

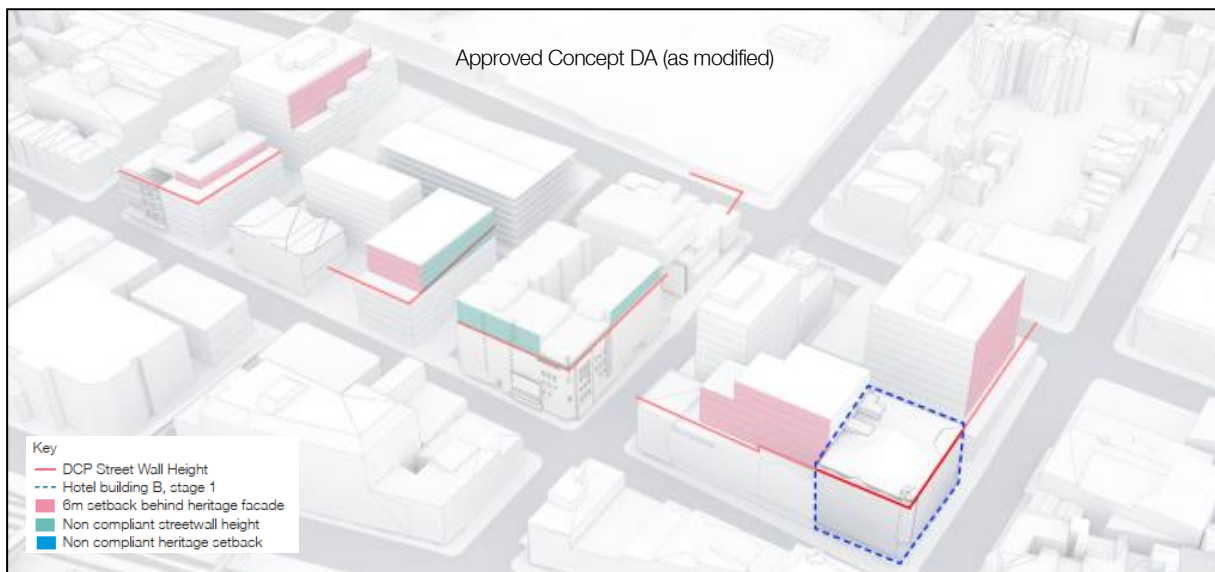
Figure 12: Proposed FSR allocation – The FSR for Stage 1/Block 1 has increased to 4.19, but remains unchanged for Blocks 2, 3, and 4

3.4.3 Street Wall heights and upper Level Setbacks

Conditions 12 and 13 of the Concept DA approval stipulates the following

- “12) Where the building envelope is above a retained heritage facade, then it shall be set back in accordance with Newcastle DCP 2012, being 6 metres, unless otherwise justified or approved through a separate development consent for separate stage of the concept development area.
- 13) With the exception of the Thorn Street and Laing Street frontages of Block 3, where the building envelope exceeds the maximum street wall height identified in the Newcastle DCP 2012, then the section of any building above that height shall be set back in accordance with the DCP, being 6 metres, unless otherwise justified or approved through a separate development consent for separate stage of the concept development area”.

Figure 13 and 14 illustrates provide a 3D comparison of the approved and proposed building envelope above the heritage façade of former David Jones building in relation to Conditions 12 and 13.



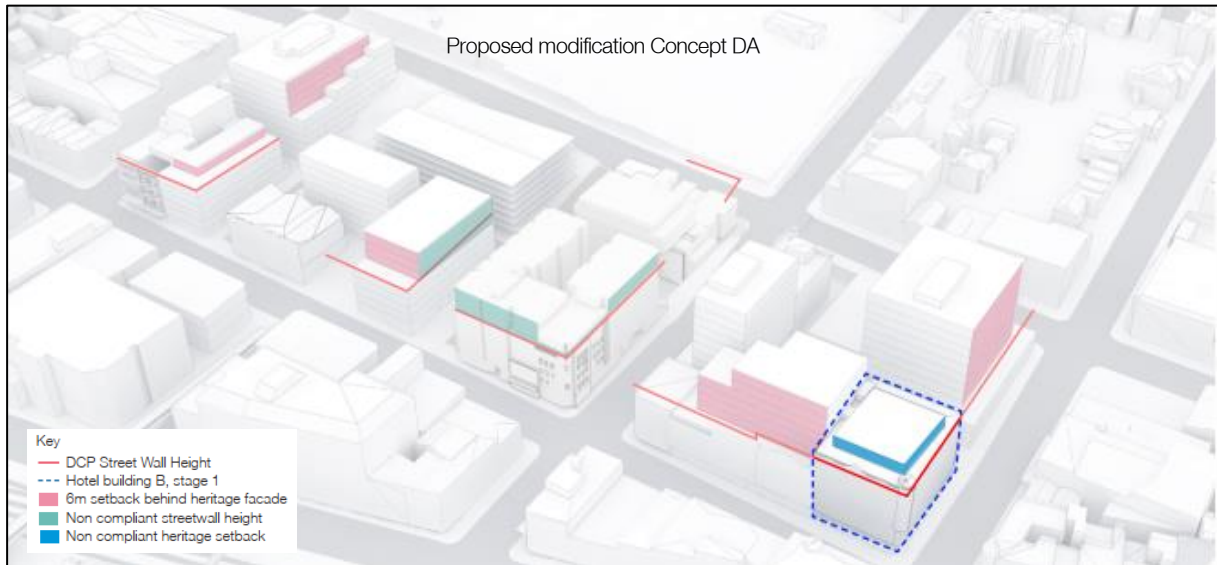


Figure 13: Comparison of approved (top) and proposed (bottom) street wall heights and upper level setbacks for former David Jones building within Stage 1 looking south east from the corner of Hunter and Perkins Streets.

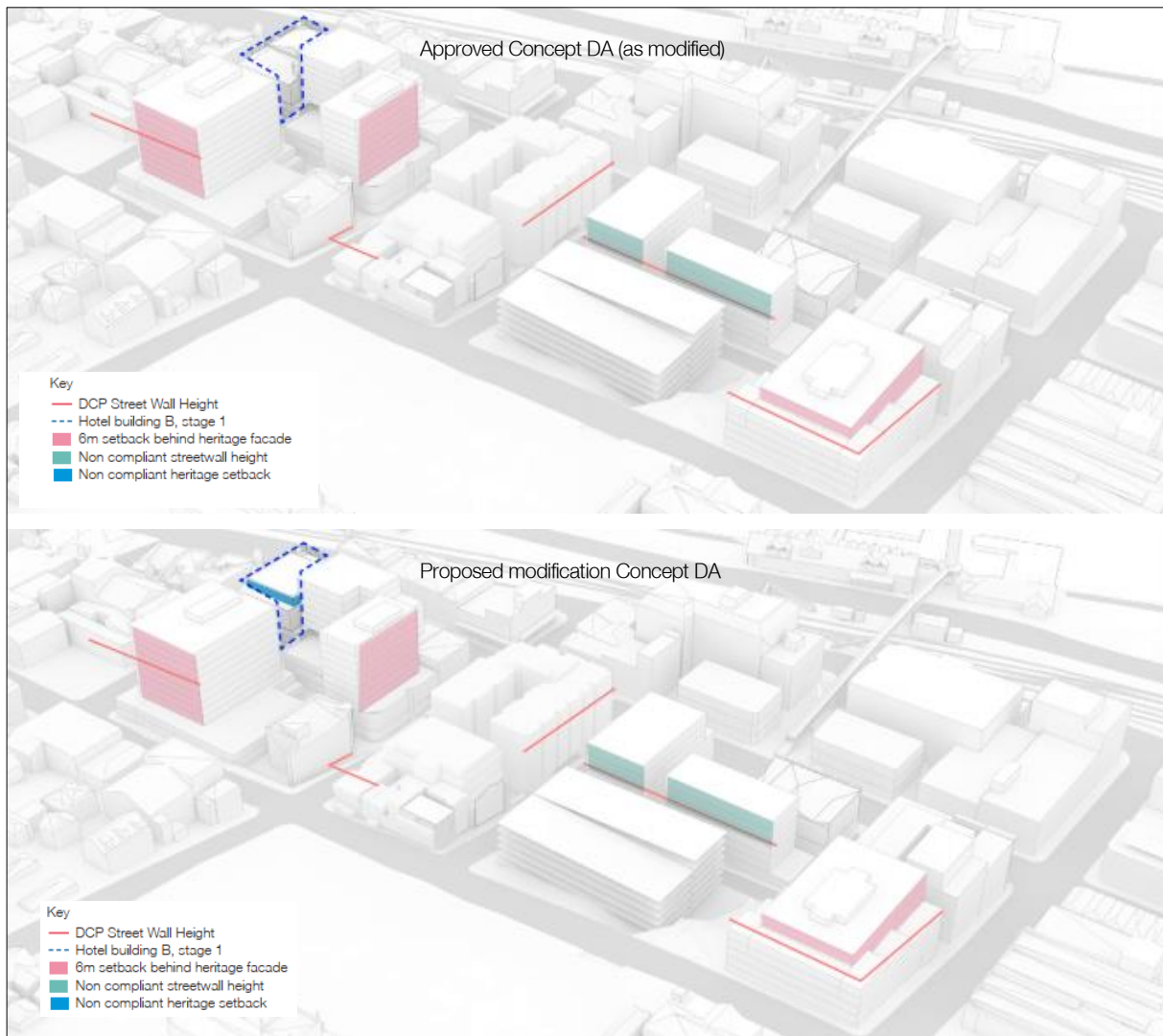


Figure 14: Comparison of approved (top) and proposed (bottom) street wall heights and upper level setbacks for former David Jones building within Stage 1 looking north west from King Street

The street wall heights and upper level setbacks are summarised below. As the proposal continues to retain and adaptively reuses the existing heritage building the street wall heights are largely retained, other than for part of Perkins Street as described in Table 4 below.

Stage 1 (Block 1) Former David Jones Building	Street wall height	Upper level setbacks
Rooftop addition above Hunter Street	Existing heritage façade 22-25m Perkins Street northern portion of addition: existing heritage façade 22-25m Perkins Street	4m behind heritage facade
Rooftop addition above Perkins Street	Northern portion of addition: existing heritage façade 22-25m Southern portion of addition: Perkins Street 25.75m – 26m	4m behind heritage façade 0.69m behind heritage facade
Rear addition	Perkins Street: 22.5m	0m

Table 4: Street wall heights and upper level setbacks

3.4.4 Building Envelopes, Heights and Indicative Massing

- The building envelopes are proposed to be altered for Stage 1 from the approved envelopes as described below:
- The provision of an additional storey to the former David Jones building increasing the height from part five (5) and six (6) storeys to part six (6) and seven (7) storeys; and
 - A rear addition to the former David Jones building.

Extracts of the architectural drawings prepared by SJB Architects are included Figures 15 to 18 below to illustrate the proposed modified building envelopes for Stage 1 (Block 1).



Figure 15: Sections through Blocks 4, 3, 2 and 1, showing the modified building envelope on the former David Jones Building Block 1 (Stage1)
(Source: SJB Architects)

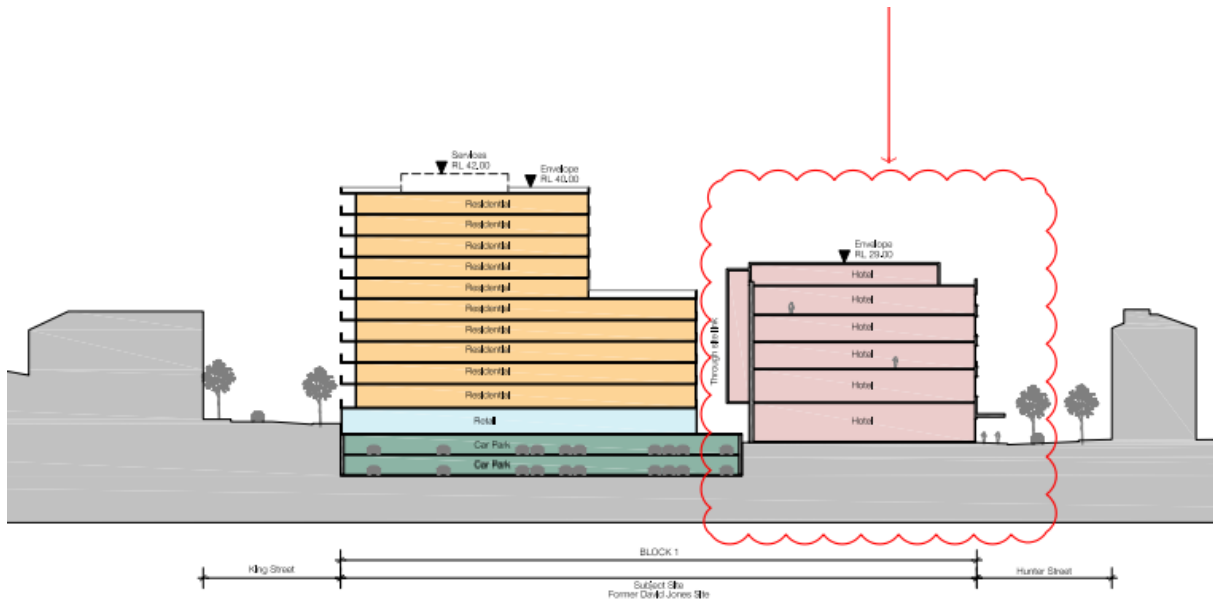


Figure 16: Long Section through the Block 1 (Stage 1) with modified building envelope of the Former David Jones Building 2 (Source: SJB Architects)

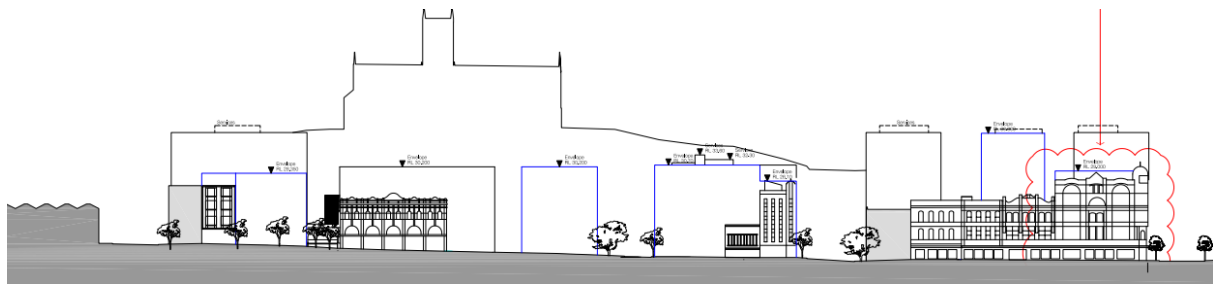


Figure 17: Hunter Street elevation with modified building envelope for the former David Jones building Block 1 (Stage 1) with retained heritage facades (Source: SJB Architects)

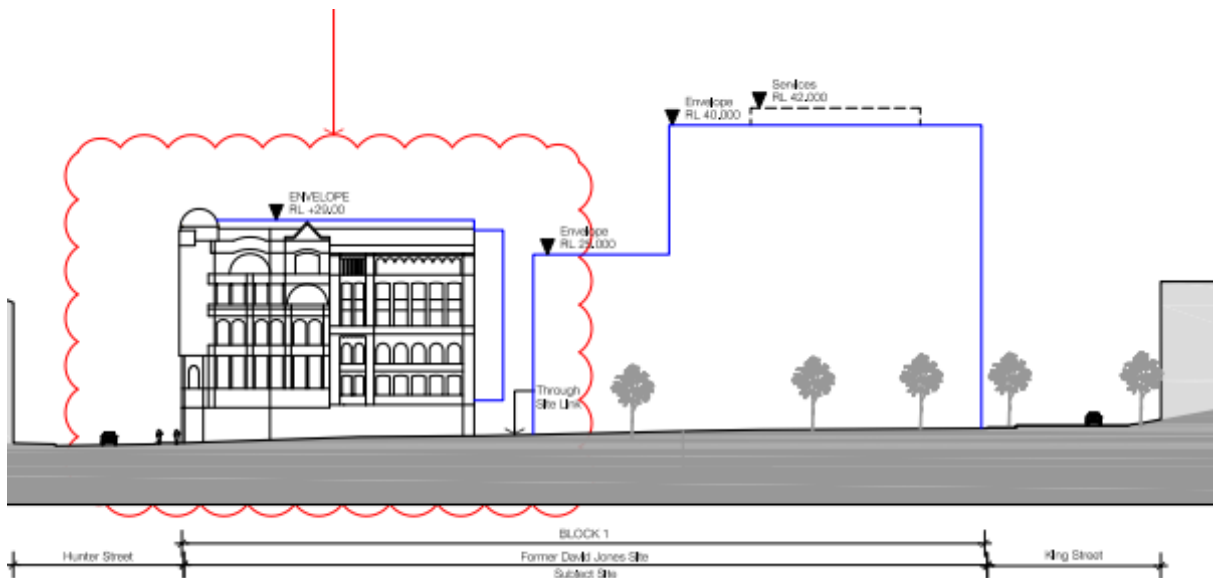


Figure 18: Perkins Street elevation showing modified building envelope for Former David Jones building Block 1 (Stage 1) (Source: SJB Architects)

3.4.5 Car Parking

The potential capacity for on-site parking on the site remains unchanged at 616 spaces. Likewise, the allocation of car parking on Stage 1(Block 1) and other stages remains unchanged as illustrated in Table 4.

Table 5 provides a comparison of the indicative approved distribution of parking across each of the four (4) stages within the site, and the proposed distribution.

Element	Concept DA as modified	Proposed
Car parking on site distribution	Block 1: 273	No change
	Block 2: 137	No change
	Block 3: 88 (indicative)	No change
	Block 4: 114 (indicative)	No change

Table 5: Indicative allocation of car parking

3.4.6 Vehicle Access and Servicing

The vehicle access points and service location remain unchanged.

3.4.7 Pedestrian Public Access

The proposal maintains the pedestrian public access linkages identified within the approved Concept DA, this includes the publicly accessible pedestrian link between Perkins Street and Wolfe Street as illustrated in Figure 19, thereby maintaining the approved public access, movement and circulation. At the ground plane, the configuration of the laneway is largely unchanged, however above ground the width of the laneway has been narrowed. This is attributed to the rear addition to the building envelope of the former David Jones building. The approved and proposed laneway configuration at and below ground is illustrated in Figure 20 and 21 below.

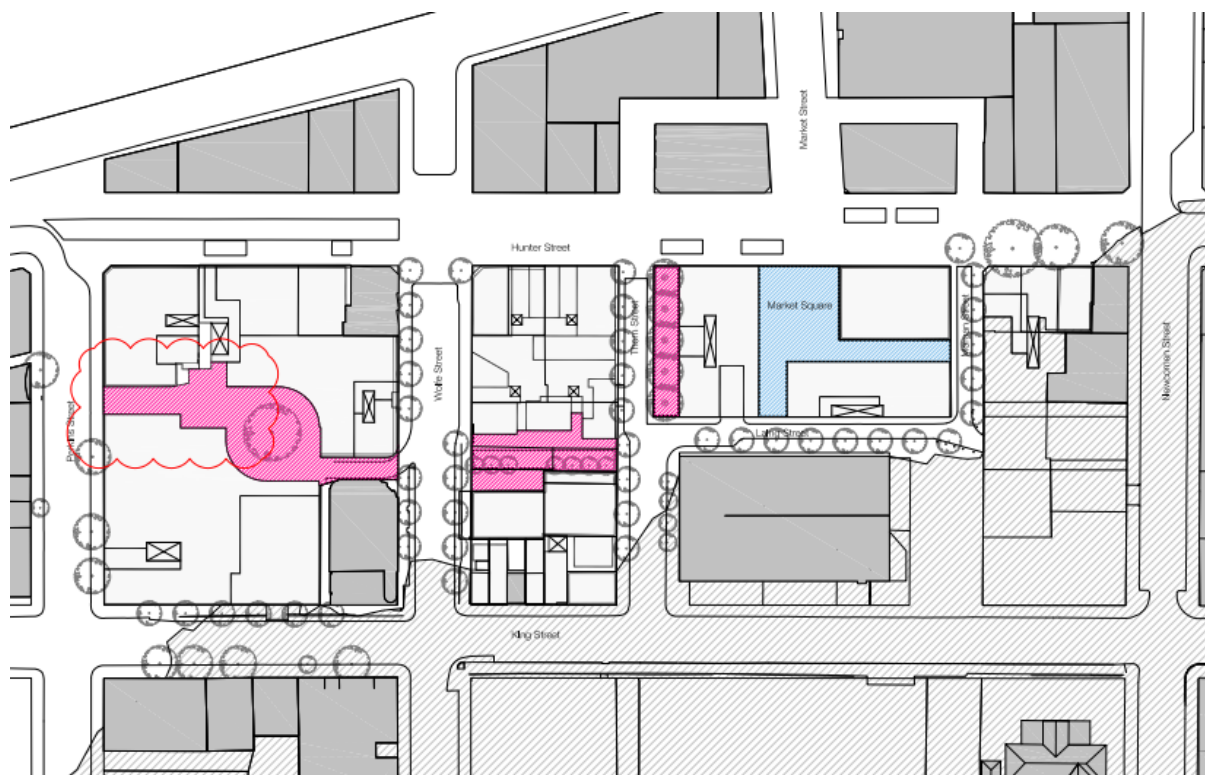


Figure 19: Public access plan (Source: SJB Architects)

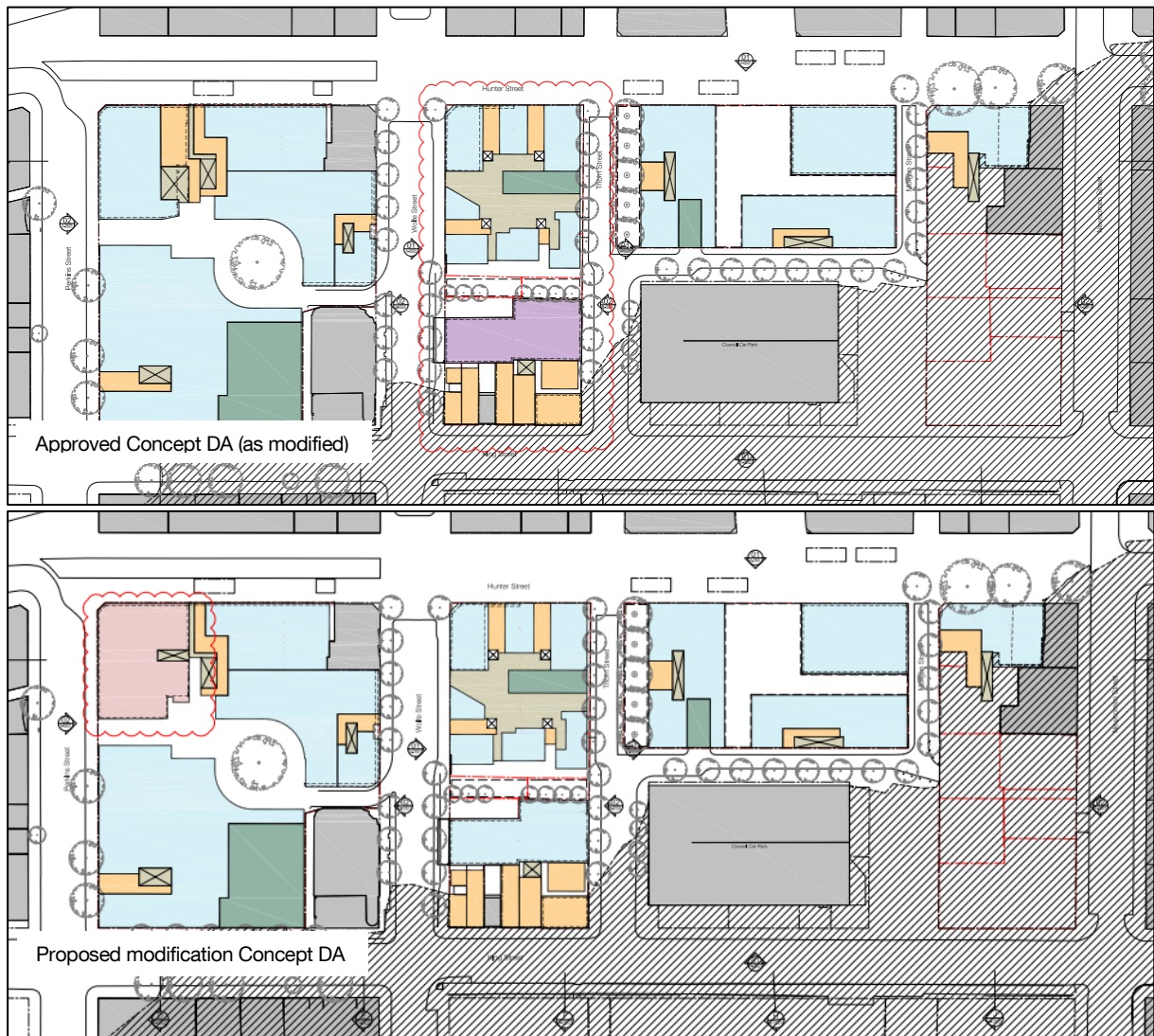


Figure 20: Comparison of approved (top) and proposed (bottom) configuration of through-site link at ground level.



Figure 21: Comparison of approved (top) and proposed (bottom) configuration of through-site link above ground level.

3.5 Modification to the Consent

3.5.1 Modification to the Conditions

The proposal will require the modification to the following conditions:

- **Schedule – Plans and Documentation:**

The schedule will need to be modified to incorporate the amended drawings and additional supporting documents.

- **Condition 4:**

Condition 4 will need to be modified to reflect the amended GFA for the entire site, the increase GFA allocation for Block 1, the introduction of hotel GFA and the increase in retail GFA to incorporate the ancillary retail within the hotel.

- **Condition 5:**

Condition 5 will need to be modified to reflect the amended FSR for the entire site and the FSR allocation for Stage 1.

- **Condition 6:**

Condition 6 will need to be modified to reference the amended Building Envelope Plans prepared by SJB Architects.