

25 September 2015

General Manager
North Sydney Council
200 Miller Street
NORTH SYDNEY NSW 2060

To the General Manager,

575 Pacific Highway, St Leonards – Supplementary Heritage Assessment of Planning Proposal

Urbis has been engaged by Equitibuild Pty Ltd to prepare this letter which sets out a supplementary heritage assessment of the Planning Proposal submitted to council for 575-583 Pacific Highway, St Leonards. The assessment in this letter is based on the comments related to heritage set out in the correspondence from North Sydney Council dated 25 August 2015 which outlines key issues raised in the Design Excellence Panel meeting dated 11 August 2015.

CURRENT STATE OF THE BUILDING – EXTENT OF ORIGINAL FABRIC

While the building appears to be in fair structural condition, it has been significantly altered over the course of its history and a substantial degree of the salient façades now constitute non original fabric. The extent of remnant original fabric is graphically represented below in Figure 1.

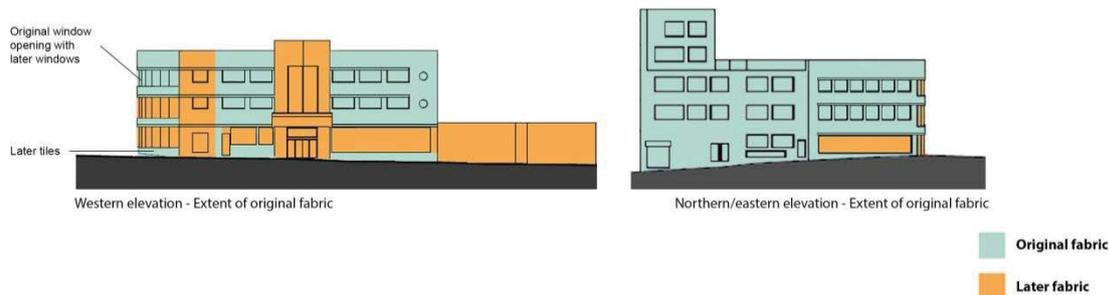
Most notably, the entry to the western façade is resultant of works undertaken in the 1990s. The new entry tower removed horizontal windows and associated wall on all three levels and required the reconstruction of the section of wall from which it was removed.

The original entry tower was demolished for this relocated entry.

There have also been alterations to all western and northern windows on the ground level and the curved window opening on the first floor, the sill height of which was dropped post 1951. Many finishes are further later additions including the external wall tiles on the ground floor.

Refer to the history prepared by Urbis which is appended to this report for images of the original state of the building.

FIGURE 1 – DIAGRAM INDICATING THE EXTENT OF ORIGINAL FABRIC.



SOURCE – URBIS MARK-UP OF AJ+C BASE PLANS.

RESPONSE TO KEY HERITAGE ISSUES

It is noted that the proposal envisages the retention of the remaining identified significant fabric, including the curved northern façade, cantilevered rain hoods, remnant original windows, original western staircase and internal splayed columns. The retention of the remaining significant fabric is essential for the Planning Proposal, or any future Development Application, to be supported on heritage grounds.

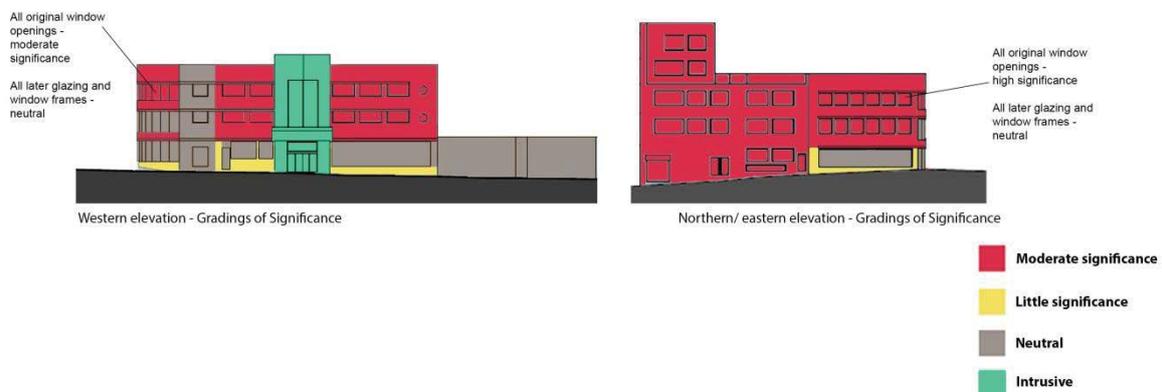
Considering the alterations, particularly those which were made in the 1990s, the most significant fabric is identified as that listed below. Although the statement of significance available from the heritage branch website¹ states that the building is an *Excellent and attractive example of the Interwar Functionalist style on a prominent corner site*, the building has a varying degree of original fabric throughout and its design integrity has been permanently diminished. Urbis considers that the remnant significance of the building is vested in the fabric which is original and outwardly contributes to the identified functionalist style and the presentation of the building to the streetscape (See Figure 3 and Figure 4). This fabric is proposed for retention and includes:

- Curved northern façade;
- Cantilevered rain hoods;
- Remnant original windows openings (particularly on the west and north facades and including porthole windows - it is noted that all the original steel framed windows have been replaced by aluminium); and
- Original western staircase.

Although the splayed columns are representative of the period, they do not contribute to its overall presentation and it is understood that their retention is not practical. Accordingly, these are not proposed to be retained. The aesthetic significance of the building in the context of the streetscape would not be impacted by their removal.

¹ Heritage Branch Database no. 2180900, available at <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=2180900>

FIGURE 2 – SIGNIFICANCE GRADINGS.



SOURCE – URBIS MARK-UP OF AJ+C BASE PLANS.

The proposal does not include documentation to demonstrate that the structure of the heritage item would be able to withstand the construction of the proposed basement or residential tower without significant alteration.

A structural report would be provided prior to the approval of the Planning Proposal. Preliminary comments from the engaged structural engineer indicate that the construction of the proposed basement would be achievable without compromising the structural integrity of the heritage item or effecting significant alteration.

The Built Form Masterplan for Precinct 1 identified that the Old Marco Building is to be retained. The Masterplan also identifies that the southern portion of the subject site, being that portion of the site which does not accommodate the significant fabric of the Old Marco Building, may be eligible for an increase in the LEP height control from 26 metres to 56 metres. The built form master plan does not envisage that the increase in the height control will apply to the portion of the site accommodating the significant fabric of the Old Marco Building.

The height control over the Marco Building to the north is proposed to accommodate a podium and tower development. It is considered that the podium component above the Marco building responds to the heritage building below, reflecting the curved northern form. It is further of a comparable scale to the heritage building which visually breaks up the bulk of the tower and moderates the difference in height between the two. The podium will be set back from the façade of the heritage component. As such, it is considered that the design of the additional tower forms would ensure that the increase in the permissible height would not have a detrimental impact on the presentation of the heritage component.

It is considered that both Option 1 and Option 2 for the proposed tower would, in different ways, ensure that the impact of the increased height on the heritage item would be minimised. Specifically, Option 2 would taper away from the northern elevation, as height increases, to allow maximum visual curtilage around the heritage façade.

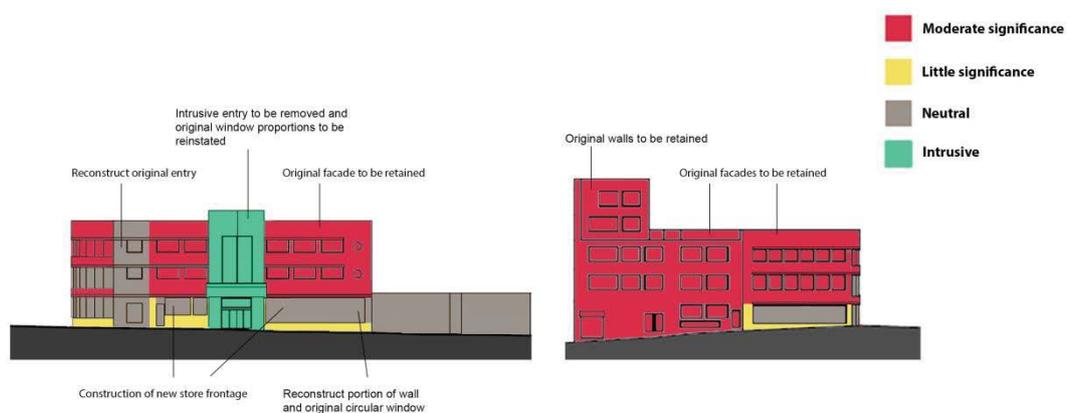
Any departure from the planning study needs to demonstrate that the overall intent of the planning study will be respected. This must include that the departure will result in design excellence and

significant public benefit, that the relationship with surrounding buildings will not be adversely affected, and that the departure will result in the retention of the heritage attributes of the Old Marco Building.

It is considered that the reconstruction of original elements, the retention of the elements considered to be of heritage significance and the removal of later pastiche elements would be of public benefit. The proposed treatment of each element is identified below:

- **Northern corner:** This element is considered to be the most distinctive and a significant feature even though the windows on the ground and first floors have been changed. It is proposed to present this corner more authentically with steel framed windows and the reconstruction of the original entrance;
- **Western Staircase:** The western staircase constitutes original fabric and makes a contribution to the overall character of the building. It is proposed to be retained and conserved. As per the 1959 plans, the stairwell originally opened to the northern corner entrance but was separated into a fire stair when the new more southern entrance was introduced. Further, there was no single door opening directly onto the street. It is proposed to return this element to its original state; and
- **Fenestration:** The four previously removed horizontal windows would be reinstated on the western façade returning the distinct horizontality to the building. Further, the portal window on the ground floor of the western elevation would be reinstated. This window, and the two portal windows on the floor above it, would define the original southern extent of the building.

FIGURE 3 – WORKS TO THE HERITAGE FACADES



SOURCE – URBIS MARK-UP OF AJ+C BASE PLANS.

An application was made in 1959 for extensions to the building to the south to occupy lot 10. Refurbishments were undertaken in 1990 which included the construction of the existing primary entry onto Pacific Highway and the creation of three separate tenancies. All fabric which is associated with these works is considered to be of low heritage significance and its removal would not have any impact on the relationship between the building and the streetscape.

Comments from the Design Excellence Panel Meeting

The Marco Building is an excellent example of its period and of the Functionalist style, and of how a corner site of this nature can be very successfully addressed. It is important that any development

should not compromise its integrity, but this potentially could be achieved whilst allowing building form(s) over part of the site.

As discussed above, the design integrity of the building has been substantially degraded by unsympathetic alterations. Notwithstanding, it is proposed to undertake significant works to the primary facades which would greatly contribute to restoring the original character of the building.

Further, it is considered that both options for the proposed vertical addition would be acceptable as they would respond to the form and siting of the heritage component. Option 1 would additionally be sympathetic in terms of scale as it would ensure that the difference in height between the tower and the original fabric is visually mediated through the podium element.

The proposed forms are appropriately set back from the podium and heritage items such that the distinctive form is not obscured. The shapes adopted for both options respond to the curvilinear lines of the Marco Building.

Allowing a height exceeding that proposed, perhaps to match or exceed the height of the 'Abode' building, would have merit in this context.

This is matter of urban design review by AJC Architects.

The tower is too close to the northern corner of the heritage building.

It is considered that the form of the proposed Option 1 responds to the heritage building below and augments it, as discussed above. The building reflects the curved northern form of the heritage building. It further includes a podium of comparable scale to the heritage bulk which visually breaks up the bulk of the tower and respects the scale of the existing building. This podium will be set back from the façade of the heritage component.

The proposed Option 2 has a greater setback from the salient north western corner of the heritage item and also has significant merit in relation to the interface with the heritage façade.

SUMMARY

Urbis considers that the Planning Proposal seeks to retain the extant significant features of the Marco Building and will restore distinctive original features which have previously been unsympathetically altered, achieving an improved heritage outcome.

The Planning Proposal is therefore supported from a heritage perspective.

Please do not hesitate to contact the undersigned on (02) 8233 9900 should you wish to discuss further.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Stephen Davies', is located below the text 'Yours sincerely'.

Stephen Davies



Director Heritage

APPENDIX A – IMAGES OF THE SUBJECT SITE



FIGURE 4 – SIGNIFICANCE FLOOR PLANS

- Moderate significance
- Little significance
- Neutral
- Intrusive



Ground Floor Plan



Level 1 Floor Plan



Level 2 Floor Plan

SOURCE – URBIS MARK-UP OF AJ+C BASE PLANS.

FIGURE 5 – EXTERNAL IMAGES OF THE SUBJECT SITE.



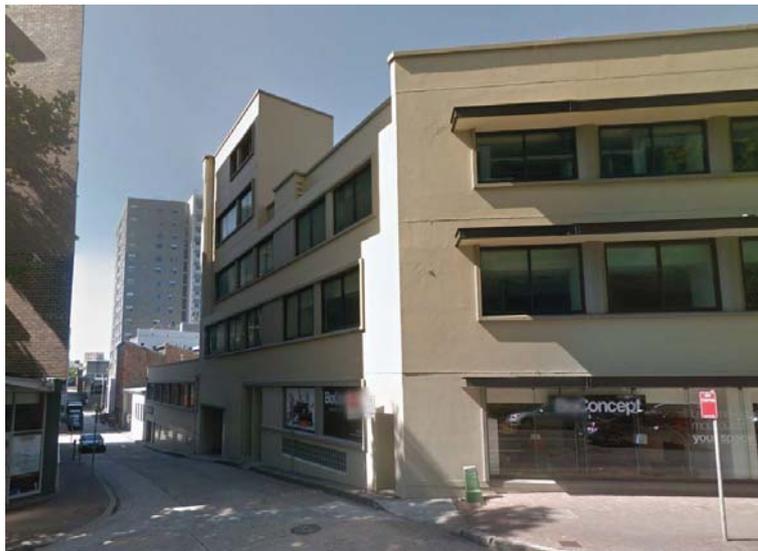
Picture 1 – View towards the north east corner of the subject site. (source: googlemaps)



Picture 2 – View towards the south west façade of the subject site. The portion to the right of the image constitutes non-original fabric (1959 and 1990 addition). (source: googlemaps)



Picture 3 – View towards the north façade of the subject site. (source: googlemaps)



Picture 4 – View towards the north east corner of the subject site. (source: googlemaps)

FIGURE 6 – INTERNAL IMAGES OF THE SUBJECT SITE



PICTURE 5 – ORIGINAL BALUSTRADE ON THE WESTERN STAIR



PICTURE 6 – ORIGINAL WESTERN STAIR



PICTURE 7 – ORIGINAL EASTERN STAIR



PICTURE 8 – ORIGINAL SPLAYED COLUMNS



PICTURE 9 – VIEW ACROSS THE FIRST FLOOR COMMERCIAL SPACE SHOWING ORIGINAL SPLAYED COLUMNS.



PICTURE 10 – VIEW ACROSS THE FIRST FLOOR COMMERCIAL SPACE SHOWING ORIGINAL SPLAYED COLUMNS.



PICTURE 11 – VIEW ACROSS THE FIRST FLOOR COMMERCIAL SPACE SHOWING ORIGINAL SPLAYED COLUMNS.



PICTURE 12 – VIEW ACROSS THE FIRST FLOOR COMMERCIAL SPACE SHOWING ORIGINAL SPLAYED COLUMNS.

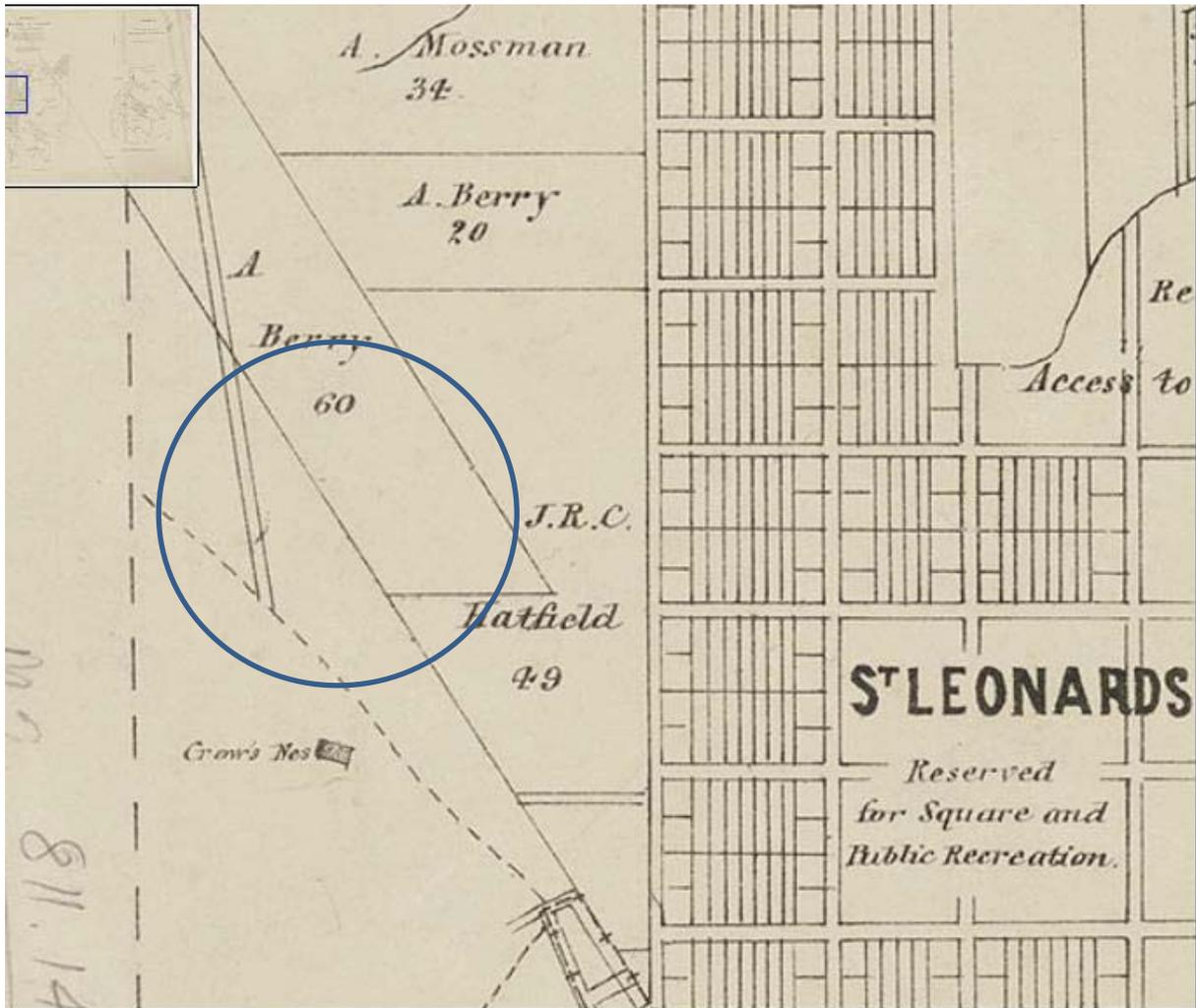


APPENDIX B – HISTORICAL DEVELOPMENT OF THE SUBJECT SITE

1.1 AREA HISTORY

St Leonards is named after the place in England of the same name. It was named by Sir Thomas Mitchell when he explored the area in 1828. For many years the whole North Sydney area was known by that name but is now reserved for the area around the railway station as well as St Leonards Park in North Sydney.² Today's suburb is divided between the local government areas of Willoughby (east from the Pacific Highway to the railway line, with a small portion east of the line), Lane Cove (west of the Highway to the railway) and North Sydney.

FIGURE 7 – MUNICIPALITY OF ST. LEONARDS IN THE PARISH OF WILLOUGHBY 1859 APPROX. LOCATION INDICATED

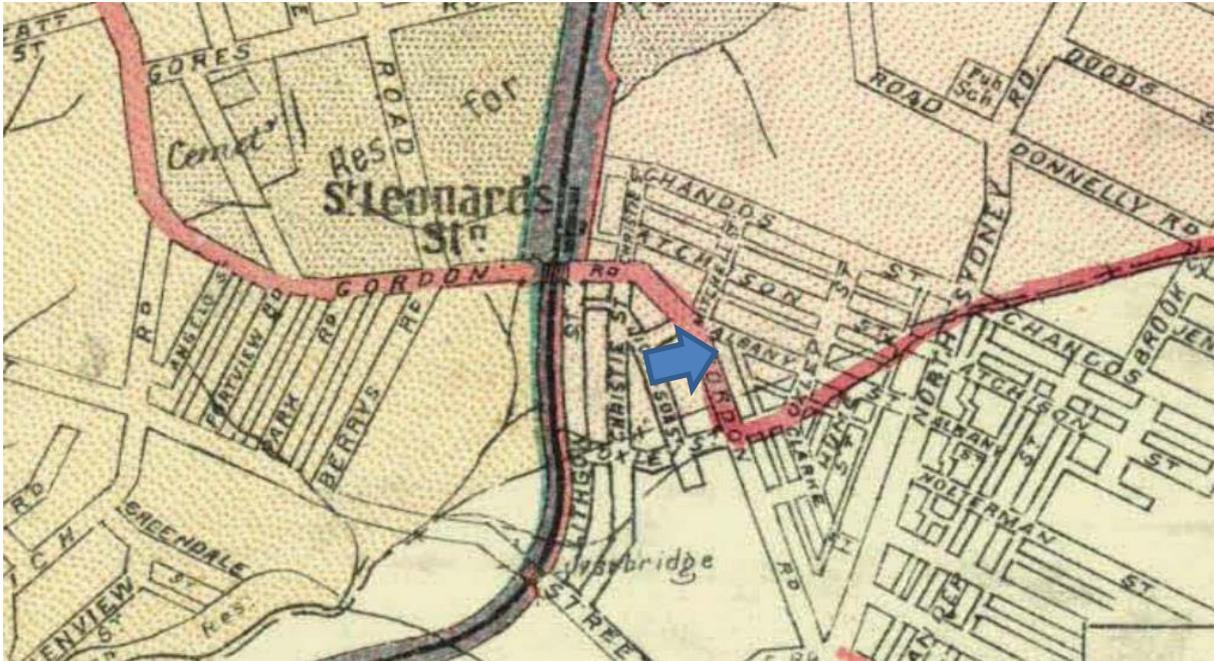


SOURCE: STATE LIBRARY OF NEW SOUTH WALES Z/M2 811.141/1859/2

In the years 1885-1890 the subject site was located within the Willoughby local government area (Figure 8). St Leonards Railway Station (located within Willoughby City) was the original terminus of the North Shore Railway when it opened on 1 January 1890 and the town developed as an important commercial centre in the early 20th century.

² Pollon, F Sydney and Suburbs North Sydney.

FIGURE 8 – ATLAS OF THE SUBURBS OF SYDNEY, CA 1885-1890 – WILLOUGHBY SUBJECT SITE INDICATED



SOURCE: CITY OF SYDNEY ARCHIVES HISTORICAL ATLAS OF SYDNEY 2015

1.2 SITE HISTORY

There is no evidence to indicate that there was any structure on the site before the construction of the present building. This building was designed by David King who was a Queensland born architect (1905) and commenced practice in 1932. He is best known for his design of the Australian Provincial Association Mutual Ltd head office in Martin Place.³ The subject building was built by B H Coleman and Kirk in 1945. However, the company Marco Productions was registered on November of the year before.⁴

The company manufactured and distributed proprietary lines of ready-to-wear mens clothing. When first opened it was described as looking like a luxurious hotel boasting tropical design, hooded windows and polished floors. Initially employing 500 females producing 2000 men's suits per week in full production it set out to change the whole environment of clothing manufacture.⁵

At this time the company had capitol of £37,000. It was converted to a public company in November 1950 in the same year that another production unit was established in Balgowlah. In October 1950 the company purchased the land adjoining the factory to the south with the intent to expand the building.

In 1959 the original design architect David King was recalled to oversee extensions to the south where Marco Productions had purchased the adjoining site (575 Pacific Highway). In 1979 ownership of the building passed to Pete's building Pty Ltd.

In 1990 another application was lodged with North Sydney council which involved major refurbishment of the existing commercial building (575-597 Pacific Highway) to create three separate tenancies,

³ Australian Institute of Architects Biographical Information Sheet David White King 1905-1979.

⁴ Sydney Morning Herald (NSW: 1842 - 1954), Friday 4 May 1951, page 6.

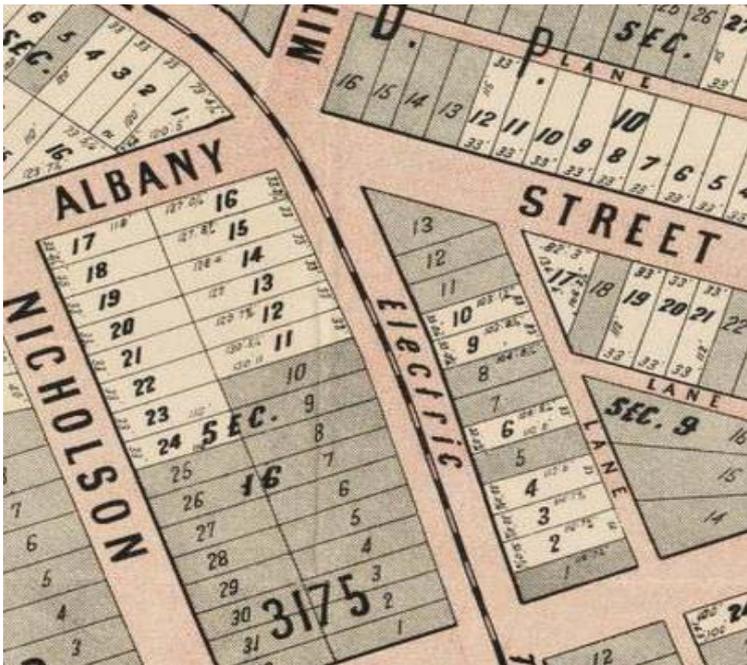
⁵ Army News Darwin NT 7 February 1945:2

street awnings and the moving of the entry tower. The application was lodged and designed by Restifa & partners Architects in 1990.

There was a separate later application in 1990 for a new awning along the Pacific Highway main elevation DA 1101/1990.

The building is currently not tenanted on the upper levels and is used as a furniture store on the ground level.

FIGURE 9 – HARDIE & GORMAN PTY. LTD. BERRY'S ESTATE, NORTH SYDNEY 1901 SHOWING CORNER LAND SOLD



SOURCE: NATIONAL LIBRARY OF AUSTRALIA MAP FOLDER 126, LFSP 1984.



FIGURE 10 – LAND TITLES CMA SHEET U1852-431 SHOWING LOTS WITHIN SUBJECT SITE IN RED NO DATE



SOURCE: LAND TITLES 2015

FIGURE 11 – MARCO PRODUCTIONS BUILDING 1951



SOURCE: STATE LIBRARY OF NEW SOUTH WALES D2_01493R

FIGURE 12 – PACIFIC HIGHWAY ST LEONARDS APPROACHING ALBANY STREET APPROX 1946.



SOURCE: NORTH SYDNEY LIBRARY T00845 2015

1.3 PROPERTY OWNERS

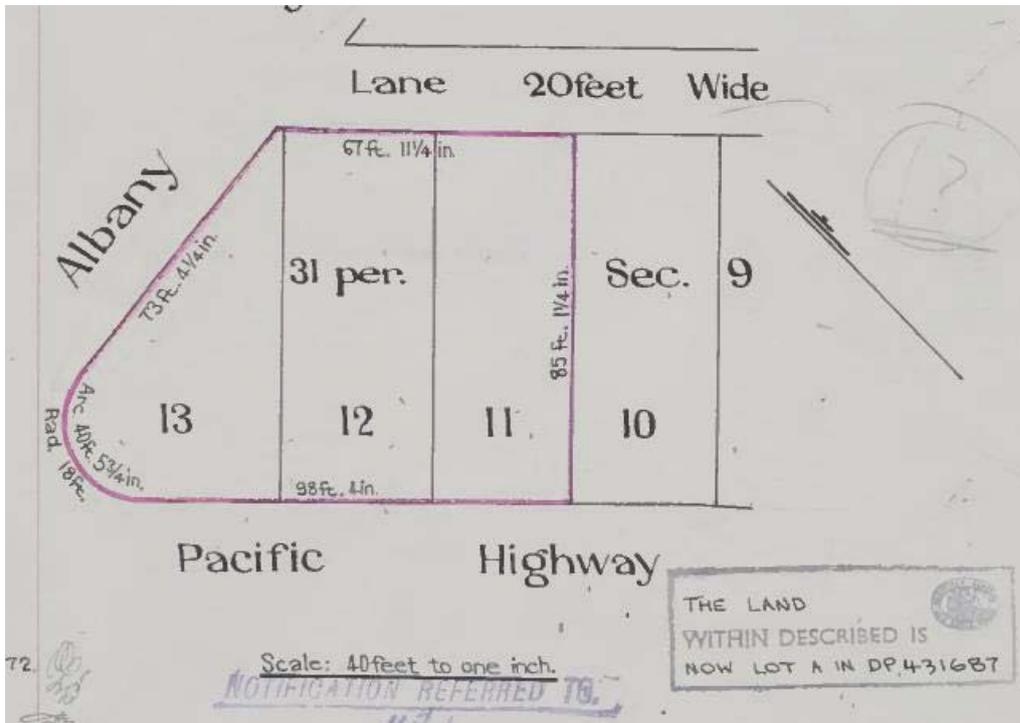
Table 1 lists owners of the subject property from known historical records.

TABLE 1 – PROPERTY OWNERS LOTS 11-13 SECTION 9

DATE	OWNER
1825	Edward Wollstonecraft (Crown Grant)
1945	Marco Productions
1979	Pete's Building Pty Ltd



FIGURE 13 – LAND TITLES VOL. 5475 FOL. 131

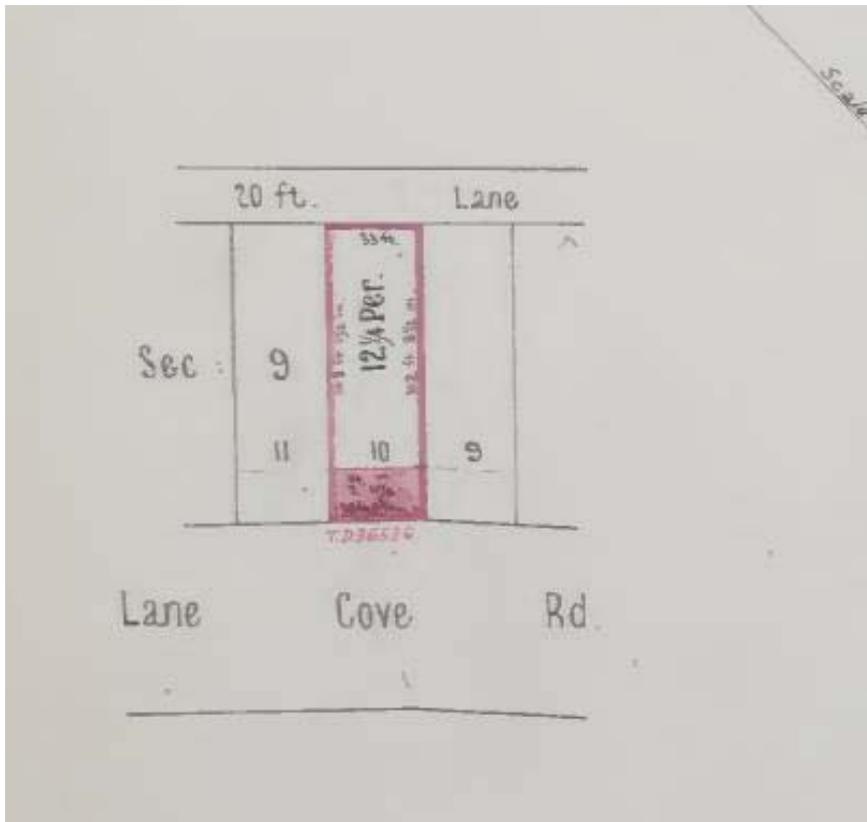


SOURCE: LAND TITLES 2015

TABLE 2 – PROPERTY OWNERS LOT 10 PORTION 9

DATE	OWNER
1825	Edward Wollstonecraft (Crown Grant)
1910	William & Frances Holland
1941	Commissioner for Main Roads (Purchase shaded red area)
1950	Marco Productions Pty Ltd
1979	Pete's Building Pty Ltd

FIGURE 14 – LAND TITLES VOL. 2058 FOL. 207



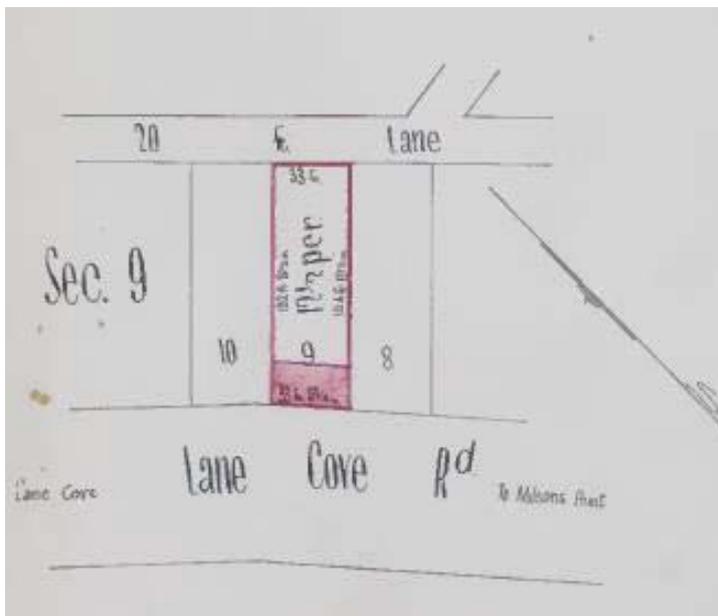
SOURCE: LAND TITLES 2015

TABLE 3 – PROPERTY OWNERS LOT 9 SECTION 9

DATE	OWNER
1825	Edward Wollstonecraft (Crown Grant)
1908	John Hyde (Builder)
1909	Frank Orloff (Grocer)
1910	Esther Gaff
1940	Albert G Sims Pty Ltd
1941	Commissioner for Main Roads (Purchase shaded red area)
1944	Marco Productions Pty Ltd
1979	Pete's Building Pty Ltd



FIGURE 15 – LAND TITLES VOL. 1928 FOL. 18



SOURCE: LAND TITLES 2015

1.4 DATE OF CONSTRUCTION

The building's foundation stone indicates that the building was constructed in 1945.

FIGURE 16 – SUBJECT SITE N.D. LIKELY 1970S



SOURCE: BUILDING MAY 24 1946 AUSTRALIAN INSTITUTE OF ARCHITECTS 2015

1.5 ALTERATIONS AND ADDITIONS

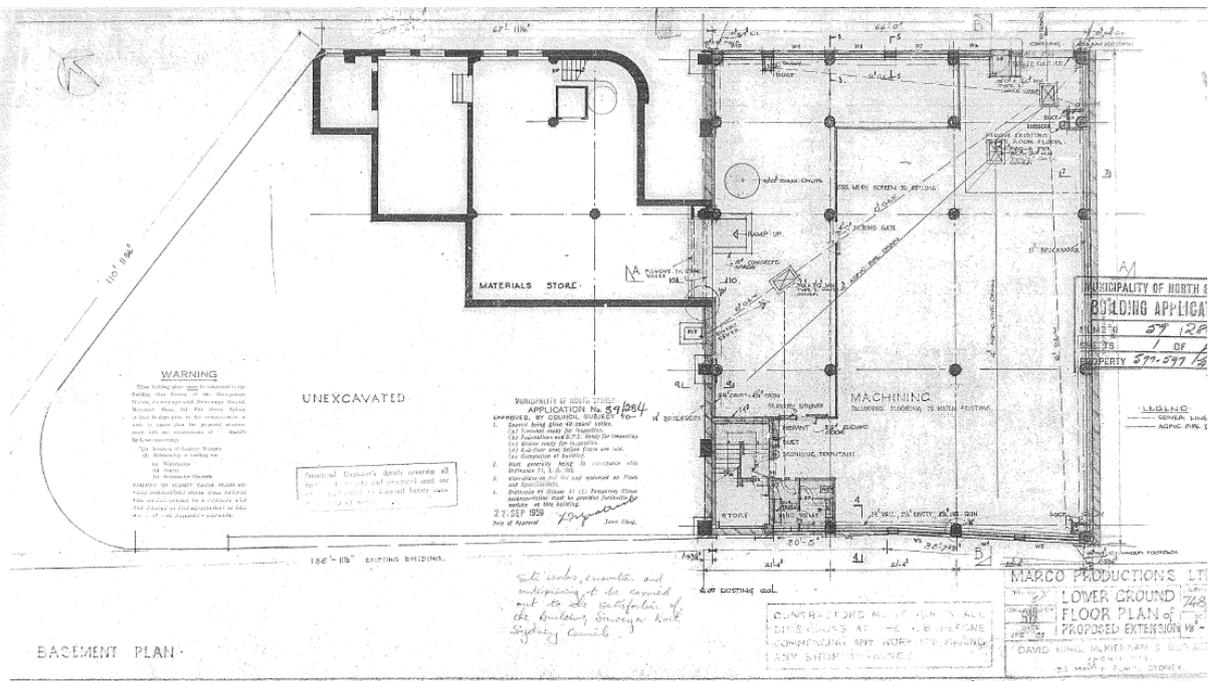
The following were sourced from North Sydney Council Archives and accessed 9 February 2015

TABLE 4 –LIST OF APPLICATIONS

DATE/APPLICATION NUMBER	DESCRIPTION OF WORKS & APPLICANT
BA 284/ 1959	Extensions to Existing Commercial premises. David King Architects
BA 89/650	Roof Sign. E Cassimatis
DA 1101-/1990	Refurbishment of existing commercial premises. Restifa & Partners Architects
BA/90/393 1990	Refurbishment of existing commercial premises. Restifa & Partners Architects

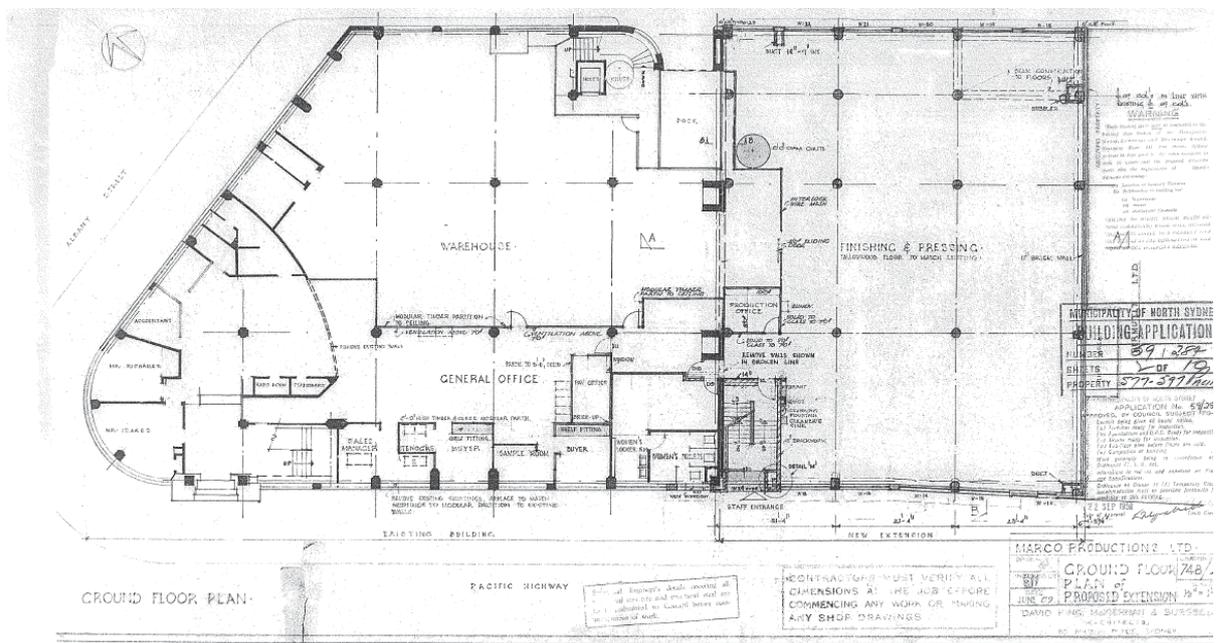


FIGURE 17 – BA 284 1959 LOWER GROUND FLOOR PLAN DAVID KING ARCHITECT



SOURCE: NORTH SYDNEY COUNCIL 2015

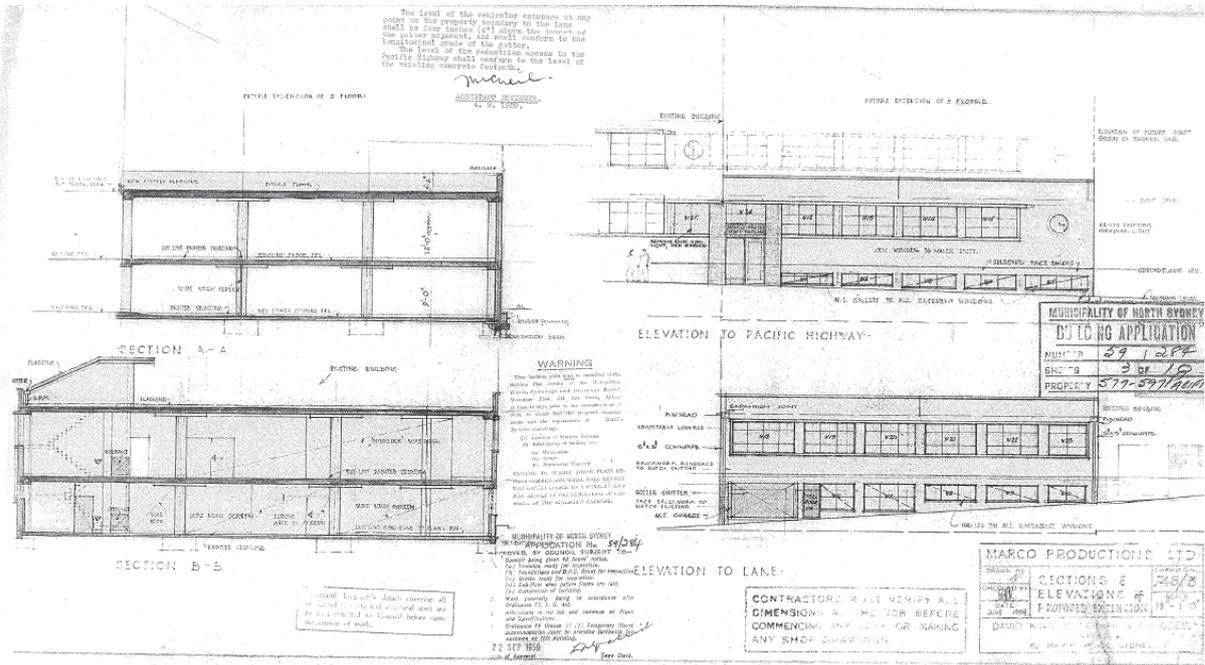
FIGURE 18 – BA 284/ 1959 GROUND FLOOR PLAN DAVID KING ARCHITECT



SOURCE: NORTH SYDNEY COUNCIL 2015

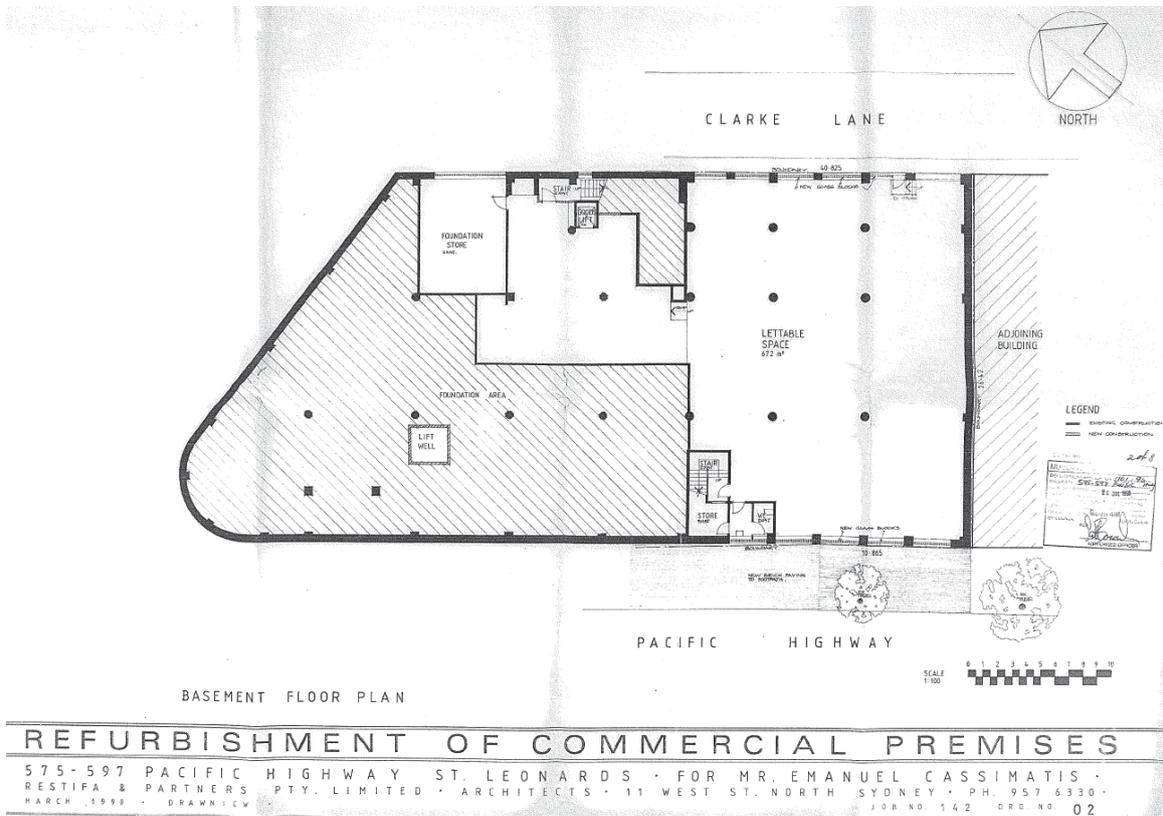


FIGURE 19 – BA 284/ 1959 SECTION AND ELEVATIONS DAVID KING ARCHITECT



SOURCE: NORTH SYDNEY COUNCIL 2015

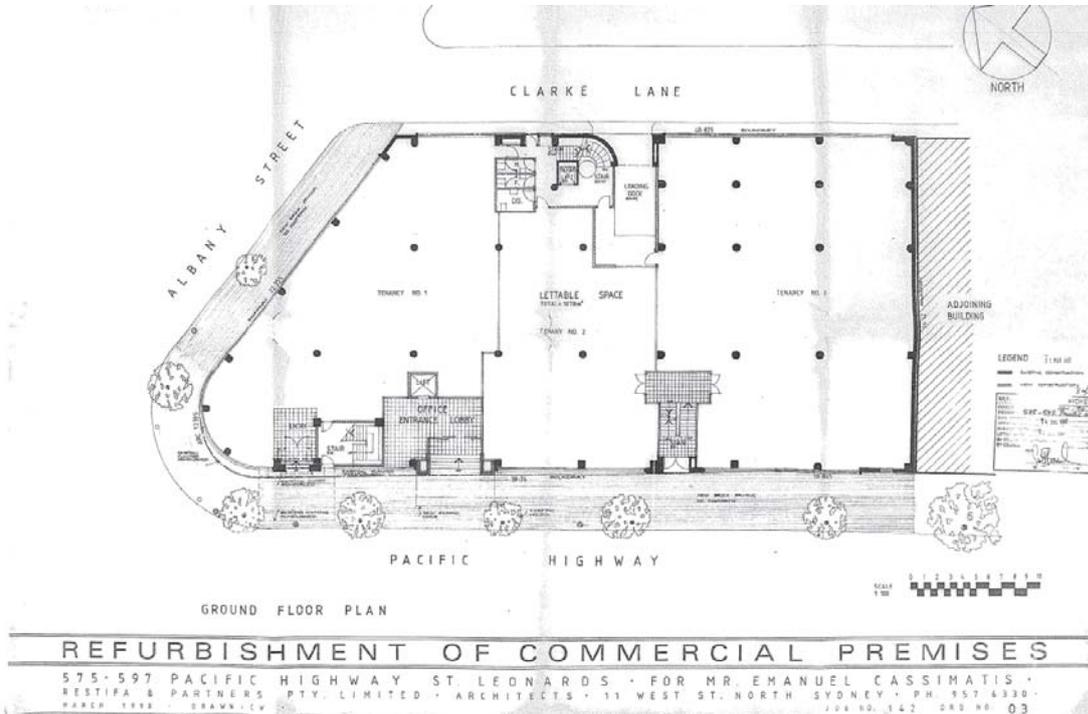
FIGURE 20 – BA 90/393 1990



SOURCE: NORTH SYDNEY COUNCIL 2015

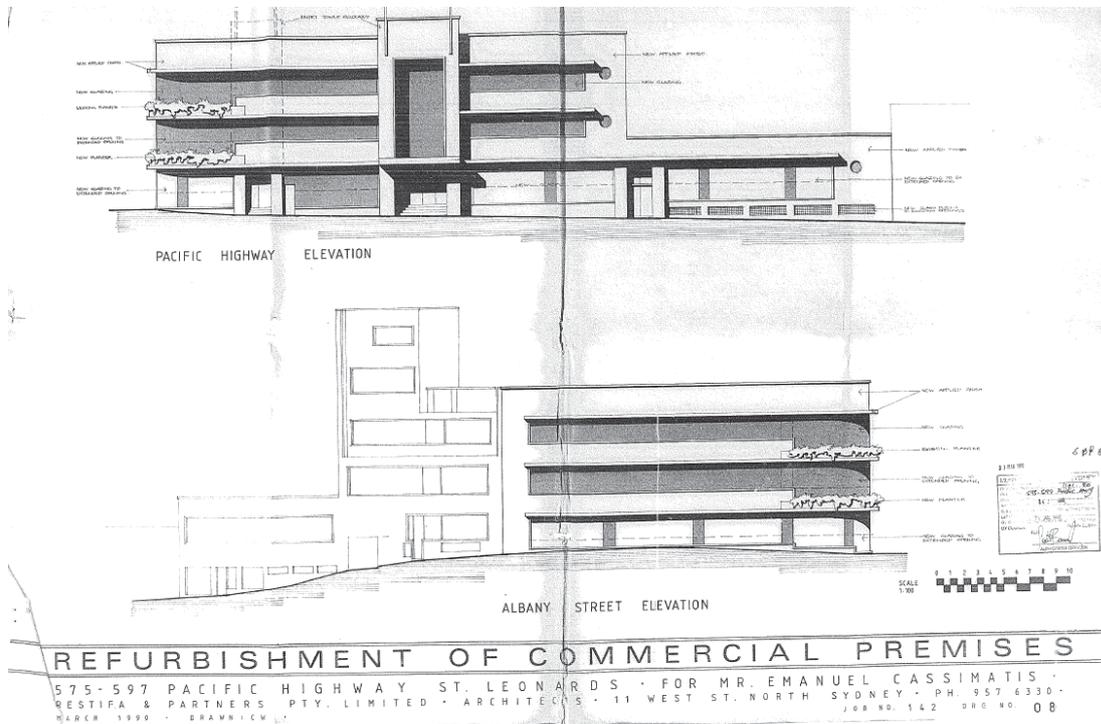


FIGURE 21 – BA 90/393 1990



SOURCE: NORTH SYDNEY COUNCIL 2015

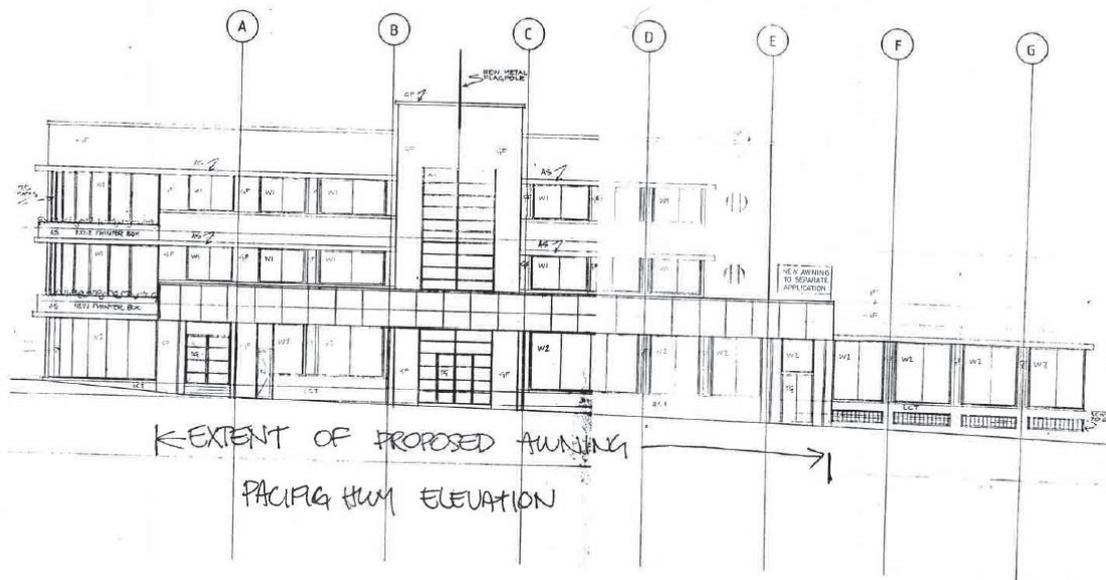
FIGURE 22 – BA 90/393 1990



SOURCE: NORTH SYDNEY COUNCIL 2015



FIGURE 23 – DA 1101-1990 NEW AWNING TO PACIFIC HWY ELEVATION



SOURCE: NORTH SYDNEY COUNCIL 2015

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Email: mail@jamestaylorassociates.com.au

Website: www.jamestaylorassociates.com.au



Ref:5728:JT:rp

28 September 2015.

North Sydney Council
200 Miller Street
North Sydney NSW 2060

Attention: General Manager, North Sydney Council

Dear Sir,

RETENTION OF HERITAGE FACADE 575-583 PACIFIC HIGHWAY, ST LEONARDS

There is currently before North Sydney Council a proposed redevelopment of the site No. 575-583 Pacific Highway, also bounded by Albany Street and Clarke Lane.

The purpose of this report is to address the retention of the existing facade during and after the construction period of the redevelopment.

The redevelopment comprises a tower set back from the lower levels above street, the form of which is the existing 'Marco' building.

The facade of this building has been deemed worthy of heritage consideration.

In preparing this report we acknowledge receipt of two principal documents.

1. Architectural documents prepared by AJ+C entitled '*Architectural Statement*' dated 25 September 2015.
2. Heritage report prepared by Urbis entitled '*575 Pacific Highway, St Leonards – Supplementary Heritage Assessment of Planning Proposal*' dated 25 September 2015.

We have drawn on information contained in these reports to prepare this document.

Inherent in the current redevelopment proposal is a number of carpark basements.

The necessary dimensions of this carpark arrangement require an excavation taken reasonably close to the boundaries of the site.

Ref:5728:JT:rp

-2-

28 September 2015

In support of our approach to site and excavation management we have had discussions with and preliminary sub-surface information from our geotechnical engineers Douglas Partners. Based on their knowledge of other sites in the immediate vicinity of No 575-583 Pacific Highway we anticipate meeting very sound and stable foundation/excavated material at a relatively shallow depth.

Stemming from this we have examined in principle civil and structural measures to ensure the safe and complete retention of all heritage facade items as indicated on the Urbis documents.

During construction these measures include piling to rock, with clearance to the facade, and the provision of steel framing to ensure the safe retention of required facade elements. This would entail stripping out the existing internal concrete structure to a line approximately one metre from the facade.

The retained facade elements would then be incorporated into the new concrete structure, constructed to reflect the requirements of the proposed redevelopment.

While we understand that discussions with Council are at an early stage, the general intended form of the building and the broad requirements of the facade retention area are clear.

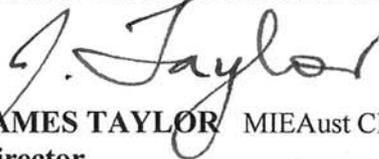
We have successfully carried out numerous facade retention schemes in the past, most directed towards brittle brick facades. The facade of the 'Marco' building being concrete and brick spandrels, will provide an adequate basis for the retention process during construction and afterwards incorporated into the new building fabric..

We foresee no major impediments to the successful retention and incorporation of the current facade into the new building fabric.

Should you require any further information, please do not hesitate to contact the undersigned.

Yours faithfully

JAMES TAYLOR & ASSOCIATES



JAMES TAYLOR MIEAust CPEng NPER 23907
Director

DESIGN EXCELLENCE PANEL MEETING

PROPERTY	575 – 583 Pacific Highway, St Leonards
PROPOSAL	<p>This item relates to a Planning Proposal, lodged on the subject site pursuant to the St Leonards Study Precinct 1.</p> <p>The proposal seeks primarily to obtain an increase in permissible height from 26 to 56 metres. It also involves the application of a maximum FSR on the site of 7.37:1 and sets a built form envelope based on a number of constraints including views, setbacks and heritage elements.</p>
DATE	11 August 2015
TIME	<i>Commenced:</i> 16.40 <i>Concluded:</i> 17.15
HELD	Supper Room, North Sydney Council Chambers
ATTENDANCE	
<i>Chair</i>	Philip Graus; Russell Olsson
<i>Panel Members</i>	Peter Webber; Jon Johannsen; Tony Caro; Gerard Outram
<i>Council staff</i>	George Youhanna; Alex Williams; Scott Williamson
<i>Proponents</i>	Did not attend (Planning Proposal stage only)

Background

The Panel and Council staff inspected the site prior to the first meeting. Alex Williams gave an outline of the proposal from Council's perspective and was available for questions from the Panel.

Panel Comments:

Overall the Panel was supportive in principle of additional height on this site. It was reiterated however, that the form of the building should be looked at closely.

The form identified in the documentation was subject to a range of differing views from the panel, some members expressing concern with the form. Most of the conversation revolved around bulk and the likelihood of the proposed building form dominating the streetscape from prominent positions on the Pacific Highway. It was identified by Council Staff that the Planning Proposal seeks a departure from the St Leonards Planning Study, involving building partially above the heritage item.

The Marco Building is an excellent example of its period and of the Functionalist style, and of how a corner site of this nature can be very successfully addressed. It is important that any development should not compromise its integrity, but this potentially could be achieved whilst allowing building form(s) over part of the site. It is agreed that a simple, refined tower form that approximates the oval-shaped space identified in Fig. 3.02 (p.33) of the applicant's Planning Study/Urban Design report should in principle be acceptable, subject to the assessment of montage views as recommended below under 'Form'. Refer also Bell shape diagram below, which would offer similar GFA and better internal planning layout.

Key points

Built form comments:

Height

- Allowing a height exceeding that proposed, perhaps to match or exceed the height of the 'Abode' building, would have merit in this context.
- One panel members stipulated that it should not exceed the height of 'Abode', and desirably should be lower.
- It was recommended that should additional height be contemplated, this should only be on condition of greater setback to the intersection of Albany Street and Clarke Lane.

Form

- It was suggested by several panelists that the indicative form is very bulky:
 - The length of the tower element should be set back from Albany Street, - otherwise this form appears unbalanced when travelling along the Pacific Highway;
 - The tower is too close to the northern corner of the heritage building;
 - Bulk will read more as a street wall than a tower element.
- Both positive and negative views were expressed regarding the central form which sits above the heritage podium, below the tower. For example:
 - The tower should be one, simple extruded form, allowing a more emphasised separation of heritage item podium and tower; and
 - A simple podium above the heritage item could provide a large green roof above the Pacific Highway, either at three stories or six stories above street level, serving residents of a slender tower above.
- The ellipse diagram identified on page 34 of the applicant's Urban Design Report by Allen, Jack and Cottier, is perhaps a superior tower form from a streetscape perspective. The form however is likely undesirable to the developer in light of floor plate limitations and therefore a bell shape may be more practical.
- The Panel emphasised that Council should be cautious to ensure the applicant is allowed to fill 75% of the envelope only, per ADG rules of thumb. The possibility of the site being sold post-gazettal to a large developer who could exploit the opportunity should be considered – i.e 'The Meriton Test'.

- The Panel requested more diagrams to better illustrate proposal, including a view of the proposal from the south. It was strongly recommended that a series of more distant photo-montage views be provided, with indicative outlines of the proposed building forms seen from eye-level, -approaching the site from north and south. It is critical that the full context be included so that the visual impact can be accurately assessed.

Setbacks and separation

- In relation to the existing building at 1- 5 Albany Street:
 - Concern over whether Clarke Lane provides sufficient separation to this building in relation to privacy, overshadowing and visual bulk.
 - Concern over interface issues occurring between buildings.
 - Note the elliptical or bell shape plan below would create better separation across Clarke Lane.
 - It is noted that the Report indicates that the applicant is already fully aware of these issues.
- Suggest the six (6) metre setback to the adjoining building to the south could be reduced if an alternate form was entertained.
- Encouraging a widening and activation of Clarke Lane, consistent with development at 545 Pacific Highway, should be prioritised.

Additional comments:

One panel member drew attention to the envelope study and considered that with context and unit configuration in mind the proposal is going to have challenges in achieving the 70% target of 2 hrs sun. It was noted that this will likely have an impact on the massing so detailed sun studies will be critical to design development.

One panel member suggested a bell shape plan for the tower element:

