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## Legacy Property

253-267 Pacific Highway, North Sydney

## Wind Impact Assessment

30N-21-0052-TRP-47150165-3

6 December 2021

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Rev. 03	Plans Updated	06 Dec 21	S. Lamande

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## Executive Summary

**Legacy Property** commissioned Vipac Engineers and Scientists Ltd to prepare a statement of wind effects for the ground level areas adjacent to the proposed development at **253-267 Pacific Highway, North Sydney**. This appraisal is based on Vipac's experience as a wind-engineering consultancy.

Drawings of the proposed development were provided by **PTW Architects** in **December 2021**. The findings of this study can be summarized as follows:

With the proposed design:

- The adjacent footpaths would be expected to have wind levels within the walking comfort criterion.
- The wind conditions at the building entrances are expected to be within the recommended standing comfort criterion.
- The Level 7 communal terrace is expected to have wind levels within the recommended walking comfort criterion with the proposed 1.8 m balustrades incorporated.

**As such, the proposed design is expected to have an acceptable wind environment and Vipac makes no recommendations for wind control purposes.**

As a general statement, educating occupants about wind conditions at open terrace/balcony areas during high-wind events and fixing loose, lightweight furniture on the terrace are highly recommended.

The assessments provided in this report have been made based on experience of similar situations in Sydney and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for all complex flow scenarios in the vicinity. Vipac recommends a scaled model wind tunnel test to verify the predictions and determine the optimal wind control strategies.

**TABLE OF CONTENTS**

<b>1</b>	<b>Introduction .....</b>	<b>5</b>
<b>2</b>	<b>Analysis Approach .....</b>	<b>7</b>
2.1	Site Exposure .....	8
2.2	Regional Wind Climate .....	9
2.3	Building Geometry and Orientation .....	10
2.4	Flow Interactions with Adjacent Developments .....	11
2.5	Assessment Criteria .....	13
2.6	Use of Adjacent Pedestrian Occupied Areas & Recommended Comfort Criteria .....	15
2.6.1	Apartment Balcony and Rooftop Areas Recommended Criterion Discussion .....	15
<b>3</b>	<b>Pedestrian Level Wind Effects.....</b>	<b>18</b>
3.1	Discussion .....	18
3.2	Recommendations .....	18
<b>4</b>	<b>Conclusions .....</b>	<b>19</b>
<b>Appendix A:</b>	<b>Environmental Wind Effects .....</b>	<b>20</b>
<b>Appendix B:</b>	<b>References .....</b>	<b>21</b>
<b>Appendix C:</b>	<b>Drawing List.....</b>	<b>22</b>

## 1 Introduction

**Legacy Property** commissioned Vipac Engineers and Scientists Ltd to prepare a statement of wind effects for the ground level areas adjacent to the proposed development at **253-267 Pacific Highway, North Sydney**. This appraisal is based on Vipac’s experience as a wind-engineering consultancy.

The proposed development has 8 storeys and the site is bounded by Pacific Hwy to the west, Church Lane to the east, West Street to the north and an existing development to the south (see Figure 1). The west elevation is shown in Figure 2 with the maximum building height of approximately 35 m. The surrounding developments within a 4 km radius are low rise suburban dwellings with taller buildings of North Sydney and the Sydney CBD to the south; and the Parramatta River to the SE and SW (Figure 3).

This report details the opinion of Vipac as an experienced wind engineering consultancy regarding the wind effects in ground level public areas and access-ways adjacent to the development as proposed. No wind tunnel testing has been carried out for this development at this stage. Vipac has carried out wind tunnel studies on a large number of developments of similar shape and having similar exposure to that of the proposed development. These serve as a valid reference for the prediction of wind effects for this development. Empirical data for typical buildings in boundary layer flows has also been used to estimate likely ground level wind conditions adjacent to the proposed development [2] & [3].

Drawings of the proposed development were provided by **PTW Architects** in **December 2021** as listed in Appendix C of this report.



Figure 1: Aerial view of the proposed development site

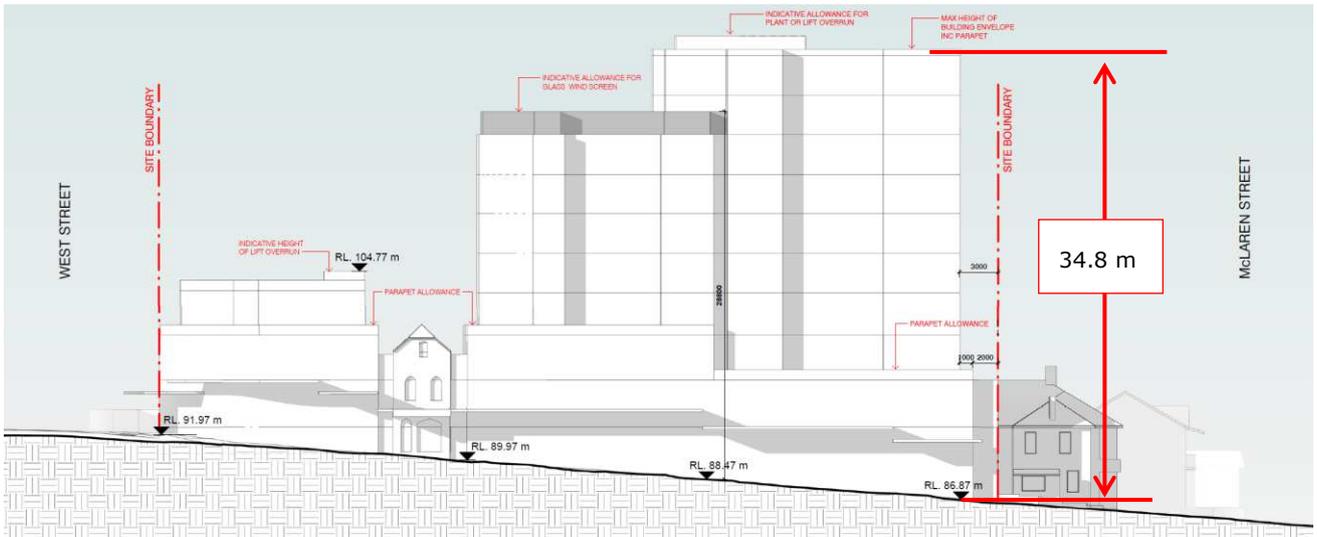


Figure 2: West elevation (Pacific Highway) - Envelope

## 2 Analysis Approach

When considering whether a proposed development is likely to generate adverse wind conditions in adjacent ground level areas, Vipac considers the following five main points:

- The exposure of the proposed development to wind;
- The regional wind climate;
- The geometry and orientation of the proposed development;
- The interaction of flows with adjacent developments;
- The assessment criteria, determined by the intended use of the public areas affected by wind flows generated or augmented by the proposed development.

The pedestrian wind comfort at specific locations around a site may be assessed by predicting the worst annual 3-second wind gust expected at that location. The location may be deemed generally acceptable for its intended use if the annual 3-second gust is within the threshold values noted in Section 2.5. For cases where Vipac predicts that a location would not meet its appropriate comfort criterion we may recommend the use of wind control devices and/or local building geometry modifications to achieve the desired comfort rating. For complex flow scenarios or where predicted flow conditions are well in excess of the recommended criteria, Vipac recommends scale model wind tunnel testing to determine the type and scope of the wind control measures required to achieve acceptable wind conditions.

## 2.1 Site Exposure

The surrounding developments within a 4km radius are low rise suburban dwellings with taller buildings of North Sydney and the Sydney CBD to the south; and the Parramatta River to the SE and SW. For the current study, the site of the proposed development is considered to be Terrain Category 2.5 for wind directions SE to SSE and SSW to W; Terrain Category 3.5 for southerly wind directions and Terrain Category 3 for all other wind directions [1] (see *Figure 3*).

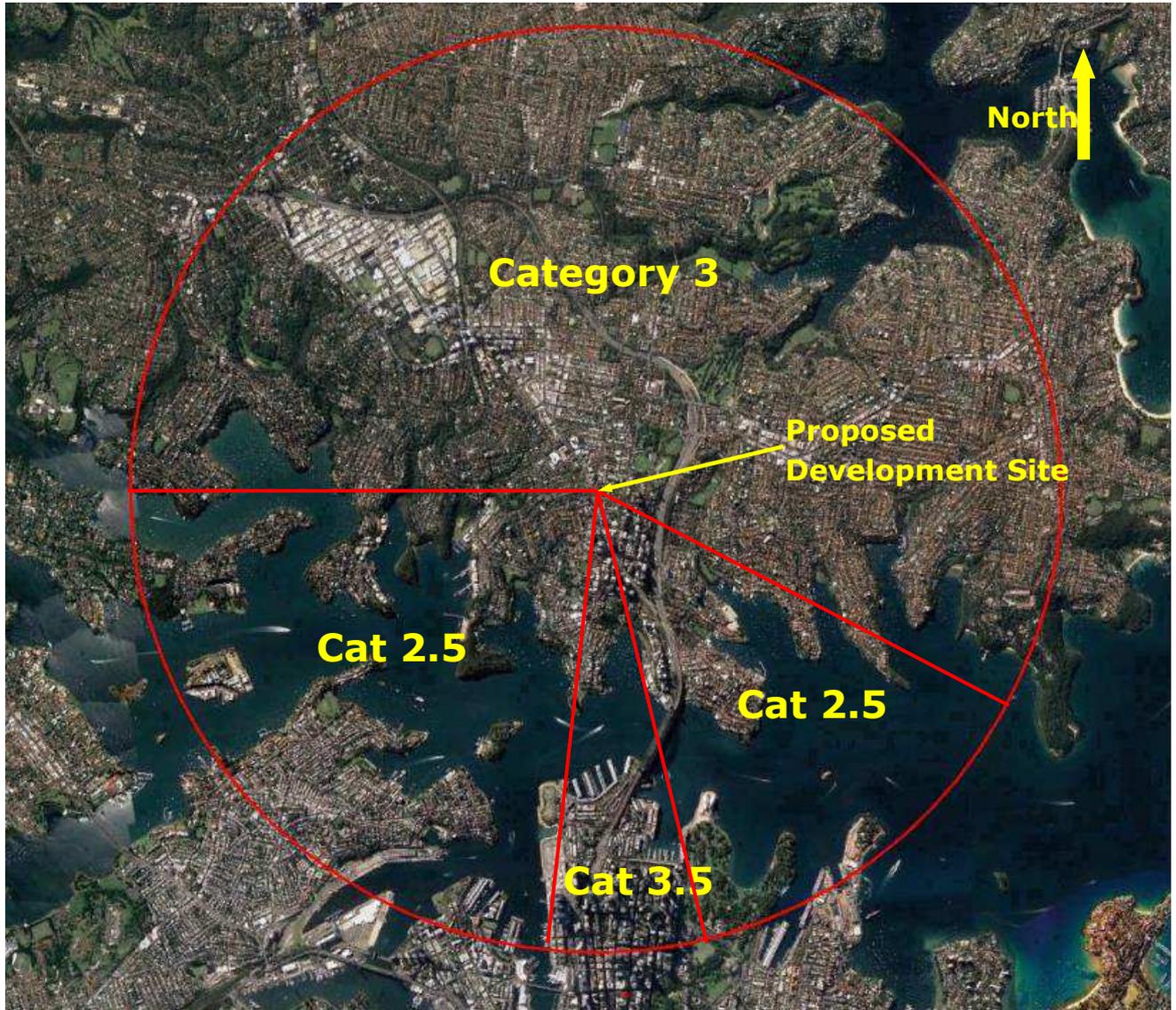


Figure 3: Assumed terrain categories for wind speed estimation.

## 2.2 Regional Wind Climate

The mean and gust wind speeds have been recorded in the Sydney area for 30 years. These data have been analysed and the directional probability distribution of wind speeds have been determined. The directional distribution of hourly mean wind speed at the gradient height, with a probability of occurring once per year (i.e. 1 year return period) is shown in Figure 4. The wind data at this free stream height are common to all Sydney city sites and may be used as a reference to assess ground level wind conditions at the site. Figure 4 indicates that the stronger winds can be expected from the south to north-westerly directions, followed by south, then North Easterly directions.

**Yearly Mean Wind Speeds (m/s), at 500 m height, Cat 2, Sydney**

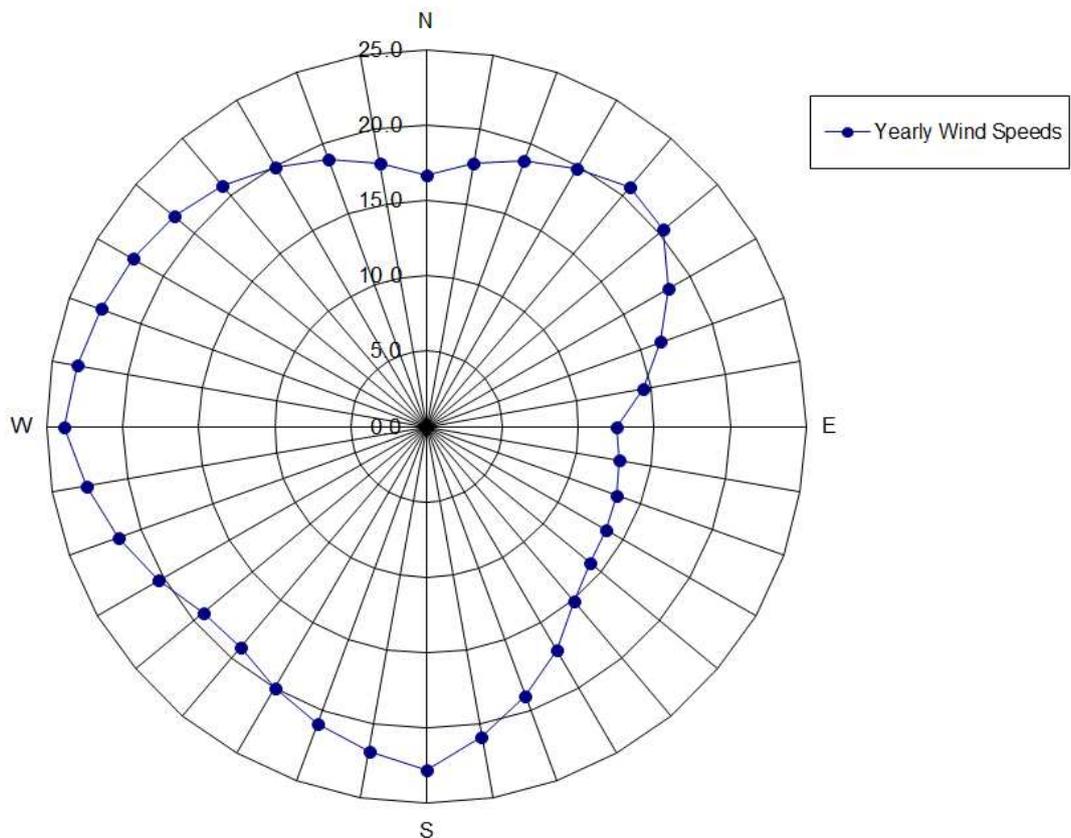


Figure 4: Directional Distribution of Annual Return Period Maximum Mean Hourly Wind Velocities (m/s) at gradient height in Sydney.

## 2.3 Building Geometry and Orientation

The ground level plan of the proposed development is shown in Figure 5 with the approximate dimensions.



Figure 5: Upper ground floor plan of the proposed development with the approximate dimensions

## 2.4 Flow Interactions with Adjacent Developments

The buildings immediately adjacent to the proposed development site, with their approximate heights are shown in Figure 6.

The proposed development is surrounded by low rise buildings (1-2 storeys) in all directions; with 42 m building to the north and a 20 m building to the south. There are some future buildings to the south that would provide additional shielding in future.

The prevailing winds are from the south, west and NE. The ground level areas are exposed to these winds channelling along Pacific Hwy.

The North Sydney CBD is to the south of the site as shown in Figure 7 which will offer some reduction in the mean velocity of winds from the southerly sector.

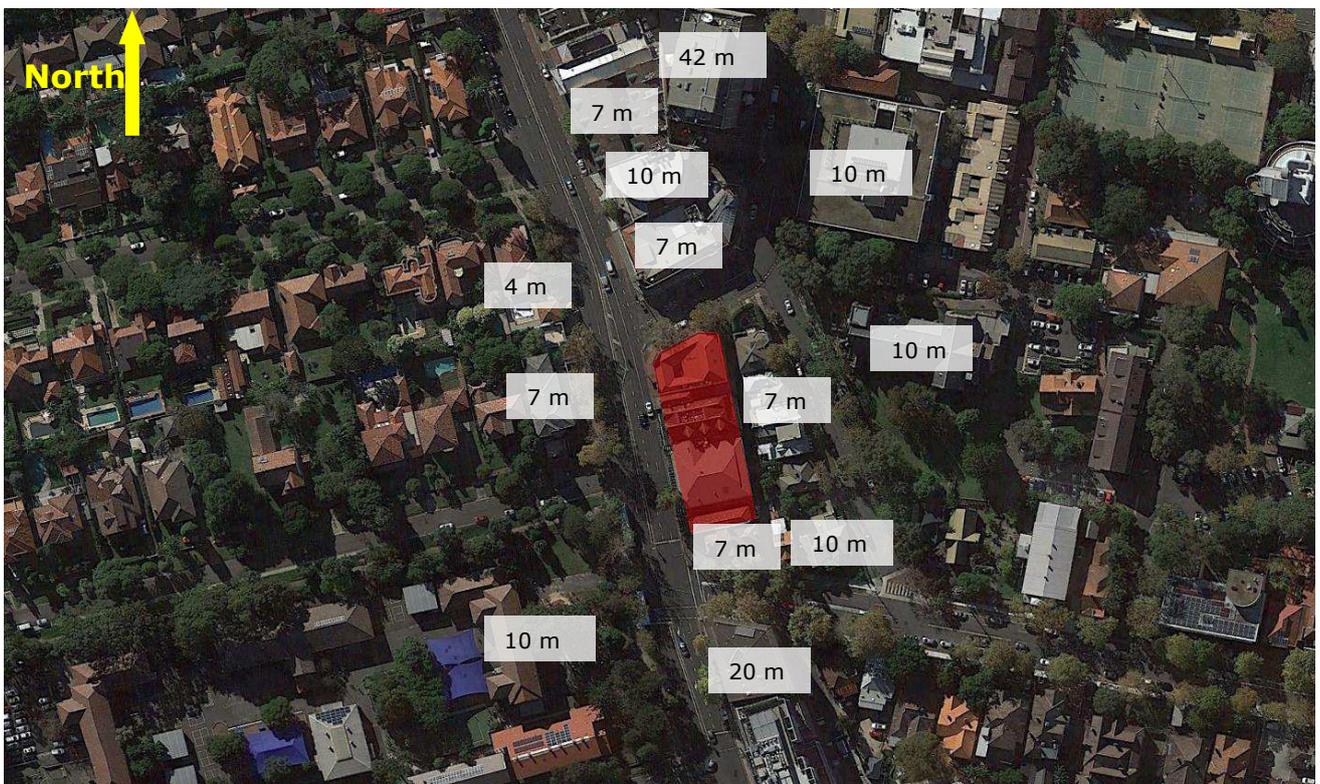
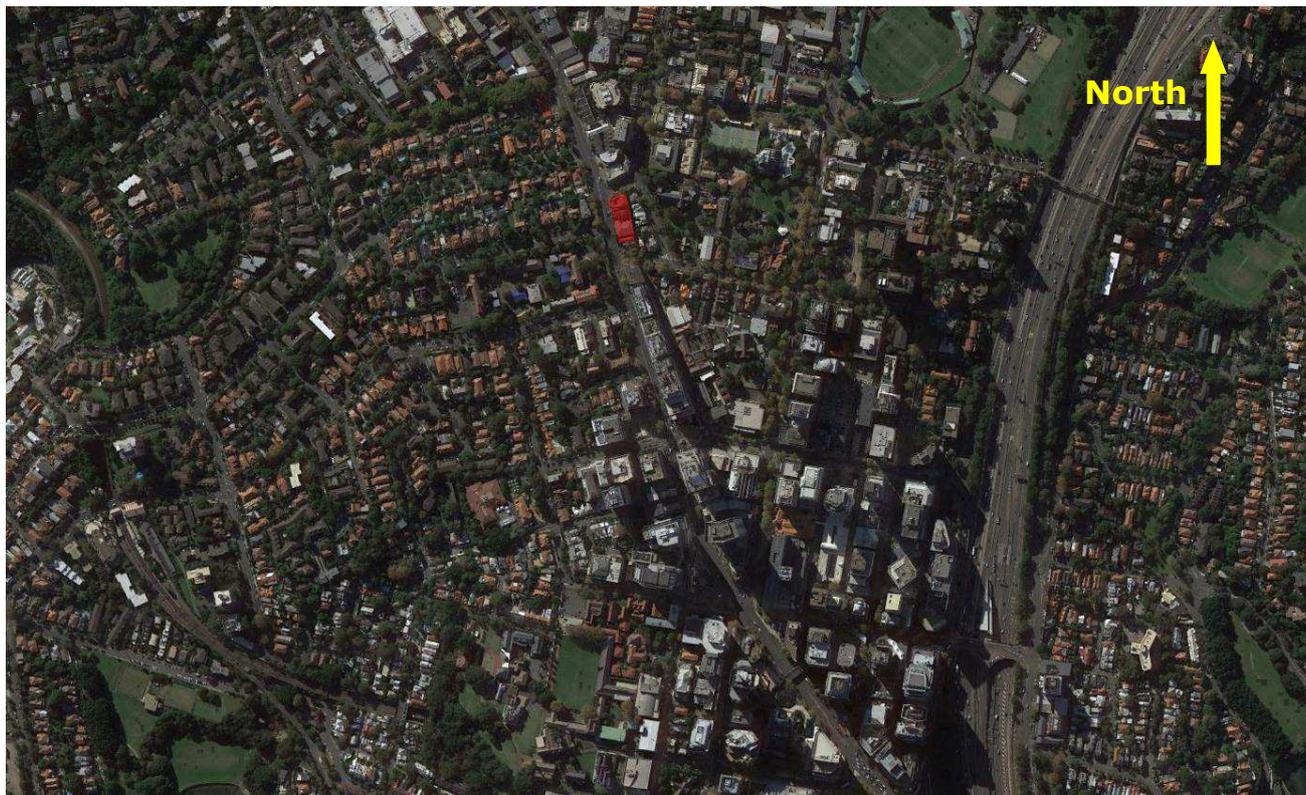


Figure 6 : Immediately adjacent buildings and their approximate number of storeys (F)



*Figure 7: Satellite image showing the North Sydney CBD to the south*

## 2.5 Assessment Criteria

With some consensus of international opinion, pedestrian wind comfort is rated according to the suitability of certain activities at a site in relation to the expected annual peak 3-second gust velocity at that location for each wind direction. Each of the major areas around the site are characterized by the annual maximum gust wind speeds. Most patrons would consider a site generally unacceptable for its intended use if it were probable that during one annual wind event, a peak 3-second gust occurs which exceeds the established comfort threshold velocity (shown in Table 1). If that threshold is exceeded once per year then it is also likely that during moderate winds, noticeably unpleasant wind conditions would result, and the windiness of the location would be considered as unacceptable.

*Table 1: Recommended Wind Comfort and Safety Gust Criteria*

Annual Maximum Gust Speed	Result on Perceived Pedestrian Comfort
>23m/s	Unsafe (frail pedestrians knocked over)
<20m/s	Acceptable for <b>fast walking</b> (waterfront or particular walking areas)
<16m/s	Acceptable for <b>walking</b> (steady steps for most pedestrians)
<13m/s	Acceptable for <b>standing</b> (window shopping, vehicle drop off, queuing)
<11m/s	Acceptable for <b>sitting</b> (outdoor cafés, gardens, park benches)

In a similar manner, a set of hourly mean velocity criteria (see Table 2) with a 0.1% probability of occurrence are also applicable to ground level areas in and adjacent to the proposed development. An area should be within both the relevant mean and gust limits in order to satisfy the particular human comfort and safety criteria in question.

*Table 2: Recommended Wind Comfort and Safety Mean Criteria*

Mean Speed in 0.1% of Time	Result on Perceived Pedestrian Comfort
>15m/s	Unsafe (frail pedestrians knocked over)
<13m/s	Acceptable for <b>fast walking</b> (waterfront or particular walking areas)
<10m/s	Acceptable for <b>walking</b> (steady steps for most pedestrians)
<7m/s	Acceptable for <b>standing</b> (window shopping, vehicle drop off, queuing)
<5m/s	Acceptable for <b>sitting</b> (outdoor cafés, gardens, park benches)

The Beaufort Scale is an empirical measure that related the wind speed to observed conditions on the land and sea. Table 3 describes the categories of the Beaufort Scale. The comparison between these observed conditions and the comfort criteria described above can be found in Table 4.

*Table 3: Beaufort Scale - empirical measure relating wind speed to observed conditions on land*

<b>Beaufort Number</b>	<b>Descriptive Term</b>	<b>Wind Speed at 1.75 m height (m/s)</b>	<b>Specification for Estimating Speed</b>
0	Calm	0-0.1	
1	Light Air	0.1-1.0	No noticeable wind
2	Light Breeze	1.1-2.3	Wind felt on face
3	Gentle Breeze	2.4-3.8	Hair disturbed, clothing flaps, newspapers difficult to read
4	Moderate Breeze	3.9-5.5	Raises dust and loose paper; hair disarranged
5	Fresh Breeze	5.6-7.5	Force of wind felt on body, danger of stumbling when entering a windy zone
6	Strong Breeze	7.6-9.7	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, sideways wind force about equal to forwards wind force, wind noise on ears unpleasant
7	Near Gale	9.8-12.0	Inconvenience felt when walking
8	Gale	12.1-14.5	Generally impedes progress, great difficulty with balance in gusts
9	Strong Gale	14.6-17.1	People blown over

*Table 4: Comparison between Mean comfort criteria and the observed conditions*

<b>Comfort Criteria</b>	<b>Beaufort Scale Equivalent</b>
Safety	9 – Strong Gale
Walking	5 – Fresh Breeze
Standing	4-5 – Moderate to Fresh Breeze
Sitting	<4 – Moderate Breeze

## 2.6 Use of Adjacent Pedestrian Occupied Areas & Recommended Comfort Criteria

The following table lists the specific areas adjacent to the development and the corresponding recommended criteria. These are shown in Figure 8 to Figure 10.

Table 5: Recommended application of criteria

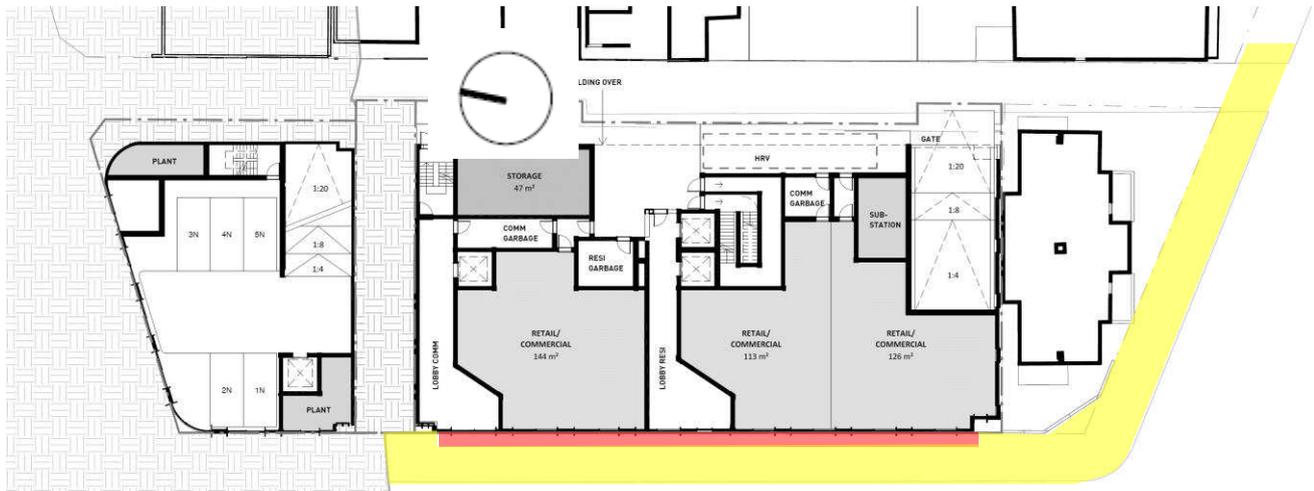
Area	Specific location	Recommended Criteria
Public Footpaths and Access ways	Along the footpaths on Pacific Hwy, Church Lane, McLaren St and West Street (Figure 8 & Figure 9)	Walking
Building Entrance	Various locations at ground level	Standing
Communal Terrace Areas	Level 7 (Figure 10)	Walking (see discussion below)

### 2.6.1 Apartment Balcony and Rooftop Areas Recommended Criterion Discussion

Vipac recommends as a minimum that apartment balcony/rooftop terrace areas meet the criterion for walking since:

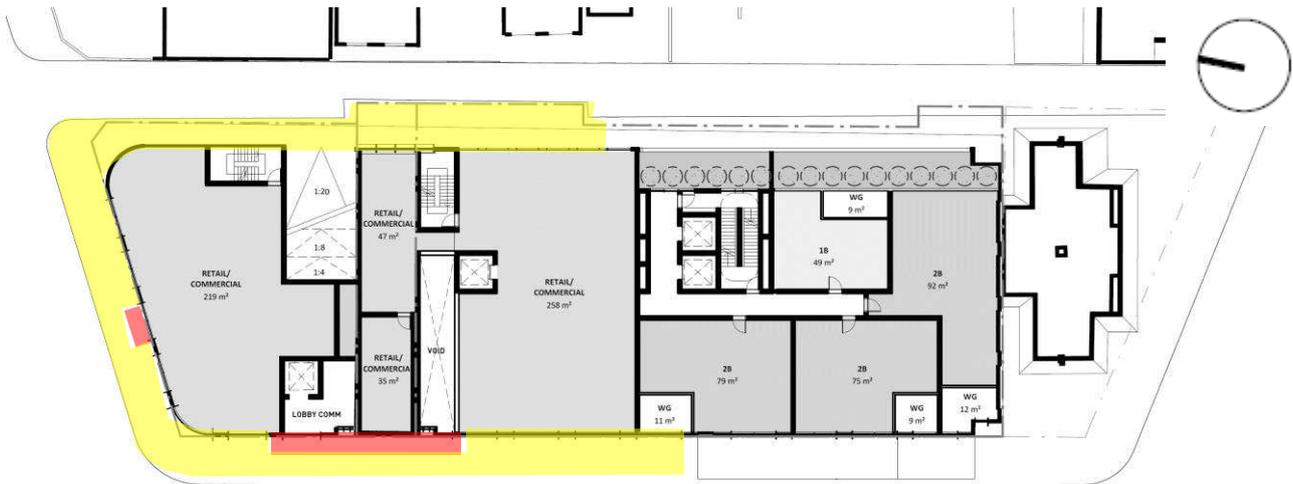
- these areas are not public spaces;
- the use of these areas is optional;
- many similar developments in Sydney and other Australian capital cities experience wind conditions on balconies and elevated deck areas in the vicinity of the criterion for walking.

However, it should be noted that meeting the walking criterion on elevated recreation areas will be no guarantee that occupants will find wind conditions in these areas acceptable at all times.



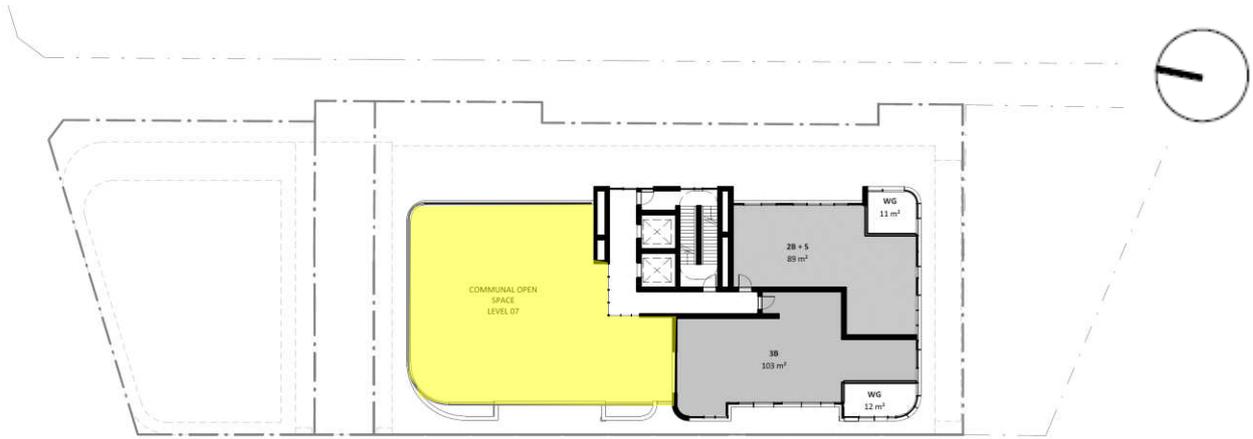
Recommended to Fulfil Walking  Recommended to Fulfil Standing

Figure 8: Lower ground floor plan of the proposed development with the recommended wind criteria overlaid.



Recommended to Fulfil Walking  Recommended to Fulfil Standing

Figure 9: Upper ground floor plan of the proposed development with the recommended wind criteria overlaid.



*Recommended to Fulfil Walking*

*Figure 10: Level 7 plan of the proposed development with the recommended wind criteria overlaid.*

## 3 Pedestrian Level Wind Effects

### 3.1 Discussion

#### Ground Floor

The development incorporates setbacks from the north that will help to minimise the adverse impacts from westerly downwash and corner acceleration winds. The building is oriented so that the narrow massing is facing towards the north and south and, as such, winds from these directions are also not expected to result in significant adverse impacts at ground level.

Wind conditions at the footpath areas along Church Lane, West Street, McLaren Street and Pacific Hwy are expected to be within the criterion for walking comfort.

The main lobby entrances and retail entries are generally located away from building corners and would be expected to be within the recommended standing comfort criterion.

#### Communal Terraces

The communal terrace on Level 7 is above any shielding influence of the surrounding buildings, however considering the 1.8 m balustrade that has been incorporated to shield this area from adverse winds, the terrace is expected to have wind levels within the recommended walking comfort criteria.

Additionally, landscaping can be incorporated to create more sheltered spaces for long term stationary activities, particularly to help shield these areas from westerly and north-easterly winds.

#### Balconies General

Whilst wind conditions on the balconies of the proposed development will frequently be acceptable for outdoor recreation, during moderate to strong winds, conditions in these areas may exceed human comfort criteria. Balcony areas on similar developments in many major Australian capital cities typically experience similar elevated wind conditions. High exposure, corner acceleration flows and standing vortices would sometimes preclude these areas from use for outdoor recreation. The development has incorporated wintergarden designs for the balconies would achieve improved wind environment for these areas.

### 3.2 Recommendations

After careful consideration of the areas at the base of the proposed development, Vipac predicts that the proposed development will present some changes to existing wind conditions in adjacent ground level areas, however, it is expected that wind levels will be within the recommended comfort criteria.

The communal terrace on Level 7 is expected to have wind levels within the recommended walking comfort criterion with the proposed design.

As such, the proposed design is expected to have an acceptable wind environment and Vipac makes no recommendations for wind control purposes.

As a general statement, common to all developments of this height, educating occupants about wind conditions at high-level terraces/balconies during high-wind events and tying down lightweight furniture are highly recommended.

## 4 Conclusions

An assessment of the likely wind conditions at pedestrian level of the proposed development at 253-267 Pacific Highway, North Sydney has been made.

Vipac has carefully considered the form and exposure of the proposed development, nominated criteria for various public areas according to their function and referred to past experience to produce our opinion of likely wind conditions. Based on this assessment, the following conclusions are drawn:

With the proposed design:

- The adjacent footpaths would be expected to have wind levels within the walking comfort criterion.
- The wind conditions at the building entrances are expected to be within the recommended standing comfort criterion.
- The Level 7 communal terrace is expected to have wind levels within the recommended walking comfort criterion with the proposed 1.8 m balustrades incorporated.

As such, the proposed design is expected to have an acceptable wind environment and Vipac makes no recommendations for wind control purposes.

As a general statement, educating occupants about wind conditions at open terrace/balcony areas during high-wind events and fixing loose, lightweight furniture on the terrace are highly recommended.

The assessments provided in this report have been made based on experience of similar situations in Sydney and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for all complex flow scenarios in the vicinity. Vipac recommends a scaled model wind tunnel test to verify the predictions and determine the optimal wind control strategies.

*This Report Has Been Prepared*

*For*

*Legacy Property*

*By*

*VIPAC ENGINEERS & SCIENTISTS LTD.*

## Appendix A: ENVIRONMENTAL WIND EFFECTS

### Atmospheric Boundary Layer

As wind flows over the earth it encounters various roughness elements and terrain such as water, forests, houses and buildings. To varying degrees, these elements reduce the mean wind speed at low elevations and increase air turbulence. The wind above these obstructions travels with unattenuated velocity, driven by atmospheric pressure gradients. The resultant increase in wind speed with height above ground is known as a wind velocity profile. When this wind profile encounters a tall building, some of the fast moving wind at upper elevations is diverted down to ground level resulting in local adverse wind effects.

The terminology used to describe the wind flow patterns around the proposed Development is based on the aerodynamic mechanism, direction and nature of the wind flow.

**Downwash** – refers to a flow of air down the exposed face of a tower. A tall tower can deflect a fast moving wind at higher elevations downwards.

**Corner Accelerations** – when wind flows around the corner of a building it tends to accelerate in a similar manner to airflow over the top of an aeroplane wing.

**Flow separation** – when wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces increased turbulence in the flow. Flow separation at a building corner or at a solid screen can result in gusty conditions.

**Flow channelling** – the well-known “street canyon” effect occurs when a large volume of air is funnelled through a constricted pathway. To maintain flow continuity the wind must speed up as it passes through the constriction. Examples of this might occur between two towers, in a narrowing street or under a bridge.

**Direct Exposure** – a location with little upstream shielding for a wind direction of interest. The location will be exposed to the unabated mean wind and gust velocity. Piers and open water frontage may have such exposure.

## Appendix B: REFERENCES

- [1] *Structural Design Actions, Part 2: Wind Actions*, Australian/New Zealand Standard 1170.2:2011
- [2] *Wind Effects on Structures* E. Simiu, R Scanlan, Publisher: Wiley-Interscience
- [3] *Architectural Aerodynamics* R. Aynsley, W. Melbourne, B. Vickery, Publisher: Applied Science Publishers

## Appendix C: DRAWING LIST

Received Dec 2021

<b>Name</b>	<b>Date</b>
South and West Elevation - Envelope	11.17.21
North and East Elevation - Envelope	11.17.21
Development Data Sheet - Envelope	11.30.21
Envelope Plan – Lower Ground - L01	11.17.21
Envelope Plan L01-L02	11.25.21
Envelope Plan L03-L06	11.17.21
Envelope Plan L07-Roof	11.17.21
B02 and B01	11.17.21
LG and L00 UG	11.30.21
L01 and L02	11.30.21
L03 and L04-L06	11.30.21
L07-L08	11.30.21
Roof	11.30.21
Area Diagrams – GFA Reference Design	11.30.21
Solar Access Diagrams	11.10.21
Cross Ventilation Diagrams	11.10.21
Shadow Study	11.12.21