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24 November 2025

Logic Projects Company
200 Barangaroo Avenue, Level 30
Sydney, NSW 2000

Attn: Dan D'Ambrosio (dan@logicprojects.co)

Dear Sir,

**Julius Avenue Data Centre, North Ryde (MEL# 25067)
Environmental Wind Assessment**

We have reviewed the updated section and plan drawings from the Greenbox Architecture studio, dated 07 and 18 November 2025 respectively, with a view to assessing the likely impact of the architectural changes to the design since it was wind-tunnel tested using the drawings dated 09 May 2025 (MEL Consultants report #25067A-WT-ENV00, dated 18 July 2025). Whilst new floor plan is aerodynamically comparable to design tested, the principal variation is a reduction in height of the new design. The new design is two storeys shorter (~11m) with a largely unchanged footprint and orientation.

- The 2025 wind-tunnel study indicated that there were no wind safety concerns on or around the entire project. In fact, there were no locations that exceeded the “walking” criterion – a generally desirable result.
- The relatively benign conditions on and around the project presented in the July 2025 report would be either unchanged or improved by a shorter version of the same shaped building. Aerodynamically the flow around the new design would be very similar to that examined in the boundary-layer wind tunnel.

In summary, we believe that the proposed design modifications should have little or no impact on the wind condition results presented in our report dated 18 July 2025. The environmental wind data and optional recommendations of that report (#25067A-WT-ENV00) remain unchanged. Feel free to call if anything written here is unclear.

Yours sincerely,



Leighton Cochran, PhD CPEng FIEAust NER RPEQ MASCE
MEL Consultants Pty Ltd



M E L
CONSULTANTS

JULIUS AVENUE DATA CENTRE, NORTH RYDE, NSW

ENVIRONMENTAL WIND CONDITIONS STUDY



MEL CONSULTANTS IS A WIND
ENGINEERING CONSULTANCY
SPECIALISING IN DETERMINING
WIND EFFECTS ON BUILDINGS,
STRUCTURES AND THE ENVIRONMENT

18 July 2025

Prepared for:
ISPT Pty Ltd
C/- Logic Projects Company
Report: 24067A-WT-ENV00

SUMMARY

A wind-tunnel study has been conducted to quantify the pedestrian wind safety and comfort conditions for the proposed Julius Avenue Data Centre development in North Ryde, NSW. The wind-tunnel study was completed in MEL Consultants boundary-layer wind-tunnel facility for 360 degrees of wind direction at 22.5-degree increments. The testing was performed using a 1/400 scale model of the proposed development based on architectural drawings from Greenbox Architecture received on the 19th June, 2025. The model was inserted into a proximity model that included topography, with existing and under construction buildings, out to a minimum radius of 300 m.

The model of the development within surrounding buildings, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. Mean and peak wind speeds were measured at locations within and around the development using hot-wire anemometers and/or Irwin Probes. The wind speed ratios determined from the wind-tunnel measurements were combined with local wind climate data for the site to determine equivalent full-scale wind conditions around the proposed development. These full-scale wind conditions were compared against wind criteria defined in the Central Sydney Planning Strategy 2016-2036 wind safety and comfort criteria. The wind conditions for the Existing Configuration were also quantified to allow that assessment of the wind impacts of the proposed development.

The findings of this study are as follows:

- The Proposed Configuration wind conditions at the pedestrian streetscapes surrounding the development satisfy the safety criterion at all locations. The wind conditions also satisfy the walking comfort criterion at a minimum, with the majority of locations satisfying the standing comfort criterion.
- The wind conditions at the main building entrance satisfy the recommended standing comfort criterion.
- The wind conditions at the seating area at the northwest of the development satisfy the standing comfort criterion. If the design team wishes to improve these ambient corner conditions some wind mitigation strategies have been explored to provide

an option to improve these local conditions. The wind mitigation strategies are as follows:

- Addition of four landscape trees along the north side of the seating area (tree canopy 4-6 m diameter, height 6-8 m).
- Addition of 1.6 m high screen to the east of the seating area, projecting 4 m from the building façade.

With these strategies in place, the wind conditions in the seating area are improved and satisfy the recommended sitting comfort. This mitigation measure is an optional recommendation that the designer may implement at their discretion.

- The Proposed Configuration wind conditions at all elevated terraces and balconies satisfy the safety criterion.
- The Proposed Configuration wind conditions at the podium terraces satisfy the standing comfort criterion at a minimum.
- The Proposed Configuration wind conditions at the Generator Gantry balconies satisfy either the sitting or standing comfort criteria.
- The Proposed Configuration wind conditions at the Rooftop terraces satisfy the standing comfort criterion.



Report 25067A-WT-ENV00

**JULIUS AVENUE DATA CENTRE, NORTH RYDE
ENVIRONMENTAL WIND TUNNEL MODELLING**

MEL CONSULTANTS REPORT NO:

24067A-WT-ENV00

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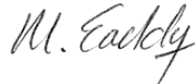
REVIEWED BY:



L.S. Cochran
Director

Date: 18 July 2025

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Date: 18 July 2025

REVISION HISTORY

Revision No:	Date Issued	Reason/Comment
0	18 July 2025	Initial Issue

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1. INTRODUCTION

The proposed Julius Avenue Data Centre development site will be located on 6-8 Julius Avenue in North Ryde NSW, as shown in Figure 1. The development will consist of an 8-storey main building and a 6-storey generator gantry.

A wind-tunnel study was commissioned by ISPT Pty Ltd, via Logic Projects Company, to examine the wind conditions for the proposed development and, if necessary, to develop wind mitigation strategies. This report details the environmental wind assessment of the 1/400 scale model of the proposed development within a proximity model of surrounding buildings out to a minimum radius of 300 m. These tests were carried out in one of the MEL Consultants 400kW Boundary Layer Wind Tunnels during July 2025.



**Figure 1: Location of the Proposed Julius Avenue Data Centre Development
(highlighted red)**

2. WIND TUNNEL MODEL

A 1/400 scale model of Julius Avenue Data Centre was constructed from architectural drawings from Greenbox Architecture received on the 19th June, 2025. The model of the development was inserted into a proximity model of surrounding buildings out to a minimum radius of 300 m. Photographs of wind-tunnel model inserted into the proximity model are presented in Figures 2a to 2d.



Figure 2a - View from the south of the 1/400 scale model of the proposed Julius Avenue Data Centre development in the wind tunnel.



Figure 2b - Close-up view from the east of the 1/400 scale model of the Julius Avenue Data Centre development in the wind tunnel.



Figure 2c - View from the west of the 1/400 scale model of the proposed Julius Avenue Data Centre development in the wind tunnel.



Figure 2d - View from the northeast of the 1/400 scale model of the proposed Julius Avenue Data Centre in the wind tunnel.

3. ENVIRONMENTAL WIND CRITERIA

The advancement of wind-tunnel testing techniques, using large boundary-layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. The wind conditions have been assessed using the pedestrian wind criteria as defined in the Central Sydney Planning Strategy 2016-2036. The definition of the standards are as follows:

Wind Safety Standard is an annual hourly maximum peak 0.5 second gust wind speed measured between 6am and 10pm Eastern Standard Time of 24 meters per second*.

Wind Comfort Standard is an hourly mean wind speed (defined below) for each wind direction, with probability of exceedance less than 5% per annum (averaged over all wind directions) measured between 6 am and 10 pm Eastern Standard Time (equivalent to 292 hours per annum), of equal to or less than:

- 4 metres/second for sitting areas
- 6 metres/second for standing areas
- 8 metres/second for walking areas

Mean wind speed means the maximum of:

- Hourly mean wind speed, or
- Gust equivalent mean wind speed (gust wind speed divided by 1.85)

It is noted that the above Safety Standard is assessed for each wind direction and is a pass/fail criteria, while the Comfort Standards are assessed based on the summation of probabilities of exceedance across all wind directions to determine whether a location satisfies the threshold criterion.

**Equivalent to 23 meters per second for an annual maximum peak 3 second gust wind speed, which is the Safety Criterion as defined in the AWES Guidelines for Pedestrian Wind Effects Criteria (2024)*

3.1 Recommended Comfort Criteria

The recommended comfort criteria for the Julius Avenue Data Centre development are as follows:

- | | |
|---------------------------------------|--------------------------------|
| • Pedestrian transit areas | Walking Criterion |
| • Building entrances | Standing Criterion |
| • Designated seating areas | Sitting Criterion |
| • Elevated outdoor terraces/balconies | Walking Criterion [†] |

[†]The wind conditions at outdoor terraces have been suggested to satisfy the walking criterion as these terraces could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

The activation of the public realm external to the site would depend on the existing wind conditions in the streetscapes that are often beyond the control of the proposed development. For cases where the existing wind conditions in the public realm external to the site are on the walking criterion, then the proposed Development should not have any adverse wind effects in these areas.

All areas of the development must satisfy the pedestrian wind safety criterion.

4. EXPERIMENTAL TECHNIQUES

The building model was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The approach Terrain Categories have been assessed based on the definitions in AS/NZS1170.2:2021 and has been determined as Terrain Category 3 (suburban terrain) for all wind directions.

The velocity and turbulence profiles for the Terrain Categories are provided in Appendix A.

Hot-wire anemometers and/or Irwin Probes were used to measure the local wind speeds at locations in and around the development. The minimum radius examined was half the building height or width, whichever is the lesser, measured from the site boundaries (as per the Australasian Wind Engineering Society's publication "Guidelines for Pedestrian Wind Effects Criteria", dated August 2024). The Test Locations in the surrounding streetscapes, podiums, balconies and roof are shown in Figures 3a to 3c.

The wind-tunnel velocity measurements were made for an equivalent 1-hour period in full scale and filtered to determine the mean and an equivalent full scale 3 second gust wind speed for 16 wind directions.

The following velocity ratios were measured in the wind tunnel:

$$\text{mean } \bar{V}_R = \frac{\bar{V}_{local}}{\bar{V}_{300m}}$$
$$\text{gust } \hat{V}_R = \frac{\hat{V}_{local}}{\bar{V}_{300m}}$$

where:

\bar{V}_{local} is the mean velocity

\hat{V}_{300m} is the gust velocity

\bar{V}_{300m} is the mean velocity at the free-stream reference height of 300 m

These measured velocity ratios were combined with a statistical model of the local wind climate that relates wind speed to a probability of exceedance. The model of the wind climate also includes the directional variation of wind speed (frequency of occurrence). The measured wind speeds are assessed against the pedestrian safety and the pedestrian comfort criteria. The pedestrian safety criterion is applied to the annual hourly maximum wind gusts for each wind direction. The pedestrian comfort criteria are based on all wind directions combined (i.e. summation of exceedances across 360° of wind direction) and the pedestrian comfort criterion utilises the maximum of either the hourly mean wind speed, or the gust equivalent mean wind speed (GEM) as follows

$$\text{Mean wind speed for comfort criterion} = \max \left(\bar{V}, \frac{\hat{V}}{1.85} \right)$$

where:

\bar{V} is the mean wind speed

\hat{V} is the 3-second gust wind speed

$\frac{\hat{V}}{1.85}$ is the gust equivalent mean (GEM) velocity

The three model configurations examined by this study are as follows:

Existing Configuration

- Existing surrounding proximity model
- Existing development site (vacant and undeveloped)

Proposed Configuration

- Existing surrounding proximity model
- Proposed Julius Avenue Data Centre development

Proposed Configuration with wind mitigation strategies

- Existing surrounding proximity model
- Proposed Julius Avenue Data Centre development with wind mitigation strategies to address exceedances of the target comfort criteria

The wind-tunnel study has been undertaken to exceed the requirements of the Australasian Wind Engineering Society Quality Assurance Manual for Wind Tunnel Studies

(2019). Existing trees on and around the site are not initially modelled as they can be removed or die during development.

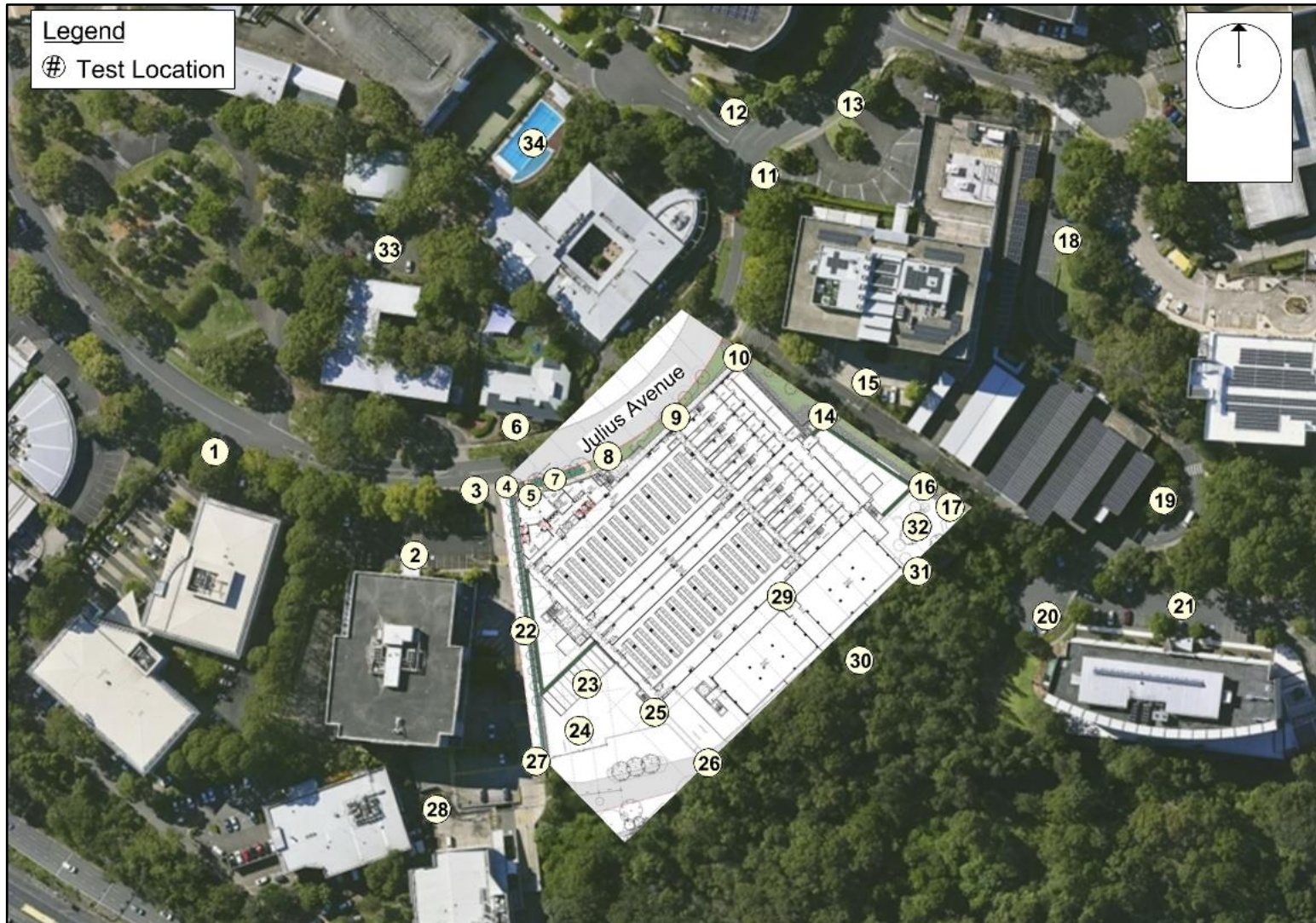


Figure 3a - Test Locations in the streetscapes surrounding the proposed Data Centre development.



Figure 3b - Test Locations in the Level 2 terraces of the proposed Julius Avenue Data Centre development.

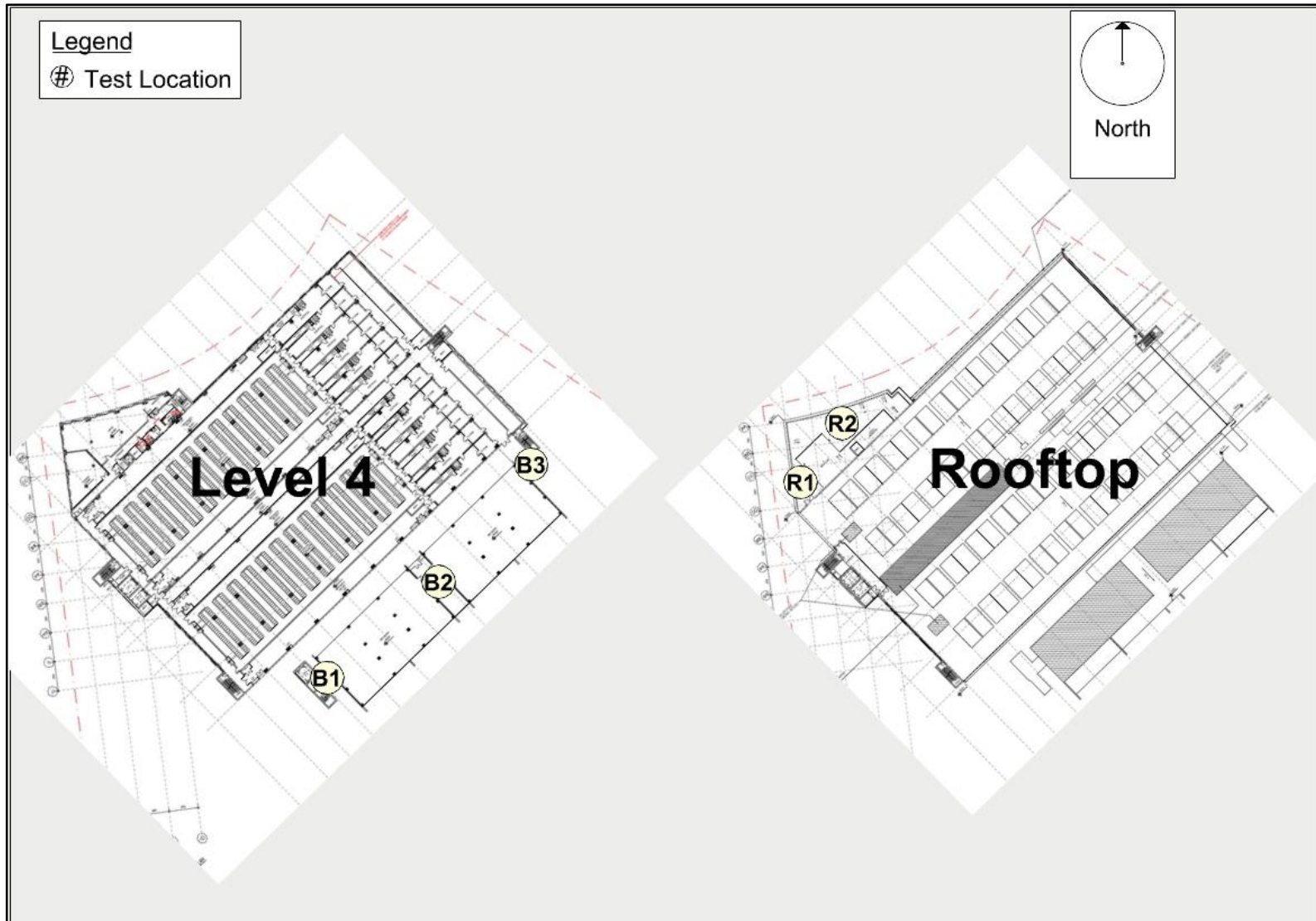


Figure 3c - Test Locations in the at the Level 4 access balconies and Rooftop terrace of the proposed Julius Avenue Data Centre development.

5. DISCUSSION OF RESULTS

The assessment of the wind safety and comfort criteria are presented in Tables 1 to 4. The Tables detail the yearly exceedances and mean wind speed for wind comfort, peak wind speed for wind safety, and the result compared to the recommended wind safety and comfort criteria.

The wind conditions for the Existing Configuration have been provided where applicable, for comparison purposes.

In addition to the tabular format, the assessment of the pedestrian comfort and safety are summarised in the following;

Figure 4	Existing Configuration
Figures 5a, 5b and 5c	Proposed Configuration
Figures 6	Proposed Configuration with wind mitigation strategies

The figures present the pedestrian comfort criteria satisfied using colour code system, where different colours have been used to represent the wind criteria satisfied at each Test Location.

5.1 Wind Safety Assessment

For the Proposed Configuration, the wind conditions at all Test Locations at the pedestrian streetscapes and on the elevated terraces/balconies satisfy the pedestrian safety criterion.

The annual maximum 3 second gust wind speed from each of the 16 wind directions are also presented in polar plots and compared against the safety criterion in Appendix B.

5.2 Wind Comfort Assessment

5.2.1 Pedestrian Streetscapes

The majority of Test Locations on the streetscapes surrounding the development satisfy the standing comfort criterion or better, with some locations near the building's west and northwest corner satisfying the walking comfort criterion. The wind conditions near the building's main entrance (Test Location 5) satisfy the recommended standing comfort criterion. The wind conditions at the seating area to the northwest of the building (Test Location 7) satisfy the standing comfort criterion. If better wind conditions are desired in this seating area, a wind mitigation strategy has been developed and will be discussed in Section 5.3.

5.2.2 Level 2 Podium Terraces

The wind conditions at the podium terraces satisfy the sitting comfort criterion, except at the north section of the western podium where conditions satisfy the standing comfort criterion.

5.2.3 Generator Gantry Balconies

The wind conditions at the west and central balconies of the Generator Gantry satisfy the sitting comfort criterion, whilst the eastern balconies (connection to main building) have been shown to satisfy the standing comfort criterion. These measurements were taken on Level 4 and the typical balconies below and above this level would be expected to have similar wind conditions.

5.2.4 Rooftop Terrace

The rooftop terrace wind conditions have been shown to satisfy the standing comfort criterion.

Table 1: Pedestrian Wind Comfort and Safety – Pedestrian Streetscapes

Test Location	Configuration	Wind Standard					
		Comfort			mean wind speed (m/s)	Safety	gust wind speed (m/s)
		Sitting	Standing	Walking			
1	Existing	5.5%	0.7%	0.1%	4.1	Pass	13.1
	Proposed	4.7%	0.5%	0.0%	3.9	Pass	11.9
2	Existing	6.5%	1.0%	0.1%	4.3	Pass	13.1
	Proposed	5.4%	0.5%	0.0%	4.1	Pass	11.1
3	Existing	14.7%	3.6%	0.7%	5.6	Pass	14.0
	Proposed	22.4%	8.1%	2.4%	6.8	Pass	19.0
4	Existing	13.6%	3.3%	0.6%	5.4	Pass	15.7
	Proposed	21.2%	8.0%	2.5%	6.9	Pass	18.5
5	Existing	10.9%	2.0%	0.4%	5.0	Pass	14.7
	Proposed	9.3%	2.5%	0.5%	5.0	Pass	16.1
6	Existing	7.0%	0.8%	0.1%	4.4	Pass	12.8
	Proposed	8.7%	1.8%	0.3%	4.8	Pass	13.6
7	Existing	14.4%	3.4%	0.7%	5.5	Pass	16.0
	Proposed	8.1%	1.8%	0.3%	4.7	Pass	14.0
	Proposed+Mitigation	4.0%	0.4%	0.0%	3.8	Pass	11.5
8	Existing	17.8%	5.0%	0.9%	5.9	Pass	15.9
	Proposed	4.0%	0.6%	0.1%	3.8	Pass	13.0
9	Existing	15.2%	3.3%	0.4%	5.5	Pass	15.1
	Proposed	1.1%	0.1%	0.0%	2.7	Pass	9.4
10	Existing	12.4%	2.7%	0.6%	5.2	Pass	18.1
	Proposed	11.6%	3.4%	0.7%	5.4	Pass	15.9
11	Existing	15.9%	4.3%	0.8%	5.8	Pass	14.8
	Proposed	15.0%	3.6%	0.6%	5.6	Pass	15.9
12	Existing	15.9%	4.1%	0.7%	5.7	Pass	15.0
	Proposed	17.1%	4.6%	0.9%	5.9	Pass	15.2
13	Existing	12.0%	2.3%	0.3%	5.1	Pass	14.0
	Proposed	15.0%	4.1%	1.0%	5.7	Pass	18.5
14	Existing	10.2%	1.7%	0.3%	4.8	Pass	17.2
	Proposed	8.3%	2.1%	0.4%	4.7	Pass	15.8
15	Existing	11.6%	2.5%	0.5%	5.2	Pass	16.1
	Proposed	14.8%	4.9%	1.5%	6.0	Pass	20.2
16	Existing	7.9%	1.0%	0.1%	4.5	Pass	13.1
	Proposed	10.0%	2.6%	0.6%	5.1	Pass	17.1

Table 1: Pedestrian Wind Comfort and Safety – Pedestrian Streetscapes [continued]

Test Location	Configuration	Wind Standard					
		Comfort			mean wind speed (m/s)	Safety	gust wind speed (m/s)
		Sitting	Standing	Walking			
17	Existing	7.9%	1.0%	0.1%	4.5	Pass	13.1
	Proposed	11.9%	1.9%	0.2%	5.1	Pass	13.2
18	Existing	9.5%	1.5%	0.1%	4.8	Pass	13.9
	Proposed	10.0%	1.9%	0.3%	4.9	Pass	14.4
19	Existing	6.2%	0.8%	0.1%	4.2	Pass	12.8
	Proposed	8.2%	1.7%	0.3%	4.7	Pass	15.6
20	Existing	11.3%	2.2%	0.3%	5.1	Pass	13.6
	Proposed	13.7%	3.0%	0.5%	5.4	Pass	14.9
21	Existing	10.2%	2.4%	0.5%	5.0	Pass	15.7
	Proposed	7.9%	1.6%	0.2%	4.6	Pass	14.2
22	Existing	11.7%	2.2%	0.3%	5.1	Pass	13.5
	Proposed	17.9%	6.8%	2.3%	6.6	Pass	19.5
23	Existing	7.3%	1.0%	0.1%	4.4	Pass	13.2
	Proposed	12.7%	3.9%	0.9%	5.6	Pass	18.0
24	Existing	8.9%	1.4%	0.1%	4.7	Pass	13.1
	Proposed	12.1%	3.5%	0.8%	5.5	Pass	16.4
25	Existing	8.8%	1.3%	0.1%	4.6	Pass	12.9
	Proposed	14.4%	4.6%	1.1%	5.9	Pass	17.1
26	Existing	20.2%	6.0%	1.3%	6.3	Pass	15.8
	Proposed	13.6%	3.1%	0.5%	5.4	Pass	14.7
27	Existing	1.3%	0.0%	0.0%	3.1	Pass	8.8
	Proposed	15.3%	4.0%	1.0%	5.7	Pass	18.5
28	Existing	11.6%	2.7%	0.5%	5.1	Pass	14.9
	Proposed	9.8%	1.9%	0.3%	4.9	Pass	14.5
29	Existing	13.4%	2.8%	0.4%	5.3	Pass	14.4
	Proposed	6.6%	1.1%	0.1%	4.3	Pass	13.9
30	Existing	7.4%	0.9%	0.1%	4.4	Pass	12.4
	Proposed	14.0%	4.0%	0.9%	5.7	Pass	16.9
31	Existing	6.6%	1.0%	0.1%	4.3	Pass	12.9
	Proposed	6.8%	1.3%	0.2%	4.4	Pass	15.0
32	Existing	16.8%	4.3%	0.8%	5.8	Pass	15.1
	Proposed	10.6%	2.4%	0.4%	5.0	Pass	15.9
33	Existing	9.0%	1.6%	0.2%	4.7	Pass	15.2
	Proposed	9.2%	1.4%	0.2%	4.7	Pass	13.2
34	Existing	8.6%	1.4%	0.1%	4.7	Pass	13.5
	Proposed	10.0%	1.6%	0.2%	4.8	Pass	13.7

Table 2: Pedestrian Wind Comfort and Safety – Level 2 Podium Terraces

Test Location	Configuration	Wind Standard					
		Comfort			mean wind speed (m/s)	Safety	gust wind speed (m/s)
		Sitting	Standing	Walking			
P1	Proposed	4.9%	0.7%	0.1%	3.9	Pass	12.9
P2	Proposed	3.8%	0.6%	0.1%	3.7	Pass	13.7
P3	Proposed	2.7%	0.2%	0.0%	3.4	Pass	9.8
P4	Proposed	8.9%	2.1%	0.3%	4.9	Pass	14.8

Table 3: Pedestrian Wind Comfort and Safety – Generator Gantry Balconies

Test Location	Configuration	Wind Standard					
		Comfort			mean wind speed (m/s)	Safety	gust wind speed (m/s)
		Sitting	Standing	Walking			
B1	Proposed	0.1%	0.0%	0.0%	1.7	Pass	6.4
B2	Proposed	0.4%	0.0%	0.0%	2.5	Pass	7.9
B3	Proposed	10.9%	2.9%	0.5%	5.2	Pass	15.9

Table 4: Pedestrian Wind Comfort and Safety – Rooftop Terraces

Test Location	Configuration	Wind Standard					
		Comfort			mean wind speed (m/s)	Safety	gust wind speed (m/s)
		Sitting	Standing	Walking			
R1	Proposed	8.5%	2.3%	0.5%	4.9	Pass	15.8
R2	Proposed	6.7%	0.9%	0.1%	4.4	Pass	12.2

5.3 Wind Mitigation Strategies

The wind conditions at the seating area to the northwest of the building (Test Location 7) have been shown to exceed the recommended sitting comfort criterion. If desired by the design team, the wind conditions can be improved by incorporating the following wind mitigation strategies:

- Addition of a landscape trees along the north side of the seating area
- Addition of a solid screen (1.6m high) to the east of the seating area, projecting 4 m from the north façade.

The above strategies are detailed in schematic diagram in Figure 6.

The implementation of the above wind mitigation strategies has been shown to improve the wind conditions at the seating area to satisfy the recommended wind criteria as shown in Figure 6.



Figure 4 - Summary of wind criteria satisfied in the surrounding streetscapes for the Existing Configuration of the Julius Avenue Data Centre development.

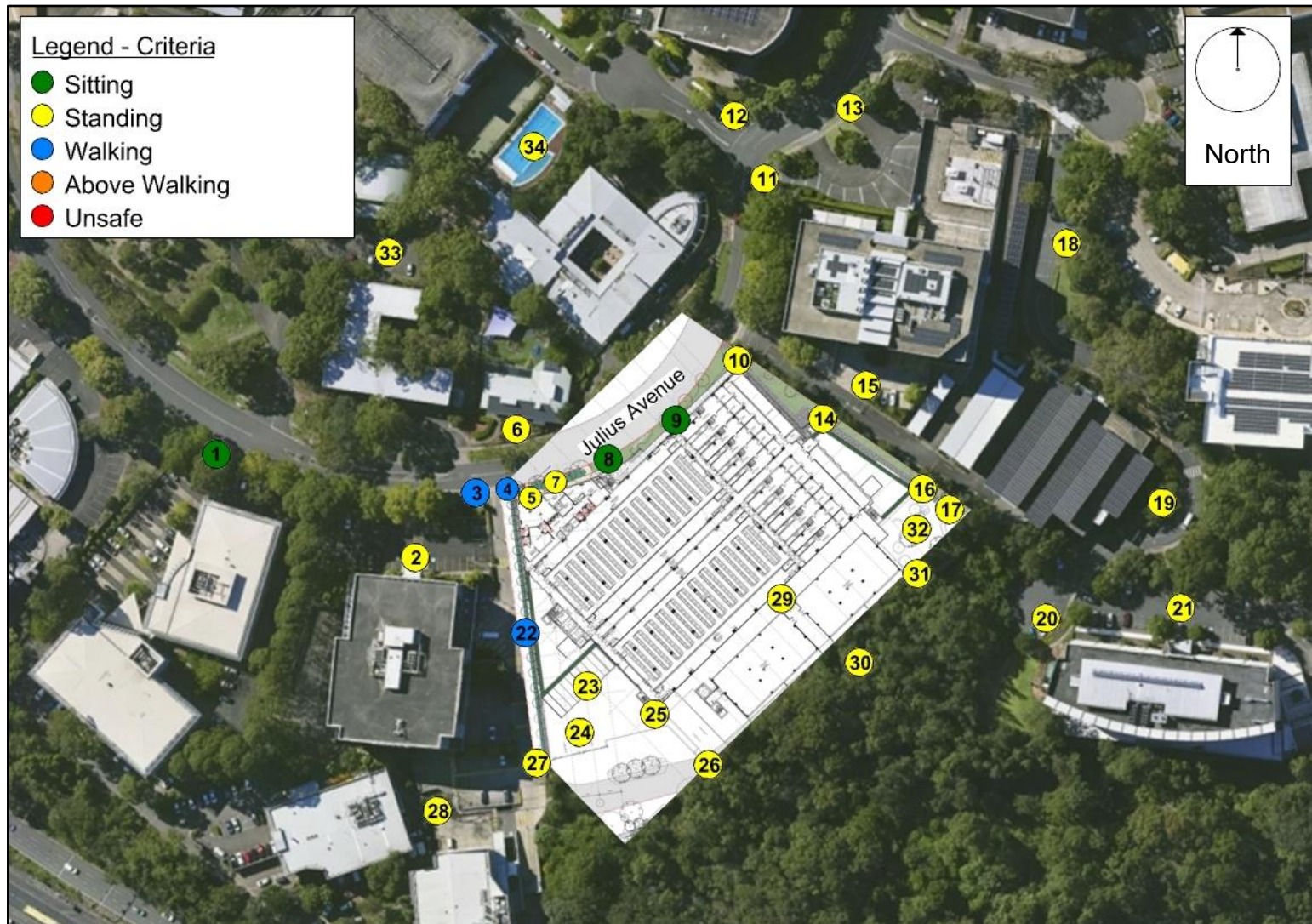


Figure 5a - Summary of wind criteria satisfied for the Proposed Configuration on the ground level streetscapes of the Julius Avenue Data Centre development.

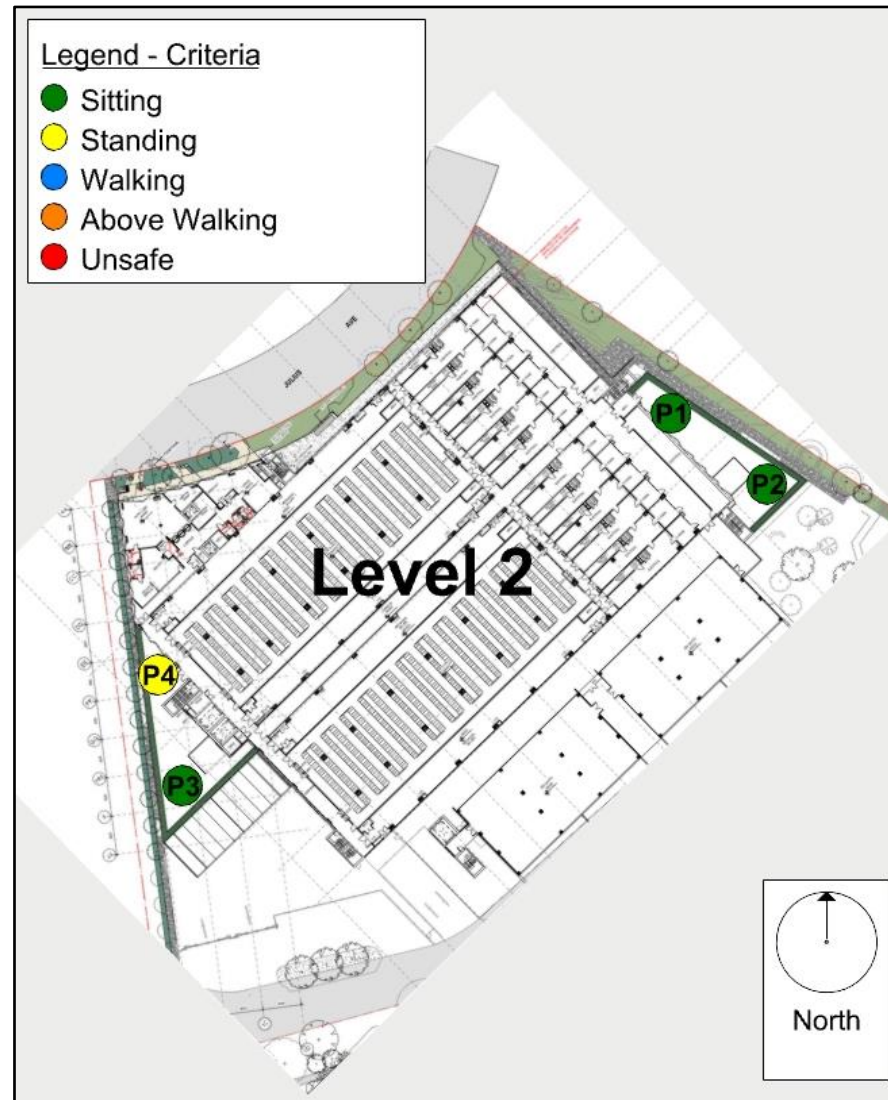


Figure 5b - Summary of wind criteria satisfied for the Proposed Configuration at the podium terraces (Level 2) of the Julius Avenue Data Centre development.

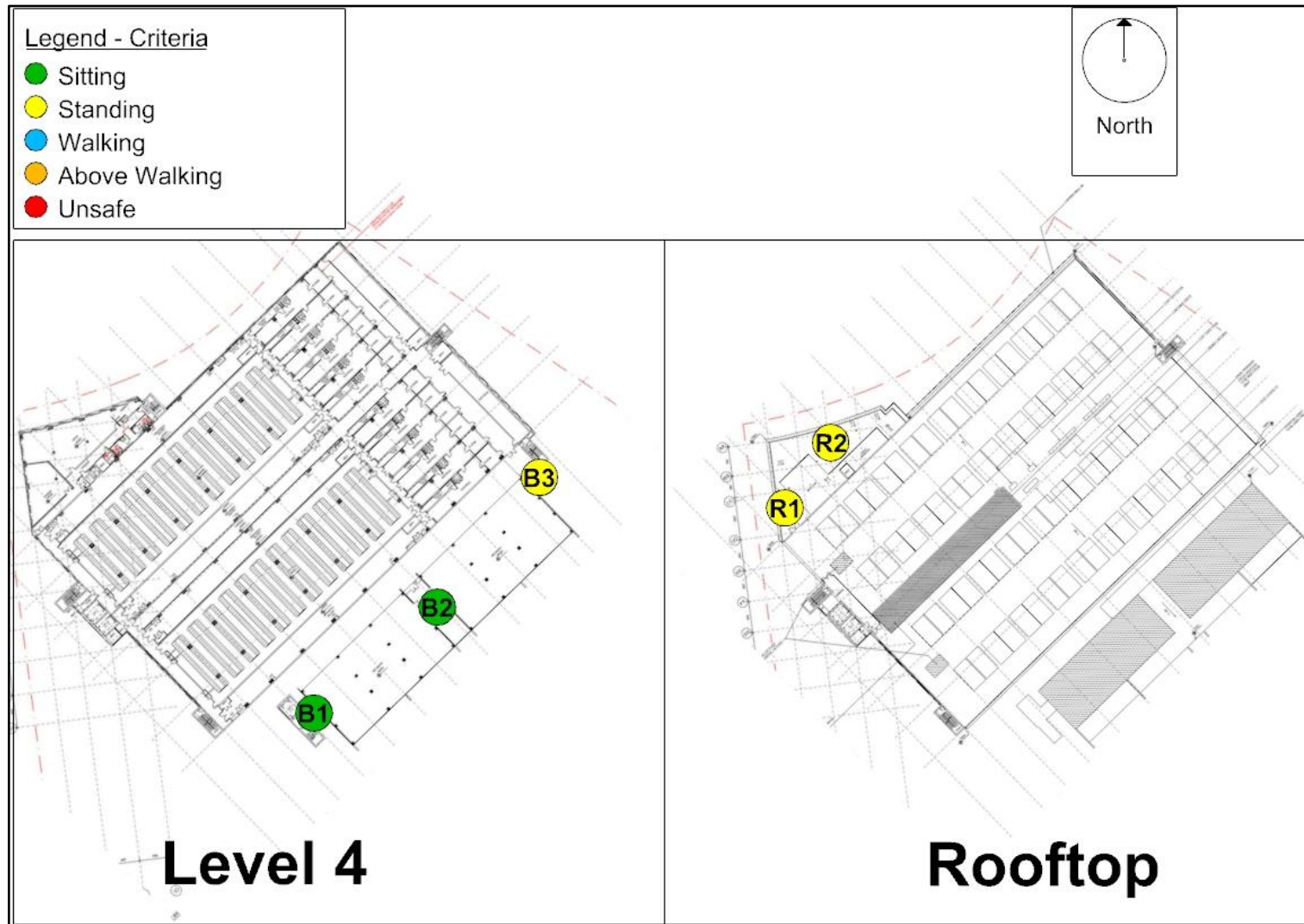


Figure 5c - Summary of wind criteria satisfied for the Proposed Configuration at the Level 4 access balconies and Rooftop terrace of the Julius Avenue Data Centre development.



Figure 6 - Summary of wind criteria satisfied for the Proposed Configuration with wind mitigation at the ground level seating area of the Julius Avenue Data Centre development.

APPENDIX A – VELOCITY AND TURBULENCE PROFILES

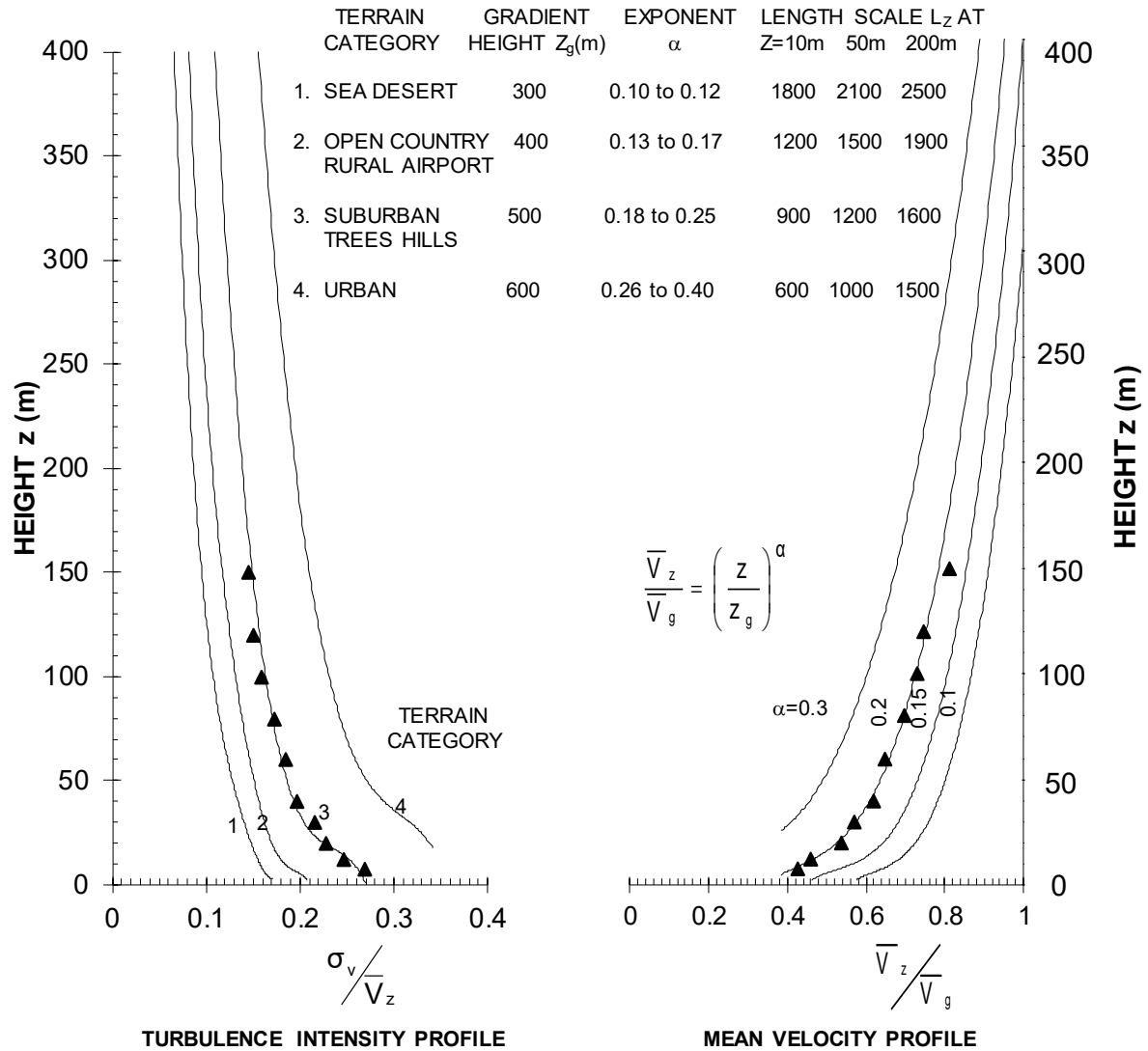


Figure A1 -1/400 scale TC3 boundary layer turbulence intensity and mean velocity profiles in the MEL Consultants Boundary Layer Wind Tunnel 4.8m x 2.2m working section, scaled to full scale dimensions.

APPENDIX B – PEDESTRIAN SAFETY PLOTS

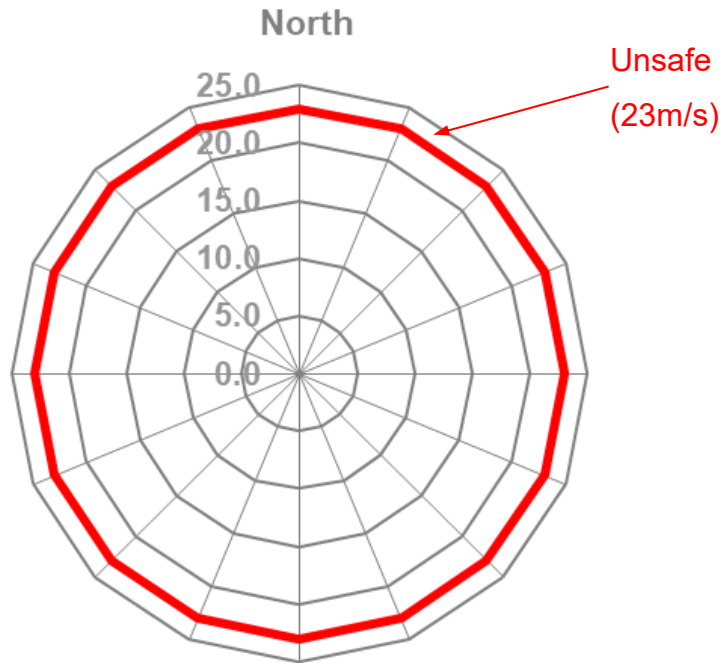
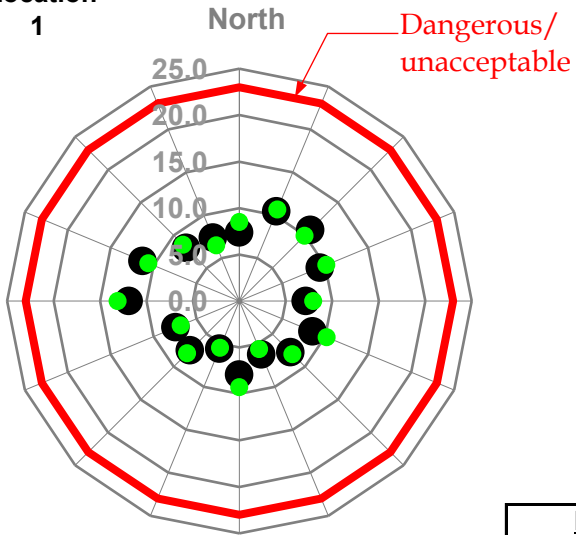
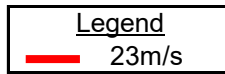
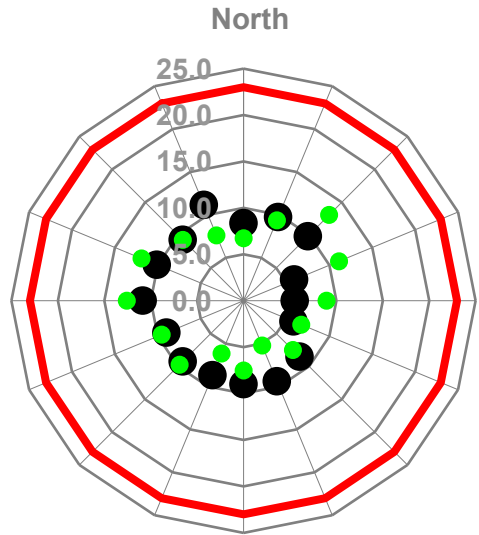


Figure B1 – Environmental wind safety criterion for Sydney Region based on local 3 second peak gust wind speed

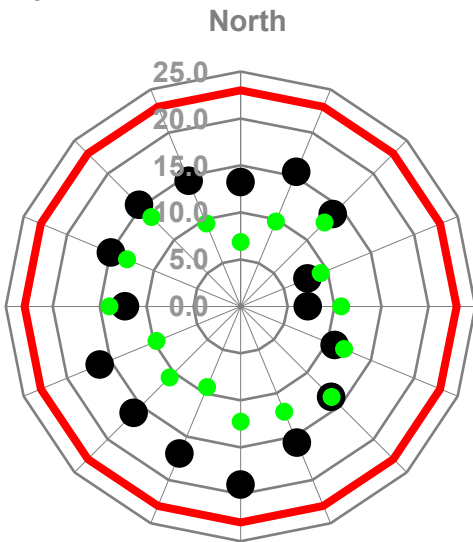
Test Location
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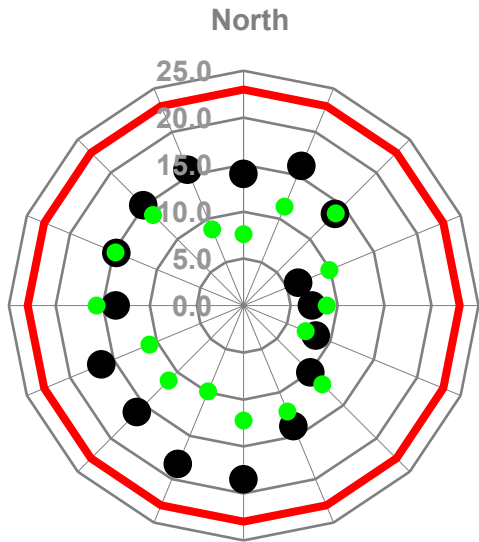
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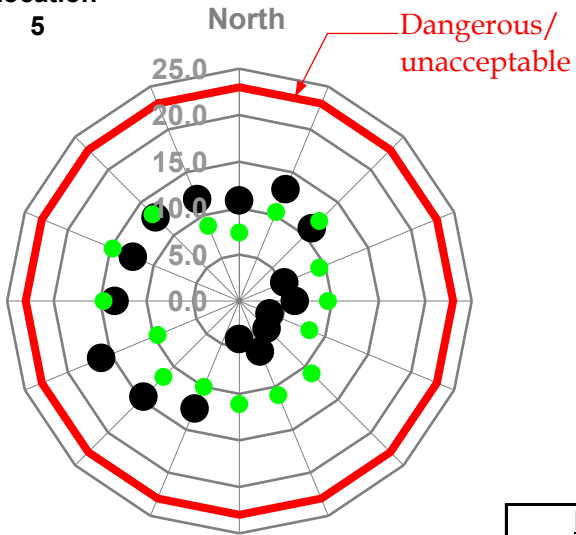
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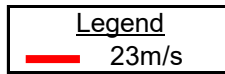
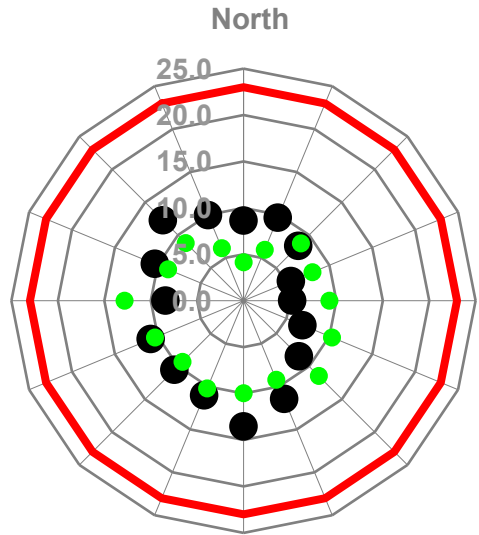
Local peak 3 second gust wind speed (m/s)



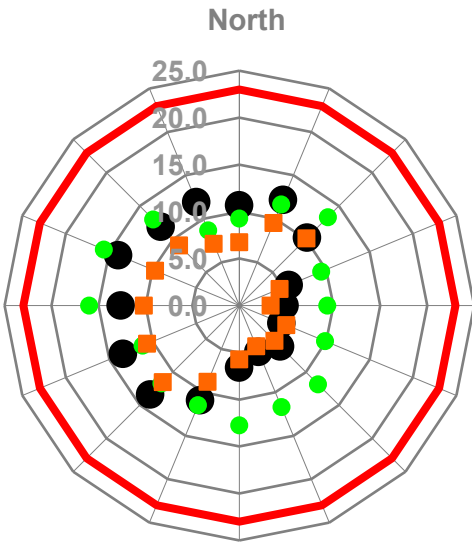
Test Location
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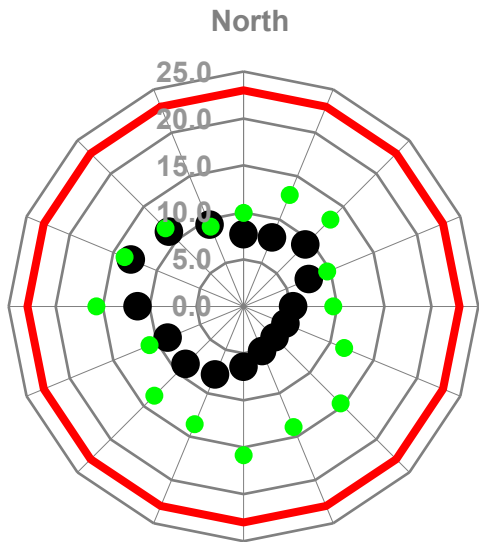
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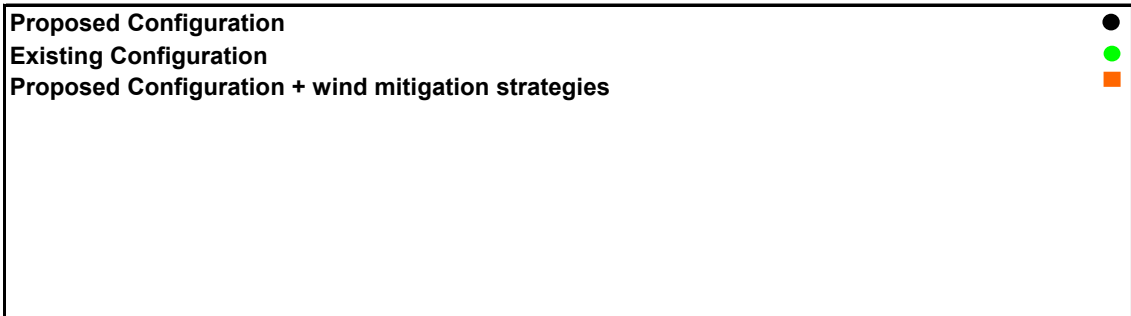
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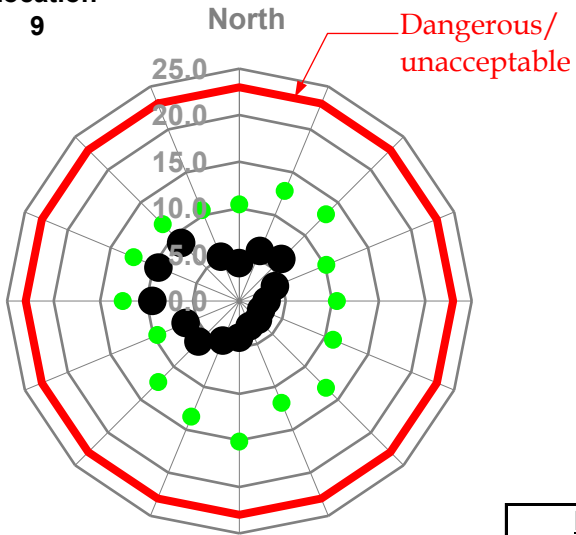
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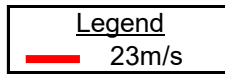
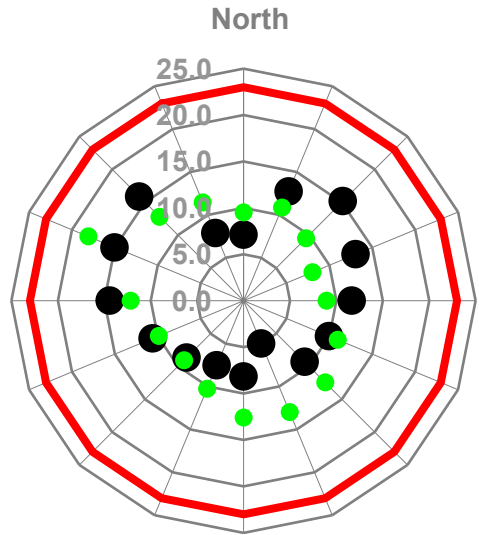
Local peak 3 second gust wind speed (m/s)



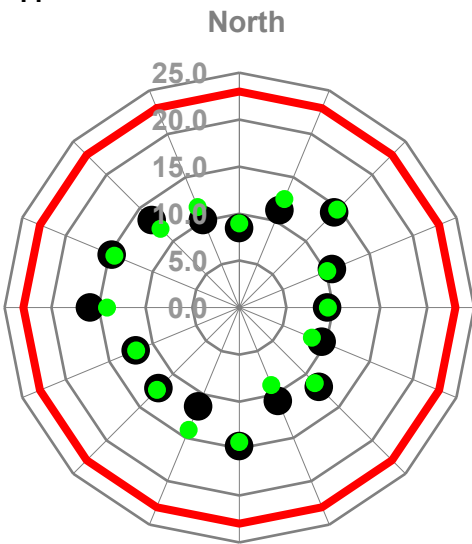
Test Location
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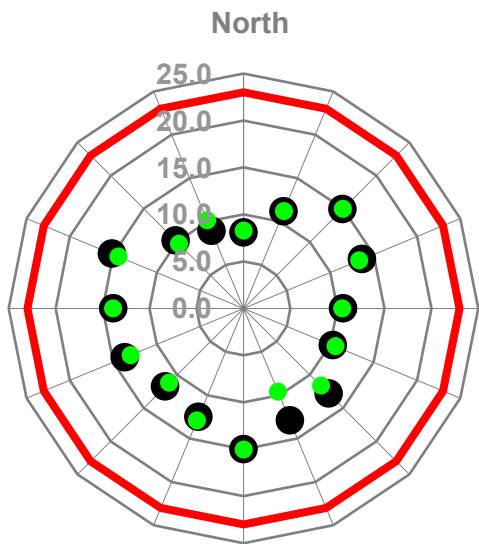
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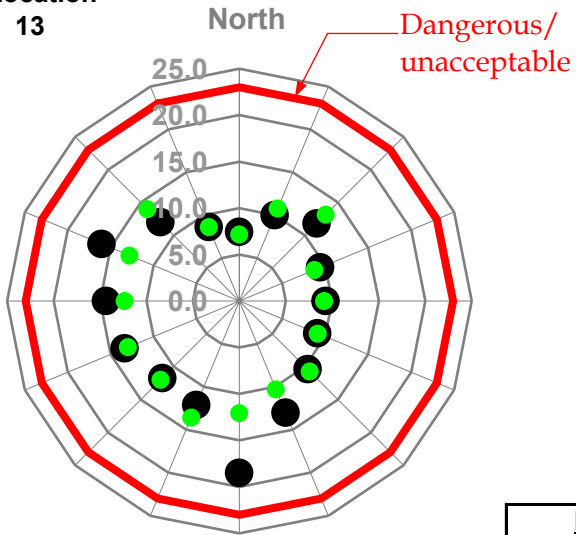
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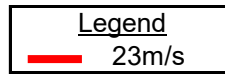
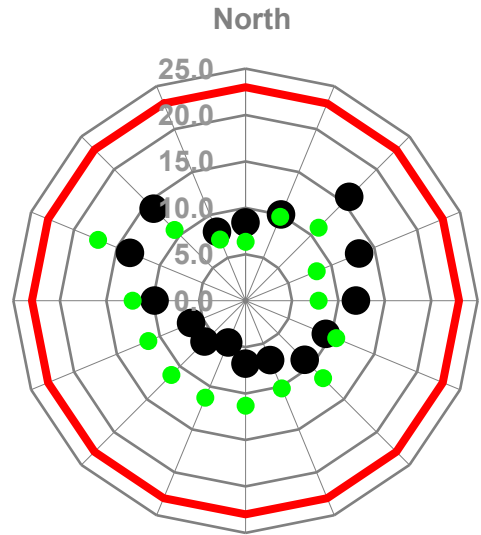
Local peak 3 second gust wind speed (m/s)



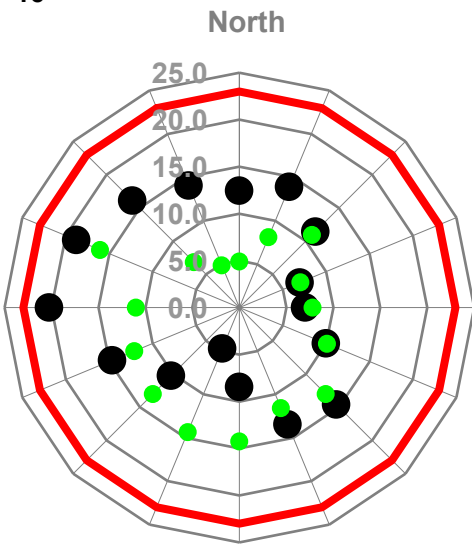
Test Location
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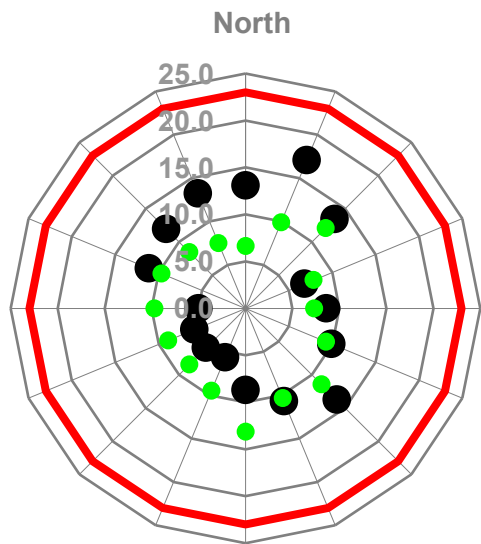
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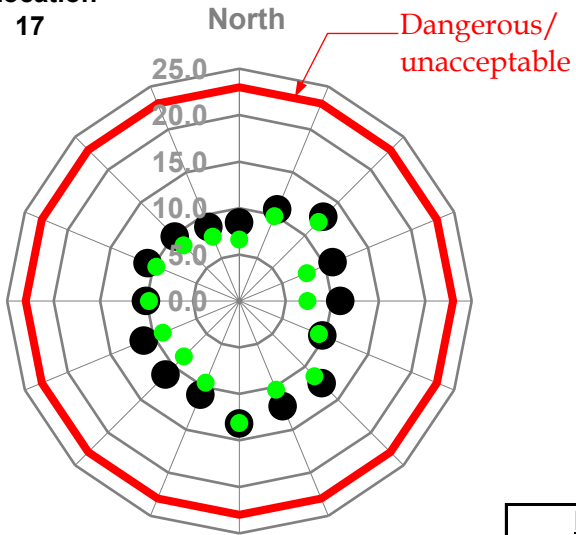
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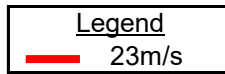
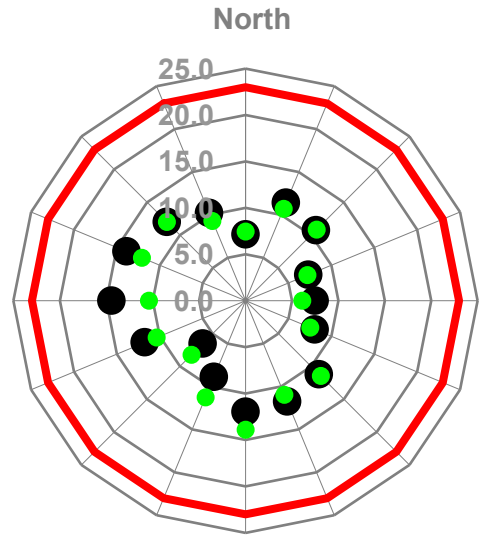
Local peak 3 second gust wind speed (m/s)



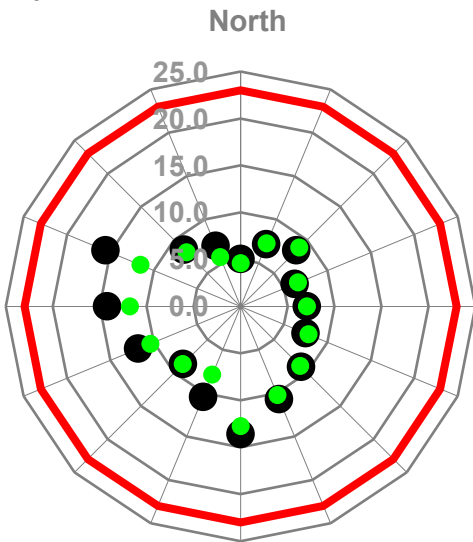
Test Location
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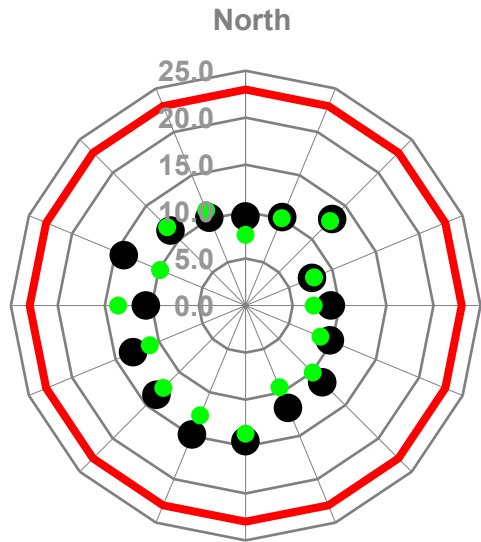
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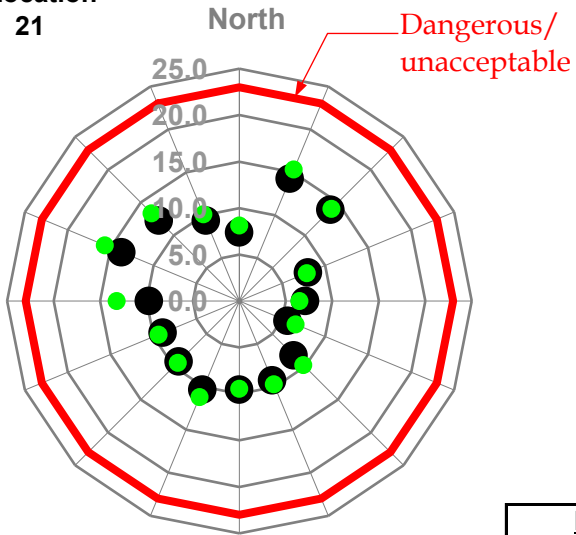
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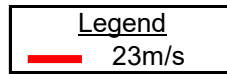
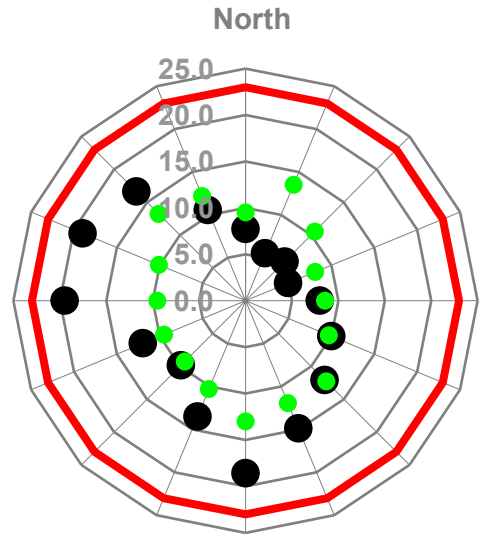
Local peak 3 second gust wind speed (m/s)



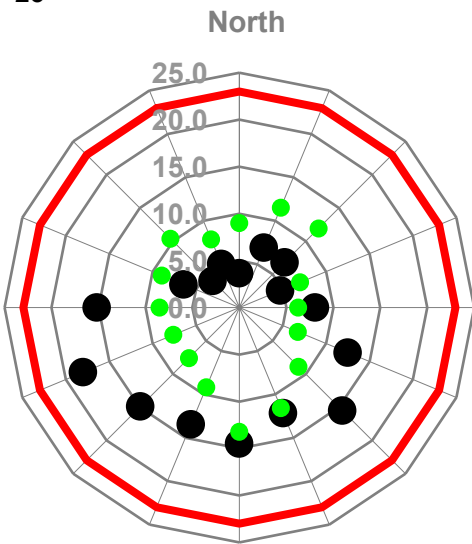
Test Location
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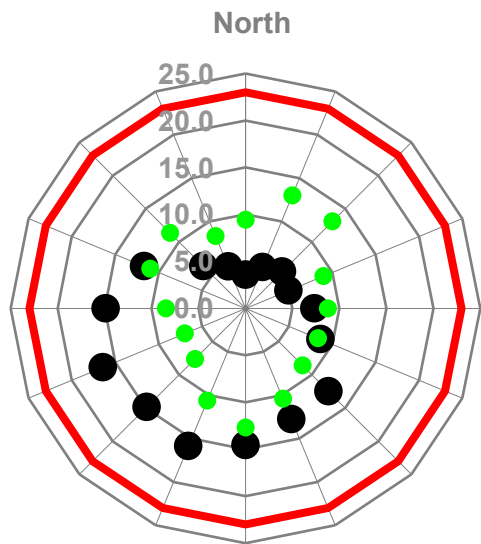
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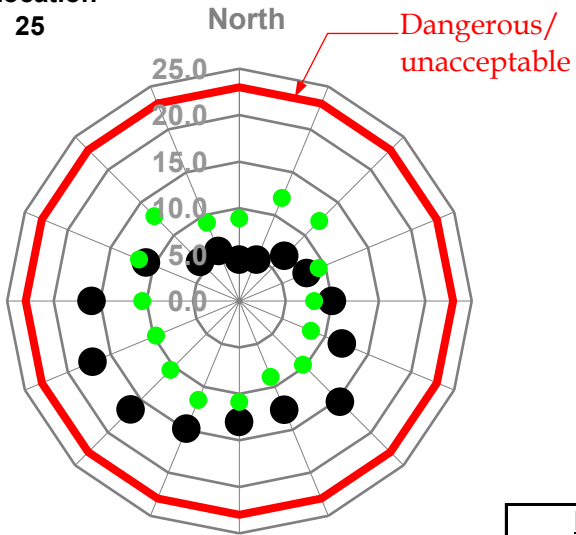
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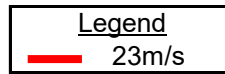
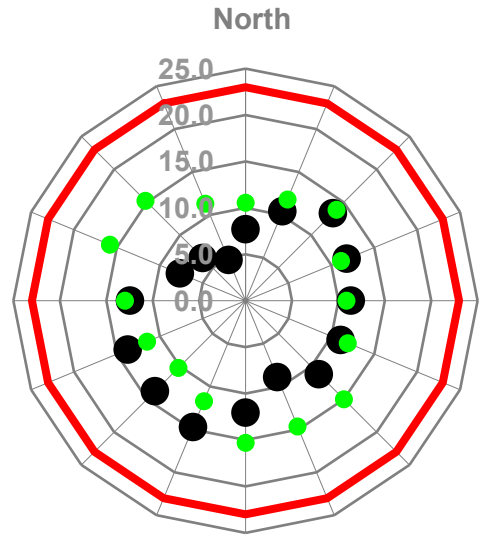
Local peak 3 second gust wind speed (m/s)



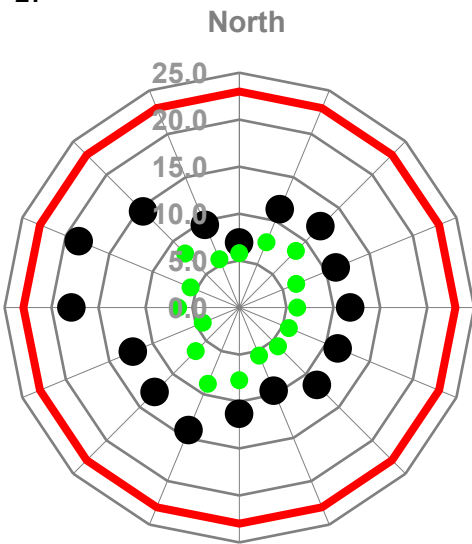
Test Location
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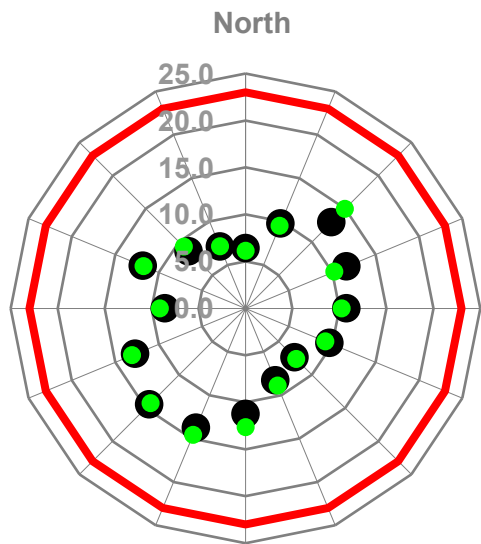
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27



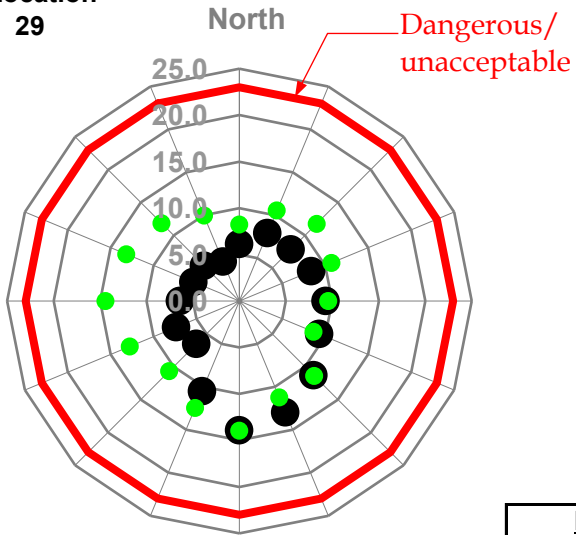
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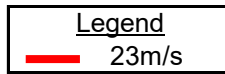
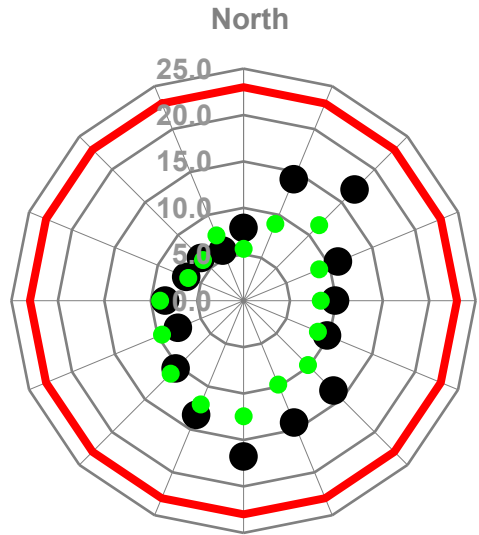
Local peak 3 second gust wind speed (m/s)



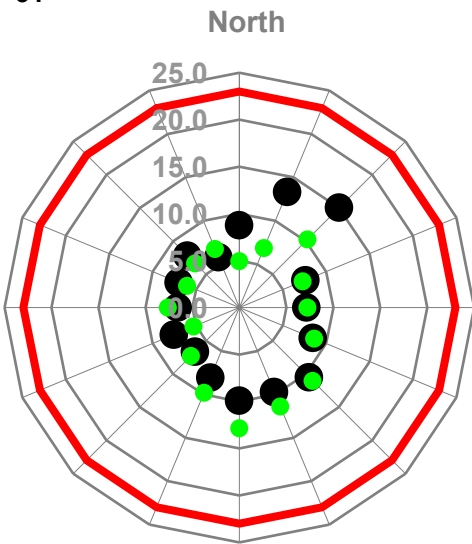
Test Location
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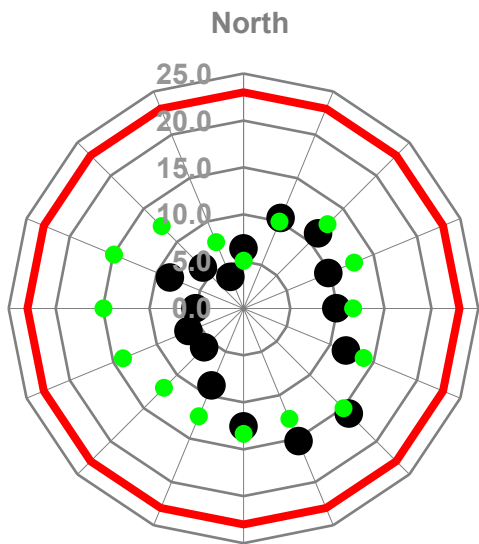
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31



32

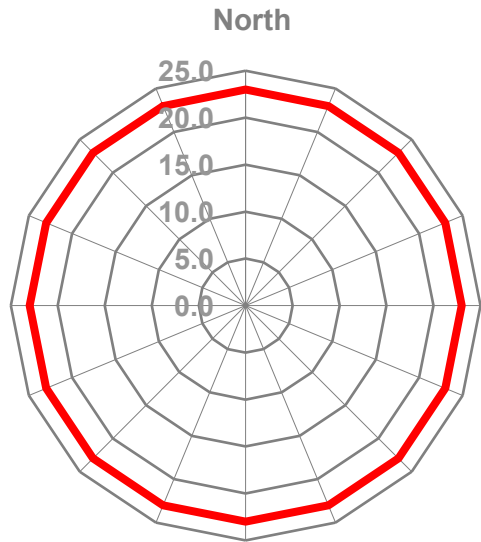
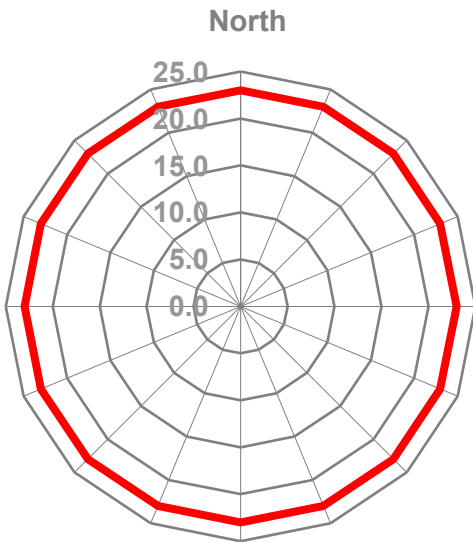
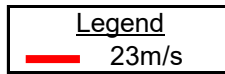
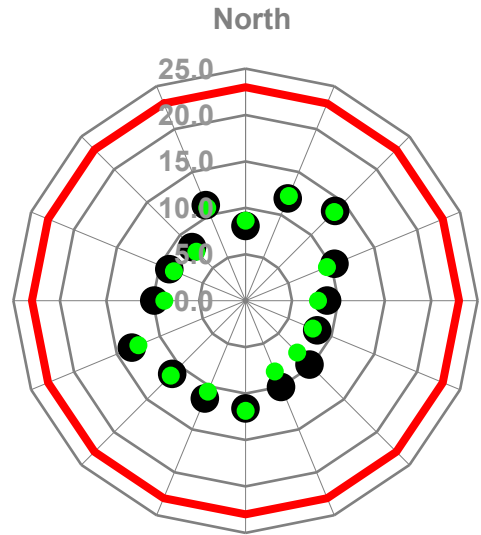
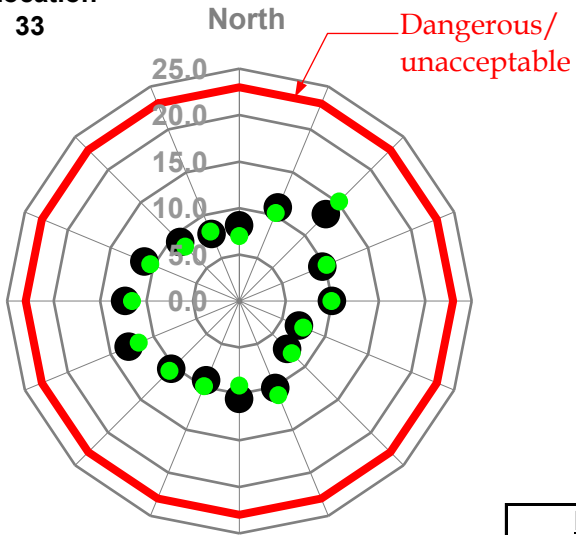


Local peak 3 second gust wind speed (m/s)



Test Location
33

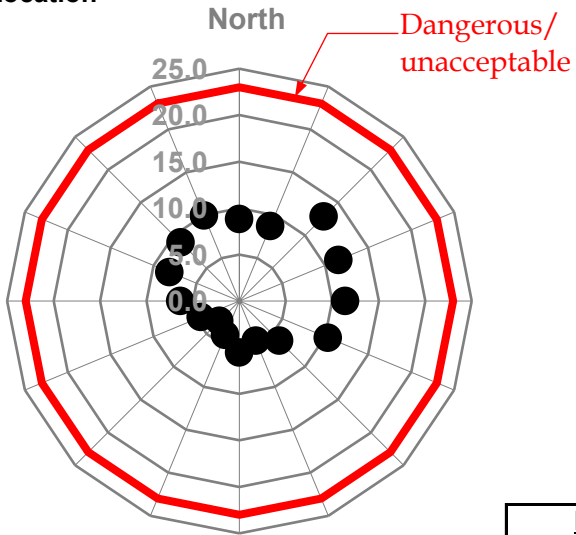
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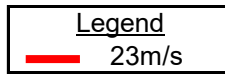
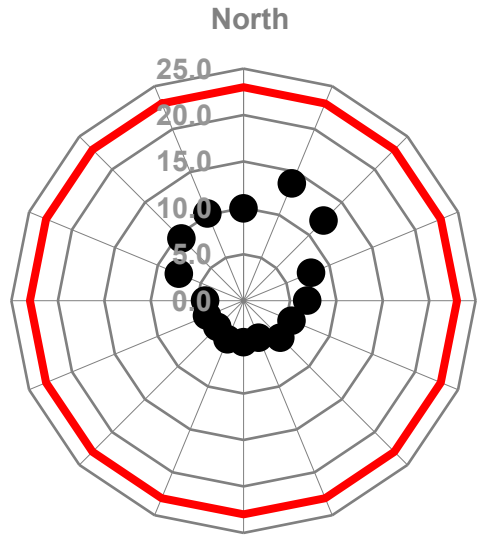
Local peak 3 second gust wind speed (m/s)

Proposed Configuration	●
Existing Configuration	●

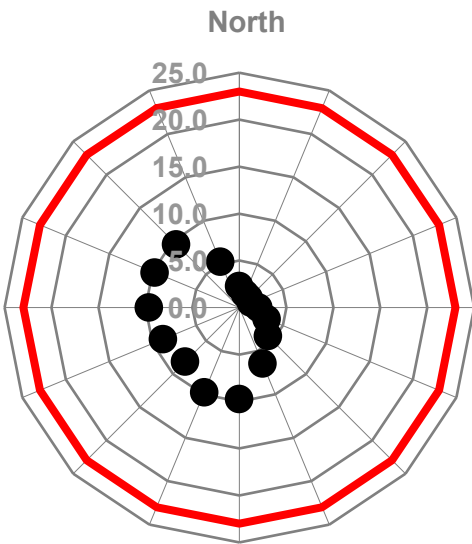
Test Location
P1



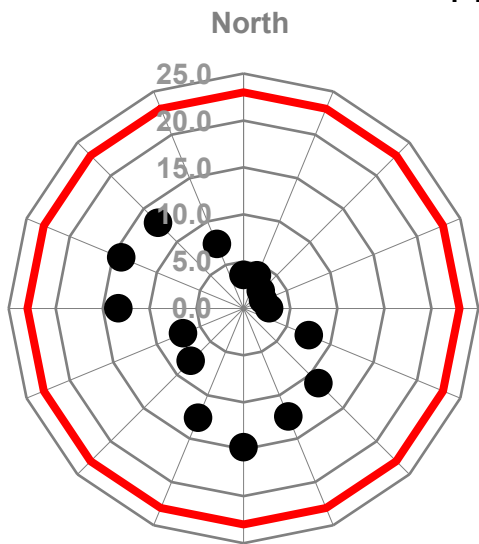
P2



P3



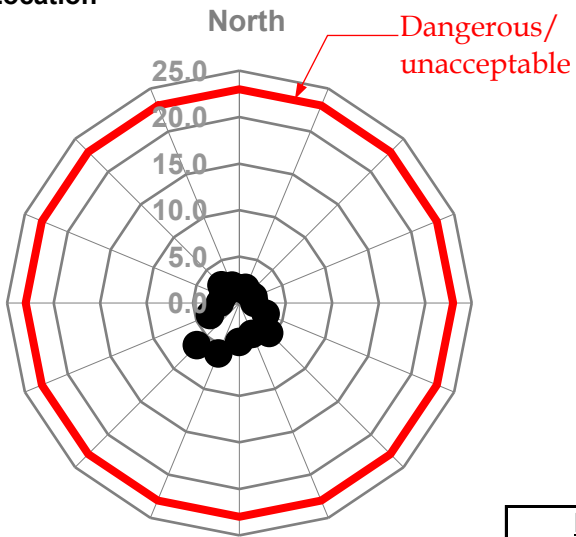
P4



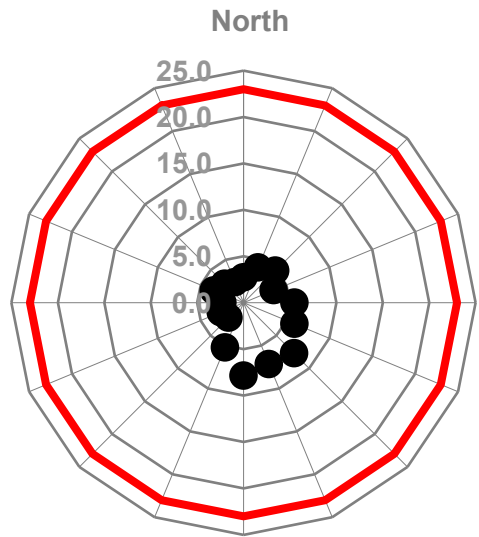
Local peak 3 second gust wind speed (m/s)

Proposed Configuration

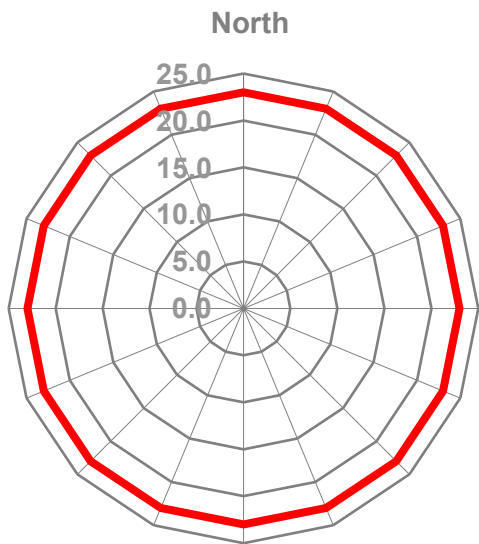
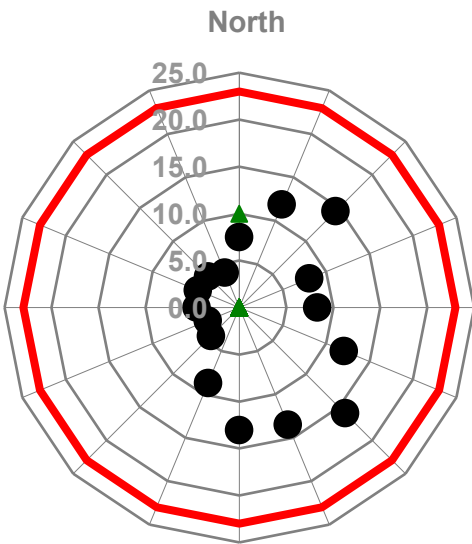
Test Location
B1



B2



B3

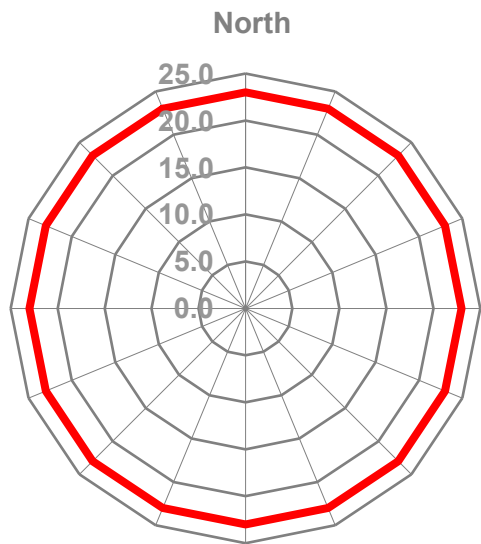
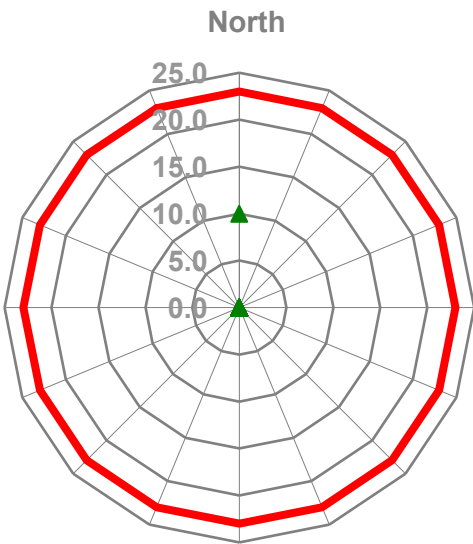
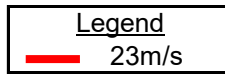
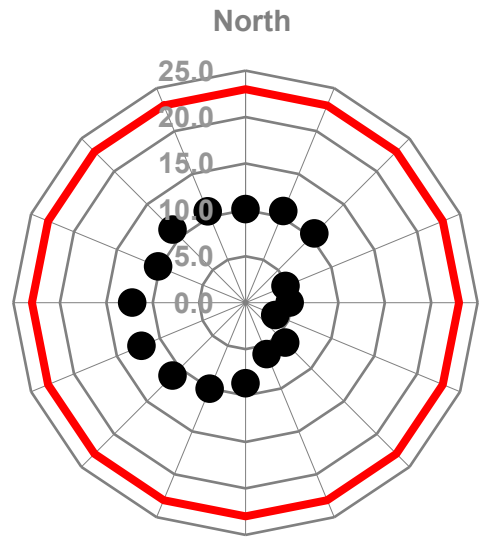
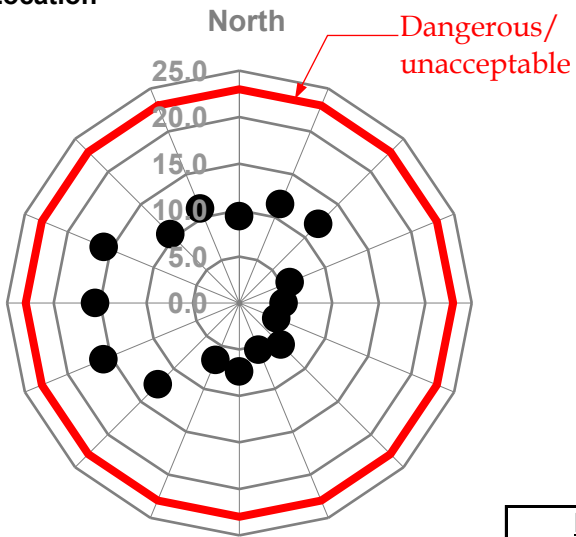


Local peak 3 second gust wind speed (m/s)

Proposed Configuration

Test Location
R1

R2



Local peak 3 second gust wind speed (m/s)

Proposed Configuration