

STATEMENT OF ENVIRONMENTAL EFFECTS

DEE WHY RSL

URBIS

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Report Number	FINAL

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- Appendix A** Architectural Drawing Set
- Appendix B** Design Statement
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- Appendix D** Geotechnical Report and Groundwater report
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- Appendix F** BCA Statement
- Appendix G** Access Statement
- Appendix H** CEMP
- Appendix I** Landscape Plan
- Appendix J** Stormwater Management Plan and Civil Drawings

1. INTRODUCTION

On behalf of Dee Why RSL (the applicant), the following Statement of Environmental Effects is lodged in support of a modification to Development Consent DA2017/0244. Development approval was issued by Sydney Planning Panel North for *'Demolition works and redevelopment of part of an existing Registered Club (Dee Why RSL Club)'* on 31 July 2017.

The proposed modifications have resulted during detailed design including the resolution of architectural detailing, functionality of internal areas, a reduction in floor space, quantum and location of plant equipment, improvements to air flow in the smoking terrace, and inclusion of public art and landscaping.

The proposed modifications are considered to provide enhancements to the project in terms of internal design and amenity, as well as reduced environmental impacts, to shadow and views, through a reduction in the building height. A reduction in the area to be excavated will also result in reduced construction impact. The modifications result in minor changes to the external appearance of the development with a reduced footprint and all changes being located within the approved building envelope.

The following information is provided in support of this request:

- Amended Architectural Drawings detailing the extent of the proposed modification . **Appendix A.**
- Design Statement prepared by Altis Architecture . **Appendix B.**
- Acoustic Assessment prepared by Wilkinson Murray . **Appendix C.**
- Geotechnical Report and Ground Water Analysis Report prepared by Douglas Partners . **Appendix D.**
- Traffic Report prepared by PTC . **Appendix E.**
- BCA Statement prepared by BM+G . **Appendix F.**
- Access Statement prepared by MGAC . **Appendix G.**
- Construction and Environmental Management Plan . **Appendix H.**
- Amended Landscape Plan prepared by Site Image Landscape Architects . **Appendix I.**
- Stormwater Management Report prepared by ACOR Consultants . **Appendix J.**

2. SITE AND CONTEXT

The site is legally described as Lot 1 DP 706230 and known as No. 932 Pittwater Road, Dee Why. The site is irregular in shape and has an area of approximately 14,830m². The site falls from west to east, and from south to north. The site has three frontages; 100m frontage on the northern boundary (Hawkesbury Avenue), 110m frontage on the western boundary (Pittwater Road) and 180m frontage on the eastern boundary (Clarence Avenue).

Existing development on the site comprises a Registered Club, an AMF bowling centre and decked car parking at the rear of the site. A Seniors Living Facility adjoins the site on the south-western boundary and a childcare centre adjoins the site on the southern boundary. Both adjoining land uses are on Club owned land.

An aerial photograph of the site is included at **Figure 1**. Photographs of the site are included at **Pictures 1-6**.

Figure 1 . Aerial Photography / Site Plan of the Site



Pittwater Road is a classified road that links Balgowlah to Mona Vale with connectivity to the city to the south and Palm Beach to the north. It has a 6-lane carriageway that carries a large volume of traffic and is well serviced by public buses. A bus stop is immediately adjacent to the Club site on either side of Pittwater Road providing readily available public transport north and south of the Club via the B Line Service.

The site is within approximately 500m of Dee Why's commercial area on Howard Ave and around 200m from the Dee Why Reserve and Lagoon as well as Dee Why Park. The site is within 1km of Dee Why Beach.

In recent years, the surrounding area has seen new residential developments being constructed along the western sides of Pittwater Road as well as the larger development on the corner of Dee Why Parade and Pittwater Road, contributing to the revitalisation of the Town Centre. The site is on the perimeter of Dee Why Town Centre.



Picture 1 . Northern façade of RSL Club from Hawkesbury Avenue



Picture 2 . The eastern boundary of the site to Clarence Avenue



Picture 3 . View looking south-west at the RSL building



Picture 4 - Northern Side of Hawkesbury Avenue



Picture 5 . Eastern side of Clarence Avenue



Picture 6 . Eastern side of Clarence Avenue

3. BACKGROUND

3.1. SITE MASTERPLAN

Under the previous applicable LEP, Warringah Local Environmental Plan 2000, the Dee Why RSL site required a site-specific Masterplan. A Masterplan was approved by Council on 17 July 2001 and contained the future development plans of the Club over several stages. The original Masterplan made provision for a five stage upgrade of the Club.

The Club has progressively implemented the approved stages of work. Modifications to the Masterplan have occurred over time. The recent approval of DA2017/0244 is for Stage 5 of the Masterplan.

Part G6 of the Warringah DCP draws reference to the previous site Masterplan and contains the site specific provision for the Club land. A site specific DCP amendment was adopted at Council meeting on 22 November 2016 and came into force on 6 December 2016. This development proposal has therefore been assessed against the current applicable DCP, as modified.

3.2. APPROVAL HISTORY

A summary of the previous applicable approvals is contained in the table below:

Table 1 . Past Applications

DEVELOPMENT APPLICATION	DETAILS	STATUS
DA 2001/0394	<ul style="list-style-type: none">• Five stage Master Plan for the site and Stage 1 works	Approved 17/07/01
DA 2005/0292	<ul style="list-style-type: none">• Revision to the Master Plan for Stage 2 works, comprising:<ul style="list-style-type: none">– The introduction of external smoking terraces– A new lounge, bar and kitchen area in the north-east corner of the site also providing an external terrace area.– Reconfiguration of the car park including the construction of an additional car parking level and improved access arrangements.– Landscaping works– Upgraded Pittwater Road façade treatment adjacent to the existing club entrance.	Approved 13/09/05
DA 2008/0997	<ul style="list-style-type: none">• Stage 2.5 Amendment comprises:<ul style="list-style-type: none">– Provision of a partially enclosed area with a large internal courtyard at the North-West portion of the Club. Refurbishment of the existing café to provide for a new outdoor gaming area.– An amendment to the current Master Plan to cater for the above proposed development.	Approved 03/06/09
DA 2009/0822	<ul style="list-style-type: none">• Alterations and additions to an existing club for a new outdoor gaming terrace including reconfiguration of an	Approved 18/09/09

	existing kitchen, toilets and changes to the club Level 1 entry area.	
DA2011/1335	<ul style="list-style-type: none"> Alterations and additions to the Club including extension of outdoor gaming facilities, refurbishment of Level 3 function facilities, relocation of entrance foyer, internal alterations including rationalisation of dining areas and upgrade of the Pittwater Road façade. A concurrent amendment to the Masterplan was sought. 	Approved 29/03/2012
DA2015/0603	<ul style="list-style-type: none"> Replacement of the north-east roof over level 2 of the club as well as an upgrade to the internal entry to this part of the club, internal refurbishment of the existing Flame cabana and minor façade alterations to suit new roof 	Approved 5/5/2016
DA2016/0648	<ul style="list-style-type: none"> Alterations and Additions - Demolition works and Redevelopment of part of an existing Registered Club (Dee Why RSL Club)+ Concurrent amendment to the Warringah DCP. Approved on 22 November 2016. 	Withdrawn on 21 February 2017.
DA2017/0244	<ul style="list-style-type: none"> Demolition works and redevelopment of part of an existing registered club (Dee Why RSL Club) Further detail of this DA is provided in Section 3.2.1. 	Approved 31/07/2017
DA2017/0969	<ul style="list-style-type: none"> Alterations and additions to the existing registered club (Dee Why RSL)+ Stage 5 works included internal alterations to convert the existing sports bar to a restaurant and the restaurant into the sports bar together with a new pergola and landscaping over the internal courtyard at the eastern terrace. 	Approved 20/11/2017

3.2.1. DA 2017/0244

The key numerical aspects of DA2017/0244 which is sought to be modified, is summarised in **Table 2** below:

Table 2 . Numerical Overview

Key Development Statistic	Proposal
Site Area	14,830m ²
Maximum Height in Metres	14.5m
Maximum Height in Storeys	3 storeys
Total number of car spaces onsite	680 spaces
Additional Bicycle Spaces	12 spaces
Adaptable Parking Spaces	17 spaces

Key Development Statistic	Proposal
Additional proposed GFA	3,911m ²
Total GFA	15,344 m ²

4. PRE-LODGEMENT CONSULTATION

4.1. DISCUSSIONS WITH COUNCIL

Whilst no Pre-DA meeting was held, the applicant has informally met with Council Planning Staff to discuss key issues and the required DA inputs. Liaison with Council staff has also been undertaken on matters of geotech, traffic and car parking and acoustics by the relevant consultants prior to lodgement of this modification application. In preparing for lodgement, regard has also been had to the key items raised during the assessment of the original application.

4.2. COMMUNITY CONSULTATION

The Club has been progressively consulting with both internal and external stakeholders, since receiving approval for DA2017/0244 Dee Why Club has continued to engage with neighbours and stakeholders.

Most recently neighbours were invited to an information and feedback sessions held:

- 21 and 22 November 2017; and
- 21 and 22 February 2018.

Three neighbours attended the sessions. One subsequent neighbour was provided an update via email. There was positive feedback to the reduction of excavation and overall scope.

Dee Why RSL Club intend to hold further sessions once they have engaged a contractor to discuss the construction program.

The Childcare Centre business has recently been sold with the transaction completed 9th March 2018. The Club met with the new operator February 2018. They have no objections to the modification and have been provided with a full set of the modified plans. The new operator has provided written confirmation of their support for the proposed amendments.

Residents of the Club's seniors living village, Oceangrove have been progressively updated as the design has evolved.

5. THE PROPOSED MODIFICATION

5.1. SUMMARY

The proposed modifications are detailed in the Architectural Drawings prepared by Altis Architecture attached at **Appendix A** and should be relied upon in this manner. The modifications are summarised as follows:

- Extent of Level 2 (Main Trading Level) reduced by 8.33m from the southern boundary and level 2 restaurant deduced by 135sqm GFA.
- Relocated plantroom at roof level.
- Modified roof opening above main entrance.
- Modified central skylight including a reduction in height and modified shape.
- Modified courtyards to have two open areas and one covered area instead of large glass roof.
- Reduction in skylights above Asian Restaurant from six to two.
- Modified exit stair positioning and removal of metal roof above.
- Replace metal deck roof with concrete roof for building extension.
- Removal of slab above exposed Level 2 car park to south.
- New acoustic metal roof above reconfigured loading dock.
- Western Facade . removed louvres and vertical fins, due to mechanical riser no longer required and revised location for egress doors.
- Modified facade curtain wall fins.
- Reduced height and length for façade concrete blade wall.
- Revised loading dock entrance and location.
- Modified egress paths from existing carpark Level 1.
- Relocated electrical substation and new landscaped area.
- Median strip added at entry to provide place of refuge and ensure width of access is less than 8m (in accordance with DA Conditions).
- Relocated stormwater overflow path.
- Extent of excavated area for basement car parking reduced.
- Basement reduced by 14.4m from the western boundary. Minor extension of basement towards the southern boundary by 0.28m. Depth of car park.
- Carpark configuration altered from flat plate to split level and depth increased from RL -3.6 to RL -5.7 on the eastern side and RL -4.35 on the western side.
- Addition of half level (5a) to basement car park level.
- Car park entry/exit moved toward north by 3.04m.
- A reduction in car parking from 687 to 680 (seven car parks).

The submitted modified Architectural drawing set at **Appendix A**, the landscape plan at **Appendix I**, and the Architectural Design Statement at **Appendix B** provide detail of the proposed amendments. The subsequent text provides additional detail of the modification.

5.1.1. Skylights and Roof Openings

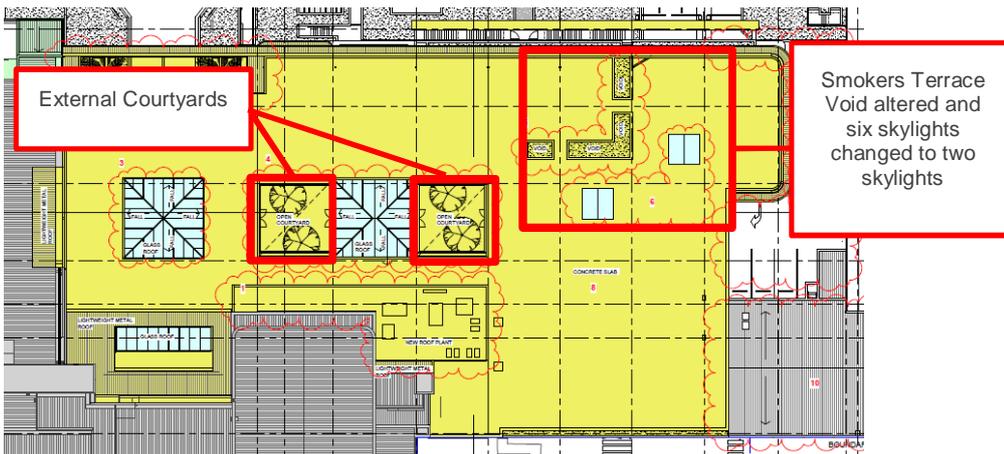
The roof form is proposed to be modified as detailed in **Figure 2**, resulting in a reduced roof height and two open sections of roof area. The central internal courtyard roof form in this location remains unchanged, with the two openings equating to about 50 percent of the courtyard roof now being open to the air. These open sections of roof are located internal to the site, surrounded by approved built form. The smokers terrace area has also been altered to improve air flow to patrons.

Figure 2 . Comparison of Roof Form and Openings



Picture 1 - Approved

Source: Altis Architecture



Picture 2 - As proposed to be modified

Source: Altis Architecture

5.1.2. Relocation of Loading Dock

The position of the loading dock has been altered in order to create site operation efficiencies that have arisen from the reconfiguration of the car parking area at ground level. A comparison of the approved loading dock compared to proposed as modified loading dock is detailed in **Figure 3**.

This modification proposes to relocate the entrance to its loading dock south on Clarence Avenue. The majority of dock services such as refrigeration, storage and unloading space will remain in its current location.

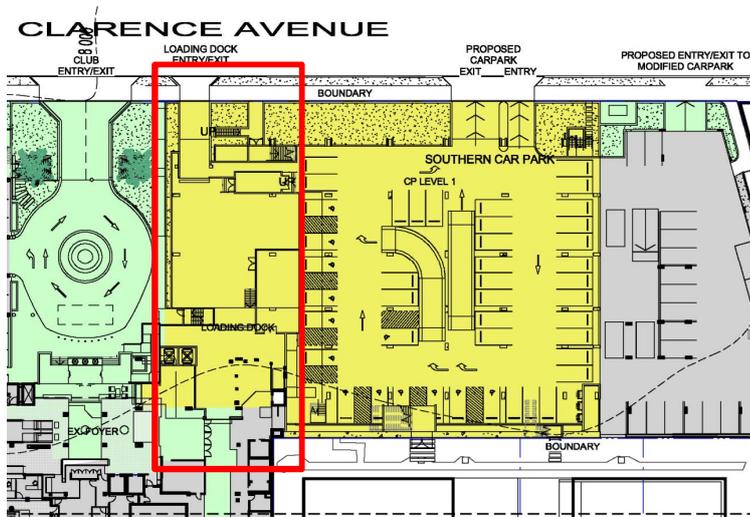
Loading and garbage collection access will be via a relocated driveway and entrance. There will be a solid full height wall separating the loading dock driveway from the adjacent childcare centre carpark.

Trucks will utilize an intercom system at the entrance, the loading dock roller shutter will open and automatically close once the truck has driven in. There is no proposed change to the operation of the dock.

This dock entrance reconfiguration provides better access to club facilities by providing patrons direct access to the Club from all levels of the carpark. This arrangement also allows for a much more efficient carpark layout which reduces overall excavation, and created a 14m buffer for excavation between the basement

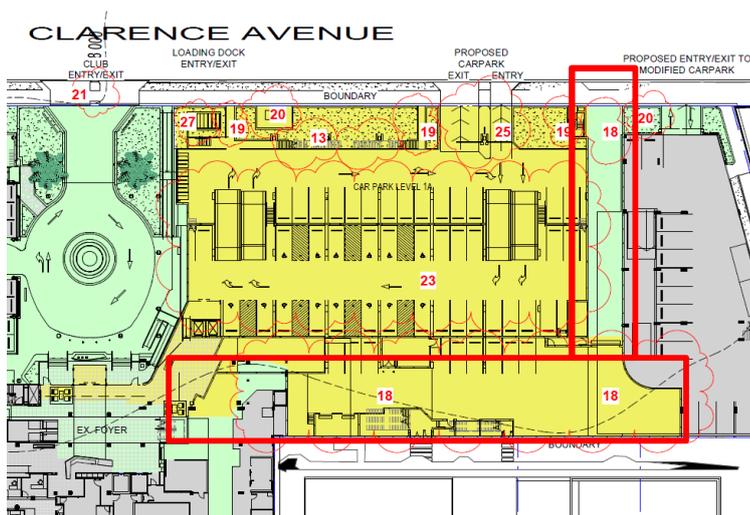
and Oceangrove Seniors Living Village and reduces the forecast construction programme by approximately one month.

Figure 3 . Loading Dock



Picture 3 . Approved

Source: Altis Architecture



Picture 4 . As proposed to be modified

Source: Altis Architecture

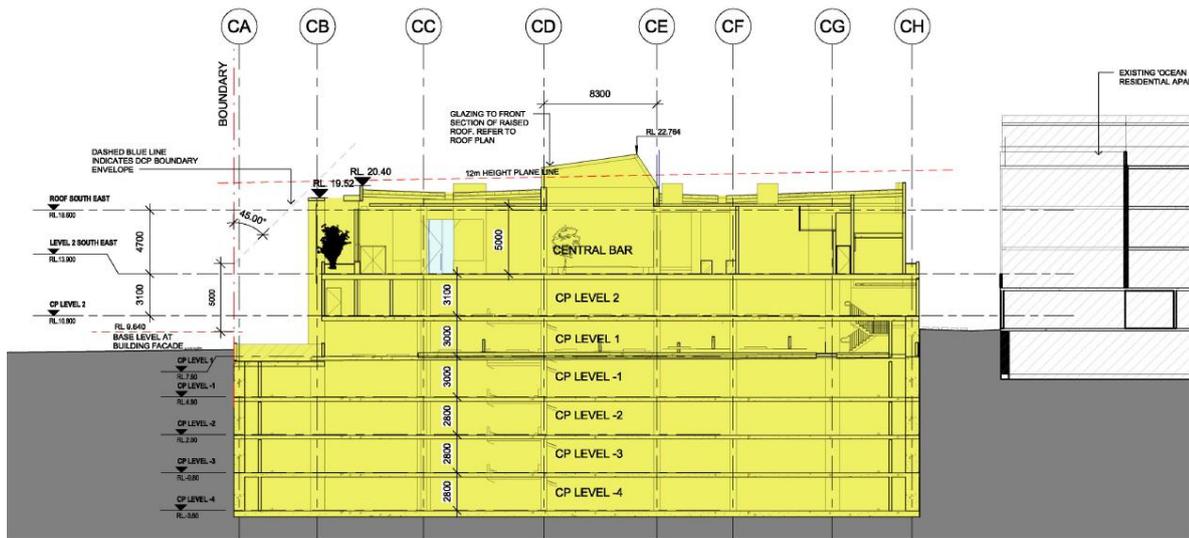
5.1.3. Reconfiguration of Carpark

The car parking area is proposed to be reconfigured as part of the modification application. The revised layout comprises split-levels at a reduced footprint which is accessed via a separated entry and exit driveway off Clarence Avenue. The reconfiguration of the car park results in:

- A reduction in car parking from 687 to 680 (seven car parks);
- A reconfiguration of the floor plate from flat plate to split level resulting in a change in RL from RL -3.6 to RL -5.7 & -4.35;
- A reduction in the basement area which results in the car park being pulled back from the western boundary to 14.4 metres;
- A 8000 cubic metre reduction in bulk excavation;
- A minor extension of basement towards the southern boundary by 0.28 metres; and
- An additional half level of basement car park level.

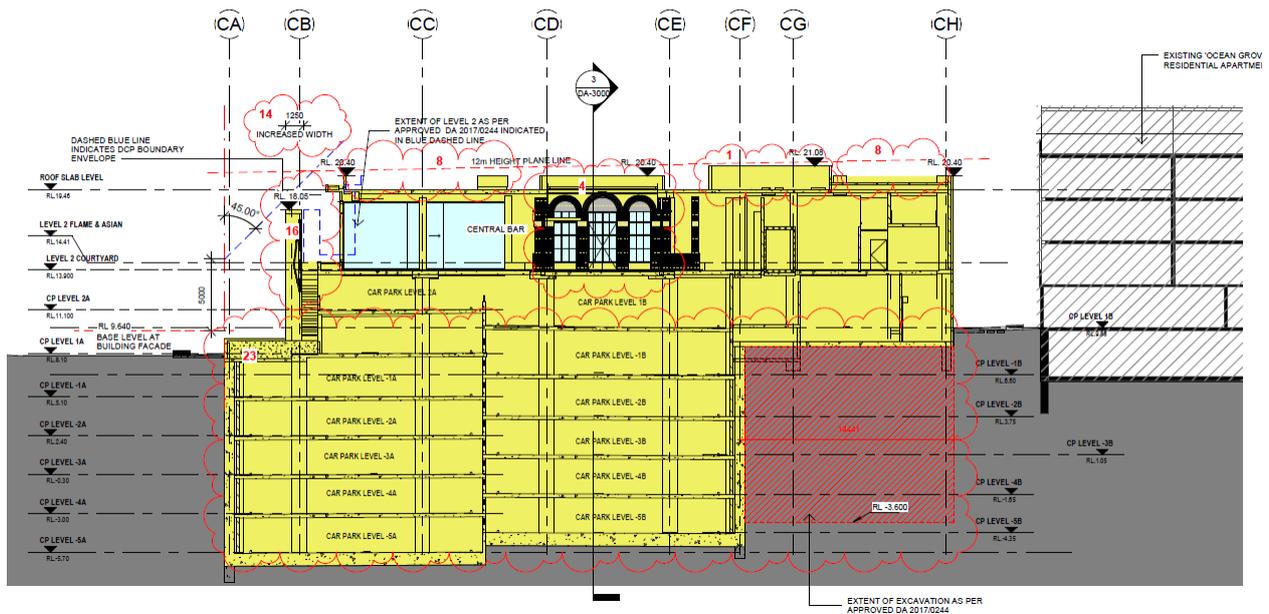
Figure 4 provides a comparison of the approved car park in section, compared to the proposed modification.

Figure 4 . Car Park Section



Picture 5 - Approved

Source: Altis Architecture



Picture 6 - As proposed to be modified

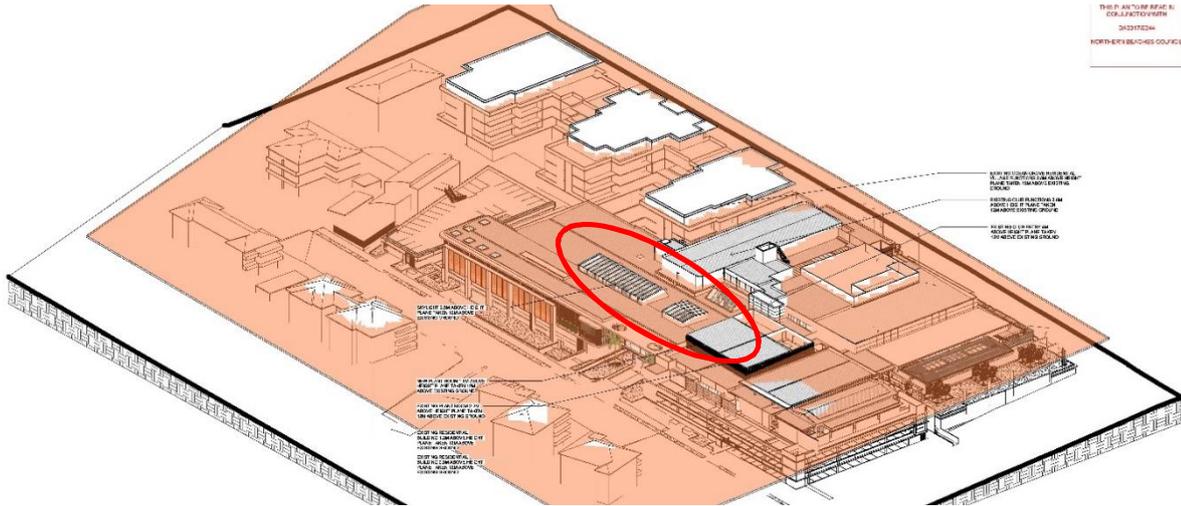
Source: Altis Architecture

5.1.4. Built Form and Urban Design

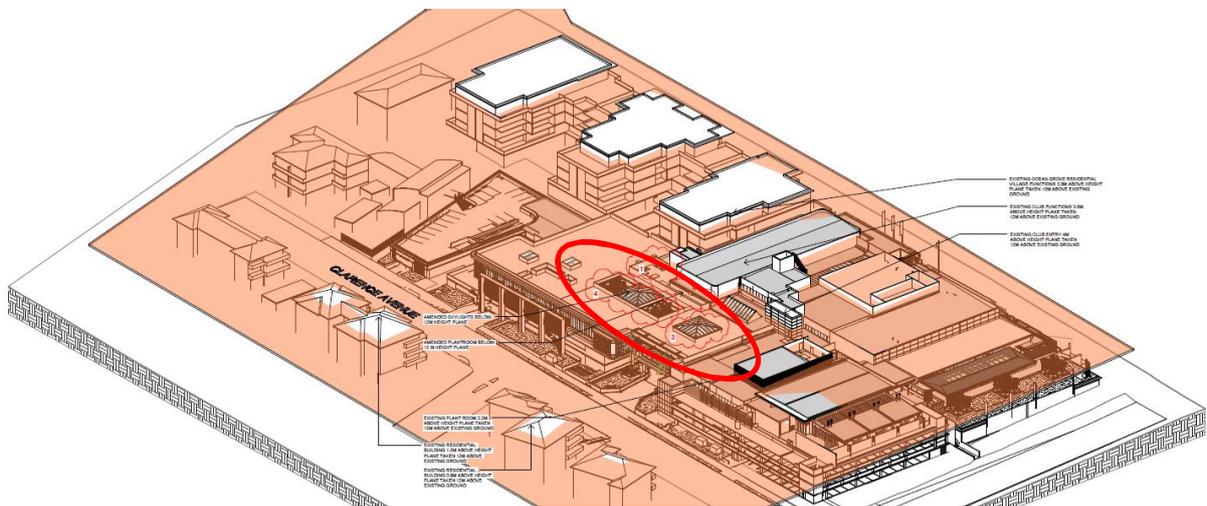
The following built form modifications are proposed:

- Eastern façade (Clarence Avenue);
 - Extent of Level 2 (main trading level) reduced by 8.33m from the southern boundary and a 135m² reduction in GFA.
 - Modified curtain wall façade fins.
 - Modified facade appearance due to changes in the car park levels, loading dock and egress stairs.
 - Reduced height for façade decorative blades.

Figure 6 - 12m Height Plane and Areas of Non-compliance



Picture 1 - Approved - Drawing DA-0004 Issue 1 (Altis Architecture)



Picture 2 - As proposed to be modified - Drawing DA-0004 Issue 2 (Altis Architecture)

5.2. MODIFICATION TO THE APPROVED DEVELOPMENT

The proposed modification will not affect the overall fundamentals of the approval scheme, being redevelopment works for part of an existing Registered Club. Consent Condition 1 regarding approved plans and Conditions 15, 17 and 42 regarding stormwater require amendment and no other modifications are sought to the Conditions of consent. The amendments reflect only changes to plan and report references, which supersede those previously submitted to Council.

For each modified Condition, the new text is detailed in red and deleted text in ~~strike through~~.

5.2.1. Condition 1 – Approved Plans and Supporting Documentation

The development must be carried out in compliance (except as amended by any other Condition of consent) with the following:

a). Approved Plans:

Architectural Plans - Endorsed with Council's stamp		
Drawing No.	Dated	Prepared By
DA - 0001 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 0002 - Issue 2	March 2018	ALTIS architecture
DA - 0003 – Issue 2	March 2018	ALTIS architecture
DA- 1000 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1001 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1002 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1050 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1051 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1052- Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1053- Issue 1 2	March 2017 March 2018	ALTIS architecture
DA- 1055- Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1100 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1101 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1102 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1103 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1104 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1105 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1106 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 1108 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 2000 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 2100 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 3000 - Issue 1 2	March 2017 March 2018	ALTIS architecture
DA - 9000 - Issue 2	March 2018	ALTIS architecture

Engineering Plans		
Drawing No.	Dated	Prepared By
C1.05 - Issue e	10 March 2017	ACOR Consultants
C1.06 - Issue B e	10 March 2017	ACOR Consultants
C2.01 - Issue € G	10 March 2017	ACOR Consultants
C3.01 - Issue D	10 March 2017	ACOR Consultants
C3.02 - Issue D	10 March 2017	ACOR Consultants
C4.01 – Issue E	June 2017	ACOR Consultants
C1.01 – Issue E	March 18	ACOR Consultants
C1.07 – Issue A	March 18	ACOR Consultants
Stormwater Report & DRN file- issue E	March 18	ACOR Consultants

Reports/ Documentation - All recommendations and requirements contained within:		
Report No. / Page No. / Section No.	Dated	Prepared By
Access Review	14 March 2017	Morris-Goding Accessibility Consulting
Access Review S96	19 February 2018	Morris-Goding Accessibility Consulting
Noise and Vibration Assessment	March 2017	Wilkinson Murray
Noise and Vibration Assessment S96	March 2018	Wilkinson Murray
Arborist Report	6 March 2017	Plateau Tree Service
BCA and DDA Assessment report	21 March 2017 28 February 2018	Blackett Maguire & Goldsmith
Bushfire Report	20 February 2017	ABPP Australian Bushfire Protection Planner Pty Ltd
Construction and Environmental Management Plan	March 2017 February 2018	CA Census Advisory-Dee Why RSL Club
Fire Report	20 March 2017	Innova Services
Geotechnical Investigation	March 2017 13 March 2018	Douglas Partners
Ground water analysis and preliminary modelling	13 March 2018	Douglas Partners
Section J & ESD Initiatives - Concept Report - Revision A	20 March 2017	Evolved engineering

Landscape Design Report	20 March 2017	Site Image Landscape Architects
Stormwater Management Report	March 2017 8	ACOR Consultants Pty Limited
Traffic and Parking Assessment, Revised Club Scheme	20 March 2017	Parking and Traffic Consultants
Traffic Impact Assessment	21 March 2017	Parking and Traffic Consultants
Section 96 Car Park Assessment	March 2018	Parking and Traffic Consultants
Preliminary Waste Classification and Acid Sulfate Assessment	17 March 2017	Douglas Partners
Landscape Plans		
Drawing No.	Dated	Prepared By
000- Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
C101 - Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
101 - Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
102 - Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
103 - Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
501 - Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects
502- Issue A D	20 March 2017 23 February 2018	Site Image Landscape Architects

5.2.2. Condition 15 – On-site Stormwater Detention Compliance Certification

“Detailed drainage plans detailing the provision of On-site Stormwater Detention in accordance with Northern Beaches Council’s “On-site Stormwater Detention Technical Specification” and the concept drawing by ACOR Consultants, drawing number SY160161, Issue ~~G~~ E dated 30.03.2017.

...

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.”

5.2.3. Condition 17 – Detailed Design of Stormwater Quality Systems

A certificate from a Civil Engineer, stating that the stormwater quality management system has been designed in accordance with the Civil Engineering Plans prepared by ACOR Consulting dated 10.03.17, Issue ~~B/C~~ D/E/F, project number SY160161 and Stormwater Management Report prepared by ACOR Consultants dated ~~March~~ November 2017.

The certificate shall be submitted to the Principal Certifying Authority prior to the release of the Construction Certificate.

Condition 42 – Certification for the Installation of Stormwater Quality System

*A certificate from a Civil Engineer, stating that the stormwater quality management system has been installed in accordance with the Civic Engineering Plans prepared by ACOR Consulting dated 10.03.17, Issue ~~B/G~~ **D/E/F**, project number SY160161 and Stormwater Management Report prepared by ACOR Consultants dated March 2017~~8~~.*

The certificate shall be submitted to the Principal Certifying Authority prior to the release of the Occupation Certificate.

6. SECTION 4.55(2) ASSESSMENT

Council may modify a development consent under the provisions of Section 4.55(2) of the Act if it is satisfied that the development remains substantially the same as originally approved.

In comparing the approved DA2017/0244, it is evident that the proposed modification is reduced in size and impact:

Table 3 . Key Numerical Modifications

Key Development Statistic	DA2017/0244	Proposal as modified
Total GFA	15,344m ²	15,208m ² (reduction of 135m ²)
Total number of car spaces onsite	687 spaces	680 (reduction of 7 spaces)
Total volume of excavation	-	Reduction of 8,000m ³
Setback to intersection of eastern and southern boundary	-	19.99m
Basement construction timeframe	-	Reduction by one month

The proposed design modifications are considered to result in substantially the same development as previously approved for the following reasons:

- There are no significant external changes to the building envelope or façade design previously submitted and approved by Council.
- The existing approved use, internal building composition and functioning of the RSL remains unaltered.
- There is a reduction in floor space.
- Modifications to the built form are located within the approved building envelope with no increase to the height of the proposal.
- There is no change proposed to the existing operating hours or staff numbers.
- Whilst the basement car parking has been reconfigured, this has been demonstrated to create less impact on adjacent properties and to not alter its effect on groundwater systems when compared to the approved development.
- With the exception of the drawing references in Condition 1 and those conditions relating to stormwater, all conditions remain satisfied, or able to be satisfied as a result of the development.

7. STATUTORY PLANNING ASSESSMENT

The following statutory provisions apply to the site;

7.1. WATER MANAGEMENT ACT 2000

The modification is accompanied by a Geotechnical report prepared by Douglas Partners (**Appendix D**). The report states that; temporary dewatering will be required to permit excavation.

In this regard the proposal is considered Integrated Development under Section 4.46(1) of the *EP&A Act* and would require approval from the Department of Primary Industries (Office of Water) under the Water Management Act 2000.

7.2. SECTION 4.14 OF THE ACT

Section 4.14 of the *EP&A Act* requires that the consent authority consider whether the proposed development meets the requirements of the *Planning for Bush Fire Protection 2006*.

The approved Development Application was accompanied by advice from ABPP Ptd Ltd. ABPP conducted an assessment of the vegetation types within the area with reference to the Warringah 2010 Bushfire Prone Land Map and the Draft Warringah 2015 Bushfire Prone Land Map.

The review concluded that the south-western corner of the Dee Why Lagoon Wildlife Reserve contains managed vegetation (mown lawn) beneath a tree canopy. This vegetation is not bushfire prone vegetation pursuant to the definitions provided by Appendix 2 of *Planning for Bushfire Protection 2006*. Therefore, the provisions of Section 4.14 do not apply to the subject proposal.

7.3. SECTION 4.15 ASSESSMENT

7.3.1. State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of development adjacent to particular types of infrastructure development, including all new development that generates large amounts of traffic in a local area.

The traffic generation of the existing and proposed development was addressed in the Traffic and Parking Assessment prepared by PTC which was provided as part of the original DA. This modification application does not require referral to RMS for consideration as there is no change to patron or staff numbers as a result of this modification application. Importantly this modification seeks a reduction in GFA and car parking spaces.

7.3.2. State Environmental Planning Policy No. 55

State Environmental Planning Policy - Remediation of Land (SEPP 55) provides for the remediation of contaminated land to minimise the risk of harm to human health and the environment. Clause 7 of SEPP 55 requires that a consent authority must consider whether land is contaminated prior to issuing development consent.

The approved Development Application was accompanied by a Preliminary Site Investigation (PSI) Report prepared by Douglas Partners. The report suggested that the site could be made suitable for use by the club as per SEPP 55 and recommended conditions which were attached to the determination for DA2017/0244. Accordingly, the modification continues to comply with SEPP 55 and further assessment is not required.

7.3.3. Warringah Local Environmental Plan (WLEP) 2011

The Warringah LEP 2011 is the principal statutory planning instrument applying to the site. Under the provisions of WLEP 2011, the site is zoned R3 Medium Density Residential zone. In terms of permissibility, the proposed modification does not introduce any new land uses and accordingly, the amended development is permissible with consent. The proposed modification is consistent with the zone objectives as the nature and general form of the development remains unchanged from the original proposal. Further, the proposal complies with the LEP and development consent as;

- The proposal results in a reduction in the height of various roof elements which sit above the 12m height plane. This results in a decrease in the area of non-compliance with the building height control compared to the approved development (clause 4.3).
- The proposal results in a reduction in GFA and a minor reduction Floor Space Ratio (FSR) (1.025:1 proposed, compared to 1.034:1 approved). Regardless, FSR is not an adopted development standard in Warringah LEP (clause 4.5).
- The site is not in a heritage conservation area or a listed heritage item (clause 5.10), nor is it in the vicinity of any heritage listed items or conservation area.
- The proposal has also been considered in relation to Clause 6.2 of WLEP which aims to ensure that earthworks do not impact on surrounding properties or result in an unsatisfactory environmental impact (clause 6.2). The Geotechnical Report prepared by Douglas Partners attached at **Appendix D** demonstrates that the proposed addition, including the basement carpark, can be constructed without a risk of landslip or impact on adjoining properties. Further, the modified basement excavation has increased the setback from the southern boundary.

As such, the proposed modification is considered in accordance with WLEP 2011.

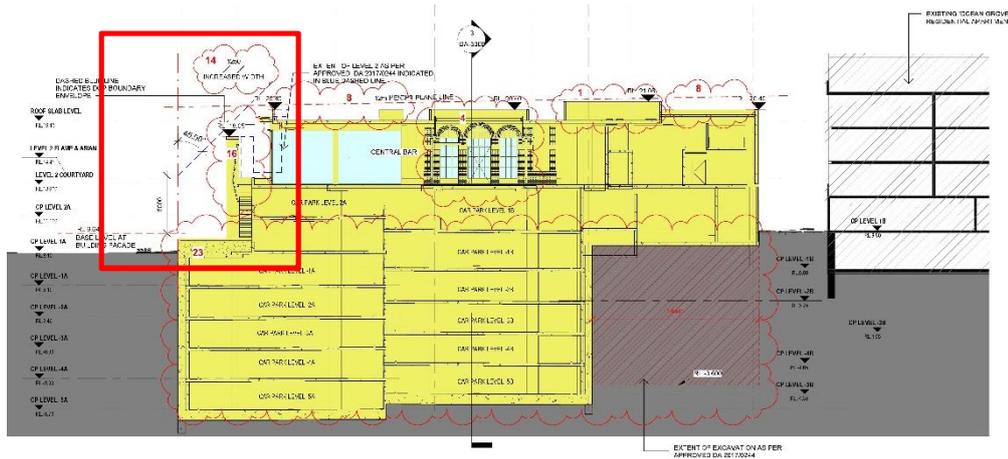
7.4. WARRINGAH DEVELOPMENT CONTROL PLAN (WDCP) 2011

The proposed development is subject to the relevant guidelines of the Warringah Development Control Plan 2011. A DCP compliance assessment was undertaken as part of the original proposal. A detailed consideration of WDCP has been undertaken for the modified proposal and the key matters discussed below.

With reference to WDCP 2011, G6 which relates specifically to the Dee Why RSL Club:

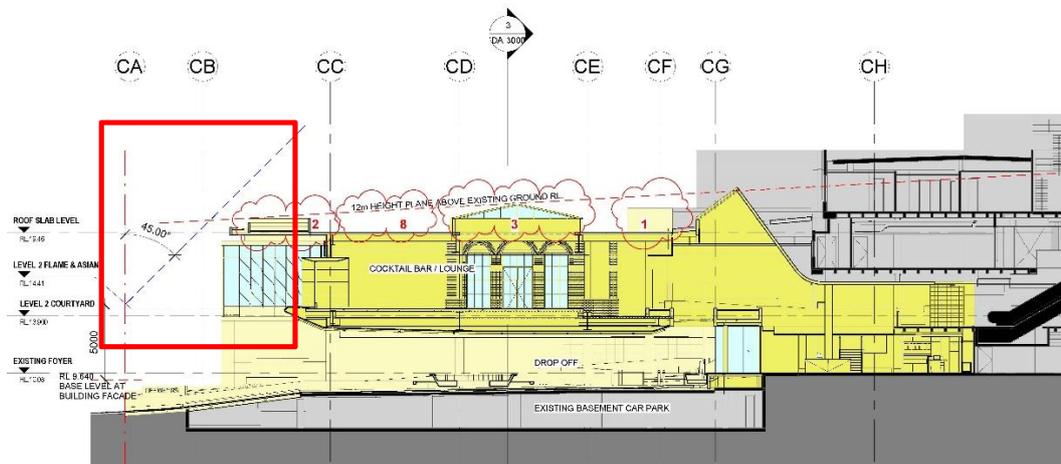
- **1. Built form:** the proposal incorporates works which are in the majority internal to the approved built form. The height of these works are less than the existing built form and are setback from the street frontages. External built form changes are minor and have resulted from detailed design and costing which have resulted in built form changes being made.
- **2. Boundary envelope or 3. Boundary setbacks:** An increase to the southern boundary setback is proposed. The eastern boundary setback remains non-compliant (as with the original DA2017/0244 approval). As demonstrated in **Figure 7** the built form remains within the 45-degree plane from both these boundaries and as such it is noted that the proposal complies with the intent of WDCP 2011 with regard to the boundary envelope and setbacks.

Figure 7 . 45 degree boundary envelope



Picture 9 . Northern boundary

Source: Altis Architecture



Picture 10 . Eastern boundary

Source: Altis Architecture

- **4. Safety and security:** No changes should arise which would compromise the safety and security of users of the RSL.
- **5. Views:** As outlined in Section 8.1.6 improvements to views in the direction of the coast (compared to the approved development), from the properties on Pittwater Road will occur.
- **6. Landscaping and civic improvements:** additional landscaping is proposed which will tie in with the approved landscaping scheme. The landscaping is consistent with WDCP 2011 because it is of high quality, and is integrated with the built form both internally and externally. The additional landscaping ties in with the scheme approved under DA 2017/0244.
- **7. Economic and social sustainability:** The Club will continue to provide a major high-quality entertainment complex and provide employment within the Dee Why district.
- **8. Traffic generation, car parking and vehicular access:** no changes are proposed to the approved development which alters traffic generation as the reduction in restaurant floor space does not result in a change to patron numbers. With regard to the alterations to car parking and access, the proposed changes have been suitably assessed by a traffic engineer and were found acceptable.

As such, the proposed modification is considered in accordance with WDCP 2011.

7.5. DEE WHY MASTERPLAN

The WDCP references the 2001 Dee Why RSL Club Masterplan and as such calls on consistency with both the DCP and Masterplan. The DCP states, *'Stage 5 of the Masterplan continues to have relevance in the DCP to identify the built form parameters for the Stage 5 works. A range of land uses, including residential accommodation, are permitted on the site by the LEP. Hence, the Masterplan will continue to have relevance to control the built form of future development options that propose development permitted by the LEP.'*

The proposed development will be the final stage of the current Masterplan relating to the site. Stage 5 as per Warringah Development Control Plan (WDCP) relates to *'tourist style accommodation'*. As detailed in Section 3.1, the Masterplan was first adopted by Council in 2001 but the LEP has subsequently been amended (WLEP 2011) and *'tourist style accommodation'* is now a prohibited use. The proposed development relates to the expansion of the existing registered club use only and does not include tourist accommodation. The proposed modification is wholly consistent with the approved development which assessed the DCP and master plan in detail.

7.6. DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

On the 24th of November 2015, the Council resolved to seek the Minister for Planning's approval to amend the *Environmental Planning and Assessment Regulation (2000)* to permit the commencement of draft Warringah Development Contributions Plan (2015) (Amendment 1). The plan includes a 5% levy on all developments within the Dee Why Town Centre having a construction value in excess of \$200,000. The matter is currently under consideration with the Department of Planning and Environment for recommendation to the Minister by the Secretary.

The Club has provided a submission letter to the Minister on the matter and indicated the serious impact of the levy on the feasibility of the subject proposal. The proposed levy would have a detrimental impact on the revitalisation of the Dee Why Town Centre and hinder development in the area. Condition 12 of the Consent remains valid.

8. IMPACT ASSESSMENT – SECTION 4.15 (1)(B)

The impacts arising from this development, as proposed to be modified, are considered to be reduced when compared with that of the approved development. This is demonstrated on review of its acoustic, traffic, geotech, view impacts and construction impacts.

8.1. IMPACTS ON THE NATURAL AND BUILT ENVIRONMENT

8.1.1. Acoustics

An Acoustic Assessment (the assessment) has been prepared by Wilkinson Murray and is included with the modification application (**Appendix C**). The assessment covers:

- The introduction of an open central courtyards;
- Increase in the size of the eastern smokers terrace area roof;
- Relocation of the loading dock;
- Reduction in the size of the carpark; and
- Construction noise and vibration.

With regard to the courtyard and smokers terrace, the assessment found that noise emissions from within the extension will be contained within the premises and that compliance could be achieved with the applicable noise criteria when occupied by patrons only.

On review of the operational noise of the development including the car park and relocated loading dock it was found that;

- Noise from the carpark is not expected to change in any appreciable measure as a result of the development as the new design is consistent with the existing parking at ground level and above. In the case of lower levels, noise will be contained within the building structure.
- Given the hours of operation, noise from loading dock operation will be contained within the proposed dock area without adversely impacting of the acoustic amenity of residences near the dock.
- In the case of the childcare centre noise levels from garbage trucks on the ramp are expected to be shielded by the ramp, and a proposed full height masonry wall which will form a noise buffer between the access ramps and the childcare centre.

With regard to construction noise and vibration, the acoustic assessment found that no increase in predicted construction noise and vibration can be expected as a result of the S96 changes with the reduction in size of the basement carpark, reducing the construction program duration of higher noise and vibration levels for Oceangrove residents.

Further, with the proposed mitigation and management as recommended in the assessment, via the provision of a Construction Management and Traffic Management Plan, and a Construction Noise and Vibration Management Plan, Dee Why RSL will appropriately manage noise and vibration arising from its construction and on-going operation.

8.1.2. Geotech

A revised Geotechnical Report has been lodged with this application (**Appendix D**). The revised report details the preliminary groundwater modelling involved the development of four conceptual groundwater models for the site, using information obtained from the site investigations, the proposed basement footprint and depth, and modelling of changes to the groundwater regime as a result of the basement excavation.

The report found the following:

Groundwater testing

- laboratory test results of the groundwater indicate that chemical concentrations of contaminants of concern are generally below the groundwater investigation limits.

- the two groundwater samples returned the same copper concentration, indicative of there being no obvious increase in concentration which might be expected if the contamination source was on site.

Preliminary Groundwater Modelling

The preliminary groundwater modelling indicated that:

- cumulative groundwater inflows to the basement excavation through the sides and floor of the excavation over an 8-week period may marginally exceed 3 ML (with actual flow rates possibly lower than the models suggest);
- the hydraulic conductivity of the sandstone, may have been influenced by inflows along water-bearing joints, possibly in hydraulic connectivity with the overlying unconfined aquifer.

As such, the report noted that; following completion of the ~~banked~~ basement, groundwater inflow to the basement is anticipated to be minimal.

With regard to dewatering, it was noted that, given the volumes of water required to be dewatered from the excavation during construction, that it is likely that the construction contractor will need to obtain a dewatering licence from the NSW Office of Water, in accordance with their Aquifer Interference Policy. The report concluded that the volume of seepage requiring dewatering during construction is in the range which will be readily achieved using conventional ~~sump~~ pump and pump+techniques.

The report recommended that:

- A detailed groundwater modelling plan will need to be developed at the detailed design stage of the project
- Standard dewatering pumps should be spaced along the excavation, directing the pumped water to an on-site treatment module prior to off-site disposal / discharge.
- A sufficient number of pumps are required to ensure that sufficient pumping capacity is available during construction, in the event of equipment failure or extreme weather events.

An amended Geotechnical report is also provided as part of this modification (attached at **Appendix D**). This report provides background on the existing site conditions and provides guidance for construction based on the soil conditions.

As detailed, the Geotechnical investigations undertaken provide the means for managing off-site impacts with regard to groundwater and excavation, and as such it is considered that these impacts will be effectively mitigated during construction.

8.1.3. Traffic

A traffic and car park assessment has been prepared to address the key changes to the proposal as modified (**Appendix E**). This assessment has had regard to:

- Car parking demand;
- The amended car park layout and configuration;
- Traffic generation;
- The amended loading dock configuration and safety measures; and
- Driveway access.

Car Parking Demand

Using the same method for calculating car parking demand based on total GFA as DA 2017/0244, the assessment found a total of 680 car parks should be provided. Compared to the approved development, this is a decrease in seven car parks. With reference to traffic surveys undertaken in 2016, the car park is 99 percent occupied during peak demand. Based on this survey and the proposed change to GFA sought in the original application, car parking provision is able to accommodate the foreseen car parking demand, with some surplus. The assessment noted that the surplus car parking provided would account for peak periods brought about seasonal variation. As such, the proposed car parking numbers were deemed to be adequate.

Amended Car Park Layout

The amended car park layout has been assessed against the following Australian Standards relating to car parking:

- AS2890.1-2004 (Off-Street Car Parking)
- AS2890.2-2002 (Off Street Commercial)
- AS2890.6 (Off-Street Parking for People with Disabilities).

The amended layout was deemed by the traffic consultant to comply with the above.

Traffic Generation

The slight reduction in floor area does not greatly alter the amount of traffic generated by the RSL because there is no change proposed to staff or patron numbers. The assessment noted that the change in GFA would result in a slight reduction, however that as the difference was minimal and the previous traffic model is slightly conservative, that this item has not been reassessed.

Loading Dock Configuration and Driveway Access

The proposed changes to driveway access separate the loading dock traffic from customer and visitor traffic via a segregated loading dock accessway. This loading dock accessway is also separated from the childcare centre carpark via a full height masonry wall to prevent pedestrian access and improve safety. The dock use has been modelled and the largest vehicle servicing the dock can be accommodated and undertake the relevant manoeuvres. The assessment found that the driveway exit:

- provides compliant sight lines (AS2890.2), providing sufficient visibility of pedestrians and children on the footpath for the truck drivers; and
- that the amended location has been relocated away from the intersection of Clarence Avenue and Richmond Avenue to isolate the loading dock entry and exit traffic away from the frontage road traffic conflict (i.e. Clarence Ave and Richmond Ave), thus in line with the prohibited location of access driveways (AS2890.1).

The traffic and parking assessment concludes that; upon reviewing the proposed changes within the club expansion and the car park arrangements, *“that there is no significant variation from the previous Traffic Impact Assessment. In this regard, the traffic generated is within allowance and modelling in the TIA, and the parking demand may well be accommodated within the revised proposed parking provision”*.

8.1.4. Building Height

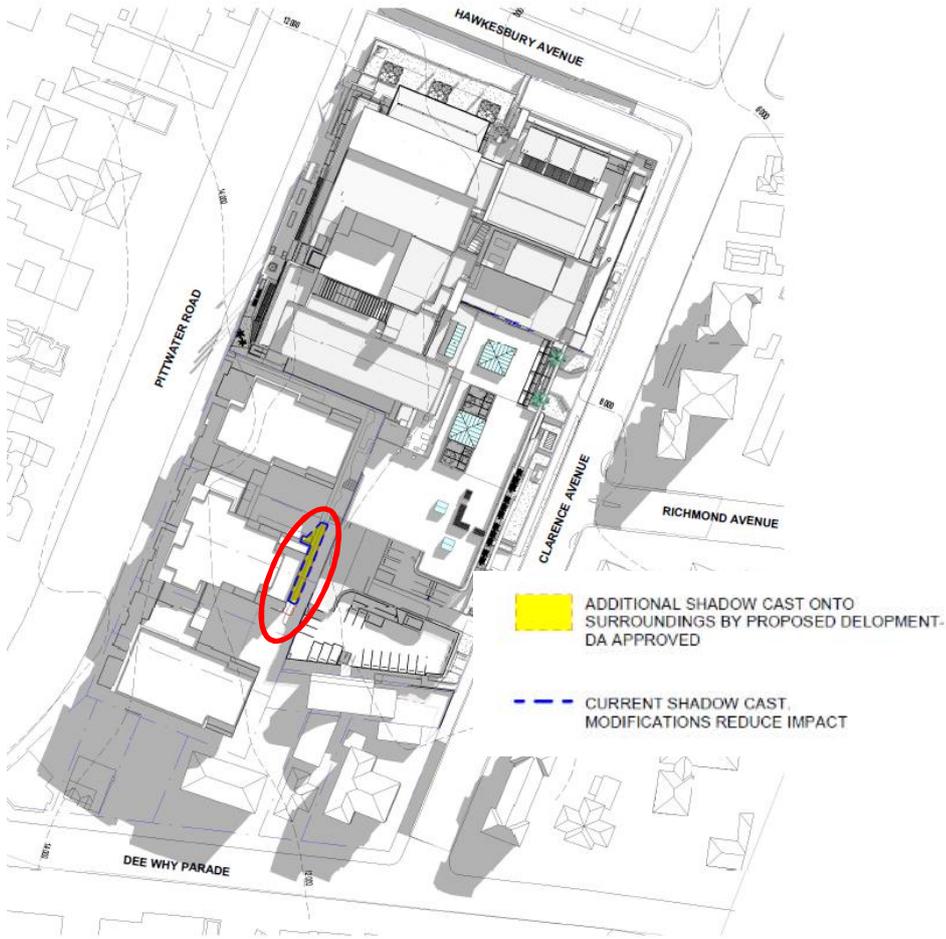
A decrease in the extent to which the 12m height plane is penetrated is proposed as part of this modification. **Figure 6** in **Section 5.1.7** provides a comparison of the proposed building height versus the approved, detailing this height reduction. Positive environmental benefits including a reduction in the amount of shadow impact (**section 8.1.5** below) and view loss (**Section 8.1.6**), owe to this reduction in height.

8.1.5. Overshadowing

The development as proposed to be modified results in a reduction in the extent of overshadowing occurring when compared to the approved development. As demonstrated below, the extent of the existing approved shadow is shown dashed red, and the reduced shadow is shown yellow.

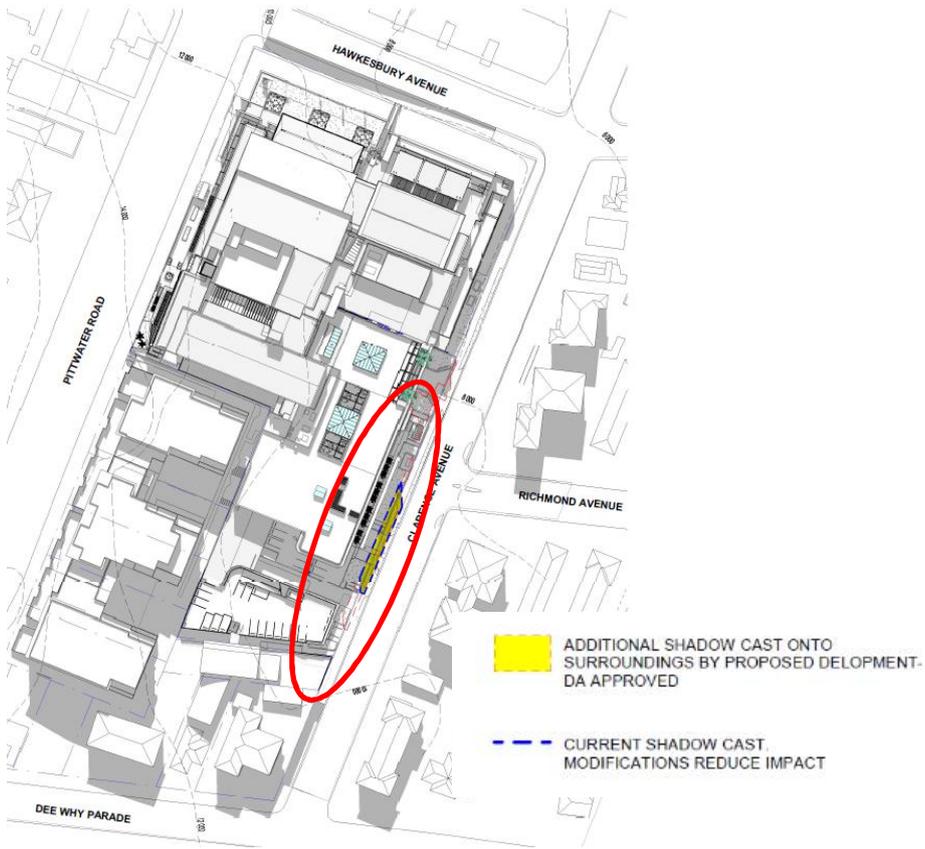
The major areas of improvement are located to the east of the building, with a reduction of shadow cast on the front yard of 1-3 Clarence Avenue (as detailed in **Figure 8**). Additionally, the amount of shadow cast within the site and that of the Oceangrove communal open space, is also reduced.

Figure 8 . Improvement to External Shadows Cast . as proposed to be modified



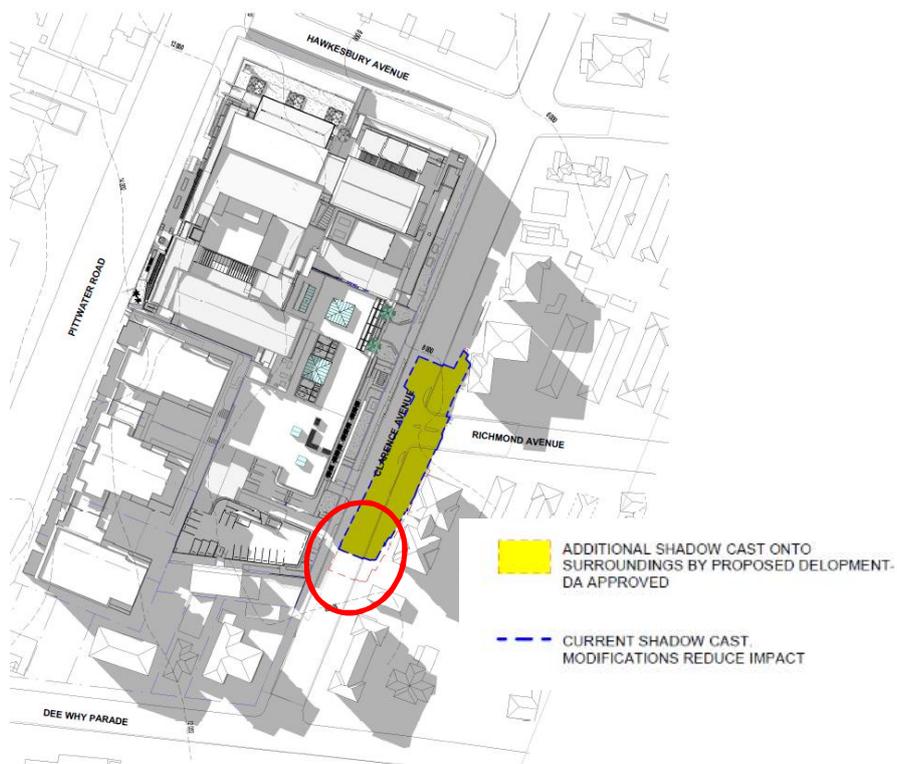
Picture 11 . 9am 21 June

Source: Altis Architecture



Picture 12 . 12pm 21 June

Source: Altis Architecture



Picture 13 . 3pm 21 June

Source: Altis Architecture

8.1.6. Visual Impact

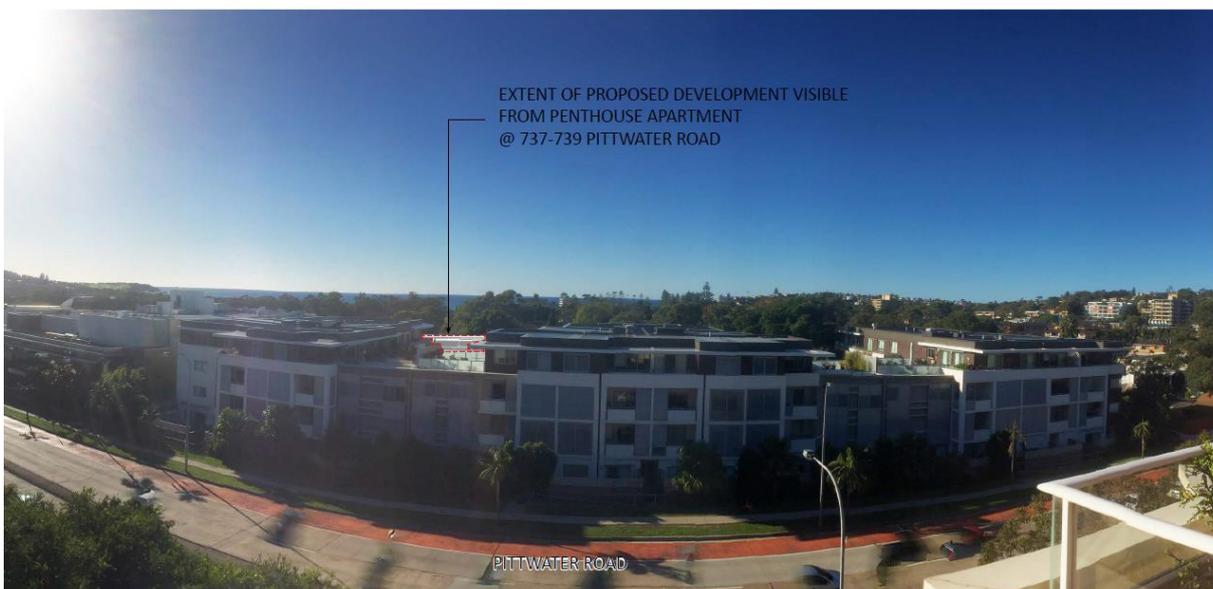
Improvements to views from the properties on the western side of Pittwater Road result from the modification. As detailed on comparison of the approved Drawing 'Proposed View Corridor – page 2', against the proposed (Figure 9). Furthermore, as detailed in the Architectural Design Statement prepared by Altis Architecture at Appendix B, the proposal continues to enhance the streetscape and provide a suitably scaled addition to the existing established building. Specifically, the reduction in floor area of the restaurant at Level 2 and the pulling back of the façade from the southern boundary will result in a reduced visual impact for the adjacent land owner.

Figure 9 - View Corridor from 737-739 Pittwater Road



Picture 14 - Approved

Source: Altis Architecture



Picture 15 - As proposed to be modified

Source: Altis Architecture

8.1.7. Construction Management

The following modifications are proposed which will in turn have cause positive impacts to the construction management program. These are:

- Reduced excavation, shoring and dewatering to create a tanked basement.
- Construction of a new split-level carpark (four and a half levels in-ground) and new loading dock entry positioned away from the porte-cochere.
- Reduction of the club expansion in the area of 135m².
- 6,00m² reduction in shoring wall.
- 8,000m³ reduction in bulk excavation.
- 1,270m² reduction in formwork & suspended slabs.
- Basement reduction from eastern Oceangrove seniors living village boundary allows for soil and rock anchors to be installed to western shoring wall, eliminating internal bracing and allowing bulk excavation program to be reduced.
- One month saving to program basement reduction & L2 floor plan reduction.
- Diaphragm wall cut off wall to rock, ensures that all dewatering will be within the basement walls with no draw down of the water table.
- Car park redesign allows access to lifts and club reception from all levels, previously mezzanine and ground level needed to use egress stairs.

Accordingly, the reduced construction program will have positive effects on the local environment.

8.2. ECONOMIC AND SOCIAL IMPACTS IN THE LOCALITY

The proposed development will have an overall positive social and economic impact on the surrounding area and local community. Specifically:

- The site is well serviced by public transport and located in close proximity to Dee Why Town Centre making it a highly accessible location.
- The development both during construction and operation continues the uninterrupted operation of the adjacent child care use.
- The Club supports the community in cash and kind to the value of \$1.7M in 2016/17 and is continuously growing.

The proposal represents an opportunity to continue to revitalise Clarence and Hawkesbury Avenue and accommodate urban renewal of a centrally located business which serve the community.

9. SITE SUITABILITY – SECTION 4.15(1)(C)

The following assessment has been structured in accordance with Section 4.15(1)(c) of the EP&A Act.

The proposed development provides a high-quality outcome for the site, Club members and the residents of Dee Why. The proposed development has been assessed against Council's existing planning policies and is suitable for the site for the following reasons:

- The subject proposal involves predominately internal alterations and additions to the RSL Club, which is already a long-established landmark and community facility in the Dee Why area. To the building form are minor and have minimal visual impact and are within the height controls of the site.
- The proposal is generally in accordance with the provisions and requirements of the relevant planning instruments.
- The built form will not have any adverse shadowing on the adjoining properties as demonstrated in **Figure 8**.
- As detailed in the acoustic report, the proposed works are compliant with the relevant noise criteria resulting no adverse affects to the existing amenity from an acoustic perspective.
- The site is in close walking distance of Dee Why town centre and residential properties and the proposed food and beverage works provide additional amenity to the surrounding community; and
- The proposal will facilitate the ongoing improvements to the Club site in line the public's expectations for the site and area.

10. THE PUBLIC INTEREST – SECTION 4.15(1)(E)

The following assessment has been structured in accordance with Section 4.15(1)(e) of the EP&A Act.

The proposal is considered to be in the public interest, as:

- It accords with the principles of relevant planning controls.
- Has had regard to the positive impacts and benefits of the scheme, including improved leisure facilities for the local community through improvement to food and beverage options.
- Enhances the appearance of the streetscape to Hawkesbury and Clarence Avenues.
- Does not have an adverse impact upon the amenity of the surrounding area.

11. CONCLUSION

This proposal has been considered under the provisions of Section 4.15 of the Environmental Planning and Assessment Act. The proposal is considered acceptable and worthy of approval for the following reasons;

- **The proposal satisfies the applicable local and state planning objectives and policies.** The proposal achieves a high level of compliance with the Warringah Local Environmental Plan and achieves a high level of consistency with the key planning controls within Warringah Development Control Plan, as recently amended.
- **The design responds positively to the site conditions and the surrounding urban environment.** The design relates mostly to internal alterations and does not have a significant impact on the surrounding urban environment because of the scale of the alterations and additions, their siting and context.
- **The proposal is in the public interest.** The proposal maintains the established use of the site for recreational and leisure purposes of the Club for the local community. The proposal will deliver a high-quality development for use by the community in an area accessible to public transport, and Dee Why town centre.
- **The proposal will enhance the amenity** and environment of the local area through the provision leisure and recreation services including restaurants, bars and commercial activities for the area. It represents an optimal utilisation of urban space, and will contribute to the overall amenity of residents surrounding the site.
- **The proposal as modified reduces environmental impacts** when compared to that of the approved development, with reduced shadow and view impacts.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A ARCHITECTURAL DRAWING SET

APPENDIX B DESIGN STATEMENT

APPENDIX C ACOUSTIC ASSESSMENT

APPENDIX D GEOTECHNICAL REPORT AND GROUNDWATER REPORT

APPENDIX E TRAFFIC REPORT

APPENDIX F BCA STATEMENT

APPENDIX G ACCESS STATEMENT

APPENDIX H CEMP

APPENDIX I LANDSCAPE PLAN

**APPENDIX J STORMWATER MANAGEMENT PLAN AND
CIVIL DRAWINGS**



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