

# DAPTO LEAGUES CLUB DA URBAN DESIGN REPORT

PREPARED FOR

**DAPTO LEAGUES**

28 June 2024

FINAL FOR SUBMISSION

**URBIS**

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We acknowledge Aboriginal and Torres Strait Islanders as the traditional custodians of all the lands throughout Australia. We recognise and respect the connection to their land, cultural heritage and community, and we pay respects to their Elders past, present and emerging.

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# INTRODUCTION

## PROJECT BACKGROUND

Dapto Leagues Club (Client) is seeking to undertake partial redevelopment and refurbishment of their property at the corner of Bong Bong Road and Station Street (The Site) known as Dapto Leagues Club (The Club). The proposal is to cater for ongoing population growth in Dapto and the surrounding suburbs as well as expand on the success of The Mill food and beverage development that was completed in 2019.

The Client is seeking to submit a Development Application (DA) to undertake refurbishment and alterations as part of the redevelopment. This includes:

- Expansion and creation of a new food and beverage area including an alfresco area fronting Station Street and Bong Bong Road.
- Improve connections and permeability with the surrounding context including a pedestrian through-sight link between Station Street and Osborne Street.
- An additional level of parking above the current on-grade parking and improving the legibility of the car park access.
- Improved loading dock arrangements.

The Client has engaged a project manager and suite of technical consultants to prepare the DA. This includes:

- Integrated Projects – project manager; and
- Altis Architects - architectural study.

A pre-lodgement meeting was held on 13 November 2023 in which the proposed scheme as prepared by Altis Architects was presented. In this meeting and the minutes provided subsequent, Wollongong Council provided feedback in relation to urban design and built-form aspects of the proposed scheme which include:

- Street activation to contribute to the desired future character of Dapto Town Centre.
- Crime Prevention Through Environmental Design (CPTED) / safety issues.
- Pedestrian connectivity through the site between Dapto Train Station and the town centre.
- Proposed scheme response to the surrounding heritage items, built form and streetscape characteristics.

It is also noted that the Council has provided recommendations to consider future residential uses within the Site, noting that Dapto is part of the Transit Orientated Development (TOD) program, where the amended planning controls allow for an increase in dwellings of up to 6 storeys within 400m of a railway station.

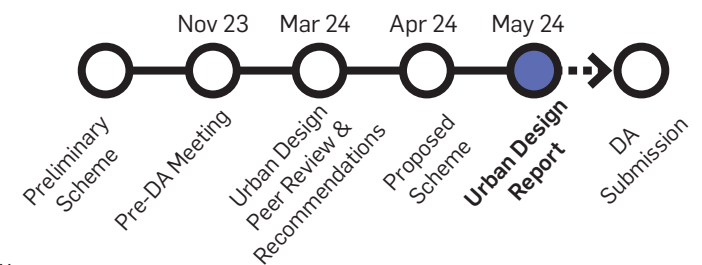
It is noted, The Club is not undertaking comprehensive redevelopment of the site and as such is not proposed any residential uses as part of this Development Application.

Following the feedback from pre-DA meeting, The Client engaged Urbis Planning and Urban Design teams to provide urban design advice and prepare the DA package submission.

Specifically, the Urbis Urban Design team was engaged to undertake the following tasks:

- Provide an independent urban design peer review of the proposed scheme in the context of Council's comments;
- Provide urban design recommendations to inform a revised scheme; and
- Prepare an urban design report to accompany the DA.

The diagram below provides the indicative timelines of the DA preparation.



## PURPOSE OF THIS REPORT

This Urban Design Report (UDR) has been prepared to accompany the DA for refurbishment of and alterations to The Club with a total site area of 1.45 ha at the corner of Station Street & Bong Bong Road, Dapto NSW 2530.

This report provides a summary of the urban design assessment of the proposed scheme including:

- The existing and future context of Dapto Town Centre including the role and function, future character and pedestrian movements.
- Summary of pre-DA meeting minutes synthesised into six sub-themes aligned to relevant Development Control Plan (DCP) controls.
- Urban design assessment on how the proposed scheme was revised to address the feedback from the pre-DA meeting.
- Summary of the revised scheme outcomes.

## PROJECT BRIEF

### PROPOSAL SUMMARY

The redevelopment proposal includes:

- The demolition of the western side of the existing club including the under-croft parking, Snooker Room and kids play area above this car park;
- An extension to the existing ground level of the club to provide a new food and beverage venue with associated external spaces to accommodate additional lounge areas as well as a more flexible sports viewing area to cater for larger and smaller events;
- A renovation to parts of the existing ground floor to accommodate a larger café area with alfresco space;
- New reception desk in the existing entry, addition to The Mill food and beverage venue;
- Provision of a pedestrian through site link between Station Street and Osborne Street;
- Relocation of the existing substation to provide visual access between Station Street and Osborne Street;
- An additional level of parking over the existing on-grade car park.

The scope of work extent of the DA is illustrated in the opposite page.

### PROJECT BRIEF CONSIDERATIONS

As part of the Project Brief, the Club provided the following operational and legislative requirements that need to be met or maintained as part of any potential modification or redevelopment.

- The legislative requirement for:
  - A controlled single entry point to the club. This limits the opportunity for frequent entry points from the streets.
- Operational requirements:
  - The existing club is over a number of levels including ground, mezzanine level with multiple steps and level 1.
  - It is proposed to demolish the mezzanine level and extend the ground level, improving accessibility and making the club more operationally efficient.
  - Existing club entry and building ground level are 1.2m above street level. This requires pedestrian access from street level through an accessible ramp including car drop-off.
  - Existing underground storage and ground level kitchen are being retained in their current location to the western side of the club. As a result, the loading dock access is to be maintained from Station Street.



## SITE LOCATION

Dapto Leagues Club is situated within Dapto Town Centre. It is situated immediately to the east of Dapto Station which provides public transport connections to Wollongong City Centre (13 mins) via the South Coast line, and to Sydney CBD (2hrs) via the T4 Eastern Suburbs and Illawarra line.

Dapto is classified as Major Regional Centre, with Wollongong CBD being the higher order centre identified as a Regional City. The Wollongong DCP 2009 identifies the Major Regional Centre as enabling access to key social services and district-level community facilities.

The Site is located at the corner of Bong Bong Road and Station Street. Bong Bong Road is classified as a two-lane collector road that provides connections between Dapto Town Centre and West Dapto Urban Release Area (WDURA) to the west. WDURA is one of the largest urban release areas within NSW that is planned to house over 55,000 people over the next 50 years.


















The site is predominantly surrounded by retail and business premises. This includes:

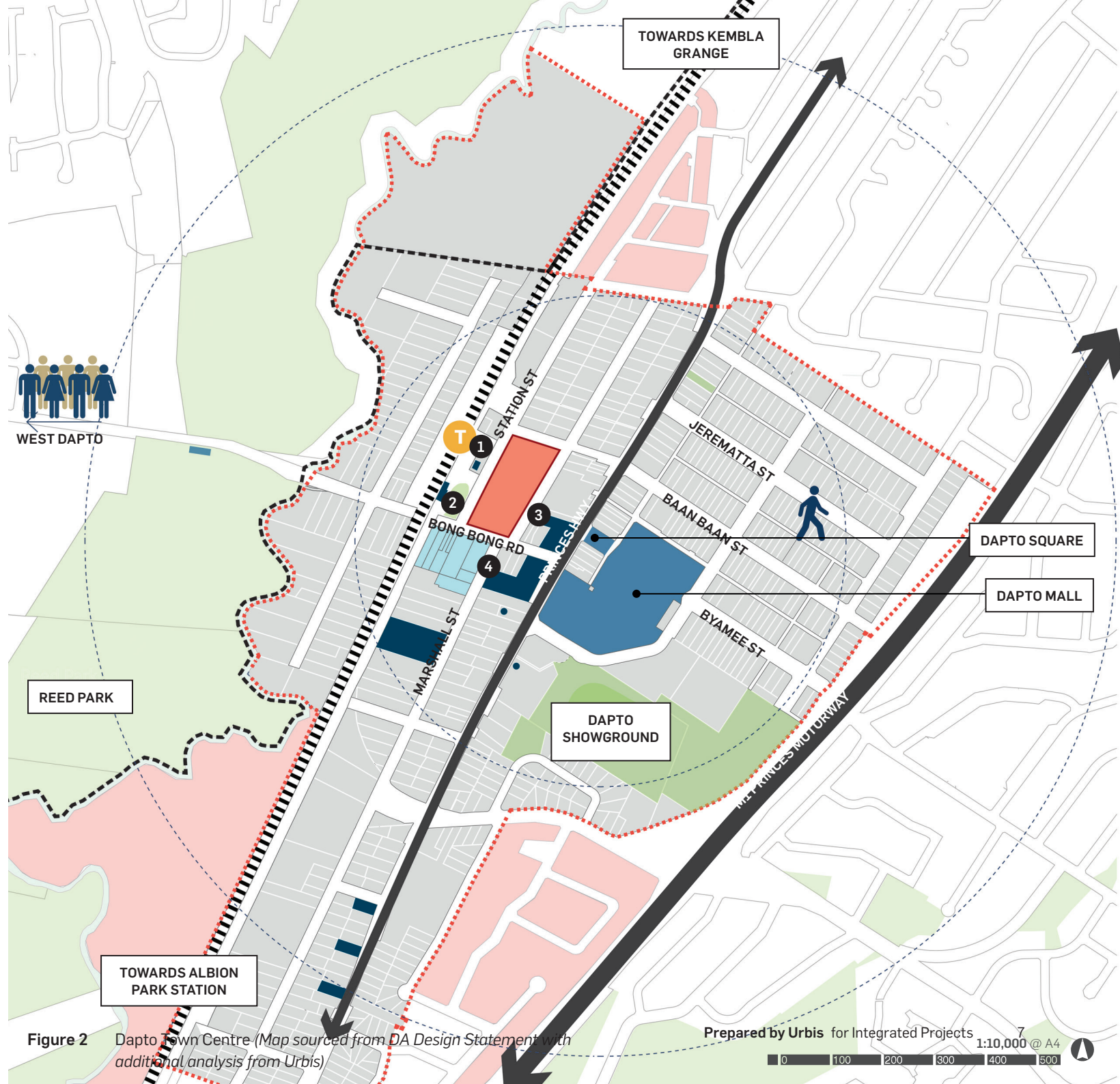
- Low-density residential to the north
- Small-scale warehouses and retail shops to the south
- Retail shops, standalone supermarket and Dapto shopping mall to the east; and
- Dapto station and low-density residential beyond the railway corridor to the west.

There are a few heritage items identified in *Schedule 5 Environmental heritage – Part 1 Heritage items of the Wollongong Local Environmental Plan 2009* that are located immediately and adjacent to The Site. This includes:

- Heritage item #6435 Dapto Railway Station (including the curtilage comprised of the building of the station, the railway in that section, and the adjacent park) immediately to the west;
- Heritage item #6335 Station's master's residence immediately to the west;
- Heritage item #61022 Dapto Hotel to the east; and
- Heritage item #61021 Fairley's building (former) to the southeast.

## LEGEND

-  Dapto Town Centre
-  West Dapto Urban Release Area
-  Dapto Leagues Club
-  Commercial Centre
-  Car Park
-  R2 Low Density Residential
-  Dapto Showground
-  Open Space
-  Dapto Station
-  Railway Corridor
-  M1 Princes Motorway
-  Princes Highway
-  Heritage Items
-  1 Dapto Railway Station
-  2 Station's master's residence
-  3 Dapto Hotel
-  4 Fairley's building



**Figure 2** Dapto Town Centre (Map sourced from DA Design Statement with additional analysis from Urbis)



# SITE DESCRIPTION

## CURRENT USE

The existing Site at the corner of Station Street and Bong Bong Road, Dapto NSW 2530 is legally described as Lot 1 DP 1277336. It occupies a 1.45 ha site on predominantly flat land and comprises:

- **Dapto Leagues Club building** – a two-storey building located within the southern half of the Site that includes indoor food and beverage, entertainment and function venue.
- **Under-Croft Carpark** - on the southern end of the site.
- **At grade car park** – at grade car park within the northern half of the Site with entry points at the corner Station Street – Baan Baan Street and at Osborne Street.

The Site is bound by:

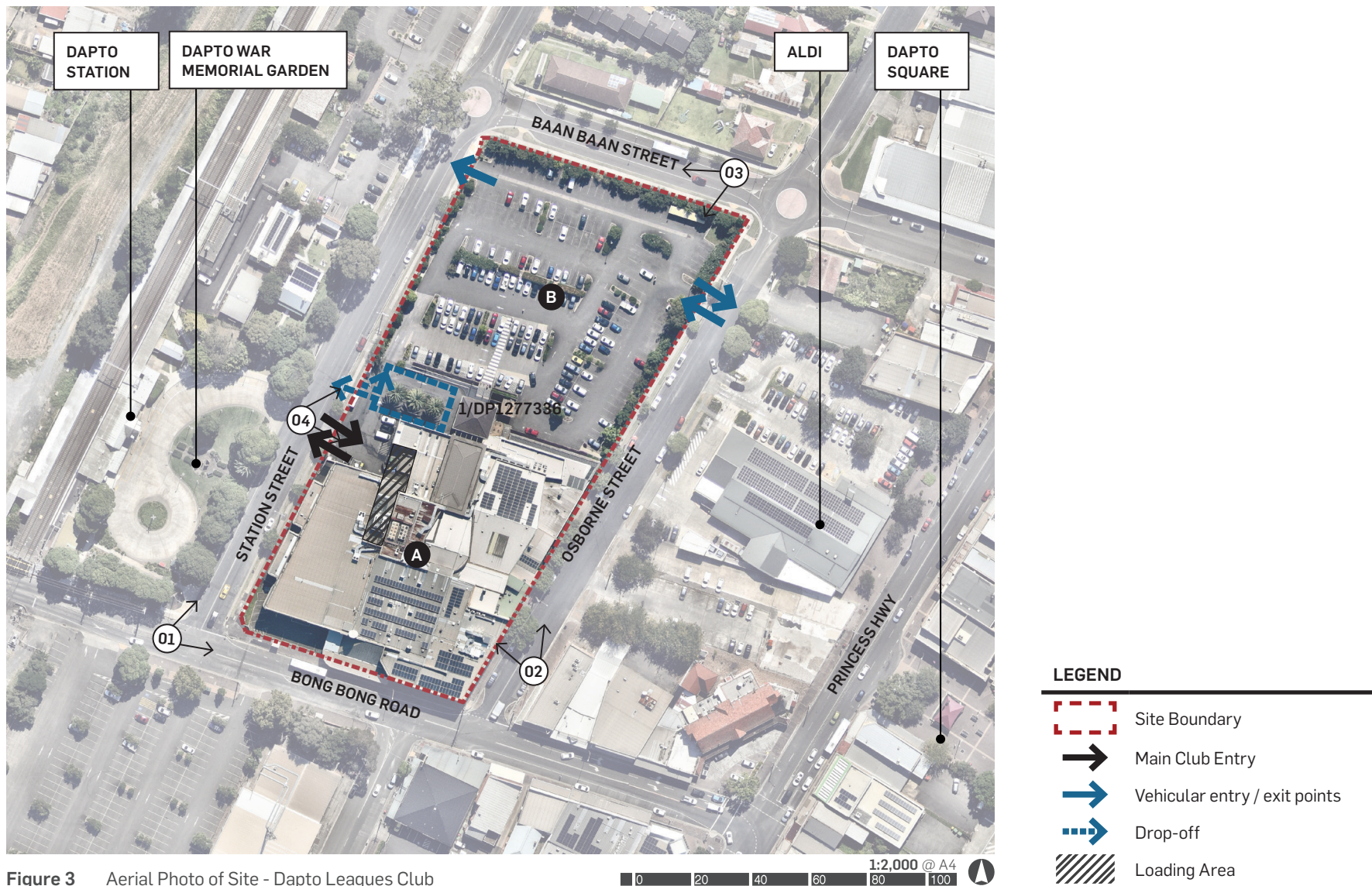
- Station Street to the west;
- Bong Bong Road to the south;
- Osborne Street to the east; and
- Baan Baan Street to the north.

The following table provides the existing building coverage within the Site.

**Table 1** Existing Site and Building Configuration

Uses		Footprint (sqm)	Footprint (%)	# Storeys	Height (m)
A	<b>Existing Buildings</b>	8,487	58.5	2	
	B				
	Basement level – cellar, plant and storage	410			
	G				
	Upper Ground level - reception, bar, F&B Venue, kitchen, internal gaming and sports.	5,583			
M	Mezzanine level - kids play area and snooker room	1,410			
L1	Level 1 - , function room and office	1,084			
B	<b>At Grade Car Park, Under-Croft Car Park and Circulation</b>	6,013	41.5	-	-
	<b>Total Site Area</b>	<b>1.45ha</b>			





**Figure 3** Aerial Photo of Site - Dapto Leagues Club

Planning in NSW is underpinned by a series of cascading strategic planning documents that align land use, transport and infrastructure between three tiers of government and across State agencies for the first time in a generation.

This is supported by site-specific planning controls which are prepared in alignment with strategic planning objectives and guide development and design outcomes at a detailed level.

Together these documents set out the existing and future context along with development and design considerations to inform future development outcomes on a site.

This section of the report provides a summary of the key planning context and for the Site as relevant to this DA.

This includes:

- Strategic Planning Directions
- Local Planning Controls; and
- Pre DA Meeting Minutes Summary.

# PLANNING CONTEXT

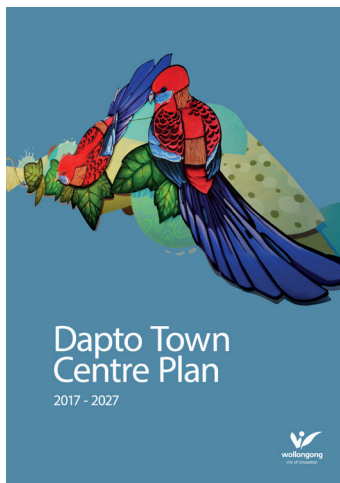
# STRATEGIC PLANNING DIRECTIONS

A review of strategic planning requirements for the site identified the Dapto Town Centre Plan 2017 - 2027 as the relevant strategic document for Dapto Leagues Club.

Dapto Town Centre Plan sets a strategic direction to deliver the following Vision:

- Our unique and welcoming place
- A pedestrian-friendly centre; and
- An attractive, vibrant centre.

The Plan strategy of 'A pedestrian-friendly centre' identifies the pedestrian priority main street along Princes Highway and part of Bong Bong Road to the southeast of the Site. This includes redirect traffic moving through the Town Centre. Bong Bong Road is also identified as the link between the Town Centre and West Dapto.



# LOCAL PLANNING CONTROLS

The existing statutory development controls and built form guidance for the site are set out in the:

- Wollongong Local Environmental Plan 2009 (WLEP 2009).
- Wollongong Development Control Plan 2009 (WDCP 2009).

## Wollongong Local Environment Plan (WLEP) 2009

The key controls applicable to the Site are set out across Zoning, Floor Space Ratio and Height of Building LEP controls.

### LAND ZONING

- Site: E1 Local Centre

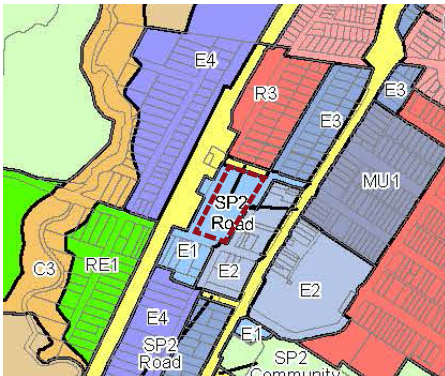
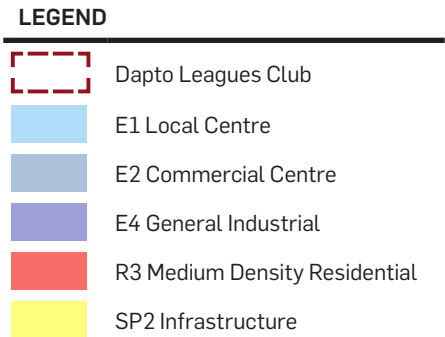


Figure 4 Land Zoning



### FLOOR SPACE RATIO

- FSR: 2.5:1

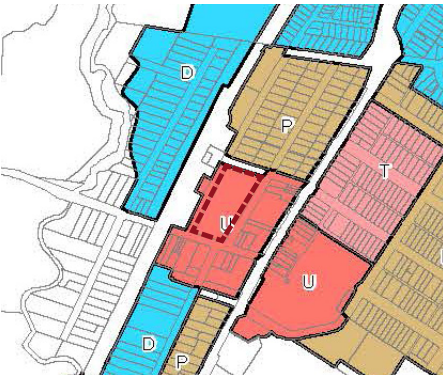
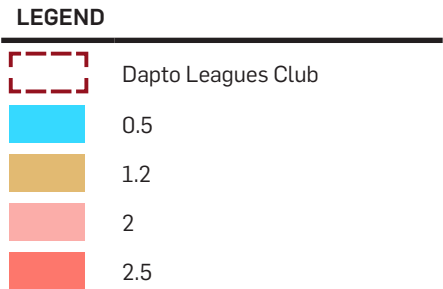


Figure 5 Floor Space Ratio

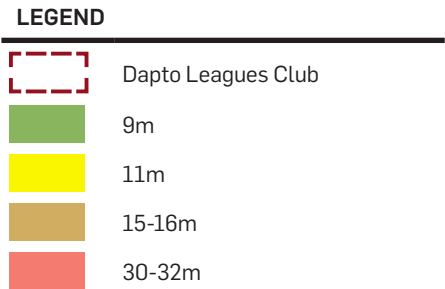


### HEIGHT OF BUILDING

- Height of Building: 20m



Figure 6 Height of Building



# PRE-DA MEETING MINUTES SUMMARY

## Wollongong Development Control Plan (DCP) 2009

The structure of the Wollongong DCP identifies development guidance for centres within **Chapter B4: Development in Centres and Peripheral Sales Precincts**.

Sub-chapter 6.3 Dapto Major Regional Centre, provides the following controls which would be applicable to our site:

*"The precinct planning controls for the Dapto Regional Centre will be covered in a future update to the DCP."*

Therefore, there is no location specific controls identified for Dapto Town Centre within the current DCP.

### Relevant DCP Considerations

Whilst there is no specific controls directly applicable to the Site, the following DCP chapters provide relevant controls and design principles for development within urban centre for considerations.

#### Part B – Land Use Based Planning Controls

- Ch B3 Mixed Use Development
  - 3.5 Landscaping
  - 4.4 Front Setback
  - 4.7 Active Street Frontage
- Ch B4 Development in Centres and Peripheral Sales Precincts

- 10 General Design Requirements for Retail and Business Premises Developments.

#### Part D – Locality Based DCPs / Precinct Plans

- Ch D1 Suburb Character Statement

#### Part E – General (City Wide) Controls

- Ch E2 Crime Prevention through Environmental Design
- Ch E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management
- Ch E6 Landscaping.

The relevant controls from these DCP chapters have been provided in the table on the following page.

A pre-lodgement meeting was held on 13 November 2023 in which the proposed scheme as prepared by Altis Architects was presented. In this meeting and the minutes provided subsequent, Council provided feedback in relation to some urban design and built-form aspects of the proposed scheme. The minutes is summarised into two main themes and six sub-themes. This includes:

#### ▪ Street Activation

- Front Setback and Landscaping
- Active Street Frontage
- CPTED
- Arrival Zone / Loading Area
- Carpark

#### ▪ Heritage

- Building Response to Heritage Character

The following table summarises and aligns the Pre-DA meeting feedback, relevant DCP controls for considerations and the DA proposal into a series of themes for consideration and design refinement.

NO.	KEY THEMES	PRE-DA MINUTES FEEDBACK	RELEVANT DCP CONSIDERATIONS	DA PROPOSAL
1	Street Activation			
1A	Front Setback	<ul style="list-style-type: none"> <li>Setback is excessive and removes activation of the streetscape that should be accentuated and encouraged. This visual and physical link is a benefit to both parties and should be used as an example of improved connection and activation of the street interface.</li> <li>Council is requesting the landscaping be at ground level and adheres to CPTED principles. Planting should be limited to 1m in height generally with a small number of larger open shrubs or small trees placed to help break up the wall under the windows.</li> <li>The street frontage landscaping to be at street level only.</li> </ul>	<p><b>Ch B3 Mixed Use, 4.4 Front Setback</b></p> <p>4.4.2 The building should be located on the front property boundary, where a continuous façade along main commercial streets is desired.</p> <p><b>Ch E2 CPTED, 3.5 Landscaping</b></p> <p>4.12.2 Low level planting for footpaths do not exceed 1m.</p> <p>4.12.2 Use of hard landscaping details such as low fencing &amp; walls to deter pedestrian or vehicle movement.</p>	<p>Proposed Building setback is:</p> <ul style="list-style-type: none"> <li>Bong Bong Road: 1m continuous building setback from property boundary is proposed. Landscape interface to new building is removed with footpath treatment extended to building frontage increasing the width from 4.5m to 5.5m. Small area of landscape is retained in front of existing blank wall (toilets) in the area that is not being redeveloped.</li> <li>Station Street: The proposed setback on Station Street varies between 0.13m in the bay furthest to the north and 2.0m in the bay furthest to the south. Landscape interface is removed adjacent to building and footpath is widened to the property boundary. Grass verge and tree planting is maintained.</li> </ul>
1B	Active Street Frontage	<ul style="list-style-type: none"> <li>All street frontage windows at ground level are to have clear glazing.</li> <li>Council strongly recommends that the club look at an entrance at the corner of Bong Bong Road and Station Street to activate and provide a feeling of safety at this isolated part of the suburb.</li> </ul>	<p><b>Ch B3 Mixed Use, 4.7 Active Street Frontage</b></p> <p>4.7.2 Buildings should contain no more than 5 metres of ground floor wall without a door or window.</p> <p>4.7.2 Windows should make up at least 50% of the ground floor front wall.</p> <p>4.7.2 All street frontage windows at ground level are to have clear glazing.</p> <p>4.7.2 Direct pedestrian access and visual inspection should be provided from the front of the building, to encourage active street frontage to retail shops and business premises.</p> <p><b>Ch B4 Development in Centres and Peripheral Sales Precincts</b></p> <p>10.2.1 Large retail or commercial office floor space not requiring continuous and direct connection to the street (e.g. supermarkets) should be 'wrapped' by smaller retail shops or commercial offices to avoid blank walls and encourage active street frontages.</p> <p><b>Ch B4 Development in Centres and Peripheral Sales Precincts</b></p> <p>10.2.5 Urban Design/ Streetscape Appearance</p> <p>4. The horizontal form of any building should also be broken up vertically, in order to provide visual relief and interest to the development. The horizontal and vertical emphasis is especially critical for the middle and upper levels of a building</p> <p>5. Any retail or commercial office building must be designed to provide active street frontages on the ground floor level of the building to all street frontages and in some cases, Council may require appropriate pedestrian thoroughfare links.</p>	<p>Proposed active street frontages:</p> <ul style="list-style-type: none"> <li><b>Bong Bong Road:</b> Fixed clear glazing for the height of the premises along the street with open terrace at corner. Blank wall remains adjacent to toilet block which is not part of proposed refurbishment or new build area.</li> <li><b>Station Street:</b> Combination of fixed clear glazing for the height of the premises and open terrace areas along station street frontage including open terrace at corner with Bong Bong Road. Additionally, fixed glass wraps around the corner to the loading dock.</li> <li>The horizontal form of the building is being broken up vertically by breaking the building into 5 bays with a terrace between the 4th and 5th bays to provide visual relief.</li> <li><b>Entrances:</b> Existing entrance to the club remains in existing location with no new entrances proposed. The existing entrance has been redesigned to include a combination of co-located active areas including <ul style="list-style-type: none"> <li>Removing the substation and providing pedestrian access (through site link) from Osborne Street to Station Street past the entry.</li> <li>Proposed a new alfresco area adjacent and no the west of the current entry and drop-off.</li> </ul> </li> </ul>

NO.	KEY THEMES	PRE-DA MINUTES FEEDBACK	RELEVANT DCP CONSIDERATIONS	DA PROPOSAL
1C	CPTED	<ul style="list-style-type: none"> <li>Egress stairs are a concern. They need to be open, inviting and visually connected to the street and the internal areas. At present the interface is enclosed and could be a safety issue with hidden locations and entrapment points.</li> <li>The general arrangement of the arrival space is seen as another unsafe location with isolated areas for hiding and unsafe activities.</li> <li>The gaming room external wall and Double storey car park create an enclosed and secluded access point.</li> </ul>	<p><b>Ch E2 CPTED</b></p> <p><b>Natural Surveillance and Sightlines</b></p> <p>Avoid blind, sharp corners on pathways, stairs or corridors.</p> <p>Ensure that pedestrians can easily see what is at the end of tunnels/overpasses</p> <p><b>Building Design</b></p> <p>Entrances to buildings are clearly defined, secure, well-lit and face the street.</p> <p>Blank walls should be avoided onto public streets.</p> <p>Design lobbies to be highly visible.</p> <p>Well-lit staff entrances.</p> <p>Illuminate all external edges and access points to car parks.</p> <p>Avoid hidden recesses.</p>	<p>Response to CPTED includes:</p> <ul style="list-style-type: none"> <li><b>Bong Bong Road:</b> Egress door moved closer to the boundary to minimise blind corners. The replacement of hit and miss brick to glazing along the terrace allows for a visual link between the terrace and the street, increasing passive surveillance.</li> <li><b>Station Street:</b> Facade geometry is simplified to remove setbacks and align to street edge. Glazed windows along Station Street allow for passive surveillance.</li> <li><b>Main Entrance:</b> Existing entrance retained facing the carpark. New pedestrian ramp proposed from both Station and Osborne Street. Existing sub-station is removed and relocated within the carpark. Overall there is a clear sight line of 14.5m established between the existing building and the proposed carpark. Additionally, the co-located vehicle drop-off and new alfresco area adjacent to the entry provide additional casual surveillance.</li> <li><b>Carpark:</b> Carpark is transformed into two storey structure. The facade of the car park has sections of green walls as depicted in the design sections. There are gaps strategically provided in the carpark and green walls structure to open up sight lines around corner.</li> </ul>
1D	Arrival Space / Loading and Servicing	<ul style="list-style-type: none"> <li>The arrival point of the main entrance is secluded and isolated from the community. It's location near the service entry and bin location is a negative outcome.</li> <li>Recommend to move the entrance to Station Street frontage providing activation and clear and safe pedestrian access.</li> <li>Reception entry point moved to directly relate and connect to Station Street.</li> <li>The driveway and service entry make pedestrian access and vehicle movements confusing at the threshold and reduce the pedestrian priority for footpath users.</li> <li>Council believes that a greater opportunity exists where the loading bay and reception areas could be swapped. Loading bay location and access point to be moved to Osborne Street adjacent to the Aldi.</li> </ul>	<p><b>Ch E2 CPTED</b></p> <p><b>Building Design</b></p> <p>Ensure that entrances to buildings are clearly defined, secure, well lit and face the street.</p> <p>Blank walls should be avoided onto public streets, public open spaces and pedestrian traffic areas.</p> <p>Design the front entrances of public buildings so that they do not create entrapment spots or places where intruders may loiter.</p> <p>Design lobbies to be highly visible.</p> <p>Avoid the location of ramps and elevator entrances in isolated areas.</p> <p><b>Ch E3 Car Parking, Access, Servicing / Loading Facilities &amp; Traffic Management , 9.1 Loading / Unloading &amp; Maneuvering Area requirements</b></p> <p>9.1.2 All loading and unloading activities shall take place wholly within the loading bay, at all times.</p> <p>9.1.2 All loading dock facilities must guarantee satisfactory on-site maneuvering areas for trucks in accordance with the Australian Standard AS 2890.2 Design Vehicular and Turning templates.</p> <p>9.1.2 Loading docks should also be positioned wherever possible, away from the street frontage.</p>	<p>Proposed arrival and loading services area:</p> <ul style="list-style-type: none"> <li><b>Main Entrance:</b> No change to location of main entrance due to this being part of the existing building where no new work is proposed. entrance is located 1.2m above ground level.</li> <li><b>Pedestrian connection:</b> Alignment of pedestrian pathway from Osborne Street through to Station Street follows pedestrian desire lines and facilitates ramping and level changes for accessibility whilst retaining clear sightlines. Additionally, the creation of new through site link allows safe pedestrian access from Osborne and Station Street to the existing club entry while also providing clear sight lines from Osborne Street to Station Street.</li> <li><b>Loading and Servicing:</b> <ul style="list-style-type: none"> <li>Existing basement access and servicing have been retained due to proximity and connectivity with existing retained facilities including kitchen and storage below.</li> <li>The loading access has been renovated and expanded to suit the new venue demand. Proposed facade neatens the loading by not having stairs and BOH equipment visible to public. Active frontages and uses along with landscaping elements are proposed to address this area.</li> </ul> </li> </ul>

NO.	KEY THEMES	PRE-DA MINUTES FEEDBACK	RELEVANT DCP CONSIDERATIONS	DA PROPOSAL
1E	Carpark	<ul style="list-style-type: none"> <li>The proposed multi-level carpark at the northern end of the site is noted as of particular concern. The applicant could consider how to provide a publicly accessible through site link that allows for continuous visual access through the site.</li> <li>Entry only from the Baan Baan Street and Station Street corner driveway.</li> </ul>	<p><b>Ch B3 Mixed Use Development, 4.9 Car Parking</b></p> <p>4.9.2 Access driveways to car parking areas must be positioned to minimise impacts on the streetscape.</p> <p><b>Ch E3 Car Parking, Access, Servicing, 11 Safety and Security</b></p> <p>The car parking area should also be designed to prevent blind corners and to maximise visibility and sightlines for both persons in vehicles and pedestrians.</p> <p>All car parking spaces should be visible to approaching vehicles and not 'hidden'.</p> <p>All pedestrian areas should follow pedestrian desire lines and be well lit.</p>	<ul style="list-style-type: none"> <li>Proposed carpark entrances and exits have been amended to separate locations. Entrances are located off Station Street and Osborne street. Exits are located off Osborne Street.</li> <li>A publicly accessible through site link has been included between the car park and hospitality building, linking Station and Osborne Streets.</li> <li>Carpark footprint has been set back 2.5m from Station Street boundary, 5m (0.4m at ramp) from Baan Baan Street boundary and 6.5m (1.5m at ramp) from Osborne Street boundary.</li> <li>Carpark facade design has been revised to incorporate green walls and cut-outs in the structure across corners.</li> </ul>
2 Heritage				
2A	Building Response to	<ul style="list-style-type: none"> <li>Allowing permeability and activation of Station Street façade as it largely impacting the connection of Dapto Town Centre and Station.</li> <li>There is an opportunity with Bong Bong Rd façade, as main link between the heritage items, to dialogue with the street through thoughtful materiality and a more active frontage design.</li> <li>It is suggested that the efforts may focus on the materiality and landscaping, so it can dialogue with Dapto Station and its public space and the link to the nearby heritage items in the town centre.</li> </ul>	<p><b>Ch E11 Heritage Conservation, 14.2 Development in the vicinity of heritage site</b></p> <p>14.2.2 Development on land adjacent to or within the vicinity of a heritage item or a heritage conservation area should not detract from the identified significance or setting of the heritage building or the heritage conservation area.</p> <p>14.2.2 The character, sitting, bulk, scale, height and external appearance of the development must be taken into consideration.</p> <p>Visual relation between proposed development and heritage item.</p> <p>14.2.2 The colours and textures of materials proposed to be used in the development.</p> <p>14.2.2 The maintenance of existing streetscape significant to heritage site.</p> <p>14.2.2 The impact the proposed use would have on the amenity of heritage site.</p>	<p>Proposed building response include:</p> <ul style="list-style-type: none"> <li>The materiality for the building facade responds to the local character of the surrounding heritage items within Dapto. The gable end pitched roof architecture takes its inspiration from the gable end pitched roof on Dapto Station opposite.</li> <li><b>Station Street and Bong Bong Road:</b> Increased areas of glazing and open terraces along Station Street and Bong Bong Street.</li> </ul>



# 02

This urban design assessment applies to the extent of new and or refurbished areas and excludes the unaltered part of the club. Specifically it does not apply to:

- Existing facade, emergency access and service access along Bong Bong Road and Osborne Street.
- Existing facade outside of the gaming room along Osborne Street and to the north facing the car park.

# URBAN DESIGN ASSESSMENT

# SITE CONTEXT & ANALYSIS



Figure 7 Source: Dapto Town Centre Plan

## LEGEND


- - - Dapto League Club Boundary
- Pedestrian Priority Main Street
- Heritage Items
- Dapto Town Square
- - -> Primary Pedestrian Movement
- - -> Potential Through Site Link between Dapto Station and Town Square
- Primary frontage – Bong Bong Road
- Primary Frontage – Station Street
-  Corner Site Response



Figure 8 Site Context Plan

# 1A FRONT SETBACK

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>Setback is excessive and removes activation of the streetscape that should be accentuated and encouraged. This visual and physical link is a benefit to both parties and should be used as an example of improved connection and activation of the street interface.</li> <li>Council is requesting the landscaping be at ground level and adheres to CPTED principles. Planting should be limited to 1m in height generally with a small number of larger open shrubs or small trees placed to help break up the wall under the windows.</li> <li>The street frontage landscaping to be at street level only.</li> </ul>	<p><b>Ch B3 Mixed Use, 4.4 Front Setback</b></p> <p>4.4.2 The building should be located on the front property boundary, where a continuous façade along main commercial streets is desired.</p> <p><b>Ch E2 CPTED, 3.5 Landscaping</b></p> <p>4.12.2 Low level planting for footpaths do not exceed 1m.</p> <p>4.12.2 Use of hard landscaping details such as low fencing &amp; walls to deter pedestrian or vehicle movement.</p>	<p>Proposed Building setback is:</p> <ul style="list-style-type: none"> <li>Bong Bong Road: 1m continuous building setback from property boundary is proposed. Landscape interface to new building is removed with footpath treatment extended to building frontage increasing the width from 4.5m to 5.5m. Small area of landscape is retained in front of existing blank wall (toilets) in the area that is not being redeveloped.</li> <li>Station Street: The proposed setback on Station Street varies between 0.13m in the bay furthest to the north and 2.0m in the bay furthest to the south. Landscape interface is removed adjacent to building and footpath is widened to the property boundary. Grass verge and tree planting is maintained.</li> </ul>	<p>Proposed amendment to scheme creates a more urban character to the streetscapes appropriate to the town centre context whereas the previous landscape setback was more characteristic of a suburban centre setting.</p> <ul style="list-style-type: none"> <li><b>Station Street:</b> Grass verge and tree planting responds to the heritage and landscape setting in front of the station.</li> <li><b>Bong Bong Road:</b> Tree planting in street grates provides an 'avenue' response which is a more urban character for the main arrival street into town from the west.</li> </ul> <p><i>NOTE: The proposed building fronts Bong Bong Road and Station Street. While there is no specifically defined 'main commercial streets' in either the DCP or the DTCMP, we have assumed that a continuous facade is desired within most streets of the Dapto Town Centre Core and therefore is desired along both street frontages.</i></p>



**Figure 9** DA Design Scheme

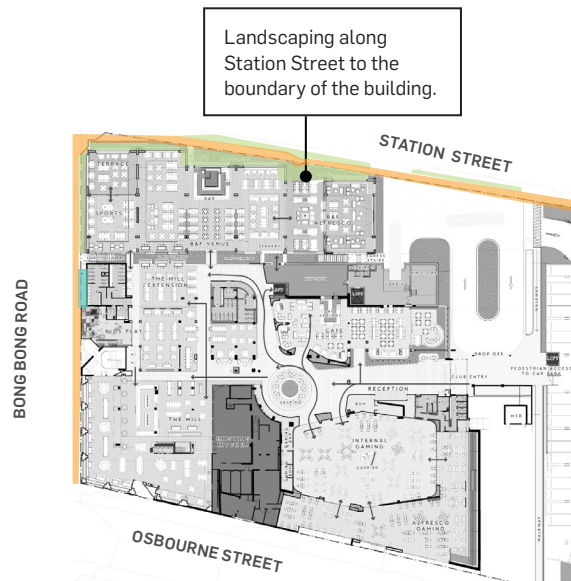






Figure 10 Pre-DA Design Scheme

#### Legend

	<b>Proposed Footpath</b> Bong Bong Road and Station Street are the two primary roads with proposed widening of footpath to property boundary.
	<b>Grassed Verge</b>
	<b>Existing Raised Planter Retained</b>
	<b>Street Trees in grass verge</b>

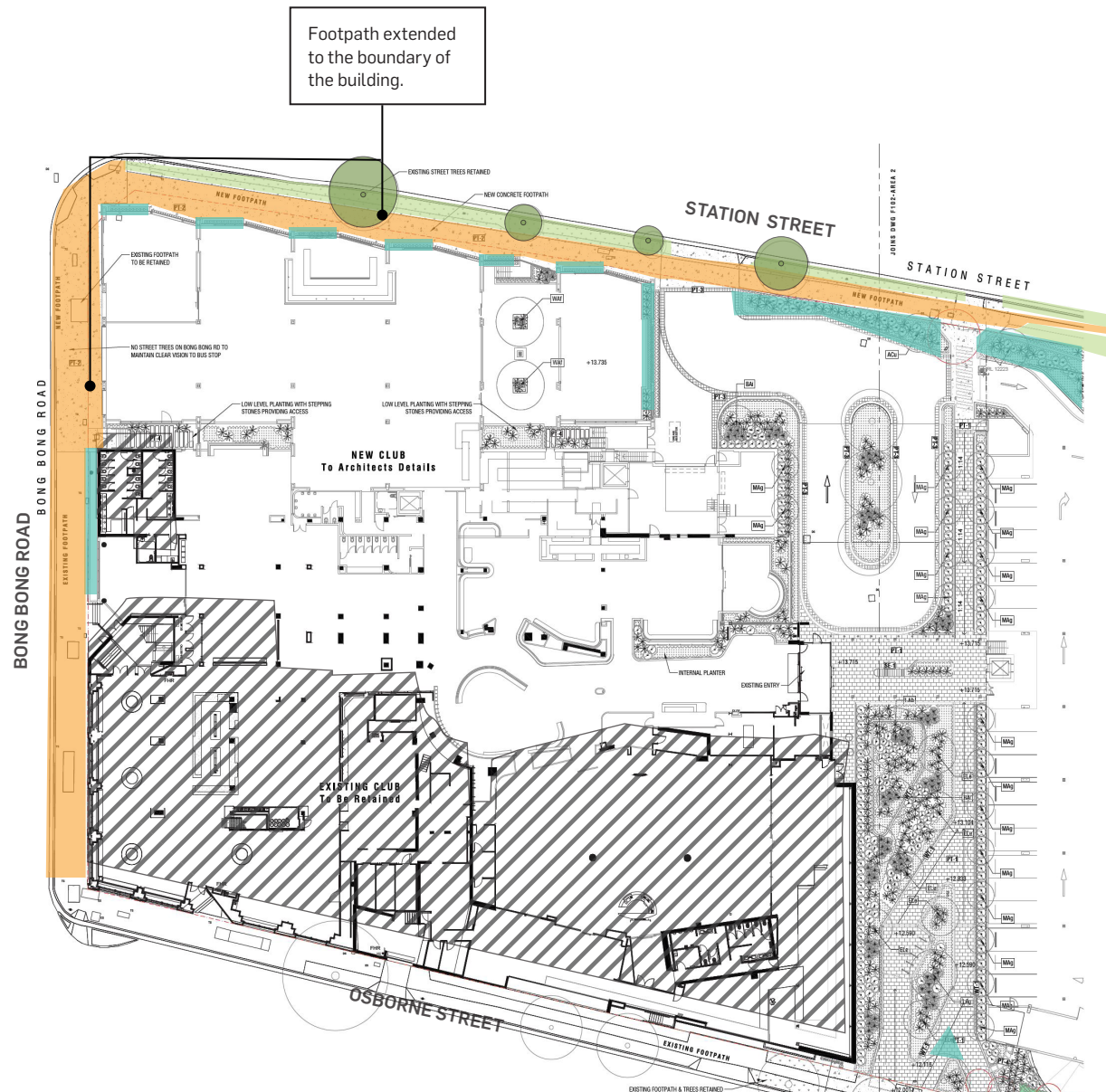


Figure 11 DA Design Scheme

# 1B ACTIVE STREET FRONTAGE

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>All street frontage windows at ground level are to have clear glazing.</li> <li>Council strongly recommends that the club look at an entrance at the corner of Bong Bong Road and Station Street to activate and provide a feeling of safety at this isolated part of the suburb.</li> </ul>	<p><b>Ch B3 Mixed Use, 4.7 Active Street Frontage</b></p> <p>4.7.2 Buildings should contain no more than 5 metres of ground floor wall without a door or window.</p> <p>4.7.2 Windows should make up at least 50% of the ground floor front wall.</p> <p>4.7.2 All street frontage windows at ground level are to have clear glazing.</p> <p>4.7.2 Direct pedestrian access and visual inspection should be provided from the front of the building, to encourage active street frontage to retail shops and business premises.</p> <p><b>Ch B4 Development in Centres and Peripheral Sales Precincts</b></p> <p>10.2.1 Large retail or commercial office floor space not requiring continuous and direct connection to the street (e.g. supermarkets) should be 'wrapped' by smaller retail shops or commercial offices to avoid blank walls and encourage active street frontages.</p> <p><b>Ch B4 Development in Centres and Peripheral Sales Precincts</b></p> <p>10.2.5 Urban Design/ Streetscape Appearance</p> <p>4. The horizontal form of any building should also be broken up vertically, in order to provide visual relief and interest to the development. The horizontal and vertical emphasis is especially critical for the middle and upper levels of a building</p> <p>5. Any retail or commercial office building must be designed to provide active street frontages on the ground floor level of the building to all street frontages and in some cases, Council may require appropriate pedestrian thoroughfare links.</p>	<p>Proposed active street frontages:</p> <ul style="list-style-type: none"> <li><b>Bong Bong Road:</b> Fixed clear glazing for the height of the premises along the street with open terrace at corner. Blank wall remains adjacent to toilet block which is not part of proposed refurbishment or new build area.</li> <li><b>Station Street:</b> Combination of fixed clear glazing for the height of the premises and open terrace areas along station street frontage including open terrace at corner with Bong Bong Road. Additionally, fixed glass wraps around the corner to the loading dock.</li> <li>The horizontal form of the building is being broken up vertically by breaking the building into 5 bays with a terrace between the 4th and 5th bays to provide visual relief.</li> <li><b>Entrances:</b> Existing entrance to the club remains in existing location with no new entrances proposed. The existing entrance has been redesigned to include a combination of co-located active areas including <ul style="list-style-type: none"> <li>Removing the substation and providing pedestrian access (through site link) from Osborne Street to Station Street past the entry.</li> <li>Proposed a new alfresco area adjacent and to the west of the current entry and drop-off.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Fixed and open terrace windows create a primary and secondary frontage along Bong Bong Road and Station Street.</li> <li>60% of the proposed area of new or refurbished frontage is active, comprising either fixed glass or an open terrace.</li> <li>Due to the nature of the premises being a Registered Club, there is a legal requirement for only a single point of entry. The existing entry is located adjacent to the carpark on the northern facade of the building. An additional entrance at the corner of Bong Bong Road and Station Street cannot be provided in line with this requirement. However a open terrace has been provided as a response to this corner.</li> <li>Vertical brick pillars, brick treatments, battens and low height planters provide visual interest along with roof articulation to create smaller built forms along the station street frontage.</li> </ul>

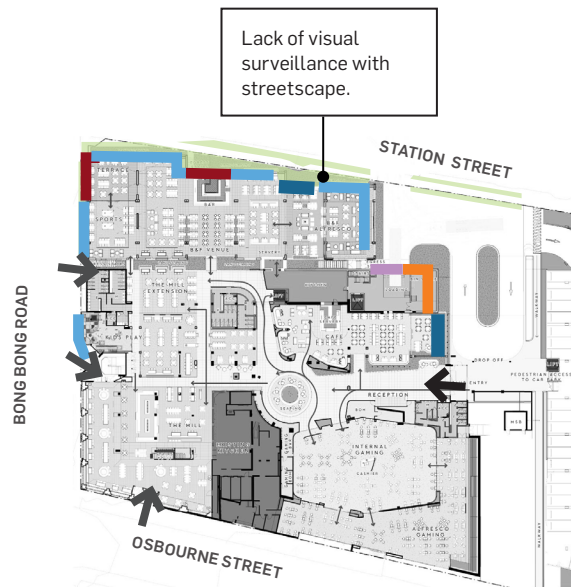


Figure 12 Pre-DA Design Scheme

Legend

<span style="color: blue;">—</span>	<b>Fixed Glass Glazing</b>
	Along Bong Bong Road and Station Street.
<span style="color: darkblue;">—</span>	<b>Open Terrace</b>
	At the corner of Bong Bong Road and Station Street and along Station Street to provide a visual link between the internal and external space of the building.
<span style="color: red;">—</span>	<b>Blank Wall</b>
<span style="color: orange;">—</span>	<b>Plant / Utility</b>
<span style="color: purple;">—</span>	<b>Servicing Access / Parking</b>
<span style="color: red;">➔</span>	<b>Emergency Egress Points</b>
<span style="color: black;">➔</span>	<b>Entrance</b>
<span style="color: green;">—</span>	<b>Existing Grassed Verge</b>

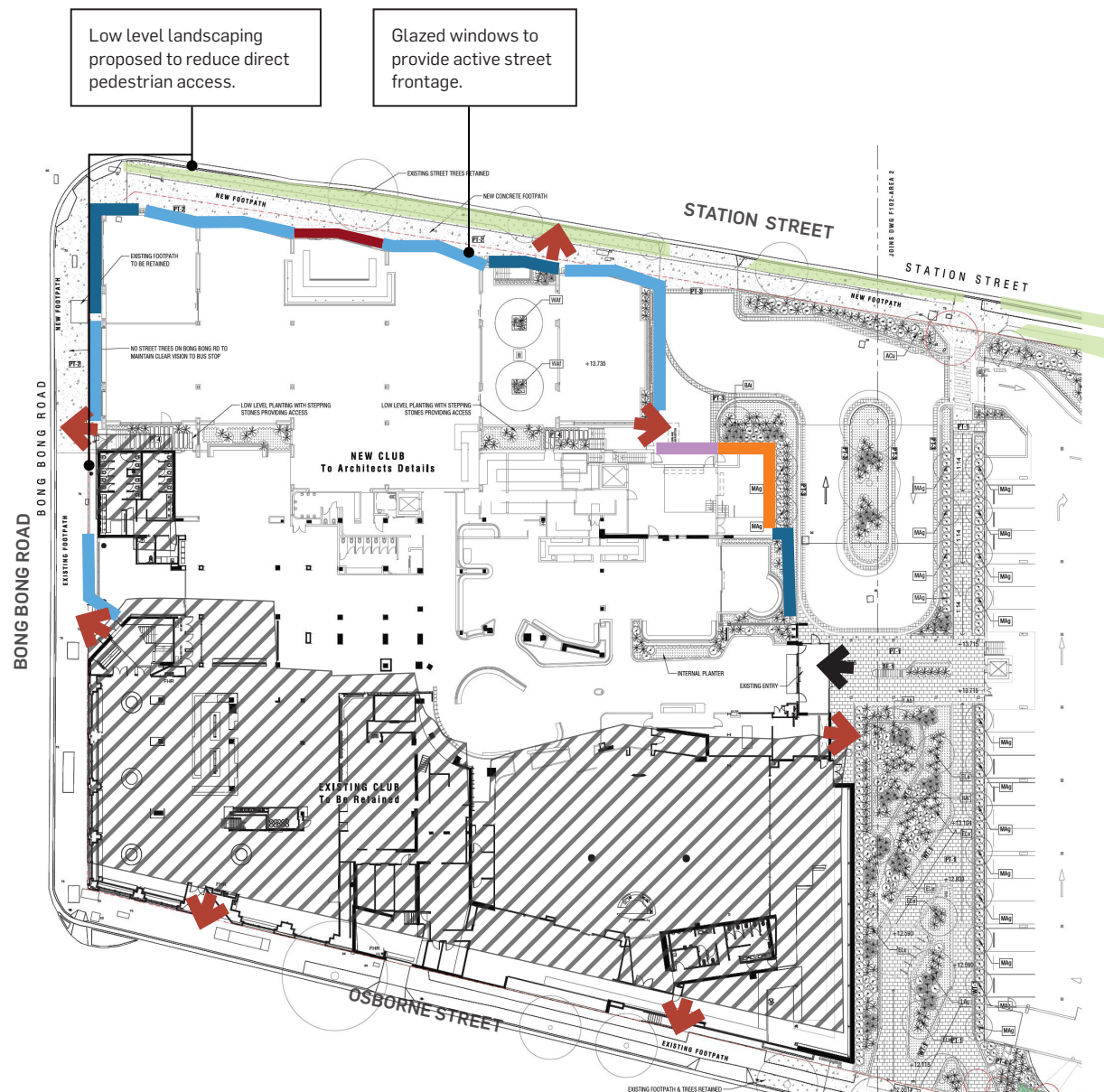


Figure 13 DA Design Scheme

# 1C CPTED

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>Egress stairs are a concern. They need to be open, inviting and visually connected to the street and the internal areas. At present the interface is enclosed and could be a safety issue with hidden locations and entrapment points.</li> <li>The general arrangement of the arrival space is seen as another unsafe location with isolated areas for hiding and unsafe activities.</li> <li>The gaming room external wall and double storey car park create an enclosed and secluded access point.</li> </ul>	<p><b>Ch E2 CPTED</b></p> <p><b>Natural Surveillance and Sightlines</b></p> <p><i>Avoid blind, sharp corners on pathways, stairs or corridors.</i></p> <p><i>Ensure that pedestrians can easily see what is at the end of tunnels/overpasses</i></p> <p><b>Building Design</b></p> <p><i>Entrances to buildings are clearly defined, secure, well-lit and face the street.</i></p> <p><i>Blank walls should be avoided onto public streets.</i></p> <p><i>Design lobbies to be highly visible.</i></p> <p><i>Well-lit staff entrances.</i></p> <p><i>Illuminate all external edges and access points to car parks.</i></p> <p><i>Avoid hidden recesses.</i></p>	<p>Response to CPTED includes:</p> <ul style="list-style-type: none"> <li><b>Bong Bong Road:</b> Egress door moved closer to the boundary to minimise blind corners. The replacement of hit and miss brick to glazing along the terrace allows for a visual link between the terrace and the street, increasing passive surveillance.</li> <li><b>Station Street:</b> Facade geometry is simplified to remove setbacks and align to street edge. Glazed windows along Station Street allow for passive surveillance.</li> <li><b>Main Entrance:</b> Existing entrance retained facing the carpark. New pedestrian ramp proposed from both Station and Osborne Street. Existing sub-station is removed and relocated within the carpark. Overall there is a clear sight line of 14.5m established between the existing building and the proposed carpark. Additionally, the co-located vehicle drop-off and new alfresco area adjacent to the entry provide additional casual surveillance.</li> <li><b>Carpark:</b> Carpark is transformed into two storey structure. The facade of the car park has sections of green walls as depicted in the design sections. There are gaps strategically provided in the carpark and green walls structure to open up sight lines around corner.</li> </ul>	<ul style="list-style-type: none"> <li>Minimising length of corridor associated with egress door reduces the opportunity for pedestrians to hide within blind corners.</li> <li>Increased width and removal of sub-station creates clear, unobstructed sight lines between the entrance and two existing streets either side and has removed blind corners.</li> </ul>

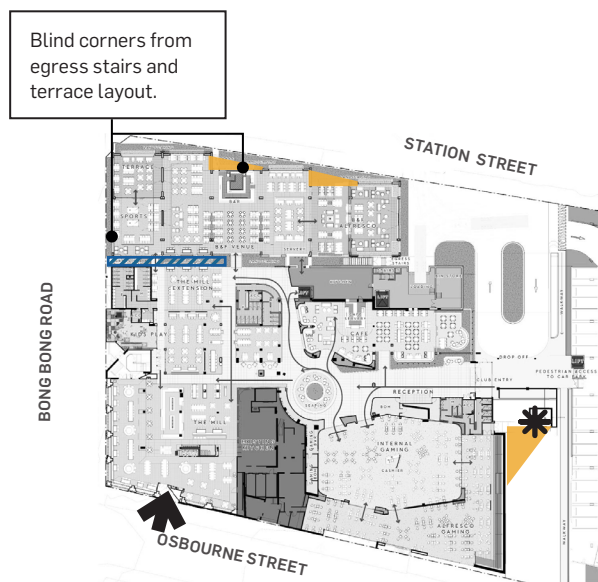







Figure 14 Pre-DA Design Scheme

#### Legend

	<b>Blind Corners</b> Previous terrace layout allowed for multiple blind corners.
	<b>Egress Door</b> Recess stairs from Bong Bong Road to minimise blind corners.
	<b>Sub-Station</b>
	<b>Sight Line</b> Re-location of sub-station to create better visibility from the sight through link.
	<b>Pedestrian Entry</b> Entry point from Orborne Street.

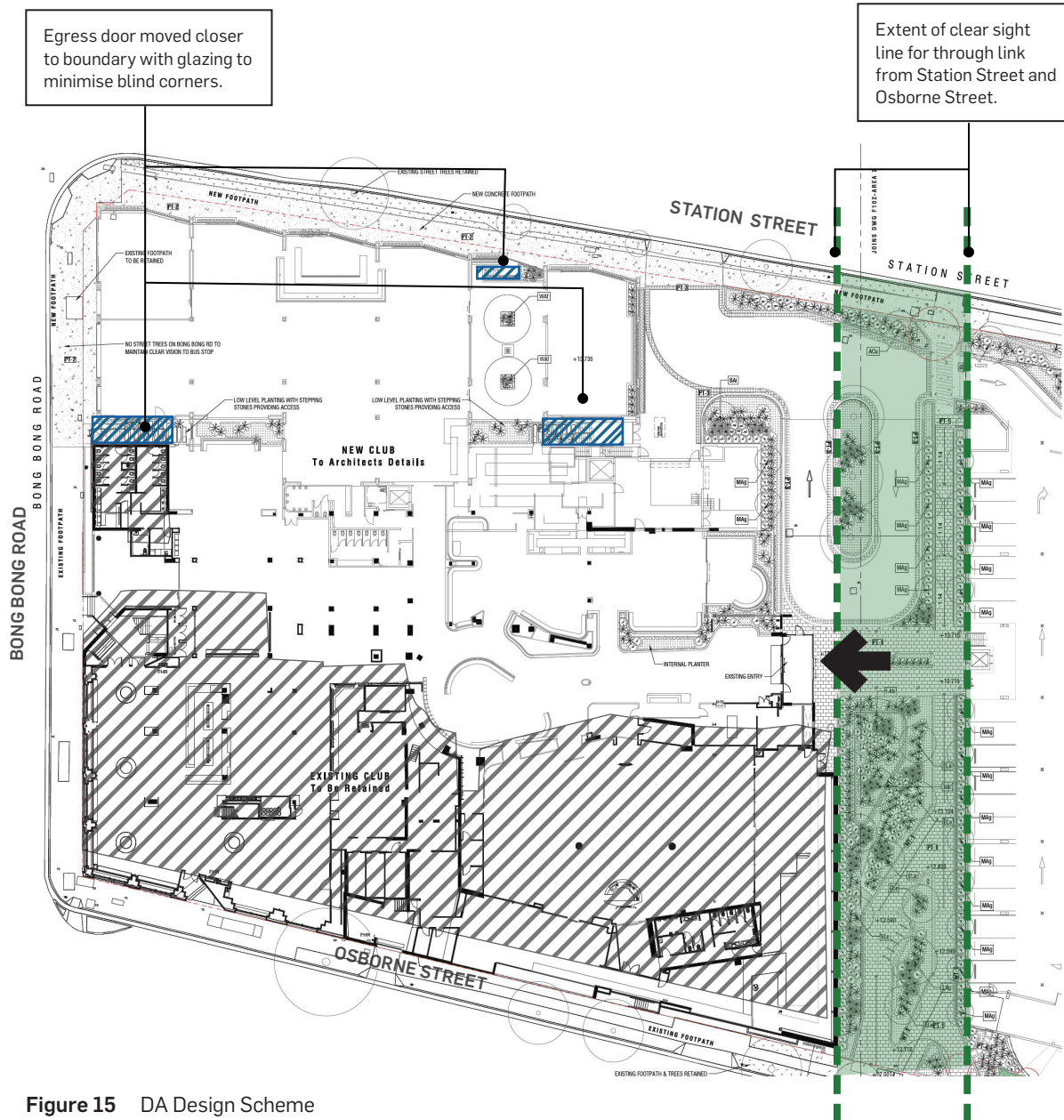


Figure 15 DA Design Scheme

# 1D ARRIVAL SPACE / LOADING & SERVICING

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>The arrival point of the main entrance is secluded and isolated from the community. It's location near the service entry and bin location is a negative outcome.</li> <li>Recommend to move the entrance to Station Street frontage providing activation and clear and safe pedestrian access.</li> <li>Reception entry point moved to directly relate and connect to Station Street.</li> <li>The driveway and service entry make pedestrian access and vehicle movements confusing at the threshold and reduce the pedestrian priority for footpath users.</li> <li>Council believes that a greater opportunity exists where the loading bay and reception areas could be swapped. Loading bay location and access point to be moved to Osborne Street adjacent to the Aldi.</li> </ul>	<p><b>Ch E2 CPTED Building Design</b></p> <p>Ensure that entrances to buildings are clearly defined, secure, well lit and face the street.</p> <p>Blank walls should be avoided onto public streets, public open spaces and pedestrian traffic areas.</p> <p>Design the front entrances of public buildings so that they do not create entrapment spots or places where intruders may loiter.</p> <p>Design lobbies to be highly visible.</p> <p>Avoid the location of ramps and elevator entrances in isolated areas.</p> <p><b>Ch E3 Car Parking, Access, Servicing / Loading Facilities &amp; Traffic Management , 9.1 Loading / Unloading &amp; Maneuvering Area requirements</b></p> <p>9.1.2 All loading and unloading activities shall take place wholly within the loading bay, at all times.</p> <p>9.1.2 All loading dock facilities must guarantee satisfactory on-site maneuvering areas for trucks in accordance with the Australian Standard AS 2890.2 Design Vehicular and Turning templates.</p> <p>9.1.2 Loading docks should also be positioned wherever possible, away from the street frontage.</p>	<p>Proposed arrival and loading services area:</p> <ul style="list-style-type: none"> <li><b>Main Entrance:</b> No change to location of main entrance due to this being part of the existing building where no new work is proposed. entrance is located 1.2m above ground level.</li> <li><b>Pedestrian connection:</b> Alignment of pedestrian pathway from Osborne Street through to Station Street follows pedestrian desire lines and facilitates ramping and level changes for accessibility whilst retaining clear sightlines. Additionally, the creation of new through site link allows safe pedestrian access from Osborne and Station Street to the existing club entry while also providing clear sight lines from Osborne Street to Station Street.</li> <li><b>Loading and Servicing:</b> <ul style="list-style-type: none"> <li>Existing basement access and servicing have been retained due to proximity and connectivity with existing retained facilities including kitchen and storage below.</li> <li>The loading access has been renovated and expanded to suit the new venue demand. Proposed facade neatens the loading by not having stairs and BOH equipment visible to public. Active frontages and uses along with landscaping elements are proposed to address this area.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Combined design of pedestrian pathway, existing arrival and vehicle drop-off into a single arrival point creates activity around the main entrance.</li> <li>Loading functions are associated with existing facilities and uses and cannot be relocated. The design of building facades to overlook these spaces and the introduction of landscape elements softens the existing structures.</li> <li>14.5 wide pedestrian link creates a clear sight line to the existing arrival point for the club entry from both Osborne Street and Station Street.</li> </ul>



**Figure 16** DA Design Scheme - Bong Bong Road visual link

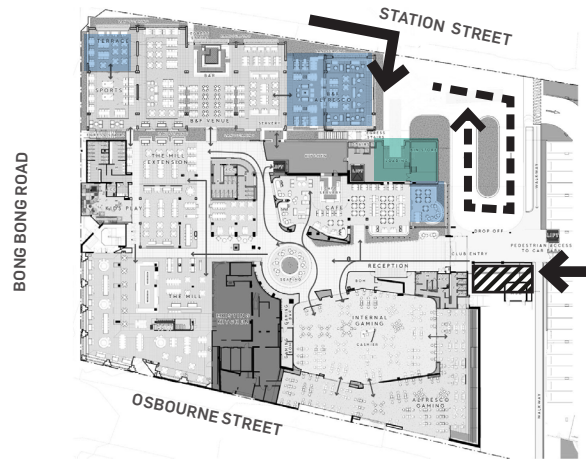


Figure 17 Pre-DA Design Scheme

#### Legend



#### Sub-Station

Re-location of sub-station to create better visibility from the sight through link.



#### Pedestrian Access

Opening / entrance along Bong Bong Road, Station Street and Osborne Street.



#### Internal Vehicular Movement



#### Window

On Bong Bong Road and a corresponding window at the loading dock end to provide a visual link from one end of the building to the other.



#### Internal Pedestrian Movement



#### Raised Pedestrian Crossing



#### Alfresco Food & Beverage



#### Loading Dock / Recycling Store



#### Sight Line

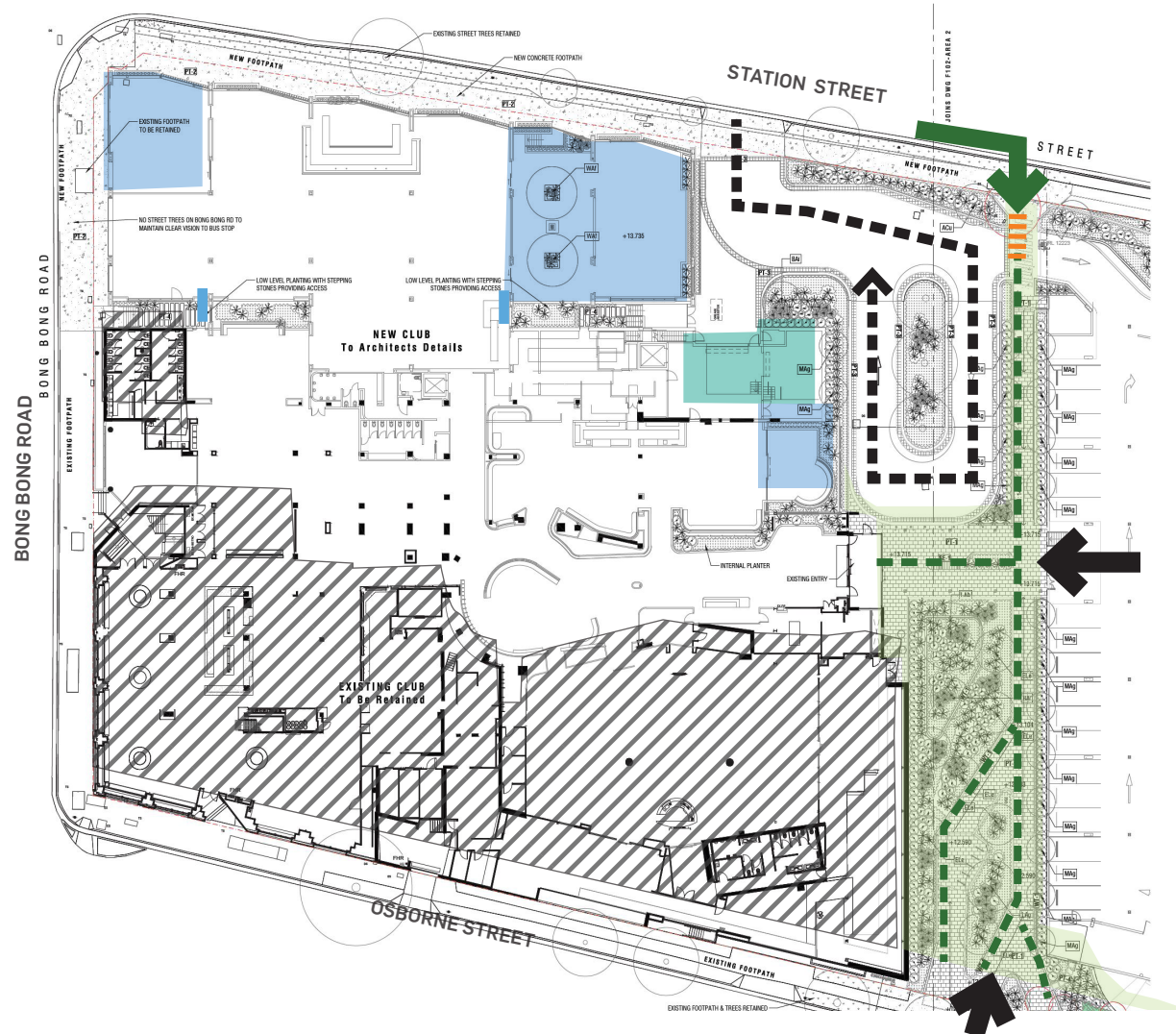


Figure 18 DA Design Scheme

# 1E CARPARK

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>The proposed multi-level carpark at the northern end of the site is noted as of particular concern. The applicant could consider how to provide a publicly accessible through sightlink that allows for continuous visual access through the site.</li> <li>Entry only from the Baan Baan Street and Station Street corner driveway.</li> </ul>	<p><b>Ch B03 Mixed Use Development, 4.9 Car Parking</b></p> <p>4.9.2 Access driveways to car parking areas must be positioned to minimise impacts on the streetscape.</p> <p><b>Ch E3 Car Parking, Access, Servicing, 11 Safety and Security</b></p> <p>The car parking area should also be designed to prevent blind corners and to maximise visibility and sight lines for both persons in vehicles and pedestrians.</p> <p>All car parking spaces should be visible to approaching vehicles and not 'hidden'.</p> <p>All pedestrian areas should follow pedestrian desire lines and be well lit.</p>	<ul style="list-style-type: none"> <li>Proposed carpark entrances and exits have been amended to separate locations. Entrances are located off Station Street and Osborne street. Exits are located off Osborne Street.</li> <li>A publicly accessible through site link has been included between the car park and hospitality building, linking Station and Osborne Streets.</li> <li>Carpark footprint has been set back 2.5m from Station Street boundary, 5m (0.4m at ramp) from Baan Baan Street boundary and 6.5m (1.5m at ramp) from Osborne Street boundary.</li> <li>Carpark facade design has been revised to incorporate green walls and cut-outs in the structure across corners.</li> </ul>	<ul style="list-style-type: none"> <li>Green wall incorporated into the façade along Baan Baan Street has the potential to soften the visibility of the structure. The layout of the green wall panels on the facade reference the profile of the Illawarra escarpment in the distance.</li> <li>The cut-out of the parking at the corner of Station Street and Baan Baan Street has been increased to create a clear sightline between Station Street and Baan Baan Street.</li> </ul>



**Figure 20** DA Design Scheme - Landscaping surrounding the carpark.



**Figure 19** DA Design Scheme - Carpark entry and exit.

## 2A BUILDING RESPONSE TO HERITAGE CHARACTER

Pre-DA Feedback	Relevant DCP Considerations	DA Proposal	Urban Design Review
<ul style="list-style-type: none"> <li>• <i>Allowing permeability and activation of Station Street façade as it largely impacting the connection of Dapto Town Centre and Station.</i></li> <li>• <i>There is an opportunity with Bong Bong Rd façade, as main link between the heritage items, to dialogue with the street through thoughtful materiality and a more active frontage design.</i></li> <li>• <i>It is suggested that the efforts may focus on the materiality and landscaping, so it can dialogue with Dapto Station and its public space and the link to the nearby heritage items in the town centre.</i></li> </ul>	<p><b>Ch E11 Heritage Conservation, 14.2 Development in the vicinity of heritage site</b></p> <p><i>14.2.2 Development on land adjacent to or within the vicinity of a heritage item or a heritage conservation area should not detract from the identified significance or setting of the heritage building or the heritage conservation area.</i></p> <p><i>14.2.2 The character, sitting, bulk, scale, height and external appearance of the development must be taken into consideration.</i></p> <p><i>Visual relation between proposed development and heritage item.</i></p> <p><i>14.2.2 The colours and textures of materials proposed to be used in the development.</i></p> <p><i>14.2.2 The maintenance of existing streetscape significant to heritage site.</i></p> <p><i>14.2.2 The impact the proposed use would have on the amenity of heritage site.</i></p>	<p>Proposed building response include:</p> <ul style="list-style-type: none"> <li>• The materiality for the building facade responds to the local character of the surrounding heritage items within Dapto. The gable end pitched roof architecture takes its inspiration from the gable end pitched roof on Dapto Station opposite.</li> <li>• <b>Station Street and Bong Bong Road:</b> Increased areas of glazing and open terraces along Station Street and Bong Bong Street.</li> </ul>	<ul style="list-style-type: none"> <li>• The gable ends and roofs of the pavilions have been designed to take a similar form to the pitched roof of Dapto train station.</li> <li>• The brick spine walls use similar materials to the heritage listed Dapto Hotel and Fairley's Building.</li> </ul>



**Figure 21** DA Design Scheme - Bay finishes.



**Figure 22** DA Design Scheme - Station Street Elevation.



**Figure 23** DA Design Scheme - Brick facade



**Figure 24** DA Design Scheme - Built form from corner of Bong Bong Road and Station Street.

# 03

## CONCLUSION

# URBAN DESIGN ASSESSMENT

The revised scheme for the Dapto Leagues Club proposes demolition and rebuild for the western component of the site and the development of the surface carpark into a multi-storey two level facility.

In response to the feedback provided by Council to the proposed DA, the revised scheme has address the key issues raised as follows:

- **1A Street Setbacks:** The original scheme proposed landscape setbacks that were reflective of a suburban centre outcome. The revised scheme reduces the proposed setbacks and widens the footpath to the building edge with the largest setback being reduced from 5m to 2m and the smallest setback from 0.9m to 0.14m. This is to create a more urban character to the streetscapes appropriate to the town centre context. A grass verge and tree planting response is maintained to the heritage landscape setting in front of the station. No landscape treatment is proposed along Bong Bong Road due to the precense of an existing bus stop in this location.
- **1B Active Street Frontage:** Council provided feedback for the desire of a new entrance at the corner of Bong Bong Road and Station Street. Whilst legislation does not allow the provision of an additional entrance to a club, improvements have been made to the proposed new structure creating a more active and responsive street frontage through increased glazing and the creation of an open terrace on the corner of Bong Bong Road and Station Street. The use of fixed glass windows within the proposed scheme along Station Street and Bong Bong Road create a primary and secondary frontage. 60% of the facade is glazed or open to the street. Access to the existing club entry has also been enhanced by providing a through site link between Station Street and Osborne Street.
- **1C CPTED:** Council raised concerns relating to potential CPTED concerns at the existing entrance. The response to improving CPTED outcomes in the revised scheme includes:
  - Removal and relocation of the existing sub-station adjacent to the entrance.
  - Relocation of the egress door to minimise blind corners.
  - Redesign of the pedestrian link from Station Street to Osborne Street with an overall clear sight line width of 14m.
  - Removal of setbacks in facade along Station Street to remove hiding opportunities.
- **1D Arrival Space:** New wider pedestrian path creates a clear arrival point to the club entry from Osborne Street and Station Street whilst facilitating ramp access for accessibility to the existing entrance which is 1.2m above ground.
- **1E Carpark / Loading Services:** Green wall façade along Baan Baan Street, Station Street and Osborne Street references surrounding landscape features. The cut-out of the parking at the corner of Station Street and Baan Baan Street has been increased to create a clear sight line between Station Street and Baan Baan Street. Additional openings in the facade allows a clear view between the street and the car park.
- **2A Building Response to Heritage Character:** The use of materiality responds to the surrounding heritage of West Dapto through the use of gable ends and roofs of the pavilions similar form to the pitched roof of Dapto train station and the use of brick spine walls similar to the heritage listed Dapto Hotel and Fairley's Building.