

14-16 BROOKHOLLOW AVENUE | NORWEST
PLANNING PROPOSAL REPORT |

PBD | ARCHITECTS

PBD | ARCHITECTS

14-16 BROOKHOLLOW AVENUE | NORWEST

page 3	PBD ARCHITECTS credentials
page 4	Site Introduction
page 12	Urban Vision
page 19	Design Concept
page 23	Architectural drawings
page 34	Development Summary
page 36	Solar Analysis



PBD | ARCHITECTS

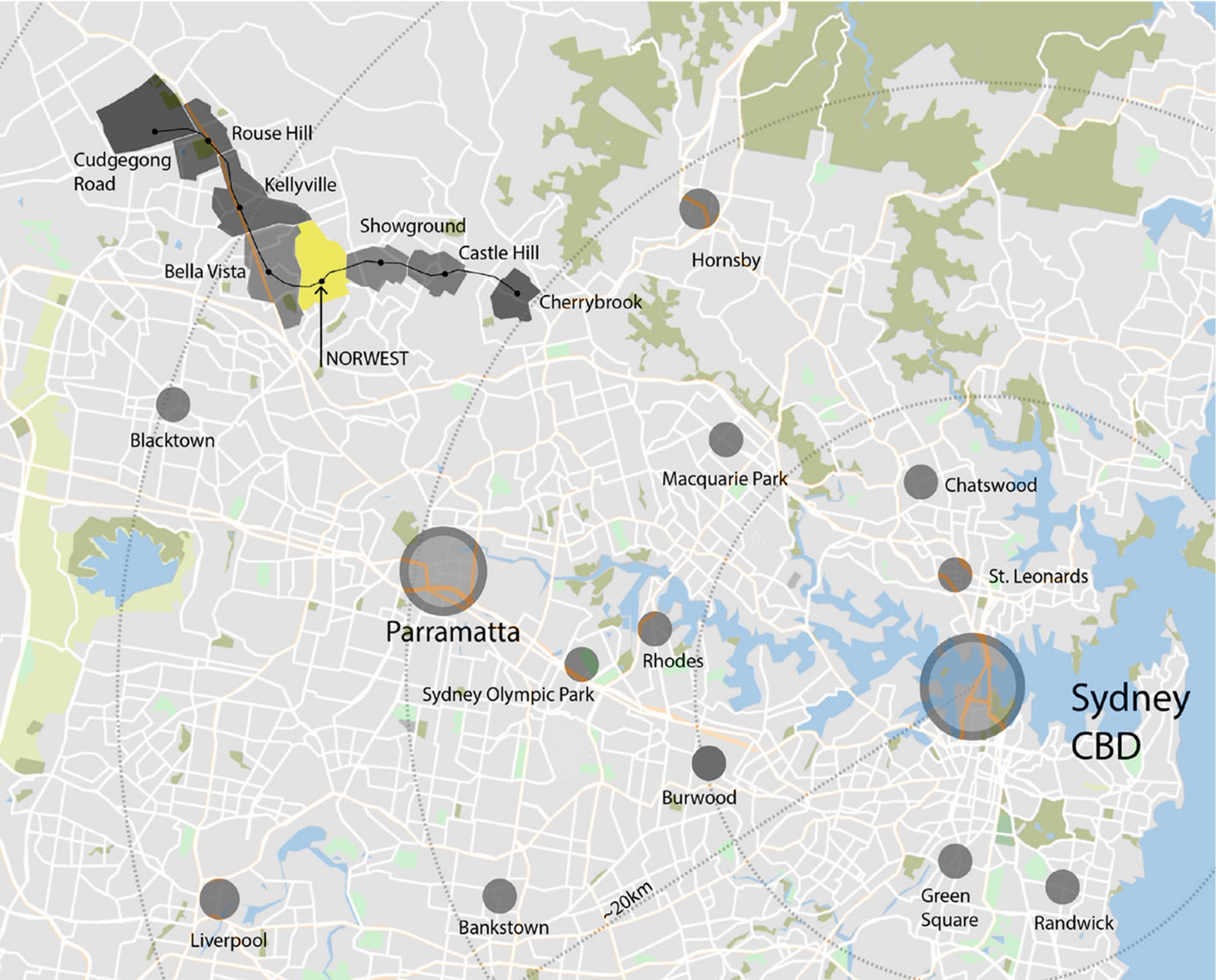


1 | SITE INTRODUCTION

14-16 BROOKHOLLOW AVENUE | NORWEST

4

page



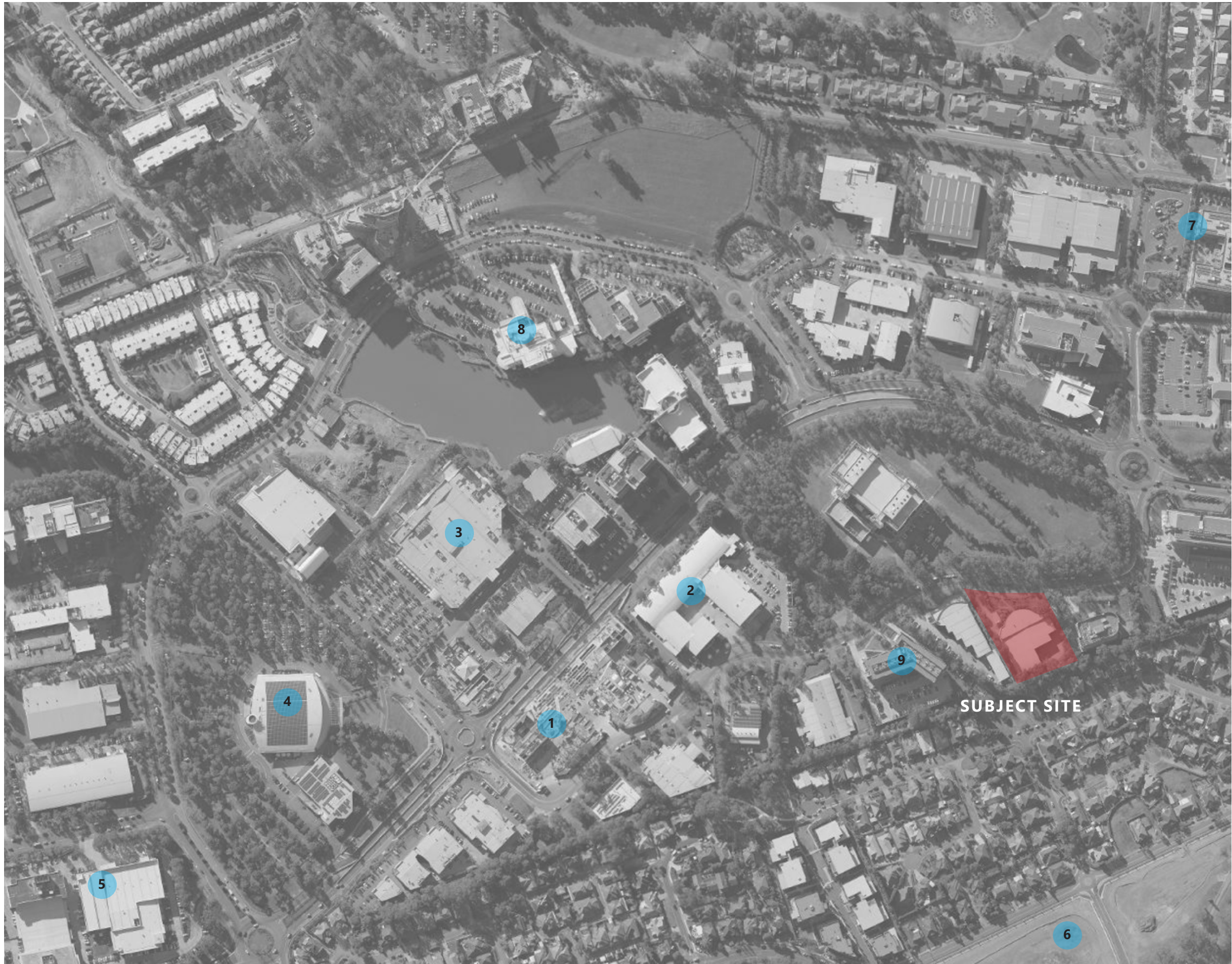
CONTEXT

PROXIMITY

The site is located in the Norwest Business Park within The Hills Shire Council Local Government Area, 30km Northwest of the Sydney CBD. The site is located at 14-16 Brookhollow Avenue, Northwest. The site currently contains four two storey structures operating as a commercial business park. The site is relatively flat with a fall towards the north west, towards Brookhollow Avenue where the current point of access to the site exists.

The site is bound by Norwest Boulevard to the north west and Brookhollow Avenue to the north east, with single residential development to the south. Across Brookhollow Avenue to the north east of the site is the Norwest Metro underground railway station, still under construction. Across Norwest Boulevard to the north west of the site is Hillsong Church, and directly north of the site is the Norwest Marketown Shopping Centre.

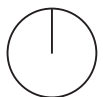




CONTEXT

PROXIMITY

- 1. NORWEST METRO UNDERGROUND METRO STATION
- 2. NORWEST BUSINESS PARK
- 3. NORWEST MARKETTOWN SHOPPING
- 4. HILLSONG CHURCH
- 5. NORWEST BUSINESS PARK
- 6. ST. JOSEPH'S SPIRITUALITY CENTRE
- 7. THE HILLS CHEMIST
- 8. LAKE VIEW PRIVATE HOSPITAL
- 9. ADINA HOTEL





SUBJECT SITE

PHOTOGRAPHY

The site is located in the Norwest Business Park within The Hills Shire Council Local Government Area, 30km Northwest of the Sydney CBD. The site is located at 14-16 Brookhollow Avenue, Northwest. The site currently contains four two storey structures operating as a commercial business park. The site is relatively flat with a fall towards the north west, towards Brookhollow Avenue where the current point of access to the site exists.

The site is bound by Norwest Boulevard to the north west and Brookhollow Avenue to the north east, with single residential development to the south. Across Brookhollow Avenue to the north east of the site is the Norwest Metro underground railway station, still under construction. Across Norwest Boulevard to the north west of the site is Hillsong Church, and directly north of the site is the Norwest Marketown Shopping Centre.





SUBJECT SITE

OPPORTUNITIES AND CONSTRAINTS

The site is located in the Norwest Business Park within The Hills Shire Council Local Government Area, 30km Northwest of the Sydney CBD. The site is located at 14-16 Brookhollow Avenue, Northwest. The site currently contains four two storey structures operating as a commercial business park. The site is relatively flat with a fall towards the north west, towards Brookhollow Avenue where the current point of access to the site exists.

The site is bound by Norwest Boulevard to the north west and Brookhollow Avenue to the north east, with single residential development to the south. Across Brookhollow Avenue to the north east of the site is the Norwest Metro underground railway station, still under construction. Across Norwest Boulevard to the north west of the site is Hillsong Church, and directly north of the site is the Norwest Markettown Shopping Centre.





The following are key components of Norwest Station:

1. Primary Plaza
2. Secondary Entry Plaza
3. Primary Station Canopy
4. Subway Connection
5. Secondary Entry Canopy
6. Skylights
7. Plaza Terraces
8. Above Ground Service Building
9. Bus Stands
10. Taxi Rank
11. Kiss and Ride
12. Cycle Parking

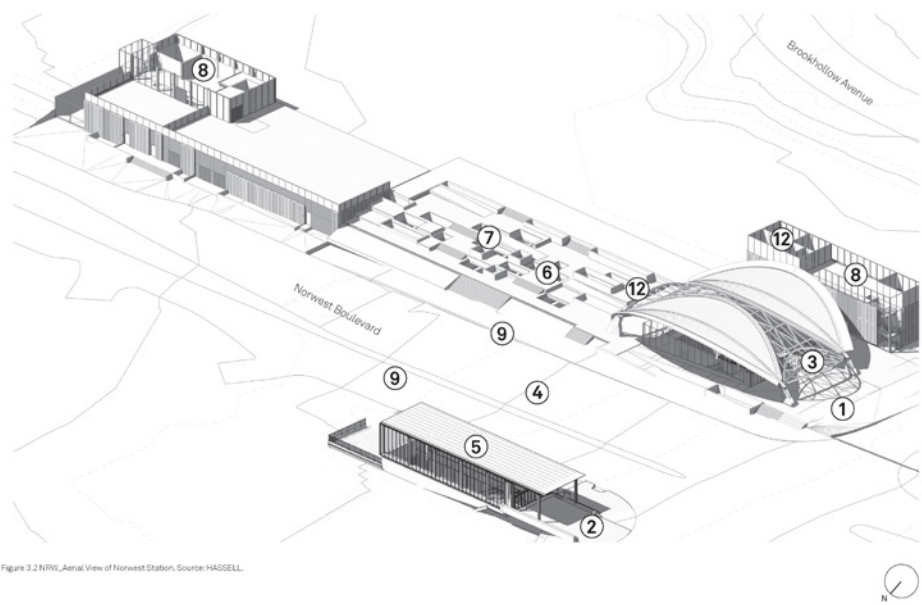


Figure 3.2 NRRW Aerial View of Norwest Station, Source: HASSELL



SURROUNDING

PROPOSALS

The site sits within one of the most exciting emerging urban precincts in the greater Sydney area, with plans in place for the transformation of this precinct into a Central Business District. Predominant developments and planning proposal are listed below

1. ESPLANADE - 11-13 SOLENT CIRCUIT

A premium high-density development around the Norwest Lake and next to the Norwest Marketown is under construction for 265 apartments. Building height will be 143.2 RL (19-20 storeys)

2. NORWEST CITY MARKETOWN

4.4 ha master-planned Mulpha's Norwest Business Park aimed to provide 3,300 new jobs in addition to the existing 24,000 jobs in the Norwest Business Park, 1056 Apartments; 26,000 sqm retail; 84,000 sqm Commercial. The proposal has sought to increase the height of the development to RL 242.8 (40 storeys) and FSR of 5.14:1. The proposal has not proceeded to Gateway [dated 21/09/2017 from Planning Panel NSW]

3. 34-36 BROOKHOLLOW AVENUE

merc capital development

4. NORWEST METRO STATION

An underground Metro station is currently under construction directly to the north east of the site, making the planning and design of this site critical to the success of the mass transit expectation of the Norwest Metro Station Interchange

5. NORWEST STATION SITE

Plans are in place by Landcom for the development of 33 Brookhollow Avenue, being the Norwest Metro Station Site, into a three tower hotel and commercial development of between 11 and 30 storeys over a central retail plaza at the lower levels.

6. 26-30 BROOKHOLLOW AVENUE

The 2.03 ha amalgamated site is proposed to be a mixed-use development with retail, office and 479 residential units. The proposal seeks residential accommodation and increase in height and FSR for the lots. The Local Planning Panel raised several issues and did not support submitting the proposal to the Department of Planning and Environment for a Gateway determination.





SURROUNDING

PROPOSALS

The site sits within one of the most exciting emerging urban precincts in the greater Sydney area, with plans in place for the transformation of this precinct into a Central Business District. Predominant developments and planning proposal are listed below

7. 2-4 BURBANK PLACE, BAULKUM HILLS

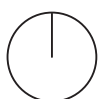
The planning proposal that would lead to the redevelopment of 4+2 Burbank Place, Norwest. The site is approximately 13,890m2 and is to be developed for commercial, retail + parking uses. zone. The development has the opportunity to integrate and preserve a number of environmental features such as the existing creek and surrounding 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 is essential.

8. 8 SOLENT CIRCUIT

9. THE GREENS 40 SOLENT CIRCUIT

10. AVEO NORWEST, NORBRICK BOULEVARD, BV

11. 47 SPURWAY DRIVE

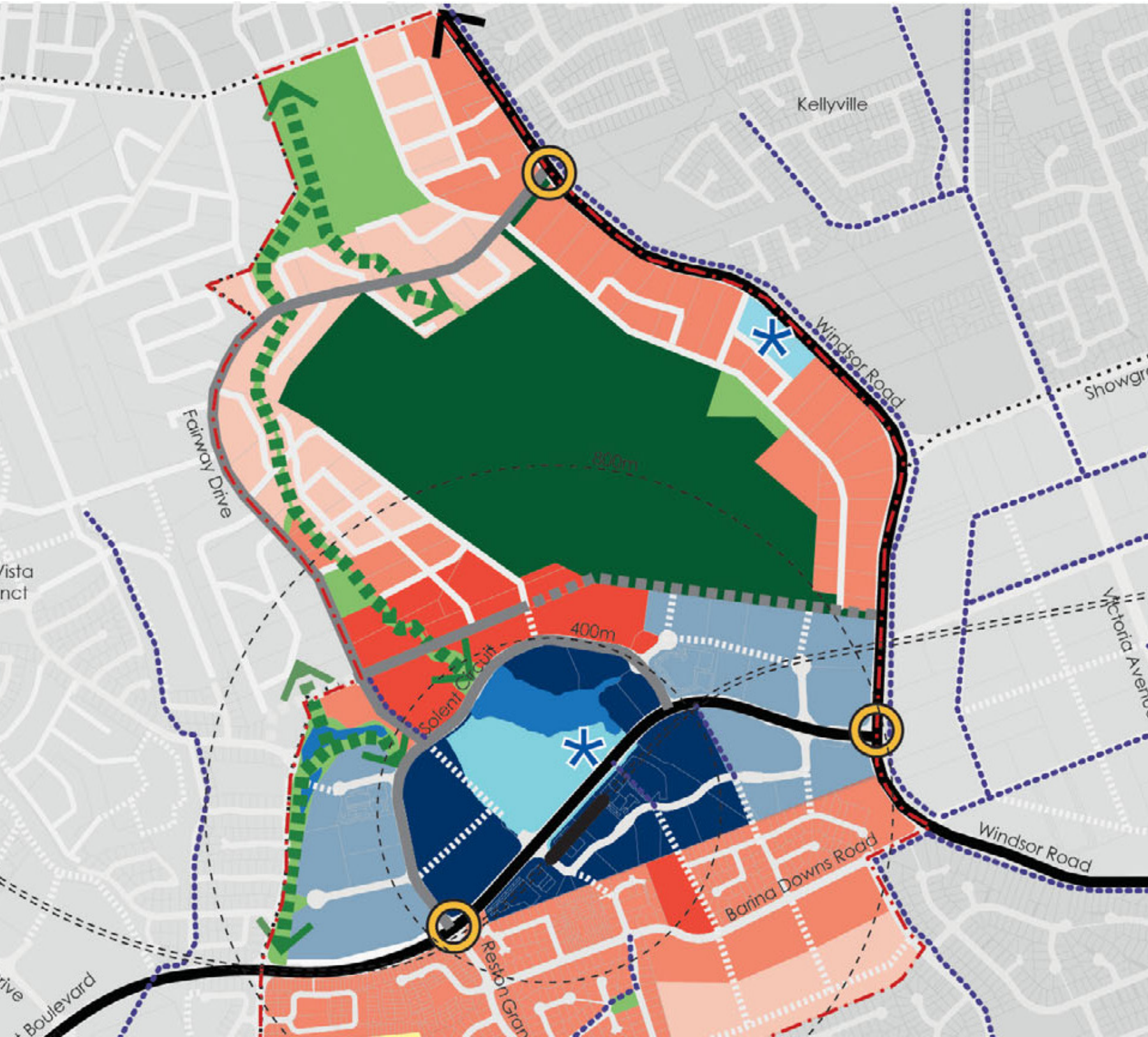


SITE	ZONING	HEIGHT	FSR	STATUS
2-4 BURBANK PLACE, NORWEST	B7 BUSINESS PARK	PREVIOUSLY RL 116, UPDATED TO RL 126M (APPROX 12 STOREYS)	PREVIOUSLY 1.49:1, UPDATED TO 2.8:1	DUE TO BE PUBLISHED SEPT 2021.
25-21 BROOKHOLLOW AVENUE, NORWEST (OVER-STATION DEVELOPMENT)	B7 BUSINESS PARK	PREVIOUSLY RL 116M, UPDATED TO PART RL 135.65, PART RL 184.25 (APPROX 25 STOREYS)	PREVIOUSLY 1:1, UPDATED TO PART 2.42, PART 4:1	GATEWAY ISSUED, POST PUBLIC EXHIBITION.
8 SOLENT CIRCUIT, NORWEST	B7 BUSINESS PARK	PREVIOUSLY RL 116M. UPDATED TO RL 126M (APPROX 10 STOREYS)	PREVIOUSLY 1:1, UPDATED TO 2.2:1	GATEWAY ISSUED 23.06.2018 FINALISED
1 COLUMBIA COURT, NORWEST	EXISTING: B7 BUSINESS PARK PROPOSED: B4 MIXED USE	PREVIOUSLY RL 116M, UPDATED TO RL 207M (APPROX 28 STOREYS)	PREVIOUSLY 1:1, UPDATED TO 4.5:1	UNDER COUNCIL ASSESSMENT
34-36 BROOKHOLLOW AVENUE, NORWEST	EXISTING: B7 BUSINESS PARK PROPOSED: B4 MIXED USE	PREVIOUSLY RL 116 UPDATED TO RL 223 (40 STOREYS)	PREVIOUSLY 1:1 UPDATED TO BASE 2.4:1, INCENTIVE: 3:1	COUNCIL SUPPORT JULY 2021, PENDING GATEWAY DETERMINATION
26-30 BROOKHOLLOW AVENUE, NORWEST	MIXED USE	PREVIOUSLY RL 116M UPDATED TO RL 167M (APPROX. 23 STOREYS)	PREVIOUSLY 1:1 UPDATED TO 3.82:1	NOT SUPPORTED
4 CENTURY CIRCUIT, BAULKHAM HILLS (MARKETOWN)	EXISTING: B7 BUSINESS PARK PROPOSED: B4 MIXED USE	PREVIOUSLY RL 116M UPDATED TO RL 242.8M (APPROX. 40 STOREYS)	PREVIOUSLY: 1.49:1 UPDATED TO 5.14:1	NOT SUPPORTED, BEING REVISED
11-13 SOLENT CIRCUIT, NORWEST (THE ESPLANADE)	EXISTING: B2 LOCAL CENTRE & SP2 INFRASTRUCTURE PROPOSED: B4 MIXED USE	PREVIOUSLY RL 116 UPDATED TO: RL 143.2 (APPROX 23 STOREYS)	PREVIOUSLY: 1.49:1 UPDATED TO 2.42:1	FINALISED.
40 SOLENT CIRCUIT, NORWEST (THE GREENS)	EXISTING: R4 HIGH DENSITY RESIDENTIAL PROPOSED: B4 MIXED USE	PREVIOUSLY RL 116, UPDATED TO RL169M (APPROX 26 STOREYS)	UPDATED TO 2.9:1	PUBLISHED 17 JULY 2020.
2-6, 7 MAITLAND PLACE, NORWEST	EXISTING: R4 HIGH DENSITY RESIDENTIAL PROPOSED: B4 MIXED USE	PREVIOUSLY RL116M, UPDATED TO RL169M (APPROX 25 STOREYS)	UPDATING OF FSR FROM 1:1 TO 1.5:1	FINALISED
14-16 BROOKHOLLOW AVENUE, NORWEST	EXISTING: B7 BUSINESS PARK	PREVIOUSLY RL116M, UPDATED TO +/- RL120M & RL152M (APPROX 6 TO 16 STOREYS)	UPDATING OF FSR FROM 2:1 TO 4:1	N/A

2 | URBAN VISION

14-16 BROOKHOLLOW AVENUE | NORWEST

12
page



NORWEST

PRECINCT VISION

“A specialised employment retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake Precinct.”

The Hills Corridor strategy.
Prepared by The Hills Shire Council

The vision of The Hills Corridor strategy includes higher density commercial mixed used development, located close to the new Norwest Metro railway station, as well as a growth potential to 5,650 dwellings in Norwest (2,202 dwellings above the current controls) and 26,200 jobs (16,047 jobs above the current controls).

The Hills Corridor strategy proposes an employment FSR for the subject site of 2:1, as shown in the image to the left.

New Norwest Metro Railway Station Effect on Subject Site

The construction of the new Norwest Metro Railway Station directly adjacent to the site subject to this proposal has significant planning implications to the land use zoning, height and density of this site.

The combination of a new underground railway station, bus interchange, the Norwest Marketown Shopping Centre, all located adjacent to this site, together with the site being located on Norwest Boulevard, the future “High Street” of the Norwest CBD, creates special significance to this site as part of the future Norwest CBD.

The site of this proposal requires planning assessment well beyond the current Hills Shire LEP and DCP, which does not factor in the Norwest Rail and Bus interchange or the possibility of this site forming an integral part of a future Norwest CBD. Development at current planning controls, or zoning, height and density controls below those proposed, will jeopardise the future development of the Norwest CBD 50 or 100 years from now, once this site is development under strata title.

Jobs		Existing (2011)	Planned growth under current controls	Additional growth under strategy	Forecast Jobs (2036)
	NWRL Corridor Strategy	6,994	3,159	16,047	26,200
	The Hills Corridor Strategy	6,994	3,159	11,291	21,444

Dwellings		Existing (2011)	Planned growth under current controls	Additional growth under strategy	Forecast Dwellings (2036)
	NWRL Corridor Strategy	956	2,492	2,202	5,650
	The Hills Corridor Strategy	956	2,492	2,828	6,276



NORWEST

PRECINCT CORRIDOR STRATEGY

The North West Rail Link Corridor Strategy, prepared by Transport NSW and Planning NSW in September 2013 has the following vision for the Norwest Study Area:

A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve as a vibrant and active Centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the 650,000 people of the North West by 2036.

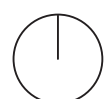
The Study Area will provide opportunities for increased employment and housing capacities within walking/ cycling distance of the station and the Business Park, while ensuring the local amenity, heritage, open spaces and natural environment are protected.

Underpinning this vision will be the final Structure Plan, formulated on the principles of Transit Oriented Development (TOD). TODs are generally mixed-use communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport for the majority of trips.

Opportunities

As part of the Norwest Precinct Vision and the North West Rail Link Corridor Strategy, this site which is located less than 50m from the Norwest Metro Railway Station and 150m from Norwest Marketown retail district provides a natural environment for high-density mixed-use development that will provide the required 2:1 employment FSR and satisfy the need for high density residential dwellings.

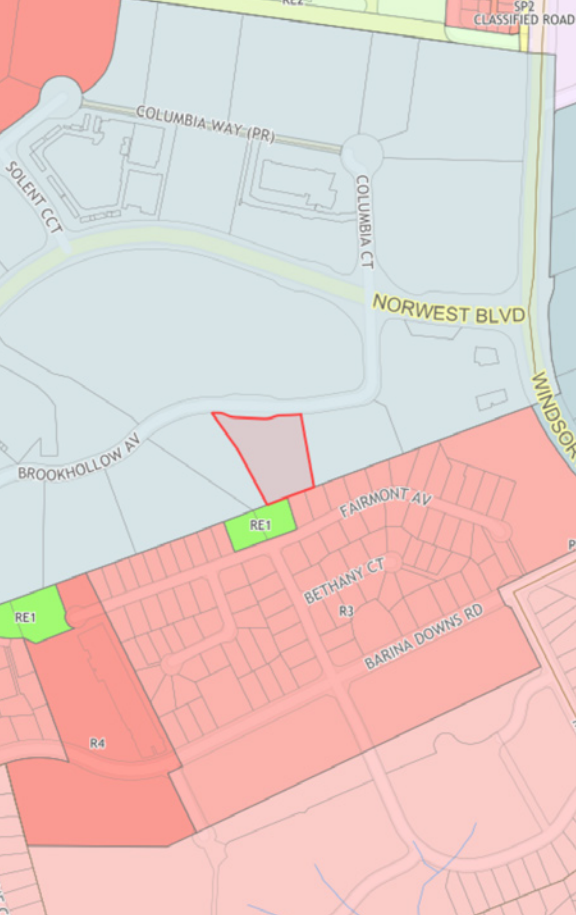
This proposal will facilitate a more urban pedestrianised civic precinct for Norwest. Activated urban streetscapes will facilitate improved amenity, sustainable live/work/play lifestyle as well as providing the security that comes with activated well-lit streetscapes that do not turn to unsafe deserted areas after dark.





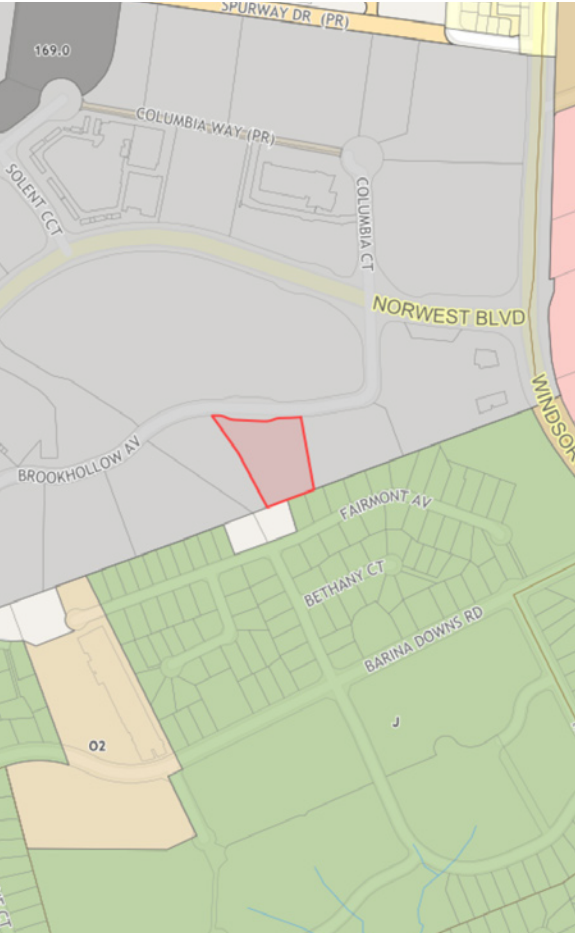
A	0.2	T2	2.1
F	0.6	T3	2.2
I	0.75	T4	2.3
L	0.9	T5	2.42
N	1.0	U1	2.6
P1	1.2	U2	2.7
P2	1.22	V1	3.0
R1	1.4	V2	3.2
R2	1.49	W	3.8
S1	1.5	X	4.0
S2	1.6	Z1	5.0
S3	1.9	Z2	5.5
S4	1.99	AA	6.4
T1	2.0		

FLOOR SPACE RATIO | 1:1 FSR



B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
E1	National Parks and Nature Reserves
E2	Environmental Conservation
E3	Environmental Management
E4	Environmental Living
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU3	Forestry
RU6	Transition
SP2	Infrastructure
SP3	Tourist

LANDZONING MAP | B7 BUSINESS PARK

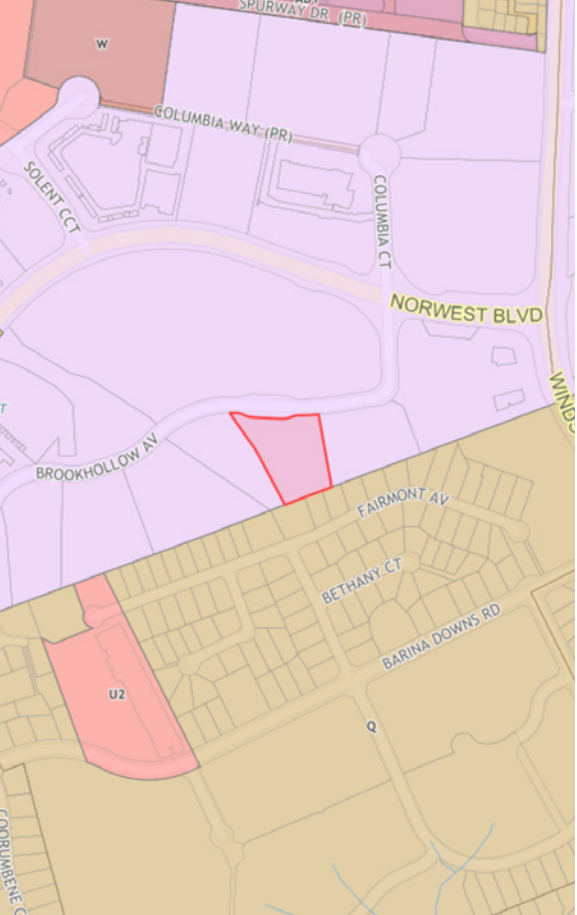


G	7.0	S	23.0
I	8.0	T1	25.0
J	9.0	T2	27.0
K	10.0	T3	28.0
M1	12.0	U	30.0
M2	12.5	V1	36.0
N	14.0	V2	37.0
O1	15.0	W	40.0
O2	16.0	X1	45.0
P1	17.0	X2	46.0
P2	18.0	Y1	50.0
Q1	19.0	Y2	52.0
Q2	20.0	Y3	54.0
R1	21.0	AA	68.0
R2	22.0		

Heights shown on map in RL(m)

	108
	116
	126
	143.2
	169

HEIGHT OF BUILDING | RL 116M AHD



B	230
G	450
M	600
Q	700
U1	1000
U2	1800
V1	2000
V2	2500
W	4000
X1	6000
X2	8000
Z	2 ha
AB1	10 ha
AB2	40 ha

MINIMUM LOTSIZE | 8000 M²

LEP CONTROLS

CURRENT SITUATION

FSR
The FSR of the site is identified as 1:1

Land Zoning:
The planning controls allow for B7 Business Park development within the subject site.

-R3 Medium Density Residential zoning to the south of the site
- RE-1 Public Recreation zone to the south adjoining R3 zone.

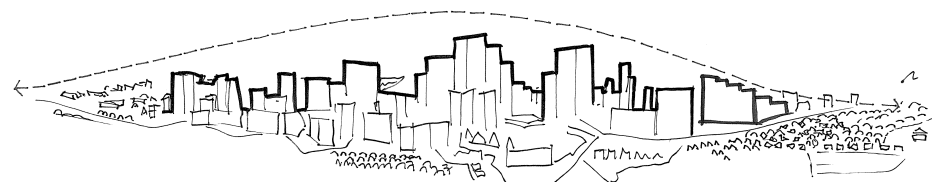
Height of Building:
The development of this site has a height limit of RL 116 m





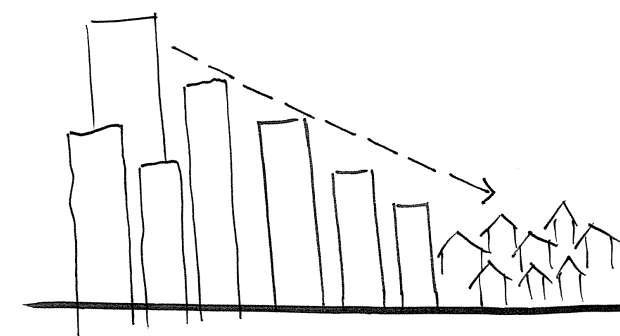
LOT PLAN | size and zoning

- THE SUBJECT SITE IS LOCATED ON THE VERGE OF THE NORWEST COMMERCIAL PRECINCT AND THE MEDIUM AND LOW DENSITY RESIDENTIAL AREAS
- LOT SIZE, STREET SIZE AND INTENSITY HAVE A SIGNIFICANT STEP IN SCALE, THE PROPOSED DEVELOPMENT HAS TO ADAPT TO THIS TRANSITION



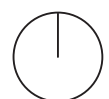
NORWEST TOWN CENTRE

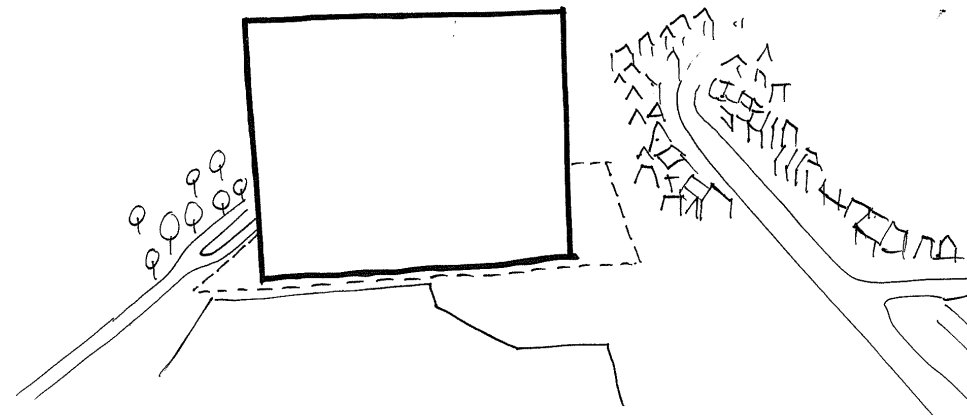
- THE CENTRAL ACTIVITY ZONE OF THE BUSINESS PARK CREATES THE APEX OF THE NORWEST CENTRE. THE BUILT FORM AND DENSITY GRADUALLY LOWERS TOWARDS THE ADJACENT RESIDENTIAL ZONING AREAS.
- THE BUILDING SITS ALONG THE GREEN BUFFER ZONE BETWEEN COMMERCIAL AND RESIDENTIAL.



TRANSITION

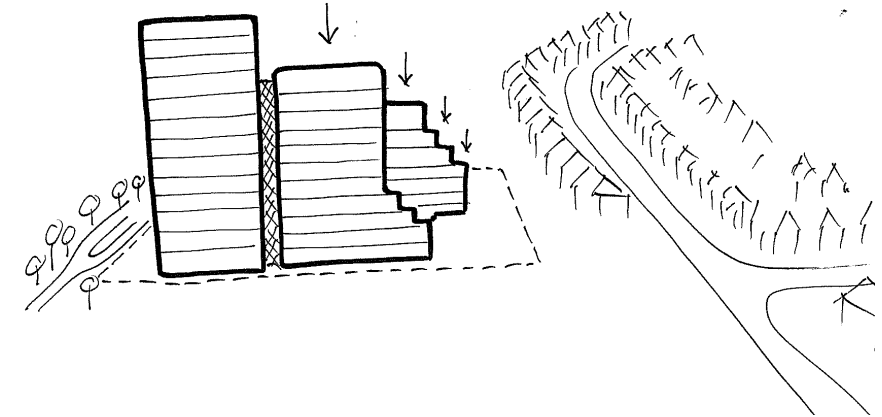
- THE URBAN CONTEXT INFORMS THE BUILT FORM AND ENSURES A TRANSITION WITHOUT ADVERSE IMPACT TO THE SOUTHERN RESIDENTIAL DWELLINGS.





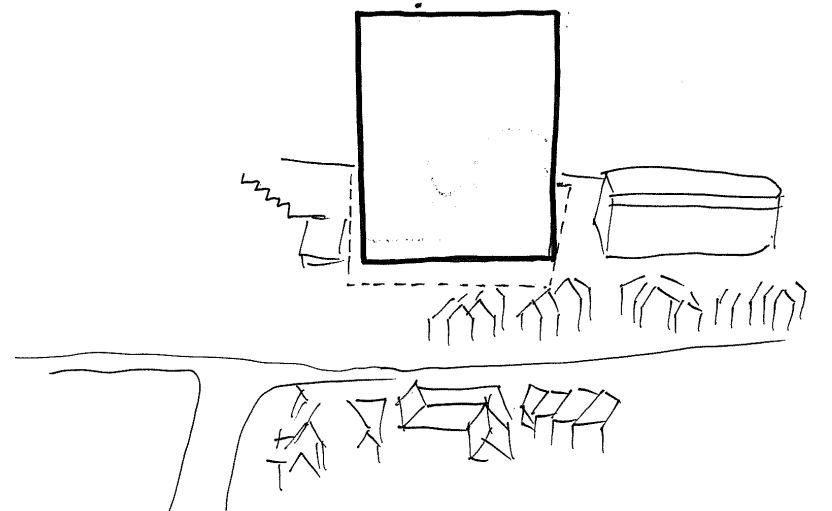
WEST ELEVATION | Undesired built form

- A BUILT FORM IN CLOSE PROXIMITY TO RESIDENTIAL ZONING SHOULD CONSIDER OVERSHADOW IMPACTS



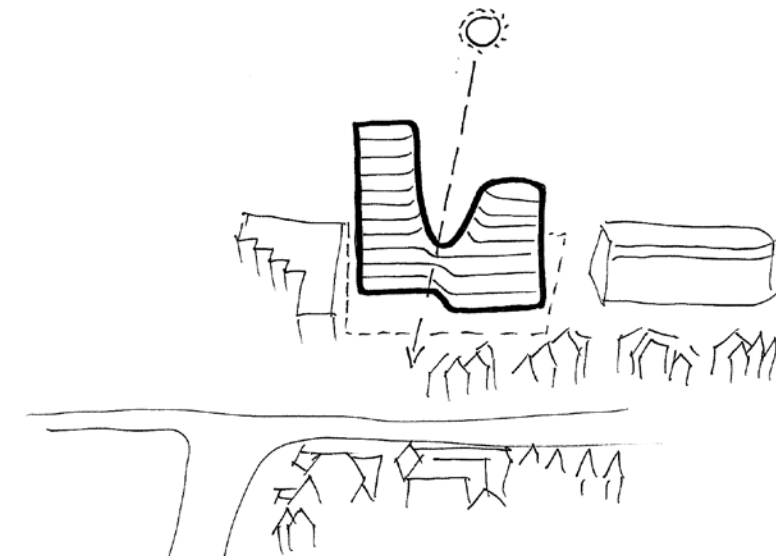
WEST ELEVATION | Cascading built form

- THE PROPOSED BUILT FORM CASCADES TOWARDS THE SOUTH THE RESPOND TO THE FINER GRAIN RESIDENTIAL. FURTHERMORE PROMOTE SOLAR ACCESS.



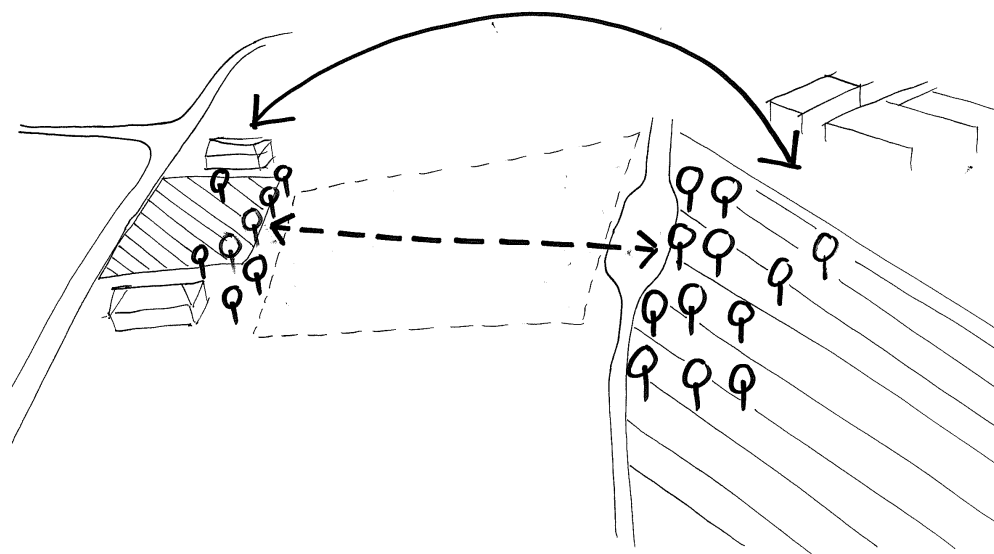
SOUTH ELEVATION | Undesired built form

- UNDESIRE FORM WITHOUT VISUAL RELIEVE



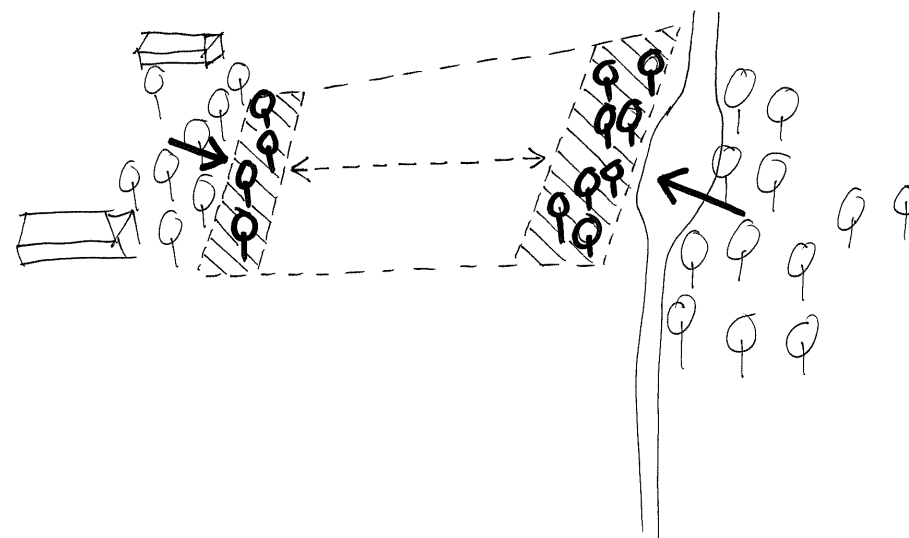
SOUTH ELEVATION | Split and lowered built form

- A CLEAR BREAK IN THE BUILT FORM STIMULATES PERMEABILITY OF THE MASS AND REDUCES SHADOW IMPACT.



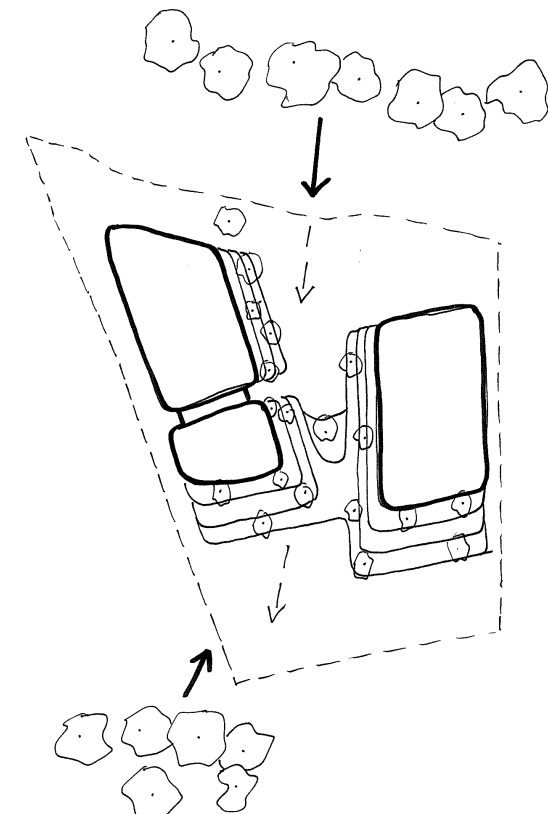
GREEN POCKETS | Stranger Creek & Pocket park

- THE SITE IS SITUATED IN BETWEEN TWO LEAFY AREAS, ONE BEHIND THE IBM DATA CENTRE SITE NORTH OF BROOKHOLLOW AND THE SECOND BEING THE POCKET PARK ALONG FAIRMONT STREET. THE LATTER BEING PART OF THE GREEN BUFFER ZONE BETWEEN THE BUSINESS PARK AND THE RESIDENTIAL AREA
- THE CURRENT BUSINESS PARK ARRANGEMENT MAKES A HARSH DIVISION AND INTERRUPTS THE PARKS.
- THE PROPOSAL SEEKS AN CONNECTION OF GREEN.



LANDSCAPE SETBACKS | Bringing green onto the site

- EXTENSIVE FRONT AND REAR SETBACKS PROMOTE LANDSCAPE INTERGRATION ON THE SITE,
- THIS FURTHER STRENGTHENS THE GREEN BUFFER ON THE SOUTH AND MAINTAINS THE GREEN CHARACTER OF BROOKHOLLOW AVENUE.



GREEN INTEGRATION | Green articulation throughout the building

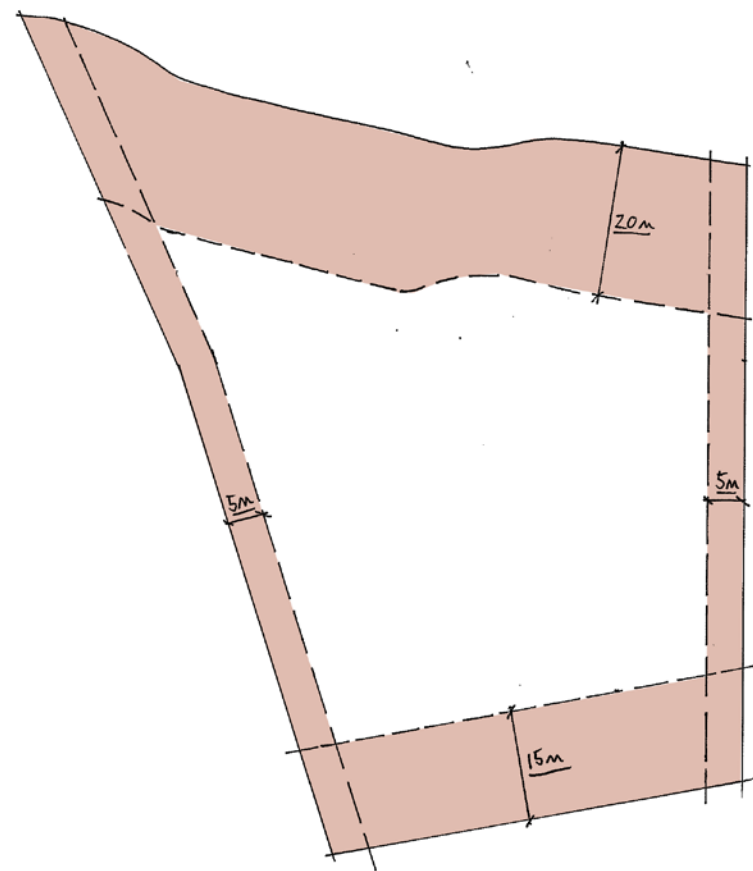
- THE BUILDING DESIGN IS DRIVEN BY LANDSCAPE INTEGRATION FOR SEVERAL REASONS
- THE CONNECTION OF THE BUILT FORM WITH THE GROUND LEVEL IS SOFTENED BY THE STEPPED PODIUM COVERED WITH LANDSCAPE.
- MOREOVER A GREEN ENVIRONMENT AROUND COMMERCIAL FLOORSFACE CONTRIBUTES TO HEALTHIER WORKING CONDITIONS.

3 | DESIGN CONCEPT

14-16 BROOKHOLLOW AVENUE | NORWEST

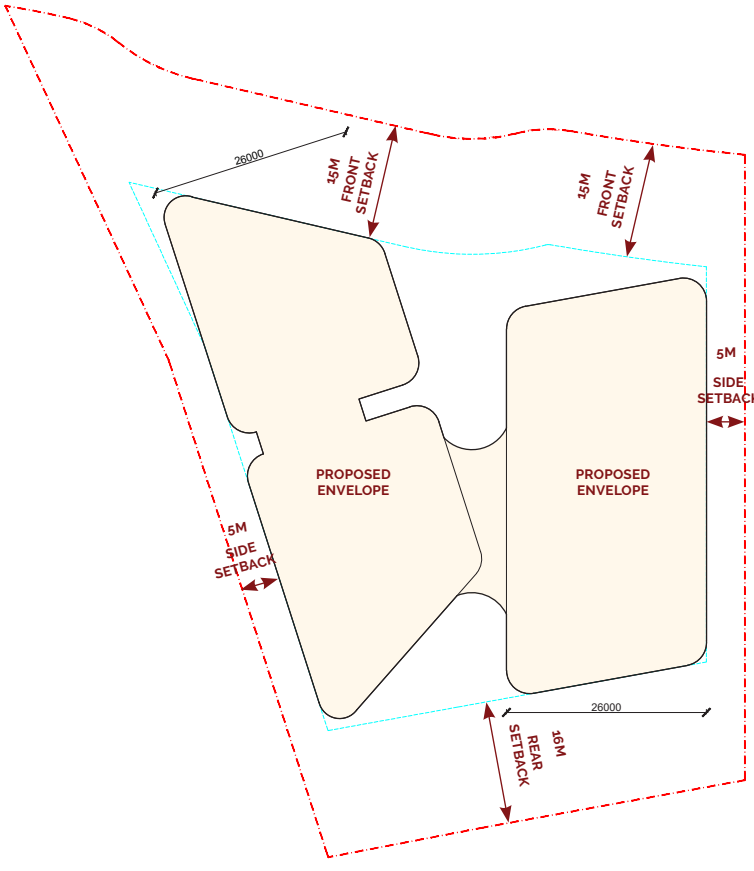
19
page





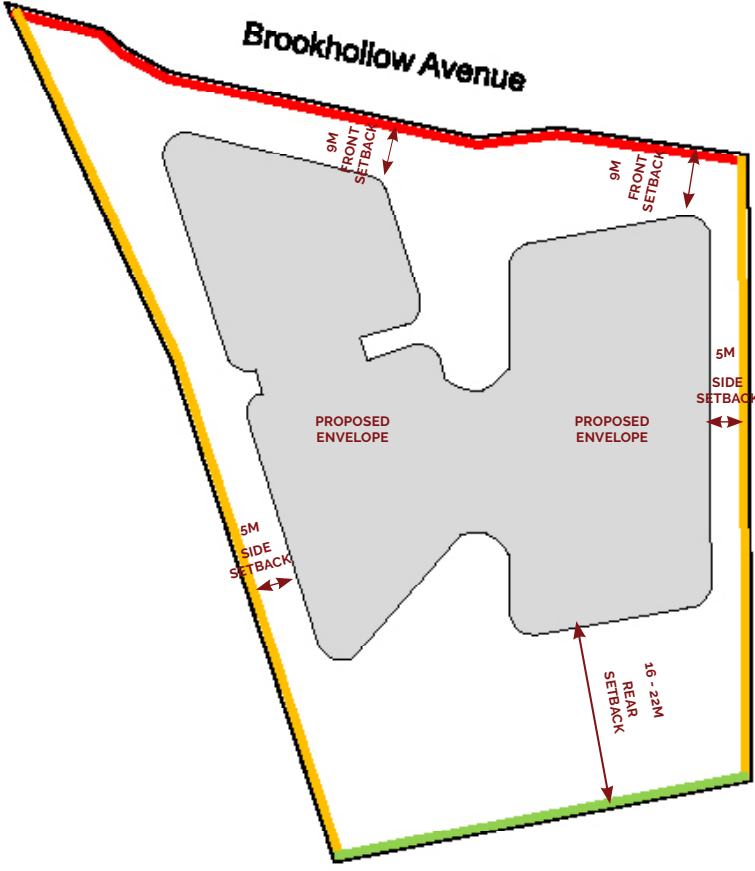
HILLS SHIRE DCP | setback controls

- 20 METER FRONT SETBACK TO STREET
- 5 METER SIDE SETBACK TO COMMERCIAL
- 15 METER REAR SETBACK TO RESIDENTIAL



PROPOSAL | setback variation

- INCREASED CENTRAL AXE TO PROMOTE PEDESTRIAN FLOW THROUGH SITE.
- VARIATION IN SETBACK TO BROOKHOLLOW AVENUE TO PROMOTE CONCENTRATION OF ACTIVITY IN CENTER
- OVERALL INCREASE REAR SETBACK TO STRENGTHEN GREEN BUFFER ZONE AND PROMOTE EXTENSION OF SOUTH EASTERN POCKET PARK



COUNCIL PROPOSED DCP DIAGRAMS

DCP CONTROLS

CURRENT SITUATION

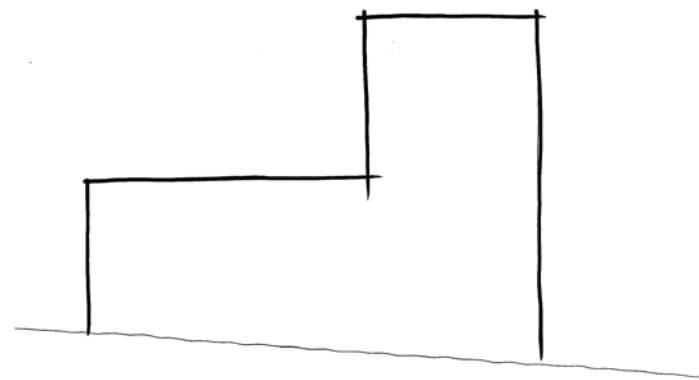
SETBACK

H) The building setback to all public roads is to be a minimum of 20 metres except where provided below.

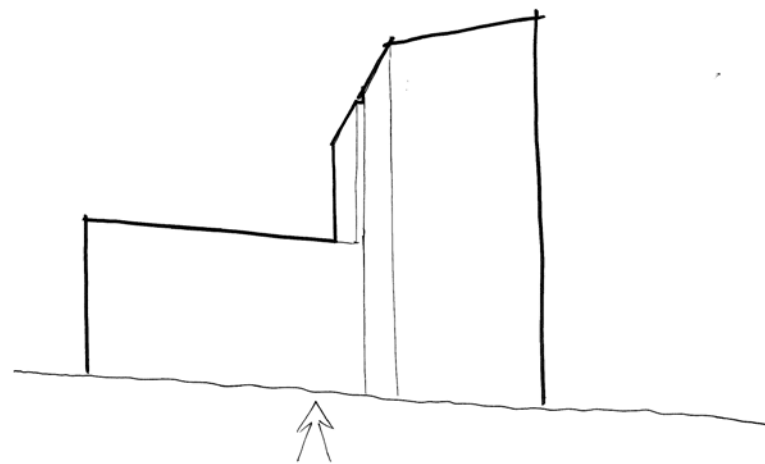
K) The setback to side and rear boundaries where the adjoining land use is of an industrial, business or commercial nature shall be a minimum of 10 metres except in the case of car parking where a 5 metre setback applies provided the first 5 metres is landscaped to screen that car parking.

L) The side and rear building setbacks from property boundaries adjoining land zoned for residential, rural or open space purposes shall be a minimum of 15 metres. This area is to be exclusively used for landscaping.

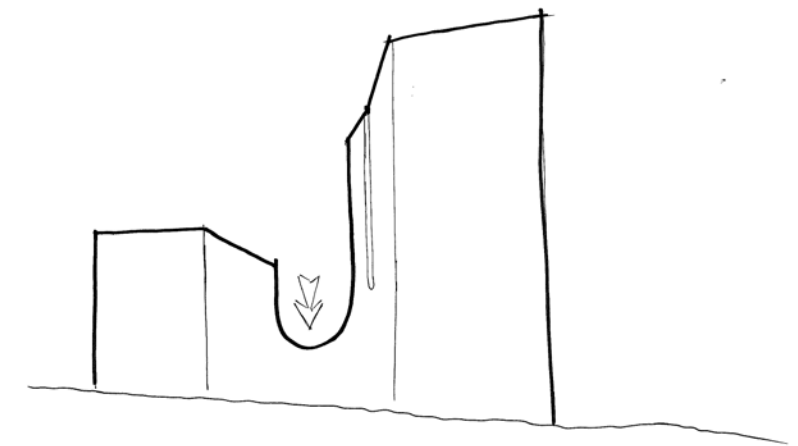




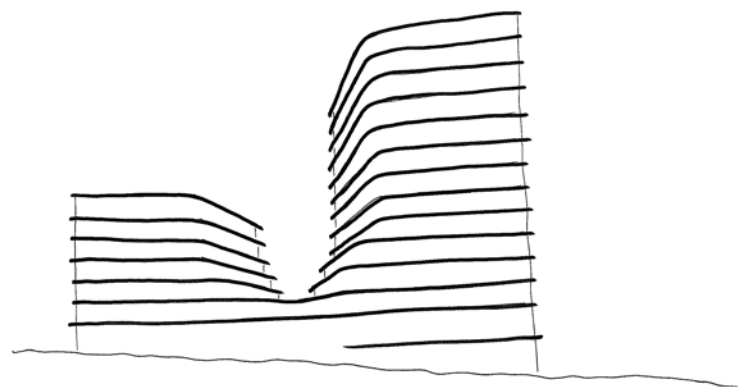
STEP 1 | Stepped silhouette



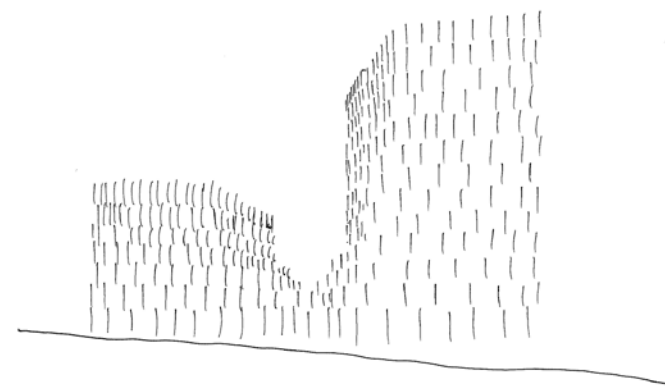
STEP 2 | Pushing setbacks to create inviting forecourt



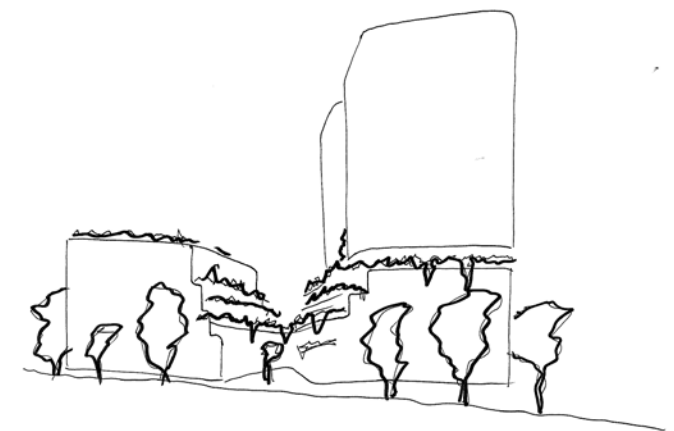
STEP 3 | Lowering middle portion of built form



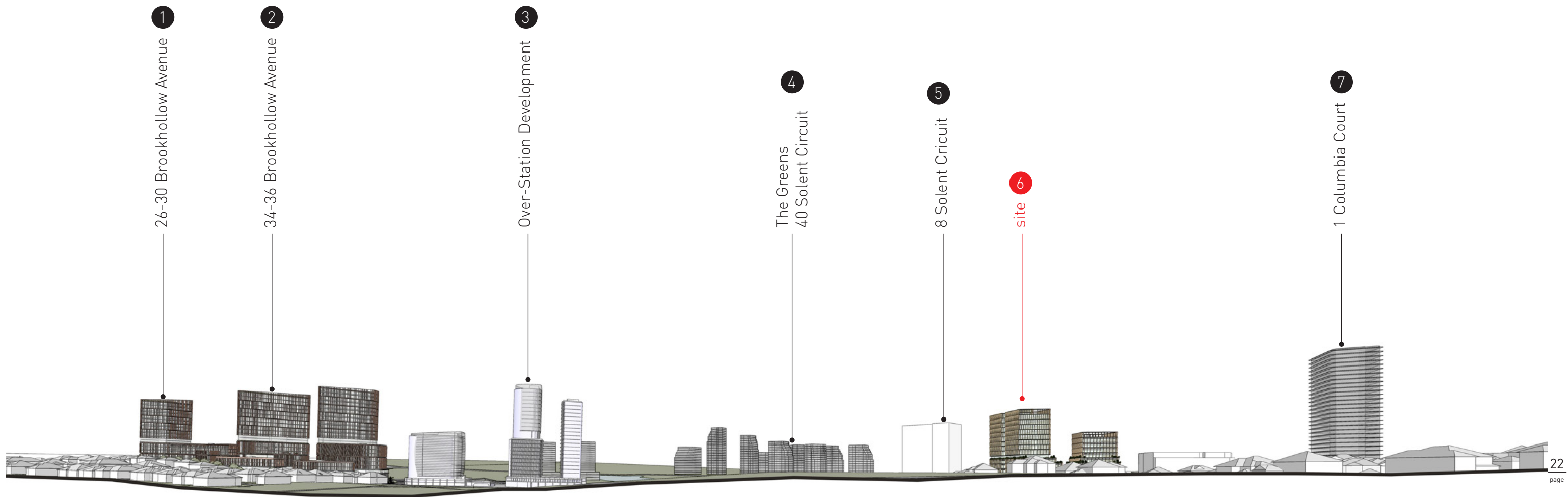
STEP 4 | Cascading floorplates create valley



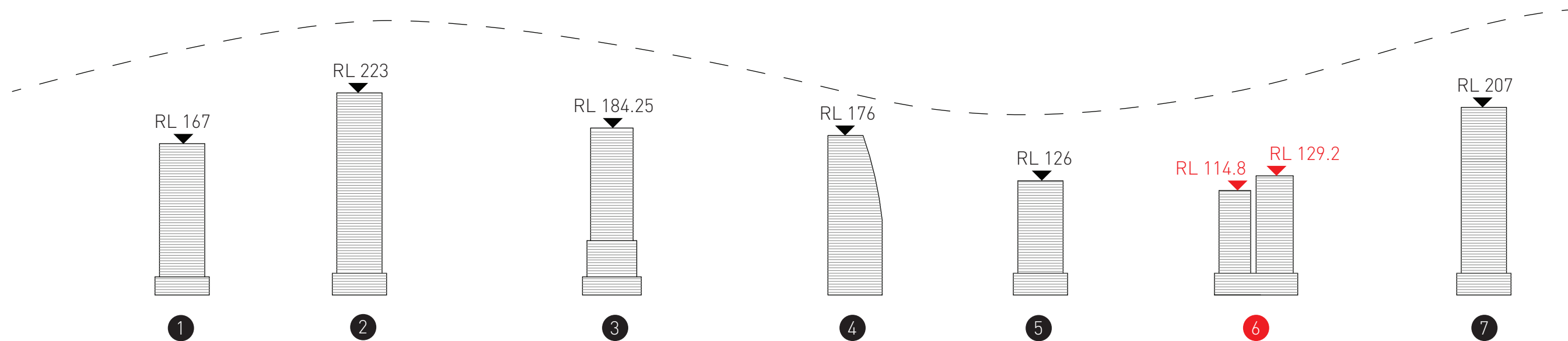
STEP 5 | Gradient in facade treatment

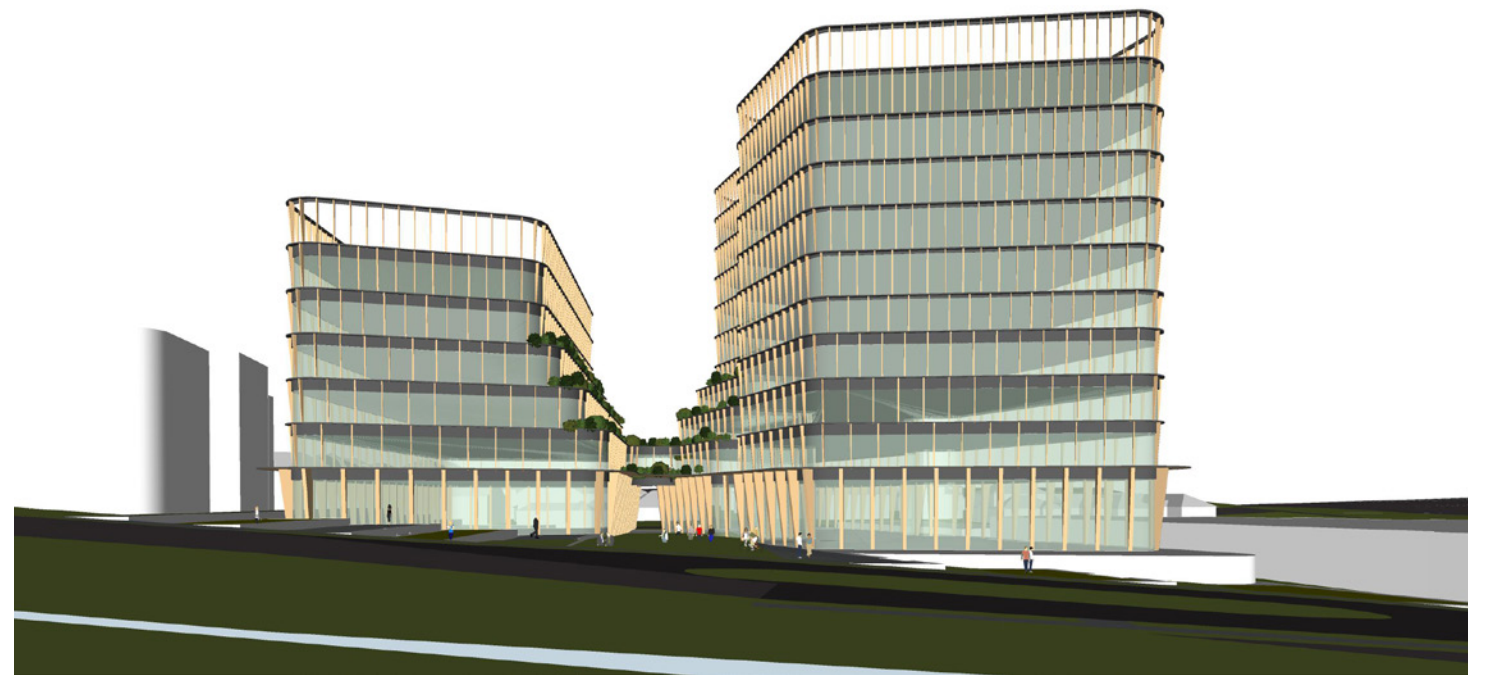


STEP 6 | Green articulation throughout the building



Street perspective View from Irongum Terrace





The current scheme shows 6/10 Storeys built form.



4 | ARCHITECTURAL DRAWINGS

14-16 BROOKHOLLOW AVENUE | NORWEST

24
page

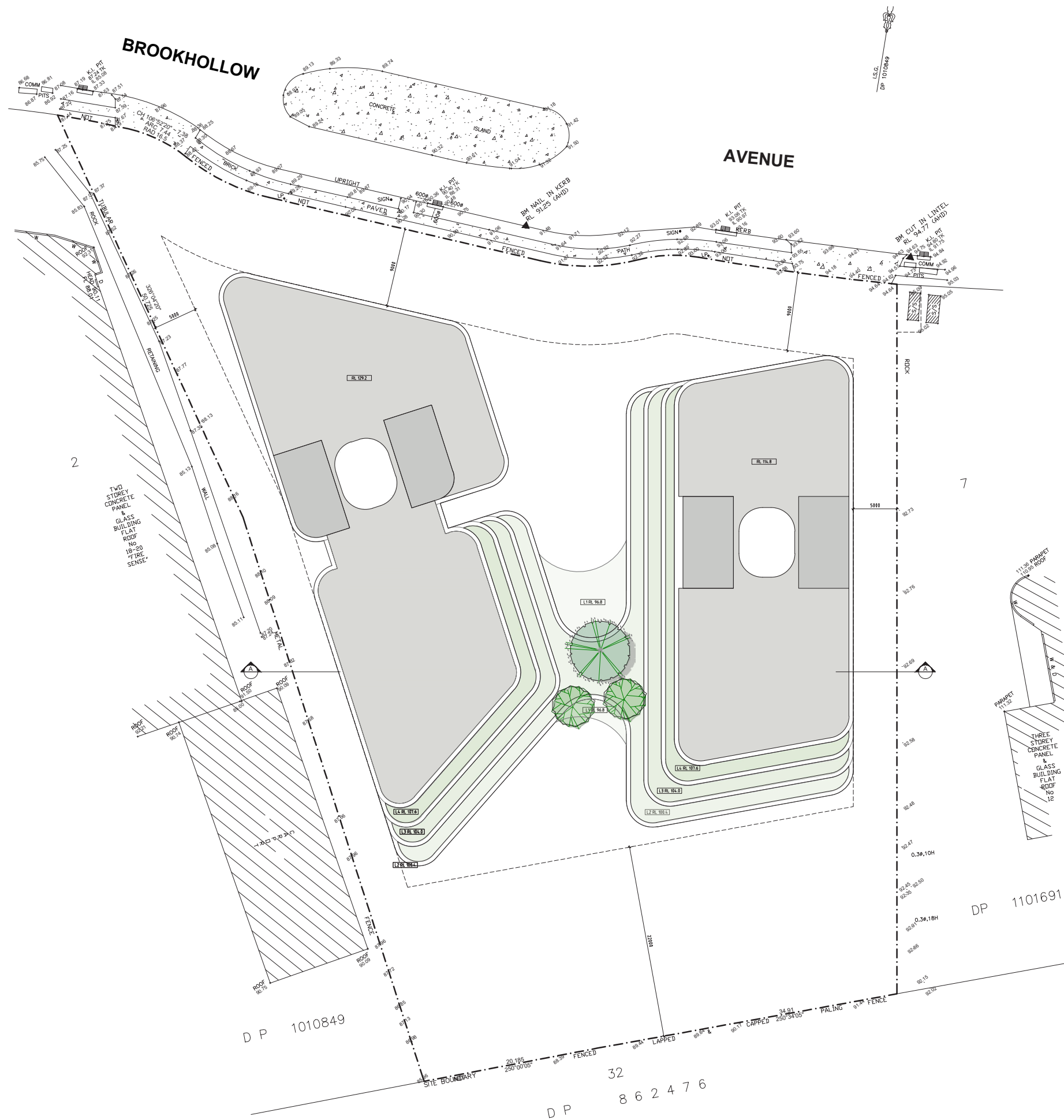


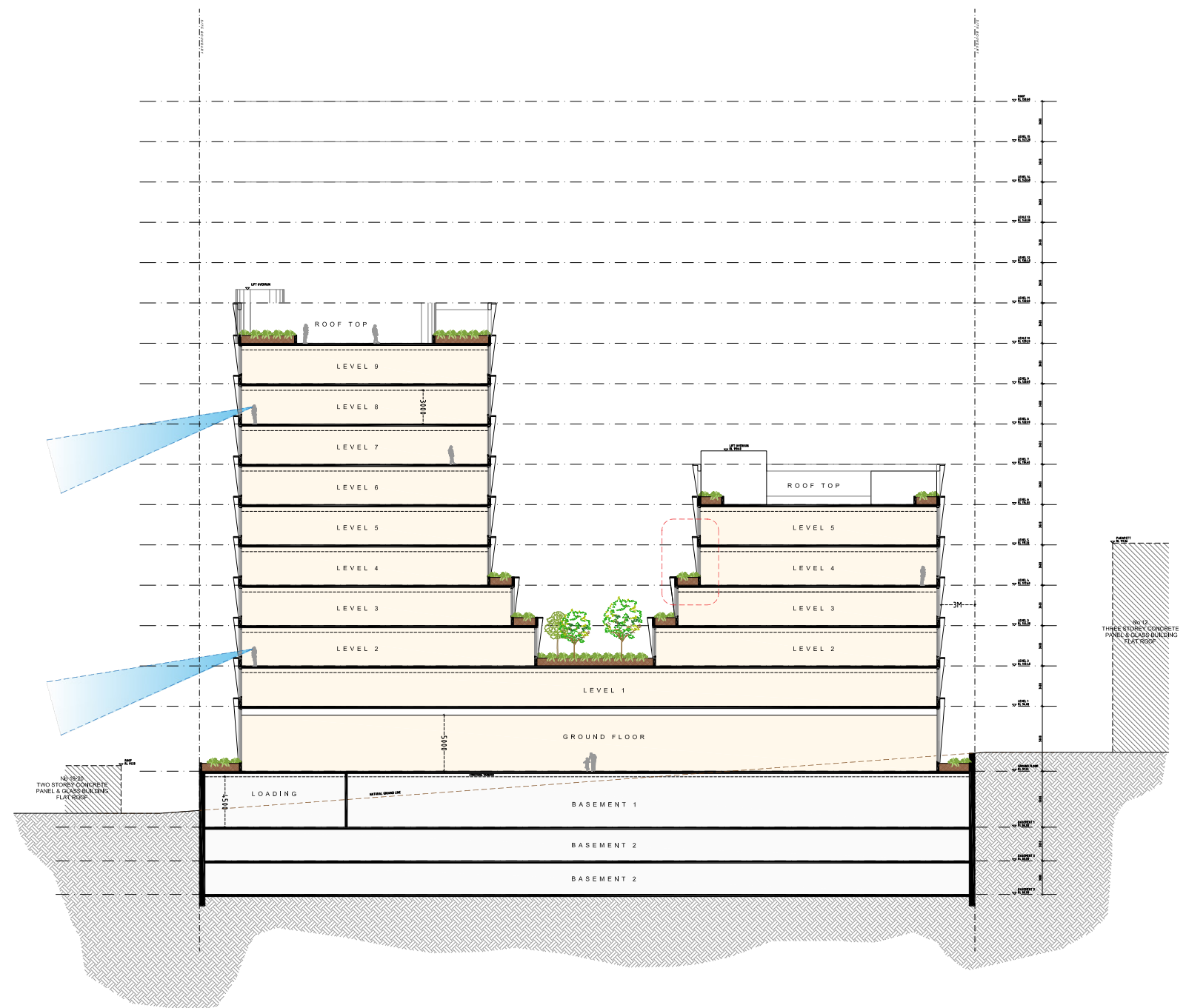
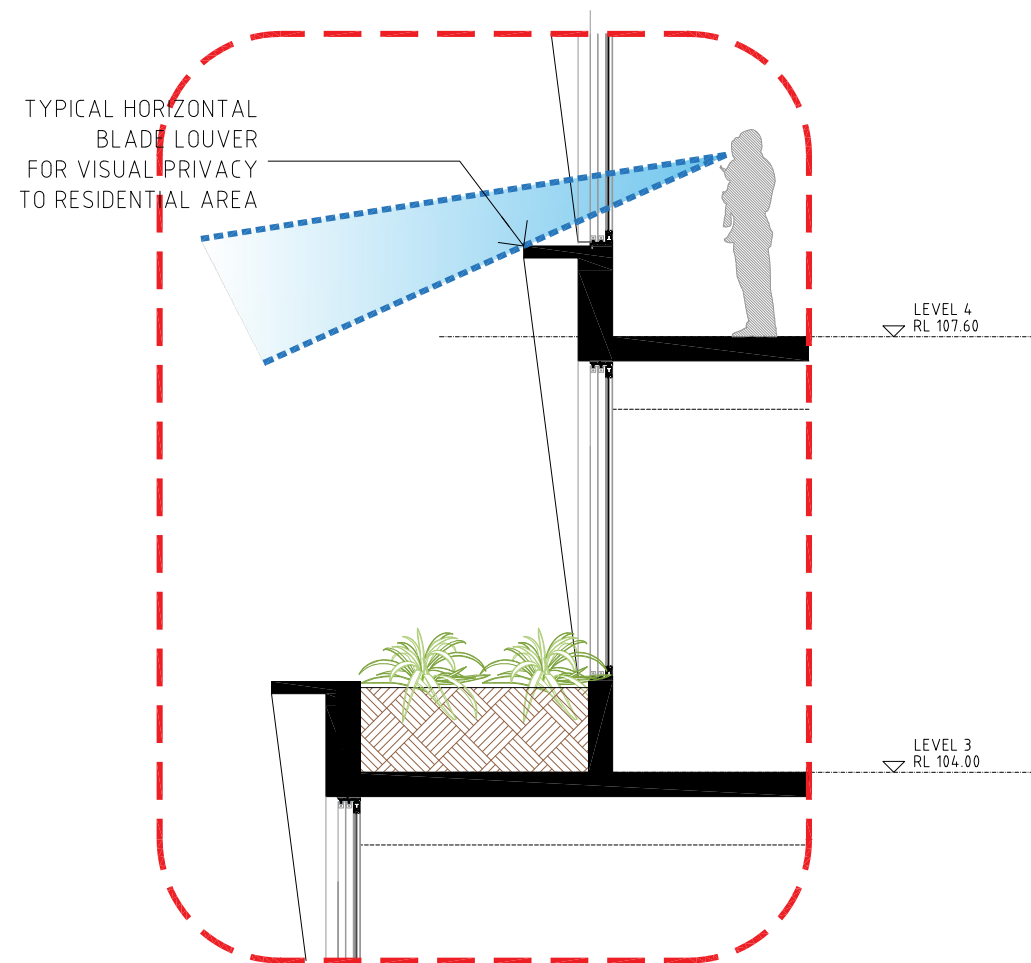


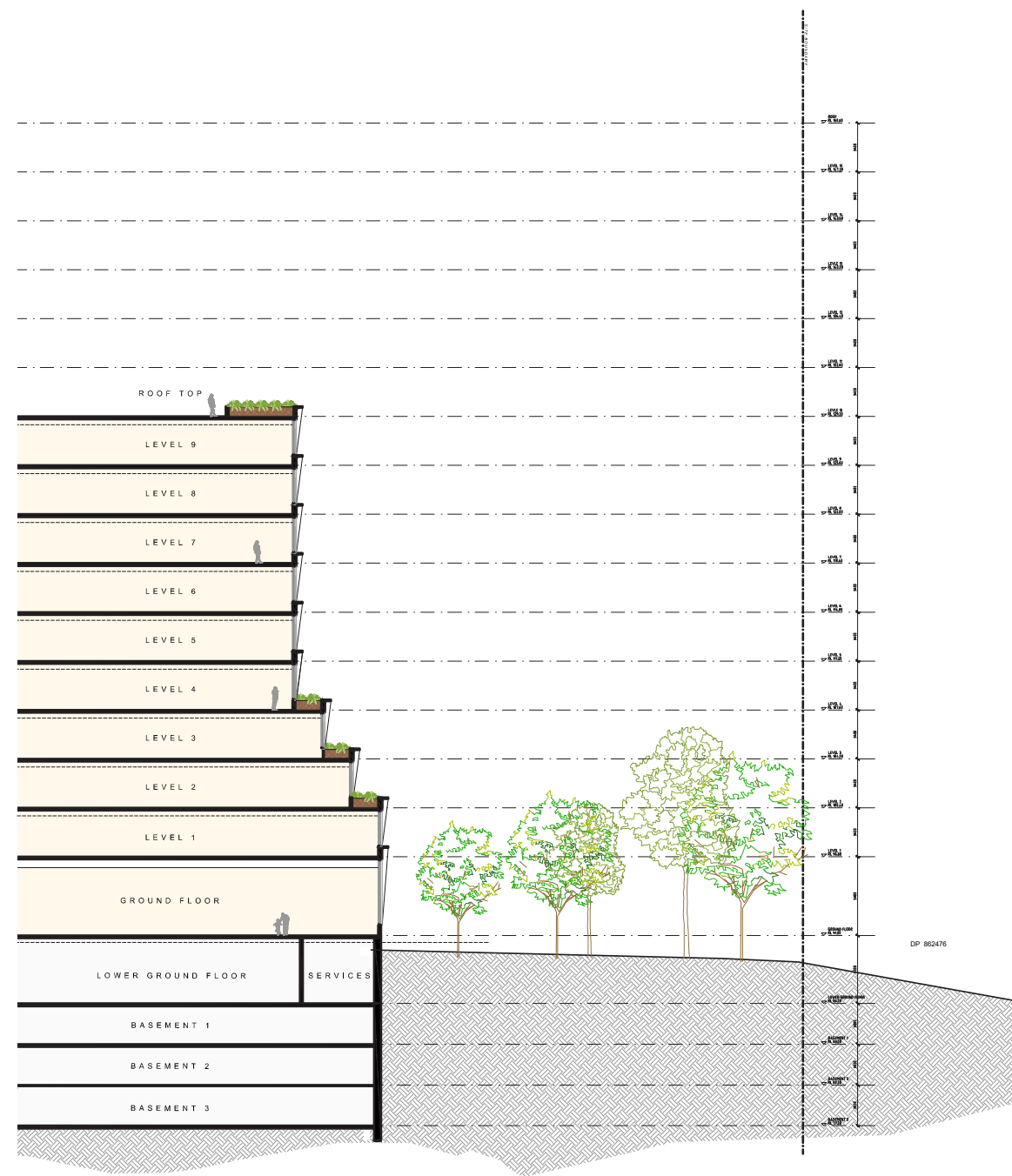
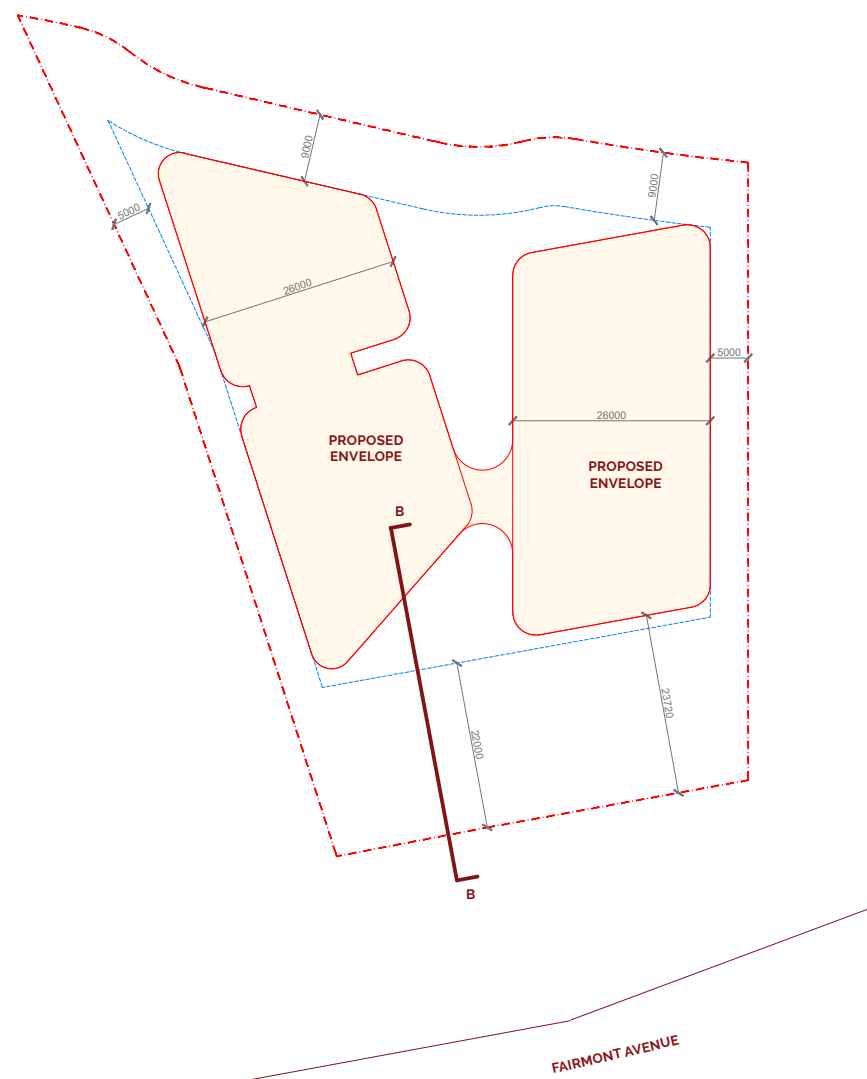












5 | DEVELOPMENT SUMMARY

14-16 BROOKHOLLOW AVENUE | NORWEST

36
page

14 - 16 Brookhollow Avenue

Planning Proposal

Total Site Area	6621 m²
Current FSR	1.0 : 1
Current GFA	6,621 m²
Proposed FSR	2.65 : 1
Proposed GFA	17,539 m²

			RL	GFA	CARS
LEVELS	Upper	Roof	129.2		
		Level 9	125.6	1085.4	
		Level 8	122.0	1085.4	
		Level 7	118.4	1085.4	
		Level 6	114.8	1085.4	
		Level 5	111.2	1864.7	
	Lower	Level 4	107.6	1864.7	
		Level 3	104.0	2057.2	
		Level 2	100.4	2291.7	
		Level 1	96.8	2588.8	
		Ground Floor	91.0	2530.3	
		Lower Ground Floor	86.0		73
	Below	Basement 1	83.0		80
		Basement 2	80.0		80
		Basement 3	77.0		59
		Subtotal			17539

NLA Total	
GFA Total	17539 m2
Total Carbays	292

DISCLAIMER

These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.

This scheme has been prepared generally within the bounds of the current site dimensions however is subject to detailed discussion with council hence may be subject to change once advice is received.

This design has been prepared without structural or services engineering input hence is subject to change once advice is received.

The information contained herein is believed to be correct at time on preparation based on the information available at the time of preparation.

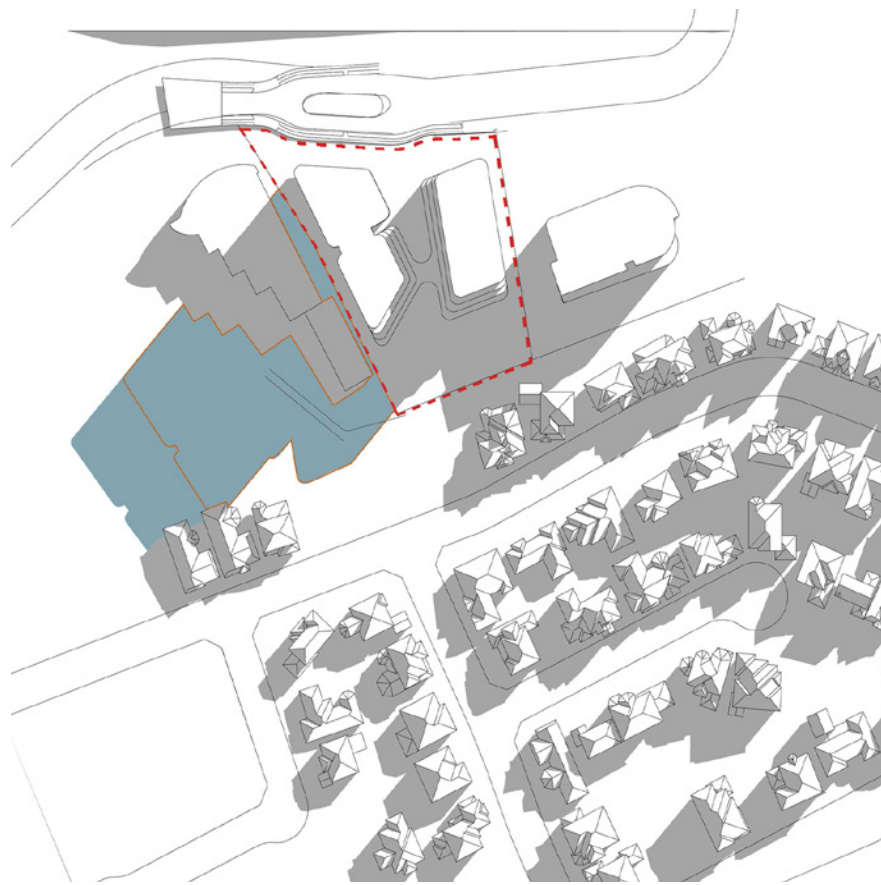
Recipients must make their own investigations to satisfy themselves in all aspects.

The design and accompanying documentation contained herein is and remains the intellectual property of PBD Architects.

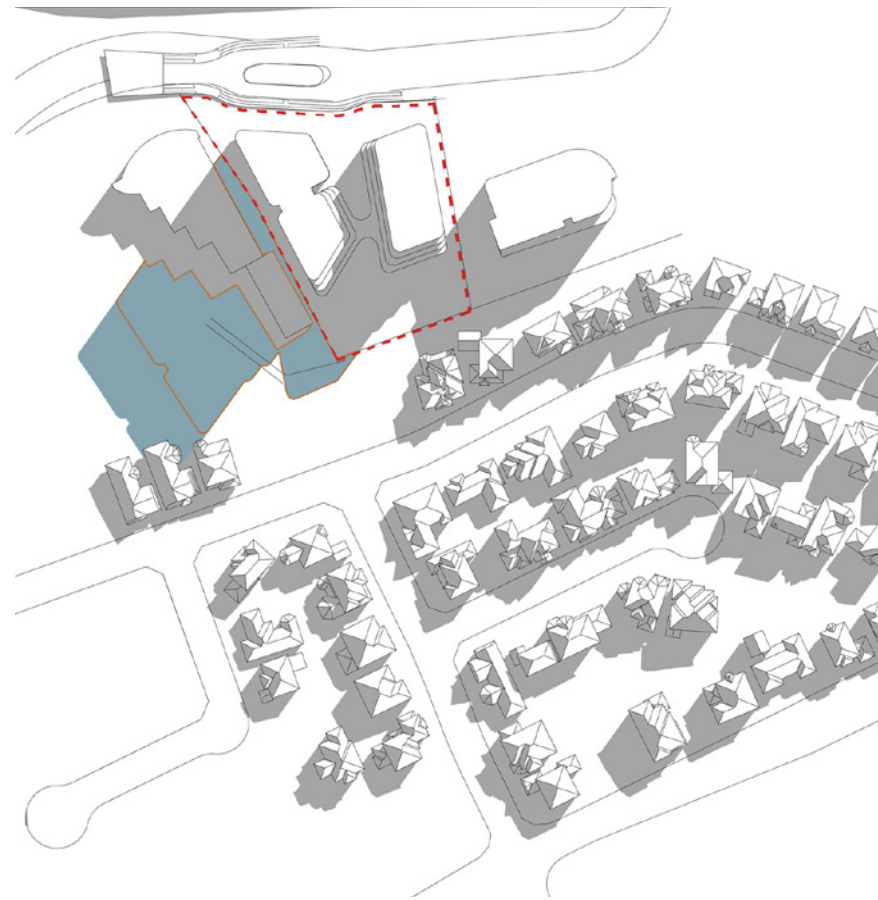
6 | SOLAR ACCESS

14-16 BROOKHOLLOW AVENUE | NORWEST

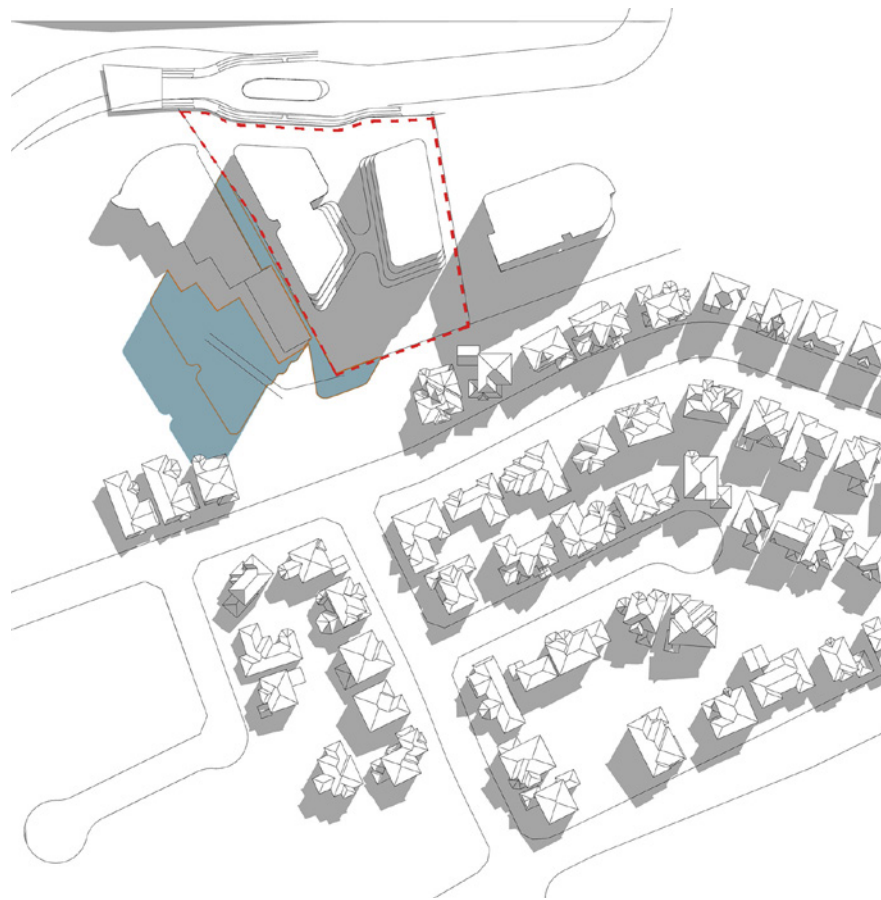




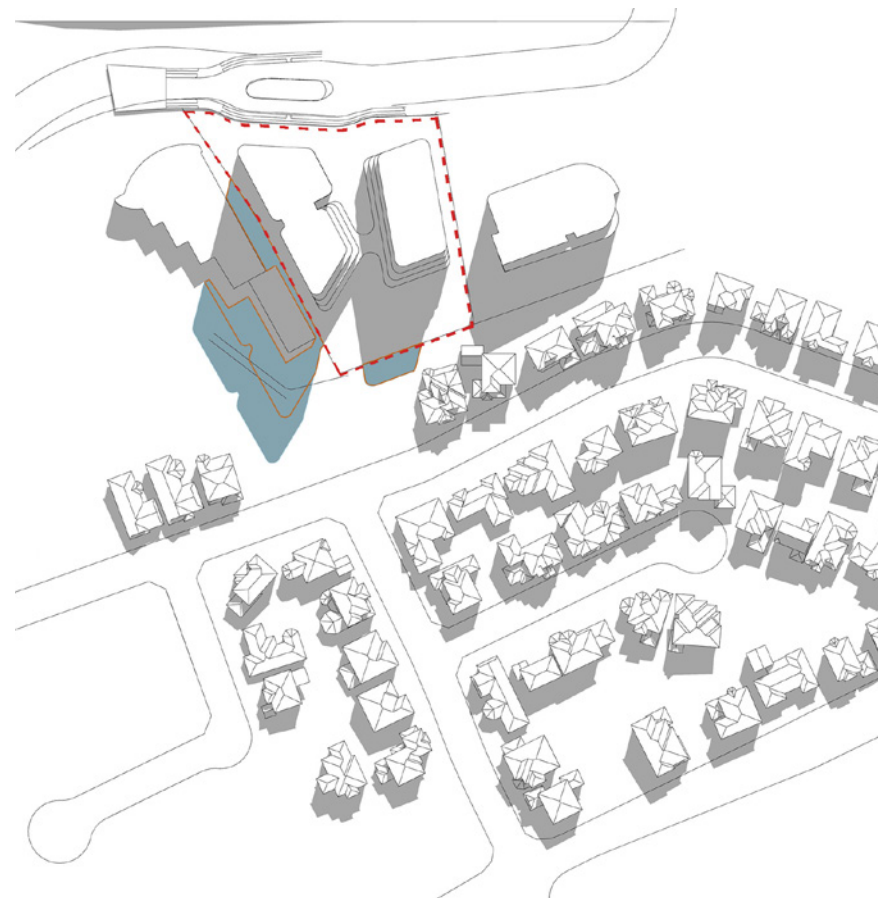
9:00 AM





9:30 AM

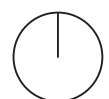


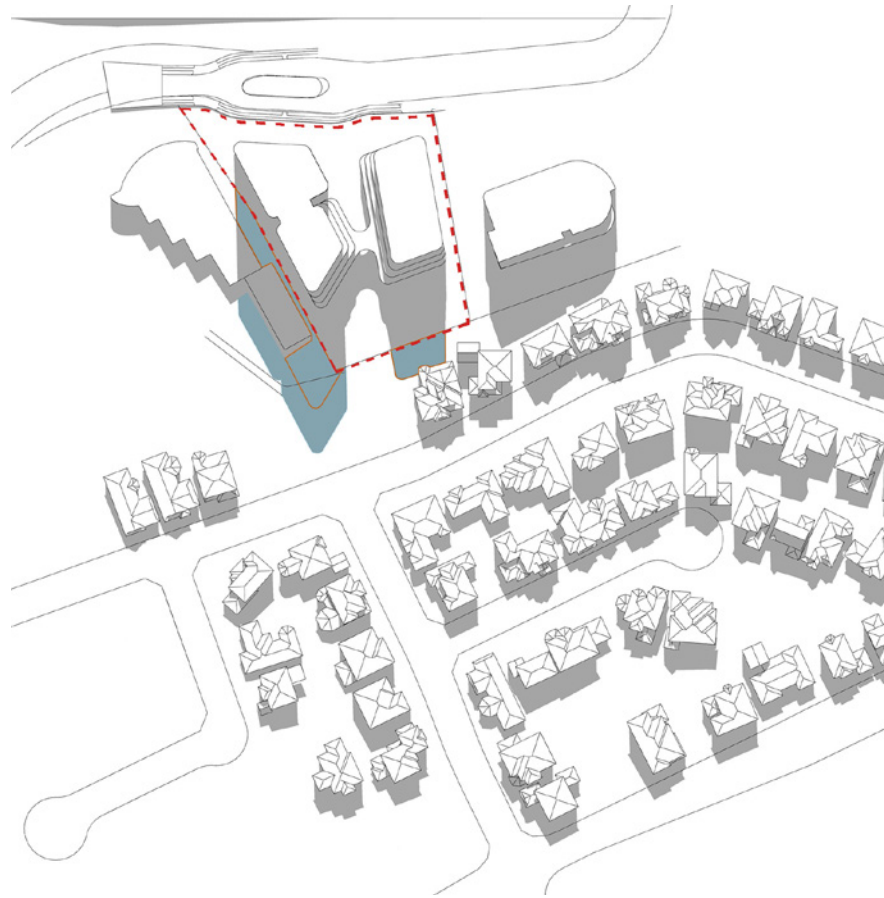
10:00 AM



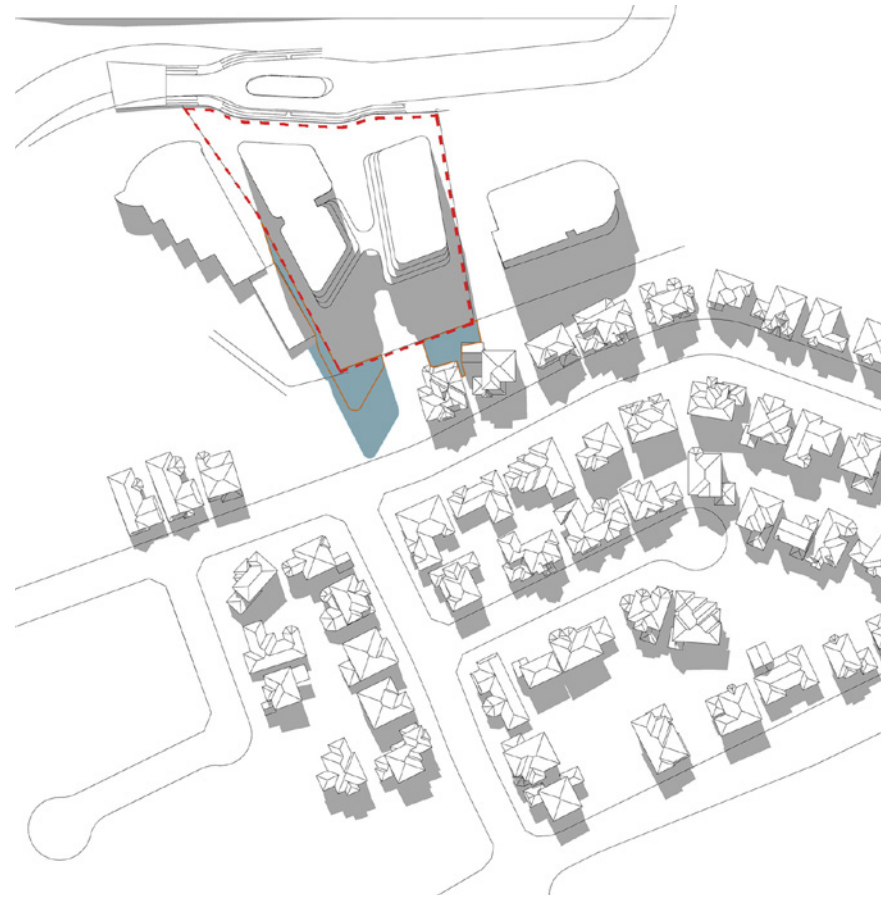
11:00 AM

 PROPOSED
 LEP PERMISSIBLE HEIGHT

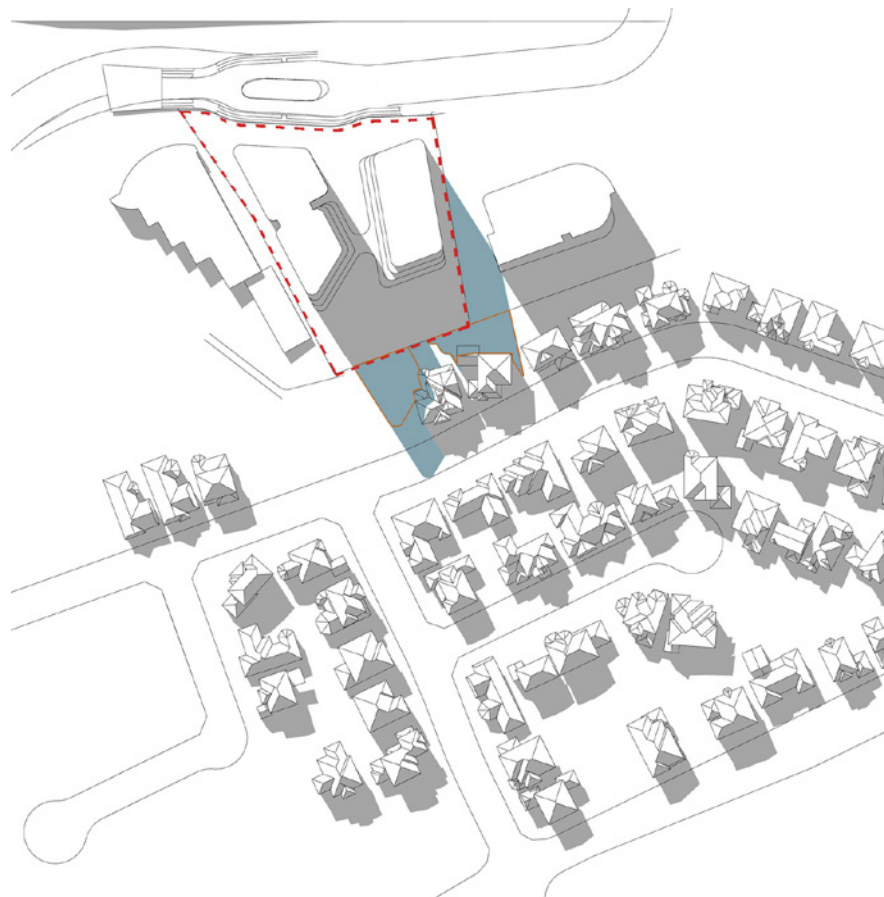




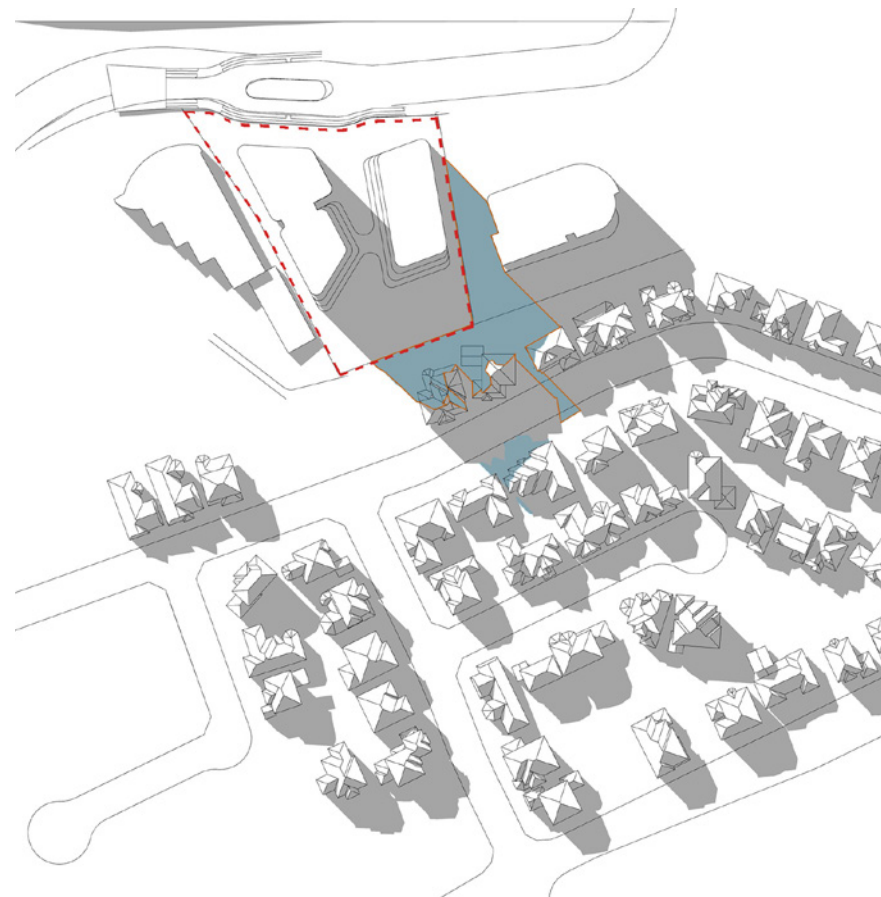
12:00 PM



1:00 PM

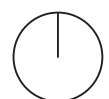


2:00 PM



3:00 PM

PROPOSED
LEP PERMISSIBLE HEIGHT





Address	9:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 01:00	1:00 - 2:00	2:00 - 3:00	9am - 3pm
33 Fairmont Avenue							6hrs
35 Fairmont Avenue							6hrs
37 Fairmont Avenue							6hrs
39 Fairmont Avenue							6hrs
41 Fairmont Avenue							6hrs
43 Fairmont Avenue							6hrs
45 Fairmont Avenue							4hrs
47 Fairmont Avenue							4hrs
50 Fairmont Avenue							6hrs
48 Fairmont Avenue							5hrs
46 Fairmont Avenue							6hrs
44 Fairmont Avenue							6hrs
42 Fairmont Avenue							6hrs
40 Fairmont Avenue							6hrs

THE HILLS SHIRE COUNCIL DCP - AT LEAST 50% OF THE REQUIRED PRIVATE OPEN SPACE WITHIN THE SUBJECT PROPERTY AND THAT ON ADJOINING PROPERTIES IS TO RECIEVE DIRECT SUNLIGHT FOR A MINIMUM OF 4 HOURS BETWEEN 9AM TO 3PM ON 21 JUNE

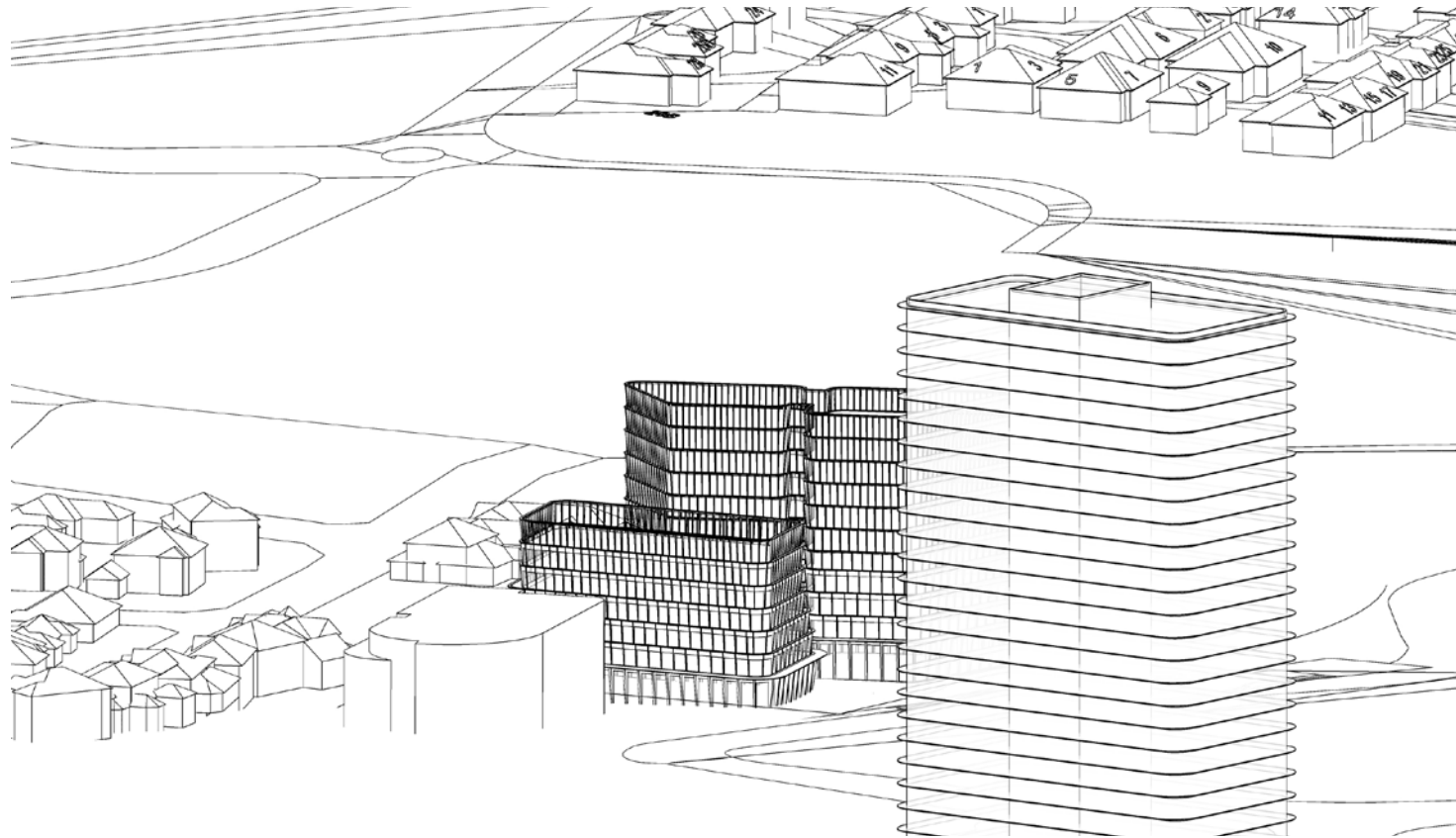




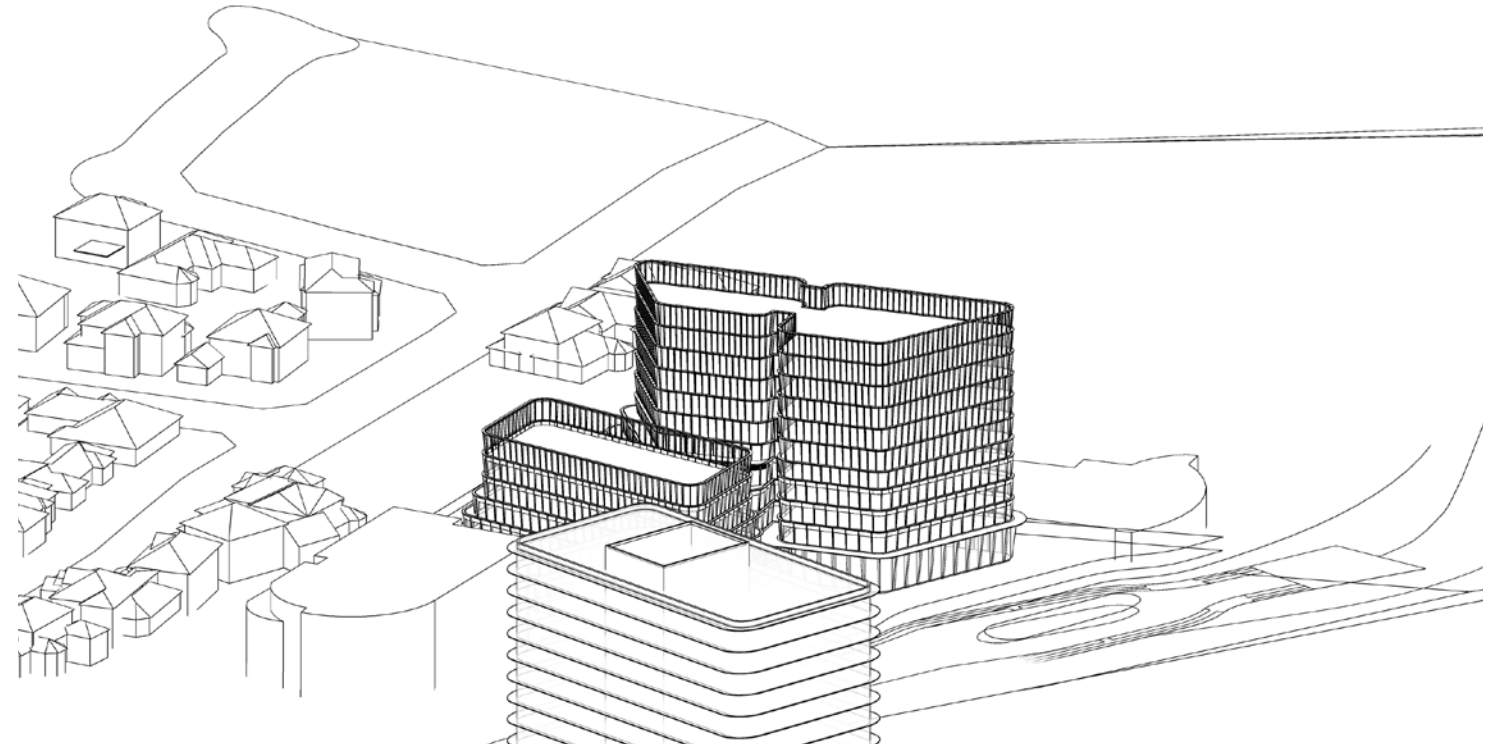
Address	9:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 01:00	1:00 - 2:00	2:00 - 3:00	9am - 3pm
2 Lakeview Close							6 hrs
4 Lakeview Close							6 hrs
14 Hillsborough Way							6 hrs
12 Hillsborough Way							6 hrs
7 Hillsborough Way							6 hrs
1 Fairmont Avenue							6hrs
3 Fairmont Avenue							6hrs
5 Fairmont Avenue							6hrs
7 Fairmont Avenue							6hrs
9 Fairmont Avenue							6hrs
11 Fairmont Avenue							6hrs
13 Fairmont Avenue							6hrs
4 bethant Crescent							6hrs
6 bethant Crescent							6hrs
8 bethant Crescent							6hrs
10 bethant Crescent							6hrs

THE HILLS SHIRE COUNCIL DCP - AT LEAST 50% OF THE REQUIRED PRIVATE OPEN SPACE WITHIN THE SUBJECT PROPERTY AND THAT ON ADJOINING PROPERTIES IS TO RECIEVE DIRECT SUNLIGHT FOR A MINIMUM OF 4 HOURS BETWEEN 9AM TO 3PM ON 21 JUNE

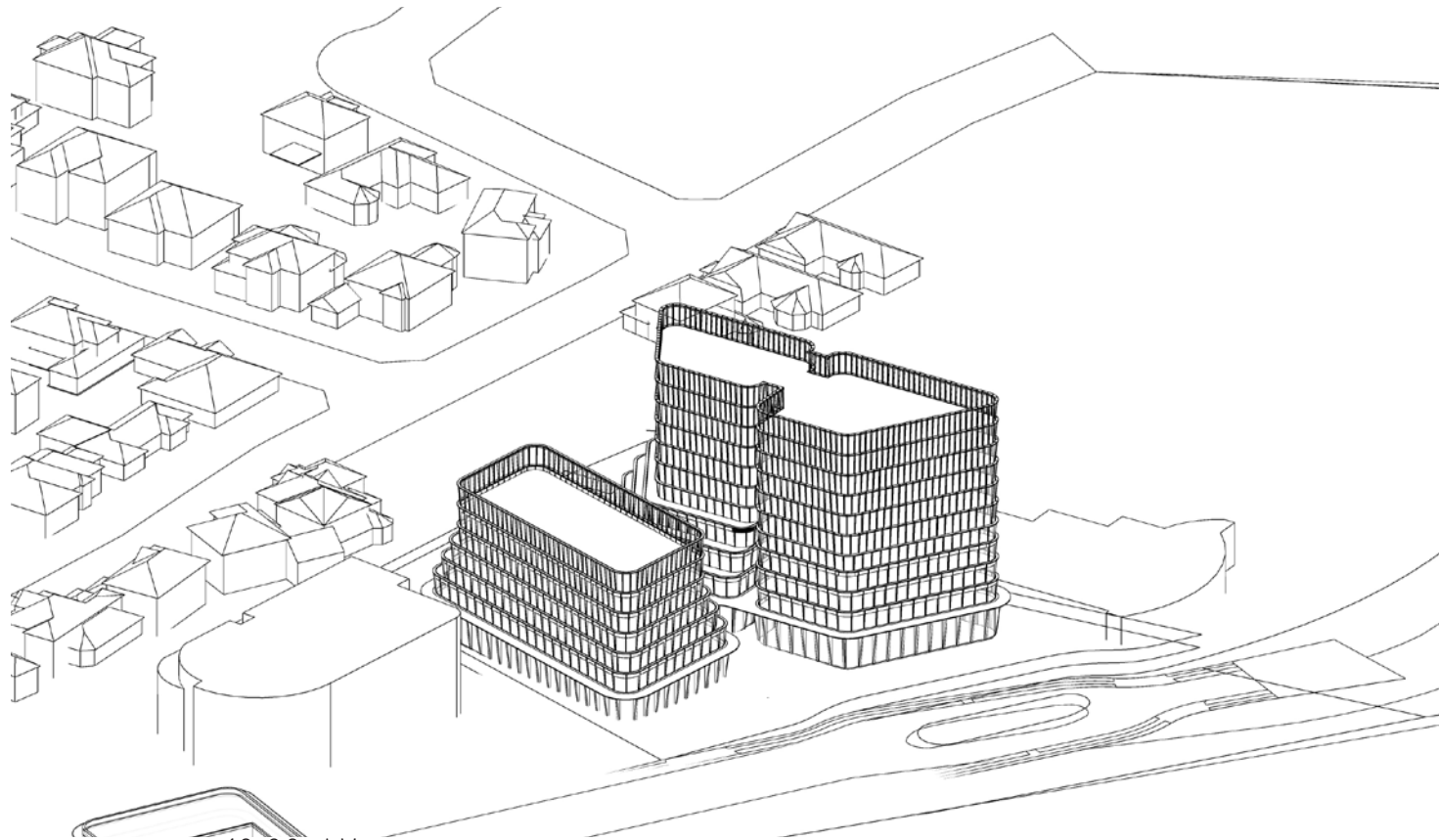




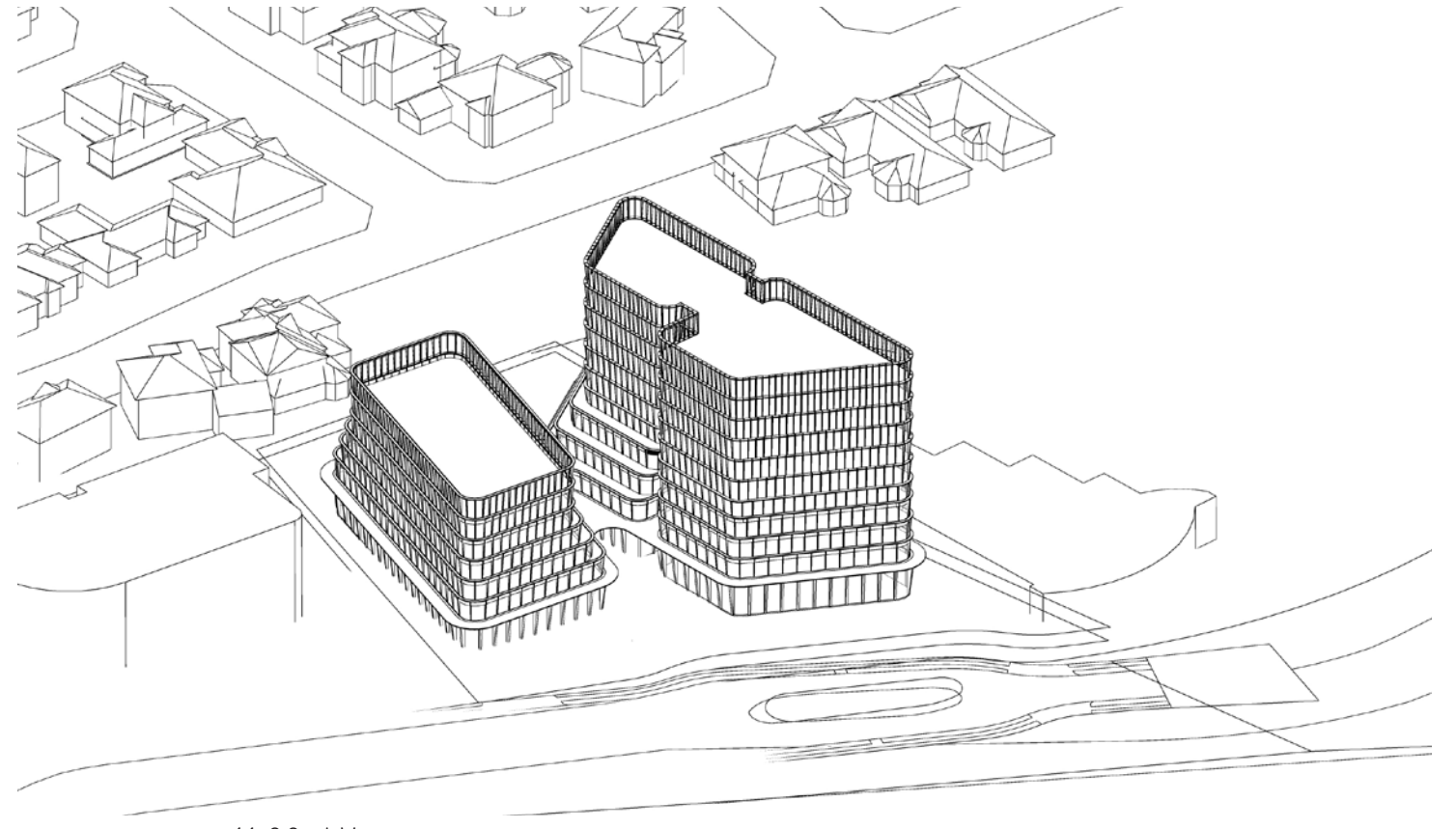
8:00 AM



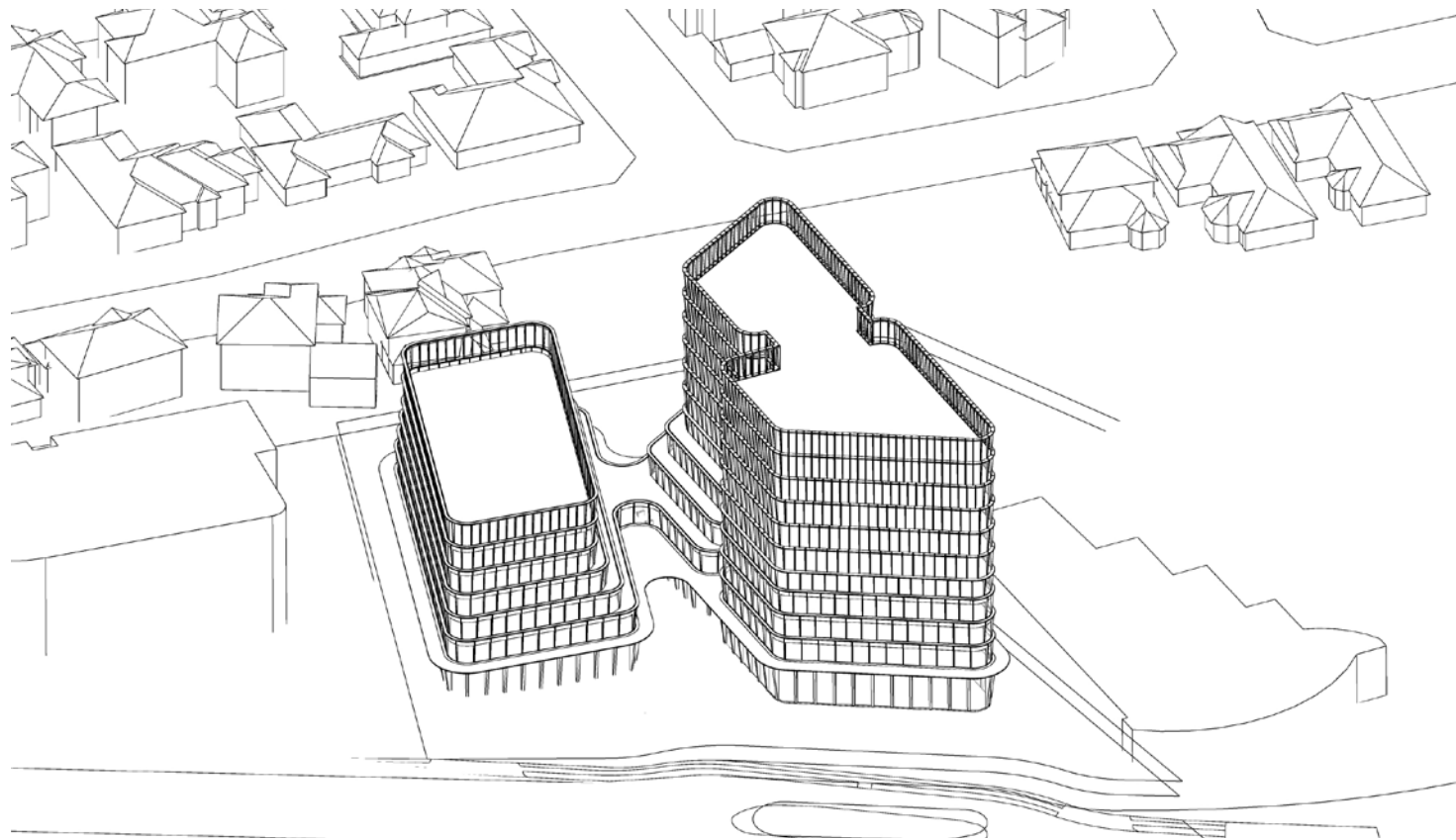
9:00 AM



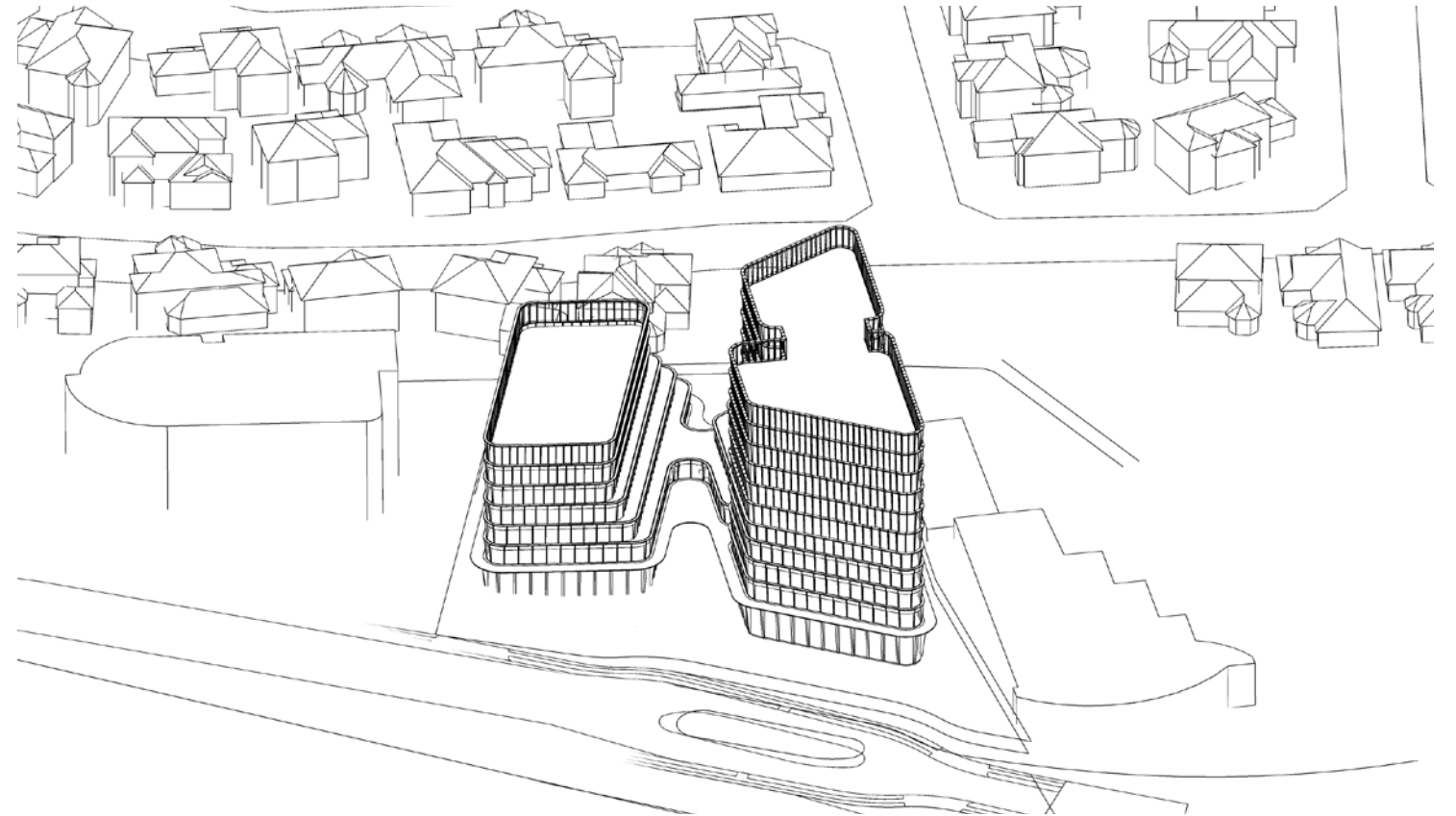
10:00 AM



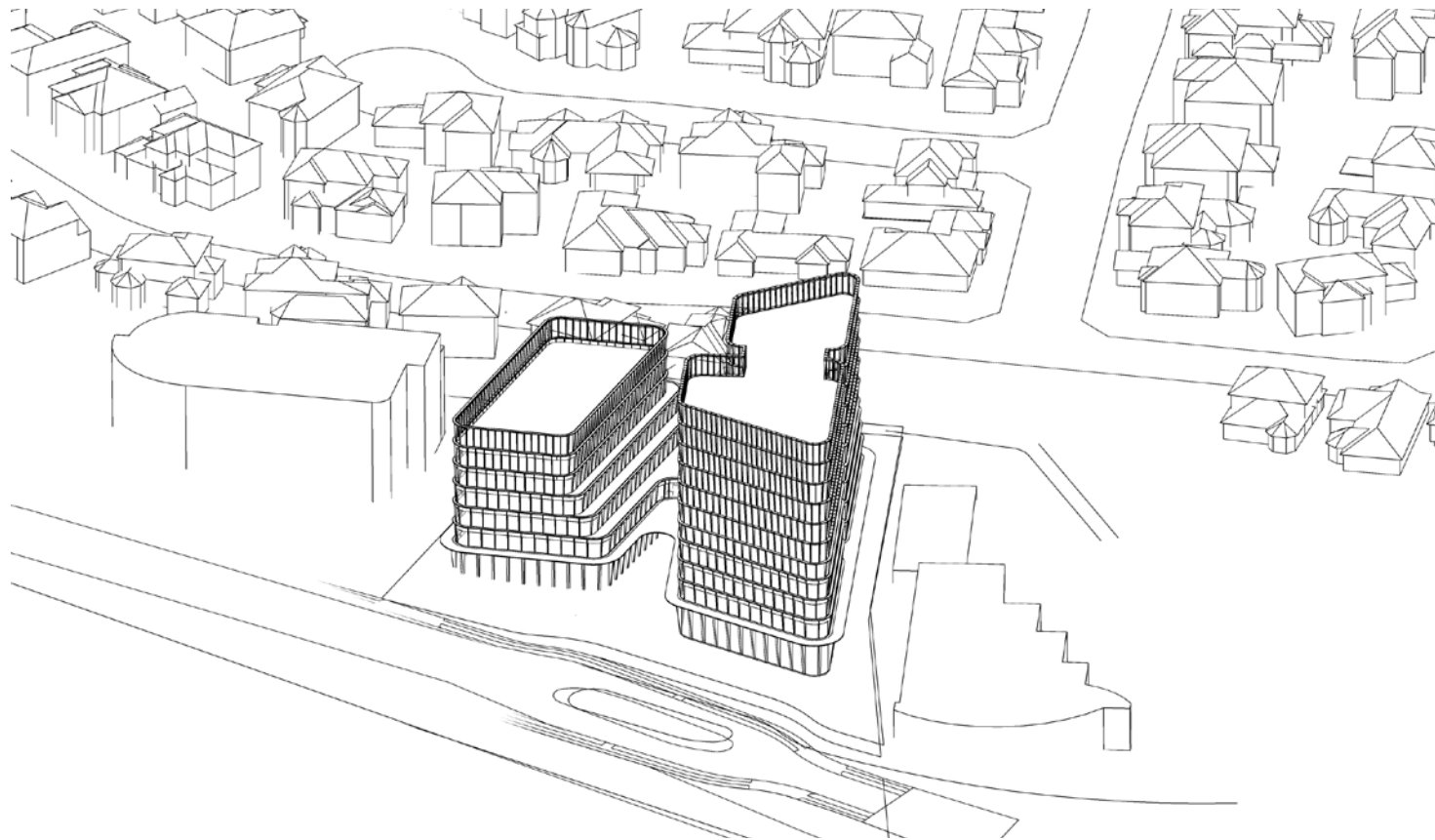
11:00 AM



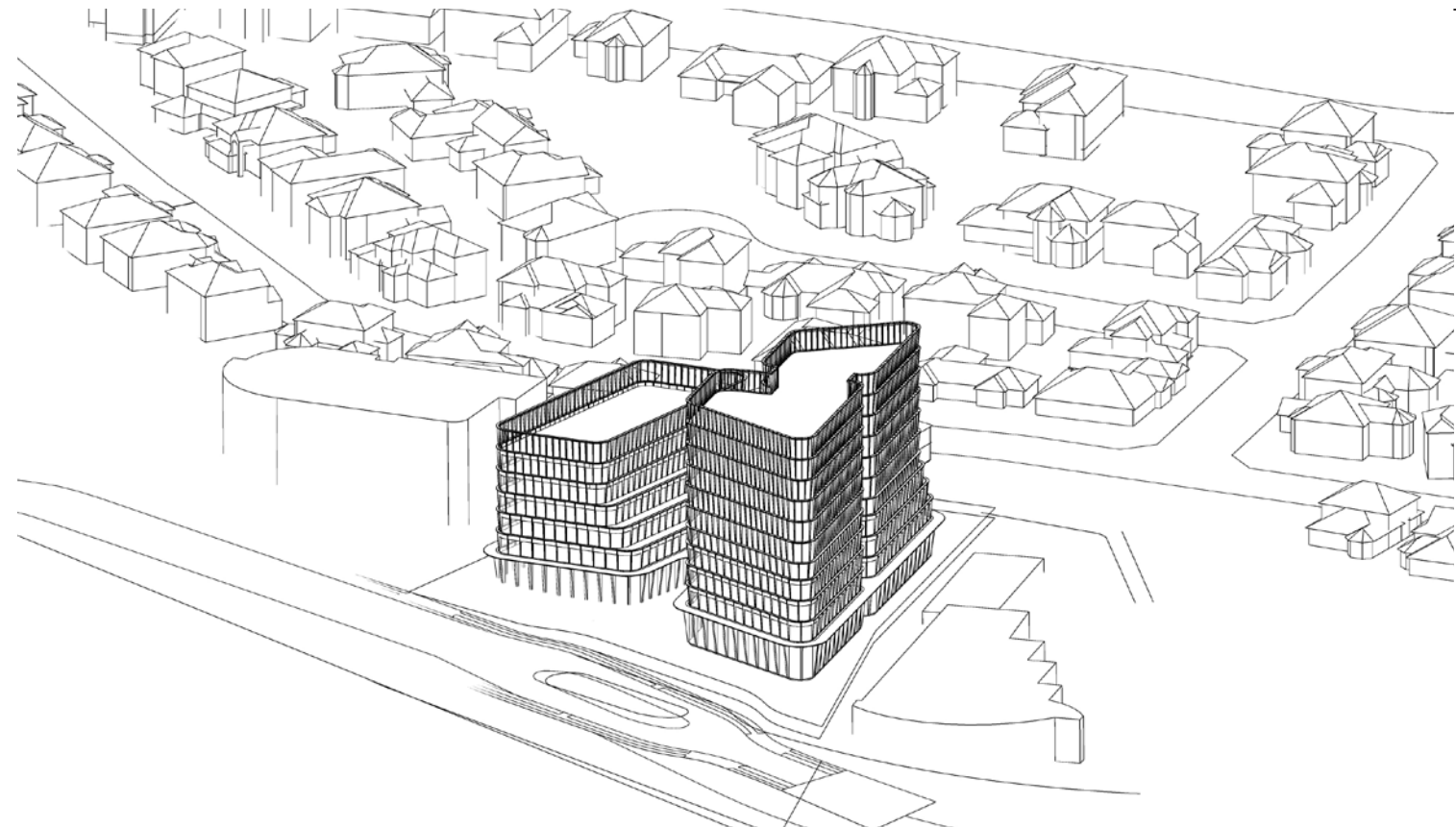
12:00 PM



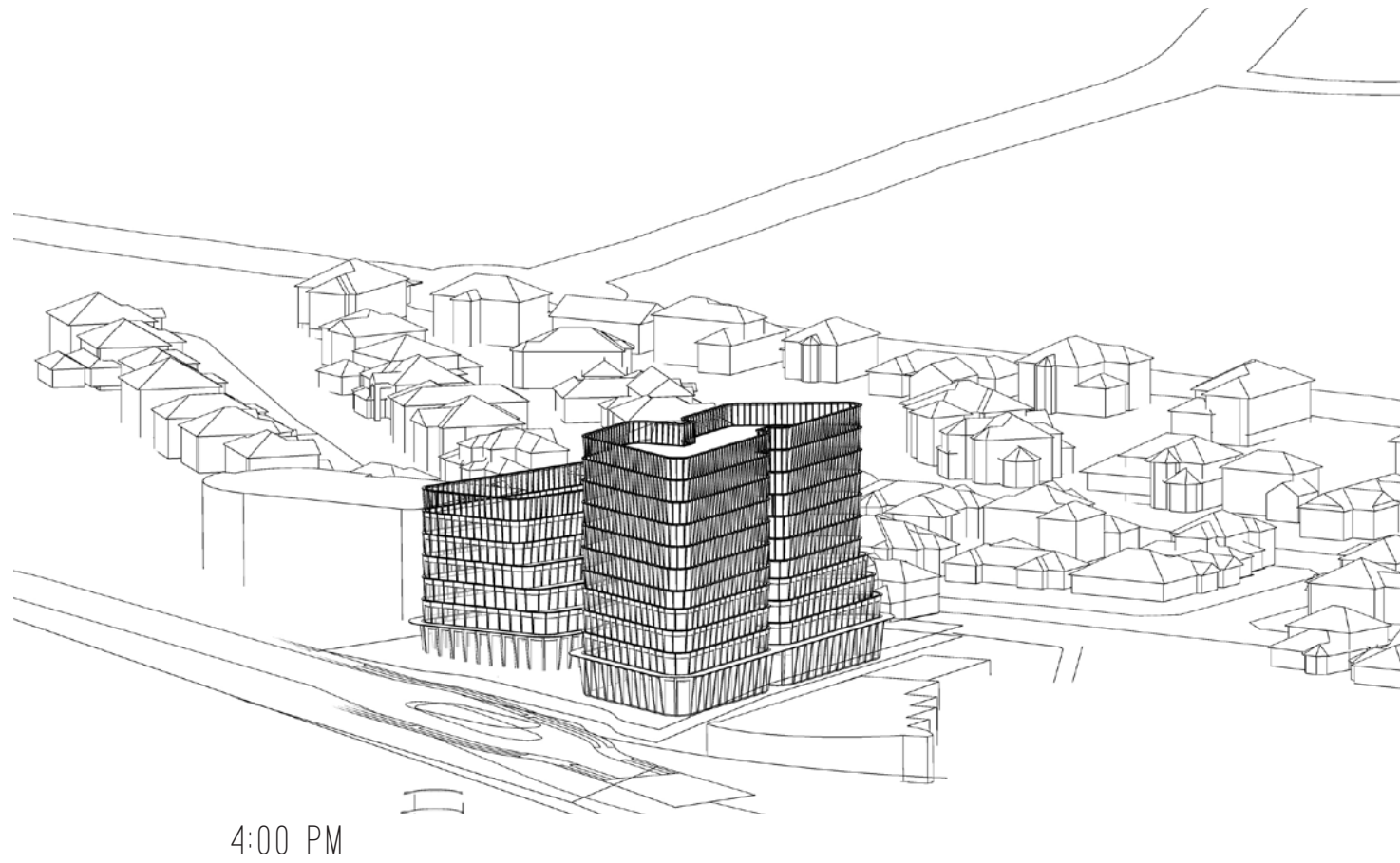
1:00 PM



2:00 PM



3:00 PM



THE SUBJECT SITE

The Hills DCP- Solar Access for Residential Flat Building
 - Living Rooms and Private Open Space for at least 70% of residential units should receive a minimum of 3 hours direct sunlight between 9 AM and 3PM in midwinter.

PBD | ARCHITECTS

Level 2 / 52 Albion Street
Surry Hills NSW 2010
Australia

+61 2 9698 8140
info@pbdarchitects.com.au
pbdarchitects.com.au

PBD Architects & Project managers Pty Ltd
ABN 36 147 035 550

Paul Buljevic ARB #7768