

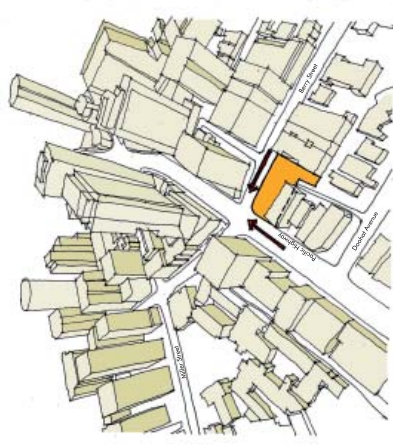
design excellence panel submission

Proposed Mixed Use De

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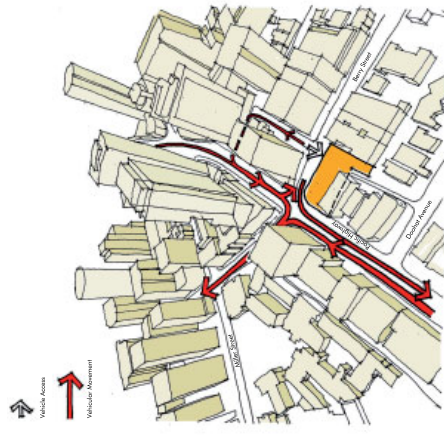


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VEHICULAR MOVEMENT

The primary vehicular approaches are from the Pacific Highway travelling north and Berry Street travelling east. To approach the site from Berry Street one can only turn west off the Pacific Highway travelling north or enter via Edward Street from Mount Street in the south or Bay Street in the north.

The most dominant traffic and public transport route is south along the Pacific Highway to the intersection of Berry Street where traffic turns left to enter Berry Street and travel to either North Sydney or onto the Sydney CBD. The intersection of Berry Street and the Pacific Highway thus forms the north western gateway to the North Sydney CBD.

PLANNING CONTEXT

An underlying principle in both the existing and draft LEPs is that of transitional height to promote a gradation of scale from the surrounding residential neighborhoods to the apex of the CBD which occurs in the area surrounding the intersection of Miller and Mount Streets and the Pacific Highway.

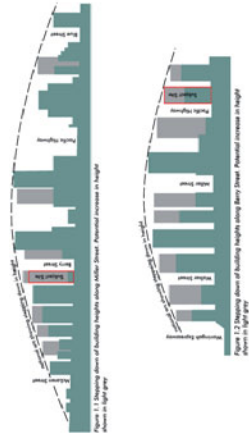


Figure 1.1 Diagram showing the transition of building heights along the Pacific Highway



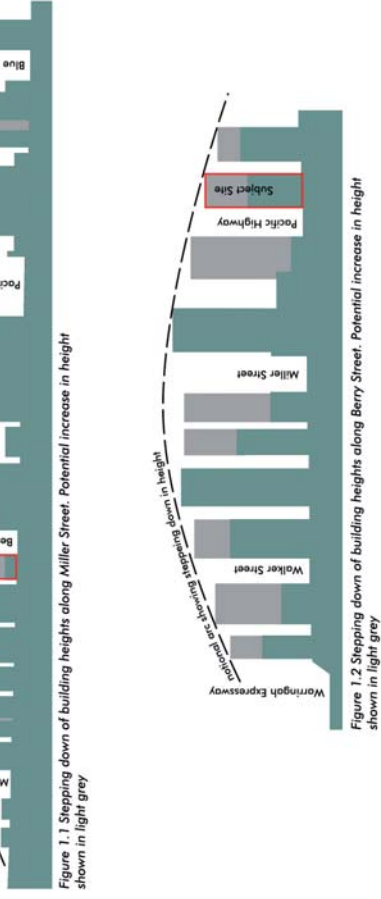
Street with Miller at its western end and the Pacific Highway at its eastern end forms the southern edge and gateway to the CBD.

The flow of traffic from north to south into the CBD is along Miller Street and the Pacific Highway. Miller Street and the Pacific Highway feed off the High Street exit via the south eastern edge of the CBD.

The northern edge of the CBD therefore has 3 main gateways due to the symbolic location of Miller Street, Berry Street and the Pacific Highway. Miller Street is located at the intersection of the Pacific Highway and the Pacific Highway where traffic having entered the transition zone of the CBD. Berry Street is the edge of North Sydney CBD. Berry Street is heading both north and south.

The guiding influence of gateway landmarks in the CBD is the orientation and balancing of scale in the urban environment.

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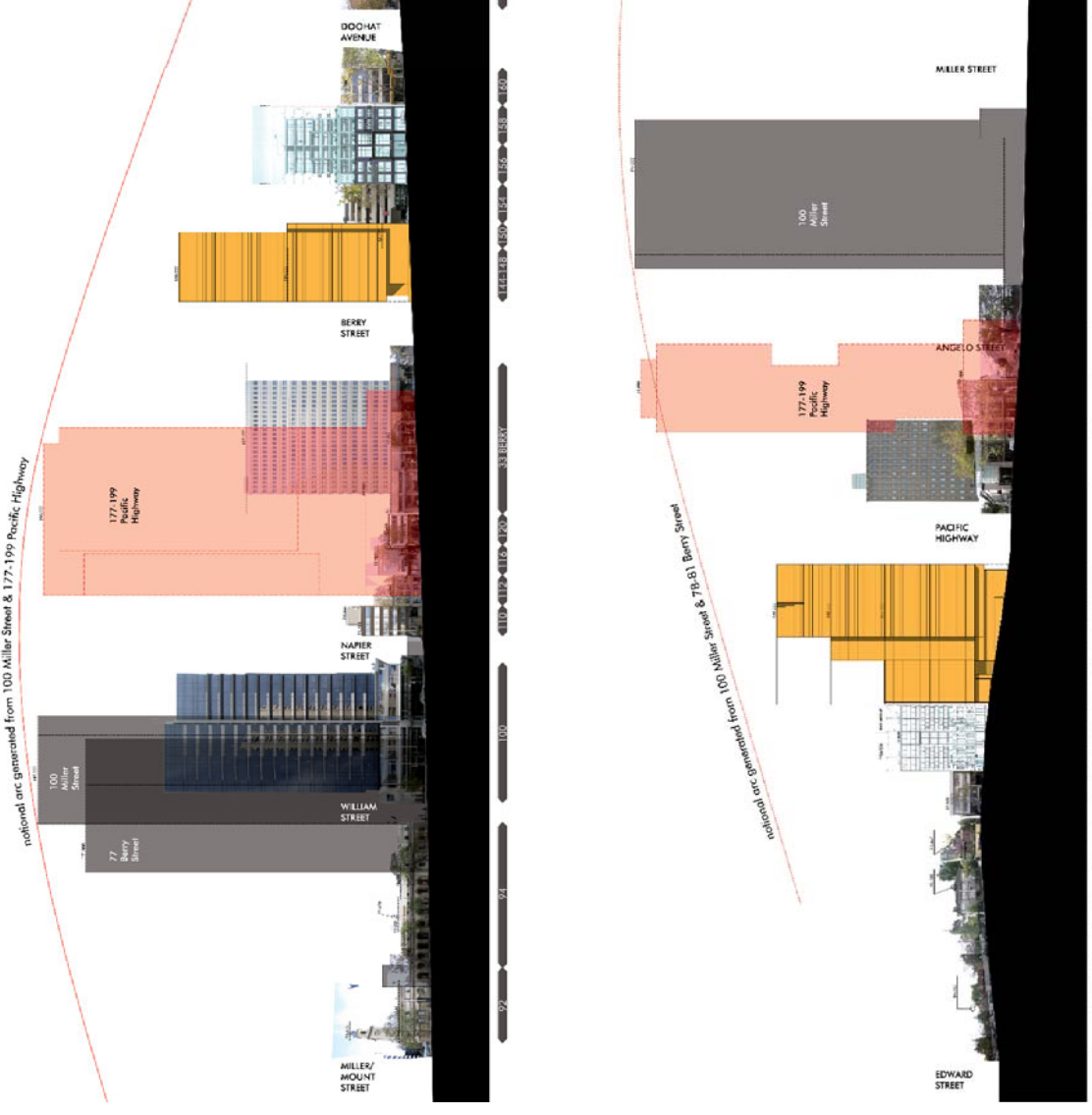
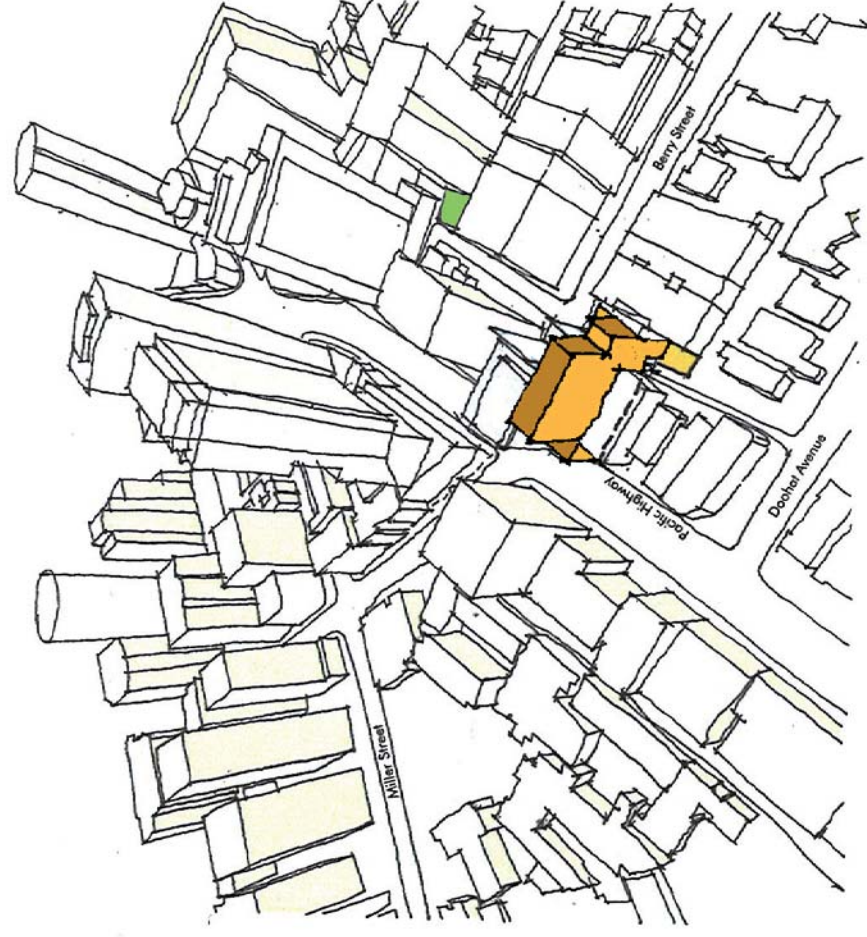


In particular the approval under Part 3A of the Norberry Terrace Site, 177-199 Pacific Highway shifts the centre of the North Sydney CBD apex to the north and reinforces th importance of the Pacific Highway/Berry Street gateway.

The resultant change in scale relationship of the buildings surrounding this intersection including the subject site is also reinforced by the rising topography. This change in scale relationship supports an increase in transition which can be achieved without increased shadow impact.

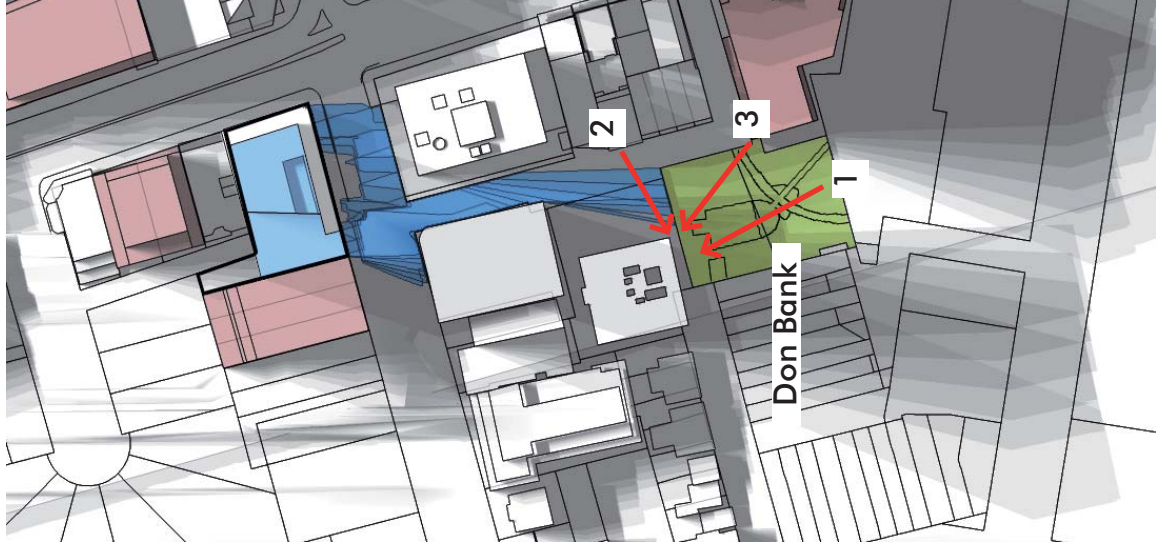
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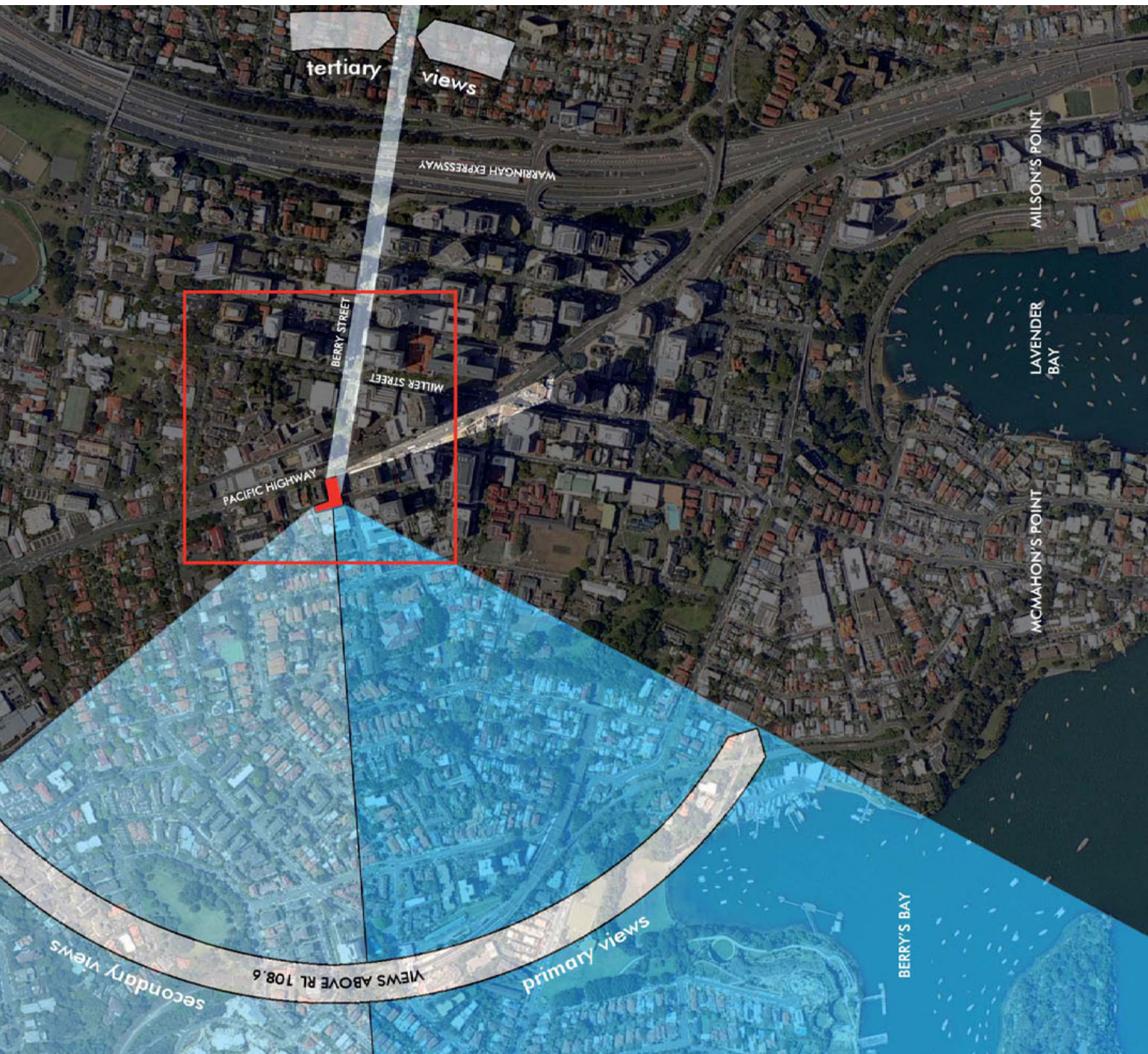
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shown below, a commercially viable solution can be achieved without any additional mid-winter overshadowing.

complying under the current proposed controls, incorporating both the draft DCP Podium Height Control and the draft LEP Overall Height controls. The proposed heights are significantly below the height at which any overshadowing effect will occur over the Don Bank Museum Special Area.







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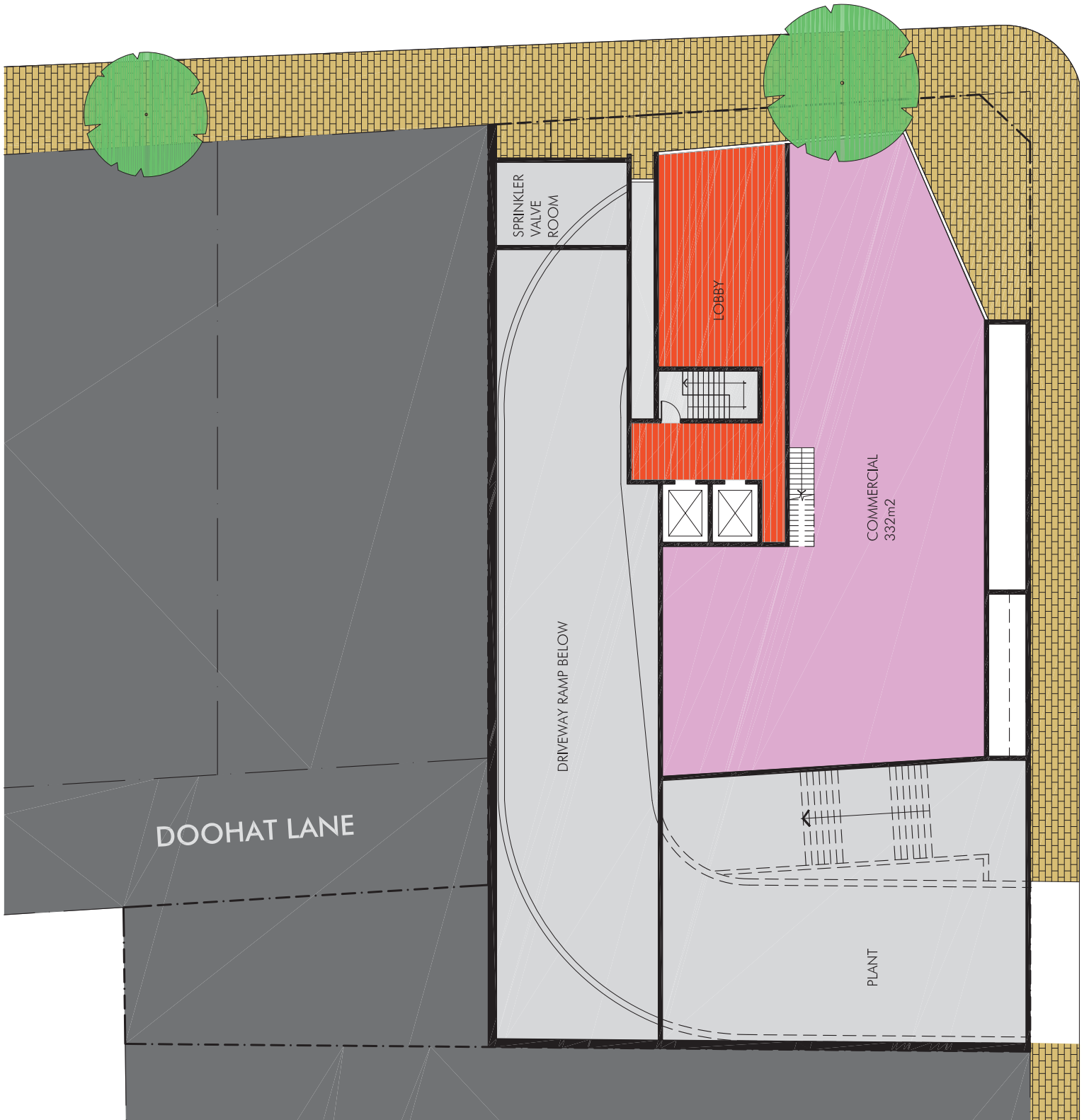
AREA TRANSFER

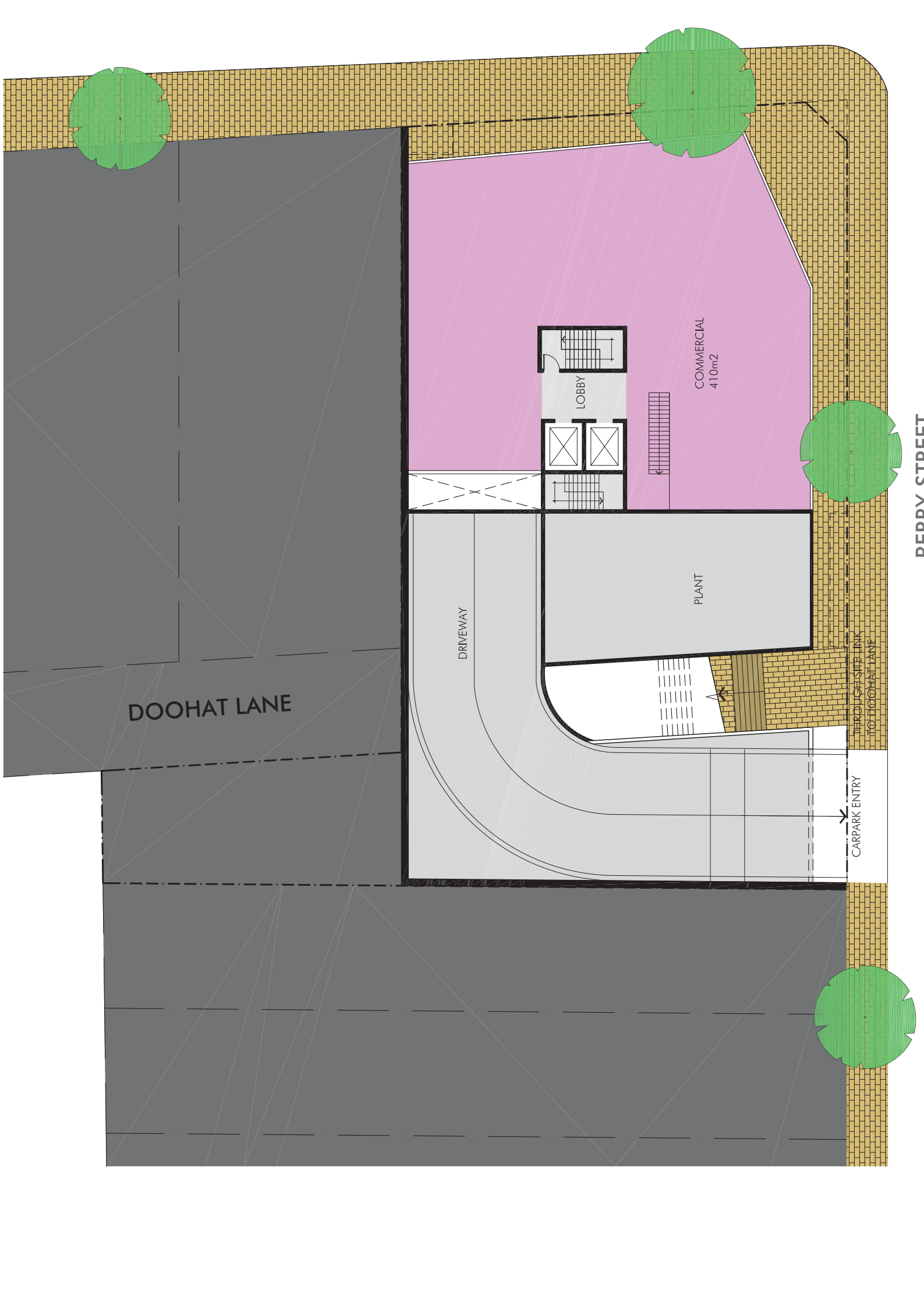


POTENTIAL
ADDITIONAL
HEIGHT



PACIFIC HIGHWAY





DOOHAT LANE

DRIVEWAY

LOBBY

COMMERCIAL
410m2

PLANT

CARPARK ENTRY

THROUGH SITE LINK
TO DOOHAT LANE

DEBBY STREET



PACIFIC HIGHWAY

DOOHAT LANE

+ RL 80.00

SUB-STATION

RIGHT OF WAY

GARBAGE

SPRINKLER
VALVE
ROOM

WATER
METER
ROOM

LOBBY

COMMON RECREATION
ROOM 100m²

CINEMA
ROOM
70m²

BATH/
CHANGE

GYM

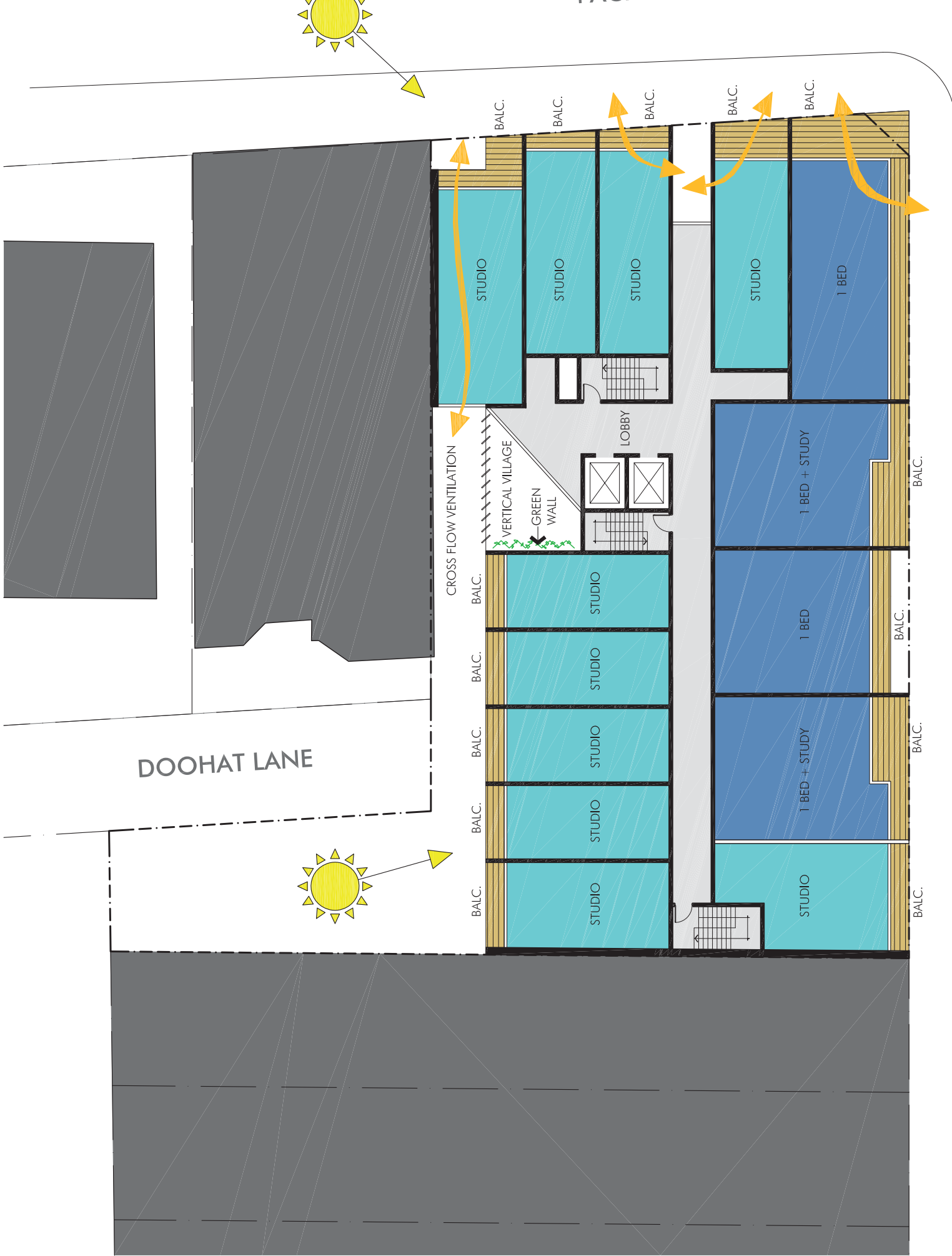
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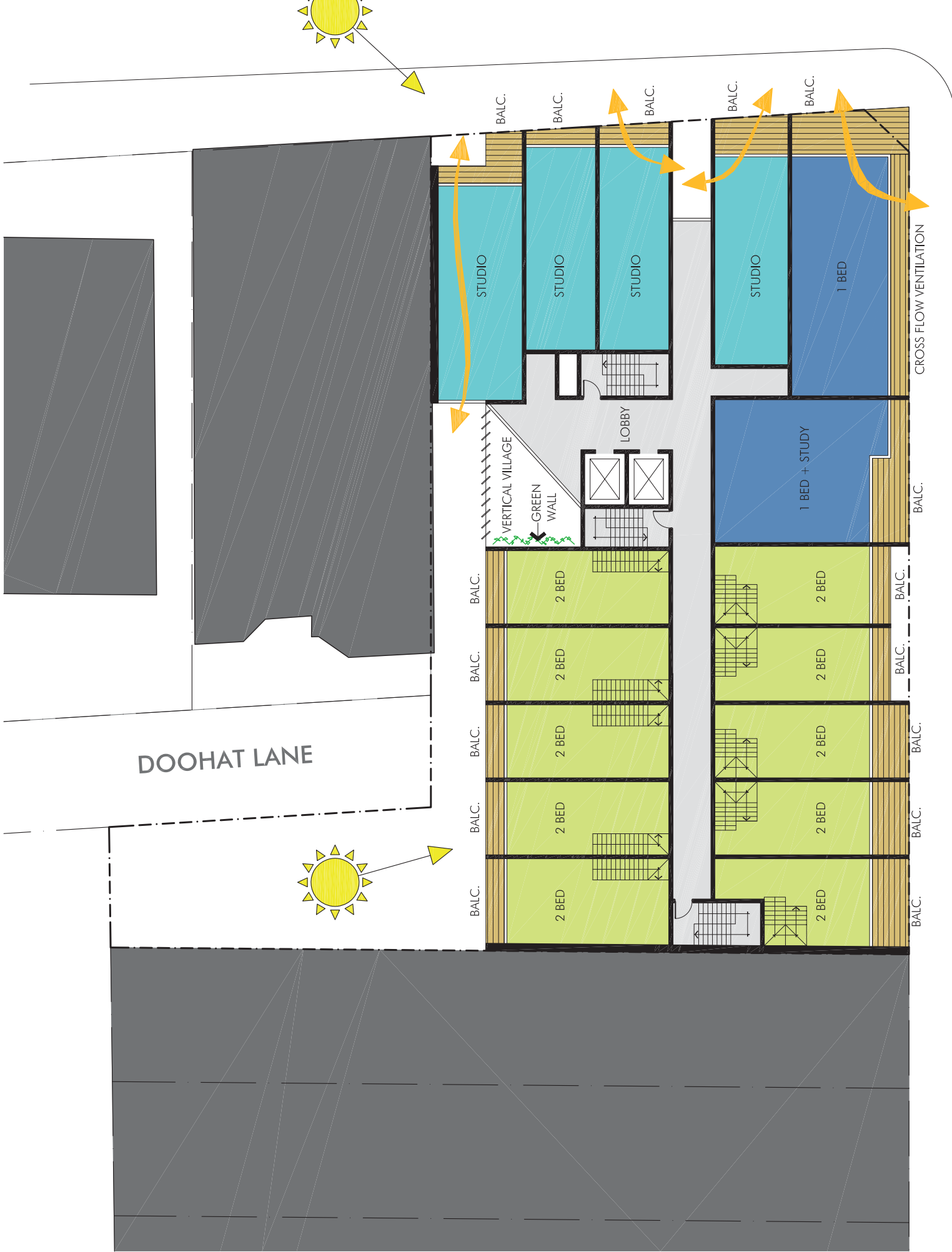
THROUGH SITE LINK
TO DOOHAT LANE

CARPARK ENTRY

+ RL 77.50

DEBBY STREET



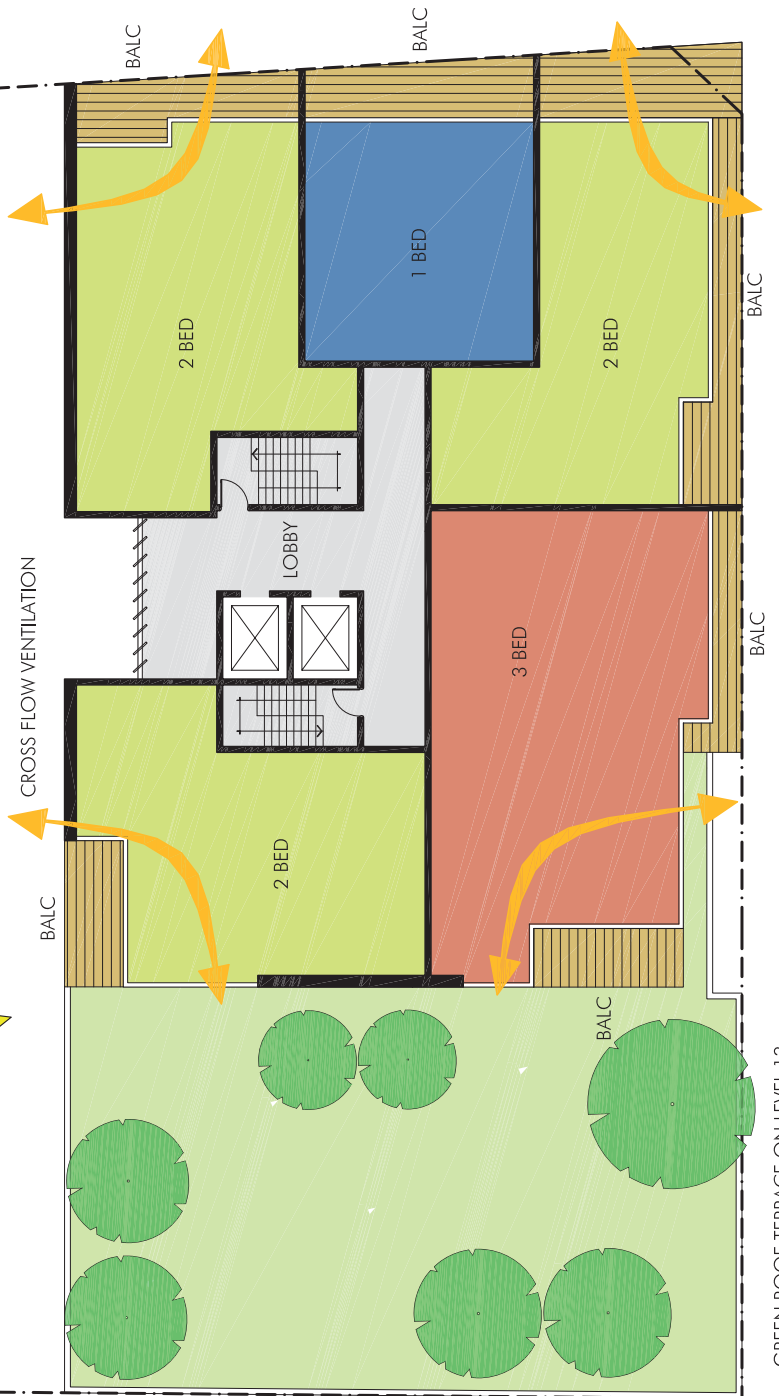
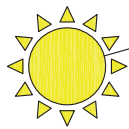
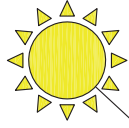


DOOHAT LANE

PACIFIC HIGHWAY

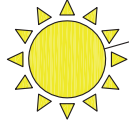
DEBBY STREET

GREEN ROOF TERRACE ON LEVEL 13



60	x	2 Bed	41%
12	x	3 Bed	8%
146			
Solar Access		133 / 146	91%
Cross Ventilation		112 / 146	77%
South Facing Only		13 / 146	9%

DOOHAT LANE

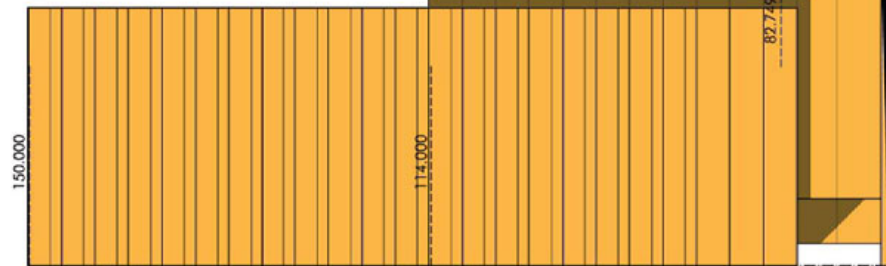


CROSS FLOW VENTILATION



notional arc generated from 100 Miller Street & 177-199 Pacific Highway

notional arc generated from 100 Miller Street & 78-81 Berry Street



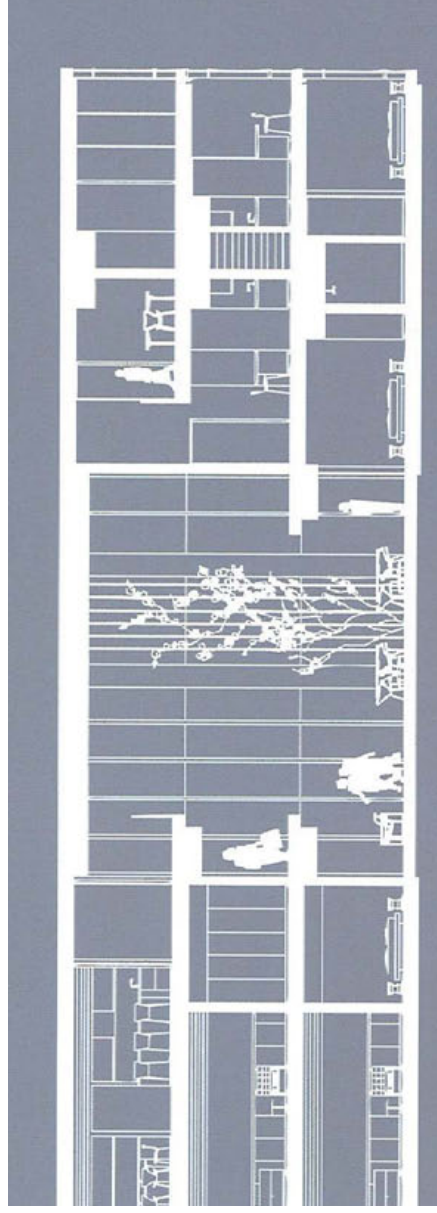
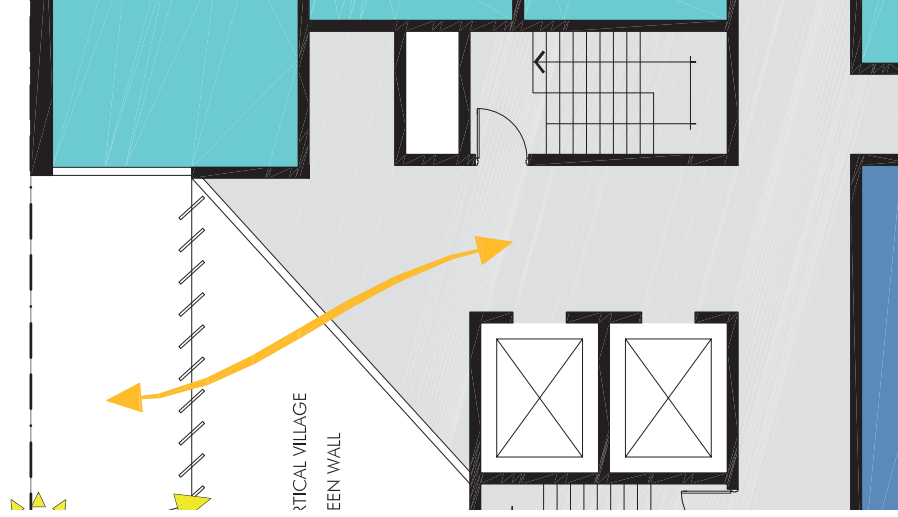
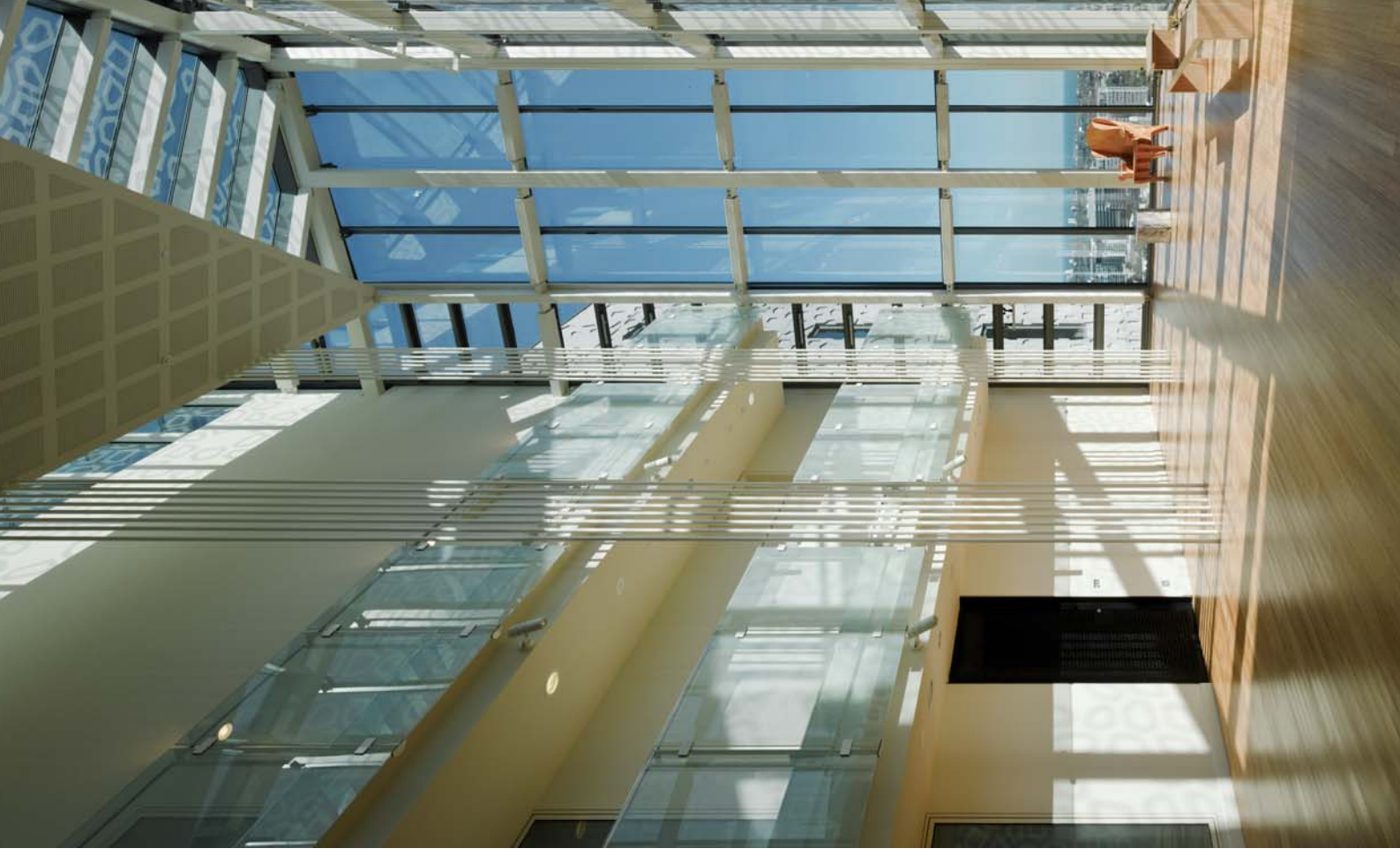
BERRY STREET

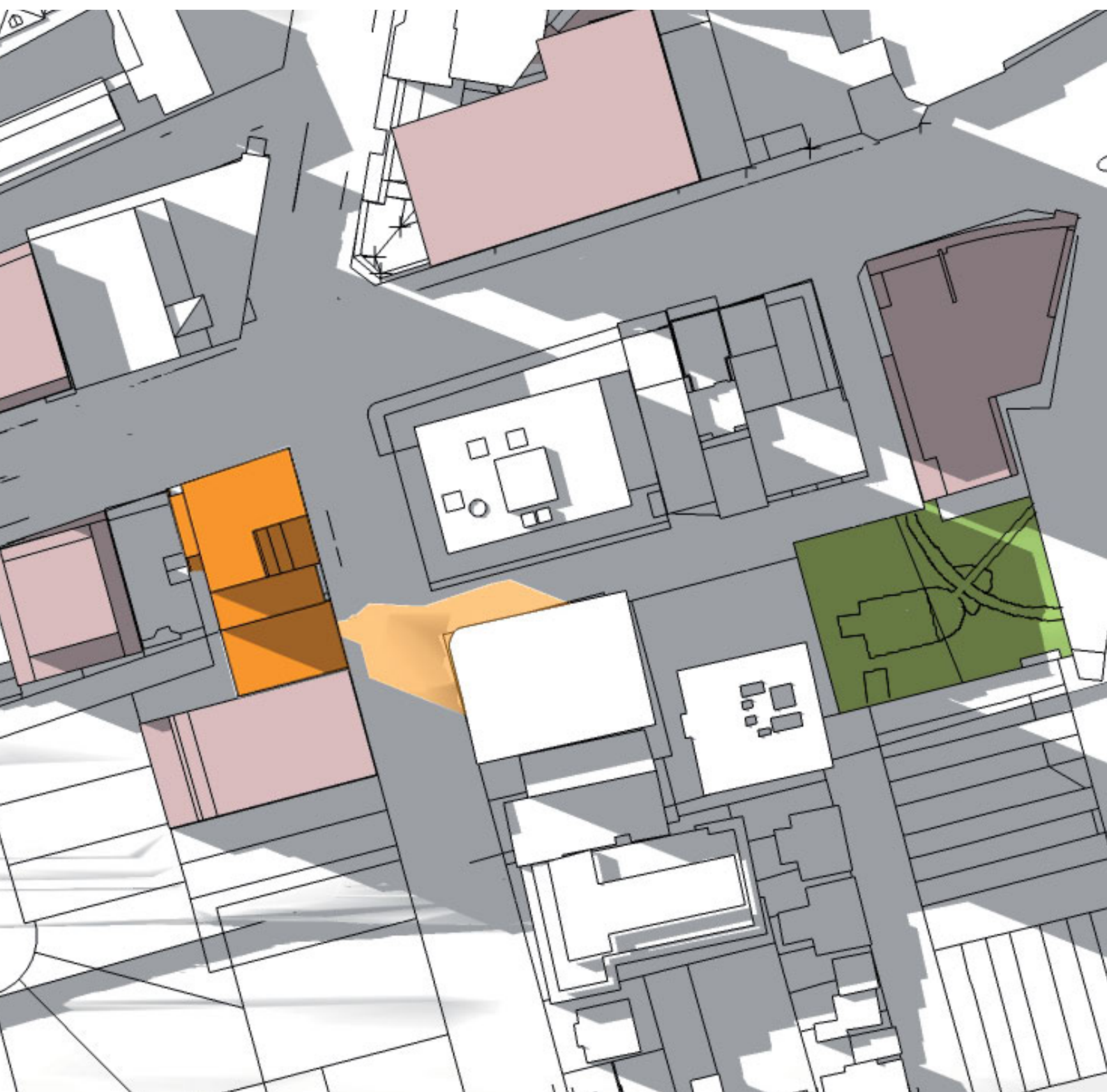


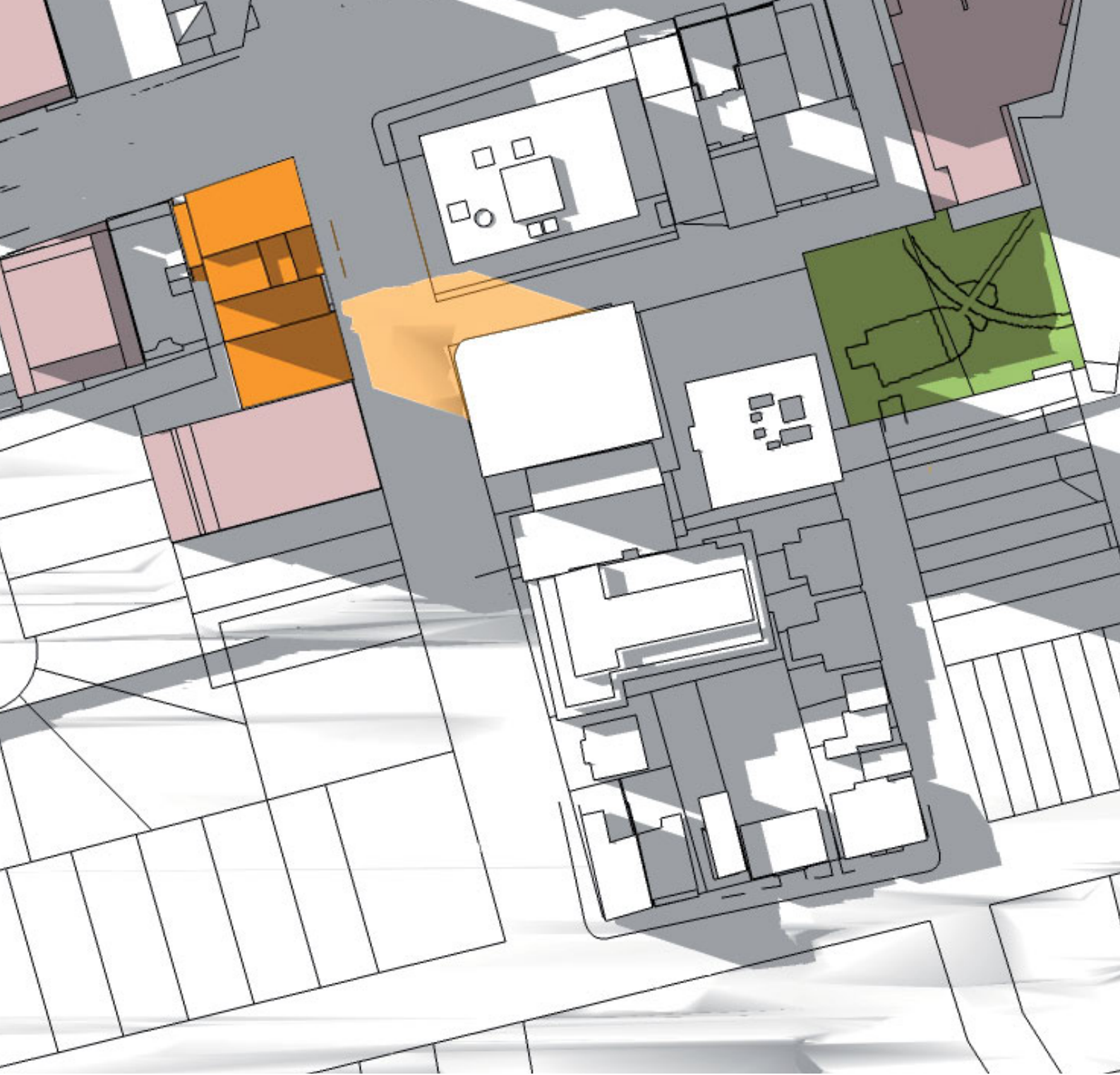
PACIFIC HIGHWAY

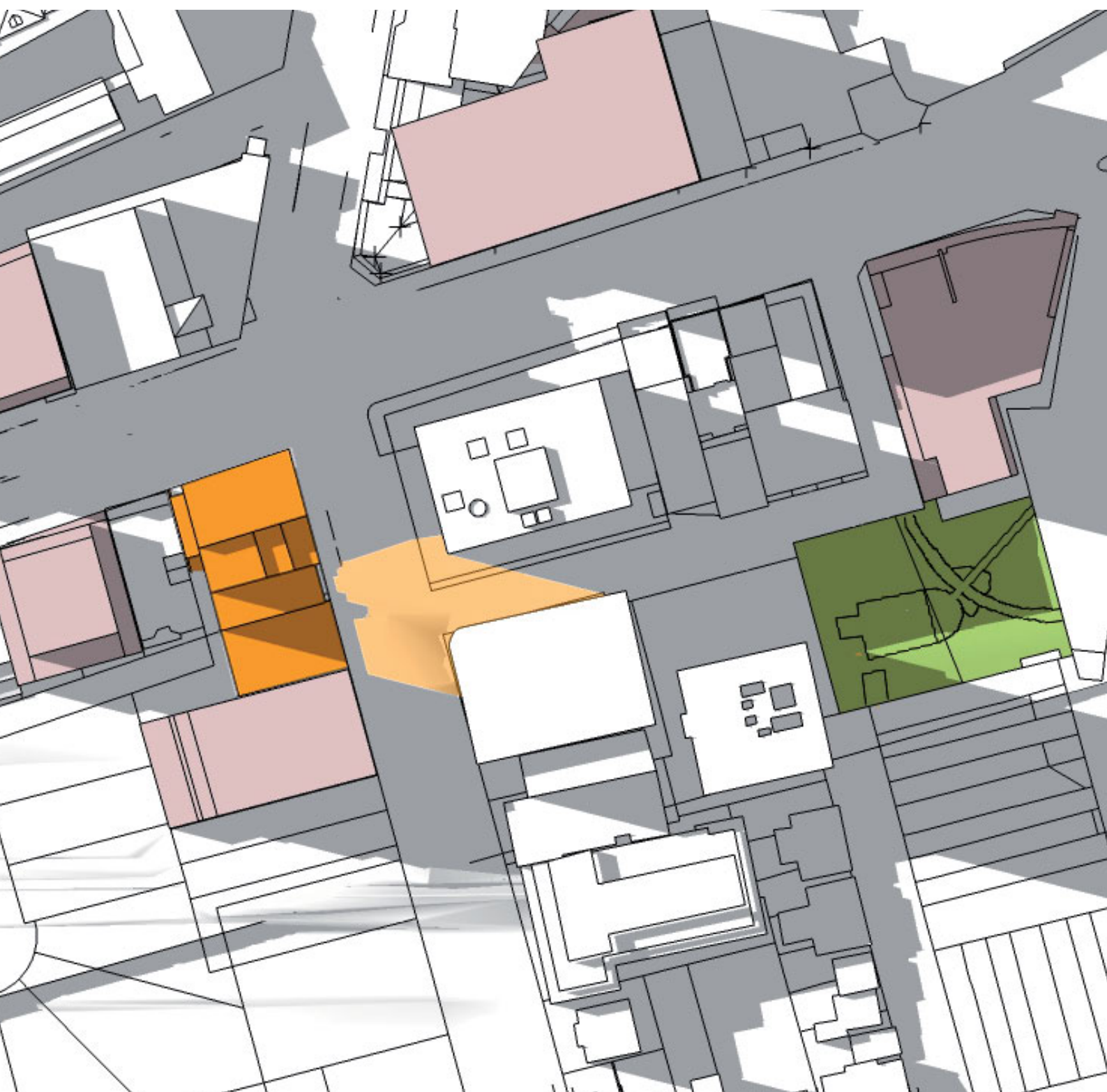


lation and sunlight to these villages.

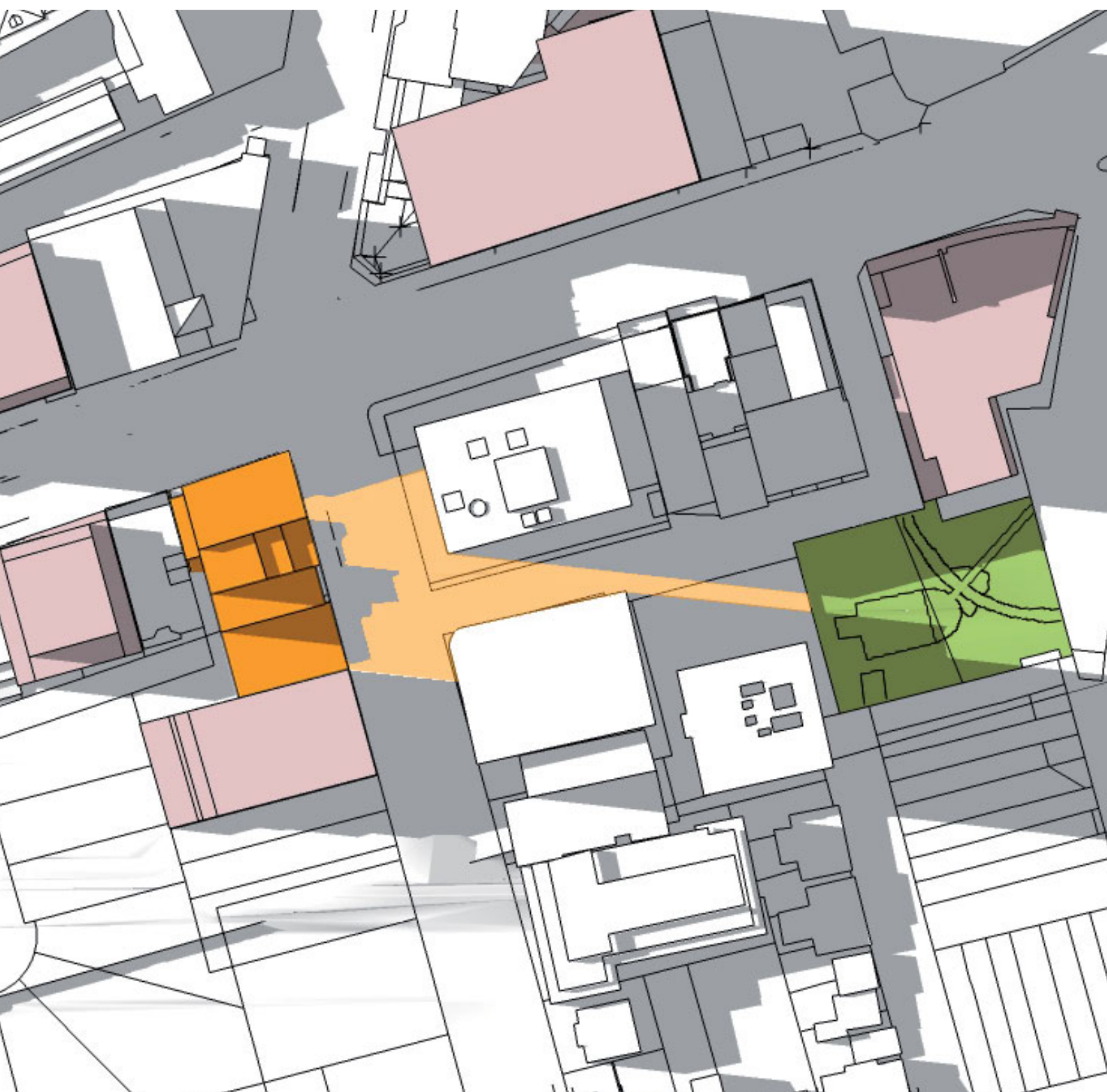








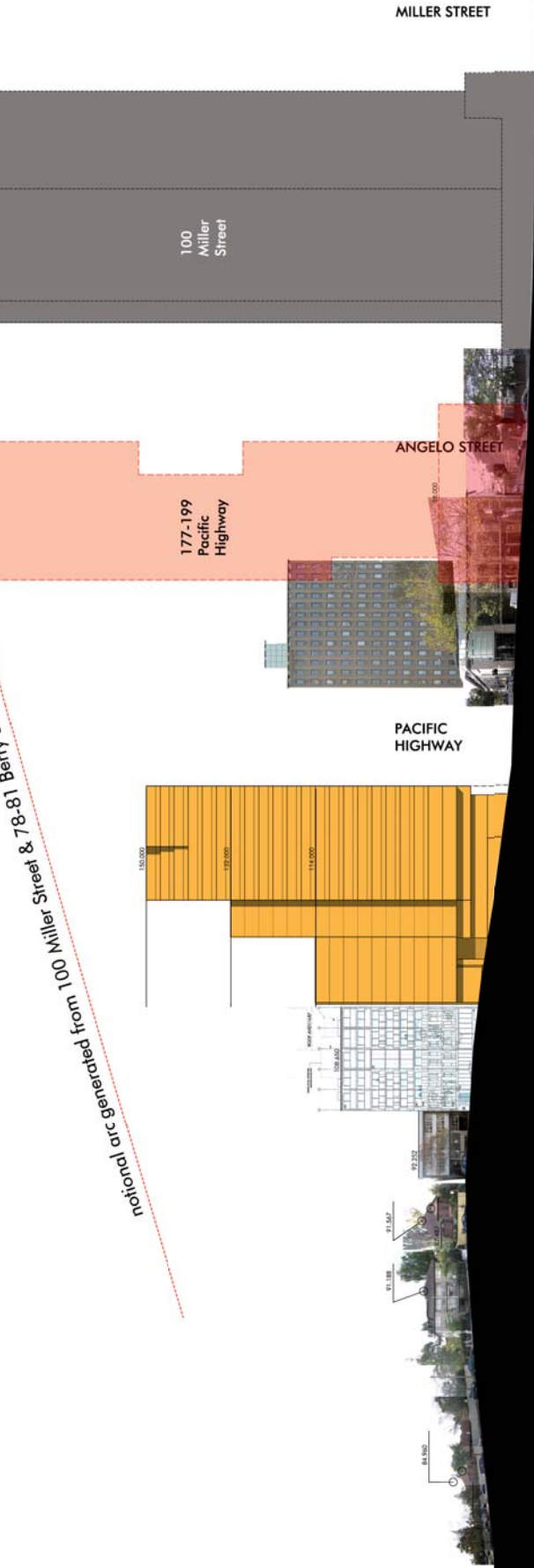








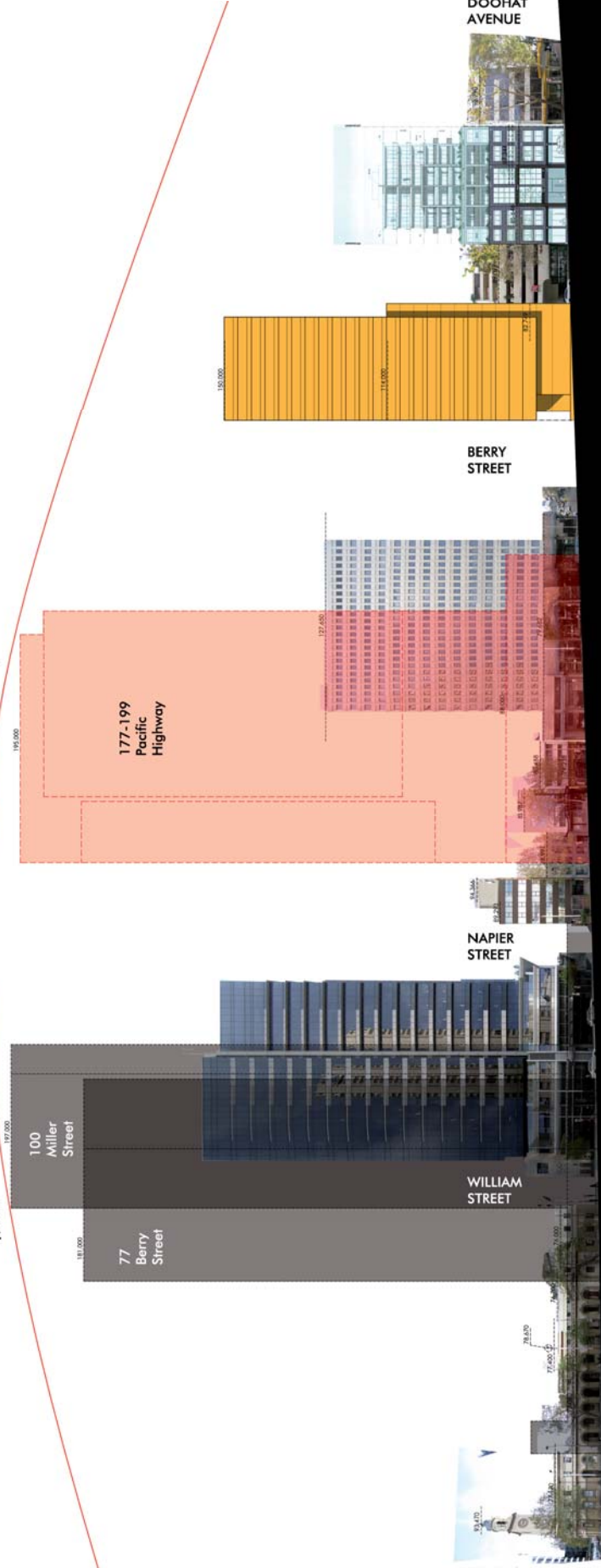
notional arc generated from 100 Miller Street & 78-81 Berry

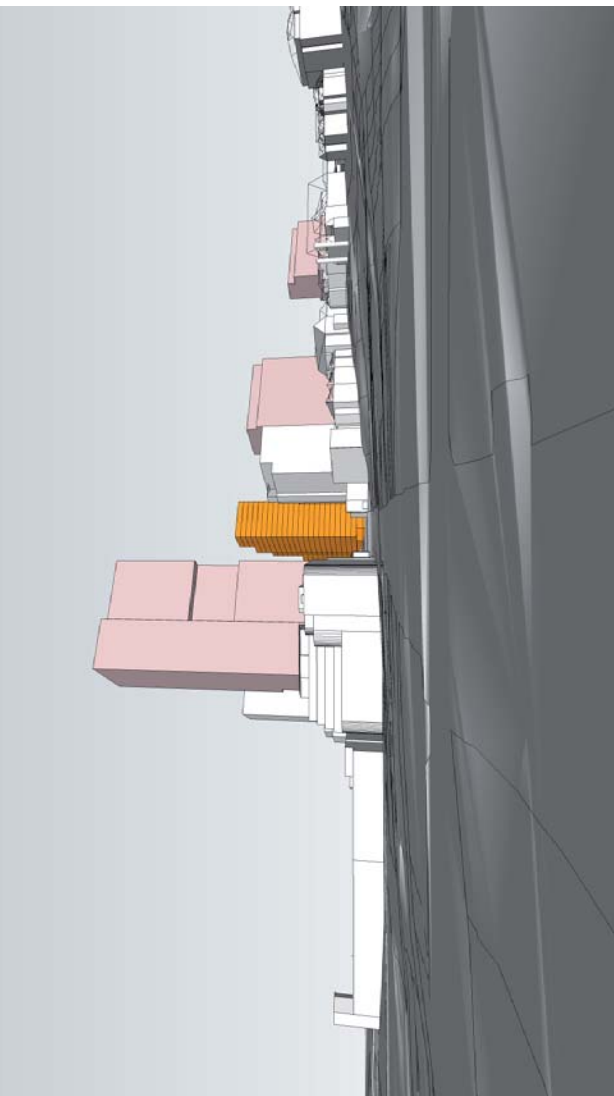


Street Elevation

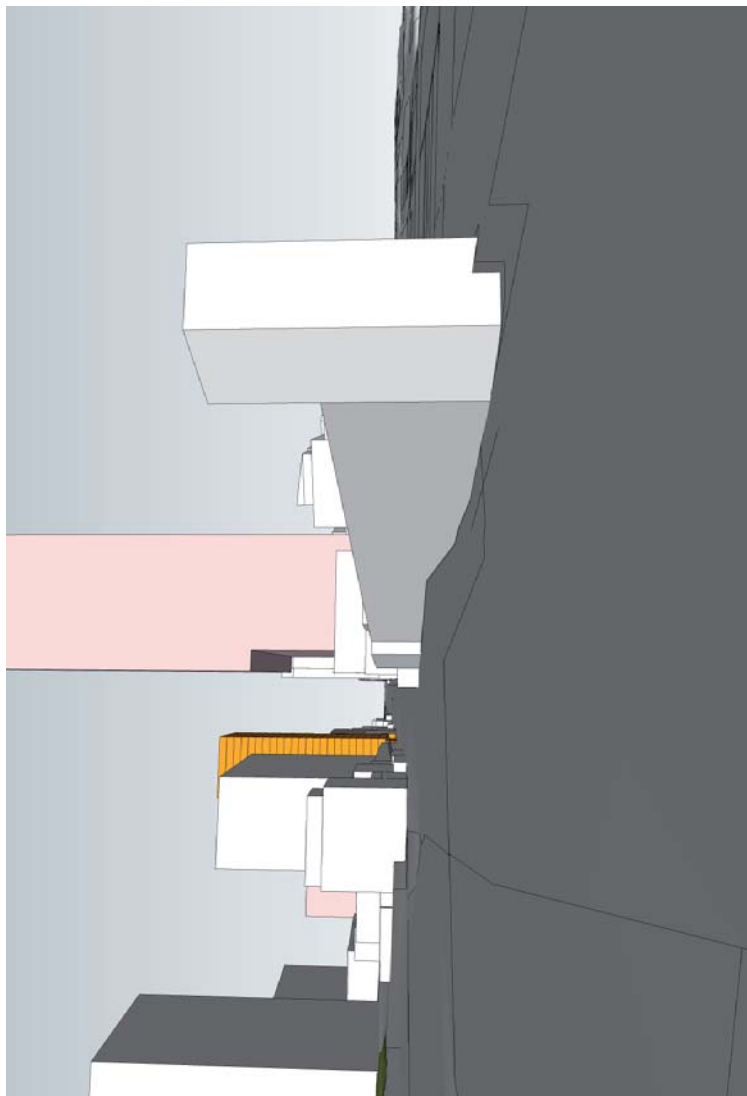


notional arc generated from 100 Miller Street & 177-199 Pacific Highway

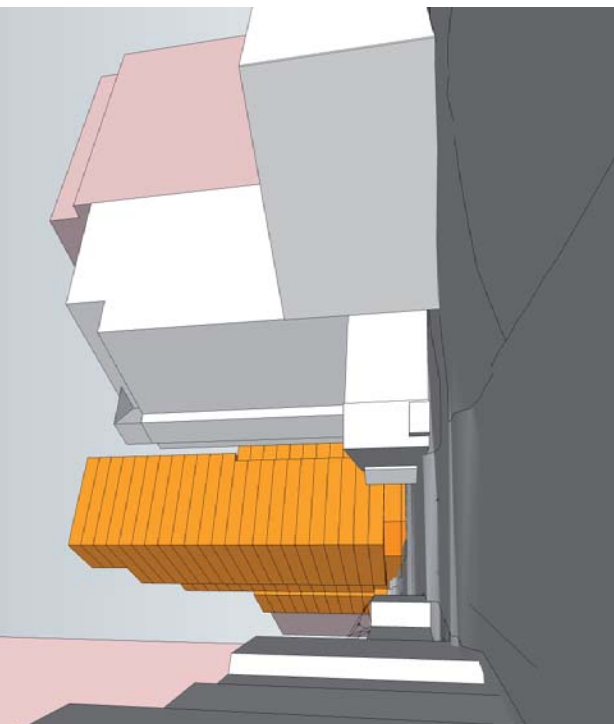


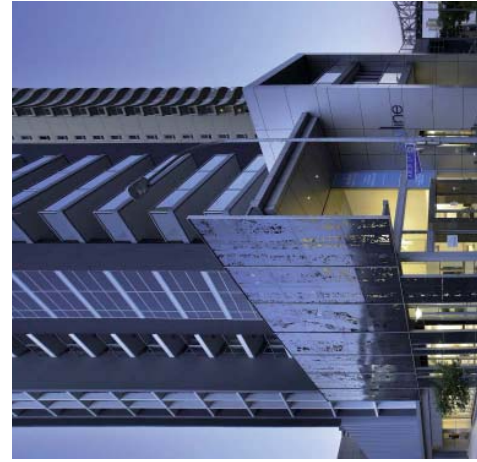
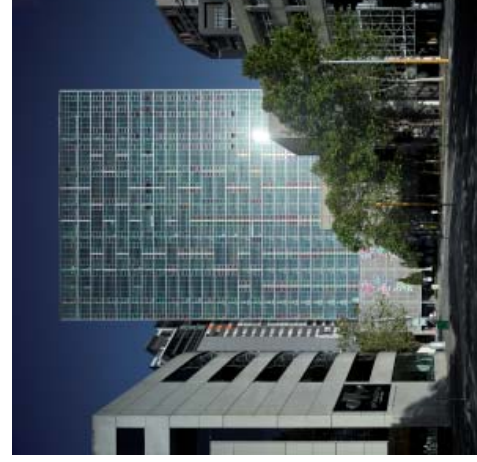
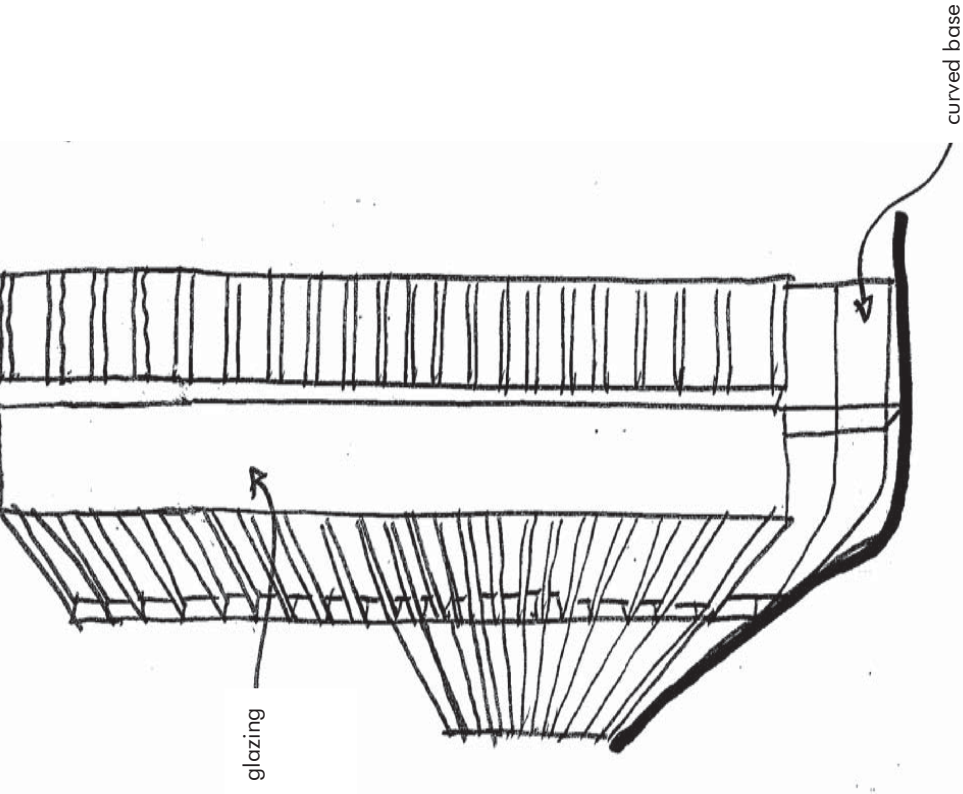
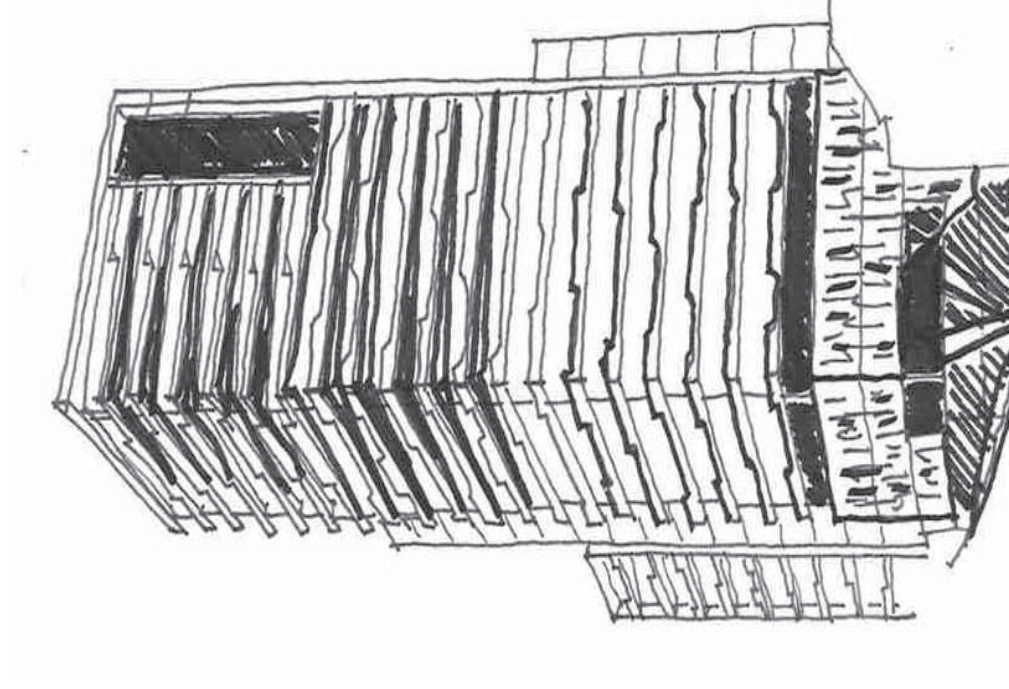
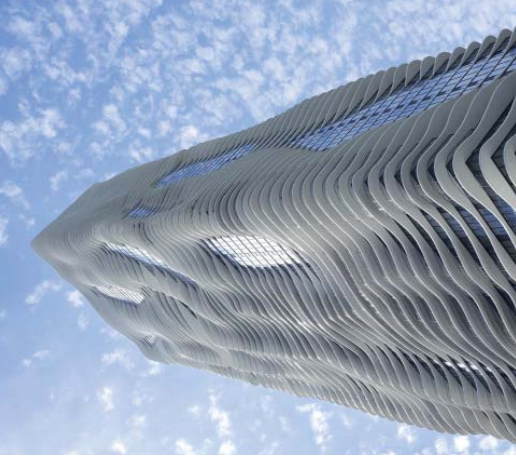


VIEW 2



VIEW 4





the north as a through site link.

to close off the vehicle connection, but maintain a pedestrian through ding over. This link will address the following design issues:

- doohat Lane;
- restricted & separated from pedestrian zone;
- ce of the pedestrian link;
- athway through the shared zone area with identifiable surface material.



THE



STREET

context.