends that at least 4 hours direct solar access be achieved for residential property private open space areas between 9am and 3pm on 21 June the key findings from the shadow analysis are as follows:

- residential properties to the west of Edgewater Drive currently achieve the recommended 4-hour solar access and will continue to do so even with the proposed building height. The only exception to this is private open spaces may already be 'self-shadowed'
- In the worst-case scenario (June 21), there are no shadow impacts on any residential property from approximately 10.30am. Many properties are clear of shadow much earlier.
- Due to the significant distance/separation between the proposed development and residential properties, resulting shadows will be fast-moving and have a duration of less than one hour.

The shadow analysis demonstrates that the recommended level of direct solar access for the amenity of residents will continue to be achieved regardless of the proposed development even at June 21. There is minimal impact arising from the proposed increase in building height.

Revised height of building

Council staff in preliminary discussions have requested consideration being given by the project team for a reduced building height. In this context, the intended development outcome/built form has been the refined. Accordingly, the following adjustments have been made in the endorsed architectural plan set:

- A reduction in floor to floor height for parking levels 1 to 6 from 3650mm to 3000mm
- A reduction in roof to top of plant from 7000mm to 6000mm.

These reductions can be achieved without compromising the intended functionality of the building. A revised height of building of **157.8m AHD is proposed**, reduced from 162.7m AHD. A revised architectural plan set, including revised building envelope is enclosed for your reference.

Why the proposed building height/20 storeys?

Having a clear and concise understanding of the key drivers/rationale for the intended building height of 20 storeys may assist Council's consideration of the proposal. Although outlined in detail in the documentation submitted to date, please find below a summary for convenience and reference:

- **Strategic merit** – the proposal seeks to align with both local and state-level objectives, including:
 - **Reinforcing the status of the business park** as a specialised centre and key employment destination – attracting new higher order business activities specifically suited to the Shire's skilled, professional workforce.
- Each new floor with a GFA of 1,965 sqm is expected to accommodate in the order of 130 - 165 new jobs. This represents an opportunity for a significant contribution toward the achievement of established targets for both the Norwest Business Park and broader area.

- **Delivering jobs in an area of high accessibility and amenity**, being within an easy walking distance from the Norwest Train Station and the Norwest centre more generally – providing opportunities for reduce dependence on private vehicle travel. The site at 500m from the station has been historically recognising as being well-positioned to cater for additional high-quality office floor space.
- **Minimising amenity impacts** – the assessments completed demonstrate minimal impacts on the business park and surrounding areas, including minimal traffic and minimal solar impacts. Noise impacts will be minimal as a result of the intended land uses.

- **Building scale/character** – Commercial and Mixed-Use buildings of a significant scale separated from residential areas in a landscaped/lake setting already form part of the existing and future character of the Norwest Business Park. Buildings in the order of 20 storeys have been specifically planned for within the business park. The proposed development is consistent with this existing/intended future character and already established building scale.

It is also important to note that separation distance between the proposed commercial development on site and residential areas (minimum 65m/107m) is in excess of that already developed/planned for other locations in the Norwest Business Park (eg The Esplanade development at 60m). This is illustrated in the updated architectural plan set.

- **Existing site** – there are existing improvements/buildings on the site and the intended building height will facilitate the comprehensive redevelopment of the site. A smaller, incremental increase in building height would not facilitate this outcome.
- **Avoidance of view corridor** – the intended building envelope specifically responds to not only the current site conditions but is also clear of the historical view corridor to Bella Vista Farm. Locating additional height to the Western portion of the site assists in this regard.
- **Flexibility for the future** – while demonstrating alignment with Council's current parking rates, the built form has been specifically designed to provide flexibility for potential changes in parking rates into the future, with a number of floors able to be adapted should there be a change in Council's policy position on parking.

Consistent with the vision and objectives of the Hills Future Community Strategic Plan, the proposal provides an opportunity for businesses to grow and meet the needs of a modern local economy in a location that will have a high level of accessibility and amenity.

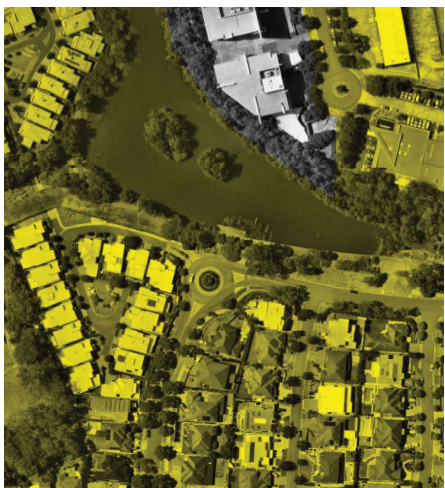
We trust this additional information assists Council's consideration of the planning proposal. Should you wish to discuss related matters further or require any additional information, please do not hesitate to contact the undersigned on 8233 7620. Alternatively, Frank Xuereb/David Read of Capital Bluestone may be contacted on 8072 4700

Yours sincerely,



Simon Wilkes
Associate Director

CC Capital Bluestone - Frank Xuereb/David Read



scott=
carver

Prepared for
(Capital Bluestone Pty Limited)
[Level 19 23 O'Connell Street SYDNEY NSW 2000]
[+61 2 6072 4700]
Submission
[Planning Proposal]

Scott Carver Pty Ltd
Level One, One Chifley Square
Sydney NSW 2000 Australia
[+61 2 9230 9000]
www.scottcarver.com.au

© Scott Carver Pty Ltd
This document remains the property of Scott Carver, unless
otherwise agreed under contract.
Reproduction of any part is not permitted without prior written
permission.
This document has been prepared in accordance with the
agreement between Scott Carver and the client. The document
relies upon information supplied within the scope of the agreement.
Any conclusions or recommendations only apply within the scope
of the agreement and no greater reliance should be assumed or
drawn by the client. This document has been prepared solely for
the use of the client. Scott Carver accepts no responsibility for its
use by other parties.

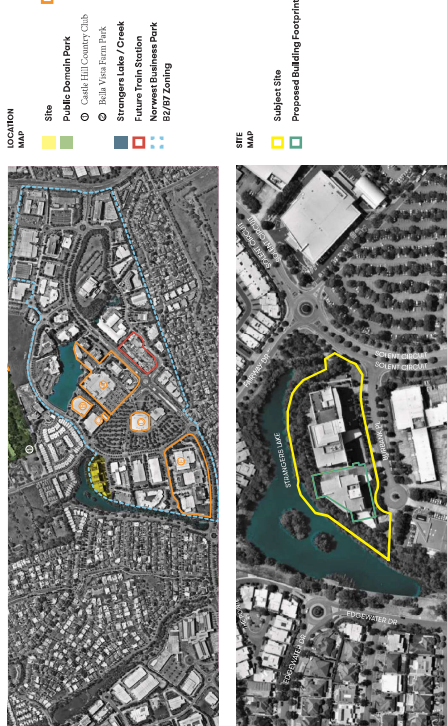
Contents

01	Site Context
02	Proposed Development
03	Floor Plans, Sections
04	Landscape
05	Shadow Analysis
06	Visualisation



Site Context

Site Photographs



Site Photographs

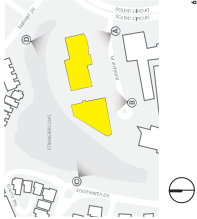
View of Site



View of Site from Burbank Place



View of Site from Burbank Place



scott-carver
[Planning Proposal]
[2019/2020] [4-C Burbank Place, Norwalk]

Site Photographs

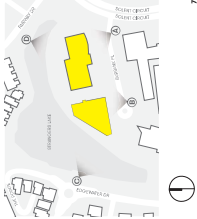
View of Site



View of Site from Edgewater Drive onto Stronger's Lake



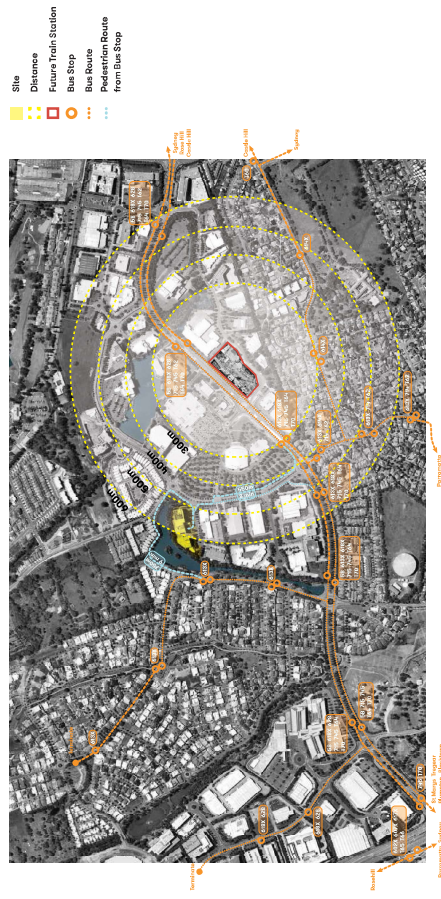
View of Site from Fairway Drive onto Stronger's Lake



scott-carver
[Planning Proposal]
[2019/2020] [4-C Burbank Place, Norwalk]

Site Analysis

Distance Public Transport



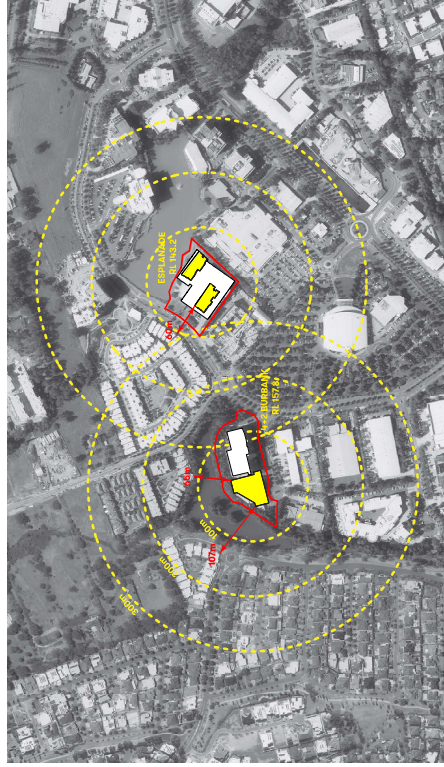
Site Analysis

Pedestrian and Cycle Network



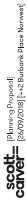
Site Analysis

Proximity Comparison of Buildings Exceeding Permissible Height to Residential Areas



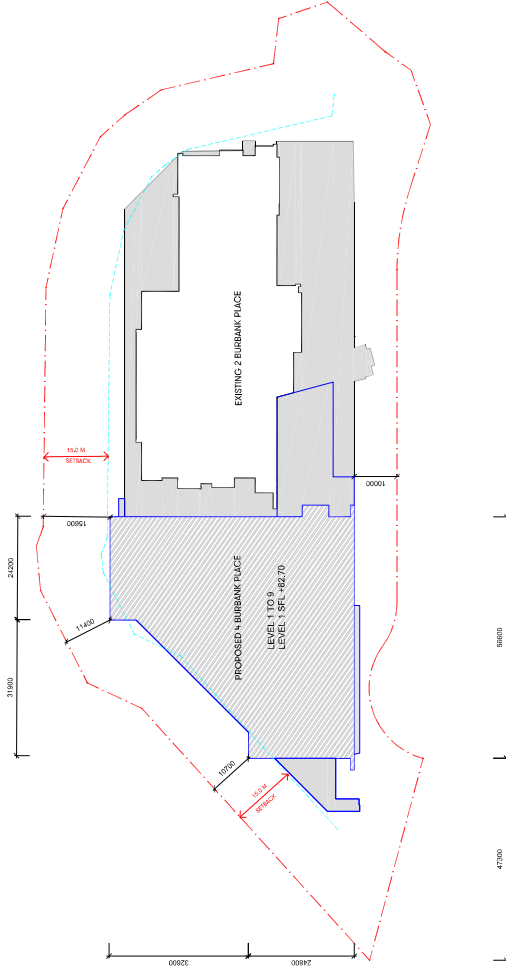
Proposed Development



12

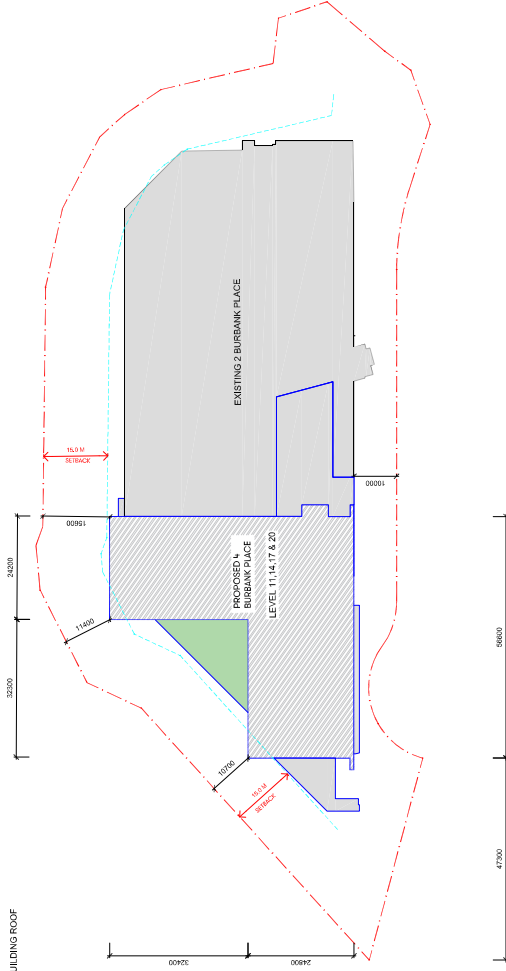
PRELIMINARY
Project: 4+2 Burrbank Place, Norwest
Drawing: AD-PA305
Scale: 1:300
Date: 20/05/2016
Author: J. Smith
Checked: M. Jones
Approved: P. Brown

LEGEND
SITE BOUNDARY
PROPOSED BUILDING ENVELOPE
SETBACK LINE
ZONE FOR LANDSCAPE TERRACE
BUILDING ROOF



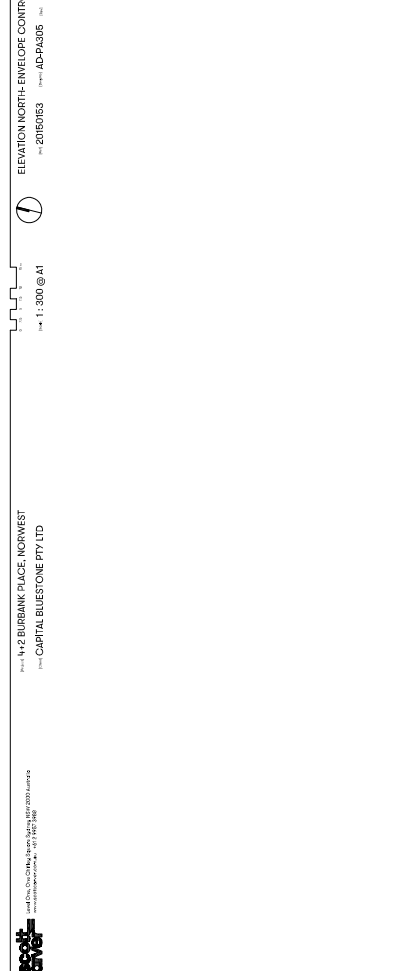
PRELIMINARY
Project: 4+2 Burrbank Place, Norwest
Drawing: AD-PA305
Scale: 1:300
Date: 20/05/2016
Author: J. Smith
Checked: M. Jones
Approved: P. Brown

LEGEND
SITE BOUNDARY
PROPOSED BUILDING ENVELOPE
SETBACK LINE
ZONE FOR LANDSCAPE TERRACE
BUILDING ROOF



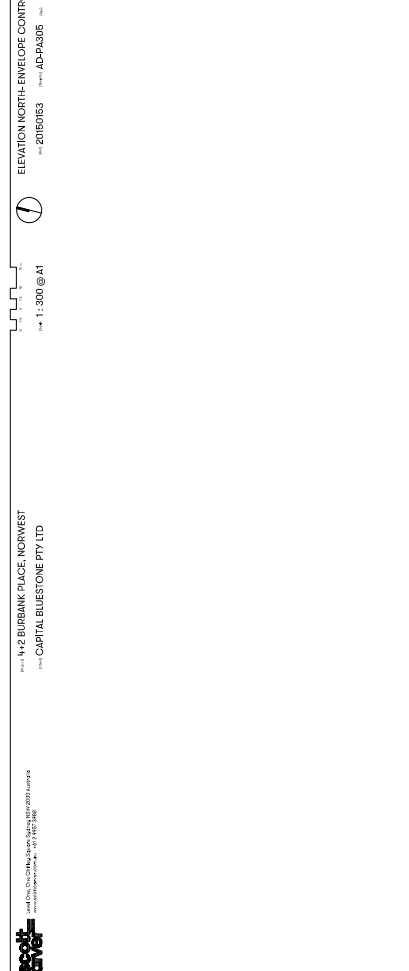
PRELIMINARY
Project: 4+2 Burrbank Place, Norwest
Drawing: AD-PA305
Scale: 1:300
Date: 20/05/2016
Author: J. Smith
Checked: M. Jones
Approved: P. Brown

LEGEND
SITE BOUNDARY
PROPOSED BUILDING ENVELOPE
SETBACK LINE
ZONE FOR LANDSCAPE TERRACE
BUILDING ROOF

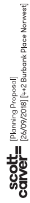


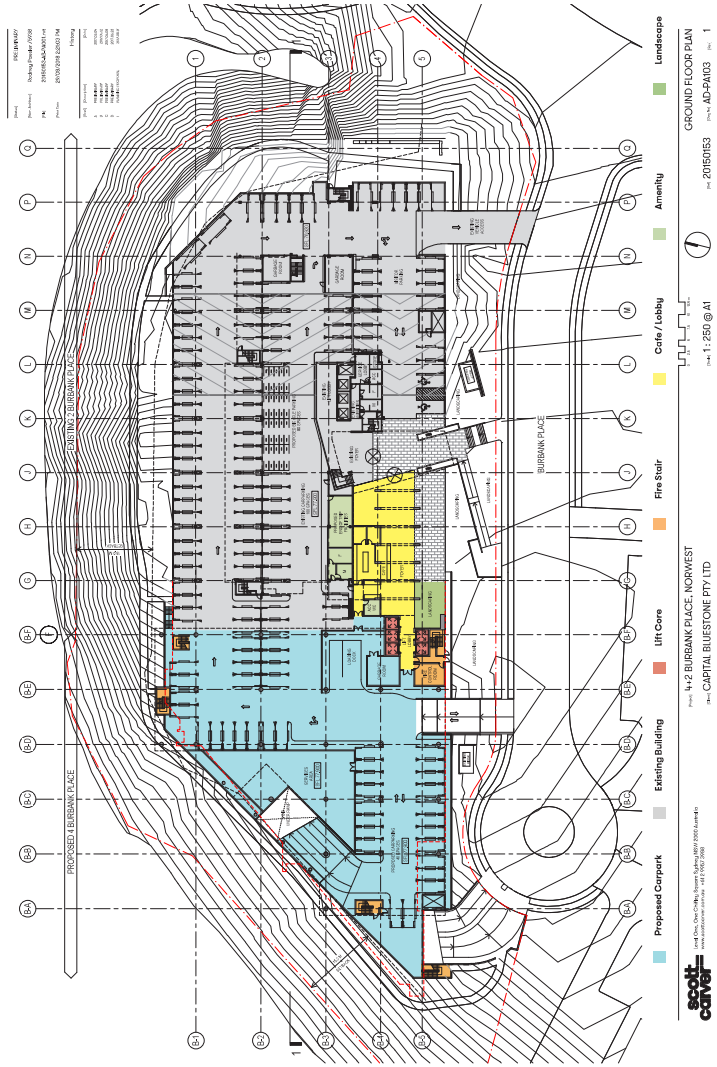
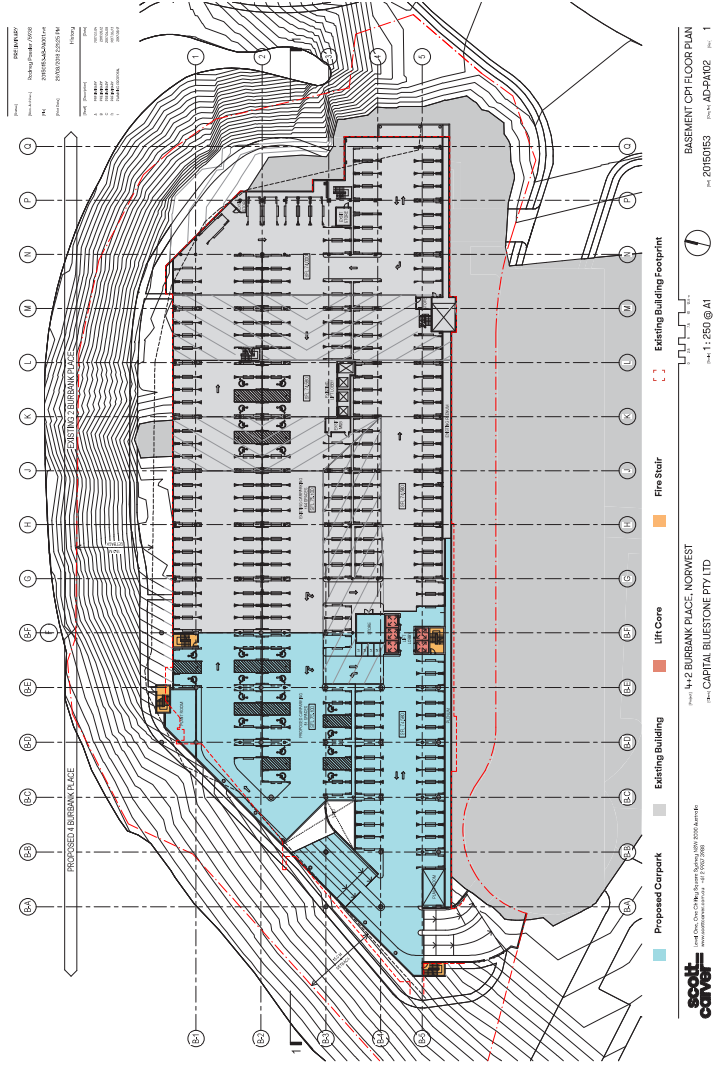
PRELIMINARY
Project: 4+2 Burrbank Place, Norwest
Drawing: AD-PA305
Scale: 1:300
Date: 20/05/2016
Author: J. Smith
Checked: M. Jones
Approved: P. Brown

LEGEND
SITE BOUNDARY
PROPOSED BUILDING ENVELOPE
SETBACK LINE
ZONE FOR LANDSCAPE TERRACE
BUILDING ROOF

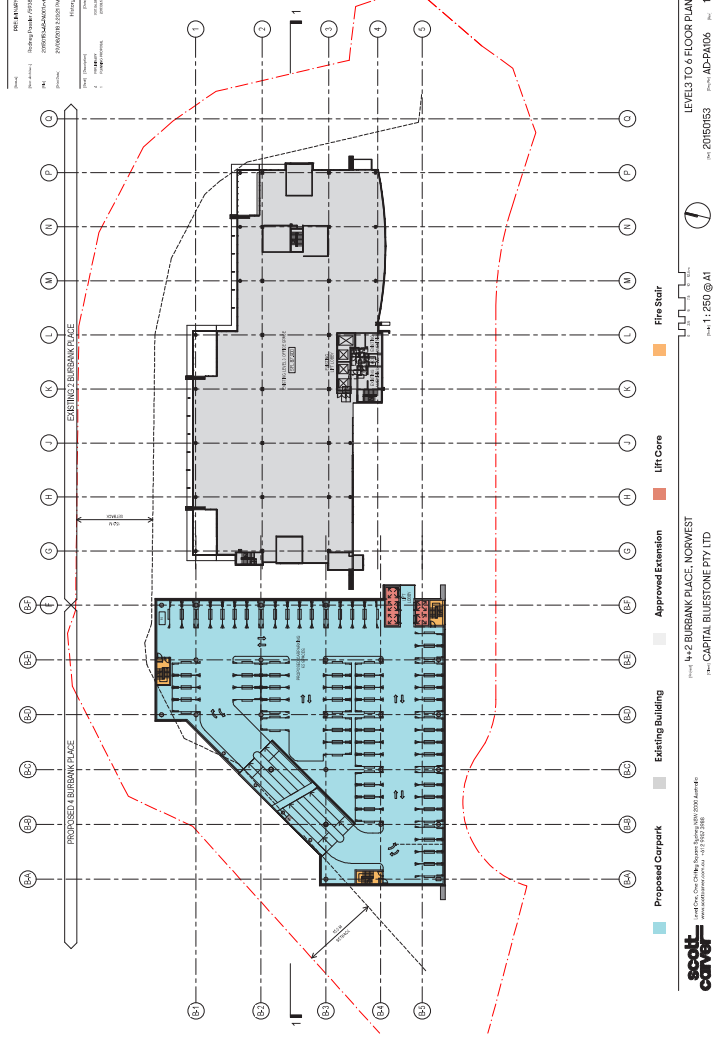




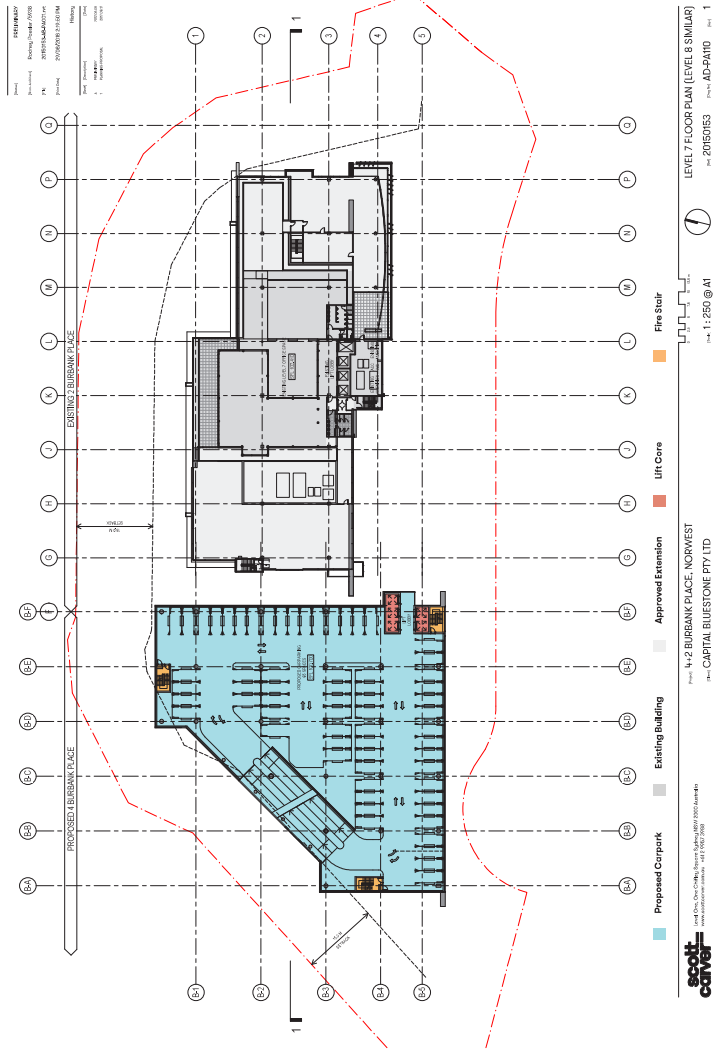




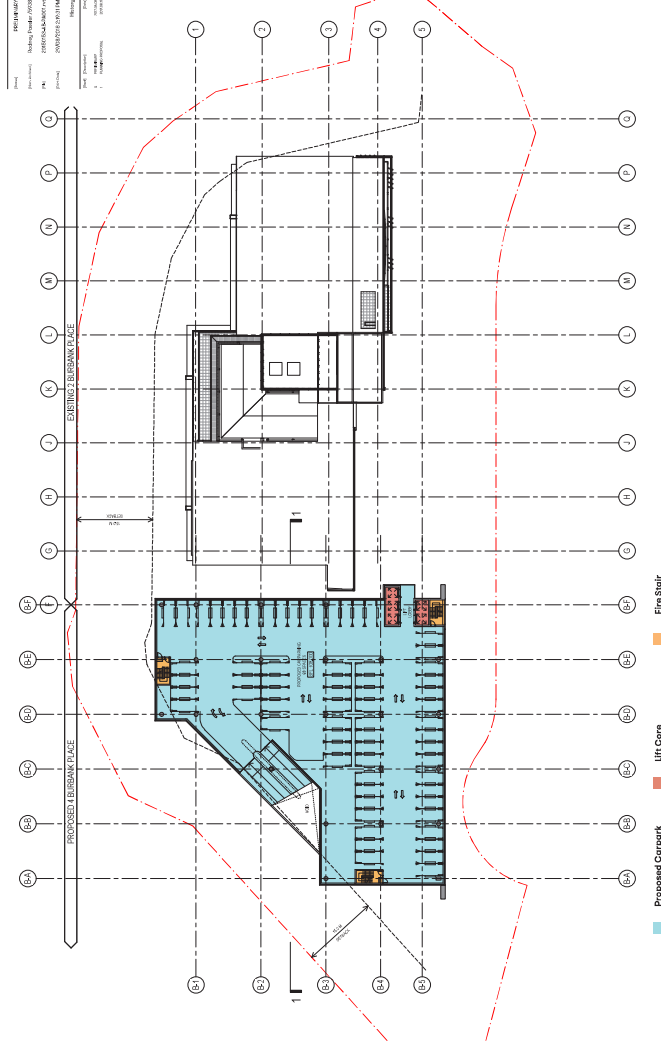
SYNOPSIS	
Project Name	Building 1/2/3/4/5/6/7/8/9/10
Client	Capital Bluestone Pty Ltd
Architect	Capital Bluestone Pty Ltd
Engineer	Capital Bluestone Pty Ltd
Contractor	Capital Bluestone Pty Ltd
Project Manager	Capital Bluestone Pty Ltd
Design Manager	Capital Bluestone Pty Ltd
Construction Manager	Capital Bluestone Pty Ltd
Operational Manager	Capital Bluestone Pty Ltd



SYNOPSIS	
Project Name	Building 1/2/3/4/5/6/7/8/9/10
Client	Capital Bluestone Pty Ltd
Architect	Capital Bluestone Pty Ltd
Engineer	Capital Bluestone Pty Ltd
Contractor	Capital Bluestone Pty Ltd
Project Manager	Capital Bluestone Pty Ltd
Design Manager	Capital Bluestone Pty Ltd
Construction Manager	Capital Bluestone Pty Ltd
Operational Manager	Capital Bluestone Pty Ltd



Project	442 Burrbank Place - 2020
Client	Capital Bluestone Pty Ltd
Architect	Capital Bluestone Pty Ltd
Engineer	Capital Bluestone Pty Ltd
Structural Engineer	Capital Bluestone Pty Ltd
MEP Engineer	Capital Bluestone Pty Ltd
Fire Engineer	Capital Bluestone Pty Ltd
Interior Designer	Capital Bluestone Pty Ltd
Landscaper	Capital Bluestone Pty Ltd
Surveyor	Capital Bluestone Pty Ltd
Builder	Capital Bluestone Pty Ltd



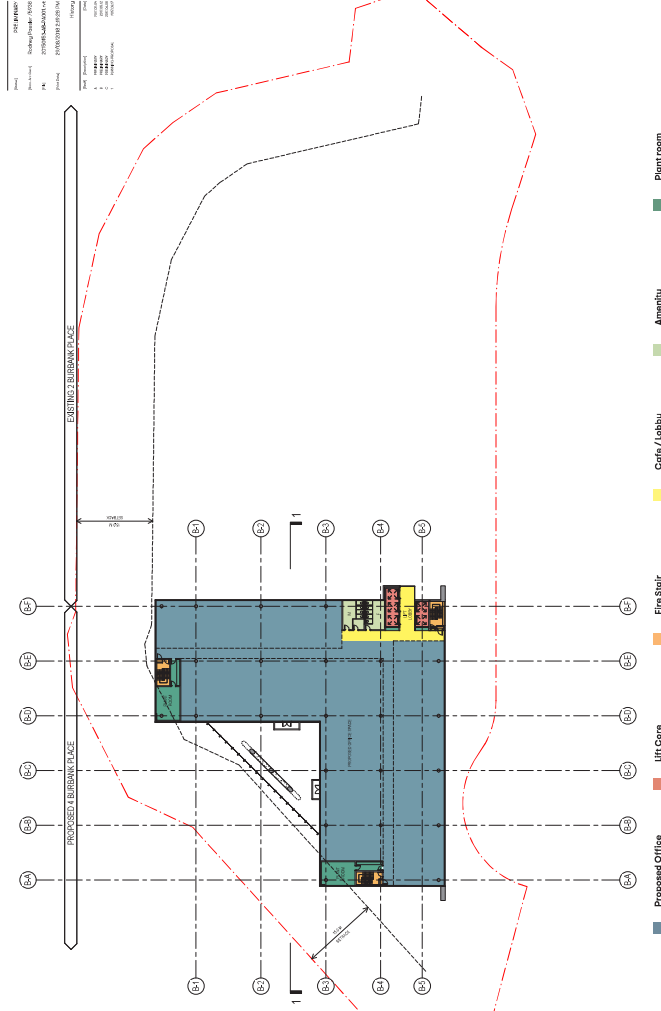
Project: 442 Burrbank Place - 2020
Client: Capital Bluestone Pty Ltd
Architect: Capital Bluestone Pty Ltd
Engineer: Capital Bluestone Pty Ltd
Structural Engineer: Capital Bluestone Pty Ltd
MEP Engineer: Capital Bluestone Pty Ltd
Fire Engineer: Capital Bluestone Pty Ltd
Interior Designer: Capital Bluestone Pty Ltd
Landscaper: Capital Bluestone Pty Ltd
Surveyor: Capital Bluestone Pty Ltd
Builder: Capital Bluestone Pty Ltd

LEVEL 9 FLOOR PLAN
442 BURRBANK PLACE, NORTHWEST
CAPITAL BLUESTONE PTY LTD
2015/05/03
AD-2412
1:250 @ A1
1



Proposed Carpark
Fire Stair
Lift Core

Project	442 Burrbank Place - 2020
Client	Capital Bluestone Pty Ltd
Architect	Capital Bluestone Pty Ltd
Engineer	Capital Bluestone Pty Ltd
Structural Engineer	Capital Bluestone Pty Ltd
MEP Engineer	Capital Bluestone Pty Ltd
Fire Engineer	Capital Bluestone Pty Ltd
Interior Designer	Capital Bluestone Pty Ltd
Landscaper	Capital Bluestone Pty Ltd
Surveyor	Capital Bluestone Pty Ltd
Builder	Capital Bluestone Pty Ltd



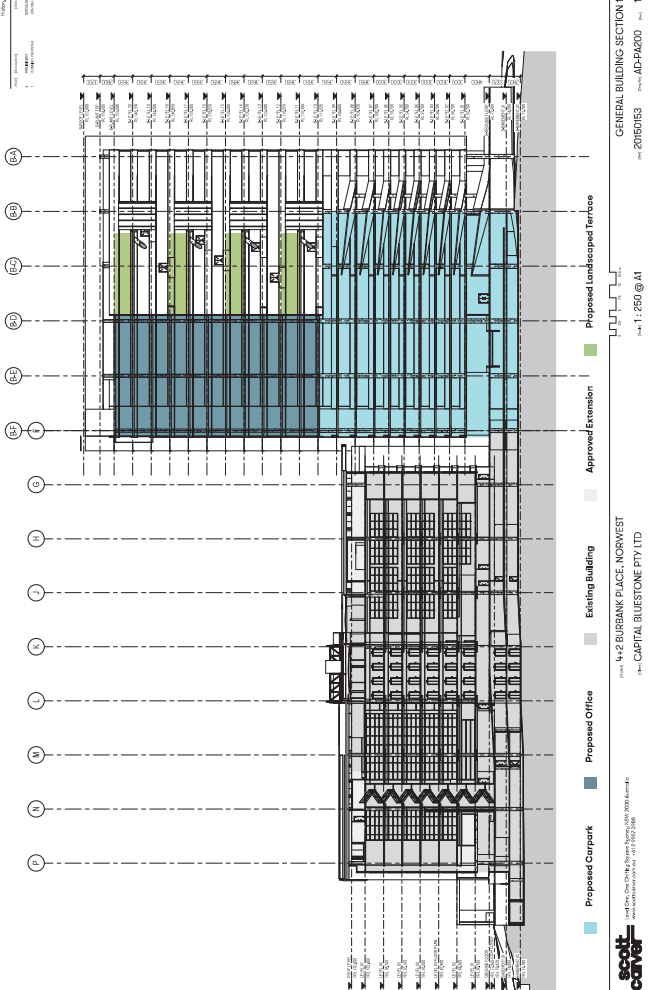
Project: 442 Burrbank Place - 2020
Client: Capital Bluestone Pty Ltd
Architect: Capital Bluestone Pty Ltd
Engineer: Capital Bluestone Pty Ltd
Structural Engineer: Capital Bluestone Pty Ltd
MEP Engineer: Capital Bluestone Pty Ltd
Fire Engineer: Capital Bluestone Pty Ltd
Interior Designer: Capital Bluestone Pty Ltd
Landscaper: Capital Bluestone Pty Ltd
Surveyor: Capital Bluestone Pty Ltd
Builder: Capital Bluestone Pty Ltd

LEVEL 10, 13 & 19 FLOOR PLAN
442 BURRBANK PLACE, NORTHWEST
CAPITAL BLUESTONE PTY LTD
2015/05/03
AD-2413
1:250 @ A1
1



Proposed Office
Lift Core
Fire Stair
Cafe / Lobby
Anenity
Plant room

0101000000
Drawing Number: 0101000000
Drawing Title: 0101000000
Drawing Date: 0101000000
Drawing Author: 0101000000
Drawing Checker: 0101000000
Drawing Approver: 0101000000
Drawing Status: 0101000000



to

Landscape

4.0 Introduction + Context

SITE OVERVIEW

This report outlines the planning proposal that would lead to the re-development of 1+2 Burbank Place, Norwest. The site is approximately 13,800m² and is to be developed for commercial, retail + parking use. This design report demonstrates the quality of the public domain, open space, amenity and the impact the proposal has on an existing riparian zone.

DEVELOPMENT DESCRIPTION

The development has the opportunity to integrate and preserve a number of existing landscape features, including the riparian zone, the bush reserve. These ecological assets greatly benefit the character of the development and assist in responding to the site context. Preserving this natural asset and pedestrian connection through it is essential.



Site Image: View to Development across Stingers Creek

4.1 Design Statement

LANDSCAPE OBJECTIVES / PRINCIPLES

The landscape master plan will address the following design objectives:

- Enhance the appearance and amenity of the proposed site by integrating landscape through effective site planning and landscape design.
- Create a sensitive landscape / commercial development and public domain with range of inviting safe and accessible open spaces and linkages.
- Take forward the landscape principles and urban design principles established by the Hills Shire DCP 2012 section C3 - Landscape 6. Consider Creek Master Plan Report - 12 December 2013. DRAFT and species outlined in the Cumberland Plain Woodland species list.
- Establish a visually and environmentally sensitive landscape, complementary to the architectural vision and greater urban setting, while providing high quality private spaces for residents and visitors.
- Capitalise on the location of the Stingers Creek by creating an effective, safe, and inviting circulation link.
- Assimilate the development into the surrounding urban context through the development of an integrated and permeable landscape and open space environment.
- Incorporate water sensitive urban design principles and environmentally sensitive design to create a low impact development that integrates with the surrounding landscape and provides a distinctive tree canopy with diverse low level shade groundcover and exposures of lawn.

- Ensure accessibility for all within a safe and secure urban domain whilst accommodating a range of passive recreational and social activities within the public domain.

Water sensitive urban design (WSUD) principles have been incorporated into the landscape master plan. Environmentally sensitive landscape features such as a bioswale, add to the character and support ecological systems.

The Landscape planning for the site will have an extensive native canopy and complement the existing Hills Shire DCP 2012 section C3 - Landscape. The landscape planning for the site will include a minimum of 70% of indigenous / water sensitive planting species.





4.3 Existing Bush land setting & Stangers Creek reserve

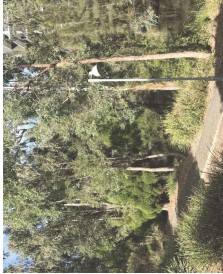
OVERVIEW / DESIGN INTENT

The design for the site incorporates the enhancement of the link to the Stangers Creek reserve area to the North of the site. Currently a decomposed gravel path runs along this edge connecting the broader pedestrian network. This nature trail will be retained and made good allowing for its continued use.

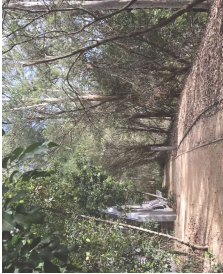
The objectives of the design is to reinforce the principles outlined in Coddles Creek Master Plan Report – 12 December 2013 DRAFT and species outlined in the Cumberland Plain Woodland species list.

OBJECTIVES

- Enhancing biodiversity and habitat
- Managing biological corridors
- Improve Public Domain Quality
- Shared pedestrian zones to aid site circulation
- Community access and recreation
- Education and awareness
- Aesthetics and scenic amenity



Site Image View to along existing Aquatic Corridor to Stangers Creek



Site Image View to along existing Aquatic Corridor to be enhanced.

4.4 Riparian Infringement

RIPIARIAN INFRINGEMENT

The current building footprint infringes 30m0 into the 1.5m Riparian zone. The proposed building footprint has a minor infringement of approx 45m0.

We note the proposed infringement has a limited ecological footprint as majority of the infringement is along and approximately 1.5m zone to the species such as Lomandra banksia and tussock grasses.

***Note approximate area subject to detailed survey and finalisation of water approval.



Legend
Existing building footprint - 30m0
Proposed building footprint - 45m0
Riparian zone - 1.5m0

Note
All notes are approximate. All
approximate work to quantum
to future Office of Water Regulation



Shadow Analysis



Shadow Analysis Key Findings

DETAILED ANALYSIS HAS BEEN COMPLETED:

- Shadow analysis has been completed for the winter and summer solstices and the spring / autumn equinoxes.
 - The analysis considered both the current permissible LEP building height of R1, 16.00 and the proposed building height of R1, 17.80
- KEY FINDINGS:**
- The Hills Shire DCP recommends that at least 4 hour direct solar access be achieved for residential property private open space areas between 9am and 3pm on 21 June.
 - Unless they are already 'self-shadowing', residential properties to the west of Edgewater Drive currently achieve the recommended 4 hour solar access and will continue to do so even with the proposed building height.
 - In the worst-case scenario (June 21), there are no shadow impacts on any residential property from approximately 10.50am. Many properties are clear of shadow much earlier.
 - Due to the significant distance/separation between the proposed development and residential properties, resulting shadows will be fast-moving and have a duration of less than one hour.

In summary, the shadow analysis demonstrates that the recommended level of direct solar access for the entirety of residential property to the west of Edgewater Drive is achieved for the proposed development on 21 June 21. There is minimal impact arising from the proposed increase in building height.

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 9am



①

scott carver
[Planning Proposal]
[20/07/2019] [44-02 Business Place, Norwest]

44

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 10am



scott carver
[Planning Proposal]
[20/07/2019] [44-02 Business Place, Norwest]

45

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 11am



44

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 12noon



1

45

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 1pm



58

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 2pm



59

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 3pm

Proposed
Permissible height



scott-carver
[Planning Proposal]
[20/07/2019] [44-02 Business Place, Norwest]

Shadow Analysis - Proposed & Permissible Comparison

Summer Solstice 9am

Proposed
Permissible height



scott-carver
[Planning Proposal]
[20/07/2019] [44-02 Business Place, Norwest]

Shadow Analysis - Proposed & Permissible Comparison

Summer Solstice 12noon



Shadow Analysis - Proposed & Permissible Comparison

Summer Solstice 3pm



Shadow Analysis - Proposed & Permissible Comparison

Spring / Autumn Equinox 9am



Shadow Analysis - Proposed & Permissible Comparison

Spring / Autumn Equinox 12noon

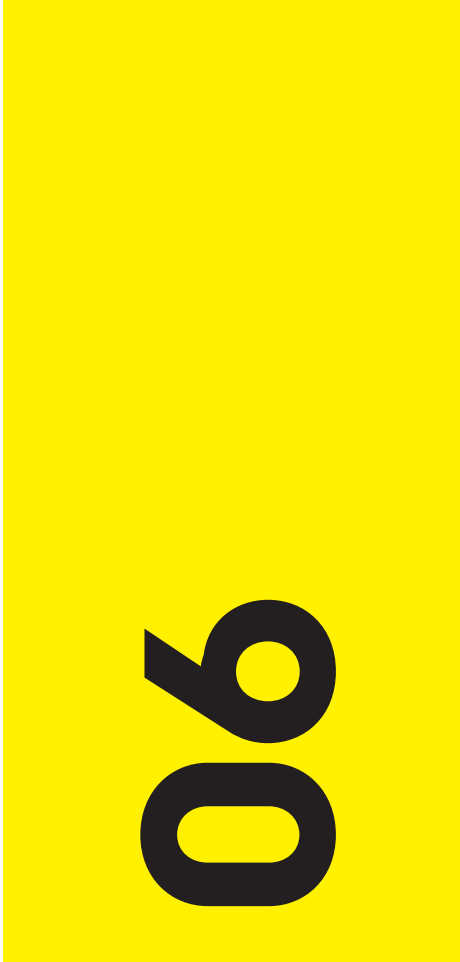


Shadow Analysis - Proposed & Permissible Comparison

Spring / Autumn Equinox 3pm

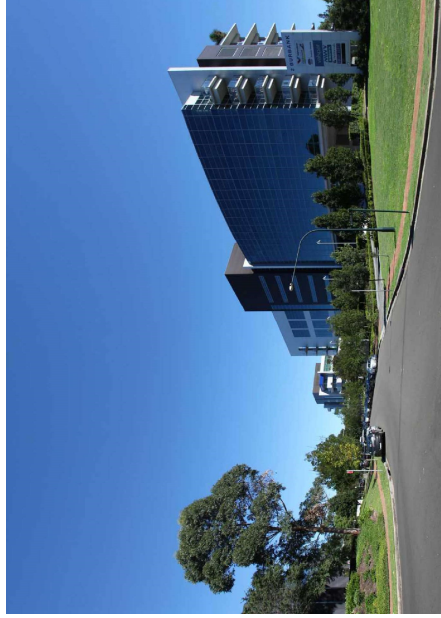


Visualisation



Existing Building

Building Perspective from Burbank Place

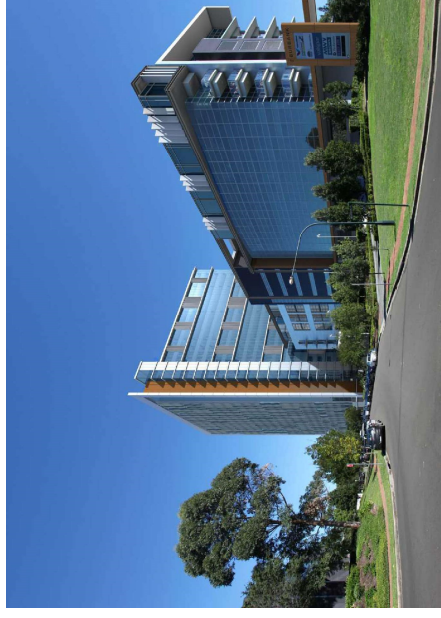


scott carver
[Planning Proposal]
[06/07/2018] [44 Burbank Place, Norwalk]

58

Proposed Building

Building Perspective from Burbank Place



scott carver
[Planning Proposal]
[06/07/2018] [44 Burbank Place, Norwalk]

59

Existing Building

Building Perspective from Strangers Lake



scott
carter
[Planning Proposal]
[20/07/2019] [44-2-Business Place Name]

60

Proposed Building

Building Perspective from Strangers Lake



scott
carter
[Planning Proposal]
[20/07/2019] [44-2-Business Place Name]

61

Proposed Building

Building Perspective from Intersection of Edgewater Drive and The Pointe

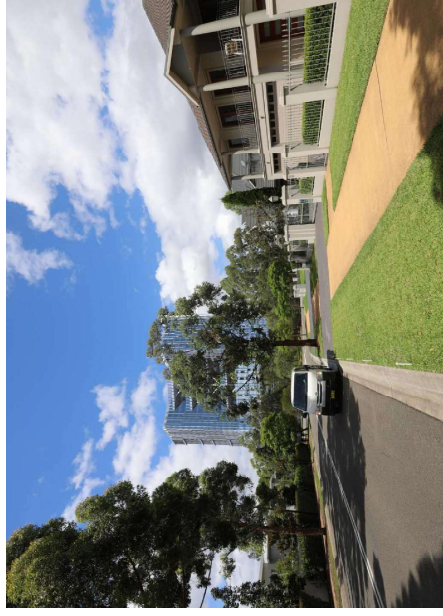


scott carver
[Planning Proposal]
[06/07/2018] [440] [Business Place Name]

42

Proposed Building

Building Perspective from The Pointe looking South-East



scott carver
[Planning Proposal]
[06/07/2018] [440] [Business Place Name]

43



TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000

URBISCOMAU
Urbis Pty Ltd
ABN 50 105 256 228

1 April 2019

Mr Michael Edgar
General Manager
The Hills Shire Council
3 Columbia Court,
Norwest NSW 2153

Attention: Kayla Atkins

Dear Kayla,

PLANNING PROPOSAL - 2-4 BURBANK PLACE, NORWEST REQUEST FOR ADDITIONAL INFORMATION (REF: 18/2018/PLP)

On behalf of the proponent, GU Custodian (Capital Bluestone) we submit the following information in support of the request for Planning Proposal to amend the planning controls applying to the site at 2-4 Burbank Place, Norwest.

Overview of proposal

We take this opportunity to restate the purpose of this proposal:

- The Planning Proposal has been prepared to facilitate redevelopment of this property, accommodating a commercial office building of a scale and character reflecting Council's vision for Norwest Business Park – *'reinforcing the status of the business park as a specialised centre and key employment destination'*. Supporting this position, the Hills Corridor Strategy (2015) proposes an increase in the FSR of development of the site and surrounding area.
- Having an area of 1.39 hectares, the subject site is one of the largest landholdings in single ownership in the Business Park. The property is currently developed comprising two commercial office buildings with an overall GFA of 13,890m² (approximately 1.0:1). Current planning controls enable further development of the site up to 1.4:1 FSR equating to 17,420m² GFA, with a maximum building height of 116 metres. The site is clearly significantly underdeveloped having regard to its size and location in the Business Park.
- Responding to continuing market demand, Capital Bluestone is requesting a change to the planning controls enabling development on the site to achieve an overall FSR of 2.5:1 with a maximum building height of 159 metres. These changes facilitate redevelopment of the site to accommodate commercial office buildings providing 35,000m² of floor space and providing opportunities for a significant contribution toward the identified job target of 14,450 jobs for the business park. We see this outcome as entirely consistent with the Council vision for the growth and development of Norwest.

- Capital Bluestone has a long and proud track record of leading investment and development that has made Norwest such an attractive and successful business park. Capital Bluestone is presenting this proposal reflecting growing market demands from businesses wishing to be at this location and which if satisfied, creates enormous benefits for people living and working in The Hills Council area.
- Critically, redevelopment of the relatively new existing buildings on the site necessitates achieving a scale of development reflected in the proposed 2.5:1 FSR/159 metre height controls. Capital Bluestone is ready and willing to invest the \$80M required to enable this employment generating development to be achieved.
- The Planning Proposal has been submitted supported by plans and documents demonstrating that the proposed scale and character of development facilitated by the Planning Proposal aligns with Council's strategic direction, is appropriate for this site and sits comfortably with surrounding development without creating unacceptable impacts.

Submission

Having regard to the above context, we submit the following information responding to matters raised in Council's letter dated 1 February 2019.

Proposed building height

In support of the proposed building height in the Planning Proposal, we request Council consider the following:

- The site is in an area of high accessibility by all modes of transport – the site is ideally located well within 800m (and an easy 10minute walk) of key transport, retail, community and associated activities – it is not a 'fringe' location.
- Norwest Business Park is already characterised by buildings in the order of 20 storeys, effectively with landscape and lake-side settings, with residential development surrounding. The intended development outcome and building height is consistent with the building character and scale which already exists in the area.
- The site is physical separated from residential dwellings by virtue of both distance and existence of the lake environment with associated landscape.
- Detailed analysis of solar access for the surrounding residential area has been completed, confirming that any impacts on solar access are minimal and all established benchmarks for solar access will continue to be achieved.

We submit the proposed building height is appropriate for this site and context.

FSR

In support of the proposed FSR, we request Council consider the following:

- An increase in the FSR to 2.5:1 is entirely consistent with Council's vision and the direction established in the Hills Corridor Strategy, with Norwest specifically planned to become the largest employment centre for North West.
- The identified employment FSR in the Corridor Strategy is for a **minimum** of 2:1.
- FSR increases to 2.5:1 and above are entirely consistent with orderly and properly planning for business park environments supported by excellent access to public transport.

- There are demonstrated limited traffic and other amenity impacts arising from the proposal, even at an FSR of 2.5:1. The site benefits from clear separation from residential areas by virtue of distances and Strangers Lake.
- An incremental increase in FSR, such as 2:1 would not facilitate the effective redevelopment of the site – thereby failing to achieve the desired strategic objectives for Norwest.

In the context of the expressed desire of Council for the growth and development of Norwest, we submit the proposed FSR is entirely appropriate for this opportunity site.

Transport infrastructure provision

Having regard to concerns about traffic impacts arising from the Planning Proposal, we submit the following information for Council consideration:

- A comprehensive Traffic Impact Assessment and associated proposed 'green travel plan' were provided supporting the Planning Proposal documentation. This provided a holistic overview of the impacts of the proposal, concluding that potential traffic impacts are not a material constraint to the proposal noting the following:
 - The proposed development will only marginally affect the level of service of all major approach roads to the site.
 - The section of Solent Circuit between Norwest Boulevard and Inglewood Place would operate at a level of service 'B' or better.
 - The section of Norwest Boulevard between Windsor Road and Columbia Place would operate at level of service 'C'. All other roads would continue to operate at their current levels of services.
 - The proposed development would not affect the current operation of the intersections of Norwest Boulevard with Windsor Road and of Solent Circuit with Fairway Drive.
 - The provision of traffic signals at the intersections of Norwest Boulevard with Solent Circuit/Reston Grange will ensure significant capacity to ensure a suitable level of service and cater for future expected growth.
- Having regard to Council comments, additional traffic impact analysis has been completed considering the cumulative impacts arising from this proposal along with the other known projects that are various stages in the planning approvals process including The Greens (40 Solent Circuit), The Esplanade (11-13 Solent Circuit), Eden Brae (8 Solent Circuit) and Marketown (4 Century Circuit). This analysis confirms that the roundabout located at the intersection of Norwest Boulevard and Solent Circuit is the primary transport infrastructure consideration relevant to this proposal.

- The table below summarises the operational characteristics of the roundabout resulting from this Planning Proposal and the other proposed developments.

Table 2: Operational Characteristics of Roundabout

Scenario	AM Peak		PM Peak	
	Delay	LoS	Delay	LoS
Existing Roundabout				
Existing Traffic Condition	29.9	C	26.6	B
+ Burbank Redevelopment only	40.1	C	34.1	C
+ All other developments	151	F	74	F

This assessment demonstrates that the Planning Proposal itself does not alter the level of service of the roundabout to an unacceptable level. However the modelling confirms the intersection falls below acceptable level of services when the cumulative effect of the proposal with other proposals are considered. The conclusion drawn from this modelling is that replacement of the roundabout with traffic signals will be required regardless of the Burbank Place Planning Proposal.

- Council plans recognise the need for this intersection to be upgraded. Modelling of the upgraded intersection with traffic signals has been undertaken having regard to the cumulative impact of this is Planning Proposal and other known projects – see below:

Table 3: Operation of a Signalised Intersection of Norwest Boulevard with Solent Circuit

Scenario	AM Peak		PM Peak	
	Delay	LoS	Delay	LoS
Signals				
+ Burbank Redevelopment only	25.6	B	21.8	B
+ All other developments	36.5	C	25.5	B

- This modelling demonstrates that the installation of traffic signals at Norwest Boulevard and Solent Circuit ensures that the cumulative traffic demands arising from this and other proposals will be appropriately accommodated. Clearly Council should commit to the physical installation of traffic signals at this intersection which has been allowed for in capital works programs as soon as possible.

- While this proposal does not in itself generate traffic demands necessitating the installation of traffic signals, the proponent is prepared to contribute a fair and reasonable contribution towards accelerating the upgrade. The amount of any contribution would be expected to form part of negotiations between the proponent and Council, following a recommendation to forward the Planning Proposal for Gateway Determination and then be subsequently advanced as a Voluntary Planning Agreement.

In summary, we submit that the current Planning Proposal can be advanced in parallel with implementation of the planned upgrades of the Norwest Boulevard and Solent Circuit intersection.

Commercial feasibility

As requested, please find attached the preliminary financial analysis for the proposed development and for the purposes of assisting Council staff understanding of the site's existing conditions and redevelopment imperatives. Two scenarios have been established, being as follows:

- FSR of 2:1 resulting in 4.8% projected revenue
- FSR of 2.5:1 resulting in 14.9% projected revenue return.

The increased FSR of 2.5:1 is clearly required to support the redevelopment of the site.

This documentation is supported to Council staff on a **confidential basis**, recognising that the document contains information that is commercially sensitive. Should the need arise for any of this information to be included in documentation that will be publicly available, it is requested that contact is made with either Urbis and/or Capital Bluestone first to ensure that it can be provided in a suitable format for release.

SP2 zoned land

We note Council's comments in respect of the proposed approach. To be clear, the proposed approach:

- Is entirely consistent in approach to the previous planning proposals in this local area and current LEP 2012 provisions;
- Arises solely from the administrative transition from the 2005 LEP to 2012 LEP only, seeking to only re-establish the ability for floor space ratios to be calculated on the basis of a site area in entirety.
- Does not seek to facilitate any physical development on land identified for drainage purposes

It is for these reasons that the proposed approach is considered to be *entirely appropriate*.

Summary

We trust that this information is of assistance in Council staff consideration of the planning proposal and advancing the matter for formal consideration by Council. If you have any questions please don't hesitate to contact me on 8233 7620. Alternatively, please do not hesitate to contact Frank Xuereb and David Read of Capital Bluestone on 8072 4700.

Yours sincerely,



Simon Wilkes
Associate Director



ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 278

01 August 2019

Mr Michael Edgar
General Manager
The Hills Shire Council
3 Columbia Court
Norwest NSW 2153

Attention: Kayla Atkins/Nicholas Carlton

Dear Michael ,

PLANNING PROPOSAL - 2-4 BURBANK PLACE, NORWEST (REF: 18/2018/PLP)

We refer to our meeting of 28 June 2019 in respect of the above proposal, following consideration of the matter by the Local Planning Panel. On behalf of the applicant, Capital Bluestone and as discussed at the meeting, it is proposed to amend the Planning Proposal on the basis detail below however prior to amending all the documents we wish to gain an understanding as to whether, in principle, this concept will be supported by Council Staff.

Responding to issues identified by Council in the assessment report presented to the Local Planning Panel, the plans of proposed development accompanying this Planning Proposal are amended as follows:

1. The proposed maximum building height in the proposal is reduced by 5 storeys, from 20 storeys to 15 storeys.
2. The number of car parking spaces proposed to be provided on site is reduced by 325, from 1,197 to 872.

The proposed changes are illustrated on the attached amended plans prepared by Scott Carver Associates. We request that this information be considered in conjunction with information previously submitted to Council supporting this proposal related to project feasibility, traffic generation, intersection performance and the offer by the applicant to enter into negotiations for Voluntary Planning Agreement.

The following table provides a summary of key metrics associated with the amended plans of proposed development:

Metric	Revised Scheme (plans dated July 2019)	Lodged Scheme with PP (plans dated May 2018)
FSR	2.5:1	2.5: 1
GFA	34,725sqm	34,725sqm
Number of levels	15	20
Max building height (including plant)	141.500	155.700
Car parking numbers (ratio)	872 spaces (1 per 40sqm)	1,197 spaces (1 per 29sqm)

In support of the proposed amended plans, we submit as follows:

Building Height

The proposed building has been reduced by 5 storeys. We submit that this reduced building height is appropriate because:

- The site is in an area of high accessibility by all modes of transport – the site is ideally located well within 800m (and an easy 10minute walk) of key transport, retail, community and associated activities – it is not a ‘fringe’ location.
- Norwest Business Park is already characterised by buildings in the order of 20 storeys, effectively with landscape and lake-side settings, with residential development surrounding. The intended development outcome and building height is consistent with the building character and scale which already exists in the area.
- The site is physical separated from residential dwellings by virtue of both distance and existence of the lake environment with associated landscape.
- Detailed analysis of solar access for the surrounding residential area has been completed (and now updated further), confirming that any impacts on solar access are minimal and all established benchmarks for solar access will continue to be achieved.

Car parking

For the purposes of the Planning Proposal, the revised development scheme adopts a parking ratio of **1 space per 40 square metres** with a corresponding reduction in the number of anticipated spaces from 1,197 spaces to 872 spaces.

It is considered that the revised parking rate/spaces is appropriate for consideration, for the reasons set out below:

- New services/infrastructure available** - the site is within easy walking distance of the now operational Norwest Metro Rail Service.
- Departure from current DCP rates** – there is consensus that the existing DCP parking rates are outdated. Council staff have advised that the rates would be review from a policy/bench-marking perspective, in parallel to but remaining separate to updated traffic modelling. A departure from the current DCP parking rates is considered appropriate.
- Alignment with RMS guidelines-** A rate of 1 space per 40 square metres is consistent with the *RMS Guidelines for Traffic Generating Developments*, in respect of office and commercial development- unless otherwise varied by an adopted applicable alternative parking code/local plan.
- Alignment with Bella Vista Station Precinct** – within the business park, the finalisation of the Bella Vista Station Precinct (and associated SEPP) confirm that 1 space per 40 square metres was an appropriate standard/base car parking rate.
- Calculated trip generation/intersection performance** - the assessments completed to date (based on 1 space per 29 sqm) have demonstrated satisfactory outcomes would already be achieved – as set out in our advice of 1 April 2019. A reduced number of parking spaces will reasonably result in an equal or even reduced level of trip generation.
- Green travel plan** – the commitment of our client to advance and implement a ‘green travel plan’ remains, both encouraging and facilitating an increased mode shift away from public transport.

The planning proposal does not seek to alter parking rates as a development standard. The opportunity remains moving forward to establish site specific DCP provisions, if necessary, following a positive recommendation for Gateway Determination. There also remains the opportunity for Council to consider a final appropriate parking provision level as part of any future development application, relative to the applicable planning framework at that time.

The applicant remains keen to advance the Planning Proposal in order to facilitate redevelopment of this property, accommodating a commercial office building of a scale and character reflecting Council’s vision for Norwest Business Park – *‘reinforcing the status of the business park as a specialised centre and key employment destination’*.



We trust that this additional information, including a revised development concept scheme, aligns with Council staff expectations. We further look forward to the opportunity to discuss further shortly. Should you have any questions or wish to discuss further, please do not hesitate to contact the undersigned on 8233 7620.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "S Wilkes".

Simon Wilkes
Associate Director

Enc Updated Architectural Plan Set

12

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 9am



476

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 10am



45

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 11am



scott carver
[For Discussion]
[02/29/2017] [1-4 Lakeside Place, Norwalk]

46

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 12noon



scott carver
[For Discussion]
[02/29/2017] [1-4 Lakeside Place, Norwalk]

47

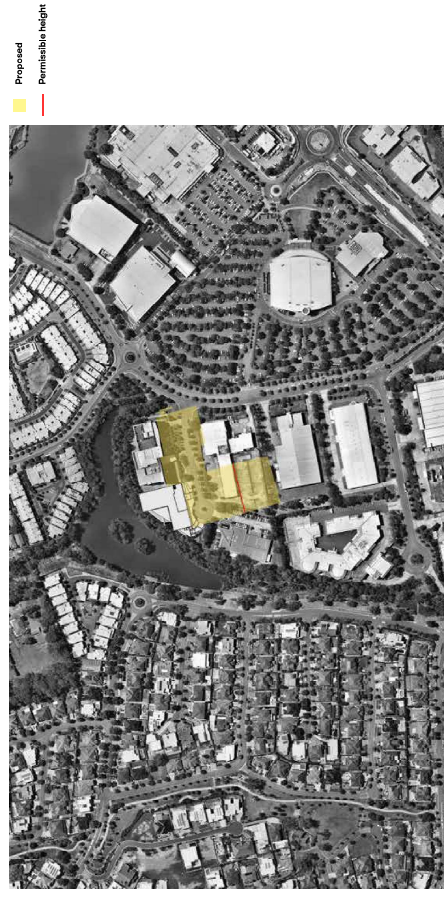
Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 1pm



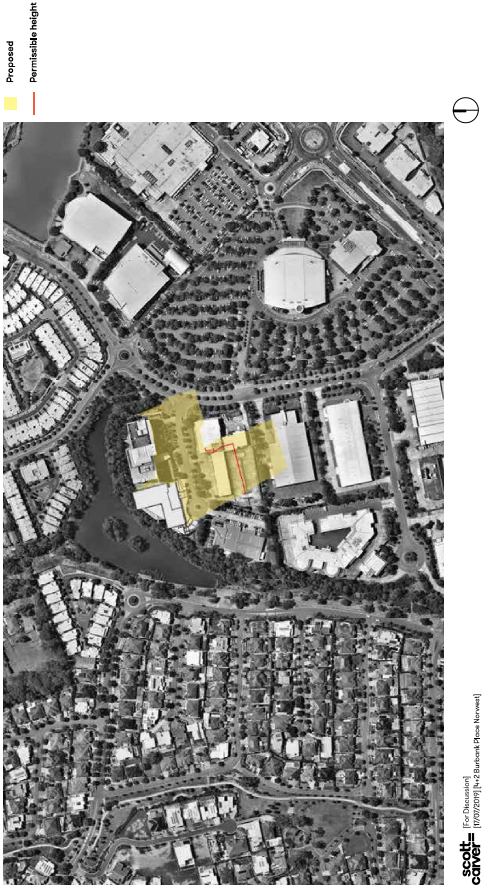
Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 2pm

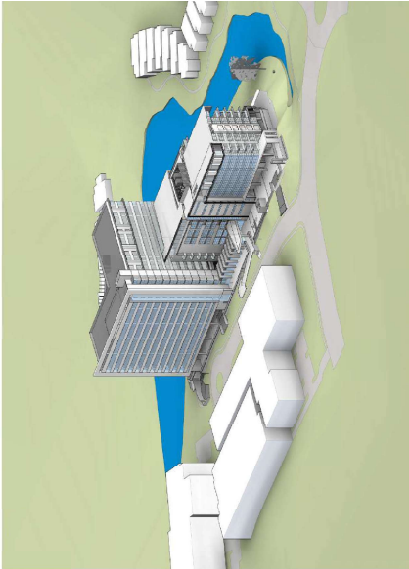


Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 3pm

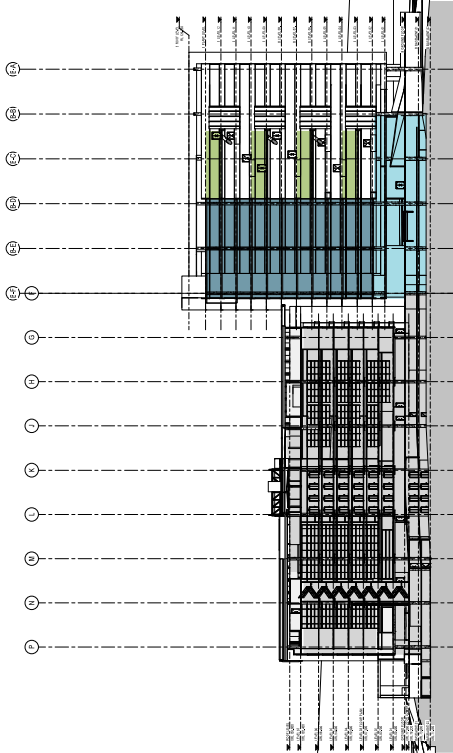


Proposed Development Envelope - Option 50



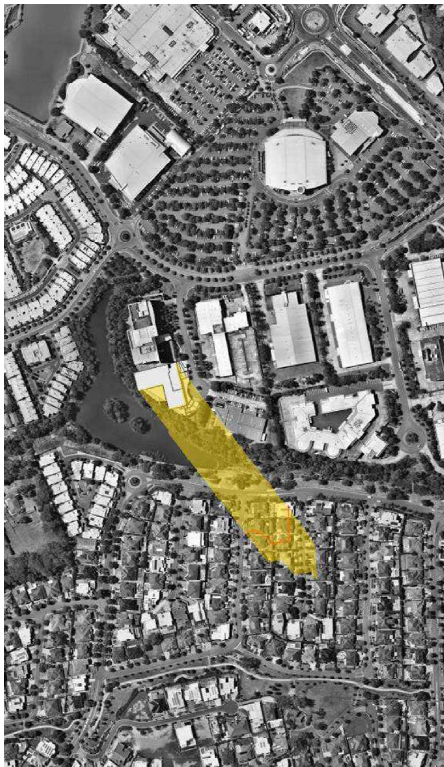
4 + 2 Burbank Place					
Development Schedule - 1/50 Parking Rate					
Site Area	13,866 sqm				
Gross Floor Area	13,866 sqm				
Proposed (Burbank Place - Improved)	13,866 sqm				
Proposed (Burbank Place)	22,094 sqm				
TOTAL GFA	34,728 sqm				
Proposed FSR	2.29 :1				
Proposed 4 Burbank Place					
Level	Use	Height	AHD	GFA	Parking [sqm]
Basement 2	Parking				253
Basement 1	Garage				140
Ground	Lobby / Retail			476	140
Level 1	Parking				69
Level 2	Commercial			1,965	
Level 3	Commercial			1,965	
Level 4	Commercial			1,965	
Level 5	Commercial			1,965	
Level 6	Commercial			1,965	
Level 7	Commercial			1,965	
Level 8	Commercial			1,965	
Level 9	Commercial			1,965	
Level 10	Commercial			1,965	
Level 11	Commercial			1,965	
Level 12	Commercial			1,965	
Lift Overhead / Plant	Plant				
Totals		51,950	128,250	22,094	677
Parking					
Total Proposed	@ 1 per 51				677 spaces

Section



Shadow Analysis - Proposed & Permissible Comparison
Winter Solstice 9am

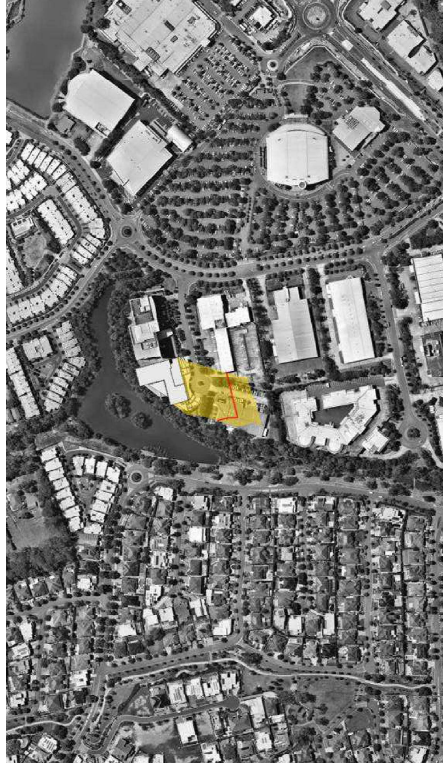
Proposed
Permissible height



Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 12noon

Proposed
Permissible height



scott-carver
[For Discussion]
[2/2/20 2:00 PM] [44] [Business Plan Network]

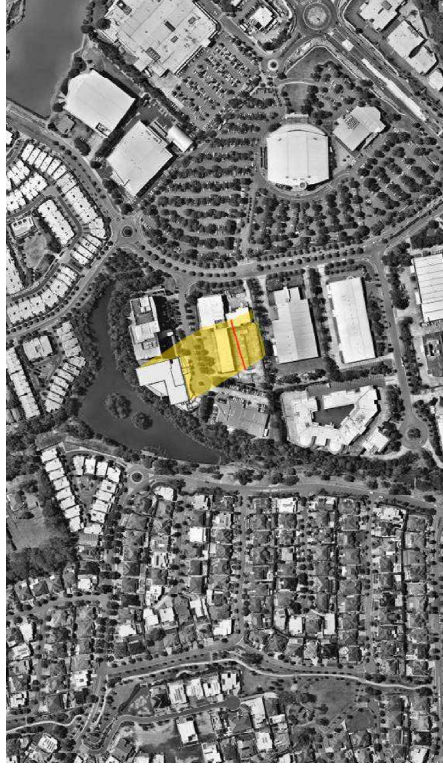


4

Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 3pm

Proposed
Permissible height

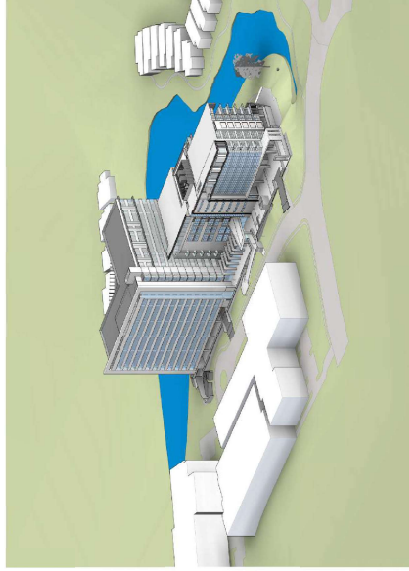


scott-carver
[For Discussion]
[2/2/20 2:00 PM] [44] [Business Plan Network]



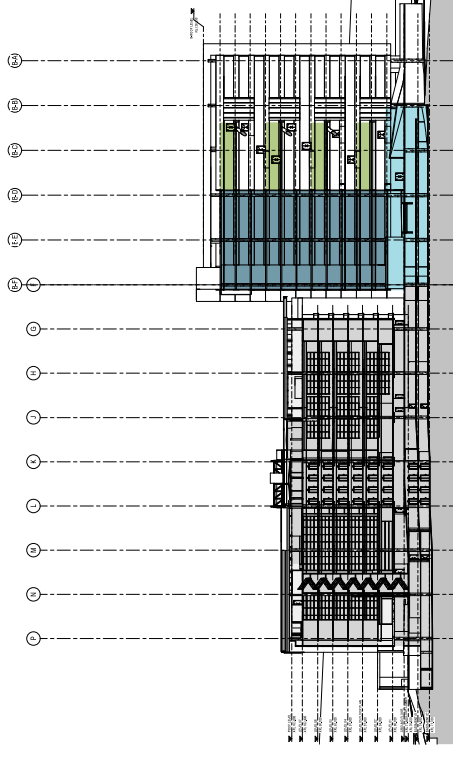
5

Proposed Development Envelope - Option - 60



Development Schedule - 1/60 Proposed Rate				
Site Area	13.89 acm			
Gross Floor Area				
Existing 2 Burbank Plaza (Improved)	72,834 sqm			
Existing 2 Burbank Plaza (Unimproved)	12,834 sqm			
TOTAL GFA	85,668			
Proposed FSR	34.75 sqm			
	2.50 : 1			
Proposed 4 Burbank Plaza				
Level	Use	Height	AHD	GFA Parking (perm)
Basement 2	Parking			253
Basement 1	Parking			219
Level 1	Commercial			1,416
Level 2	Commercial			1,905
Level 3	Commercial			1,905
Level 4	Commercial			1,905
Level 5	Commercial			1,905
Level 6	Commercial			1,905
Level 7	Commercial			1,905
Level 8	Commercial			1,905
Level 9	Commercial			1,905
Level 10	Commercial			1,905
Level 11	Commercial			1,905
Level 12	Commercial			1,905
Level 13	Commercial			1,905
Level 14	Commercial			1,905
Level 15	Commercial			1,905
Level 16	Commercial			1,905
Level 17	Commercial			1,905
Level 18	Commercial			1,905
Level 19	Commercial			1,905
Level 20	Commercial			1,905
Level 21	Commercial			1,905
Level 22	Commercial			1,905
Level 23	Commercial			1,905
Level 24	Commercial			1,905
Level 25	Commercial			1,905
Level 26	Commercial			1,905
Level 27	Commercial			1,905
Level 28	Commercial			1,905
Level 29	Commercial			1,905
Level 30	Commercial			1,905
Level 31	Commercial			1,905
Level 32	Commercial			1,905
Level 33	Commercial			1,905
Level 34	Commercial			1,905
Level 35	Commercial			1,905
Level 36	Commercial			1,905
Level 37	Commercial			1,905
Level 38	Commercial			1,905
Level 39	Commercial			1,905
Level 40	Commercial			1,905
Level 41	Commercial			1,905
Level 42	Commercial			1,905
Level 43	Commercial			1,905
Level 44	Commercial			1,905
Level 45	Commercial			1,905
Level 46	Commercial			1,905
Level 47	Commercial			1,905
Level 48	Commercial			1,905
Level 49	Commercial			1,905
Level 50	Commercial			1,905
Level 51	Commercial			1,905
Level 52	Commercial			1,905
Level 53	Commercial			1,905
Level 54	Commercial			1,905
Level 55	Commercial			1,905
Level 56	Commercial			1,905
Level 57	Commercial			1,905
Level 58	Commercial			1,905
Level 59	Commercial			1,905
Level 60	Commercial			1,905
Level 61	Commercial			1,905
Level 62	Commercial			1,905
Level 63	Commercial			1,905
Level 64	Commercial			1,905
Level 65	Commercial			1,905
Level 66	Commercial			1,905
Level 67	Commercial			1,905
Level 68	Commercial			1,905
Level 69	Commercial			1,905
Level 70	Commercial			1,905
Level 71	Commercial			1,905
Level 72	Commercial			1,905
Level 73	Commercial			1,905
Level 74	Commercial			1,905
Level 75	Commercial			1,905
Level 76	Commercial			1,905
Level 77	Commercial			1,905
Level 78	Commercial			1,905
Level 79	Commercial			1,905
Level 80	Commercial			1,905

Section



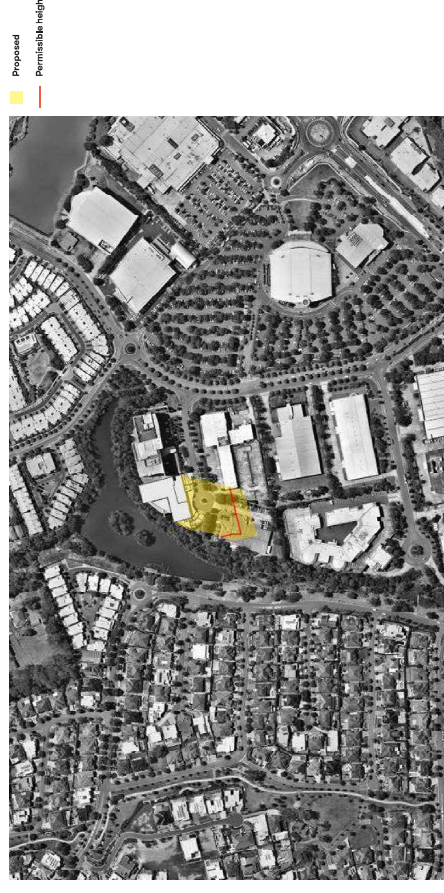
Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 9am



Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 12noon



Shadow Analysis - Proposed & Permissible Comparison

Winter Solstice 3pm

Proposed
Permissible height



①

scott
carter
[For Discussion]
[2/2/2016] [144] [Business Plan Network]





