

ATTACHMENT 3

WOLLONGONG DEVELOPMENT CONTROL PLAN 2009

CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Development controls to improve the sustainability of development throughout Wollongong are integrated into the relevant chapters of this DCP. An Ecologically Sustainable Design (ESD) Report prepared by Efficient Living dated 6 November 2024 was provided and included as part of the applications submission.

Generally speaking, the proposal is considered to be consistent with the principles of Ecologically Sustainable Development.

Conditions about implementing the recommendations of the Ecologically Sustainable Design (ESD) Report and Section J NCC 2022 compliance report and documentation that the recommendations of the Ecologically Sustainable Design (ESD) Report are to be implemented during construction to the Principal Certifier before the issue of the Occupation Certificate should be applied to the development consent.

CHAPTER B4 – DEVELOPMENT IN CENTRES AND PERIPHERAL SALES PRECINCTS

The development is located in a business zone and as such this chapter is applicable to the development. An assessment against the relevant sections is outlined below.

2 Objectives

The development is considered consistent with the objectives of development in business zones.

3 Retail and business centre hierarchy strategy

This section is not considered applicable to the proposal as the changes are generally aesthetic in nature, with only a small increase in floor area to an existing approved premises. It is noted however that Dapto is identified as an emerging Major Regional Centre.

4 Economic impact assessment – retail hierarchy

Not applicable

5 Planning requirements for development in the regional city and major regional centres

5.3 Dapto Regional Centre

The precinct planning controls for the Dapto Regional Centre are covered by the West Dapto Release Area DCP chapter

6 Planning requirements for development in the major town centres

Not applicable

7 Planning requirements for development in town centres

Not applicable

8 Planning requirements for development in the village (local convenience) centres

Not applicable

10 General design requirements for retail and business premises developments

10.1 Objectives

The proposal is consistent with the objectives of the clause

10.2 Development Controls

10.2.1 Floor Configuration

The floor plan indicates that the building additions are determined based on the existing levels of the club. This enables an even transition across the building and footpaths external of the building have adequate levels of grades to meet councils' standards. The new works express the existing and prevalent lot structure in the immediate locality.

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10.2.2 Building Appearance

The new works are informed by an urban design report prepared by Urbis. 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 are:

- **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 approval 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.

10.2.3 Building Alignment

Buildings are further improved from an alignment perspective.

10.2.4 Active Street Frontages

Fixed and open terrace windows create a primary and secondary frontage along Bong Bong Road and Station Street. 60% of the proposed area of new or refurbished frontage is active, comprising either fixed glass or an open terrace. Due to the nature of the premises being a Registered Club, there is a legal requirement for only a single point of entry. The existing entry is located adjacent to the carpark on the northern facade of the building. An additional entrance at the corner of Bong Bong Road and Station Street cannot be provided in line with this requirement. However, an open terrace has been provided as a response to this corner. Vertical brick pillars, brick treatments, battens and low height planters provide visual interest along with roof articulation to create smaller built forms along the station street frontage.

10.2.5 Urban Design / Streetscape Appearance

The gable ends and roofs of the pavilions have been redesigned to take similar form to the pitched roof of Dapto Train Station. The brick spine walls use similar materials to the heritage listed Dapto Hotel and Fairley's Building. The use of materiality responds to the surrounding heritage of West Dapto through the use of gable ends and roofs of the pavilions similar form to the pitched roof of Dapto train station and the use of brick spine walls similar to the heritage listed Dapto Hotel and Fairley's Building.

10.5.6 Pedestrian Access

Existing entrance to the club remains in existing location with no new entrances proposed. The existing entrance has been redesigned to include a combination of co-located active areas including

- Removing the substation and providing pedestrian access (through site link) from Osborne Street to Station Street past the entry.
- Proposed a new alfresco area adjacent and to the west of the current entry and drop-off.

Existing club entry and building ground level are 1.2m above street level. This requires pedestrian access from street level through an accessible ramp including car drop-off

10.2.7 Awnings

New awnings incorporated into the design e.g awning over open terrace.

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10.2.8 Public Domain – Footpath Paving

As discussed in section 10.2.2

10.2.9 Solar access and overshadowing

Shadow diagrams suggest the shadow impact is minimal with shadows cast predominantly towards Bong Bong Road.

10.2.10 Shower and Change Facilities & Parenting Facilities in Large Business Premises / Commercial Office Buildings

The proposal involves a refurbished kids play area and change facilities for babies.

10.2.11 Advertising Sign

N/A

10.2.12 Wind Impact Assessment

No significant change in bulk or scale of the building. Height of the building does not trigger requirement for a wind impact assessment.

10.2.13 Access, Car parking and Servicing

The development makes provision for a total of 358 car parking spaces (including 9 car parking spaces for people with disabilities), 17 motorcycle spaces, a minimum 8 secure (Security class B) staff bicycle spaces and a minimum 8 visitor bicycle spaces (Security Class C). These requirements will be reflected on the construction certificate plans.

The parking dimensions, internal circulation, aisle widths, kerb splay corners, head clearance heights, ramp widths and grades of the car parking areas are to be in conformity with the current relevant Australian Standard AS2890.1, except where amended by other conditions of this consent. Details of such compliance are to be reflected on the Construction Certificate plans.

10.2.14 Access for People with a Disability

See chapter E1

10.2.15 Land Consolidation

Not required, single lot only

10 General design requirements for retail shopping centres

Not applicable

11 General building design requirements for fast food restaurants

Not applicable

12 Peripheral sales (bulky goods) precincts

Not applicable

13 Works in the public domain

Noted, conditioned as per works in the public domain to relevant manual and requirements

CHAPTER D1 – CHARACTER STATEMENTS

Dapto

The proposal is considered to be consistent with the existing and desired future character for the locality. The expansion of the Leagues Club is consistent with the expected increases to both the population and retail floor space in the commercial centre.

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

A condition of consent will be applied to the consent to ensure that access for people with a disability will be provided in accordance with the standards. An access report was provided by the consulting architect stating that new works would meet the requirements of disability access and design. A condition for access certification prior to issue of an occupation certificate will also be required.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

<i>Control/objective</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 Lighting</u>	Additional lighting to the carpark area will be required – Light spillage conditions will be imposed to ensure any potential impacts on surrounding residential areas are mitigated.	Yes
<u>3.2 Natural surveillance and sightlines</u>	<p>The provision of active indoor and outdoor areas will assist in natural surveillance, as will the addition of large barn style windows along the western elevation</p> <p>Seating proposed along station street frontage for surveillance.</p>	Yes
<u>3.3 Signage</u>	Plans indicate no additional signage is proposed other than clear directional and way finding as well as CPTED. Signage is satisfactory.	Yes
<u>3.4 Building design</u>	<p>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</p> <p>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.</p> <p>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.</p> <p>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 wall's structure to enhance sight lines around corners.</p>	Yes

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<u>3.5 Landscaping</u>	<p>The assessment of the proposal in accordance with the CPTED principles prepared by Monteith 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>	Yes
<u>3.7 Community facilities and public amenities</u>	<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. 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. 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>	Yes
<u>3.8 Bus stops and taxi ranks</u>	<p>The subject site has access to the existing bus stop 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. 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>	Yes

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DAPTO TOWN CENTRE 2017 - 2027

The application has been assessed with respect to the Dapto Town Centre Plan with specific attention drawn to aspects such as parking, attractive laneways and the right growth. Council initially had concerns about the single entrance point and active frontages. A second entrance would significantly improve the activation of the area. The applicant provided rationale (*registered clubs act*), and council acknowledges the need to only have 1 entrance from an operational point of view.

Glazing and open terrace will support an active frontage and is an improvement from the existing building. Glazing to Station Street and Bong Bong Road will be transparent and unobstructed to enable visual interaction between people on the street and in the building. The reduced footprint of the car park and inclusion of shading to the top level by solar is supported.

The provision of a through site link to increase permeability through the block and provide additional connections between the centre and the train station is supported.

The link is noted as being publicly accessible, however a timeframe has not been specified. Access at all times of day is preferred, as this will allow a more direct connection to/from the station and centre outside the operating hours of the registered club.

CHAPTER E3: CAR PARKING, ACCESS, SERVICING/LOADING FACILITIES AND TRAFFIC MANAGEMENT

A Traffic and Parking Impact Assessment has been undertaken by McLaren Traffic Engineering as part of this DA. The 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 the existing club. The traffic generation of the development, based on the SIDRA modelling indicates that there will be no adverse impact to intersection performance. It is noted that the Council's DCP requires the provision of 15 bicycle and 15 motorcycle parking spaces. The proposal provides motorcycle and bicycle car parking spaces.

Council is satisfied that the development complies with the requirements of this chapter and councils traffic engineer has completed a satisfactory referral.

CHAPTER E6: LANDSCAPING

The proposal has been assessed against the requirements of this chapter and considered satisfactory.

The proposal includes a comprehensive landscape drawing set that proposes landscaping on the site in the following key areas:

- Station street frontage
- Baan Baan Street frontage
- Through site link and Club entrance
- Porte cochere
- Car park interface including green walling
- Osbourne Street.

Councils landscape officer has reviewed the proposal in conjunction with tree removal and is satisfied that the proposal satisfies the requirements of this chapter.

CHAPTER E7: 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

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arrangements given there is not a change in land uses proposed and will remain serviced by private contractors.

CHAPTER E11 HERITAGE CONSERVATION

The proposed development has been considered with regard to potential heritage impacts as required under Clause 5.10 of the Wollongong LEP 2009 and Chapter E11: Heritage Conservation of the WDCP 2009.

The proposed development is within the vicinity of a number of heritage items listed in the Schedule 5 of the LEP:

- Heritage item #6435 Dapto Railway Station (which curtilage includes the building of the station, the railway in that section, and the adjacent park)
- Heritage item #6335 Station's master's residence
- Heritage item #61022 Dapto Hotel
- Heritage item #61021 Fairley's building

It is also noted that there are a number of historic houses on the site demolished in the 2000s.

No Heritage Impact Statement is provided as requested in the PL Notes, the SEE and urban Design Report notes the following:

- *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.*
- *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.*

The proposed food and beverage venue upgrade to the Station Street facade will likely have a positive impact on the street setting of the Station Building compared to the existing form. However It is unclear how the proposed car parking built responds to the setting of the Dapto Train Station and Station Masters Residence in particular, however it is noted that this is a permissible use on the site and is well below the height limit.

The proposed pedestrian link through the site to Station Street is supported, although it provides a visual link to the Station Masters Residence it does not link particularly well with the pedestrian entrances to the Station. However, it is noted that the Station Masters residence is now in private ownership.

Council is satisfied that the development complies with heritage aspects raised in this chapter of the DCP.

CHAPTER E12 GEOTECHNICAL

The proposal has been assessed in accordance with the requirements of this chapter and is satisfactory. The applicant provided a geotechnical study to accompany the applications submission. The study was reviewed by councils geotechnical engineer and general conditions of consent have been recommended which relate to the recommendations of the report carried out by Douglas Partners. All excavations and foundations are to be inspected by a qualified geotechnical consultant.

CHAPTER E13 FLOODPLAIN MANAGEMENT

The site is identified as being located within a flood risk uncategorised precinct. A flood study and concept stormwater plan have been provided. Council's stormwater engineer has reviewed the proposal with respect to the provisions of this chapter and clause 5.21 of WLEP 2009 and has recommended conditions of consent.

CHAPTER E14 STORMWATER MANAGEMENT

Stormwater is proposed to be disposed of to the existing stormwater system. Council's stormwater engineer has reviewed the proposal with respect to the provisions of this chapter and has recommended conditions of consent. A concept design incorporating both OSD and WSUD has been submitted and reviewed by councils Stormwater Officer and is satisfactory.

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CHAPTER E15 WATER SENSITIVE URBAN DESIGN

The application has been assessed in accordance with the requirements of this chapter and is satisfactory. A water sensitive urban design (WSUD) report has been prepared by Greenview Consulting and provided to accompany the applications submission. The submitted results of MUSIC modelling show stormwater quality being achieved as per Table 2 of Chapter E15 of WDCP 2009. Covering the roof of the carpark with shading and photovoltaic cells reduces the pollutant load.

Conditions about pollutants and nutrients removal, and installation and maintenance of the WSUD treatment system should be applied to the development consent.

CHAPTER E17 PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION

The proposal has been assessed in accordance with the requirements of this chapter and has been accompanied by an Arborist report. The development shall retain existing trees as indicated on the Landscape plan submitted to council. Any branch pruning, which has been given approval, must be carried out by a qualified arborist in accordance with Australian Standard AS 4373:2007. All tree protection measures are to be installed in accordance with AS 4970:2009 Protection of Trees on development sites. All recommendations in the Arboricultural Impact Assessment are to be implemented at all times.

CHAPTER E19 EARTHWORKS (LAND RESHAPING WORKS)

Earthworks have been assessed in accordance with the requirement of this chapter. It is expected that minimal earthworks will be carried out for the additional works to the car park and councils' development engineer is satisfied that the proposal will not negatively impact on existing drainage patterns and soil stability. The earthworks required will not have a negative effect on the existing and adjoining properties.

CHAPTER E20 CONTAMINATED LAND

Land contamination has been assessed in accordance with the requirements of this chapter and considered satisfactory. The report on Detailed Site Investigation (Contamination) for the proposed carpark upgrade prepared by Douglas Partners dated 17 October 2024 has been sighted.

The recommendations of the report are incorporated as conditions of development consent.

CHAPTER E21 DEMOLITION AND HAZARDOUS BUILDING MATERIALS MANAGEMENT

The proposal has been assessed in accordance with the requirements of this chapter and is satisfactory. The hazardous materials assessment report has been provided in support of the proposal. Conditions about a demolition management plan prior to the issue of a construction certificate, demolition more generally, asbestos, synthetic mineral fibres, lead-based paint, contaminated roof dust, PCBs and an asbestos clearance certificate are applied to the development consent.

CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL

Conditions of consent are recommended in regard to appropriate sediment and erosion control measures to be in place during works.