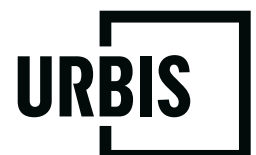




# STATEMENT OF ENVIRONMENTAL EFFECTS

18 Bong Bong Road, Dapto  
2530

Prepared for  
**DAPTO LEAGUES CLUB**  
3 July 2024



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

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# 1. INTRODUCTION

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Ltd on behalf of Dapto Leagues Club (the Applicant) in support of a Development Application (**DA**) for a refurbishment and alterations at Dapto Leagues Club (**the subject site**) at 18 Bong Bong Road, Dapto.

The DA seeks consent from Wollongong City Council for:

- The demolition of the western side of the existing club including the under-croft parking, snooker Room and kids play area;
- An extension to the existing ground level of the club to provide a new food and beverage venue with associated alfresco spaces to accommodate additional lounge areas as well as a more flexible sports viewing area to cater for larger and smaller events;
- Internal refurbishment to parts of the existing ground floor to accommodate a larger café area with alfresco space;
- Refurbished reception area in the existing entry, addition to The Mill food and beverage venue and refurbished kids play area.
- Improved loading dock and porte cochere from Station Street
- Activating the Station Street façade to improve natural surveillance and overlooking along this edge
- Removal of the existing substation and the creation of a new through site link between Station Street and Osbourne Street to provide better access to the club entry for pedestrians as well as providing a physical link between Station Street and Osbourne Street.
- An additional level of parking above the existing on-grade car park

The proposed works have an estimated cost of \$52,384,664 and development consent is sought in accordance with Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The SEE:

- Describes the site and proposed development,
- Provides an assessment of the proposal against the relevant matters for consideration under section 4.15 of the EP&A Act 1979,
- Explains the likely impacts of the proposed development on the natural and built environment, and
- Outlines how these impacts are proposed to be reduced or mitigated.

The SEE should be read together with the architectural plans and supporting documentation submitted with the DA under separate cover as follows.

Table 1 Supporting Documentation

Title	Prepared By	Short Reference
Survey Plan	GeoSurv	Survey
Quantity Surveyor Cost Report/EDC Report	MBM	QS Report
Architectural Plans and Architectural Design Report	Altis Architecture	Plans
Landscape Plans	DSB Landscape Architects	Landscape Plans
Traffic Impact Assessment	McLaren Traffic Engineering and Road Safety Consultants	TIA
Urban Design Report	Urbis	Design Report
Photomontages/renders	Altis Architecture	

Title	Prepared By	Short Reference
Crime Prevention Through Environmental Design	Monteath and Powys	CPTED
Arboricultural Impact Assessment and Tree Protection Plan	Lizzie the Arborist	Arborist Report
Environmental Noise Assessment	Harwood Acoustics	Noise Assessment
Geotechnical assessment	Douglas Partners	Geotech Report
Stormwater concept plan	Greenview Consulting	Stormwater
Flood statement	Greenview Consulting	Flood
Building Code Australia Report	Jensen Hughes	BCA
Disability Access Design Compliance Review	Access First Consulting	Accessibility Statement
Waste management plan	Auswide	WMP
Landowners consent		

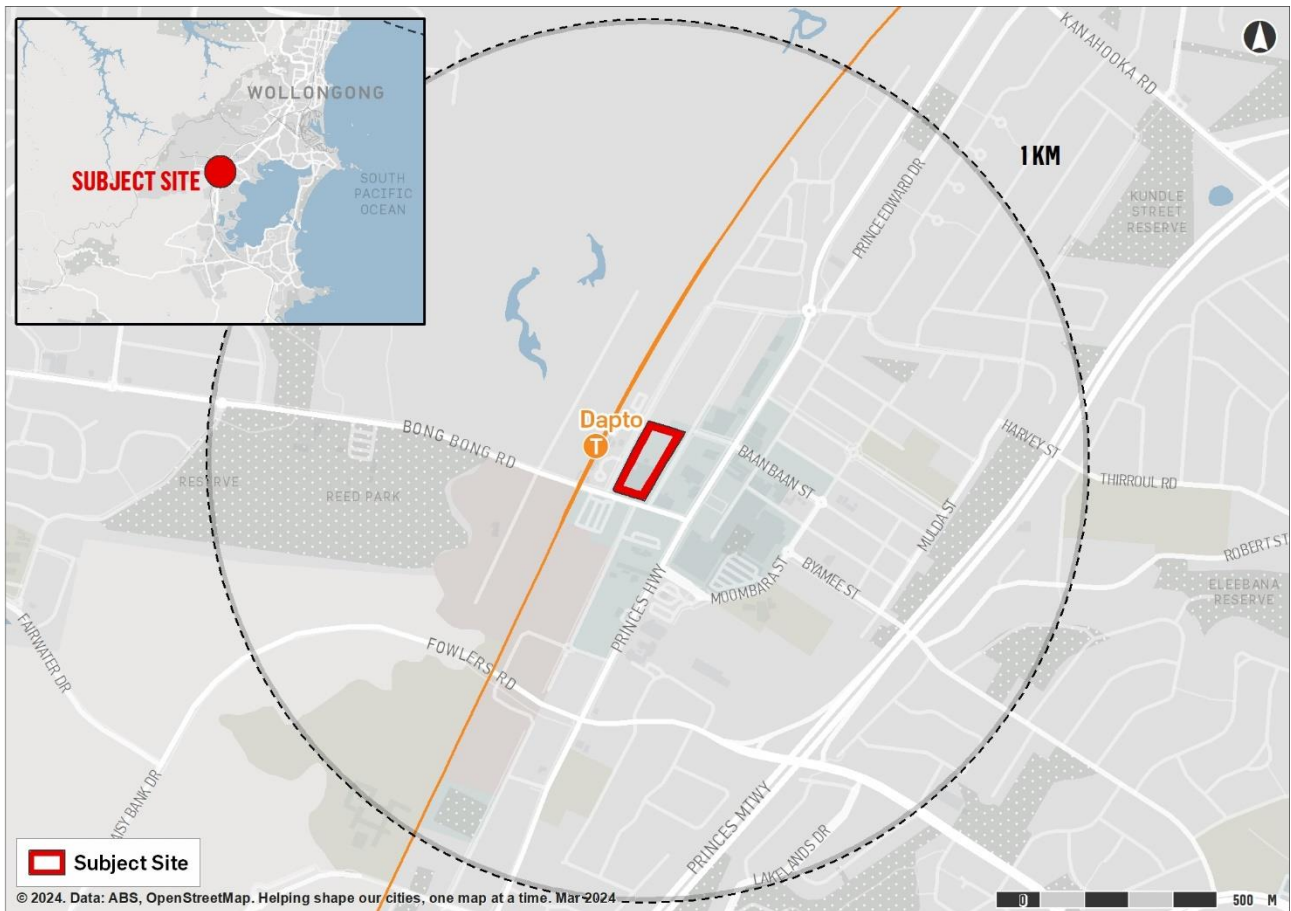
## 2. SITE ANALYSIS

### 2.1. SITE LOCATION

The Dapto Leagues Club is located at 18 Bong Bong Road, Dapto 2530, on Dharawal Country. The Site is located at the corner Bong Bong Road and Station Street within the town centre of Dapto. Bong Bong Road is a classified 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

A regional context map is provided in **Figure 1** and an aerial image of the site is provided in **Figure 2**.

Figure 1 Regional Context Map



Source: Nearmap



## 2.2. SITE DESCRIPTION

The existing site is known as 18 Bong Bong Road, Dapto NSW 2530 is legally described as Lot DP 1277336. It occupies a 1.45ha site on predominantly flat land. 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.

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

- **North:** To the north of the site is low-density residential.
- **South:** To the south of the site is a cluster of mixed-use retail, small scale warehouses and commercial services including F45 Fitness Centre, Dapto Trade Centre, Vanessa Lee Dance Academy, Illawarra Denture Clinic and Anglicare Op Shop.
- **East:** To the east of the site is a cluster of mixed-use retail and commercial services including Aldi, Hello Harry Burger Joint, Stepz Fitness Dapto, Borgy's Barber Shop and Amber Café and Restaurant.
- **West:** To the immediate west of the site is Dapto train station and further west is a mixture of light industrial and low density residential (within the general industrial zone) beyond the railway corridor as well as Dapto War Memorial Garden.

The key features of the site are summarised in the following table.

Figure 2 Aerial Photograph



Source: Nearmap



Table 2 Site Description

Site Characteristic	Description
Country	Dharawal
Legal Description (Title Particulars)	Lot 1 in DP 1277336
Number of existing lots	1
Zoning	E1- Local Centre
Existing Use / Structures	<p>The existing site comprises:</p> <ul style="list-style-type: none"> <li>▪ <b>Dapto Leagues Club building</b> – a two-storey building located within the southern half of the Site that includes indoor food and beverage, entertainment and function venue. The Club offers a range of venues to site different demographics, this includes: <ul style="list-style-type: none"> <li>– WB Sports Bar</li> <li>– The Sinclair – Function centre which caters to small private gatherings and large events</li> <li>– The Mill – Family-friendly restaurant.</li> <li>– The Lobby Lounge Café and bar – Café</li> <li>– Tabatinga – Family friendly Social Centre</li> <li>– Treasure Court – Chinese restaurant</li> </ul> </li> <li>▪ <b>Undercroft carpark</b> – Currently located under the Club building at the corner of Station Street and Bong Bong Road.</li> <li>▪ <b>At grade car park</b> – 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</li> </ul>
Site Area	14581.96m <sup>2</sup>
Site Width	The site measures approximately 87.36m along Baan Baan Street and approximately 75m along Bong Bong Road.
Topography	The land is predominantly flat.
Vegetation	The site currently contains a total of 109 trees. The majority of them are positioned on the boundary of the site at Osbourne Street and Baan Baan Street.
Heritage	<p>There are a few heritage items identified in the 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:</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ Heritage item #6335 Station's master's residence immediately to the west;</li> <li>▪ Heritage item #61022 Dapto Hotel to the east; and</li> <li>▪ Heritage item #61021 Fairley's building (former) to the southeast.</li> </ul>
Aboriginal Archaeology	An Aboriginal Heritage Information Management System (AHIMS) search indicates that nil Aboriginal sites have been recorded in or near the site.

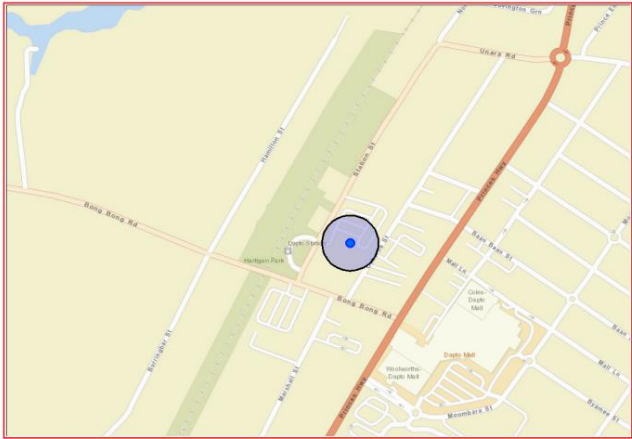
Site Characteristic	Description				
	<p>Figure 3: AHIMS search applicable to the site</p>  <p>A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:</p> <table border="1"> <tr> <td>0</td> <td>Aboriginal sites are recorded in or near the above location.</td> </tr> <tr> <td>0</td> <td>Aboriginal places have been declared in or near the above location. *</td> </tr> </table> <p>Source: Aboriginal Heritage Information Management System</p>	0	Aboriginal sites are recorded in or near the above location.	0	Aboriginal places have been declared in or near the above location. *
0	Aboriginal sites are recorded in or near the above location.				
0	Aboriginal places have been declared in or near the above location. *				
Bushfire	N/A				
Biodiversity	N/A				
Contamination	A Preliminary Site Investigation contamination assessment has been undertaken by Douglas Partners and has concluded that there is a low likelihood of substantial widespread site contamination. It does recommend that a Detailed Site Investigation be undertaken at certain locations.				
Vehicular/Site Access	The site can be accessed to and from Station Street with an additional exit for vehicles along the same street. Vehicle site access to and from site on Osbourne Street. Site can also be accessed via foot from Osbourne Street, Station Street, Bong Bong Road and Baan Baan Street.				
Public Transport	<p>The subject site has access to the existing bus stop (ID: 253022) located approximately along the site frontage on Bong Bong Road. The bus stop services existing bus routes 30 (Kembla Grange to Dapto via Wongawilli), 31 (Wollongong to Horsley via Unanderra), 32 (Dapto to Brooks Reach), 33 (Wollongong to Dapto via Unanderra) and 41 (Dapto to University of Wollongong) provided by Premier Illawarra.</p> <p>Dapto Train Station is located 170m (2-minutes) walking distance to the west of the subject site, servicing the South Coast Line. A train service is provided every 20 – 60 minutes in commuter peak periods and provides direct access between the Sydney CBD (Central) and Kiama.</p>				
Roads	<p>The Site is bound by:</p> <ul style="list-style-type: none"> <li>▪ Station Street to the west;</li> <li>▪ Bong Bong Road to the south;</li> <li>▪ Osbourne Street to the east; and</li> <li>▪ Baan Baan Street to the north.</li> </ul>				

Figure 3 Existing site photographs (prior to any construction or refurbishments)



Picture 1 The Club view from the Cnr of Bong Bong Rd and Station St

Source: Google Maps



Picture 2 View of the Club from the Cnr of Bong Bong Rd and Osbourne St

Source: Google Maps



Picture 3 Existing entry and exit from the site along Station St

Source: Google Maps



Picture 4 Existing exit from the site along Station St

Source: Google Maps



Picture 5 Baan Baan St view with Residential homes to the left and the Club to the right

Source: Google Maps



Picture 6 Entry and exit from the site along Osbourne St

Source: Google Maps

## 3. BACKGROUND

### 3.1. PAST APPROVALS

The following table provides an overview of the previous approvals pertaining to the subject site, based on publicly available information.

Table 3 Recent determinations

Application Reference	Development Description	Determination
<b>DA/2018/1348</b>	Alterations and additions to existing club.	Approved by Council - 21 December 2018.
<b>DA/2018/1348/A</b>	Alterations and additions to existing club Modification A - amend condition 2, 5, 6, 9, 10, 11, 12, 18 and 45 and add condition 3A to allow to flexibility to issue separate construction certificates.	Approved by Council - 8 March 2019.
<b>DA/2018/1348/B</b>	Alterations and additions to existing club Modification B - minor changes to external window heights.	Approved by Council - 11 July 2019.
<b>Complying Development Application (CDC) PC/2018/1693</b>	On 7 November 2018 a CDC was lodged to the Council for solar panel installation.	Approved by Private Certifier - 25 October 2018.
<b>Complying Development Application (CDC) PC/2018/1877</b>	On 7 December 2018 a CDC was lodged to the Council for internal alterations to change the existing first floor auditorium to a children's play centre.	Approved by Private Certifier – 28 November 2018.
<b>Complying Development Application (CDC) PC/2019/415</b>	On 9 April 2019 a CDC was lodged to the Council for the refurbishment of existing commercial kitchen and associated cool room.	The CDC was approved by the Private certifier on 3 April 2019.

Source: Wollongong City Council DA tracker

## 3.2. PRE-LODGEEMENT MEETING WITH WOLLONGONG COUNCIL

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

- Street activation to contribute to the desired future character of Dapto Town Centre.
- CPTED / Safety issues.
- Pedestrian connectivity through the site between Dapto Train Station and the town centre.
- Proposed response to the surrounding heritage items, built form and streetscape characteristics.

Table 4 Meeting Outcomes Summary

Key issues	Council Comment	Response
Capital Investment Value	A cost summary report must be provided with the submission of the DA to determine the proposals capital investment value (CVI) (now known as Estimate Development Cost)	A EDC letter is provided with the application prepared by MBM.
Street Activation	<p>Council strongly encourages the applicant engage with an architectural design consultant to help assist with urban design matters. Given the likelihood of the application being determined by the regional panel, it is councils' opinion that a design consultant would assist with more favourable outcomes.</p> <p>Council recommends the applicant consider minor design changes such as use of the current loading area. Councils' preference is that the location of the loading zone is the new entry to the club and the proposed loading zone be moved to the Osborne Street side where the lift is shown to be located.</p>	<p>An independent urban design report has been prepared by Urbis which reviewed the pre-DA concept, Council feedback and worked with Altis to arrive at the revised DA drawings.</p> <p>Amendments to the design have been incorporated to improve the street activation, through site link and other built form changes.</p>
Heritage	The site is located in close proximity to Heritage items such as the Dapto Train Station and Dapto Hotel. A statement of heritage impact should be addressed in the statement of environmental effects (SEE).	The design has responded to the heritage items that are located in the immediate locality by not presenting an imposing built form and proposing gable and pitched roof architecture akin to the heritage listed station as well as proposing appropriate materiality of the building façade.



Key issues	Council Comment	Response
Flooding/stormwater	The site is flood effected . A suitably qualified engineer should also provide a statement on the impacts of flooding and stormwater drainage design.	A stormwater plan and flood letter accompanies the DA submission.

## 4. DEVELOPMENT DESCRIPTION

### 4.1. OVERVIEW

This DA seeks consent for alterations, additions and refurbishment to selected areas of the existing club. It also includes additional car parking, improvements to the existing loading/drop-off area as well as landscaping works.

The design principles of the project as articulated by Altis in their design statement are:

- *Create an efficient layout for the building by maintaining what currently works well and redesigning the areas that don't*
- *Create a building aesthetic that reduces the scale of the building and ties to the heritage buildings in Dapto as well as taking inspiration from some of Dapto's historical buildings.*
- *Improve the streetscape by creating a better connection between the club and Dapto town centre helping to tie with the Dapto Town Centre vision of fostering a friendly, inclusive and healthy environment that takes pride in its history and embraces a growing population.*
- *Develop a recessive façade to mitigate the visual impact of the single level car park, serving as a complementary backdrop for neighbouring sites and tie into the West Dapto escarpment.*

### 4.2. KEY ELEMENTS

The key elements of the proposed development are summarised in the table below. Reference should be made to the accompanying architectural plans and supporting documentation for further detail. Selected extracted ground floor plans and renders are provided below.

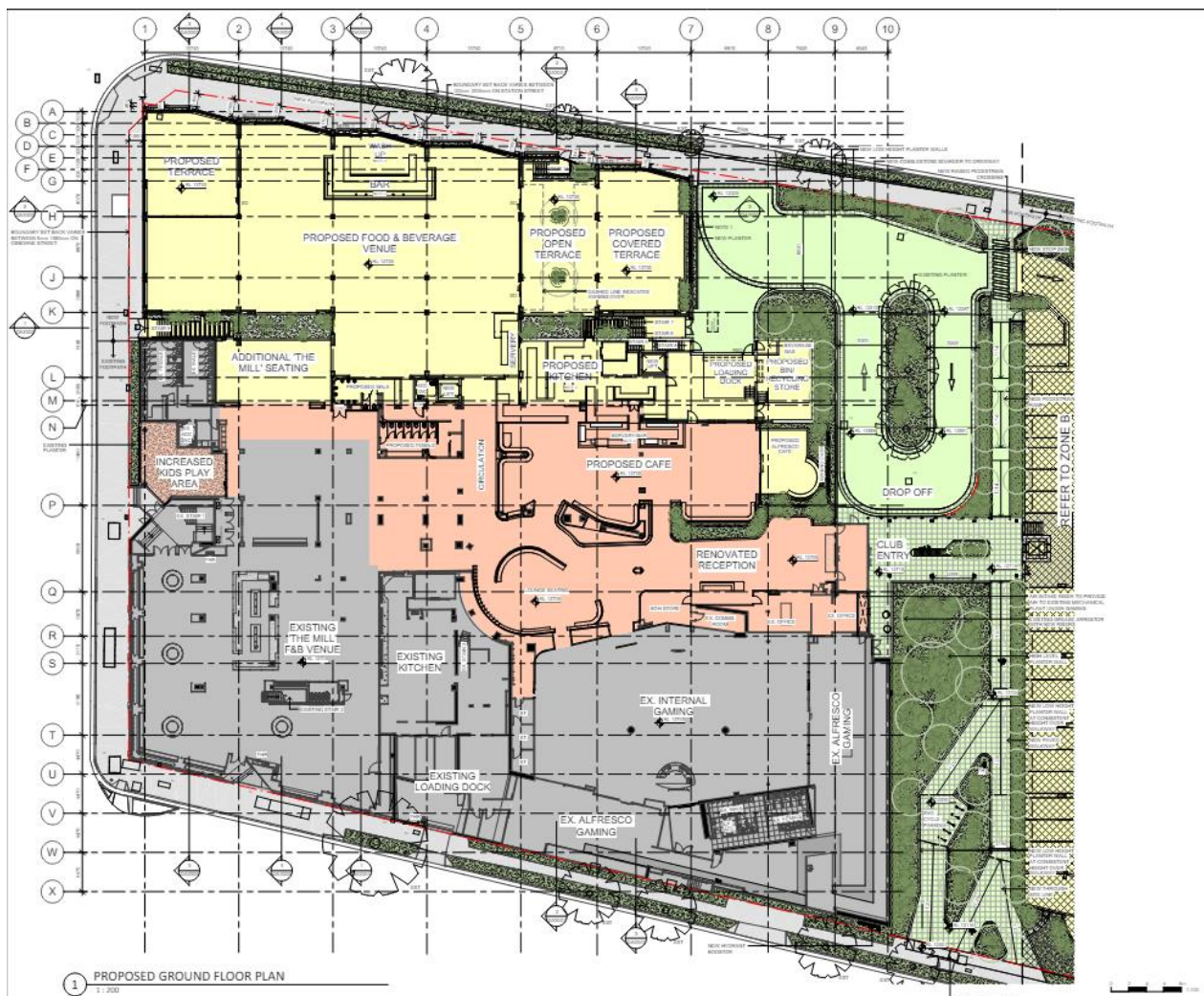
Table 5 Summary of Proposal

Key Element	Proposal
Development Types (Land Use)	<p>The site is zoned as E1 Local Centre under the <i>Wollongong Local Environmental Plan 2009</i> (Wollongong LEP).</p> <p>'Registered clubs' are permitted with consent under the Wollongong LEP.</p>
Description of Development	<p>The proposed development comprises the following works:</p> <ul style="list-style-type: none"><li>▪ The demolition of the western side of the existing club including the under-croft parking, snooker Room and kids play area;</li><li>▪ An extension to the existing ground level of the club to provide a new food and beverage venue with associated alfresco spaces to accommodate additional lounge areas as well as a more flexible sports viewing area to cater for larger and smaller events;</li><li>▪ Internal refurbishment to parts of the existing ground floor to accommodate a larger café area with alfresco space;</li><li>▪ Refurbished reception area in the existing entry, addition to The Mill food and beverage venue and renovation to the existing kids play area on the ground floor.</li><li>▪ Improved loading dock and porte cochere from Station Street</li><li>▪ Activating the Station Street façade to improve natural surveillance and overlooking along this edge</li><li>▪ Removal of the existing substation and the creation of a new through site link between Station Street and Osbourne Street to provide better access to the club entry for pedestrians as well as providing a physical link between Station Street and Osbourne Street.</li><li>▪ An additional level of parking above the existing on-grade car park</li></ul>

Key Element	Proposal
	The works are outlined in the Design statement and Architectural Plans prepared by Altis, provided in the DA package.
<b>Site Preparation/ Demolition</b>	Demolition to include the western side of the existing club including the under-croft parking, Snooker Room and kids play area above the carpark.
<b>Built Form &amp; Design</b>	
Building height	<ul style="list-style-type: none"> <li>▪ The predominate building height of the proposed Club building at the corner of Station Street is 9.787m (which is 143mm lower than existing)</li> <li>▪ The highest point of the building, as measured to the top of the plant, is 15.82m (noting this does not exceed the current max Club height of 15,465m)</li> <li>▪ The car park structure is 4.543m.</li> </ul>
Number of Storeys	2
Gross floor area	6,556 sqm
Floor space ratio	0.446:1
<b>Pedestrian access</b>	<p>Currently there is good connection between the car park to the north of the Club building and is a key access point that is recommended to be retained.</p> <p>A refurbished entrance is proposed. The proposed pedestrian access (and vehicle access and circulation) is shown in the figure below.</p>
<b>Vehicle access</b>	Vehicle access/egress to the car park remains from Osborne Street and an entry point from Station Street is in the location of the current

Key Element	Proposal
	egress. A ramp to the second level of car parking is on the Osbourne Street frontage.
<b>Car parking</b>	An additional level of car parking is provided over the current on grade car parking, resulting in 373 spaces.
<b>Motorcycle parking</b>	Nil dedicated. Motorcycles to park within standard car parking spaces.
<b>Bicycle parking</b>	5
<b>Number of trees to be impacted by the proposed works</b>	69 trees are recommended for removal as per the Arborist report.
<b>Operational Details</b>	
Hours of Operation	Unchanged hours of operation, as is occurring: Monday – Friday: 9:00 am to 3:00 am Saturday: 9:00 am to 3:00 am Sunday: 9:00 am to 3:00 am

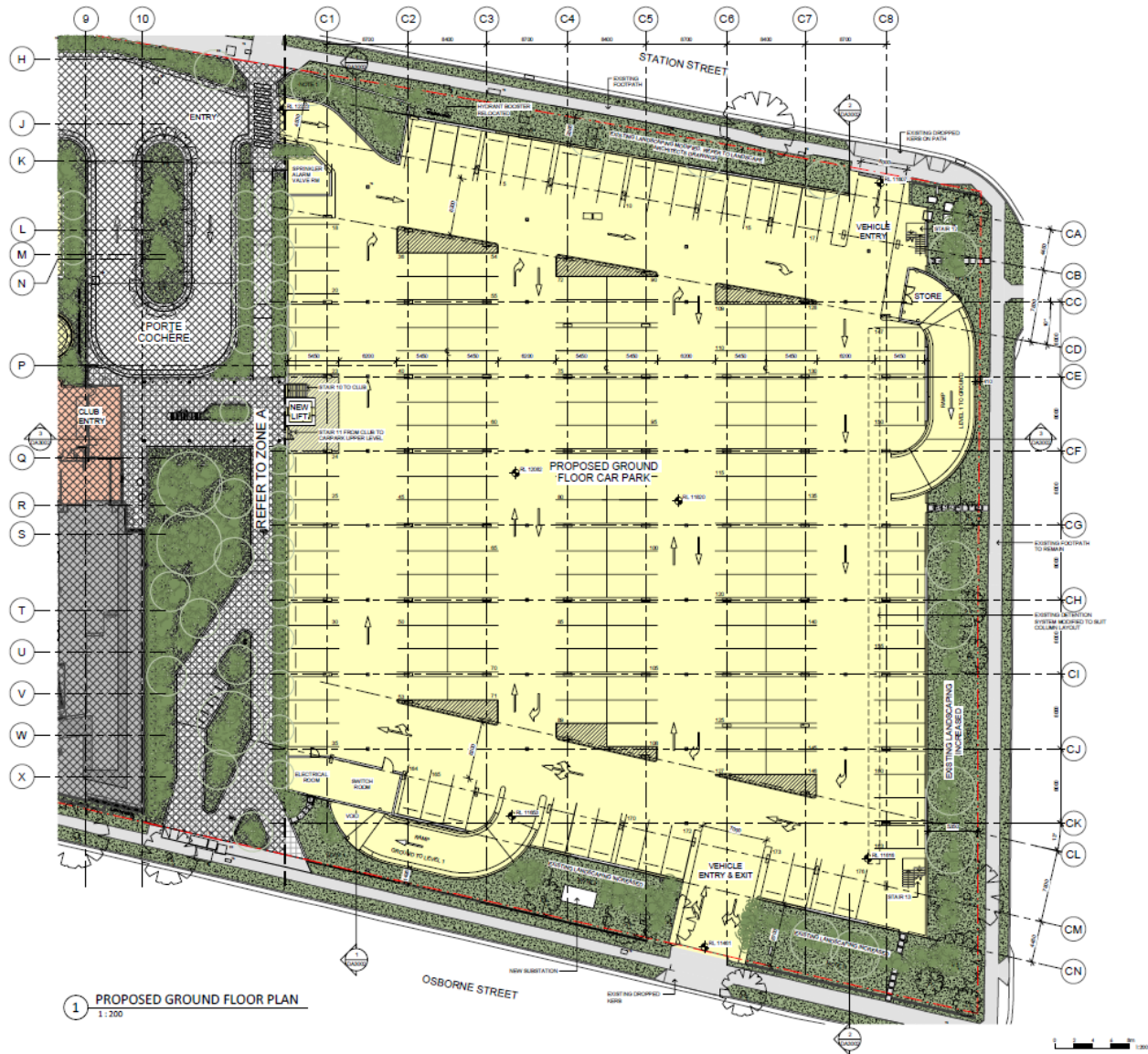
Figure 4 Proposed Ground Floor Plan – Zone A



Source: Altis Architecture



Figure 5 Proposed Ground Floor Plan – Zone B



Source: Atlis Architecture



Figure 6 Indicative Render – Station Street



Figure 7 Indicative render - Car park structure



Source: Altis Architecture

## 5. PLANNING ASSESSMENT

This section identifies the relevant strategic planning directions and the environmental planning instruments applying to the site and the proposed development and includes an assessment of the proposal against the relevant provisions.

### 5.1. STRATEGIC PLANNING

#### 5.1.1. Illawarra Shoalhaven Regional Plan 2041

The Illawarra Shoalhaven Regional Plan 2041 (**the Plan**) was finalised in May 2021 and sets the 20-year strategic framework for the region covering the LGAs of Wollongong, Shellharbour, Kiama and Shoalhaven. The Plan's vision is for an innovative, sustainable, resilient, connected diverse and creative region. The Plan identifies Shellharbour City Centre as a Regional City to be enhanced to facilitate a diversity of jobs, greater activity, and better access to public spaces. The Plan notes that the City Centre will become more important as people move into the West Illawarra Growth Area. The City Centre is framed by low density residential and seniors housing; demand for high density living is increasing.

The subject site is located in Dapto which is identified as a Strategic Centre in the Illawarra Shoalhaven Regional Plan. The Plan takes a strong centres-based approach to jobs, housing and services and defines the importance of strategic centres as key places.

The site is the second largest consolidated site in the town centre (after Dapto Mall) and has a significant development capacity, it therefore presents a strategic opportunity to deliver on key needs of the Dapto community and those within the catchment of the strategic centre.

#### 5.1.2. Dapto Town Centre Plan 2017-2027

The Dapto Town Centre Plan 2017-2027 (**The Plan**) outlines visions and strategies to guide the future of Dapto for residents, businesses, community groups, Wollongong Council and State Government agencies over the next 10 years.

The Dapto Town Centre is an important commercial area situated 15km south-west of Wollongong City Centre. With the West Dapto Urban Release Area emerging, Dapto has the potential to become the destination for future West Dapto residents and also a more attractive meeting place for both local and surrounding communities. Located on the Princes Highway, the Dapto Town Centre is focused on the triangle area formed by Dapto Mall, the Dapto Station and Dapto District Library. Dapto Square has the potential to be the centre of Dapto's social and community life. The Centre currently provides a wide range of retail, commercial and social services, and is a main shopping destination for the region.

The Dapto Town Centre has a mix of land use zones. Most of the central area alongside the Princes Highway is zoned as business zones, which include B2 Local Centre, B3 Commercial Core, B4 Mixed Use and B6 Enterprise Corridor. An IN2 Light Industrial zoned corridor is located to the west of the Princes Highway central area. In addition, the town centre business area is surrounded to the east and south by land zoned R3 Medium Density Residential, RE2 Private Recreation and RE1 Public Recreation. A strip zoned RU2 Rural Landscape and E3 Environmental Management (creek corridor and flood affected area) lies to the north-west of the business and industrial area, which provides an environmental backdrop for the Dapto Town Centre.

The Dapto Leagues club is part of The Dapto Futures Group which also consists of representative of Neighbourhood Forum 8, the Dapto Chamber of Commerce, Dapto Showground, Dapto Mall, Careways, Illawarra Housing Trust and residents. Council officers and Councillors have continued to meet with the Dapto Futures Group on a monthly basis to work together to co-create strategies and refine priorities detailed in the draft Dapto Town Centre Plan.

#### 5.1.3. State Government Transport Oriented Development (TOD) Program

The NSW Government has prepared a housing package of planning reforms to address housing shortage and affordable in the state. Amendments to the Housing SEPP have occurred, with staged implementation of some controls. The Transit Orientated Development (TOD) planning controls commenced on 13 May 2024 and apply to initially 18 station locations, with the remaining locations to have new planning controls roll out

progressively until June 2025. This part of the TOD program will focus on precincts that have existing infrastructure and are located within 400 metres (of 31 stations and town centres) to create capacity for 138,000 new homes over 15 years. This also mandates affordable housing within the provision. Councils are using Local Housing Strategies and LEP's to implement housing reforms.

Dapto is part of Stage 2 of Transit Orientated Development (TOD) program, where the amended planning controls allow for an increase in dwellings of up to 21m/6 storeys and FSR of 3:1 if within 400m of a railway station.

The provision of an enhanced club facility will be a complementary land use to the proposed increased in residential dwellings over time.

## 5.2. S4.15(1)(A) CONSIDERATION OF RELEVANT PROVISIONS

The following tables address the relevant matters for consideration under section 4.15(1)(a) of the EP&A Act 1979.

### 5.2.1. Environmental Planning Instruments

Table 4 Applicable Environmental Planning Instruments

Matter for Consideration - s4.15(1)(a)(i)	Consistency
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	A Preliminary Site Investigation contamination assessment has been undertaken by Douglas Partners and has concluded that there is a low likelihood of substantial widespread site contamination. It does recommend that a Detailed Site Investigation be undertaken at certain locations.
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>	Under Schedule 3- traffic generating development of the T+I SEPP, as the car park proposes more than 200 car spaces and Station Street connects to a classified road (Bong Bong), the application will be referred to TfNSW for comment.
<b>State Environmental Planning Policy (Planning Systems)</b>	Under Schedule 6 of the Planning Systems SEPP, if the development is over \$30million, the development is regionally significant and would be determined by the Regional Panel. The estimated EDC is \$52,384,664.
<b>Wollongong Local Environmental Plan 2009</b>	The <i>Wollongong Local Environmental Plan 2009</i> (WLEP 2009) is the primary environmental planning instrument applying to the site and the proposed development. The following section summaries the assessment of the proposed development against the relevant clauses of the WLEP 2009.
2.1 Land Use Zones	The proposed development is permissible within the E1 Local Centre zone and the proposed development is defined as a Registered club, which is defined as, "a club that holds a club licence under the Liquor Act 2007".
2.6 Subdivision	Not sought for subdivision
2.7 Demolition	Consent is sought for demolition of club structure and ground works of the existing car parking area.
4.3 Height of Buildings	Complies  The proposed building height is less than the permissible height of 20m as the proposed height is: <ul style="list-style-type: none"> <li>▪ The predominate Club building height is 9.787m</li> <li>▪ The highest point of the building, as measured to the top of the plant, is 15.82m</li> <li>▪ The car park structure is 4.543m.</li> </ul>
4.4 Floor Space Ratio	Complies. The proposed FSR is 0.446:1, which is well below the standard of 2.5:1

Matter for Consideration - s4.15(1)(a)(i)	Consistency
4.6 Exceptions to development standards	Complies. The proposal complies with the height and FSR development standard.
5.10 Heritage Conservation	A number of heritage items are proximate to the site. The design has responded to the heritage items that are located in the immediate locality by not presenting an imposing built form and proposing gable and pitched roof architecture akin to the heritage listed station as well as proposing appropriate materiality of the building façade.
5.21 Flood Planning	The proposed development site is flood affected based on section 10.7 coding and is classified as Flood Affected-Medium Flood Risk Precinct (FRP).
7.5 Acid Sulfate Soils	As advised by Douglas Partners in the geotechnical investigations the site will require the preparation of an acid sulfate soils management plan (ASSMP).
7.6 Earthworks	Any earthworks associated with the car park structure will minimise disruption to drainage patterns and will be minor in nature.
7.22 Development in Local Centres	<p>This provision applies to the subject E1 zoned land whereby development is to consider the impact on the amenity of surrounding residential area and desired future character of the local centre and consistency with the hierarchy of the centres.</p> <p>The proposal is on an existing Club site and proposes no increase in operational hours. An acoustic report accompanies the DA and concludes that the noise associated with the refurbished club can be appropriately managed through management measures including closing external terraces at midnight.</p> <p>The club is a complementary land use for the town centre, provides employment opportunities, activates the streets and adds to the vibrancy of the centre.</p>

## 5.2.2. Development Control Plan Considerations

The Wollongong Development Control Plan 2009 (Wollongong DCP 2009) provides detailed planning controls. 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, if prepared:

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

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

Whilst there is limited specific controls directly applicable to the Site, the following general provisions have been considered for the subject DA:

### 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 Urban Design report prepared by Urbis has also considered the following chapter as they provide design principles for development within a town centre:

## 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.

Table 6 Wollongong Development Control Plan

Matter for Consideration - s4.15(1)(a)(iii)	Consistency
<b>Wollongong Development Control Plan 2009</b>	
<b>Chapter B4 Development in Business Zones</b>	
Clause 3.4 Major Regional Centres (Sub-Regional Centres) – Warrawong & Dapto	<p>The subject site is located in Dapto Town Centre, which is a Major Regional Centre. Major Regional Centres enable access to key social services and district level community facilities. They offer a wide range of high and low order retail goods and services as well as providing a limited amount of commercial office space.</p> <p>Major Regional Centres offer dense residential living in a compact neighbourhood with excellent access to transport. These Centres have a large amount of development capacity, enabling them to attract investment, grow and evolve.</p> <p>Given the land use of the site, the general design requirements for retail and business premises development are not applicable for the site. However, design and built form principles have been considered for the proposed development which is suitable for the Dapto Town Centre. The subject development will not erode the ability for the town centre to grow and develop and does not undermine the established centres hierarchy.</p>
<b>Chapter D1: Character Statements</b>	
Clause 3.55 Dapto	<p>The site is within the town centre and is a complementary land use for the town centre, providing employment opportunities, activating the street and adding vibrancy of the centre</p>
<b>Chapter E2 Crime Prevention through Environmental Design</b>	
Clause 3.4 Building Design	<p>The proposed development responds to the DCP and the pre-lodgement feedback through the following building design considerations, as articulated in the detailed urban design report assessment:</p> <ol style="list-style-type: none"> <li>1. Bong Bong Road: The egress door has been relocated closer to the boundary to reduce blind corners. The substitution of hit and miss brick with glazing at the terrace, enhances visual and audible connection between the Club and street, thereby improving passive surveillance.</li> </ol>



Matter for Consideration - s4.15(1)(a)(iii)	Consistency
	<div><div>2. Station Street: The facade geometry has been simplified to eliminate setbacks and align with the street edge. The inclusion of glazed windows along Station Street further promotes passive surveillance. The alfresco café also provides passive surveillance onto the public domain.</div><div>3. Main Entrance: The existing entrance has been preserved, facing the carpark. A new pedestrian ramp is proposed from both Station and Osborne Street. The existing sub-station has been removed and relocated within the carpark, establishing a clear sight line of 14.5m between the existing building and the proposed carpark. The co-located vehicle drop-off and new alfresco area adjacent to the entry provide additional casual surveillance.</div><div>4. Carpark: The carpark has been redesigned into a two-storey structure. The facade features sections of green walls, with strategic gaps in the carpark and green walls structure to enhance sight lines around corners.</div></div>
Clause 3.4.2 Development Controls	<p>The assessment of the proposal in accordance with the CPTED principles prepared by Monteath and Powys, confirm that the development can be effectively managed to minimise the potential risk of crime subject to the recommendations of the report. It is considered that the proposal will provide a relatively safe environment for the community including the patrons of the Club. Further, it is considered that the proposal will result in a more positive environment in terms of aligning to CPTED principles than the existing building.</p>
Chapter E3: Carparking, Access, Servicing/Loading Facilities and Traffic Management	
Clause 6 Traffic Impact Assessment and Public Transport Studies	<p>A Traffic and Parking Impact Assessment has been undertaken by McLaren Traffic Engineering as part of this DA. This assessment has considered the existing provision of car parking and a parking demand study that looks at the peak operation of the club and including Friday and Saturday night trade and functions. Whilst the proposal does not meet the DCP parking requirements, the proposed 373 spaces are deemed satisfactory based on the demand analysis and as the ratio of parking spaces to floor area increases from that existing. The traffic generation of the development, based on the SIDRA modelling indicates that there will be no adverse impact to intersection performance.</p> <p>It is noted that the Council's DCP requires the provision of 15 bicycle and 15 motorcycle parking spaces. However based on the patron surveys of the car park, there was no visible bicycle or motorcycle parking utilised and it is determined that the provision of dedicated motorcycle and bicycle parking is unnecessary. Regardless, 5 bicycle parking spaces are provided on site and motorcycles are able to park within standard car parking spaces.</p>
Clause 6.1 Car Parking and Traffic Impact Assessment Study	
Chapter E6 – Landscaping	
Landscaping	<p>The proposal includes a comprehensive landscape drawing set that proposes landscaping on the site in the following key areas:</p> <ul style="list-style-type: none"><li>▪ Station street frontage</li><li>▪ Baan Baan Street frontage</li><li>▪ Through site link and Club entrance</li><li>▪ Porte cochere</li><li>▪ Car park interface including green walling</li><li>▪ Osbourne Street</li></ul>

### 5.2.3. Planning Agreement

No planning agreements are relevant to this proposal.

### 5.2.4. Regulations

This application has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulations 2021*.

## 5.3. IMPACT STATEMENT

The table below assesses the likely environmental, social and economic impacts of the proposed development in accordance with section 4.15(1)(b) of the EP&A Act 1979. The following section of the report provides an assessment of each of the key impacts to the proposed development.

### 5.3.1. Built form and urban design

The proposed development, car park and site and built form design has been informed by an Urban Design report, prepared by Urbis and a CPTED assessment, prepared by Monteath and Powys. These assessments have ensured that the development has a good interface and relationship to the public domain and the surrounding context. Some key areas of focus were:

- **Street setbacks** – widening footpaths and creating an urban character feel befitting of a town centre
- **Active street frontage** – Glazing and open terrace on this corner frontage provides a connection to the public domain. A render of the built form on the corner of Bong Bong Road and Station Street is provided below.
- **CPTED principles** – ensuring the broader site adheres to best practice principles but also particularly ensuring there is visibility through the through site link and to the main entrance, removing areas of entrapment and blind corners and adding glazed sections as well as open terraces.
- **Arrival space** – provision of a clear pathway and arrival point from Osborne and Station Street
- **Softening and greening of the car park structure** through boundary landscaping and green walls
- **Alignment to the heritage character** - both use of gable ends and roof as well as materiality to provide an appropriate building response and are complementary to the nearby heritage items.

Altis' Architectural design statement also articulates the design principles and improvements to the existing Club but also to earlier concept plans developed and presented to Council pre-lodgement.

The DA submission is also accompanied by a BCA and Section J statement ensuring that the relevant requirements are met in the detailed design of the Club.

Figure 8 - Render of Club building on Bong Bong St



Source: Altis

### 5.3.2. Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (CPTED) assessment has been prepared by Monteath and Powys for the purpose of considering the potential crime risk caused by the proposal. The CPTED notes and makes the following recommendations, which will be considered further as part of the detailed design:

- The zone between the pedestrian entry area and the covered vehicle entrance should be provided with appropriate bollards to prevent vehicle access to the pedestrian walkway and the Club's entry point.

#### Natural Access Control

- Standard sign-in procedures are to be implemented on entry into the Club.
- Clear directional and way finding signage for vehicle and pedestrian access is to be incorporated into the final plans for the development taking into consideration the wayfinding plan prepared by Altis Architecture.
- When the proposed loading dock areas are not in use, they are to remain locked to prevent any unauthorised entry into the Club. Access to the Club's basements storerooms is to be restricted to staff only.
- Staff of the Club are to be trained in the Club's Plan of Management including deliveries, access and security processes and access management strategies such as controlled entrances and exits to mitigate any risk

#### Natural Surveillance

- It is recommended that the location of the new substation along Osbourne Street be well lit and incorporate a convex mirror to increase visibility and reduce any potential concealment opportunities.
- It is recommended that CCTV cameras and suitable lighting be incorporated into the final development. Particular attention should be made to the less active areas surrounding the carpark and the loading bays on Station Street and Osbourne Street. Attention should also be given to the pedestrian through site link and the intersection points along the corresponding footpath network, as well as the egress points along Station Street, Bong Bong Road and Osbourne Street.
- It is recommended that trees and shrubs are maintained to provide clear sightlines to and from isolated areas. I.e. The use of elongated trunks with canopy clearance of approximately 2 metres, and shrubs should be less than approximately 1 metre high

### Territorial Reinforcement

- Appropriate signage is to be used to supplement and reinforce behavioural expectations and advice around the outside of the Club.
- Trees and landscaping are to be maintained to remove low hanging branches to allow clear lines of sight and shrubs should be maintained to not provide easy concealment.
- Areas along the road frontages of the site are to be well maintained, and any litter and graffiti is removed as soon as practical.

### Space and Activity Management

- The development is to be well maintained including all locks within the development.
- Directional signage shall be provided throughout the development, inclusive of car parking areas and vehicle access entrances/exits. The signage is to be clear, legible, and useful, to aid wayfinding throughout the area reducing opportunity for excuse making behaviour and loitering.
- Windows facing the street should be kept clear of cluttered signage or bulky items to ensure the natural surveillance opportunities are not diminished over time.

### Summary

In summary the assessment of the proposed development in accordance with the CPTED principles confirms that the development can be effectively managed to minimise the potential risk of crime subject to the recommendations of the report.

It is considered that the proposal will provide a relatively safe environment for the community including the patrons of the Club. Further, it is considered that the proposal will result in a more positive environment in terms of aligning to CPTED principles than the current design.

Overall, the proposal should be supported by Council in terms of compliance with CPTED principles.

## **5.3.3. Traffic and Parking**

A traffic and parking impact assessment of the site has been carried out by McLaren Traffic Engineering to assess the parking and traffic impacts as a result of the proposed development. The following outcomes of the traffic impact assessment are relevant to note:

- This assessment has considered the existing provision of car parking and a parking demand study that looks at the peak operation of the club and including Friday and Saturday night trade and functions. The assessment takes into account the location of the Club in a town centre environment and the distribution and demand over time. Whilst the proposal does not meet the DCP parking requirements (which would require 1,340 spaces), the proposed 373 spaces are deemed satisfactory based on the demand analysis and as the ratio of parking spaces to floor area increases from that existing. The assessment further notes, *"The proposal includes the provision of 373 car parking spaces within a proposed carpark, satisfying the 85th percentile demand of the Club patron and additional staff demand. When the 85th percentile function is considered, there is an overflow of 19 car parking spaces which can easily be accommodated in the surrounding public parking areas. It should be noted that the existing site has an existing shortfall of 39 spaces, hence the proposal reduces this by 20 spaces"*.
- Council's DCP requires the provision of 15 bicycle and 15 motorcycle parking spaces. However based on the patron surveys of the car park, there was no visible bicycle or motorcycle parking utilised and it is determined that the provision of dedicated motorcycle and bicycle parking is unnecessary. Regardless, 5 bicycle parking spaces are provided on site and motorcycles are able to park within standard car parking spaces.
- The site is well located in relation to public transport, proximate to a bus stop and services on Bong Bong Road and close walking distance to Dapto Railway Station.
- The traffic generation of the proposed development has been estimated to be some 167 trips in the peak hour (133 in, 34 out). The traffic generation of the development, based on the SIDRA modelling indicates that there will be no adverse impact to intersection performance.

## Summary

In summary the traffic and parking impact assessment concludes that the provision of both carparking and bicycle spaces is adequate for the proposed Club demand and improves the provision of car parking from that existing. There are also no adverse impacts as a result of the proposed development in regard to traffic generation.

### 5.3.4. Landscaping and Arboriculture Impact Assessment

An Arboriculture Impact Assessment and Tree Protection Plan has been carried out by Lizzie the Arborist to assess the 109 trees contained on the site. A breakdown of the trees to be retained and removed are highlighted in the **Figure 9** below.

Figure 9 Table summary of trees proposed to be retained and removed

Retention Value (STARS)	Remove for development works (Declared Trees)	Remove for development works (Exempt Trees)	Retain and Protect
High	N/A	N/A	<u>Seventeen (17) trees:</u> #1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17
Medium	<u>Sixteen (16) trees:</u> # 25, 35, 38, 43, 44, 68, 72, 73, 74, 75, 80, 81, 82, 87, 93, and 109	<u>Thirty-seven (37) trees:</u> # 21, 22, 23, 24, 26, 27, 29, 30, 31, 32, 36, 37, 39, 40, 41, 69, 76, 78, 79, 83, 88, 89, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, and 108	<u>Twenty-three (23) trees:</u> # 33, 34, 45, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, and 71
Low	<u>Three (3) trees:</u> #18, 70, and 86	<u>Thirteen (13) trees:</u> # 19, 20, 28, 42, 46, 47, 48, 77, 84, 85, 90, 91, and 92	=
TOTALS	Nineteen (19) trees	Fifty (50) trees	Forty (40) trees
	Sixty-nine (69) trees		

Source: Lizzie the Arborist

19 Declared Trees #18, 25, 35, 38, 43, 44, 68, 70, 72, 73, 74, 75, 80, 81, 82, 86, 87, 93, and 109 are recommended to be considered for removal by Wollongong City Council as a condition of the Development Consent.

Additionally 50 Exempt Trees #19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 36, 37, 39, 40, 41, 42, 46, 47, 48, 69, 76, 77, 78, 79, 83, 84, 85, 88, 89, 90, 91, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, and 108 that are under 5m tall and 300mm diameter at base are required to be removed for the proposed works to proceed.

## Summary

In summary 40 trees are required to be retained and protected as per the assessment carried out. 69 trees are recommended for removal and it is recommended that forty (40) native specimens be incorporated into a new landscaping plan to offset the Arboricultural loss to the site. Ideally, these should be nectar-producing trees.

A landscape drawing set prepared by DSB landscape architects shows the embellishment of landscaping on the boundaries of the site and through the central through site link. The landscape plan shows denotes the replacement trees as well as other shrubs and low planting as well as a greening of the car park structure.

### 5.3.5. Environmental Noise Assessment

An Environmental Noise Assessment has been prepared by Harwood Acoustics to provide an acoustic assessment for noise that will be generated by the proposed development in terms of the following:

- Patron and Music Noise



- Children at Play Noise Levels
- Mechanical Plant Noise

The following mitigation measures are recommended as part of the acoustic assessment:

- In order to minimise the reverberant build-up of sound within the terrace areas, acoustical absorptive material should be applied to as much of the surface area in each space as is practicable
- All external openings of the new terraces must be closed at 12 am (midnight)
- If this is not practicable, these terraces must not be used after 12 am (midnight)
- Any amplified speech (e.g. meal or raffle ticket announcements), TV screens or speakers for background music located in the new terraces must be either muted or switched to a low level at 10 pm.
- Management procedures should be put in place to prevent excessive shouting, or other unsociable behaviour occurring in the terraces or when patrons are leaving the venue, so far as is reasonably practicable.
- Any mechanical plant associated with the proposal must not exceed the Intrusiveness Noise goals established in when measured at the nearest receptor locations over a period of 15 minutes.

### 5.3.6. Geotechnical Investigation

A Geotechnical Investigation Report has been prepared by Douglas Partners for the purposes of presenting the results of a geotechnical investigation and to provide information on subsurface conditions underlying the club.

#### Site preparation and Earthworks

In order to prepare platforms for slab construction, the following site preparation measures are suggested:

- remove existing concrete slabs, asphaltic wearing course and any deleterious materials (vegetation, topsoil, building rubble, filling, oversize fractions) and remove to spoil;
- inspect and test roll the exposed surface in the presence of a geotechnical engineer prior to the placement of fill materials;
- place approved filling (where required) in layers not exceeding 300mm loose thickness and compact to a dry density ratio of at least 95% relative to Standard compaction. Moisture contents should be maintained within 2% of standard optimum moisture content.

#### Acid Sulfate assessment

In summary, the results of the investigation indicate the presence of acid sulfate conditions within some of the fill and alluvial samples underlying the site. As samples tested confirmed acid sulfate potential, an Acid Sulfate Soil Management Plan (ASSMP) will be required. The purpose of an ASSMP is to provide objectives, methods and procedures by which construction work will be managed and adverse environmental impacts minimised in relation to acid sulfate soils. As such, management and treatment will be limited to fill and alluvial materials.

The assessment also provides comments on the foundations of each of the various components of the site as well as site maintenance and drainage.

### 5.3.7. Preliminary Site Investigation

A preliminary site investigation (PSI) has been prepared by Douglas Partners to assess the potential for contamination at the site based on past and present land uses and to comment on the need for further investigation and/or management with regard to the proposed development.

In relation to surface water and groundwater, the site does not contain any surface water bodies. The report notes that surface water runoff is presumed to follow local topography and enter the local stormwater system. Mullet Creek which flows into Lake Illawarra is located approximately 240m west (down gradient) of the site and is considered the likely receiving water body for stormwater from the site. Ground water at the site is expected to flow to the north-west in the direction of Mullet Creek.

## Summary

Based on the site history, desktop study and site walkover, two potential sources of contamination have been identified associated with the fill of unknown origin or quality and the use of Hazardous Building Materials (HBM) with the current and former site structures.

Douglas Partners states that it is considered that there is a low likelihood of substantial widespread soil contamination at the site. There is, however, a potential for localised contamination associated to previously mentioned sources of contamination, mentioned above.

As such, the report recommended that a detailed site investigation (DSI) should be undertaken at locations of proposed development works to establish the contamination status of the underlying soils. The DSI of the western portion of club may be conducted post-demolition to improve access to underlying soils. The DSI may also include a preliminary in situ waste classification for the purpose of off-site disposal of soil.

It is also recommended that a destructive HBM assessment of the western portion of the club be undertaken in addition to the non-intrusive assessment complete concurrently with the investigation. The report finally recommends that an unexpected finds protocol (UFP) should be included as part of the site management plan during earthworks detailing the process by which any unexpected finds of potential environmental concern are managed.

### 5.3.8. Hazardous Building Materials Survey

A Hazardous Building Materials (HBM) Survey has been prepared by Douglas Partners to assess the location, extent and conditions of asbestos containing materials and other hazardous building materials (e.g., lead in paint) and synthetic mineral fibres. The survey consisted of a visual inspection supplemented by a limited program of sample collection and laboratory analysis.

Figure 109 Hazardous building material which were identified or presumed present during the survey

**Table 1: Summary of Results**

Non-Friable Asbestos	Friable Asbestos	SMF	Lead (in paint)	Lead Dust	PCB
✓	✗	✓	✓	✗	✓

SMF = synthetic mineral fibres, PCB = polychlorinated biphenyls, ✓ = identified and/or assumed present, ✗ = not identified and/or or not assumed present.

Source: Douglas Partners

The HBM survey was undertaken to assess the location, extent and condition of asbestos containing materials (ACM) and other hazardous building materials (e.g., lead (in paint) and synthetic mineral fibres (SMF)). The survey consisted of a visual inspection supplemented by a limited programme of sample collection and laboratory analysis.

HBM should be managed in accordance with the requirements of the NSW Work Health and Safety (WHS) Act 2011 (WHS Act), NSW WHS Regulation 2017 (WHS Regulation) and subordinate Codes of Practice, Australian Standards, and guidelines. HBM should be removed prior to any significant disturbance including from maintenance, refurbishment, and demolition work.

### 5.3.9. Flood

A Flood review has been prepared by Greenview consulting to carry out a Flood impact assessment pertaining to the site. The site is located within the Mullet Creek catchment, noting the main arm of Mullet Creek is some 250m to the west of the site. The subject site itself is entirely flood free in the 1%AEP and Probable Maximum Flood (PMF) events.

#### Assessment of the site

Wollongong Council's flood study for the local area is the "Mullet Creek Floodplain Risk Management Study and Plan". Flood information from a 2023 study indicates that the site is entirely flood free in the 1%AEP and PMF events. The nearest 1% AEP flood level is around RL +11.7 mAHD located to the west and the site has been mapped as 'No Flood Risk and Medium Flood Risk' (see Figure 11).

Figure 1110 Flood Risk Mapping



Source: Greenview Consulting

In summary the report concludes:

- That the development as proposed will not cause adverse flood affectation in terms of water level increases on adjacent lots, or increased scour and/or erosion on adjacent lots, or contribute to cumulative impacts in terms of flood storage losses in the 1%AEP and PMF events or smaller.
- The site is flood free during the 1%AEP and PMF events.
- The subject site has been mapped as No Risk and Medium Flood Risk with respect to Flood Risk Precincts and the development as proposed meets the requirements Chapter E13 "Floodplain Management" within the DCP.

### 5.3.10. Waste Management

A Construction and an Operational Waste Management Plan has been prepared by Auswide Consulting for the proposed development. The report nominated the estimated volumes of construction waste and recycling options.

The principles of construction waste management plan are detailed in the accompanying report and will be further developed prior to construction commencing.

The ongoing waste management, storage and collection has been detailed in the WMP, which builds on the existing arrangements given there is not a change in land uses proposed and will remain serviced by private contractors.

### 5.3.11. Civil and Stormwater

Given there is a change to the built form and roof surface of the Club and as a new car parking structure is proposed, earthworks, stormwater and drainage and civil plans have been prepared by Greenview consulting to ensure there is an understanding of implications on the site and adjoining infrastructure.

### 5.3.12. Social and Environmental Impact

The refurbishment of the Club will ensure the ongoing feasibility of the business and diversify the Club revenue to an enhanced food and beverage, including alfresco dining and café, and variety of activity spaces within the Club.

The work will provide construction and ongoing employment for local workers.

The site is well distanced from residential land uses and as such any potential adverse noise, traffic or other impacts are manageable.

## **5.4. THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT**

In accordance with s4.15(1)(c) of the EP&A Act the site is considered highly suitable for the proposed development for these reasons:

- The proposal is permissible with consent in the E1 Local Centre and aligns with the zoning objectives.
- The proposed use is compatible with the surrounding mix of retail and commercial uses within the Dapto Town Centre.
- The built form is compliant with the key development standards and design draws on the historical form and materiality of nearby heritage items to ensure compatibility.
- A comprehensive urban design and CPTED assessment have been undertaken to ensure the end development is appropriately addressing the public domain and surrounding context.
- The proposal has been designed with appropriate acoustic management measures to ensure the amenity of the local area is appropriate

For the reasons outlined above, the site is suitable for the proposed redevelopment.

## **5.5. ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT OR REGULATIONS**

In accordance with s4.15(1)(d) of the EP&A Act, it is acknowledged that submissions arising from the public notification of this application will need to be considered by the Consent Authority in its assessment. The proponent will formally respond and attempt to resolve to any relevant issues relating to the proposed development that may be raised.

## **5.6. THE PUBLIC INTEREST**

In accordance with s4.15(1)(e) of the EP&A Act the proposed development is considered in the public interest for these reasons:

- The proposal is consistent with the land use objectives of the E1 Local Centre
- It promotes the orderly and economic use of the site.
- It achieves a high level of planning compliance.
- The proposed redevelopment of the club reinforces and respects the existing character of the Dapto Town Centre including nearby heritage items.
- The proposed refurbishment will assist in providing a modern improvement to the building and provide improved internal amenity for visitors.
- It will generate employment during the construction and operation phases of the project.

## 6. CONCLUSION

The SEE demonstrates the proposed development is appropriate for the site and the locality for these reasons:

- **The proposal satisfies the applicable planning controls and policies:** the proposal satisfies the objectives of all relevant planning controls and achieves full compliance.
- **The proposal will not result in any adverse environmental impacts:** it has been demonstrated that the proposal will have a negligible built environment outcome as the proposed development will not result in any accessibility or acoustic or visual impacts as demonstrated.
- **The proposal will result in no adverse social and economic impacts:** the proposal will have a positive social and economic impact as the refurbishment of the Club will ensure the ongoing feasibility of the business and diversify the Club revenue to an enhanced food and beverage, including alfresco dining and café, and variety of activity spaces within the Club. It is proposed to operate within the same trading hours and operational License conditions as those that currently applying to the Club and any potential impacts are to be mitigated and managed.
- **The proposal will not result in any unreasonable impacts** on the existing level of safety, efficiency and overall performance of the surrounding road network.
- **The proposal is highly suitable for the site:** The proposal is permitted with development consent in the E1 – Local Centre zone and is wholly consistent with the approved land use.
- **The proposal is in the public interest:** the proposal is in the public interest no adverse environmental, social or economic impacts will result from the proposal.

Having considered all relevant matters, we conclude that the proposed development for the alterations and additions of Dapto Leagues Club, is appropriate for the site, is in the public interest and approval is recommended, subject to appropriate conditions of consent.



## 7. DISCLAIMER

This report is dated 3 July 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Dapto Leagues Club (**Instructing Party**) for the purpose of Statement of Environmental Effects (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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