

**SYDNEY**

Suite 123, 26-32 Pirrama Rd  
Pyrmont NSW 2009

**GOLD COAST**

Level 8, 50 Cavill Ave  
Surfers Paradise QLD 4217

**NEWCASTLE**

4 Crown St  
Newcastle, NSW 2300

Cnr Station St & Bong Bong Rd, Dapto NSW 2530  
**DAPTO LEAGUES CLUB**



**Design Statement**  
For Wollongong City Council  
REV.B | November 2024

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## Introduction

Altis Architecture were engaged by Dapto League Clubs to undertake a masterplan for the Leagues Club site in late 2022. The brief was to determine the best uses for the club's land holdings to allow it to continue to be the premier hospitality venue in Dapto and the wider region. As well as this, the masterplan was to cater for the growth in Dapto and the surrounding suburbs as well as expanding on the success of The Mill food and beverage development that was completed in 2019 and is often at capacity.

## Context

Dapto Leagues Club is bounded by street frontage on all sides, with Baan Baan Street to the North, Osborne Street to the East, Bong Bong Road to the South, and Station Street to the West.

The site is situated just west of the geographical centre of Dapto town centre within walking distance of Dapto train station, Dapto Mall and Dapto Showground. The site also provides a gateway to West Dapto.

The proposed development sits within the vicinity of several heritage items including Dapto train station, station's master's residence, Dapto Hotel and Fairley's building. The picturesque backdrop of the west Dapto escarpment enhances the site's outlook and orientation of the proposed development.

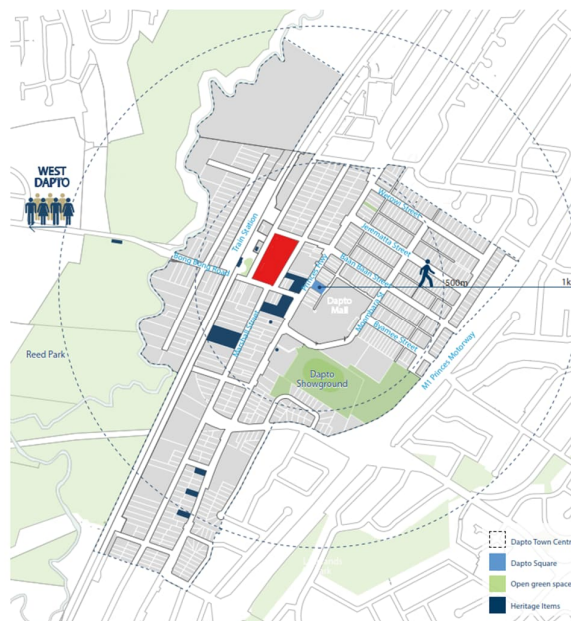


Figure 1. Dapto Town Centre. Club site shown in red.

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The existing building has its main entry on the northern side of the club linking directly into the on-grade car park.

The current Dapto Leagues Club site contains a multi-level hospitality building in the southeast corner of the site, and a 1 level hospitality building over an under-croft car park on the southwest corner of the site with an on-grade car park on the northern half of the site.

The club contains a range of food and beverage venues, including: "The Mill" restaurant, "Lobby Lounge Café and Bar", "Treasure Court" Chinese restaurant, and "WB Sports Bar". Furthermore, the club offers gaming facilities, "The Sinclair" function rooms, "Tabatinga" (a kids play centre), and administrative spaces. The existing infrastructure includes a semi basement storage area. Car parking is catered for in an under-croft area under Tabatinga and the snooker room along with an on-grade car park to the north of the club building.



Figure 2. Existing site plan

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## Assessment of Existing Club

To determine the best course of action, an audit on the existing club and its facilities was undertaken. The results of this were as follows:

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### Accessibility

There is a good connection between the car park, the existing entry and the venues on the ground level including The Mill, Treasure Court Restaurant, Sports Bar and Gaming and that this connection should be retained. The venues in this side of the club should largely remain in their current format.

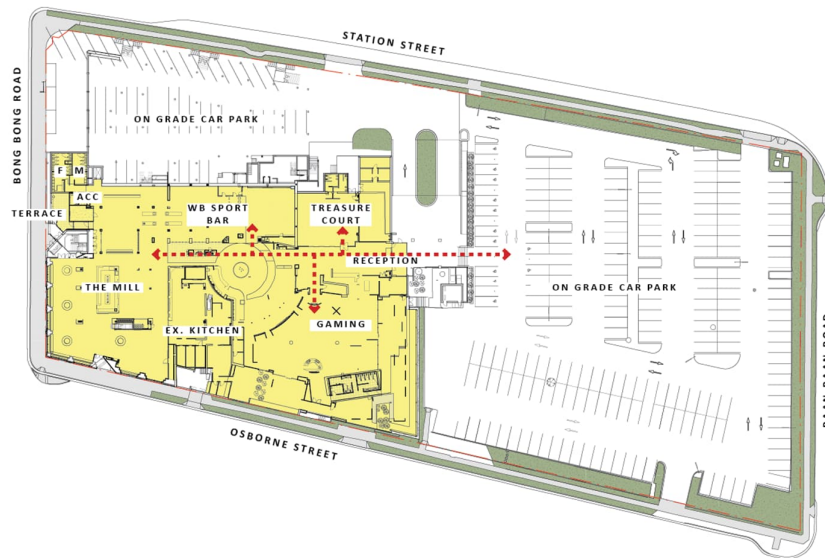


Figure 3-existing access

The connection between these venues and the rest of the club are compromised by a series of level changes in the western side of the club. This is both in terms of visual and physical connections between venues and in terms of accessibility for people with disabilities. As per figure 5 below, the existing mezzanine level over the under-croft car park has five separate levels ranging from RL15.334 to RL16.840. The level 1 function rooms are at a separate high level of RL17.690. All these levels make accessibility for patrons with disabilities problematic.



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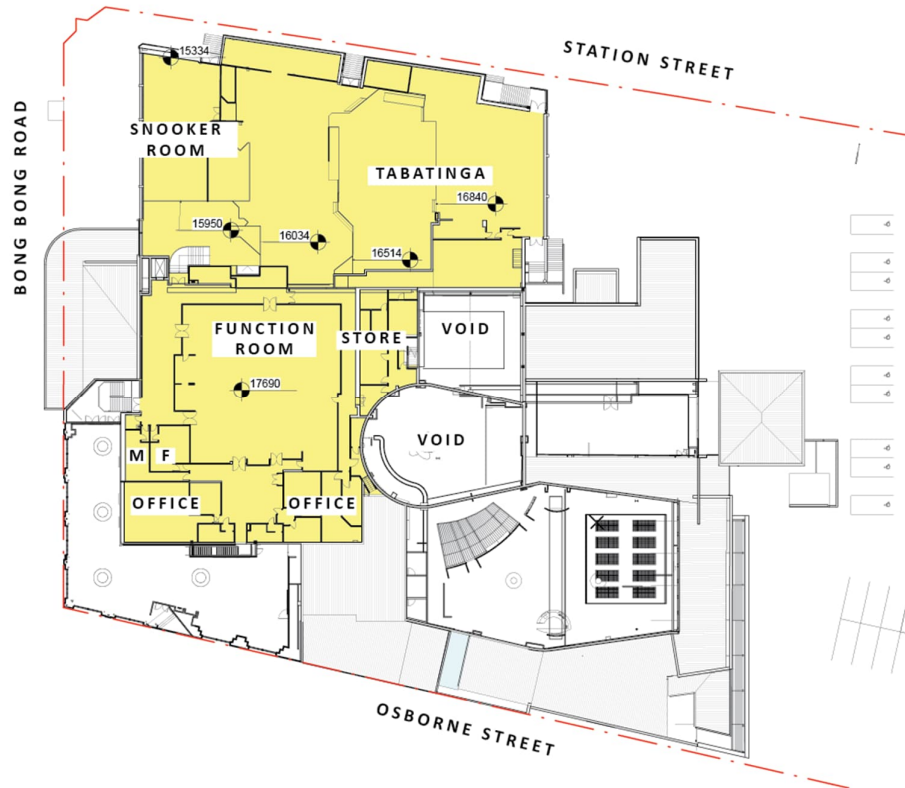


Figure 4- various levels in mezzanine shown on plan

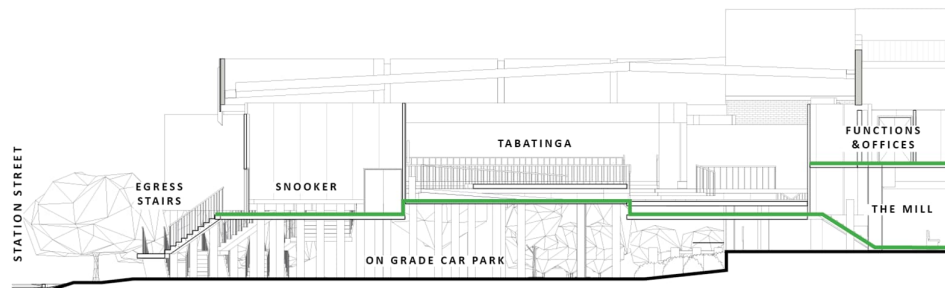


Figure 5- various levels shown in section

The entry sequence for patrons arriving to the Club on foot are not ideal. Patrons entering the club from Osborne Street currently walk through the on-grade car park while the access from Station Street is shared with the vehicle access to the site.

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Figure 6- Osborne Street pedestrian entry through on grade car park



Figure 7 Shared Pedestrian and Vehicle entrance off Station Street

## Capacity of Venues

- The Mill food and beverage venue is often at full capacity.
- The success of the food element of The Mill venue has led to a shortfall in lounging areas in the club.
- The Café is at capacity.
- Sports bar struggles to cater for larger events like Melbourne Cup and State of Origin
- Treasure Court, Chinese restaurant is underutilised and is in a prominent location in the club.

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### Street Presence

- The club has historically been a largely inward facing space with little connection to the streetscape. The connection between the club was dramatically improved on the southeast corner of the site along Osborne Street and Bong Bong Road when The Mill was completed in 2019 by adding large windows to this corner of the club.
- There is a lack of alfresco areas within the club. The existing building is predominantly internalized, limiting outdoor spaces for patrons. This leads to poor connection between the existing club and the surrounding town centre.
- There is no street presence on the western end of Bong Bong Road or Station Street due to the under-croft car park and lack of windows on level 1 on the Station Street elevation.



Figure 8-View of corner of Bong Bong Road and Station Street

- As noted in the accessibility section above, the entry sequence for patrons arriving on foot are poor.

### Parking

- The Club's existing car park comprises of an existing on grade car park to the north of the club as well as an under-croft car park in the southwest corner of the site. Note, the undercroft car park is inefficient in its layout due to the space limitations between the boundary and the ground floor portion of the club.
- Parking is at capacity during peak periods.

### Landscaping

- The site has dense landscaping along Baan Baan Street and less dense landscaping to the perimeter of the car park along Osborne Street and Station Street.



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Figure 9 Dense vegetation along Baan Baan Street

- The southern end of Osborne and Station Streets have less landscaping as the existing club building extends to the boundary. There are some street trees on both Osborne and Station Streets but these are stunted in height due to existing electrical infrastructure running overhead.



Figure 10- less dense vegetation on Osborne Street



Figure 11-stunted street trees due to power lines

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Based on the results of the audit as outlined above, a masterplan was developed and signed off by the club. The proposal enables the club to sustain the efficient areas while expanding venues operating at full capacity, ensuring they accommodate future growth in Dapto.

The 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.
- Internal renovation to parts of the existing ground floor to accommodate a larger café area with alfresco space. New reception desk in existing entry, and an addition to The Mill food and beverage venue.
- Increased internal footprint of the existing kids play area on ground floor
- New alfresco area to the café to allow the façade to be activated at the entry of the club.
- Removal of the existing substation and the creation of a new through site link between Station Street and Osborne Street to provide better access to the club entry for pedestrians as well as providing a physical link between Station Street and Osborne Street to allow safe passage between each street without having to travel north or south to Bong Bong Road or Baan Baan Street.
- An additional level of parking above the current on-grade parking facility

## Design Philosophy

The design philosophy for Dapto Leagues Club is centred on creating a community-centric space for the people of Dapto. This guiding principle is a key influence behind the design intent. The intent is to:

- 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 in with the heritage buildings in Dapto as well as taking inspiration from some of Dapto's historical buildings.

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- Improve the streetscape by creating a better connection between the club and Dapto town centre helping to tie in 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 facade to mitigate the visual impact of the single-level car park, serving as a complementary backdrop for neighbouring sites and tie into the Illawarra Escarpment.

### Building Layout and Accessibility

As noted in the audit, the connection between the car park and the eastern side of the club on ground level works well. However, to improve this existing connection the proposal incorporates a café alfresco space opening up the existing solid façade at the entry of the club. To improve connections with the remainder of the club, the existing mezzanine level on the western side of the club will be demolished to allow the footprint of the ground level to be extended to station street.

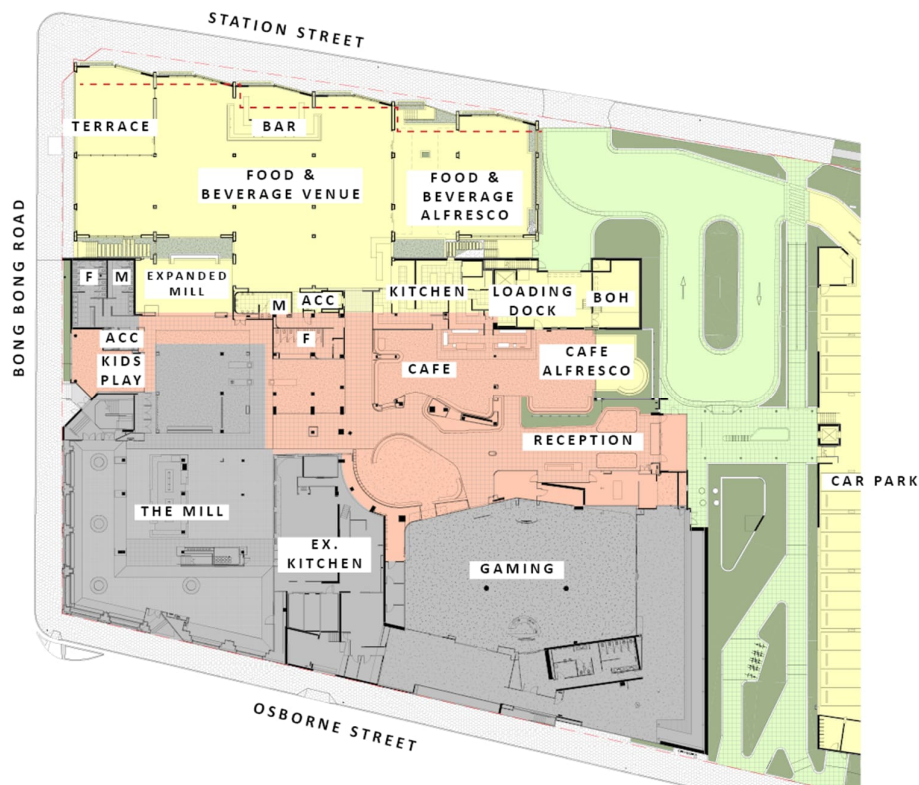


Figure 12—extent of extended club footprint on ground level shown in yellow, renovated areas shown in orange and unaltered areas shown grey.

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This allows for:

- a better visual connection between the existing venues and the proposed venues as well as allowing for easier access throughout these venues for patrons with mobility issues.
- the expansion of **The Mill** (existing F&B venue) on the ground level which is currently not possible due to the under-croft car park. This will help deal with the capacity issues which the venue currently experiences.
- a connection between **The Mill** (existing F&B venue) and the new **Food & Beverage** venue. The new food and beverage venue will offer a complimentary dining menu to The Mill. This will help alleviate the capacity issues that The Mill currently experiences by providing an offer that will cater to patrons who want a different dining experience. The venues proximity will allow patrons to bring food from one venue to the other which will help to cater for groups who might want a different offer but still dine together.



Figure 13-accessible link between the venues.

- a more comprehensive sports offering in the new **Food and Beverage Venue** which cannot currently be catered for in the existing **WB Sports Bar** due to its size.
- A new consolidated **loading dock** to replace the existing Keg and Tressure Court docks is being created at the same level as the club while also linking to the existing keg room and expanded storage in the basement below. This loading dock is also directly linked to the new kitchen associated with the new Food and Beverage and café venues. While this loading dock uses the same vehicle entry as the



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Club drop off, deliveries are predominantly made early in the day when the club does not have peak patronage which reduces any impact there might have been by using the same entry for both. Note, the new pedestrian entry has been moved further to the south and is not impacted by the loading dock entry. This is the same as the current arrangement where the loading dock for keg deliveries and the loading dock for Tressure Court uses the same entry as the drop off entry.

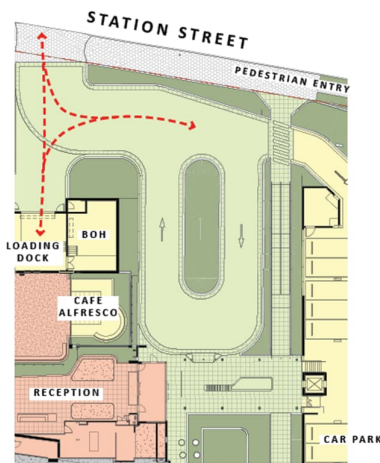


Figure 14- delivery truck turning movement

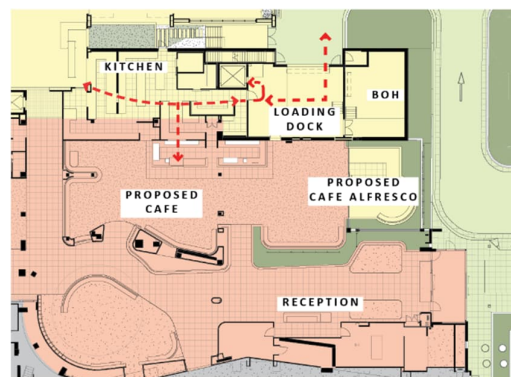


Figure 15- link between the loading area, the keg room and the new kitchen.

- As **Treasure Court** is currently underutilised and the **Lobby Lounge and Café Bar** is often at capacity, this area of the club has been reassessment. By removing Treasure Court and relocating the sports viewing to the new food and beverage venue, an expanded



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**New Café** can be catered for in this space. The location of this venue also has a synergy with the new food and beverage venue as they can use a shared kitchen. The proposed café will also enhance the existing entry by including an alfresco area thus opening the solid façade that currently exists at the entry of the club.

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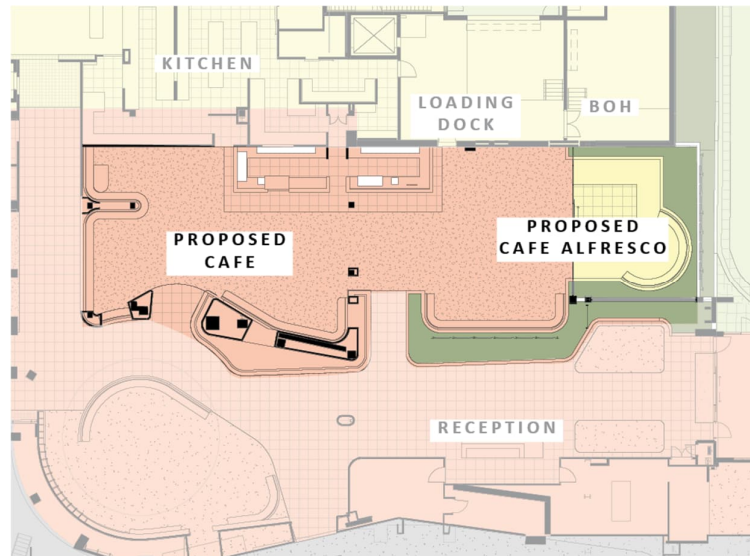


Figure 16-extended cafe

As part of the works, the **Reception** and **Circulation space** will have some minor refurbishment in their current locations. This will help improve the aesthetics of the arrival sequence at the club and will also include a new lift to the existing **Sinclair Function Rooms** on level 1.

While improving the internal layout of the club, the intent is to also improve the access for patrons from the street. The legislation surrounding clubs' states that patrons must sign into a venue. To ensure that all patrons sign in, a central entry is used. While the location of the current entry works well in terms of providing a central spine through the building as well as providing great access to the car park which is the mode of transport most of the patrons use to arrive at the Club, the access to Osborne and Station Street is poor. As part of the works the existing substation and switch room adjacent to the club entry is being demolished and part of the existing on grade car park is being reallocated to a landscaped walkway linking Osborne Street to the Club entry. This new access point is 14.5m wide which is slightly wider than the width of Osborne Street excluding the pavement. This walkway will allow patrons to arrive at the club from Osborne Street in a safe manner instead of the current situation where patrons must walk across the on-grade car park.

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On Station Street, a new dedicated pedestrian access point to the site is being created. This access point links directly to a 2.5m wide access ramp to the club entry. Where pedestrians cross the car park entry, a pedestrian crossing is included to give priority to pedestrians over vehicle movements. The new pedestrian entry sequence will allow for a safer entry experience than the existing scenario where the pedestrian entry is shared with the vehicle entry.

While enhancing the entry experience for the pedestrians, the new entries will also create a through site link to allow people in the town centre to walk from Osborne Street to Station Street without having to walk to Bong Bong Road or Baan Baan Street. Provision for bicycle racks will be integrated within this access strip. The landscape strategy for this area is discussed further in the landscaping section of this report.

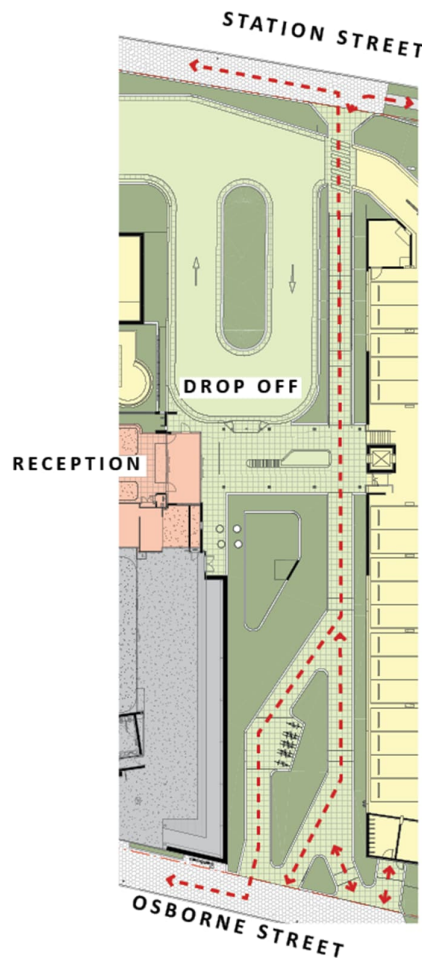


Figure 17- Access from Osborne Street to Station Street via club entry

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### Building Aesthetic and Scale

While expanding the ground floor into a single accessible space is beneficial, it is also important to acknowledge the scale of the footprint of this floor. Several design strategies have been employed to breakdown this scale.

A glass link above a landscaped zone has been provided between the new and existing portion of the building. This serves to provide a clean line between the new and existing buildings and de-scales the bulk of the building along Bong Bong Road. This glass link also allows people on Bong Bong Road to see from one end of the building to the other in a north south direction, giving more permeability to the site.



Figure 18-glass and landscaped link



Figure 19-Glass and landscape link

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On the Station Street side of the building, the scale of the venue has been reduced by creating 4 individual bays to the interior part of the building on the southern end as well as including an open terrace and a further covered bay to the alfresco area on the northern end.



Figure 20-descaling of building along Station Street.

This helps give the illusion of individual tenancies which would be more typical of a town centre setting than one large venue. The façade has a minimal setback to reduce the separation from the boundary and footpath enhancing the activation to Station Street. The form and materiality of these bays have taken inspiration from both the existing heritage buildings in the vicinity of the Club and some of the historical buildings that played an important role in the development of Dapto. The materiality of the building is predominantly brick which ties in with the materiality of the Dapto Hotel as well as Fairley's building. The pitched form of the roof pays homage to the roofs on The Dapto Hotel as well as Dapto train station on the opposite side of Station Street.



Figure 21-Dapto Hotel with brick upper level and pitched roof.



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Figure 22-Fairley Building with brick façade



Figure 23-Dapto train station with pitched roofs

The gable end multiple pitch form also takes inspiration from some of the historical industrial buildings of Dapto which have had a large contribution to the development of the area. These buildings include the Old Dapto Smelting Works which consisted of multiple pitched roofs and the Brownesville Flour Mill which had a gable end pitched roof. The Brownesville Mill has previously been the inspiration for the Club's premier food and beverage venue "The Mill" which has been named in its honour.



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Figure 24-Old Dapto Smelting Works



Figure 25-Brownesville Flour Mill with gable end pitched roof.

While the intent is to respect the existing heritage buildings, the materials will be used in a more contemporary fashion. Where there are openings in the brick façades, the glazing will be set back to provide a deep reveal and the brick will be stepped from the wall face to the window head. Parts of the façade will also have a pattern in the brick by setting back some of the bricks in some cases and dropping out some of the bricks on the terrace areas.

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Figure 26-Brick detailing

To complement the brick, large expanses of glazing, steel detailing, timber look aluminium battens, prefinished cladding and concrete will be used in the bays between the brick spine walls.



Figure 27- bay infills.

This form, scale and materiality strike a balance between respecting the heritage and natural environment of Dapto while also providing a contemporary well-proportioned building to tie in with the Dapto Town Centre Plan 2017 to 2027 which states that large scale big box developments along main streets incorporate narrow, smaller tenancies. While the club does not have smaller tenancies, the narrow bays have been incorporated into the design, to break up the appearance of "Big Box" architecture and give a better proportion to the building.

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### Streetscape

As noted in the assessment of the existing venue, the club does not address the western end of Bong Bong Road or Station Street along the entire length of the building. This has been addressed by removing the under-croft car park and extending the ground floor level to Station Street to provide a far greater connection with Dapto Town Centre than currently exists.

The facade along Bong Bong Road will consist of brick with large windows on the eastern end of the new addition to allow a visual connection between venue and the street. On the western end of the addition there is an open terrace to give a visual as well as audible connection between the venue and the street.

This brick wall will form the first of seven brick spines that are placed in an east-west orientation along the length of the new building.



Figure 28-Bong Bong Road Façade

The façade along station street will have glazing or an open terrace between the brick spine walls for approximately 60% of its length. To further enhance this connection, the glazing starts from the interior floor level and the balustrades in the terrace area will be transparent through their balusters.

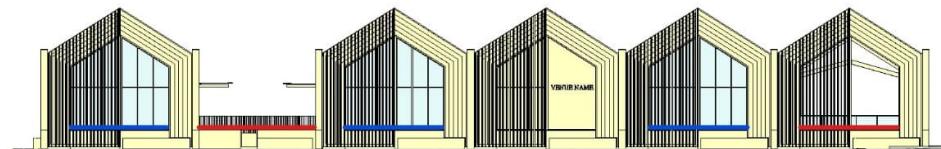


Figure 29-Extent of façade with either glazing (blue line) or open terrace (red line)

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*Figure 30-portion of building showing full height glazing and open balustrades to terraces.*

While there is not a physical connection in terms of an access point from Station Street to the new venue there is a visual and audible connection between the two spaces through the glazing and open terraces to help provide a safer environment for the public.

As well as providing more activation along Bong Bong Road and Station Street, the proposal seeks to improve the façade between Station Street and the club. The northern end of the new Food and Beverage venue will consist of the seventh spine wall with glazed openings into the covered alfresco area. Beyond this there will be a consolidated concealed loading dock in place of the existing two open docks in this area that currently service the basement keg room and storage area as well as the existing Tressure Court kitchen. This dock will have stone cladding on the north and west facades. This western façade continues along the spine of the building forming the eastern side of the glass link between the new and existing buildings as discussed in the "Building Aesthetics and Scale" section of this report.

To the west of the stone clad wall a new alfresco area to the proposed café area will help improve activation between the club and patrons who are arriving at the entry of the Club whether this is patrons who are arriving on foot via Station Street or Osborne Street or patrons who arrive by car. A new roof over the drop off area will also be visible from both Station Street and Osborne Street to draw patrons' attention to the entry from the street.



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*Figure 31-Club Entry*

To cater for the increased patronage of the new venue as well as removing the under-croft parking on the southwest corner of the site, it is proposed that a new level of parking be added over the existing on grade car park. To reduce the perceived scale of the car park from Osborne Street, Baan Baan Street and Station Street, the upper and on grade level of car park is being set back from the boundary. A buffer has also been created between the car park and the club building to reduce the bulk of the development and create a through site link between Station Street and Osborne Street.



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Figure 32-car park setbacks

## Landscaping

The landscape strategy has been devised to de-pave unnecessary hard stands while also adhering to CPTED principals by limiting hiding spaces within the landscaped areas. The proposal reduces the percentage of the site that is covered in hardstand from 92% to 89.5%. This is an increase in landscaped areas from 1,199m<sup>2</sup> to approx. 1,530m<sup>2</sup>.

Along the new club extension on Station Street, the intent is to have a low-level planter on front of each window. A continuous planter will run along the northern façade of the extension between the vehicle entry off Station Street to the loading dock. depth of each planter is 350mm which is not wide enough to allow someone to hide in this raised planter. The raised planter is also 550mm below the window level to again prevent a hiding space.

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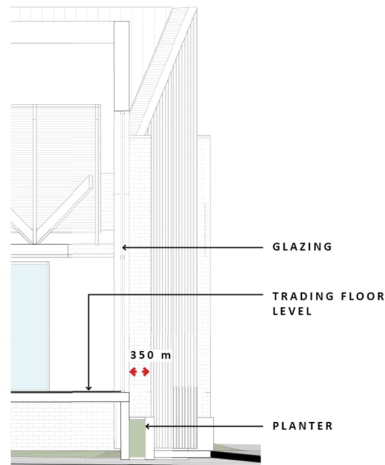


Figure 33-section showing relationship between footpath, planter and building.

The car park is intentionally designed to be recessive. This has been achieved by adding a landscape zone around the perimeter. The form of the car park façade which sits behind the landscape zone has been inspired by the Illawarra escarpment.

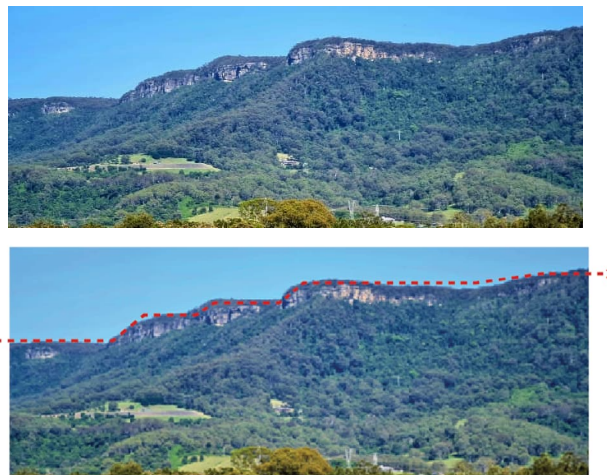


Figure 33-Bong Bong Pass – Illawarra Escarpment photograph and diagram

This façade consists of a mixture of open sections and green walls. The form of the sections of green wall have been stepped in a similar fashion to the Bong Bong Pass-Illawarra Escarpment. This helps soften the impact of the car park while also allowing the structure to be naturally ventilated and thus reducing its environmental impact.

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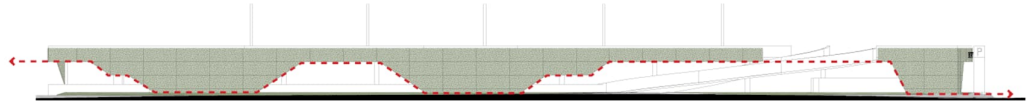


Figure 34-Northern elevation highlighting the design intent of the carpark façade

The surrounding landscaping will consist of small and medium trees as well as low level shrubs to prevent hiding spaces. The intent of the trees is for the canopy to obscure the top level of car park while providing direct vision from the car park to the street between their trunks.



Figure 35-View to Escarpment from the corner of Osborne Street and Baan Baan Road



Figure 36-Proposed façade from the corner of Osborne Street and Baan Baan Road

**SYDNEY**

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Pyrmont NSW 2009

**GOLD COAST**

Level 8, 50 Cavill Ave  
Surfers Paradise QLD 4217

**NEWCASTLE**

4 Crown St  
Newcastle, NSW 2300



Figure 37-view of car park showing landscaping.

## Sustainability

As part of the proposed works the project has included a number of sustainability measures. These include.

- A solar canopy over the proposed car park to generate electricity and also shade the car park below and reduce the heat island effect.
- A rainwater reuse tank in the southwest corner of the building to be used for irrigation and sanitary flushing.
- Efficient water fixture appliances
- A reduced in foot print of the site that is being covered by the car park which results in a net gain in deep soil planting
- Efficient lighting fixtures
- Skylights over the new venue to increase the environmental quality of both the new venue as well as the existing Mill venue. This will also result in a reduced requirement for artificial lighting during the day.
- 91 EV charging capable spaces including the electrical distribution boards associated with these spaces.

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## Summary

Dapto Leagues club has been an integral part of Dapto since 1955 and today has a membership more than 30,000. With the growth in the wider Dapto region, the club seeks to provide a hub for the existing and future population of Dapto. The proposal as outlined above aims to provide this hub as well as improve the clubs sitting within the town centre by:

- Retaining what works well in the existing building.
- Increasing the footprint of ground level
- Providing a new Food and Beverage venue to cater for lounging and Sports viewing areas.
- Rationalising the layout of the existing building to allow for a larger café area.
- Providing new alfresco areas
- Improving the link to the community through open terraces, large windows and a through site link allowing people a safer passage to the club entry as well as between Station Street and Osborne Street.
- Producing an architectural language that is sympathetic to the existing heritage buildings as well as a scale that avoids big box architecture that is synonymous with larger buildings.
- Increasing the landscaping across the site to help reduce the hard paving on the site as well as within Dapto Town Centre.